

Submission number

S-352-1

Organisation

Essich and Torbreck Community Association

Date

31/03/2026

Comments

PLANNING Highland Council are using new legislation called a Masterplan Consent Area (MCA) to fasttrack the development at Essich Road. The environment and Infrastructure Committee who voted to put forward the development on Essich Road agreed to sieve potential locations using numerous criteria which included:- "Has the site benefited from a development plan allocation or a planning permission?" The development site on Essich Road has NOT been included in the Councils Long Term Development Plan nor has it been allocated planning permission. The Highland Council have gone so far as to say in a report "Highland is the only council considering the use of an MCA for housing development on land that is neither allocated in the development plan nor has a previous or existing planning permission. As such there is a risk of legal challenge." "Does the site lie outwith SEPA mapping defined future flood risk areas?" The site on Essich Road floods badly. The Essich and Torbreck Community Association have compiled comprehensive evidence which can be accessed by the clicking here. "Is there any evidence of justified community support for, or opposition to, development of the site?" There has been no engagement with the community to understand the level of support or opposition to the Mastreplan before the process commenced. The Highland Council called for a list of development sites in early 2025 which produced 250 potential sites, from which a list of 9 was put to the council with a recommendation to proceed with 3. (Embo, Ardersier and Essich road). On numerous occasions the council have been asked to evidence how they arrived at the three MCA sites from their initial list of 250 and to show the scoring mechanism was applied to do this. The council have openly admitted that no scoring mechanism was used and have, it would appear, selected three sites that they feel they can progress with minimum opposition. In addition, the only constraining factor that was identified for the Essich Road site was "potential flooding". No mention was made of either "Trunk Road capacity" or "School capacity" which where both identified as constraints for a similar shortlisted site at Welltown of Leys. Clearly this represents inconsistency in how the Essich site was portrayed to members of the Economy & Infrastructure Committee. This fails to show any strategic planning by the Council in how Inverness is being developed. Furthermore, in the 2024 Local Development Plan the Highland Council themselves ruled out development on the Essich Road site for the

following reasons: Well beyond the city edge, in the countryside Would not represent a rounding off of the settlement boundary. Not needed in quantitative terms Out of settlement location Would require far more extensive extensions to service locations

Longer (+probably less sustainable car borne) travel to local facilities. Has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. Would appear as an incongruous encroachment into the countryside No defensible boundaries to the south. The Essich and Torbreck Community association have prepared a Strategic Review of the planning and decision making process. which can be viewed by clicking the link below.

Strategy.pdf Map of Development Site The proposed development is fundamentally in the wrong location. In a previous reference to Essich Road, the planning department was unresponsive citing that it would take strategic growth of the City in a new unsustainable direction... Essich Road is located on the South West side of the City with the major job creation at the Free port being to North on the Deephaven/Nigg corridor or East of Inverness, principally at Castle Stuart/Airport/Ardsier.

The council themselves have admitted that Inverness East is the optimum location for development and that this would give them more than enough housing and land supply. The Highland Council have advised that this is being held back by Transport Scotland commitment to fund that East Link Road. Pressure should be put on the Scottish Government to progress the East Link as this will allow the Council to ensure its developments have a clear strategic direction. Simply picking adhoc sites as short term fixes fails to show any sense of strategic planning and cohesive thinking. This proposal is being used to try and implement a short-term fix to a long problem. Efforts should be focused on a strategic approach that delivers the Council's long term vision. In 2010 the Highland Council was a contender to be shamed as the country's most dismal city in the inaugural UK Carbuncle awards. Inverness was singled out for its mushrooming suburban sprawl". Let's learn from our mistakes and not continue to progress developments which only add to the city's urban sprawl. HOUSING The National Planning Framework Policy 15 states that the location of new homes should be consistent with local living including where relevant 20-minute neighbourhoods and an infrastructure first approach. The proposed development site on Essich road is remote. It is not near to any facilities. Anyone living on the new site will not be able to travel to local facilities (High School Employment Doctors Shops etc) within the guidelines of (10 minutes either way on either foot or cycle). Failure to ensure people can either walk or cycle to the facilities they need will only lead to the use of cars for travel. 400 houses equates to c600 car journeys leaving the proposed development site each day and a further 600 journeys as cars then return later in the day. Further increasing the impact on the environment The proposed development has earmarked the site for 400 houses of which 35% (c140) are to be affordable properties. It is far less likely that the households of the 140 affordable houses have access to cars. Situating a housing development which includes affordable housing so far away from any facilities will lead to isolation and loneliness for those living there. This is already evident in areas on the Ness Castle development which is much closer to facilities than the proposed site at Essich Road. ROADS Essich Road is a single-track country road without pavements or bicycle lanes. The council have indicated that the development would require stretches of the Road to

be widened but this is not possible for its entire length due to the proximity of existing premises along the road boundary and a 3.8m wide bridge. Any development that requires access along the Essich Road (C1064) will therefore need to travel for some duration along a stretch of road that will remain single carriageway without passing places. The Highland Council has indicated that a potential solution to this will be traffic lights on either side of the existing housing/bridge. The solution of traffic lights will make it very difficult for the residents of the properties that are enclosed by the traffic light system to:

- ☐ Safely leave their properties at peak time with c 600 additional cars predicted to be using the road
- ☐ Safely walk anywhere from their houses with access being directly onto Essich Road without any footpaths next to their houses.

It is challenging and dangerous enough now without the proposed development but increasing the volume of traffic on a quiet road will make this impossible.

Footpath/Cycle lane The Highland Council have acknowledged that the entire length of Essich Road cannot be widened and have suggested routing a footpath and cycle way via the fields in Knocknagael to provide access for pedestrians and cyclists. Such a route would not be visible from the road. Providing a route via Knocknagael will require a safe means for pedestrians to cross Essich Road it is unclear how this will be done. If a pedestrian crossing it to be added into the mix this will only add to the queuing and bottlenecks predicted though the section of road that cannot be widened.

Adding a route for pedestrians and cyclists that is not next to the Essich Road and is in effect a diversion from the road is unlikely to be adhered to by secondary school children. They will seek the quickest way to and from school which will be in a straight line and will involve walking on the road through the single carriageway that cannot be widened. It is inevitable that this will lead to an accident. Adding a route for pedestrians that is not directly adjacent to Essich Road and which cannot be seen from the road does not represent good planning. It is likely to cause anxiety for anybody walking on their own especially in the dark winter months. Furthermore if anyone walking on the footpath were to have an accident they may lie undiscovered for hours. It is unclear how the planner led solution to safe pedestrian and cycle access will be delivered to safely avoid sharing the limited bridge width inside a traffic light system.... as is suggested by the developer picture right above. The Essich Road forms part of the recreational cycle routes used by cyclists in Inverness. In the summer months there are more cyclists using the road than there are cars. Recreational cyclist will not divert to a separate cycle path when descending the Essich road hill. Cyclists travel at high speed down the Essich Road from which access to the proposed site is intended. It is inevitable that a cyclist travelling at high speed down the hill will not be spotted by a car leaving the proposed site and that an accident resulting in either serious injury or death will occur.

Bus routes / Connectivity The challenges experienced in Ness Castle from an infrequent bus service highlights the necessity of a sustainable and reliable bus service.

- (Holm Community Council) If as is the case 35% of the housing is to be considered affordable it is not unreasonable to expect that social demographics of matters such as car use/ ownership will be a factor for some householders. Even more so the availability of an adequate public transport service is vital. That HCC have had cause to comment on the abject failure of bus companies to provide an adequate service does not bode well for this MCA.

Torbreck Road Junction The junction between Essich Road and Torbreck road is best described as "blind" with vehicle exiting the Torbreck junction unable to see clearly any traffic that is approaching from

the South. Should the development go ahead with an increase of c600 cars it is inevitable that there will be regular accidents at this junction. The Essich Roundabout The roundabout junction between Essich Road and the Southern Distributor Road is already a bottle neck at peak times. Increasing the traffic on Essich Road will overload the roundabout and lead to significant tailbacks and delays. Inshes Roundabout The Inshes Roundabout is a notorious bottleneck which brings the busy Southern Distributor Road Old Perth Road and Culloden Road together as well as one of the access points for the Inshes Retail Park and an access onto the A9's northbound carriageway.

Improving this depends on progressing the A9/A96 East link.

FARMING The developer claims that the land is of "no use in terms of farming." This assertion is factually incorrect and is directly contradicted by the Macaulay Land Capability for Agriculture (LCA) classification which identifies the site as Grade 3.2 agricultural land. While Grade 3.2 is not defined as "prime agricultural land" under national policy it remains productive land capable of supporting a range of agricultural activities including rotational cropping improved grassland silage production and livestock grazing and rearing. It is versatile land with clear and demonstrable agricultural capability. The description of such land as being of "no use" for farming is therefore misleading unsupported and contrary to established land capability evidence. It is also important to clarify that the current lack of agricultural activity on the site is a matter of landowner choice rather than land capability. The current owner has chosen not to farm the land for a number of years. However prior to this period the land was actively and regularly farmed while the owner resided in the adjacent dwelling clearly demonstrating that the site is viable and capable of productive agricultural use. Temporary or deliberate non-use does not diminish the intrinsic quality of the soil nor its long-term agricultural potential.

National Planning Framework 4 (NPF4) places strong emphasis on the protection and sustainable management of soils. Policy 5 (Soils) requires development proposals to protect and enhance soils and to safeguard agricultural land and soil resources recognising their importance for food production climate resilience and long-term sustainability. Even where land is not categorised as "prime" its loss must still be properly justified particularly where it remains capable of supporting productive agriculture. Under Policy 5 (Soils) of NPF4 which Highland Council applies in development management development proposals are expected to minimise adverse impacts on soil resources and demonstrate that land has been used in a sustainable and appropriate manner. The application must therefore show that development on this site represents the most appropriate option having fully considered alternatives on less productive or previously developed land. The application as submitted does not demonstrate that the loss of productive agricultural land is unavoidable nor that alternative sites on lesser quality land or brownfield sites have been fully considered. There is no clear evidence that the agricultural value of the land has been properly weighed within the planning balance. In a regional context where productive agricultural land is limited and increasingly important for food resilience and environmental sustainability the permanent loss of Grade 3.2 land represents an irreversible impact on local agricultural capacity. Incremental losses of such land through development collectively erode the agricultural resource base and undermine long-term sustainability objectives. The application fails to demonstrate that:

- the loss of this productive agricultural land is unavoidable
- reasonable alternative sites on lower-quality or previously developed land

have been fully explored or • the proposal is justified in light of national policy requirements to protect soil and agricultural resources. For these reasons We request that the planning authority gives substantial weight to the verified agricultural land classification the documented history of agricultural use and the requirements of NPF4 Policy 5 and that the application be refused due to its unjustified impact on productive agricultural land and reliance on misleading claims regarding land capability. The Scottish Government’s soil and agricultural land classification maps can be viewed here: WILDLIFE This is an area of important biodiversity included protected species. The Essich Burn is a major wildlife corridor. The fields proposed to be developed are home to Roe deer badgers and bird life All wildlife residents will be threatened as their habitat continues to be destroyed pushing them further away. The development will risk losing these species from the area at a time of loss of biodiversity.

Biodiversity loss is a threat to National security- Government intelligence leaders warning A report “global Biodiversity Loss Ecosystem Collapse and National Security” (Jan 2026) said that the “severe degradation or collapse” of ecosystems presented a series of risks including food shortages and price rises. If ecosystems collapse the UK food supplies would be at particular risk “without significant increases” in the domestic food system and less reliance on imports. The collapse of global ecosystems poses a high risk to the UK’s national security and prosperity. The development at Essich will degrade the biodiversity of the area threaten protected species and loose important farmland. Instead we should be planning how best to use the farmland for the growing of food for the Inverness population whilst protecting and enhancing the current ecosystem. Biodiversity duty Highland council has a duty under the following areas amongst others:-
 ☐ actions to benefit biodiversity directly or achieve wider outcomes for nature and people.
 ☐ Mainstreaming Biodiversity
 ☐ Nature based solutions and climate change – ☐

Public Engagement and workforce development – including education and engaging with communities young people and the public. ☐ Research and monitoring Current list of wildlife in the area

Mammals ☐	Bat ☐	Pine Marten ☐	Badger ☐	Red Squirrel ☐		
Roe Deer ☐	Brown Hare ☐	Otter ☐	Hedgehogs ☐	Field Mouse ☐	Bank vole ☐	
Field vole ☐	Fox	Birds ☐	Skylark ☐	House Martin ☐	Dunnock ☐	Wren ☐
Bullfinch ☐	Greylag geese ☐	Wood pigeon ☐	Songthrush ☐	Dipper ☐		
Moorhen ☐	Mallard ☐	Sparrow hawk ☐	Barn Owl ☐	Red Kite ☐	Gold crest ☐	
Swallows ☐	Long tailed tit ☐	Greater spotted wood pecker ☐	Great tit ☐	Blue tit ☐		
Coal tit ☐	House sparrow ☐	Robin ☐	Crow ☐	Blackbird ☐	Goldfinch ☐	
Siskin ☐	Hérons ☐	Kingfisher ☐	Buzzard	Amphibians	Daily sightings	

(seasonal) ☐ Smooth Newt ☐ Frogs ☐ Common Toad Dry Stone Walls Dry stone walls on either side of Essich Road are an asset to the area. They are a beautiful part of the landscape and have been there for more than 100 years. None of the residents in the area want to lose these. It would be a tragic loss of the heritage of the area and a loss of the rural character and landscape. The character of the area would be destroyed. They also provide a habitat for insects and birds enhancing biodiversity. The dry stone wall also holds the plaque for where the Boarstone was moved from. Historic environment Scotland have in their written literature:-“Dry stone walls or drystone dykes as known in Scotland are an integral part of the built heritage and landscape of Scotland. They perform several functions such as to delineate boundaries to

corral livestock and to provide shelter for wildlife. “ Summary but NOT OUR FINAL WORDS..... The fields that are being proposed for this housing development contain abundant evidence of daily/nightly visits from a variety of wildlife the banks and woodland of Essich Burn being home and hunting ground to many birds and mammals. Our full wildlife report is available by clicking the document to the right. GATEWAY TO THE CITY The character of the City is often decided by that first glimpse – the sense of homecoming when coming over Drumossie Muir on a return up the A9 will be well known to us all. That sense is created not only by the vista of the City laid below us and framed by the Bridge and Black Isle beyond but by the fields and forests which separate us as we transition down from rural to City. Similarly the vista descending down Essich Road popular with tourists and cyclists presents a first impression of the City laid at the foot of the hill with the bridge Black Isle and Firth beyond. As a gateway we currently transition from rural to town as we move down the hill into the town. This planning proposal will ultimately place houses up as far as Balrobert Farm road-end so the first sight of the City will be like coming out of a tunnel straight into urban sprawl. SOCIAL INFRASTRUCTURE RAIGMORE HOSPITAL In the objections presented to the reporter IMFLDP 2 19/Jan/24 regarding INS18 (Knocknagael) the issue of inadequate capacity at Raigmore Hospital was raised. The reporter response was (P505) “lack of health facility capacity in Inverness and wider Highland is an NHS funding practice and staffing issue and not related to the lack of land or buildings suitable and allocated for that purpose”. Raigmore hospital is the district general hospital and only acute hospital serving the NHS Highland area and a population of over 320000. The Highland Council area has a population of approximately 240000 and is largely all located within the borders of NHS Highland - the non-overlap being essentially NHS Argyll & Bute. While general hospitals in Fort William Oban and Caithness deal with local care we understand Argyle & Bute generally refer down to Glasgow for acute patients. Hence here or there Raigmore is the District General Hospital serving the Highland Council region of some 240000 people. It follows then that the Highland Council challenge for an additional 24000 houses across the area will have a direct effect on Raigmore which assuming 2.5 people per household will add 60000 to the Highland population over the next 10 years. A snap inspection of the hospital in October 2024 found it was operating at 103% capacity and a further report in July 2025 noted that Raigmore had declared “code black” [when one or more service is at capacity] on 104 days over a period of a year. Unacceptable ambulance waiting times are becoming the norm. Summary We disagree that from a planning point of view the capacity of Raigmore is solely an HNS problem. Any issue which places a constraint on the population needs to be taken account of in deciding whether to actively increase that population. Whilst issue can be taken at the crude assessment presented it is undeniable that 24000 additional houses in the Highlands will place a huge if not unbearable strain on Raigmore and hence on the quality of life/health of the existing population. SCHOOLS Based on our own local knowledge the local High School (IRA) is nearing capacity. This is before any impact of Ness Castle phases 4 and 5. We do not have the modelling capacity but adding potentially 400 houses to the local area will have a significant impact on the ability of the IRA to cope. We understand that Ness Castle primary has potential for more places but in reality a parent driving from Essich Road could find themselves closer to Holm or Lochardil primaries than Ness Castle. ”

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Two wrongs don't make a right. Yes, there is a strong need for housing but building it on arable farmland is not the answer. It is quite clear that something has gone amiss when this MCA is suddenly going to be applied and with an alacrity rarely seen in planning. Quite simply it is in the wrong place. The world has changed and food security is an increasing concern. The question needs to be addressed as to why farmers are not being paid sufficiently to grow food. It is also clear from submissions from other neighbours that flooding is already a serious issue. I am disabled and unable to go for a sustained walk on the road. It is however heavily used by dog walkers, runners and cyclists. I do occasionally go for a drive up the road and relax in the peace up there. I can literally drive just ten minutes and feel away from the world. This is priceless and over the years I have been aware of others doing the same. In other words this area is a resource for mental health management. Opening the land up to soulless developments for expensive housing is a long term detrimental step for Inverness. In context there have been hundreds of houses built literally in front of my home. The traffic study of a delay of twenty minutes to get to Asda is really concerning. It is difficult now to turn right coming out of Essich Road. I am dependent on my car and at the same time struggle with longer times spent sitting despite having a sitting aid. I truly hope the concerns raised will be carefully considered and addressed resulting in this plan being cancelled and applied to an area already deemed to be suitable. The videos show a significant problem with water drainage and it is shortsighted to use arable land while depriving a substantial community of people walking, running and cycling in this area, the access to quiet nourishing land. Thank you for your attention in this matter.

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Comments

Dear Sir/Madam, I am opposed to the Essich Road, Inverness, development due to the strain it will put on the local Road Network, Schools, Healthcare and all the essential services (Gas, Electric, Water, Sewage, Broadband). Developers should be obliged to build at least a local community centre to include shop(s) with post office and banking facilities, cafe/bar and a health centre with GP, Dental and associated services. These should be fully functional and staffed with subsidies if needed before people move into the new homes. All of the above services are already under great strain in and around Inverness but one major issue is Essich Road itself. It is a single track road! Also, it's already become much harder to get out of Essich Road at Essich Roundabout.

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Comments

I want to OBJECT to the proposed MCA for land at Essich, Inverness for the following reasons: 1. The proposal does not comply with Local Development Plan which took up much work

and involved many people in its completion – a key agreed policy there for Inverness was to protect the open slopes to south of Inverness - the Essich site was not identified for development at that time and it seems very poor planning practice to consider it for development now just because a new shiny planning mechanism is in place. I do understand that for an MCA scheme there is no requirement to act in accordance with the provisions of the local development plan unless material considerations indicate otherwise. But why would the Council want to do that? The approval of this site would result in development progressing in a sporadic way and encourage provision houses on an isolated site, far from other facilities and proper transport infrastructure – this is precisely the opposite of the sort of integrated planning that Inverness needs. 2. Loss of high value land of rural character immediately to the south of Inverness – the proposals will be of very high visual impact in the rural landscape and would need new roads and other infrastructure which it would be impossible to combine without ruining the current rural character - this land is so valuable because it is close to Inverness. 3. There are other undeveloped sites that have been identified in the LDP that are closer to Inverness and closer to where people live and work and in strategically identified area of development with better transport connections. There is no compelling and demonstrable need to identify this site now. If the site is proposed for development in the future, it can be assessed against other suggested sites in the normal way.

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Comments

I want it noted that I object strongly to this development. It is being fast tracked through a broken process with no consideration for current housing, infrastructure, health, safety, capacity or environment. These plans were not previously made public in any Inverness Area Master Plan. There is no thought or concern from Highland Council Planning about the impact - where will children go to school, what dentist practice or GP surgery will residents access? This proposed development is not safe. There is already a severe lack of any safe route to school for

the children of Holm, Torbreck and Ness Castle. The Distributor Road can not cope with the correct levels of traffic, never mind a book children trying to walk and cycle to school. And why is farming land being constantly allowed to be sold and permission granted for housing? What happened to brown field sites? The country already has a food crisis as we do not produce enough; relying on imports. Disappointed is one word but to be perfectly honest, I am disgusted by Highland Council and the decisions that are being made on a daily basis, to the detriment of Inverness and the Highlands.

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Comments

Dear Sir/Madam, I am writing to formally object to the proposed development at Essich Road (MCA), primarily on the grounds of road safety and the impact of increased traffic on the surrounding road network. Essich Road is already under significant pressure, and the addition of traffic generated by this development would exacerbate existing issues. The road has characteristics that make it particularly vulnerable to increased traffic volumes, including limited capacity, constrained sections, and regular use by pedestrians and cyclists. An increase in vehicle movements would heighten the risk of accidents and reduce overall safety for all road users. In particular, I am deeply concerned about the cumulative impact on both Essich Road and the Distributor Road. These routes are already heavily used, and additional traffic—especially during peak hours—could lead to congestion, longer delays, and more hazardous driving conditions.

Increased queuing and turning movements at junctions would further elevate the likelihood of collisions. There is also concern about the suitability of existing junctions and access points to safely accommodate the projected increase in traffic. Without substantial and clearly defined mitigation measures, the development risks placing an unacceptable burden on infrastructure that is already stretched. Furthermore, increased traffic will inevitably affect vulnerable road users, including pedestrians, children, and cyclists. Any development that leads to a deterioration in road safety should be carefully reconsidered, particularly where safer

alternatives or mitigation strategies have not been convincingly demonstrated. Given these concerns, I do not believe the proposal adequately addresses the transport and safety implications of the development. I therefore respectfully request that this application be refused, or at the very least, that a more robust and transparent traffic and road safety assessment be undertaken. Thank you for your consideration of this objection.

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Comments

Opposition to Essich development comments Introductory Summary I completely object to the proposed development at Essich. It is an ad hoc development of 400 houses (soon after to be 750) to provide housing for jobs on the other side of Inverness. It is fundamentally in the wrong location and is fundamentally dangerous. There is no overall strategic planning for this, and the total of 24000 houses Highland Council (HC) have been tasked to build by the government. An ad hoc call for sites is not a good enough standard of planning in this day and age with all the detrimental effects it will bring on health and the climate emergency situation. The site was unanimously declared not suitable for housing development in the 2024 Inner Moray Firth development plan. If goes ahead it will be undemocratic, open to legal challenge (as also acknowledged in Highland Council documents), and will go against all current guidance – Such as National planning framework 4, HC policies and also agreement by the HC climate change and energy team by creating a socially isolating car centric suburb and threaten and destroy an area of important biodiversity. <https://www.highland.gov.uk/news/article/17189/council-unveils-plan-to-tackle-impacts-of-climate-change-and-build-community-resilience> published 26/3/26 This area is a biodiversity hotspot. Around 30% of the animal species on the UK Biodiversity Action Plan Priority Terrestrial Mammal Species list live here. It also has 2 species from the 'Birds of concern Red list', 10 from the amber list and 2 WCA 1981 Schedule 1 protection. Many don't just visit; they live here and can be seen every day/night. If you take each species alone, or just look at the actual fields, a developer can suggest that they won't have an impact. However, if

you look at the bigger picture, this is a very important biodiversity hotspot, and it is under a real and significant threat if this development is allowed to go ahead. The development will put massive strains on the infrastructure that is not at a standard able to cope. It will irreversibly and completely change the character of the area and destroy the current close knit rural community. The road access will be terribly dangerous and will give the road user a choice of death/injury if they choose active travel. Those living in the houses accessing the stretch of single track road at the single track bridge will be severely impacted and put at significant risk of serious injury. Tulloch appear to have lied in their report that the local community will experience 'lasting benefits' from this development. I challenge the HC to tell us what benefits we will see. There are absolutely no benefits that will come to us; just a destruction of our community, our beautiful rural landscape including dry stone walls on the approach road, light pollution, noise pollution and air pollution. Our lives will be put at risk cycling to work, school, evening sporting training clubs. It will be a loss for all those who visit regularly on bicycle and walking. Tulloch also appear to have lied on their displays by seemingly hood-winking the HC into the road widening options including diagrams of how they will use our neighbours' gardens to widen the road (see later for more details). If it goes ahead, it will be an embarrassment to Inverness as it will likely become one of those case studies in town planning of 'what not to do' when planning. It will be nominated for the carbuncle award and have a good chance of doing better than the previous Inverness nomination! The considerations of MCA should never come at the expense of the wider requirements of the National Planning Framework or the longstanding principles of sustainable, well-connected development, of which liveability, transport, net-zero alignment and social impacts go right to the heart of those concerns.

1. The MCA process

The MCA process has made no active effort to engage and communicate with the local community. One person found out from a Holm community Council Facebook post 8th January and forwarded it around and the community did the rest of the leg work getting the information out- our neighbour went knocking on doors to tell people about the meetings in Culduthel Christian Centre. It appears like the Council and Tulloch were trying to slip it under the radar. Essich and Torbreck community group have had to pay to publish leaflets to give locals information they need to make their own opinions. This information was extracted by Freedom of Information requests. Highland council and Tulloch have produced no mail drops despite a £94000 grant for this MCA for the Freeport jobs. There were 2 public meetings which our community group mobilised the community to attend. The Council and Tulloch could not answer most of our questions or answered such as "oh we can sort that" with no detail i.e. they had no idea, and the HC didn't appear to have any familiarity with the access issues to the site. They seem to have trusted Tulloch's infrastructure assessment that said there were no major issues. I believe this is sheer incompetence because even someone not trained in planning can see the major issues on this road. We agreed at this meeting that there was no safe route to School for the High School children. There is no answer given to the pedestrian and cyclist access over the small bridge. MCA was primarily designed to be used to fast-track developments already in the Local Development Plan. This site was unanimously rejected in the 2024 Morray Firth Development Plan because:-.....

Well beyond the city edge, in the countryside

Would not represent a rounding off of the settlement boundary.

Not needed in quantitative terms

Out

of settlement location ☐ Would require far more extensive extensions to service locations ☐ Longer (+probably less sustainable car borne) travel to local facilities. ☐ Has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. ☐ Would appear as an incongruous encroachment into the countryside ☐ No defensible boundaries to the south. The Highland Council have gone so far as to say in a report “Highland is the only council considering the use of an MCA for housing development on land that is neither allocated in the development plan nor has a previous or existing planning permission. As such there is a risk of legal challenge.” (ECI/19/25 s8.4) The MCA Grant I am really concerned that because Highland Council have been granted £94000 they will now feel under obligation to deliver this project and sacrifice safety and quality and not follow the guidance as stipulated in the National Planning Framework 4. This is financial leverage to not listen to the serious concerns of the local residents in the area and to not consider why it was rejected for development in the recent Inner Morray Firth Development plan. [Redacted – personal information - refers to an email sent from a named individual to the Council regarding the status of the MCA relative to National Planning Framework (NPF) 4]. I am also concerned the Highland Council are in breach of the grant conditions as it was granted for MCAs for the Cromarty Forth Green Freeport:- “The Scottish Ministers in exercise of their powers under section 126 of the Housing Grants, Construction and Regeneration Act 1996, as amended hereby offer to give to The Highland Council (“the Grantee”) a grant of up to £94,000 (Ninety Four Thousand Pounds) STERLING, payable over the financial year/s 01/04/2025 to 31/03/2026 in connection with the formulation of Masterplan Consent Areas (MCAs) for the Cromarty Firth Green Freeport” (Masterplan Consent Areas Roll Out: Early Adopter Grant Funding 2025-26, Our ref: AE/MCA/THC/A53170342 30/07/2025) The Essich development is on the south west side of the city and the Green Freeport being to the North /East. The development is therefore not consistent with the grant because the houses in a development in Essich should not be for the Green Freeport jobs. It is so far away it would be a joke to even consider calling it a “Green” Freeport because of the vehicle miles it would generate. Also because of the single track road, no bus will ever serve this area regularly so public transport is effectively an impossibility. It would contravene all modern planning standards. [Redacted – personal information]- the council has admitted in the public meeting, Inverness East is by far their preferred location but they say they are held back by the Scottish Government funding the East link road. This is where the houses for the Freeport jobs should be as it has been agreed in the strategic plan and long-term vision consistent with National Planning Framework 4. Essich development is an ad hoc choice because the landowners came forward. Let us also be clear that there is a family feud amongst the shared landowners which has led to them not allowing the tenant farmer to farm the land for the last 2 years. In addition, one of these shared landowners does not agree to this sale or development and reporting that this has happened without his knowledge or agreement. I have concerns that Tulloch have not shared this appropriately with The HC. When asked about the of National Planning Framework 4 standard and how they can’t be applied here, we were answered by [redacted – personal information] the team with a shoulder shrug as to why they cannot meet the NPF4 but they will go ahead anyway because it’s difficult to meet the standards. Why are the standards there then?

Also if [redacted - personal information] HC doesn't view them as an important goal, what direction is Inverness going in? Governance The Governance process of the MCA is concerning. On numerous occasions the council have been asked to evidence how they arrived at the three MCA sites from their initial list of 250 and to show the scoring mechanism was applied to do this. The council have openly admitted that no scoring mechanism was used and have, it would appear, selected three sites that they feel they can progress with "minimum opposition". 2.

Social Isolation and Car-Based Development Distance from services, social isolation, increased car use for shops, schools and commuting. National Planning Framework Policy 15 states the location of new homes should be a 20 minute neighbourhood. When questioned about this the council planning representatives basically said we can't manage it so we will just ignore it. There was absolutely no desire in their answers to even attempt to reach this target. They were telling us why it couldn't be reached and why that didn't concern them. There are zero facilities for this site even in a 30 minute neighbourhood. Nearest doctors; >1 hour walk, return time 2 hours Nearest bus stop; >15 minute walk, return time 30 minutes Nearest shop; 30 minute walk there, up hill return, therefore 40+ minutes. Return trip >1 hour 10+mins Nearest community centre eg for isolated young mothers, elderly; >45 minute walk, return trip >1 ½ hours Nearest High School; >35 minutes walk (on a dangerous road with risk of death/serious injury), return trip >1 hour 10 mins These are times for a reasonably abled walker. For children or elderly, the times would be much longer. It can therefore be seen these are completely prohibitive for people and therefore lead to social isolation for many eg young mothers, elderly, disabled and all the health problems this causes and to car dependence. The challenges experienced in Ness Castle from an infrequent bus service highlights the necessity of a sustainable and reliable bus service. If, as is the case 35% of the housing is to be considered affordable it is not unreasonable to expect that social demographics of matters such as car use/ ownership will be a factor for some householders. Even more so the availability of an adequate public transport service is vital. That HCC have had cause to comment on the abject failure of bus companies to provide an adequate service does not bode well for this MCA. All the above are examples of why the 2024 planning statement "too distant from existing services, facilities and major employment destinations" would appear to be well justified. The considerations of MCA should never come at the expense of the wider requirements of the National Planning Framework or the longstanding principles of sustainable, well- connected development, of which liveability, transport, net-zero alignment and social impacts go right to the heart of those concerns.

3. Infrastructure and induced car use Single track Road Essich Road is a single-track country road without pavements or bicycle lanes. It is used by tractors and farm traffic and HGVs such as logging lorries. Flocks of sheep regularly escape onto the road. We maintain the vegetation on our boundaries by working on the road. It is heavily used by cyclists and in this regard, its beauty is a great tourism asset to the city. The local residents walk and cycle on the road. We take children to school by active travel and face the already dangerous traffic speeds. We have asked for traffic speed restrictions and been ignored by HC. The council have indicated that the development would require stretches of the Road to be widened but this is not possible for its entire length due to the proximity of existing premises along the road boundary and a 3.8m wide bridge and substantial electrical infrastructure. It would also involve the destruction of beautiful ancient dry stone walls, a

section of which the Boar stone was taken from and has a historic plaque on. The walls are part of the neighbourhood and their loss would destroy the character of this part of rural Inverness as well as the biodiversity destruction, and the loss of our community identity. Any development that requires access along the Essich Road (C1064) will need to travel for some duration along a stretch of road that will remain single carriageway without passing places. The Highland Council has indicated that a potential solution to this will be traffic lights on either side of the existing housing/bridge. The solution of traffic lights will make it very difficult and highly dangerous for the residents of the properties that are enclosed by the traffic light system to:

- ☒ Safely leave their properties with c 600 additional cars predicted to be using the road
- ☒ Safely walk anywhere from their houses with access being directly onto Essich Road without any footpaths next to their houses.
- ☒ It is challenging and dangerous enough now, without the proposed development, but increasing the volume of traffic on a quiet road will make this impossible.
- ☒ Have deliveries of fuel and products
- ☒ Reversing into driveways would cause traffic delays and probably angry drivers. This design would go against modern standards of safe road design. The Highland Council have since acknowledged that the entire length of Essich Road cannot be widened and have suggested routing a footpath and cycle way via the fields in Knocknagael to provide access for pedestrians and cyclists. Such a route would not be visible from the road.

Providing a route via Knocknagael will require a safe means for pedestrians to cross Essich Road, it is unclear how this will be done. If a pedestrian crossing is to be added into the mix this will only add to the queuing and bottlenecking predicted though the section of road that cannot be widened.

Adding a route for pedestrians and cyclists that is not next to the Essich Road and is, in effect, a diversion from the road is unlikely to be adhered to by secondary school children. They will seek the quickest way to and from school, which will be in a straight line and will involve walking on the road through the single carriageway that cannot be widened. It is inevitable that this will lead to an accident. Adding a route for pedestrians that is not directly adjacent to Essich Road, and which cannot be seen from the road does not represent good planning. It is likely to cause anxiety for anybody walking on their own, especially in the dark winter months.

Furthermore, if anyone walking on the footpath were to have an accident, they may lie undiscovered for hours. It is unclear how the planner led solution to safe pedestrian and cycle access will be delivered to safely avoid sharing the limited bridge width inside a traffic light system as is suggested by the developer. It would not solve pedestrian and cyclist access for our houses adjacent to the bridge. The Highland Council have shown with other cycle paths that they do not to maintain them leading to safety issues. Thick layers of several years of decaying leaves leads to slippiness for a cyclist and pedestrian. Therefore, a cyclist will avoid these routes and keep to the roads. Also encroachment of the verges, narrows the cycle paths. Examples of lack of maintenance are all over Inverness including Dores Road cycle path and the southern distributor cycle path (up to 30% reduction in width due to encroachment of verges). There are plenty of other examples not listed here. I for one avoid these paths and cycle on the road instead because I don't want to slip and fall off my bicycle. Disregard and untruths told to/about local residents Tulloch's displayed plans to widen the road are really insulting and shocking.

Their public displays show the where the road widening is proposed-it is marked to be in local resident's gardens. Also, through other farm land with no assessment to that loss of agricultural

land. Hashed area is road widening area Yet, the highland council have verbally said there would be no Compulsory Purchase orders on our gardens to enlarge the road. So either Tulloch or Highland Council are being untruthful. It is so worrying that the Highland Council appear to have not fact checked Tulloch's proposals this is one example of several incorrect statements. How can a significant development like this go ahead when the lead planner for Highland Council has to be told by the local residents about the road issues and appears to not even recognise what appears to be false information that Tulloch have given them? The Essich Roundabout The roundabout junction between Essich Road and the Southern Distributor Road is already at capacity at peak times. Queues already extend up to the IRA roundabout to the East and onto the west link on the west. Increasing the traffic on Essich Road will overload the roundabout and lead to significant tailbacks and delays- It will become worse than Inshes roundabout is currently in terms of time delays. Inshes Roundabout The Inshes Roundabout is a notorious bottleneck which brings the busy Southern Distributor Road (SDR), Old Perth Road and Culloden Road together, as well as one of the access points for the Inshes Retail Park and an access onto the A9's northbound carriageway. Improving this depends on progressing the A9/A96 East link. The Essich development for the purpose of the free port as per the grant application would put more cars into the SDR and Inshes roundabout.

4. Safety By far the most compelling reason this should not go ahead is the real risk to life on the proposed road access to the development. The road to the proposed development is single track with a small bridge. It already is in need of reduced traffic, speed restriction to 20mph, and pedestrian and cyclist safety measures. Our community have written to the council in 2017 and to the safe routes to school prior to that. We were promised radar speed recording, but we are still waiting for this. You then add cars, buses (?), delivery lorries, traffic to the battery storage scheme and other schemes planned along that corridor makes it lethal. There is very high risk there will be a serious accident, very soon into the development. The battery storage scheme has been given the go ahead and the bigger picture needs to be looked at because this will induce more traffic including construction traffic. This does not appear to have been taken into account as an overall assessment does not appear to have been undertaken by the HC of the area. I cannot see how this danger can be mitigated. There needs to be a wide pavement for pedestrians and cyclists. You can't put traffic lights on this section because you have 5- 8 houses opening into the space between traffic lights. I cycle to work, our son and daughter cycle and walk out of the drive to school and e.g. evening athletics clubs. How are we to exit our drive safely to then cross a hazardous bridge? Our neighbourhood has deliveries which partially block this section of road and we often need to reverse into the driveways. The bin lorry pretty much blocks the road. With the proposed quantity of traffic, this will be very hazardous. Because these warnings are all in writing, a planning department that gives the go-ahead should consider the legally liability then placed on you when any such accidents occur. Sheep frequently escape onto the road. Currently our close knit community all join together to herd them to safety and message the farmer. This is another danger of a rural road. There will be more road deaths of protected species such badgers, pine martens and red squirrels.

5. Loss of high quality Agricultural land The development at Essich Road, if progressed, will be on good quality agricultural land which has been farmed for over 200 years. The land at Essich Road has been categorised as grade 3.2, it remains productive land

capable of supporting a range of agricultural activities, including rotational cropping, improved grassland, silage production, and livestock grazing and rearing. It is versatile land with clear and demonstrable agricultural capability that has in recent years been used to provide for the bull stud at Knocknagael. Under Policy 5 (Soils) of NPF4, which Highland Council applies in development management, development proposals are expected to minimise adverse impacts on soil resources and demonstrate that land has been used in a sustainable and appropriate manner. The application fails to demonstrate that: • the loss of this productive agricultural land is unavoidable, • reasonable alternative sites on lower-quality or previously developed land have been fully explored, or • the proposal is justified in light of national policy requirements to protect soil and agricultural resources. We are living in a world where biodiversity is being deliberately sacrificed in the name of 'progress', and food security threatened. We rely too heavily on importing food in a world that has mass crop failures globally causing high prices, and famine for many others. We need to keep our agricultural land for food production, not for more tarmac, houses and traffic. If we look after the land, it will look after us. 6. Loss of character, Threat of Historical and Environmental Destruction and construction designs contrary to current planning standards Dry stone walls on either side of Essich Road are an asset to the area. They are a beautiful part of the landscape and have been there for more than 100 years.

None of the residents in the area want to lose these. It would be a tragic loss of the heritage of the area and a loss of the rural character and landscape. The character of the area would be destroyed. People come to visit the site of the Boar Stone. A plaque is sited in the wall where the Boarstone was moved from. We should be enhancing this area by re-siting the Boar Stone, not destroying this. Dry Stone walls provide a habitat for insects and birds enhancing biodiversity. The Highland council is supposed to be committed to preserving and increasing biodiversity not sanctioning its destruction. Historic environment Scotland have in their written literature:- "Dry stone walls, or drystone dykes as known in Scotland, are an integral part of the built heritage and landscape of Scotland. They perform several functions, such as to delineate boundaries, to corral livestock and to provide shelter for wildlife. " <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=691877c6-bed8-4803-bdd1-a59500bb2828> The planning department recognises this special rural character and have been very strict when granting or declining planning permission for e.g. extensions to existing houses in our community. Many neighbours in this community have had to adjust their designs to "be in keeping with the area". So why now are they happy to allow 750 boxes (400 first, then the following 350, which anyone thinking won't be given permission is naïve) to be built, tear down the dry stone walls and introduce hundreds of cars onto the roads in this area? This is "not in keeping with the area". Will it become one rule for some and a different rule for Tulloch/developers/people with lots of money and influence? The Essich community will be destroyed. We will move because we have chosen this lifestyle – (Inverness will lose another doctor. I doubt anyone will care, but I just need to say it). It is a life style where we put a headtorch on to take the bins out and see the universe above us, we help our neighbours, we dig ourselves out of the snow because the plough comes to us last, we organise joint fuel deliveries as a community, we go out and herd sheep to safety together, I have ice spikes on my

bicycle so I can still cycle in the snow and ice, the owl hoots when we walk past the oak tree on the corner. This will all go forever. It will break our hearts and I can't watch this destruction of beauty happen. 7. Flood risk The land isn't just at risk of flooding, it regularly floods. This is not a few pools of water, it is severe flooding - torrents of water that puts local houses at risk.

Developing the site, and introducing roads and hard landscaping, will reduce the natural drainage that the fields currently have. This will increase the flood risk, especially for properties on Torbreck Road and on the East of the proposed development site. If the development goes ahead the council would need to commit to be regularly attending the area to sort out the floods and compensate for damage. 8. Biodiversity loss The fields that are being proposed for this housing development contain abundant evidence of daily/nightly visits from a variety of wildlife, many of them under threat. The banks and woodland of Essich Burn being home and hunting ground to many birds and mammals. The UK Biodiversity Action Plan Priority Terrestrial Mammal Species names 18 species. At least 5 of the named mammals at risk species-28% of species on the UK biodiversity plan live in the Essich area. It also is home to/regularly visited by 2 species from the 'Birds of concern Red list', 10 from the amber list and 2 with WCA 1981 Schedule 1 protection. If you take each species alone, a developer can suggest that they won't have an impact but if you look at the bigger picture, this is a very important biodiversity hotspot and it is under a real and significant threat if this development is allowed to go ahead. These animals do not just visit the area but live here. Pine Martens, squirrels and badgers are here every day or night. Biodiversity duty Highland council has a duty under the following areas amongst others:-

- ☐ actions to benefit biodiversity directly or achieve wider outcomes for nature and people.
- ☐ Mainstreaming Biodiversity
- ☐ Nature based solutions and climate change –
- ☐ Public Engagement and workforce development – including education and engaging with communities, young people and the public.
- ☐ Research and monitoring

A report "global Biodiversity Loss, Ecosystem Collapse and National Security" (Jan 2026) said that the "severe degradation or collapse" of ecosystems presented a series of risks including food shortages and price rises. The development at Essich will degrade this biodiversity hotspot. It will threaten protected species and loose important farmland. The massive increase in traffic will cut off the corridor and threaten the existence of badgers, deer, red squirrels and other wildlife that try to cross the road to continue along Big Burn and the surrounding woodland. The added air and noise pollution from hundreds of extra cars using Essich Road will also damage the area. It will increase road death of protected species. Therefore the development would be wilfully putting badgers and other wildlife at increased risk of death on the Essich Road crossing. Instead, we should be planning how best to use the farmland for the growing of food for the Inverness population, whilst protecting and enhancing the current ecosystem. Current list of wildlife in the area (there will be more but these listed are known to live here) Mammals (Schedule protection relates to Habitat Regulations 1994) Most of these are daily sightings either all year or seasonal for migrating visitors. Mammal Legal Protection Pipistrelle Bat Pine Marten Badger Both badgers and their setts are protected Red Squirrel Schedule 2 European protected species At risk list ?UK BAP Priority Terrestrial Mammal Species (2007) Schedule 3 European protected species UK BAP Priority Terrestrial Mammal Species (2007) Protection of Badgers Act 1992 as amended by the Wildlife and Natural Environment (Scotland) Act 2011 Red squirrels and their dreys (resting

places) receive full protection under Schedules 5 and 6 Wildlife and countryside act 1981 Roe Deer Brown Hare (In development field) Otter Hedgehogs Field Mouse Bank vole Field vole Wildlife and Natural Environment (Scotland) Act 2011 UK BAP Priority Terrestrial Mammal Species (2007) UK BAP Priority Terrestrial Mammal Species (2007) Schedule 2: European protected species UK BAP Priority Terrestrial Mammal Species (2007) UK BAP Priority Terrestrial Mammal Species (2007) Despite not being legally protected they are considered highly important for the eco system, particularly in the highlands as a primary food source for predators like pine martens and birds of prey Fox Birds Daily sightings, some seasonal due to migration:- Skylark Birds of concern Red list House martin Dunnock Wren Bullfinch Greylag geese Wood pigeon Songthrush Dipper Moorhen Mallard Sparrow hawk Barn Owl Red Kite Gold crest Swallows Long tailed tit Greater spotted woodpecker Great tit blue tit coal tit house sparrow Robin Crow Blackbird Goldfinch Siskin Herons Kingfisher Buzzard Amphibians Daily sightings (seasonal) Smooth Newt Frogs Common Toad UK BAP Priority Herptile Species (2007) Evidence: - We have recorded a lot of evidence; this is a small selection. Badgers; A Protected species. The development fields are a BADGER FORAGING HABITAT. There are huge sets East of Essich Road, there is also at least one sett as well as badger runs on the upper bank of Essich burn on the edge of the field, which is also earmarked for future development. The badgers visit the fields nightly to forage, then continue into the adjacent gardens. They then make their way back up the Holm Burn crossing the road a second time. The development will destroy their foraging Birds of concern Red list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list Birds of Concern Amber list WCA 1981 Schedule 1 protection WCA 1981 Schedule 1 protection feed over the field NESTING IN DEVELOPMENT FIELD feed over the field habitat. It will also put them at high risk on the roads which would have high level traffic with the increase in cars from the development and the battery storage scheme. There is evidence that other Badgers live in the Dell adjacent to the south proposed development field. Badger descending off Essich Road at the Holm Burn Bridge. Nightly riverbank forage Badger leaving garden into proposed development field 23/2/26 Pine Martens Pine martens live and breed here and visit every night and bring their Kits here in the summer. They rely on woodland for their habitat therefore no trees should be felled in this area. They are shy and increased noise and light will push them out of the area. Red Squirrel Daily visitors, endangered crossing the road. Swallows and house Martins Every summer the swallows come to nest here and feed on the insects in the field. Their numbers are decreasing because of factors including:- "Habitat Loss an

, Agricultural Changes: The conversion of traditional small-scale or pasture-based farming to modern intensive or industrial agriculture has reduced suitable foraging areas." 9. Cycling The Essich Road forms part of the recreational cycle routes used by cyclists in Inverness. In the summer months there are more cyclists using the road than there are cars. Recreational cyclist will not divert to a separate cycle path when descending the Essich road hill. Cyclists have been

recorded at speeds in excess of 50 mph down the Essich Road from which access to the proposed site is intended. Accidents have already happened. It is inevitable that a cyclists travelling at high speed down the hill will not be spotted by a car leaving the proposed site and that an accident resulting in either serious injury or death will occur. 10. City Gateway The character of the City is often decided by that first glimpse – the sense of homecoming when coming over Drumossie Muir on a return up the A9 will be well known to us all. That sense is created not only by the vista of the City laid below us and framed by the Bridge and Black Isle beyond but by the fields and forests which separate us as we transition down from rural to City. Similarly the vista descending down Essich Road popular with tourists and cyclists presents a first impression of the City laid at the foot of the hill with the bridge Black Isle and Firth beyond. As a gateway we currently transition from rural to town as we move down the hill into the town. This planning proposal will ultimately place houses up as far as Balrobert Farm road-end so the first sight of the City will be like coming out of a tunnel straight into ugly urban sprawl. The images shown at the public events inspire no confidence in the compliance with NPF4 Policy 14 Design Quality and Place nor the six key qualities of successful places. The proposals are likely to be as indicated in the public exhibitions a mono-culture of suburban style white houses with predictable spacing cul-de-sacs and small gardens. The relationship of that type of layout and house type to this rural location does not provide for healthy pleasant connected distinctive sustainable or adaptable places as the planning system requires it to. We have seen over recent decades a proliferation of suburban housing on the south side of Inverness in particular and our rural landscapes ruined. The proposal also fails in terms of Policy 16 Quality Homes in that regard. In summary please listen to our community about this dangerous ad hoc car centric socially isolating ugly sprawl and action the Highland Council to sit with the Scottish Government for some strategic planning of 24000 houses for the highland area so there is a vision that develops connected communities and we do not destroy our beautiful city any more than it has been already.

Submission number

S-345-1

Organisation

N/A

Date

31/03/2026

Comments

Thank you for the opportunity to provide feedback on the proposed Masterplan Consent Area for Essich Road. As a local resident, I am submitting the following comments regarding the current draft proposals and the potential impact on the community. Highland Council Report No ECI/12/2024, titled Masterplan Consent Areas and dated 2 nd May 2024, discussed the potential sites for an MCA. Paragraph 9.3 quoted below “ Examples of sites that may be brought forward to a future Committee include locations relatively close to the expected new employment at Tain, Alness, Invergordon and east of Nairn. These sites have been subject to previous landowner, agency and community consultation and received in-principle support from Council Committee(s) at the time the Local Development Plan was finalised for Examination.” Paragraph 9.4 quoted below “Specific sites that could be considered in this context include:-

1. Land at Nairn East (previously identified within the Inner Moray Firth Proposed Local Development Plan (IMFpLDP2) as allocation NA05).
2. Land at Croft Arthur and Viewfield, Tain (previously identified within the IMFpLDP2 as allocation TN04 and part of TN06).
3. Land at Culcairn, Evanton (previously identified within the aIMFLDP as allocation EV3).
4. Land at Alness East (previously identified within the aIMFLDP as allocation AL3, AL6 (part) and AL4)."

This MCA report has no mention of any sites within Inverness. Additionally, it expressly states that “sites that could be brought forward to a future committee include locations relatively close to the expected new employment at Tain, Alness, Invergordon and east of Nairn”. The future committee meeting took place on 13 November 2025, Report No ECI/36/25, titled Masterplan Consent Areas: Potential Sites Using the above information from the previous meeting, I would have expected the potential sites to be ‘close to the expected new employments’, and I would have also have expected to see the four sites listed above in the initial report, to be included within the list of potential sites, given that this report was exactly that, MCA: Potential sites. However, the Highland Council have appeared to disregard their previous agenda from the initial MCA report of May 2024. The long-list of potential MCA sites from the Nov 2025 report are: • Alness east • Ardersier East • Embo • Essich Road, Inverness • Inverness East • North Kessock West (2 MCA sites) • Tain South and Tain West (5 MCA sites) • Torbreck Farm, Inverness • Welltown of Leys Paragraph 1.4 quoted below: “The “long-list” has been generated using a variety of criteria including proximity to the likely location of new ICFGF jobs; development industry interest in delivery; whether there are insurmountable environmental or infrastructure constraints;” My question to the council, is why, from the initial list of sites in 2024, has only Alness East been included within the long list? Paragraph 2,1. iii “Agree to recomenda firm preference to progress sites at Essich Road, Embo and Arderiser.” Why was there a firm preference to progress sites at Essich Road, Embo and Arderiser? Why were the other three initial sites at Nairn East, Evanton and Tain excluded. Why was there no further mention of the sites at Nairn East, Evanton and Tain, given that “These sites have been subject to previous landowner, agency and community consultation and received in-principle support from Council Committee(s) at the time the Local Development Plan was finalised for Examination.”? Paragraph 8.3 quoted below: “Potential MCA sites that suffer from known, significant infrastructure and/or environmental constraints, which currently have no reasonable

prospect of short-term resolution, have not been included in the Table 1 “long-list”.” Essich Road MCA is accessed via a single-track road, with a narrow bridge and housing either side of the road. It is impossible for the access road to be widened to two lanes. It is also impossible for a pavement to be included. Can the council explain how this is not a significant infrastructure constraint? The table listed in paragraph 8.6 of the report lists only partial flood risk as a difficult to mitigate constraint. I compared the table from para 8.6 of the report to the table found in Appendix 3: Deliverable Housing Land Pipeline for Highland, found in Report No ECI/19/25, titled Development Plan Delivery, dated 29 May 2025. The right hand of this table lists the ‘likely/known constraints’ for each site. Comparing the two tables, there are whole host of constraints available to be listed with reference to Essich (and also Tobreck farm, adjoining), but the council chose only to list partial flood risk when presenting the evidence to the committee in the Nov 2025 report. The following constraints should have been included with reference to the Essich site:

- Road Access (single track)
- Road Network Capacity (Holm roundabout/Inshes Roundabout/SDR)
- Ownership (1/3 owner of one field unwilling to sell)
- Farm Tenancy (the fields are currently farmed by a tenant farmer)
- Active travel (no safe active travel routes due to width of single track road/ distance from provisions >20min neighbourhood make it car-centric)
- School Capacity (IRA and Ness Castle)
- Flooding (major flooding has occurred on site and on adjoining land)

For what reason did the council exclude all other likely/known constraints when presenting the long-list of sites in the table at para 8.6? By including Essich for the proposed MCA the council have contradicted both their initial report in 2024 at para 9.3 and 9.4, as well as paragraph 8.3 of this report, “Potential MCA sites that suffer from known, significant infrastructure and/or environmental constraints, which currently have no reasonable prospect of short-term resolution, have not been included in the Table 1 “long-list”.” This shows inconsistency and lack of any form of strategic planning by the council. The parameters seem to have shifted between the first set of initial sites in 2024 to the new set of sites in 2025, with no mention of how or why The level of narrative for each site lacked rigour and consistency in approach. This brings into question whether the members of the Economy & Infrastructure Committee would have taken the decision to approve the short-listed sites had they been properly informed of the constraints. The committee should have also been informed as to why three out of the four initial sites were now excluded (Nairn East, Evanton, Tain).

EXCLUSION FROM IMFDP2

The council, only in 2024, excluded the site at Essich from the IMFDP2 because:

- Well beyond the city edge, in the countryside
- Would not represent a rounding off of the settlement boundary.
- Not needed in quantitative terms
- Out of settlement location
- Would require far more extensive extensions to service locations
- Longer (+probably less sustainable car borne) travel to local facilities.
- Has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site.
- Would appear as an incongruous encroachment into the countryside and hinterland
- No defensible boundaries to the South

STRATEGIC PLANNING

I have highlighted some information obtained from the published Highland Local Development Plan Report draft: Chapter 2: Area Profiles and Key Areas of Change: Paragraph 2.10: ... “Rapid growth in population has outpaced investment in infrastructure and placed considerable pressure on road congestion, health facilities and schools.” Paragraph 2.11: ... “the Inverness

and Cromarty Firth Green Freeport project is a current initiative that may disrupt the optimum pattern and timing of future growth. The aim should be all public and private agencies coordinating their investment by location and over time so that development can happen at least cost and most benefit to all.” Looking at Chapter 10: Transport Paragraph 10.135: ‘...planning permission in principle is in place for a park and ride facility, as part of a larger mixed-use development, in East Inverness.’ Paragraph 10.164 ‘... Inverness City experiences the most road congestion in Highland with particular issues at the Raigmore interchange, A9/A82, A82/Harbour Road, Inshes corridor and the A862 Telford Street.’ Paragraph 10.183: ‘... planned large scale developments also require significant investment in transport infrastructure to suitably mitigate impacts and provide sustainable connections. Whilst existing LDPs, Delivery Programmes, Supplementary Guidance and development briefs set out infrastructure and in some instances costs required to support development often funding gaps remain that can result in development being delayed or ultimately becoming unviable.’ Paragraph 10.192 ‘...

Nationally led infrastructure projects – particularly the Tomich junction, the A9/A96 ‘East Link’ project and the A9 and A96 dualling projects themselves – are critical to enabling infrastructure important for the delivery of the Green Freeport.’ I have also looked at the information contained in the IMFLDP2 Transport Appraisal Objective 3: ‘...Policy 15(c) Inverness East Development Brief, the indicative masterplan is designed to ensure future bus services can be provided along a single direct primary street within easy walking distance of all new development (~400-600m) (Figure 15). For major new developments this is the approach favoured by the Plan, either being prepared by the Council, or sought through Developer Requirements for specific sites. Beyond making public transport a more competitive and efficient travel option compared with private car.” Objective 5: Committed and strategic road improvements are delivered ... ‘A9/A96 Inshes to Smithton. The draft orders include provision for active travel, including a two-way segregated cycle route connecting the Inverness Retail Park with future development at Inverness East, in accordance with the Inverness Active Travel Audit and Inverness East Development Brief. IMF2 is prepared in the knowledge of this scheme, which will help to support a sustainable expansion of the city in the east. The scheme will contribute to addressing congestion associated with the A9 and A96 trunk roads and therefore assist in addressing issues identified in the Transport appraisal for IMF1 associated with expansion of Inverness, east of the A9.” In a previous reference to Essich Road, the planning department was unsupportive, citing that it would take strategic growth of the City in a new unsustainable direction... Essich Road is located on the South West side of the City with the major job creation at the Freeport being to North on the Deephaven/Nigg corridor or East of Inverness, principally at Castle Stuart/Airport/Ardersier. Pressure should be put on the Scottish Government to progress the East Link as this will allow the Council to ensure its developments have a clear strategic direction, as quoted in the above paragraphs from council documents, particularly, Paragraph 10.192 ‘... Nationally led infrastructure projects – particularly the Tomich junction, the A9/A96 ‘East Link’ project and the A9 and A96 dualling projects themselves – are critical to enabling infrastructure important for the delivery of the Green Freeport.’ The council have admitted the infrastructure is CRITICAL for the delivery of the freeport. Simply picking adhoc sites as short term fixes fails to show any sense of strategic planning and cohesive

thinking. The MCA is being used to try and implement a shortterm fix to a long term problem. Efforts should be focused on a strategic approach that delivers the Councils long term vision. It makes no sense to select Essich for an MCA, which need is based on job creation by the freeport, so far away from the freeport site. Travel via the already stretched Holm roundabout/Inshes/A96 or Harbour Road. ROADS Any development that requires access along the Essich Road (C1064) will therefore need to travel for some duration along a stretch of road that will remain single carriageway without passing places. The Highland Council has indicated that a potential solution to this will be traffic lights on either side of the existing housing/bridge. The solution of traffic lights will make it very difficult for the residents of the properties that are enclosed by the traffic light system to:

- Safely leave their properties at peak time with c 600 additional cars predicted to be using the road
- Safely walk anywhere from their houses with access being directly onto Essich Road without any footpaths next to their houses. It is challenging and dangerous enough now, without the proposed development, but increasing the volume of traffic on a quiet road will make this impossible. High risk of an accident within the single track section. Either a car-car, car-pedestrian or car-cyclist. How will a safe pedestrian and cycle access be delivered to safely avoid sharing the limited bridge width inside the traffic light system? If an alternative active travel route is via the Torbreck Road, again this is constrained by its width and narrow bridge, and is impossible to provide a fully paved travel route. Currently there is no safe active travel route, leaving pedestrians, children, cyclists, wheelchair users, mothers with prams no choice but to share the road with fast-moving vehicles. Only a matter of time before an accident happens, and then who is to blame? God forbid a child commuting to school gets into trouble. I request that the council make it mandatory for all councillors on the EAI Committee who will be voting on the MCA to have a site visit, so they can see first-hand the access for cars and pedestrians to the site. I urge them to walk along the road as a lorry/tractor/car is passing. I ask them to take their young children along this road during commuting hours and envisage the addition of 600 extra cars. The safety issues for existing homeowners on the Essich Road cannot be taken lightly. The junction between Essich Road and Torbreck road is best described as "blind" with vehicle exiting the Torbreck junction unable to see clearly any traffic that is approaching from the South. Should the development go ahead with an increase of c600 cars and 1200 car movements it is inevitable that there will be regular accidents at this junction. When assessing road and roundabout capacity, the council must not look at the development in isolation. The council must also make considerations for the increased traffic movement that will follow the completed development of the Maples, Ness Side and Ness Castle in the immediate surrounding area. Essich Road fails to adequately address Policy 13 Sustainable Transport in NPF4.

FLOODING The Land on the north east aspect of the proposed Essich Road development is prone to severe flooding which in-turn floods onto the Torbreck Road putting the properties there at risk and at times making the road impossible to pass. Developing the site, and introducing roads and hard landscaping, will reduce the natural drainage that the fields currently have. This will increase the already existing flood risk, especially for properties on Torbreck Road and on the East of the proposed development site.

Flooding was a repeated comment during the initial consultations, with many residents worried about the localised effects on the already easily flooded areas. The council flood team needs to

seriously review the flooding in this area. FARMING The development at Essich Road, if progressed, will be on good quality agricultural land which has been farmed for 200 years. The land at Essich Road has been categorised as prime agricultural land. It remains productive land capable of supporting a range of agricultural activities, including rotational cropping, improved grassland, silage production, and livestock grazing and rearing. It is versatile land with clear and demonstrable agricultural capability that has in recent years been used to provide feed for the bull stud at Knocknagael. Under Policy 5 (Soils) of NPF4, which Highland Council applies in development management, development proposals are expected to minimise adverse impacts on soil resources and demonstrate that land has been used in a sustainable and appropriate manner. There is a scarcity of prime agricultural land in Highland. It is known to be only 1% of the overall land available. Why therefore in a time of national climate crisis and biodiversity crisis would we advocate building on a greenfield site designated as prime agricultural land? It is the council's duty to protect scarce resources. The application fails to demonstrate that:

- the loss of this productive agricultural land is unavoidable,
- reasonable alternative sites on lower-quality or previously developed land have been fully explored, or
- the proposal is justified in light of national policy requirements to protect soil and agricultural resources.

FAILURE TO MEET NPF4 Policy Fundamentally, the MCA development at Essich Road fails to address the policies set out in NPF4 and is in direct conflict with them.

- The site is unsustainable and in conflict with Policy 1 Sustainable Places and Policy 2 Climate Mitigation and Adaptation of NPF4 as a result.
- The lack of PEA exposes the site to being in conflict with Policy 3 NPF4 Biodiversity.
- The proposal will result in the loss of prime agricultural land in conflict with NPF4 Soils Policy 5.
- The MCA will result in a car borne development and will not accommodate the requirements of Policy 13 NPF4 Sustainable Transport.
- The nature of the development proposed is in conflict with Policy 14 Design, Quality and Place and Policy 16 Quality Homes of NPF4.
- Sites that can accommodate the 20 minute neighbourhood concept should be explored by the council. Essich Road cannot comply with this concept and is in conflict with NPF4 Local Living and 20 minute Neighbourhoods Policy 15.
- There is no mention of Infrastructure First as required in NPF4 Policy 18 and who will fund that.
- With regard to Flooding and NPF4 Policy 22 a Flood Risk Assessment is required to be able to assess the flood risk at present and to be able to ascertain the impacts the large surface area of roofs and hard surfaces will have in terms of the speed of water run-off in storm situations. Residents are rightly concerns in this regard without this being addressed.

Tulloch Essich Road MCA Transport Assessment: Pell Frischmann Tulloch homes arranged for Pell Frischmann to complete a transport assessment for the Essich MCA. I wish to highlight key areas of concern:

1. The Local Living" Fallacy (NPF4 Policy 15) The Pell Frischmann report assigns a "Local Living" score of 4 based on a simple 800m radius and it was by bike rather than on foot. It assumes potential residents own a bike. This is a gross misapplication of NPF4 Policy 15.
- "Local Living" and "20-Minute Neighbourhoods" are defined by safe high-quality interconnectivity not just proximity on a map. A 400-home development that requires pedestrians/cyclist to use a 60mph unlit single-track road is by definition an isolated car-dependent site. The report's admission that "no account is taken for the quality of infrastructure" invalidates the score entirely. Without a segregated lit footway the score should legally be 0. There are no facilities within 20 minutes on foot-there and back. Tesco on Dores

Road is perhaps an hour there and back. Steep uphill return not suitable for elderly disabled or young children. 2. Violation of "Safer Routes to School" (NPF4 Policy 13) The assessment fails to prove that children from the 400 proposed homes can safely reach Inverness Royal Academy (IRA). • The Highland Council's School Transport Policy and NPF4 Policy 13 prioritize sustainable active travel. The current route via Essich Road is a "Hazardous Route" due to:

- o Speed: 60mph limits with no physical protection for pedestrians.
- o Width: Narrow single-track sections that cannot accommodate two-way car traffic and a pedestrian flow simultaneously.
- o Lighting: Complete lack of street lighting making the route unsafe in winter

o Conclusion: The developer is proposing a "Housing First Safety Last" model that ignores the Sustainable Travel Hierarchy. 3. Shambolic Data & Cumulative Impact The report appears to treat the Essich MCA in a vacuum ignoring the massive pressure already placed on the Holm Roundabout and the Southern Distributor Road (B8082). I challenge the Pell Frischmann baseline traffic counts. The report fails to model the "Cumulative Impact" of the Ness Castle and Ness side expansions. Any assessment that claims "spare capacity" at the Holm Roundabout or the Inshes interchange is fundamentally disconnected from the daily reality of gridlock experienced by Inverness residents. If the masterplan cannot guarantee the delivery of a lit 2-meter-wide segregated path before the first house is built it fails the "Place-making" requirements of NPF4 Policy 14. The Council should not grant "advance consent" to a project that has not resolved its most basic safety failures. IMFLDP transport appraisal and Main Issues Report: MCA's should meet the same criteria placed upon sites already included within the IMFLDP A quote from the introduction section of the report: "Everyone in Highland should have fair and equal access to affordable ways to make sustainable everyday journeys. This means walking cycling and public transport should be the safest most efficient and reliable choices for moving around. Delivering such a sustainable transport network for the Inner Moray Firth area is key to tackling the climate and ecological emergency and supporting the growth of Highland's most populated and urban area." "The MIR (Main Issues Report) sets out the vision that the region should be an exemplar of sustainable transport served by an efficient multi-modal transport network where the potential for shifting to sustainable travel is maximised. It proposes an ambitious new transport strategy (Figure 2) sustainable transport policy and suite of interventions to realise this vision." In other words consideration of the potential to maximise sustainable travel use both in the short and medium terms are a material consideration in the allocation of sites. Some of the objectives of the IMFLDP2 with regards to transport were set out by the council as follows: 1. The need to travel is reduced - most day to day needs can be met close to where people live or work and working from home is easy and convenient 2. Walking and cycling are the easiest ways to make most journeys - people can walk and cycle using safe convenient well-designed footpaths shared paths and bike lanes A quote from thr MIR: '... The new policy proposed in the MIR provides a criteria-based approach to determining planning applications that centres on making sustainable travel as or more competitive than using a private car.' The objectives provide an understating of how the council will consider planning applications with respect to transportation. The council make it clear that access to sustainable forms of travel has strongly influenced their determination of where growth should be located and the identification of 'preferred' sites. The above objectives cannot be achieved at the Essich site and so therefore the

council cannot meet its own criteria-based approach. The site would fail at application stage.

SALAMI SLICING The Essich MCA cannot be viewed in a vacuum. It is part of a strategic "salami slicing" of the Southern Fringe where the Highland Council is facilitating a massive fragmented expansion across Torbreck Farm Knocknagael Ness Castle and Ness Side. The Essich MCA must be looked at as a whole to include the site at Torbreck Farm. The reality is a 700+ home development. It is entirely misleading for Essich to be looked at on its own. The drawings available at the public consultations clearly showed the routes from the Essich MCA to the neighbouring land in Torbreck Farm for 'future development.' Individually the developers claim "minimal impact but collectively, they represent a wholesale destruction of the Inverness greenbelt. Approving development slice by slice" will lead to the collapse of local infrastructure under the cumulative weight.

HINTERLAND Despite my extensive searches through the Highland Council website I was unable to locate a detailed map showing the areas of hinterland surrounding Inverness. However on looking at a PIP report on a site adjacent to the Essich MCA it was noted by the council that 'The commencement of the Hinterland boundary area was located just before the junction into Torbreck.' Applicant: [redacted – personal information] Ref: 19/00664/PIP and 19/00667/PIP and PLS/047/19 Therefore anything past the Torbreck junction further into Essich is Hinterland. Hinterland is a protected planning zone designed specifically to prevent the very type of suburban sprawl this Masterplan represents.

1. Breach of NPF4 Policy 17 (Rural Homes) Under the National Planning Framework 4 (NPF4) the Inverness Hinterland is subject to strict controls to prevent unsustainable housing pressure. Policy 17 explicitly states that development in the hinterland should only be supported in limited essential circumstances (such as primary industry workers or brownfield reuse).
 - The Essich MCA is a high-density greenfield suburban expansion.
 - It does not meet the "essential need" criteria for hinterland development.
 - Approving a Masterplan here sets a dangerous precedent that the Hinterland boundary is a flexible line rather than a firm environmental and planning constraint.
2. Failure to Protect the "Rural Buffer" The primary purpose of the Hinterland is to provide a clear distinction between the urban settlement of Inverness and the surrounding rural landscape.

Inadequate Consideration of Cumulative Infrastructure Impacts and Land-Use Conflict

1. Failure of the MCA Process to Address Cumulative Impacts A fundamental flaw in the current MCA proposal is the failure to account for significant infrastructure projects already granted planning permission or in the advanced planning stages within the Essich area. Specifically the Beauly-Blackhillock-New Deer Peterhead 400kV OHL and the Knocknagael Battery Energy Storage System (BESS) represent industrial-scale developments that fundamentally change the character and capacity of the site. The MCA process is intended to streamline housing but it cannot do so by ignoring committed "on-the-ground" changes to the local environment.
2. Direct Conflict with Knocknagael BESS (Planning Ref: Field Knocknagael Ltd) The recently approved Knocknagael BESS (operational by 2030) creates a significant conflict in land use that the housing proposal has overlooked:
 - Safety and Separation Distances: The BESS Planning Statement (October 2024) explicitly justifies its location based on the absence of residential receptors citing distances of 250m–400m to the nearest dwellings to mitigate noise and visual impact. By introducing high-density housing closer to this facility the MCA undermines the safety and amenity buffers upon which the BESS permission was granted.
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Operational Amenity: BESS facilities generate specific acoustic profiles (cooling fans and inverters). The impact of this industrial noise on a new dense residential population has not been assessed and could lead to future statutory nuisance complaints.

3. Unmanaged Construction and Logistical Pressure The construction timelines for the BESS and the proposed housing development are highly likely to overlap (2025–2028).

- Traffic Volume: The BESS project estimates 3416 two-way HGV trips over a 24-month period with peak intensities of 72 two-way HGV movements per day during stone importation.
- Infrastructure Capacity: Both developments rely exclusively on Essich Road and Biorraid Road. The cumulative burden of two major construction projects— involving heavy plant stone delivery and specialized electrical equipment—will lead to severe congestion road degradation and increased risks to existing road users.
- Route Conflict: The BESS Transport Statement specifies a maximum of three deliveries per hour to mitigate the limitations of the single-carriageway sections of Biorraid Road. The addition of housing-related construction traffic would render these mitigation measures impossible to achieve.

4. Strategic Infrastructure Displacement The Essich area is a designated corridor for the Beauly to Peterhead 400kV OHL upgrade. Large-scale housing development within this corridor potentially restricts the technical requirements for national grid upgrades. The Council is currently failing to balance the competing requirements of NPF4 Policy 11 and Policy 13. By pushing for housing through an MCA in this specific location the Council is creating a situation where the delivery of national energy infrastructure (Policy 11) will directly compromise road safety and the functional capacity of the local transport network (Policy 13). A development that creates such a fundamental conflict with two core National Planning Policies cannot be considered sustainable or deliverable." Parallels with Fanellan: The Fanellan decision demonstrated that councillors and the public rightfully demand granular detail on large-scale projects. The MCA framework by design seeks to grant "advance consent which risks bypassing the stage-by-stage scrutiny required for a development of this scale. Granting such broad permissions at Essich is a rushed" approach that ignores the precedent set at Fanellan: that local and cumulative impact must be fully understood before any approval is granted. The Fanellan decision was a landmark moment where the Highland Council stood up for local residents against poorly conceived "strategic" developments. I urge the Council to apply that same rigour to the Essich MCA.

CONCLUSION The Highlands deserve development that is deliberative infrastructure-led

Submission number

S-344-1

Organisation

N/A

Date

31/03/2026

Comments

I'm writing to express my objection to the Essich Road MCA proposal for the following reasons:

1. The MCA process is flawed and has not been used appropriately in this proposal According to the Scottish Government MCA Guidance document (January 2025), '...where the planning authority is making an MCA scheme, regard is to be had to the development plan, and decisions on MCA schemes should be made in accordance with that, unless material considerations indicate otherwise'. The proposed area was previously considered for inclusion in the Local Development Plan (LDP) and was rejected in 2024, having been declared unsuitable for a number of significant reasons, none of which has changed since. Using such an area – and ignoring those reasons that deemed it unsuitable for inclusion in the LDP – is inappropriate in the context of the Guidance. This is also the first time the MCA process has been used in the Highlands. It therefore stands to reason to use this untested MCA process to support developments of areas within the existing LDP, rather than outside of it. Furthermore, the process used to select the proposed MCA area appears to have been arbitrary at best. How the shortlist of MCA sites was arrived at is unclear. When creating a shortlist, it is standard practice to use the same criteria against each potential candidate and to apply a pre-determined scoring system. This doesn't seem to have been done. The documentation shows that there was no clear, consistently applied process of elimination and selection of sites during this process. The Council admits it did not use a scoring mechanism for this, and without one, the selection process seems flawed and questionable. For example, a "long list" of 9 potential MCA sites was compiled in Nov 2025, using a variety of criteria, the first of which being proximity to the likely location of Inverness & Cromarty Firth Green Freeport (ICFGF) jobs – this being the key reason given for the need to fast track housing developments in the area. Given this reasoning, it is perplexing why Alness East – located much closer to ICFGF jobs, with potential for 800 houses, and shown as having no concerns to mitigate – was not selected. Yet a problematic site like Essich Road – previously rejected for the LDP and farther away from said jobs' location was taken forward. During the first meeting with Council officials (January 2026) it was made clear that the only reason for selection of the Essich Road site above 200+ others was the ease of land purchase for the developer. This is not a good-enough reason to support major planning decisions – especially when they contradict previous LDP decisions and strategic planning for the city. The Council admitted areas to the east and north of the city were far more appropriate to meet current housing needs and proximity to likely locations of ICFGF jobs and that these are therefore more suitable for development. Moreover, these fall within the existing LDP so meet the MCA Guidance. It was explained that an obstacle to these sites being taken forward was the

lack of progress on the East Link road infrastructure. Yet no thought was given to the unsuitable road infrastructure at Essich Road. The Guidance stipulates the MCA '...should take an infrastructure first approach'. Given both areas having problematic road infrastructure, and the east of Inverness area considered more suitable and already within the LDP, the Council should have used the MCA process to pressure the Scottish Government to develop the East Link which would facilitate that area's development, in line with the city's development plan, rather than resorting to inappropriate use of the MCA process to develop in another direction, which has already been declared as entirely unsuitable. During the meeting, the developer admitted they are unlikely to complete the project for another 8-10 years. MCAs are designed to reduce timescales and help facilitate delivery. There is little point in using the MCA process for a housing scheme that developers build and release at a slow, controlled pace, designed to control the housing market and maximise profits. Such a slow scheme can be planned through the normal planning process, where it would face much-needed scrutiny at a sensible pace. The Guidance also states that 'Community engagement is fully built into the process for preparing an MCA scheme, with early engagement required'. The consultation process should have been transparent and widely circulated yet was barely publicised.

Consequently, most residents in the Essich Road/Torbreck and greater Holm and Lochardil areas were not aware of it. Many are probably still largely ignorant of the consultation, meaning their voices remain unheard and ignored in this process. Furthermore, the nature of the second consultation public meeting was changed at the last minute, minimising what should have been an opportunity for wider community engagement, scrutiny, sharing of views and open debate. This leads to lack of confidence in the Council's planners, the developer, and ultimately, the integrity of the MCA scheme.

2. The proposed area is unsuitable for this type of development. The proposal contradicts Policy 5 (Soils) of NPF4, which the Highland Council applies in its planning, according to which, in development management, development proposals are expected to minimise adverse impacts on soil resources and demonstrate that land has been used in a sustainable and appropriate manner. This development will cause the loss of important farmland and will degrade the biodiversity of the area. The proposed area is outside the city settlement area and is considered by the Inner Moray Firth development plan 2024 as 'hinterland', which should not be developed as this 'can result in adverse impacts on the natural environment, including breaking up ecological connectivity and fragmenting habitats'. It was thus rejected from the LDP just 18 months ago as entirely unsuitable for development. The proposed site encroaches on the countryside and is located on a prime agricultural greenfield site. Such fertile land is rare in the Highlands, and at a time when food security is a serious concern on a national level, should not be built on - certainly not at this scale and without the normal planning scrutiny offered by the Council's normal planning process. Instead of supporting the destruction of farmland, the Council should be planning how best to use the farmland for growing of food crops or grazing livestock for the growing Inverness population, whilst protecting and enhancing the current ecosystem. Policy 2 in the current LDP – Nature Protection, Restoration and Enhancement – stipulates that "All developments must enhance biodiversity... and... will be expected to deliver demonstrable net biodiversity enhancements..." The proposed development will degrade the biodiversity of the area and threaten protected species. It will actively destroy an essential

green corridor for wildlife – including protected species like pine martens, badgers, bats, nesting and migrating birds – all known to use the area and observed on or immediately adjacent to the site. Deer, owls and red squirrels are also frequent visitors and use Essich Burn and Big Burn as travel corridors between the woodlands and fields. This will disturb an already fragile ecological environment at the city limits, previously damaged by the Ness Castle development. Any proposed ‘mitigation’ by developers is clearly a tick-boxing, greenwashing exercise as it cannot improve biodiversity as required by the Policy. Once destroyed, this ecosystem will never be revived. The National Planning Framework Policy 15 states that the location of new homes should be consistent with local living including, where relevant, 20-minute neighbourhoods and an infrastructure-first approach. The proposed development is miles away from any infrastructure. The travel times to shops and schools quoted in the developer’s Transport Statement (28 April 2025) were inaccurate and misleading. It is not possible to cycle from the nearest shop (Tesco) in the quoted 6 minutes – certainly not while carrying shopping! Nor are there any schools, shops or medical facilities within a 20-minute walk return journey, let alone the 10 minutes one-way journey range required by the Policy. Medical facilities throughout Inverness are oversubscribed already. While not within the Council's control, sensible planning cannot simply ignore this and continue to overload the system. As per the MCA Guidance and the National Planning Policy, infrastructure should come ahead of any development being given the green light. Furthermore, the proposed development stands in complete contradiction to the Council's recently unveiled Climate Plan designed to ensure ‘...climate action, infrastructure planning, and investment are joined up across Council services’. This states the Council will ‘...Plan investment in areas like housing, schools and transport, within one strategic framework’ and ‘Prepare for climate risks such as flooding...’ to protect communities. Due to its failure to meet the 20-minute neighbourhood requirements for walking or cycling, the proposed development inherently encourages car-dependent living for a large number of households, impacting air quality and increasing greenhouse gas emissions. This also contradicts The National Planning Framework Policy 2 – Climate mitigation and adaptation which states ‘Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.’ Importantly, the density of housing built on a site already prone to flooding will also increase the flood risk to nearby communities instead of protecting them. The proposed site is located in the wrong area of the city to meet stated housing needs. The key reason given for needing this development is housing for an anticipated workforce for the ICFGF jobs north and east of Inverness. The proposed development is in the opposite direction and couldn’t be further from the area for which it is supposedly needed. The National Planning Framework Policy 13 states that ‘Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies...’ No such consideration has been demonstrated. What is evident, is that this development, should it go ahead, will add to an already strained road system and will create traffic jams along the Southern Distributor road and into town. This was shown in recent traffic modelling undertaken by the local residents association. Both the type and location of the proposed housing is unlikely to attract the population currently in desperate need for housing in Inverness. This type of development is beyond the means of

people on the Council's housing lists and anyone buying as an investment to let will not be renting their expensive property at a low rent. Any so called 'affordable' housing offered as part of the scheme is inappropriate for this type of housing. The high cost of council tax in this area is a barrier and the remote, isolated location necessitates car use for a sector of the community most unlikely to own cars. Social housing needs to be within easy access of shops, medical, social and cultural facilities, education, jobs and public transport. Such a remote location will enhance social isolation for an already vulnerable community. Essich Road is a narrow, single-track road with a narrow bridge located close to the proposed development. It is therefore unsuitable for a 400-house development and the resulting traffic. It is currently used by recreational cyclists (myself included) who will face serious danger from cars turning out of the development, heavy construction traffic over many years and the increased volume of traffic when descending towards Inverness. The proposed solutions presented by the developer and the Council (diversion multi-use paths through nearby fields, traffic lights) are problematic.

Footpaths away from the road are unsafe for individual pedestrians (especially in winter) and in practice, are less likely to be used by cyclists or teenagers, leading to accidents on the road and danger to life. Essich Road cannot be widened in a way that will provide a safe environment for pedestrians and cyclists. Furthermore, modelling shows that the increased volume of cars will create traffic jams and block the entire southern road system at peak times. The lack of strategic planning is evident here. In addition to the above concerns, there seems to be little consideration in the consultation process of other developments that are already approved for planning or currently being built near this area (within the LDP). The final phases of Ness Castle and The Maples, new housing at Ness Side and further developments along the Southern Distributor Road (e.g. Fairview Heights and Parks View) will all increase pressure on local services, schools, leisure facilities and roads. The Essich Road development seems to be considered in isolation, without an overall view of the impact on the city's infrastructure and communities.

3. Effect of the proposed development on its neighbouring Torbreck road The Torbreck road (C1040) is a narrow, single-track lane without pavements in the main. The junction with Essich Road is blind and difficult to navigate safely as it is. Unless redesigned, with the projected increased traffic from Essich Road, it will become dangerous. There is also no consideration of the impact of 400 additional houses using Torbreck woods for leisure (Torbreck being the nearest dog walking/jogging area to the proposed development). The volume of visitors to these woods is already large and stands to increase once Ness Castle is completed.

There is little parking and the narrow lane's passing places are already abused by dog walkers who choose to park there. The lane is on NCR78, and very popular with cyclists, walkers and joggers. I live on the lane and am concerned that further traffic from Essich Road will turn our quiet, rural, dark-skied lane into a busy, noisy and dangerous road. Expanding it is not feasible, nor is it desirable for its residents. We chose to live here for the character of the area as it is now, not to have it transformed into a wide, busy, treeless, floodlit road! Torbreck is one of the last areas of ancient woodland we have around Inverness and its charming, special character should be preserved and protected – both for the wildlife it hosts and for its human residents and visitors. The Council must appreciate that it is unsustainable to continue developing on a large scale without considering these issues. National Planning Framework Policy 22 stipulates

four conditions that must be met to allow development in a flood-risk area. None of these are met here. It also states that development proposals 'will not increase the risk of surface water flooding to others...' Current SEPA flood-risk maps were shown during the consultation meetings. These maps and SEPA data are not up to date and do not reflect the much higher and frequent level of flooding already experienced in the area by residents like me. This area is most definitely already a flood risk! Developing the proposed site, and introducing roads and hard landscaping, will reduce the natural drainage that the fields above Torbreck currently have. This will increase the flood risk, especially for properties on Torbreck Road. It is essential that independent (i.e. not by the developer or its commissioned firm) flood risk assessment is carried out ahead of any decision by the Council. This should not be a mere desk exercise using the inaccurate SEPA data. It should consider locally sourced evidence, historical events, rainfall and forecast patterns and should include the effect of run-off from hard surfaces and roofs in its assessment, as well as the local topography, involving the convergence of two burns and the local lochs flowing into them.

4. Design The look and feel of an area must not be forgotten in urban planning. As this will become the first housing cluster seen when entering the city from the south and south west, planners should pay close attention to how both the proposed development and the Inverness cityscape appear from this direction. Is the proposed sprawling, identikit, dense housing – completely disharmonious to its surroundings – the first impression we want to give visitors? It is entirely out of keeping with the present look and feel of this rural area, which currently offers a gradual entry point into the city with far reaching views of woods and fields, gradually turning to more urban scenery. Please don't spoil it with short-term, rushed planning. To conclude, I oppose this proposal for a number of reasons, specifically: The proposed development conflicts with MCA Guidance, the National Planning Framework Policy and current Local Development Plan, as well as with the Council's new Climate Plan in a number of key policy areas. The use and application of the MCA process is flawed on a number of points. There is evident lack of strategic planning for the city in consideration of this proposal. The proposal will have a devastating environmental impact. It will cause the loss of important farmland, destroy local wildlife populations and will degrade the biodiversity of the area while encouraging increased carbon emissions through car dependency and an increased flood risk to the local community. The lack of nearby infrastructure or an infrastructure-first approach in planning. The unsuitable location next to a dangerous single-track road, which cannot be made safe. The severe negative impact on the Torbreck road, its rural nature and character, its ancient woodlands, wildlife, and its motor traffic levels. The lack of consideration of design principles and the current rural character and feel of the area as a gateway to Inverness.

Submission number

S-342-1

Organisation

N/A

Date

31/03/2026

Comments

We moved here in significant part because of the location and, specifically, because it is not a suburban environment. The C1040 (NCR78) winds through the woods, crosses two burns and is heavily used by cyclists, runners, walkers and dog-owners. It is a single-track road. There is very little through traffic. Essich Road is almost as quiet and also heavily used by cyclists, albeit it will be affected by increased construction traffic associated with the Beaulay - Peterhead 400kV transmission line project. I am concerned that the proposal will change the character of the immediate area considerably – resulting in the decline of an important local amenity and associated impact on wildlife. There are other more practical issues of concern – notably increased flood risk, the mitigation of which will inevitably have additional impact on the natural environment. There are issues that I am sure others will be in a better position to address (eg school and NHS capacity). My comments are presented under the following headings: 1.

Governance 2. Policy and Strategy 3. Suitability of the site 4. Environment: Wildlife and flooding

5. Traffic and Roads 1. Governance 1.1 Due process? The MCA is a new process, and it was not clear from the Public Notice whether the consultation was about the use of an MCA for the proposed development or the merits of the development itself; or both. The nature of the MCA is that it is an accelerated planning process, meaning there will be limited opportunities for affected residents to learn about proposals and to contribute to the process. I submit that it is inappropriate for this untested, streamlined process to be used for a development that was not in a Council masterplan that was only finalised 18 months ago – Inner Moray Firth Local Development Plan 2 - especially where that proposed development was considered for inclusion in that LDP and rejected. In a letter dated 11 February 2026 to Fergus Ewing MSP, the Minister responsible for the Scottish Planning System Ivan McKee stated: “MCAs are designed to provide greater certainty, reduce timescales and help facilitate delivery where a planning authority considers this appropriate” [emphasis added] MCAs can allow planning authorities [to] respond dynamically to new opportunities that may not feature within the LDP As with proposals progressed through the planning application route

consent can be granted through MCA schemes for sites which are not allocated in the development plan where other material considerations outweigh." This is almost word-for-word

as para 15 Masterplan Consent Areas Guidance Scottish Government January 2025 The Essich Road proposal is not a new opportunity. And even if it were it is not clear what the 'other material considerations' might be. What has changed since the current LDP was prepared? It is difficult to understand why a proposed development that was considered by the Council to be 'non-preferred' a couple of years ago is now deemed worthy of an accelerated – ie prioritised - process. During the consultation residents from the affected area asked why the Council did not identify one or more 'preferred' projects from the Plan for accelerated development using an MCA. It appears that the answer to the question is: this proposal is easier to deliver than the sites we agree would be more suitable – ie the developer wants to do it. MCA schemes grant planning permission and some other consents. While MCAs will not be part of the development plan nor do they need to be provided for in the development plan they are a delivery mechanism which can support delivery of the spatial strategy and policies and proposals in the development plan. However MCA schemes can also be progressed for developments that emerge outwith the plan cycle. In line with section 25 of the Act where the planning authority is making an MCA scheme regard is to be had to the development plan and decisions on MCA schemes should be made in accordance with that unless material considerations indicate otherwise. (para 15; Masterplan Consent Areas Guidance Scottish Government January 2025) How did site(s) which did not "emerge outwith the plan cycle" but had actually been rejected earlier in the planning cycle end up being selected for the MCA process? I understand that there was no analytical approach taken to the assessment of potential sites against agreed criteria. It is not clear how the 'longlist' of nine sites was selected from the 250 submitted to the call for sites; it is not clear whether or how the three MCA sites were judged against the other six or against the current policies of the Council the current LDP and NPF 4. There appears to have been no scoring mechanism or objective screening. The assessment of each site should have included its degree of compliance with the LDP and NPF4. It would be unsafe for the Council to proceed with the proposal without a rigorous assessment of its suitability. It appears that even the developer does not know why its sites have been chosen: [Smith] believes Highland Council could have chosen a number of sites but has chosen the Essich Road and Ardersier projects as they are "deliverable". Springfield CEO Innes Smith Press & Journal 26 March 2026 The selection of proposed MCAs from the 2025 call for sites for the next LDP - without proper analysis - brings into question the lawfulness of the process. The Essich Road site failed to be selected for the current LDP for various reasons in 2024. It cannot be appropriate to use the MCA in this manner; it is not provided for in the legislation and is definitely outwith the spirit of the legislation and guidance. To repeat what the guidance says: "decisions on MCA schemes should be made in accordance with [the LDP] unless material considerations indicate otherwise." What are the material considerations that indicate the LDP should be set aside to pursue the Essich Road MCA? 1.2 Transparency and independence At the first consultation meeting on 19 January very little detail of the proposal was provided – particularly on the developer's intentions for the site. An FOI request disclosed Tulloch's 'vision statement' which was attached to a Transport Statement prepared by Pell Frischmann dated 28 April 2025. This had been submitted in response to the Council's call for sites 2025. Tulloch's 'vision' document was not shared in the formal consultation events. We can only surmise why. It makes repeated claims to be 'aligned

with the 20-minute neighbourhood principle' without explaining how; and it emphasises that it will open up 'opportunities for further and future connections across neighbouring landholdings' - showing the plans for roads to the Torbeck Farm fields. As an aside it concludes by claiming the development will bring benefits for existing and new residents - but to date the only example forthcoming has been potential access to the main sewer which we neither want nor need! At the second consultation meeting on 19 February it was stated that the various impact assessments required to address environmental issues in particular would be done by the developer. For example the Council's display said "The Developer Partner will produce a Flood Risk Assessment (FRA) considering all sources of flooding affecting the site alongside a Drainage Impact Assessment (DIA) describing how the development will manage foul and surface water drainage." The developer's display said Should the possible MCA be agreed by the the [sic] Council the Developer will commission the following technical suite of investigations which will help to inform the design process: - Transport Statement - Ecological Impact Assessment - Topographical Survey - Utility Survey - Flood Risk Assessment - Drainage Impact Assessment The MCA process is led by the Planning Authority (para 12; Masterplan Consent Areas Guidance Scottish Government January 2025). I submit therefore that specialist reports to the authority should be commissioned by the Authority. It is perfectly reasonable that the developer should fund the reports but it is entirely inappropriate for the developer to commission these reports. The issues being examined must be subject to independent review if the conclusions are to have credibility with the public and to give the Council confidence in the evidence being used to reach its decisions. The MCA process to date has all the appearance of being developer-led not Planning Authority led. The key questions to be asked are: • How were site(s) which did not "emerge outwith the plan cycle" but had actually been rejected earlier in the planning cycle end up being selected for the MCA process and thus prioritised by the Council? • Given that this is a new untested process should it not have been piloted on one or more projects which were in the LDP and favoured by the Planning Authority but needed a strategic 'push' to speed up delivery? • Why does a process which is supposed to be led by the Planning Authority appear to be directed by the developer? 2. Policy & Strategy 2.1 Inverness Pursuing an MCA for Essich Road is not strategic. Decisions are being taken which will change the character of the city for ever. And it appears that this is being led by developers not the Council. Essich Road sits on the outskirts of Inverness currently and Innes said it should be expected that the city would eventually grow to here. "Where else is Inverness going to grow? All of the flatland has been built on and it has spread outwards and upwards." Springfield CEO Innes Smith Press & Journal 26 March 2026 This is contrary to the LDP which makes it clear that Council policy is that the city should not grow in this direction. In the words of the LDP assessment of the Essich Road site the reasons for rejecting it in 2024 included: • Well beyond the city edge in the countryside • Would not represent a rounding off of the settlement boundary • Out of settlement location • Has rural characteristics with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site • Would appear as an incongruous encroachment into the countryside • No defensible boundaries to the south In summary: "it would take strategic growth of the City in a new unsustainable direction...in conflict with policies 1 Sustainable Places and 2 Climate Mitigation and Adaptation in NPF4. "

The Scottish Government's MCA Guidance states: 51 Good design depends on thoroughly understanding the site and its context. It will be important to put effort into this early evidence gathering stage and to collate relevant baseline information. 52 Planning authorities would be expected to analyse the site/area which may include a site survey and ground investigations. This is likely to consider constraints and opportunities and any special features. It should take an infrastructure first approach. In most cases there will be a need to assess its physical/environmental characteristics social factors and economic needs. There was no evidence of this level of preparation at the first consultation meeting. The Council was simply relaying the developer's intent. Questions about infrastructure and access to services were answered with "if we build it that will have to follow". There is no evidence that the MCA proposal has been assessed by the Authority against NPF4. Approval of the MCA will effectively grant planning consent without it being tested for compliance with NPF4 and subsidiary policies. If the Council decides to proceed with the Essich Road MCA surely it requires a strategic decision and a change in policy? The Council should state where it envisages further development into the Great Glen finishing and also describe the infrastructure that will be delivered to enable this. Expansion SW along the Glen would have to involve road capacity and consideration of a major expansion of the Southern Distributor and West Link. It could also suggest a major river crossing so the city centre can be circumnavigated to the West. It is important that any new strategy aligns with existing strategies and policies. Just last week - on 26 March 2026 - the Council announced that it "has agreed a coordinated approach to protect communities and strengthen climate and energy resilience across the region" [<https://www.highland.gov.uk/news/article/17189/council-unveils-plan-to-tackle-impacts-of-climate-change-and-build-community-resilience>] "At today's meeting of the full council councillors agreed the new place-based approach which will bring together work to cut greenhouse gas emissions and support the transition to renewable energy; prepare for climate risks such as flooding coastal change severe weather drought and wildfire; and to plan investment in areas like housing schools and transport within one strategic framework." "This work will be led by the Council's climate change and energy team ensuring climate action infrastructure planning and investment are joined up across Council services." A significant and accepted implication of the Essich Road MCA is that it will be a car- dependent development.

Another reason for the site's rejection by the Council in 2024 was: • Longer (+probably less sustainable car borne) travel to local facilities. Surprisingly the report to the Council on the new climate and energy resilience strategy is remarkably light on transport – it's barely mentioned – while Local Transport Strategy and Sustainable Transport Approach are in the list of Climate Mitigation and Energy Transition measures no detail is given. Notwithstanding this the declared policy of the Council – "a coordinated approach to protect communities and strengthen climate and energy resilience across the region" is admirable and should mean that the 'coordinators' are involved in scrutinising proposals for housing development and advising the Council on their merits from a climate and energy resilience point of view. There is no evidence that this has been done. 2.2 Alignment with National Planning Framework 4 (NPF 4) There is no evidence that the MCA proposal has been assessed by the Authority against NPF4. Approval of the MCA will effectively grant planning consent without it being tested for compliance with NPF4 and

subsidiary policies. Liveable Places Design quality and place Policy Intent: To encourage promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. Policy Outcomes: Quality places spaces and environments. Places that consistently deliver healthy pleasant distinctive connected sustainable and adaptable qualities. Local Development Plans: LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design quality and place taking account of the local context characteristics and connectivity of the area. ... Policy 14

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. b) Development proposals will be supported where they are consistent with the six qualities of successful places: Healthy: ... Pleasant: Supporting attractive natural and built spaces. Connected: Supporting well connected networks that make moving around easy and reduce car dependency Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted literally or creatively into designs to reinforce identity. Sustainable: Supporting the efficient use of resources that will allow people to live play work and stay in their area ensuring climate resilience and integrating nature positive biodiversity solutions. Adaptable: ... Paragraph 25 of the MCA guidance is clear – ‘MCAs can incentivise high quality development by providing a streamlined consent process for those proposals which comply with the scheme helping to create well-designed places in line with the Six Qualities of Successful Places identified in National Planning Framework 4.’ c) Development proposals that are poorly designed detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places will not be supported. Elsewhere I highlight policies which are particularly relevant to the Essich Road MCA proposal. But Place is the overarching theme that is particularly relevant to the conversion of hinterland into suburban housing. In the LDP the Council adopted Policy 8 in which it says “Development proposals of 4 or more dwellings and major non housing applications will be expected to submit a placemaking audit.” I ask the Council to seek a placemaking audit for the Essich Road MCA prior to deciding whether to allow it to proceed. 2.3 Housing demand At the event on 19 January we were informed that the anticipated demand for new housing had increased since the LDP was prepared – largely because of the numbers drawn into the area by employment associated with the freeport and renewables expansion but also because of significant under-delivery of developments in the LDP – often as a result of infrastructure issues. Taking Freeport demand at face value it has been acknowledged by the Council that logically this would suggest additional housing stock to the east of the city. We were told that this is obstructed by the Scottish Government not funding the necessary trunk road improvements and links. The Council’s solution is to put that housing to the south of the City – as far away from the demand as is possible - aggravating the demands on the Southern Distributor Road (A8082) but without any funding for improvements to that road. This is woefully disconnected. The UK and Scottish Governments both have growth – especially green growth – and housing as priorities. The Council is being asked to plan for delivery of its contribution to these priorities. So far so good. The Council’s plan was finalised less than two years ago. And it has already been set aside. The MCA should be used to accelerate and facilitate the delivery of stalled sites which are already in

the local plan before being used on ones which are not. Another example of the lack of an obvious strategy here is the failure to consider the Essich Road MCA in the context of other housing developments nearby specifically: a. The final phases of Ness Castle (including a proposed access road to the C1040 and re-engineering of the C1040/Dores Road junction) b. The Ness-Side development c. The completion of the Maples These will generate considerable additional pressures on the local environment infrastructure and services. It is difficult to see how these will be addressed without changing the character of the neighbourhood significantly. The Essich Road development will add further to those pressures. PPF4 Policy 16 says “Development proposals that include 50 or more homes ... should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to: i. meeting local housing requirements including affordable homes; ii. providing or enhancing local infrastructure facilities and services; and iii. improving the residential amenity of the surrounding area.” The MCA proposal is silent on this. The declared reason for the use of MCAs outside of the LDP is the recently identified need for 24000 new homes over the next 10 years – an increase over the previous forecast induced by the Freeport. It is not clear what proportion of this demand is for rented and/or social housing and single occupancy homes.

Notwithstanding this lack of precision and accepting the target for the sake of argument it has to be questionable whether developers can actually meet this demand. In addition to the logistical challenges of skills shortages and materials costs the business model of housebuilders is to complete properties in small numbers – this is for three principal reasons: efficient use of labour to finance the build with sales and most importantly to maintain prices. At the 19 February consultation meeting I asked a Tulloch’s representative what the build-rate would be. He cited other Tullochs sites in Inverness as the model – generally 3-4 units a month. 3. Suitability of the site Suburban development as proposed will alter the character of the Essich and Torbreck area fundamentally and irreversibly. That has an impact on the approach to Inverness from the south and south west – along the Great Glen; it will change the sense of place. In general terms the Essich Road MCA is in conflict with PPF4 Policy 1 Sustainable Places and Policy 2 Climate Mitigation and Adaptation. It is a rural site within designated hinterland it would be disconnected from the urban area it is accessed along a rural Inner Moray Firth development plan 2024; Section 2 – Spatial Strategy 16. 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 ... • can result in adverse impacts on the natural environment including breaking up ecological connectivity and fragmenting habitats.

18. 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 ... singletrack road it will be car-dependent with limited scope for adequate connections into the network. In 2024 the Council found it 'unsustainable'. The hinterland map on page 25 of the Plan clearly shows the area south of the Torbreck Road as 'hinterland'. The term 'hinterland' does not appear to be used in national guidance but NPF4 does talk about policy towards green belt. This appears to establish certain principles which could be expected to apply to hinterland. Green belts Policy Intent: To encourage promote and facilitate compact urban growth and use the land around our towns and cities sustainably. Policy Outcomes: Development is directed to the right locations urban density is increased and unsustainable growth is prevented. The character landscape natural setting and identity of settlements is protected and enhanced. Nature networks are supported and land is managed to help tackle climate change. ... Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside Policy 8 a) Development proposals within a green belt ... will only be supported if: i) they are for: ...; and ii) the following requirements are met: ... the proposal is compatible with the surrounding established countryside and landscape character; the proposal has been designed to ensure it is of an appropriate scale massing and external appearance

and uses materials that minimise visual impact on the green belt as far as possible; and there will be no significant long-term impacts on the environmental quality of the green belt The outline proposal for the MCA is in conflict with PPF4 Policy 14 Design Quality and Place and Policy 16 Quality Homes. The development of a suburban estate of 400 detached and semi-detached two-storey houses of Tulloch's standard designs is not in accordance with the six qualities of successful places nor the placemaking objectives. The design would be totally out of keeping with the local vernacular. It would be in fundamental conflict with the Council's own Placemaking Priorities: 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. Inner Moray Firth development plan 2024; Section 4 – Places (p118) In addition to being unsuitable in absolute terms the Essich Road site is unsuitable relative to other options. The legislation envisages MCAs being used "to unlock significant and strategic growth areas" (MCA Guidance para 36). Essich Road was excluded from the LDP so cannot be seen as being a strategic growth area. And the Freeport proposals do not change that. The Freeport strengthens the argument that the strategic growth corridor lies to the east of Inverness along the A96 with relatively easy access to the Inverness Freeport sites the A9 airport and railway. There are sites identified in the current LDP that could have been prioritised and fast-tracked using the MCA process better to

deliver the Council's own strategy. There are also sites within that corridor that were put forward in last year's call for sites.

4. Environmental considerations – wildlife and flooding

4.1 Biodiversity

The area surrounding the proposed development is a haven for wildlife. The burns in particular act as wildlife corridors. The ancient woodland has already been reduced in size by the Ness Castle development. Deer and badgers travel through the field proposed for the development. There is a rich diversity of birds – including owls. And bats and red squirrels are common. Pine martins are seen regularly adjacent to the site.

NPF 4 Policy 4 a) Development proposals which by virtue of type location or scale will have an unacceptable impact on the natural environment will not be supported. b) ... f) Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development and potential impacts must be fully considered prior to the determination of any application. ... This work should be done before deciding whether to allow the MCA to proceed. This biodiversity plus the absence of 'through-traffic' attracts heavy use of the Torbreck area by dog-walkers cyclists and runners. This will of course increase with the expansion of the local population. The loss of agricultural land wildlife and an increase in traffic will irrevocably change the character of the area – from rural to urban.

Policy 2 - Nature Protection Restoration and Enhancement – in the current LDP says "All developments must enhance biodiversity..." "All new local housing development excluding householder alterations and extensions and all other local development will be expected to deliver demonstrable net biodiversity enhancements..." This reflects PPF4 Policy 3 Biodiversity. The Essich Road site appears to conflict with this specifically:

a) Development proposals will contribute to the enhancement of biodiversity ... b) Development proposals ... for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve restore and enhance biodiversity including nature networks so they are in a demonstrably better state than without intervention. ... Proposals ... will demonstrate how they have met all of the following criteria: ... iv. significant biodiversity enhancements are provided in addition to any proposed mitigation. This should include nature networks linking to and strengthening habitat connectivity within and beyond the development secured within a reasonable timescale and with reasonable certainty. ...; and v. local community benefits of the biodiversity and/or nature networks have been considered. c) Proposals for local development will include appropriate measures to conserve restore and enhance biodiversity in accordance with national and local guidance

The site is in conflict PPF4 Policy 5 Soils insofar as it would result in the loss of prime agricultural land 5 – a scarce resource in a Region which will presumably want to grow food for its growing population! On the biodiversity test the only course of action is to keep the site as it is: farmland

4.2 Flooding

At the public event on 19 January SEPA flood risk maps were presented which bear little similarity to real-life experience. The interactive SEPA map suggests little-to-no chance of flooding In the two years I have been in Torbreck the road has flooded on numerous occasions – most frequently next to the easterly pond in Essich Burn which itself is shown with a 10% chance of flooding. SEPA says the road has

a less than 0.1% chance of flooding. It also says the part of Essich Burn which goes under the road below Torbreck Farm has no chance of flooding. In my submission following the January consultation meeting I attached a video where the Burn crosses under the road from left to right. This was from the flood event at the end of December 2024. Given the pattern of the watercourses and the topography of this area – and the fact that there is evidence of considerable historical re-engineering of Essich Burn in particular – it is difficult to understand why the Essich Road proposal is seen as viable. During the December 2024 flood the adjacent field - above Torbreck Farm - was completely waterlogged and extensively underwater. A large housing development will inevitably generate run-off and that water will have to go somewhere. The existing watercourses do not have the capacity to cope with this. I understand that the field proposed for the development was also heavily flooded. I also note that Dores Road is experiencing significant flooding during even modest rainfall along the section below the Ness Castle development. A Flood road sign is there as I write. In the preamble to NPF4 Policy 22 Flooding it says Flood risk and water management Policy Intent: To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Local Development Plans: LDPs should strengthen community resilience to the current and future impacts of climate change by avoiding development in areas at flood risk as a first principle. ... Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken regarding the calculated probability of flooding as a best estimate not a precise forecast... The site conflicts with NPF4 Policy 22. If it is accepted that it is in a 'flood-risk area' then section (a) of Policy 22 is engaged. And Essich Road appears not to meet the criteria: a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for: i. essential infrastructure where the location is required for operational reasons; ii. water compatible uses; iii. redevelopment of an existing building or site for an equal or less vulnerable use; or iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice. Notwithstanding this the developer's display on 19 February suggested that a (developer-commissioned) Flood Risk Assessment would be conducted after the MCA has been approved. The policy goes on to say that c) Development proposals will: i. not increase the risk of surface water flooding to others or itself be at risk. ii. manage all rain and surface water through sustainable urban drainage systems (SUDS) which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer; iii. seek to minimise the area of impermeable surface. Whenever the flood risk assessment is done it must be more than a desk exercise using SEPA maps conducted to the developer's requirements. In particular it should take into account actual historical events rainfall patterns (and forecast patterns) and factor-in the effect of run-off from roofs and hard surfaces adjacent to the point of convergence of two burns descending a major catchment area (which includes Loch Ashie; also Big Burn and Essich Burn both run just south and east of the Electricity Distribution site which will be expanded significantly as part of the Beauly to

Peterhead project). It would seem prudent for the Council to commission this assessment prior to deciding on whether to proceed with the MCA. 5. Traffic and roads Paragraph 74 of the LDP is impressive in its commitment: "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 driving which has resulted in car-based living. This approach has to change..." At the strategic level once developed the Essich Road site will be 5km from the city centre – as far as the extremity of Milton of Leys but with far worse road and public transport connections. Essich Road is further away in practical terms from the majority of significant employment sites. When did the Council take the strategic decision to extend the city furthest in the direction furthest away from where people want to be? And what consideration was given to connectivity and the implications for the transport network? Has the MCA proposal been tested against the Council's transport strategy? The NPF4 guidance sets out the framework: Sustainable transport Policy Intent: To encourage promote and facilitate developments that prioritise walking wheeling cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Policy Outcomes: Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living. More better safer and more inclusive active and sustainable travel opportunities. Developments are in locations which support sustainable travel. Local Development Plans: LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services. LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes shared transport options designing– in speed controls bus/cycle priority pedestrianisation and minimising space dedicated to car parking.

Consideration should be given to the type mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities. LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network early engagement with Transport Scotland is required. Essich Road is a singletrack road south of the junction with the C1040 Torbreck road (also singletrack). It is heavily used by leisure cyclists (including me) not simply because the C1040 and the northern section of Essich Road are part of NCR 78 but because it is a principal gateway to rides in the area E/SE of Loch Ness and over into Strathnairn and the Monadhliath. It is difficult to understand how this road will be able to cope with perhaps an additional 600 or so cars never mind the construction traffic associated with the development. The response of the developers and the Council

officials at the consultation meetings were very short on detail on how this would be addressed and the suggestions they made were arguably unworkable and ignored the effect of nearby housing developments already in the pipeline. The development is required we are told to accommodate people working in the main to the north and east of the city. This will put additional pressure on the Southern Distributor. The roundabout at the north end of Essich road is already less than fully effective – with poor sightlines and a constant flow of vehicles along the Distributor. If the development is envisaged to house young families how will children travel to school? The road has no pavements and there is no room for them. It is inevitable that a high proportion will be driven to school adding to the additional pressure on the road and the roundabout which will be acute in the rush-hours. There will be increased traffic along the C1040 as well if – as seems likely - people seek to bypass the Southern Distributor. Insofar as it is car-dependent by design the site is in conflict with NPF4 Policy 2 Climate mitigation and adaptation Climate mitigation and adaptation Policy 2 a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. b) Development proposals will be sited and designed to adapt to current and future risks from climate change.

The traffic impact assessment needs to take account of the other developments in the area and all modes of travel. A traffic count was conducted last year covering the roads around and through Torbreck and Ness Castle (no data has been shared yet incidentally). At the time - the planning application for a proposed access road from Ness Castle to the C1040 - I suggested that cycle/pedestrian count be included as well but I don't believe this was carried out. It is important that this is not neglected again during the MCA process. Infrastructure first Policy Outcomes: Infrastructure considerations are integral to development planning and decision making and potential impacts on infrastructure and infrastructure needs are understood early in the development planning process as part of an evidenced based approach Policy 18 a) ... b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure... The Essich Road site is in conflict with NPF4 Policy 18 Infrastructure First. We have been provided with no information on the Council's needs analysis or its mitigation plans for transport infrastructure in particular. Local residents conducted a traffic count at the Essich roundabout in early March 2026 and modelled the impact of the Essich Road proposal on top of the completion of the Maples Ness Castle and Ness-side. The results were quite stark. What is the Council proposing as the solution? As para 74 of the LDP says more road building and increased urbanisation – traffic lights traffic-calming segregated cycle routes - are not the answer. The strategy and policy intent is encapsulated in the 20 minute neighbourhood concept. Local Living and 20 minute neighbourhoods Policy Intent: To encourage promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home preferably by walking wheeling or cycling or using sustainable transport options. Policy Outcomes New and existing communities are planned together with homes and the key local infrastructure including schools community centres local shops greenspaces health and social care digital and sustainable transport links. Policy 15 a) Development proposals will contribute to local living including where relevant 20 minute

neighbourhoods. To establish this consideration will be given to existing settlement pattern and the level and quality of interconnectivity of the proposed development with the surrounding area including local access to: • sustainable modes of transport including local public transport and safe high quality walking wheeling and cycling networks; • employment; • shopping; • health and social care facilities; • childcare schools and lifelong learning opportunities; • playgrounds and informal play opportunities parks green streets and spaces community gardens opportunities for food growth and allotments sport and recreation facilities; • publicly accessible toilets; • affordable and accessible housing options ability to age in place and housing diversity. It is self-evident that the Essich Road site is in conflict with NPF4 Policy 15 Local Living and 20 minute Neighbourhoods and Policy 13 Sustainable Transport as the MCA promotes a site not properly connected to the urban area which will result in car dependency. Policy 13 b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they: i. Provide direct easy segregated and safe links to local facilities via walking wheeling and cycling networks before occupation; ii. Will be accessible by public transport... vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles; ... viii.

Adequately mitigate any impact on local public access routes. c) Where a development proposal will generate a significant increase in the number of person trips a transport assessment will be required to be undertaken in accordance with the relevant guidance. d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car taking into account the specific characteristics of the area. ... f) Development proposals for significant travel generating uses or smaller-scale developments where it is important to monitor travel patterns resulting from the development will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets as well as monitoring and evaluation. g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer. Sites that comply with the 20 minute neighbourhood concept should have been favoured for MCA advancement. But there is no evidence that this was a factor in the selection process. Essich Road cannot comply with this concept given the distance from and the circuitous routes to facilities. Much was made of active travel during the consultation. The Transport Statement prepared by Pell Frischmann dated 28 April 2025 – attached to Tulloch's 'vision statement' for the Council's call for sites – is 'optimistic' to say the least: Tesco "no more than a 6 minute cycle ride". Google maps says that while it might be 6 minutes there (downhill) it would be a minimum of 10 minutes back (uphill); and that's for a fit cyclist not carrying their shopping back up around 70m of ascent! Pell Frischmann also downplays the infrastructure challenge - ignoring the other developments planned or underway which feed into the local

network. Conclusion In my view there are multiple reasons why the development at Essich Road should not proceed and certainly not as an MCA. The MCA process is new and untested. The Highland Council is the first to seek to use it for housing developments. And it is not clear that it is acting lawfully in using it to promote schemes which it has rejected in its current development plan. Fundamentally the MCA development at Essich Road fails to address the policies set out in NPF4 and is in direct conflict with many of them. Taking these two together: should the MCA process be allowed to trump National and Regional government planning objectives strategies and policies? The most significant substantive issues from my perspective: • The Essich Road site is in the wrong place: isolated from local facilities and on the opposite side of the city to the employment we are told its residents will be commuting to. • • • The suburbanisation of an area the Council has designated as hinterland is the wrong kind of development destroying rather than making 'place' –. It will be car-dependent up a single-track road with poor access to the local road network and is on the opposite side of the city to trunk routes putting additional pressure on the Southern Distributor which is already struggling. The site is good quality farmland which should continue to be farmed. It forms part of an environment with significant biodiversity including rare and protected species. It should be seen as an asset to the city in its current form. • Part of the site and significant areas adjacent to the site are prone to severe flooding which will be made worse by increased run-off overwhelming the existing watercourses which are at or over capacity. Should the Council decide to proceed and the proposal proceeds through the Stage 2 gateway we are told that the community will be involved in a joint collaborative masterplanning process involving monthly meetings. It is recognised that Holm Community Council is a statutory consultee in the MCA process. From my perspective

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Organisation

N/A

Date

31/03/2026

Comments

[Redacted – personal information and address details]

SUPPORTIVE OF SUSTAINABLE ECONOMIC GROWTH Given my professional work I am clearly supportive of economic growth, economic development and increased supply of housing.

However, I am opposed to poor quality planning. I am opposed to needlessly increasing traffic levels through poor planning. I am against worsening road safety through poor planning. I am against slowing economic growth through poor planning. I am against worsening health and inequality through poor planning. I am against worsening climate change through poor planning. [Redacted – address details – refers to loss of private views] What sits really sourly in my mouth is that this development, as currently scoped out, is everything I stand against. It is everything that we teach against at university. Set against a counterfactual of a housing development that is well connected with employment and services (i.e. good planning), it will worsen traffic levels, lower economic growth, worsen inequality, worsen health outcomes and worsen our ability to combat climate change. This has to be called out for what it is. So, just to repeat I am not against housing development, but I am against poor quality planning and poor quality housing development.

SUPPORTIVE OF MCAS Given my professional work I am clearly 100% supportive of the principle behind MCAs. Too often projects which have been identified via both a strategic assessment and a project level assessment as having both national and regional importance get stuck in planning. MCAs should speed this up. [Redacted – personal information – refers to respondents role in providing evidence to the UK Government]

However, this application of the MCA legislation runs counter to the thrust of the purpose of the MCAs. The point of them is to speed up delivery of pre-identified projects that meet national and regional needs. Yes, the legislation permits bringing in new projects not already identified in the planning process, but such projects should have passed an assessment of national or regional need. Once their justification has been made they then can be designed and a masterplan developed. I'll return to the matter of assessment below, but first I wish to identify the conflicts of interest within the council, before raising matters of road safety. I will then return to how the site has been assessed, which forms the basis of it being brought forward as an MCA.

INDEPENDENCE OF COUNCIL PLANNERS [Redacted – personal information] The MCA process is a council led process. It has become apparent through the two roundtable meetings that [redacted – personal information – refers to the Council Planning Team] are working in partnership with Tulloch and are facilitating and problem solving alongside them. They are co-sponsoring the development. They are invested in this development. [Redacted – personal information – refers to the Council Planning Team] are not therefore independent of the development. They have a conflict of interest in presenting evidence on the development to Council. Where a council co-sponsors a development the Royal Town Planning Institute is clear what has to happen vis a vis decision making. The council planners and other associated officials who are co-sponsoring the development need to recuse themselves. The Council must ensure independence in the quasi-legal process of development receiving consent. What therefore is the legal advice that has been given to the Council? How is it being followed. If [redacted – personal information – refers to the Council Planning Team] advise the Council regarding the conclusion of the Stage 2 process at the May Economy and Infrastructure Committee Council meeting, then there will be serious grounds for a judicial review, and a distinct risk this may not come out in favour of the Highland Council.

ROAD SAFETY IN ESSICH COMMUNITY As one of the

residents within the Essich community [redacted – address details] I am seriously concerned about road safety in this community. I speak this from experience. A delivery driver serving my house pulled out in front of a cyclist. Fortunately the cyclist was not hospitalized, but it could have been much worse. He was badly bruised and cut, and his bike was broken. A delivery driver to a neighbour's property did the same. This road in our community is not safe, as it stands, to have higher traffic flows on it. Road safety needs to be designed in. The road through the community is: • single track road and sub-standard at that for a single track road that has property frontage. The guidelines for such a road are 5.5m wide carriageway width. The current width is 4m. This is to permit residential access. • It has no walking and cycling provision. • The exits from several of the drives, [] require a greater than 90degree turn. These are difficult turns and usually visitors, delivery vans, workman, etc. usually park in the road (blocking it) and then reverse into the drive. Looking forward towards the development: • Unless [] gardens are appropriated the road will remain single track over a 170m which includes access for eight houses. • There are two options which have been floated at the roundtable meetings. Each seems equally unsafe: i. The road will remain an uncontrolled section of single track road with a vehicle flow at the limits of guidance for such a road with no provision for walking and cycling.

For pedestrians this is unsafe. For cyclists this is unsafe. For [] households trying to enter and leave [] drives this will be unsafe. There could also be periods of high delays. Or; ii. There was a suggestion by [redacted – personal information – refers to the Council Planning Team] at the consultation is that this section of road (approx. 170m) will be controlled by traffic lights. Thus eight houses will be living in the middle of a controlled section of road. This goes against traffic engineering guidance, due to road safety issues. The entrances/exits from the houses on this road are not suitable for such a circumstance. Traffic signal guidance (see Traffic Signs Manual Chapter 6, published 2019) advises that these conflicts need to be designed out for road safety reasons. Thus traffic delays may be minimised, but safety of [] households, cyclists & walkers has not been considered. Finally, as residents in this community we also walk and cycle. It is imperative that we can safely walk and cycle from our house. The traffic flows on the road will be such that a footpath needs to be provided in our community. This is established practice. The Tulloch Transport Assessment by Pell Frischman is vacuous. It completely neglects the safety impact on the existing community. The revised plans by Tulloch and council planners [] at the second meeting are equally negligent in this regard. Council policies are clear in this regard, walking and cycling need to be designed in from the outset, before car use is considered. If this development is to go ahead the road safety of the residents and visitors (including contractors) of the eight houses that live in the Essich community that straggles Big Burn needs to be designed in from day 1, or there is a risk of serious negative impacts on road safety and potentially delays. ROAD SAFETY ON ESSICH ROAD Essich Road is: • a sub-standard single track road, when assessed using Highland Council design guidance for single track roads. Passing places are more than 150m apart, the Big Burn bridge is too narrow, and the road too narrow in the residential section. It has a blind summit and a blind corner and a blind junction between the development site and where the road becomes double track. • It is used extensively by recreational and sporting cyclists. It is part of an iconic cycle ride along the south shores of Loch Ness. • Those who live on the road walk and cycle on it. Some of those living in the new

development will wish to do the same. There are also recreational walkers who use it. • There is no walking and cycling provision. As a keen cyclist and runner I can recount many many near misses on this road. One needs to adopt certain strategies if using this road. One has to be assertive and hold one's roadspace but be aware the car may not give way. This is not an environment for the type of person that the Council desires to start walking and cycling. It is only the keen people that walk/cycle in this environment. The situation will be ten times worse following the development with the increase in traffic flows. The Tulloch Transport Assessment by Pell Frischman argues that existing infrastructure is sufficient. Yet Essich Road fails to meet Highland Council design standards for single track roads let alone for roads accessing a significant housing development. I am seriously concerned that road safety is not being designed in to the access to the development Council policies are clear in this regard, walking and cycling need to be designed in from the outset, before car use is considered. To avoid serious road safety and road delay issues: • The road needs to meet appropriate Highland Council standards including being: i. include safe provision for walkers and cyclists, and ii. be double tracked.

MCA SHORTLISTING PROCESS OF THE ESSICH ROAD SITE

Assessment criteria In [redacted – personal information – refers to the Council Planning Team] presentation to the Economy and Infrastructure committee [] four reasons for selection of sites for the MCA [were listed]. 1. Proximity to freeport sites 2. No network constraints 3. Developer ready 4. Innovation

The first point to note is that these criteria do not include an assessment against Council policies for sustainable development and growth in the region. Given that the site is not in the LDP, such an assessment would be expected. If it was in the LDP the presumption would be that it would align with council policies, and no assessment was necessary. Taking each of these in turn, I will show that the assessment made against these criteria is not holistic and contains errors and omissions. When taking a more objective and holistic approach there is a serious concern that a poor decision has been made in selecting this for an MCA.

1. Proximity to freeport sites The nearest freeport sites are at Inverness Harbour, at the stadium and at UHI campus. These sites are all in Inverness which is a city and an urban area as defined in Scottish Government planning guidance. Proximity in this sense therefore needs to be looked at in terms of connectedness by public transport and/or walking/cycling. Policy statements by Highland Council contained in the current LDP and the Local Transport Strategy (see later where I reproduce some of these) also align with Scottish Government policy on travel within urban areas for new housing developments. Therefore looking at travel to the employment sites: • The nearest bus stop to the center of the housing development will be an 18 minute walk. The journey will involve two buses to the UHI campus. For the stadium site and the harbour a further walk of 10 to 15 minutes will be required. Including waiting and interchange time we are looking at a journey time of around 1hr 20 mins. Return trip 2hrs 40 mins. • Walking. All sites are about 1.5 hrs walk. Return commute trip: 3hrs. • Cycling. The sites are 25-30 minutes cycle ride. Return commute trip: 50 to 60 minutes. The only viable conclusion from this assessment is that the Essich Road site is proximate only by car. It is not proximate by the metrics that new developments in urban areas are judged namely: public transport and walking and cycling. The [Redacted – personal information – refers to the Council Planning Team] assessment and presentation to council failed to identify this.

2. No network constraints The assessment by [redacted – personal

information – refers to the Council Planning Team], did not identify any network constraints, and therefore omitted critical information for Council. 1. Access to Freeport Inverness sites. Based on the proximity analysis above all workers working in the Inverness freeport site will travel by car. The desire line of travel to these freeport sites from the development will either pass through: 1 It would be highly erroneous to assume that the marginal bus services that serve this part of town will be extended 1km up a car dependent housing estate. • Inshes roundabout and Inshes interchange with the A9. This is noted in the existing LDP and the evidence sections of the forthcoming LDP as a critical network constraint. Or; • Through the city centre which is also a network constraint. 2. Southern Distributor at Essich Roundabout. Surveys show that currently in the AM and PM peaks queues form at this roundabout of 600m in length. By comparison this is the same length as the queue on the southern distributor at Inshes roundabout. The queues stretch west to the Ness-side roundabout and east almost to the IRA roundabout. Traffic delays are in the region of about 6 minutes. The roundabout is operating at capacity for about 20 minutes. Traffic modelling by myself, using modern state-of-the art microsimulation traffic modelling software, shows that the southern distributor is completely overloaded with full build out of Ness Castle. There will be even further operational problems with full build out of the Maples and Ness-side, which I did not model. Delays are truly large (15 mins plus). These delays will be larger than those at Inshes, and this is before the Essich development gets built. Post Essich development the traffic modelling I have done is indicating delays on the southern distributor from the west of up to 25 minutes, and from the east of up to 20 minutes. 3. Essich Road. This will be operating at capacity (or over capacity) if the development goes ahead. Traffic modelling I have undertaken has shown that the single track section through the Essich community (where it straggles Big Burn) will be operating at capacity from the opening day, with 100m+ queues back into the estate. Background traffic growth over the lifetime of the development will make this worse. Development traffic for the renewable sites further south on Essich Road will make it worse still. Operating at capacity with no other access point into the new development does not meet design standards. There is no resilience for any incidents. It was highly erroneous, and misleading, therefore for [redacted – personal information – refers to the Council Planning Team] to make a claim to Council that there are NO network constraints pertinent to the Essich development. 3. Developer ready In the context of a housing challenge there is an expectation that ‘developer ready’ means that the developer has access to the land they propose to develop and that they will develop that land at an appropriate rate. However: (a) Tulloch does not an agreement with all the landowners. [Redacted – personal information – refers to details of site landownership interests and ability of developer to secure land to deliver green and active travel infrastructure on site and in the area].(b) The developer does not build houses at an appropriate rate, and has no intention of doing so. Currently the developer is only building and releasing 70 houses a year, and the proposed plan for Essich is 30 to 40 houses a year. [Redacted – personal information – refers to the Council Planning Team], said at the first roundtable full build out would be in 15 years time. This does not appear to line up with the housing challenge that the Council faces. It needs to be made clear to Council what the real situation is, or else the Council may think that this developer has access to all the land, and has the motivation and capacity to build at the rate the

Council desires. 4. Innovation No claims for innovation regarding the Essich site were made to council. This was the correct thing to do, as there has been no innovation. 5. What was not included in the MCA selection criteria The fact that the Essich development is not in the existing LDP, means it is incumbent to undertake an assessment against the council's policies on development. If it had been included in the LDP this would not have been necessary, as the Council would have previously identified it as aligned with policy. However, the MCA site selection made no assessment against the Council's own policies and National Planning Framework 4 (NPF4) policies. These policies are centred around creating sustainable developments that are not car dependent. The council's own policies regarding developments are set out in the current LDP and local transport strategy and include statements such as: "The Council's ambition [is] to move away from suburban low density, edge of town living." [paragraph 50 of IMLDP, 2024] "Road infrastructure has led to impacts on the quality of some places that are now dominated by the roads that serve them ... resulting in car-based living. This approach has to change." [paragraph 74 of IMLDP, 2024] "Development proposals should demonstrate how they can maximise walking, wheeling, cycling and public transport as alternative travel options (to use of the private car) for people using the development." [policy 14, IMLDP 2024] If we now look to the new evidence sections that have been drafted as part of the development of the new LDP, it can be seen that the following failings in recent housing developments are identified: "Most notably, areas within larger recent housing developments on the outskirts of Inverness have very few walkable services....This is most apparent for areas East of Nairn, to the West of Inverness at Ruighard and South of Inverness at Leys, Holm and Slackbuie." [Ch 13 Evidence chapter on placemaking, 2025]. The reference to Holm (Ness Castle) is relevant as proximate to Essich. "Inverness neighbourhoods such as Culduthel, Culcabock and Milton of Leys are outside walking catchments for indoor sports and other community facilities" [Ch 13 Evidence chapter on placemaking] The reference to Culduthel is relevant as proximate to Essich. The evidence chapters then go on to say: "Places that prioritise car use not only further increases these negative impacts but also health inequalities. This leads to disadvantages especially for people who do not or cannot access a car, for whatever reasons." [Paragraph 13.100 Ch 13 Evidence chapter on placemaking, 2025]] "Transport poverty [lack of transport options outside of the car] impacts health in a number of ways: limit access to the building blocks of good health, such as good work, training and education; reduce access to health and care services; reduce community engagement" [Paragraph 13.101 Ch 13 Evidence chapter on placemaking, 2025]] "A significant minority of the population won't or can't drive simply because they are too old, too young, have a mobility impairment or cannot afford to.

These people are already at a disadvantage in terms of transport independence for their everyday trips and accordingly risk isolation, reduced access to goods and services, and lack of employment and social opportunities" [Paragraph 13.103 Ch 13 Evidence chapter on placemaking, 2025]] To summarise, existing council policies in the 2024 LDP look to move away from bringing forward car dependent housing due to the social costs it brings. The new evidence chapters of the forthcoming LDP (expected 2028) reinforce this message going forwards, by demonstrating that recent development patterns in Inverness have prioritised car access and provide few walkable services, have contributed to forced car ownership, transport poverty and

social exclusion, particularly for people who cannot drive or afford a car. This is identified as a problem, and council policy is to move away from this. This is relevant to the MCA, as Scottish Government MCA guidance is clear about the importance of the LDP in the process. "Where the planning authority is making an MCA scheme, regard is to be had to the development plan, and decisions on MCA schemes should be made in accordance with that, unless material considerations indicate otherwise." [Paragraph 15, Scottish Government MCA guidance] However, in the [redacted – personal information – refers to the Council Planning Team] presentation to council [it was] omitted to mention that no assessment against NPF4 and the council's own policies as contained in the current LDP had been undertaken. No justification has been given to bring forward a development that is not in accordance with the LDP. This is a failing. The Economy and Infrastructure committee may therefore perceive that they are taking forward a development site that aligns with the Council's current policy as embodied in the LDP and other policy statements. A BRIEF ASSESSMENT AGAINST THE COUNCIL'S OWN DEVELOPMENT POLICIES Council policy regarding avoiding car dependency in new urban developments is clear and I outlined it above. Given the council officials have given the Essich development site a liveability score of 12 out of 15.8, [redacted – address details – refers to comparison score in terms of the Council's Local Living Tool], it is highly doubtful that an assessment against the Council's current policies would come out favourably for the Essich site. The fact that the site was previously rejected for inclusion in the LDP, also gives an indication as to how poorly the site aligns with Council policies. Ultimately the Essich development site will be a car dependent development. There is no employment, no services, no activities, etc. within walking and cycling distance. By promoting a car dependent site, and failing to identify this to Council, the [redacted – personal information – refers to the Council Planning Team] effectively failed to notify Council that the Council are proposing: 1. Constructing affordable homes in inaccessible locations with no viable public transport. Evidence shows this leads to social isolation, lower mental health outcomes, lower employment outcomes, more anti-social behaviour, and greater inequality. This imposes a cost on the economy, slowing down economic growth. 2. Constructing homes where walking and cycling is not an option for everyday trips. Leading to less physical activity by residents, higher levels of obesity, poorer health outcomes increased pressure on the health service. This creates another drag on the economy, diverting scarce resources to solving health problems that did not need to be created. 3. Constructing homes where the car is needed for all everyday trips. This increases traffic on the road network by about 45% compared to a well connected development. The increased traffic creates congestion, slowing economic growth. It will require investment in the local road network to be brought forward, costing the council in the medium term. Effectively the Essich development is not what Council policies aim for. Yes, we are creating houses, but in doing so we will create social problems that did not exist before, create health problems that need not be created, and cost the Council money that it does not have. Whether the citizens of Inverness then gain from such a development is uncertain – there are significant social and financial costs associated with it. Good planning, and good developments would not do this. USE THE MCA PROCESS FOR WHAT IT IS MEANT FOR Fundamentally, the issues that arise with this site is that it is not contained in the current LDP, but worse than that it was rejected for inclusion. When it was

previously assessed for alignment with council policies it was rejected. There has been no re-visiting of the assessment against council policies. The situation since then has not changed. This is development site that does 2 At the centre of the development site. Liveability scores drawn from: <https://www.arcgis.com/apps/instant/interactivelegend/index.html?appid=61119b67e8264086a5f25394c67190d7> not align with current Council policies, and the MCA process should not be used to bring forward such sites. There is a real risk of a judicial review finding against the Council in such circumstances. The MCA process is about speeding up the delivery of sites that are 'stuck'. It is about speeding up the delivery of sites that align with policies. I ask that you use it for what it is meant to be used for. Speed up the delivery of housing in Inverness that contributes to sustainable growth. Do not use it to bring forward sites, through the backdoor, that conflict with policy. OTHER IMPACTS I have not mentioned increased risk of flooding, the wildlife impact on endangered species []. Not because I am not concerned about them, but I am aware that others with more knowledge on these matters have written about them. I have focused on the human impacts of safety, social inclusion and economic growth.

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31/03/2026

Comments

As a resident of Torbreck I have considerable concerns relation to this MCA proposal by Highland Council planning authority. I therefore write in objection to this proposal on the following grounds:

1. Conflict with the recently adopted Inner Moray Firth Local Development Plan 2. The IMFLDP2, adopted by elected Councillors in June 2024, sets out the strategic spatial strategy for the expansion of the Inverness area. This is a carefully evolved strategic document prepared with consideration of local democratically aligned process. If as residents of the Highlands we are to have confidence in the planning authority function of Highland Council we would expect it to follow its own strategic plan and not blatantly cut across it.
2. The

unsuitability of the area identified for the MCA. The area identified is simply unsuitable on a number of fronts and this is the express reason this site was not identified and contained within the IMFLDP2.

1. Lack of Flood risk feasibility process. A Flood Risk Assessment (FRA) should have been undertaken as a prerequisite as discovery of a very likely issue arising would halt the Masterplan process despite other considerations. This is a basic feasibility requirement.
2. Infrastructure constraints. The main reason strategic development is directed to the A96 corridor in the IMFLDP2 relates to suitability of key infrastructure; transport & public transport connectivity, energy & power, drainage and waste, potable water, telecoms. These matters are all problematic at the Essich road site.
3. Loss of prime agricultural land. An urban fringe area of this nature is valuable for food production. Its loss at a time when importing food globally will be hit with ongoing fossil fuel energy shortages would be a cause for regret in the near term and forever after. THC should investigate local food production opportunities together with suitable business and associated domestic development, on urban fringe sites instead of volume delivered suburban sprawl housing.
4. Increase energy use and car dependency. The volume delivered housing earmarked for yet more urban encroachment onto prime farm land will increase car traffic and fossil fuel use, impacting net-zero targets. The poor performance of the inevitable type of housing proposed by Tulloch Homes will be energy intensive both in terms of embodied energy in the synthetic construction materials and processes, together with operational energy use for comfort. These homes, examples of which are being built around the west link art present, would require refurbishment in order to meet Scottish Government 2045 net-zero energy efficiency targets.
5. Poor quality housing and places. In addition to not dealing with reducing energy demand in terms of performance, the clear to see poor quality of the actual housing would be a disaster in itself. Instead of an identifiable Highland architectural response, this proposal would result in 'everywhere, anywhere' suburban mainly detached dwellings with poor spatial and placemaking considerations. One only has to view what Tulloch Homes together with the other volume builders have delivered around Inverness to predict this unsatisfactory outcome. As a culture we could demand better outcomes, however the legacy of poor quality is guaranteed with the volume delivered product driven by the business model employed together with a lack of understanding of alternative approaches.

3. The Scottish Governments Six Qualities of Successful Places. Given the track record of Tulloch Homes in the area, it is extremely unlikely that the proposal Masterplan Development process and any outcome would get close to reflecting the Six Qualities of Successful Places. These six principles have become well established in recent years in Scottish planning terms and are further identified in NPF4. Schemes delivered by Tulloch Homes to date simply do not support the Six Qualities of Successful Places, in fact they undermine these principles. Unless the Highland Council Planning Authority can guarantee alignment with all of these principles it should halt any further role in this proposed MCA:

1. Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.
2. Pleasant. Supporting attractive natural and built spaces.
3. Connected. Supporting well connected networks that make moving around easy and reduce car dependency.
4. Distinctive. Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity.
5. Sustainable. Supporting the efficient use of resources that will allow people to live, play, work and stay in

their area, ensuring climate resilience and integrating nature positive biodiversity solutions. 6. Adaptable. Supporting commitment to invest in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time. A Planning Authorities strategic function should at all times reflect the long term interests of the community and not pressures relating to short term developers.

Submission number

S-339-1

Organisation

N/A

Date

31/03/2026

Comments

I object to the proposed development at Essich on the grounds of biodiversity loss, destruction of protected habitats, breach of statutory duties, loss of agricultural land, and damage to historic landscape features. The evidence below demonstrates that this site is wholly unsuitable for development.

1. Essich Is a Biodiversity Hotspot The development fields are home to Roe deer, badgers and bird life... All wildlife residents will be threatened as their habitat continues to be destroyed. These species are not transient: Pine Martens, squirrels and badgers are here every day / night. The area supports 5 of the 18 UK BAP Priority Terrestrial Mammal Species (30%), including pine marten, red squirrel, hedgehog and brown hare. This is a very important biodiversity hotspot and it is under a real and significant threat if this development is allowed to go ahead.

2. Legally Protected Species and Habitats Multiple protected species are confirmed on site:

- Badgers – The development fields are badger foraging habitat.
- Pine Martens – Live here and visit every night.
- Red Squirrels – Daily visitors, endangered crossing the road.
- Skylarks – “Nest in the proposed development field
- House Martins – red listed, feed over the field
- Common Toad – UK BAP Priority Species

Destroying these habitats would breach wildlife legislation.

3. Breach of Highland Council’s Biodiversity Duty The Council is required to deliver:

- actions to benefit biodiversity
- mainstreaming biodiversity
- nature based solutions

Approving a development that removes a functioning wildlife corridor and destroys priority habitats is incompatible with these duties.

4. Wildlife Corridors Will Be Severed The Essich Burn and Big Burn corridors are

essential movement routes. The massive increase in traffic will cut off the corridor and wipe out badgers, deer, red squirrels and other wildlife that tries to cross the road. This link shows badgers filmed in the field. Badgers 1.mp4

5. Loss of Historic Landscape Features The dry stone walls that border Essich Road are more than 100 years old and provide a habitat for insects and birds. Historic Environment Scotland states they are “an integral part of the built heritage and landscape of Scotland.” Their removal would be a cultural and ecological loss.

6. National Security and Food Security Risks The UK Government warns that “the collapse of global ecosystems poses a high risk to the UK’s national security and prosperity” and that food supplies are at risk “without significant increases in the domestic food system.” The development would remove irreplaceable high quality agricultural land that has been used for centuries to grow food crops.

9. Flooding Risks The northeast of the site is prone to severe flooding which already spills onto Torbreck Road, making it impassable at times. Development would reduce natural drainage and increase the flood risk to neighbouring properties.

Conclusion The proposed development would:

- destroy protected habitats
- threaten multiple legally protected species
- breach statutory biodiversity duties
- undermine national food security
- remove productive agricultural land
- sever wildlife corridors
- damage historic landscape features
- Increased flooding to neighbouring properties

Each of these is a standalone reason for refusal. Together, they form an overwhelming case that the development must not proceed. In addition to the arguments I put forward regarding the natural environment I have the following additional concerns.

10. Residents Would Be Trapped Inside a Traffic Light System Essich Road is a single track rural road with no pavements and no cycle lanes that cannot be widened. The Council’s proposed mitigation—traffic lights at both ends of the narrow section—would trap existing homes inside a signal controlled bottleneck. With around 600 additional daily vehicle movements, residents would be forced to pull out into a queue of single file traffic with poor visibility and no safe gap creation. Emergency egress would also be compromised.

11. Pedestrian Safety Would Be Critically Undermined Residents of “Essich Village” currently step directly onto Essich Road because no footpaths exist. Adding hundreds of extra vehicles through a single track corridor—while enclosing pedestrians between traffic lights—creates an unacceptable risk, especially for children and vulnerable residents. The suggested off road footpath via Knocknagael does not solve this:

- It is a long detour that schoolchildren are unlikely to use.
- It removes pedestrians from road visibility, increasing vulnerability in winter darkness.
- Residents trapped within the traffic light zone would still need to walk along the road to reach it.

12. Cyclist Safety Will Be Severely Compromised Essich Road is a popular cycling route. Drivers leaving the proposed site will not see fast approaching cyclists, making a serious or fatal collision highly likely. Introducing a traffic light choke point on a steep descent used by cyclists is a major safety oversight.

Submission number

S-338-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to lodge serious concerns regarding the proposed Masterplan Consent Area (MCA) at Essich Road. 1. Existing Residents Would Be Enclosed Inside a Traffic Light System Essich Road is a single-track country road without pavements or bicycle lanes and widening it is impossible for its entire length due to the proximity of existing premises along the road boundary and a 3.8m wide bridge. This physical constraint is not theoretical—it is a fixed, immovable limitation that makes the proposed development fundamentally unsafe. The Council has suggested that the only feasible mitigation is to install traffic lights on either side of the narrow section and bridge. This would make it very difficult for the residents of the properties that are enclosed by the traffic light system to safely leave their properties at peak time with c600 additional cars predicted to be using the road. This is not a minor inconvenience—it is a direct threat to resident safety. Residents would be forced to pull out into a single track queue of vehicles, with poor visibility, no safe gap creation, and no legal right of way. Emergency egress would also be compromised. The video below has been produced showing the impact on the traffic flow through the proposed traffic light system if the development were to go ahead : <https://youtu.be/6KP3YNpHJTY?si=1izKnQauzoTLe2Jm> No responsible planning authority should knowingly create a situation where residents cannot safely exit their own driveways and homes are enclosed within a traffic light system. 2. Pedestrian Safety Would Be Critically Undermined Residents currently have access directly onto Essich Road without any footpaths next to their houses. The existing situation is dangerous enough now, without the proposed development.

Introducing hundreds of additional vehicle movements through a single track corridor—while simultaneously trapping pedestrians between traffic lights—creates an intolerable risk. Children, dog walkers, and vulnerable residents would be forced to step directly into the carriageway. The Council's suggestion of a remote footpath routed through fields at Knocknagael does not address this. It is very unlikely that secondary school children would take such a detour when they can see a shorter route is available (i.e walking down the road though the enclosed traffic light system). In addition, a route diverted away from the road would leave pedestrians not visible from the road. Not only is this likely to cause anxiety, especially in the dark winter months, but also risks someone being left unnoticed for hours should they fall on the detoured path! It is unclear how residents trapped within the suggested traffic light system would even be able to access such a footpath without walking along the road! This is not safe planning. It is

displacement of risk onto residents. 3. Increased Collision Risk at the Torbreck Junction The Torbreck Road junction is best described as being ‘blind’”, with drivers unable to see approaching traffic from the south. With an additional 600 cars, it is inevitable that there will be regular accidents at this junction. Installing traffic lights upstream will not improve this junction—it will worsen it by creating unpredictable traffic surges and queues. 4. Cyclist Safety Will Be Severely Compromised Essich Road is a popular recreational cycling route, with cyclists travelling at high speed as they descend the Essich Road hill . Cyclist descending at speed will not be spotted by cars leaving the proposed site and a serious or fatal accident is inevitable. Introducing a traffic light choke point on a steep descent used by cyclists is an extraordinary safety oversight. 5. Governance Failures The MCA process has been compromised from the outset. The council have failed to provide any evidence of how the site as Essich Road was selected from all the other sites that were submitted for consideration. No scoring mechanism was used, and the site did not form any part of the exiting Local Development Plan. In the 20 years that I worked within the public sector I have never seen such a large-scale proposal that is unsupported by a strong business, an evidential based scoring matrix and consideration of why other options have been discounted. This is a clear breach of process and public trust. 6. Lack of Strategic Planning The Council’s own planning department previously rejected development at Essich Road because it would “take strategic growth of the City in a new unsustainable direction”. The Council itself has stated that Inverness East is the optimal location for growth, with sufficient land supply—held back only by the East Link Road. Instead of pursuing strategic solutions, the proposed development at Essich Road represents a short-term fix to a long term problem and contributes to the mushrooming suburban sprawl for which Inverness has already been criticised nationally . This MCA fails to demonstrate good strategic planning and is only being considered as the developers consider it an easy solution. 7. Failure to Meet NPF4 Housing and 20 Minute Neighbourhood Requirements NPF4 Policy 15 requires new homes to be located within walkable access to essential services. The Essich site is remote and not near to any facilities. Residents would be unable to reach schools, shops, doctors or employment within the required walking or cycling times. The development would generate a significant increase in car journeys leaving and returning to the site each day which clearly is against the Scottish Governments policy for greener, more environmentally friendly living. Affordable housing residents would be particularly disadvantaged, and would be likely to experience isolation and loneliness as is already evident in developments such as Ness Castle which are closer to facilities. This proposal directly contradicts national planning policy. 8. Loss of High Quality Agricultural Land The development would destroy Grade 3.2 farmland that has been productive for 200 years. The proposed site represents versatile land, capable of supporting a range of agricultural activities and was up until very recently used to supply the Knocknagael bull stud. NPF4 Policy 5 requires that loss of such land be avoided. The MCA proposal fails this test. 9. Flooding Risks The northeast of the site is prone to severe flooding which already spills onto Torbreck Road, making it impassable at times. Development would reduce natural drainage and increase the flood risk to neighbouring properties . The video below shows the runoff from the Essich Road Fields and the impact that this is having on local residents <https://youtu.be/fe84jjzgJus?si=CrPff9cxt6FnmR4x> This development would cause a direct

threat of flooding to existing homes. 10. Wildlife and Habitat Destruction Surveys of the site have identified badgers, pine martens, hares, deer, red squirrels, hedgehogs, bats and otters. Development of the site would disturb these species, risking their homes and feeding grounds. Wildlife has already been displaced through recent developments. We need to protect our wildlife not kill it. Is this not what people think of when we talk about “the Highlands” of Scotland? 11. Damage to the City Gateway The descent into Inverness via Essich Road provides one of the city’s most iconic vistas. The proposed development would replace this with “urban sprawl” This would represent a permanent loss of character and identity. 12. Community Engagement Failures The Council will be very aware of the local engagement that has taken place following the initial MCA consultation, and the strength of opposition against the proposal. There are so many good reasons why the development at Essich Road should not be allowed. These include: • poor strategic fit • unsafe access and infrastructure • Isolation • Increased flooding risk • loss of farmland, • wildlife impacts. If the Council proceeds regardless of all the feedback they have received, then it is essential that community representation be guaranteed and that the “Essich and Torbreck Community Association” are provided with a seat at the table that shapes the development.

Submission number

S-337-1

Organisation

N/A

Date

31/03/2026

Comments

I do not like the idea of the Essich development and would like to oppose it due to the strain it will put on the local Road Network, Schools, Healthcare and all the essential services (Gas, Electric, Water, Sewage, Broadband). If the plan is bulldozed through as I fear it will be, the developers should be made to build a primary school, local community centre to include shop(s) with post office and banking facilities, cafe/bar and a health centre with GP, Dental and associated services. These should be fully functional and staffed with subsidies if needed before people move into the new homes. Just look at the debacle caused by the delay in completing Ness Castle primary school – Classes were held in portacabins at Holm primary that did not

really have the space to cope with all the extra pupils and traffic at the start and end of the school day – It was dangerous. I personally saw 2 minor car collisions, fortunately without serious injury to anyone whilst walking my youngest to and from the school. All of the above services are already under great strain in and around Inverness. Raigmore Hospital already needs a much larger rebuild or a totally new (extra) hospital towards Nairn. I have seen problems like this ignored elsewhere around the UK as I have relocated for continued employment. Many more employment opportunities are needed to encourage people to move to or stay in the area. At present, there are too few (permanent) opportunities in the science, engineering and technology sectors. When I relocated to Inverness in 2011, LifeScan was possibly the 2nd largest employer behind Raigmore hospital. Since then they have had at least 3 rounds of redundancies with another happening this March, plus many small reductions by not filling posts that have become vacant. I am not aware of any comparable, significant recruitment locally in these sectors.

Submission number

S-336-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Insufficient community engagement in site selection and planning 3. Unsustainable location leading to excessive car dependent travel I cannot understand why this site would be approved given that it is in an area which is already overburdened in terms of roads, schooling and other services/infrastructure. The schools which would be expected to accommodate the children from these houses are already oversubscribed and struggling to service the children in their catchments. What provision is to be made for this? The traffic on the southern distributor road is already excessive and gets very backed up, particularly during commuter time and school pickup/dropoff times and simply will

not cope with a further circa 600 cars. The city will become impossible to navigate. There is no consideration for local residents and the significant impact that this will have on their day to day lives. In addition, there are issues to be addressed around GP services, dental surgeries, etc which already cannot cope with demand - we have had to apply for a dental practice well outwith our local area and still have a wait of up to fifteen months. We currently attend a dental practice 89 miles from our home! Surely there has to be some accountability on the part of developers and the Highland Council for the significant detrimental impact this development would cause the residents of Inverness, and some definitive plans put in place to address this impact, before any approval could even be considered.

Submission number

S-335-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-334-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Development located far from schools, shops, healthcare and employment 3. Lack of safe walking and cycling routes along Essich Road 1. Procedural Inconsistency & Strategic Failure The Council's May 2024 Report (ECI/12/2024) explicitly identified MCA priority sites near employment hubs in Tain, Alness, Invergordon, and East Nairn. By the November 2025 Report (ECI/36/25), three of these four vetted sites were inexplicably dropped in favor of Essich Road. Location Mismatch: Essich Road is on the South West fringe, furthest from the Green Freeport jobs (Nigg/Ardersier) which the MCA is intended to support. Lack of Rigour: The Council has failed to explain why sites with in-principle support" were replaced by a site previously deemed "unsustainable" and an "incongruous encroachment" in the IMFDP2. 2. Significant Infrastructure Constraints Paragraph 8.3 of the Nov 2025 report states sites with "insurmountable constraints" should be excluded. Essich Road fails this test: Road Access: Accessed via a single-track road (C1064) with a narrow bridge and existing housing that prevents widening or pavement installation. Safety: Proposed traffic lights do not resolve the danger to pedestrians cyclists or school children on a 60mph unlit route. Cumulative Impact: The Pell Frischmann Assessment ignores the combined traffic pressure from Ness Castle Ness Side and Torbreck Farm which already strains the Holm and Inshes roundabouts. 3. Policy Conflicts (NPF4 & IMFLDP2) The proposal directly contradicts several National Planning Framework 4 policies: Policy 5 (Soils): Irreversibly destroys Prime Agricultural Land (only 1% of Highland land). Policy 7 (Hinterland): Breaches the protected Inverness Hinterland buffer designed to prevent suburban sprawl. Policy 15 (Local Living): The "20-minute neighbourhood" claim is a fallacy; the site is car-dependent unlit and lacks safe active travel links to services. Policy 22 (Flooding): The site and Torbreck Road suffer from severe documented flooding which hard-standing development will exacerbate. 4. Industrial Land-Use Conflict The MCA fails to account for the Knocknagael BESS (Battery Energy Storage System) and the 400kV Overhead Line upgrade. Safety Buffers: The BESS was approved based on a lack of residential receptors. Placing 400+ homes nearby creates a statutory nuisance and safety risk. Logistical Chaos: Overlapping construction timelines (BESS and Housing) will result in thousands of HGV movements on a single-track road system already at capacity. Conclusion The Essich Road MCA is a "rushed" administrative fix that ignores the Council's own strategic vision and the safety of its residents. It represents "salami-slicing"—approving fragmented slices of the Southern Fringe I request that the E&I Committee conduct a mandatory site visit to witness the single-track access

firsthand before any further progression. This site should be removed from the MCA short-list in favour of infrastructure-led development in East Inverness. "

Submission number

S-333-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Increased risk of flooding to nearby properties and roads It is ridiculous that HC allows the continual degradation of green areas / farming in and around Inverness, whilst jeopardising everyone's safety by extending housing and increasing vehicular use with no proper or formal plans for safe routes to school, safe cycling routes or services to support the residents or these proposed houses. Ridiculous and dangers. What qualifications do the planning officers at Highland Council hold which says they are capable of making these decisions? Do any of them live in this area or plan to live in this area? Have you considered the proposed changes to the Torbreck Road to accommodate more houses at Ness Castle? Do you even know what joined up thinking looks like. This will be a disaster for everyone. The only 'person' benefitting is Tullochs.

Submission number

S-332-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-331-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Insufficient community engagement in site selection and planning There needs to be additional infrastructure put in place (road development) in addition to housing. The new housing development at Drumossie is a smaller scale example of new housing utilising an existing road without improvements to the road or additional roads being added, which simply increase traffic queues at junctions.

Submission number

S-328-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. No viable bus service 3. Negative impact on wildlife habitats and wildlife corridors I have concerns with the increased traffic on the road, congestion at the roundabout. The loss of wild life habitat. The lack of secondary school space. We already have substantial new developments at Ness Castle and The Maples and now more proposed houses without the supporting infrastructure.

Submission number

S-327-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character

and city gateway views 2. Increased risk of flooding to nearby properties and roads 3.
Negative impact on wildlife habitats and wildlife corridors

Submission number

S-326-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Increased risk of flooding to nearby properties and roads 3. Poor road safety in Essich 'village' due to single track access and traffic increases Traffic congestion including industrial vehicles

Submission number

S-325-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Lack of safe walking and cycling routes along Essich Road The road network is insufficient for such a development

Submission number

S-323-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Increased risk of flooding to nearby properties and roads 3. Loss of productive agricultural land and farming activity Governance The Development has not been included in the Councils Long Term Plan. The site floods badly, I am very concerned about the lack of engagement with the community ; prior to commencing the MCA process. There seems to to be no clear evidence of a robust scoring mechanism for choosing this site: thus failing to demonstrate any clear strategic planning for development in Inverness. The council had ruled out Development in Essich Road in the 2024 Local Development Plan a) well beyond the city edge. b) not needed in quantative terms c) would require far more extensive extensions to service locations. Strategic Plaïning pressure should be put on the Scottish Government to progress the East Link as this will allow the Council to ensure it's developments have a clear strategic direction. Long term approach is essential to deliver the Council's Long Term Vision. Housing . The proposed development on the Essich Road is remote and can only lead to increased traffic, on unsuitable roadways. We have observed a concerning increased level of industrial traffic; due to electricity services upgrades anf; Scottish Water services upgrades : all aligned to increased housing developments in Inverness. Roads The

unsuitability of the existing roads has already been identified by the Council in identifying the barriers to widening Essich Road. Farming The application fails to demonstrate that; *the loss of this productive agricultural land is unavoidable. Flooding The land on the North East aspect of the proposed Essich road development is prone to severe flooding ; causing loss of acces,and lroad closures

Submission number

S-322-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity Increased risk of flooding to neighbouring properties.

Submission number

S-321-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Development located far from schools, shops, healthcare and employment

Submission number

S-320-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Unsustainable location leading to excessive car dependent travel 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-319-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Development located far from schools, shops, healthcare and employment 3. Negative impact on wildlife habitats and wildlife corridors There has also been no additional provision made for schooling, surgeries, or dental practices. Currently all three have capacity issues at this location of Inverness making the site wholly unsuitable alongside the above points raised.

Submission number

S-318-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Increased risk of flooding to nearby properties and roads 3. Lack of safe walking and cycling routes along Essich Road

Submission number

S-317-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity There are many high voltage underground cables running along the fields to the south side of Essich road. Any development would surely require widening of the road, and re routing of these cables.

Submission number

S-316-1

Organisation

N/A

Date

31/03/2026

Comments

Dear Sirs I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Development located far from schools, shops, healthcare and employment 3. Insufficient community engagement in site selection and planning I'm pretty concerned for the rare wildlife that's often spotted around where the new roads/houses will

be (Badgers, Red Squirrels, Firecrests, Birds of Prey, Pine Martins, Hedgehogs) which I have seen a lot of over the years. They will get crowded out and lose the ability to cross roads. It will contribute to the slow decline of population that every species seems to experience now.

Submission number

S-315-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Increased traffic congestion at Essich roundabout and on southern distributor Over development in rural area

Submission number

S-314-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Negative impact on wildlife habitats and wildlife corridors 3. Adverse impact on landscape character and city gateway views Insufficient community engagement, flooding, loss of agricultural land are of great concern too to me (the other issues highlighted are also concern)This seems to be an ill thought through development and Tulloch profiteering because of delays taking forward other allocated housing development sites. To lose such a beautiful road and surroundings when highland council is also prioritising the rural beauty of the area,and the need to ensure accessible green space, would be a very poor shortsighted planning decision and contrary to its own vision. Has Tullochs fully demonstrated that they are unable to develop other sites that they own ? I am very much in favour of new build housing and meeting need and demand. I value the planning process, and have never before objected to the housing etc build around me for the last 27 years ive lived here. This is an important green space and rural road which is very regularly used by Inverness' walkers and cyclists to access the countryside, it should not be taken from Inverness' community.

Submission number

S-313-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased risk of flooding to nearby properties and roads There is no infrastructure to support such a development and all the housing

developments around the city, no additional schools, doctors, dentists, hospital and health care provision. Additional traffic on an already congested system, access would be on routes used by existing school pupils adding to the danger they already face. Houses contain people who need services, if services cannot be provided housing should be capped

Submission number

S-312-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3.

Development located far from schools, shops, healthcare and employment On any night of the week there are many cyclists heading up or down that road to gain access to the amazing environment that is beyond. With any housing development of this scale there will be likely great risk of cyclists being injured by cars travelling on a single track road or pulling out in front of them descending a steep hill. The Southern Distributor road already seems at capacity with the increased traffic flow from the multiple new estates along its periphery, which any Essich development will likely only exacerbate to create one continuous jam of traffic from one end to the other. It can already be seen at the Essich Road roundabout and the Old Edinburgh Road roundabout at peak times, which blocks off some side road access. My final concern is how the already stretched amenities such as schools, dentists and doctors will cope. If the current levels of taxation are not enough to adequately fund the council then it is unlikely that more housing will bring in the required revenue and will ultimately break the already strained services. Even minor trivial matters like roadside drains. For every housing estate built in the last 15years, the run off of dirt and debris during construction has clogged the drains causing flooding during high rainfall periods. Tullochs didn't clean them post construction and the Council have no capacity

or expenditure to keep them maintained. The only people to benefit from more housing are Tullochs, Asda, Tesco and Simpsons Garden Centre.

Submission number

S-311-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Lack of safe walking and cycling routes along Essich Road I am disgusted at the manner in which the planning for this development has been fast tracked, with no thought for such a beautiful area being lost forever to yet another unsightly housing development!

Submission number

S-309-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Lack of safe walking and cycling routes along Essich Road It would seem in appropriate to have housing causing more congestion with a lack of infrastructure!

Submission number

S-308-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases Increased traffic to Essich Road and surrounding area when already traffic is backed up on distributor road

Submission number

S-307-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-306-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-305-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors More traffic in unsuitable roads. The traffic is extremely busy at the essich roundabout at the moment and more houses will impact on that. Flooding. Impact on schools. Healthcare, sewers. That are full to capacity at the moment.

Submission number

S-304-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Development located far from schools, shops, healthcare and employment 3. Adverse impact on landscape character and city gateway views

Submission number

S-303-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Loss of productive agricultural land and farming activity 3. Increased traffic congestion at Essich roundabout and on southern distributor Adverse effect on local wildlife, landscape, increased risk of flooding. All of the options above are valid reasons. I grew up in the area and feel this plan has been rushed through without proper planning and consultation. Where is the extra funding for another school, expansion to local secondary, healthcare services etc?

Submission number

S-302-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-301-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Lack of safe walking and cycling routes along Essich Road I don't believe building a housing scheme in this location is at all right as the infrastructure for living, like traffic, roads, pavements is at all up to the job of supporting such a build. Not to mention, schools in the area are beyond capacity.

Submission number

S-300-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Negative impact on wildlife habitats and wildlife corridors 3. Loss of productive agricultural land and farming activity

Submission number

S-299-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Negative impact on wildlife habitats and wildlife corridors All of the above ,6,7,8 are extremely valid points. The Essich Road is not suitable for the amount of building proposed. The road is narrow with passing places. Safety is a huge concern. Increased volume of all types of traffic. The impact on existing homes. Flooding on neighbouring properties. Primary and secondary schools numbers are high. GP surgeries, Dentists and Raigmore Hospital, and health care in general are under a lot of pressure. The impact on wildlife. People in affordable homes may not have transport. Risk of social isolation. The list goes on

Submission number

S-298-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are:

1. Increased traffic congestion at Essich roundabout and on southern distributor	2. Poor road safety in Essich 'village' due to single track access and traffic increases	3. Negative impact on wildlife habitats and wildlife corridors
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Submission number

S-297-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are:

1. Increased traffic congestion at Essich roundabout and on southern distributor	2. Adverse impact on landscape character and city gateway views	3. Loss of productive agricultural land and farming activity
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Submission number

S-296-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Lack of safe walking and cycling routes along Essich Road No consultation, no bus services, single track road, no sidewalk.

Submission number

S-295-1

Organisation

N/A

Date

31/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this

development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Lack of safe walking and cycling routes along Essich Road 3.

Increased traffic congestion at Essich roundabout and on southern distributor A lack of public transport to the proposed development will mean increased reliance on cars, resulting in greater congestion, and isolation of those with no car. The proposed development would have an adverse impact on road safety, the environment and wildlife and result in a loss of agricultural land.

Submission number

S-294-1

Organisation

N/A

Date

31/03/2026

Comments

I don't consider this a suitable plan, for the following reasons... It is to my mind outside the city. The countryside starts before the area for development. The road to town is effectively a country road with single track, not at all suitable for all the extra cars that need to use it. The extra traffic will all be aiming for the distributor road which is already a source of problems in the rush hour. It will be impossible for children to travel to school actively and safely, and reduces opportunities to walk/cycle. It takes away fields and agriculture, and doesn't fit in with keeping wild and green spaces.

N/A

Submission number

S-293-1

Organisation

N/A

Date

31/03/2026

Comments

I object to the proposed MCA at Essich Road for the following reasons 1. Proposed development is contrary to Local Plan Noting the MCA process can be used outwith the local plans process, the current IMF Local Plan 2 is less than 2 years old and should have relevance to this proposal. The Local Plan did not zone this site for development and under Placemaking Priorities 19 for Inverness South it states that any development should (1) create walkable communities in central locations and (2) safeguard the character & setting of the city to the south by preventing further development on upper slopes. The proposed MCA contradicts both of these priorities, as is not readily walkable and negatively impacts on the boundaries of Inverness. 2. Roads Concerns over wider traffic impact, especially at the Essich Road/Southern Distributor roundabout, which is the smallest on the distributor presumably limiting capacity. At peak times, this creates a bottleneck and the further development will only exacerbate this.

Concerns about the impact on the Torbreck road, especially if the proposed secondary access is progressed with. This road is currently well used for recreation by cyclists and walkers and represents an important link between the Core Paths of at Holm and Torbreck woods and any additional traffic would create a risk to these users. 3. Wider Impacts By taking this site outwith the Local Plan process, there is no wider, strategic consideration on how Inverness cohesively develops, which appears at odds with the aspirations of the 'Inverness Strategy' outcomes. This piecemeal approach is detrimental to the quality of life for all residents, as it isn't just the impact of 400 houses but the cumulative impact of other recent schemes, and other proposed ones. No consideration appears to be given to the need for, or impacts on other services that the development will create. With the proposed southerly expansion of Inverness outwith the established city boundary under this MCA, no indication is given on how the future boundary of the city could be and the developers plans clearly indicate the wish to extend further South. 4. Environmental The information notes limited environmental impact, but it ignores the potential impact on the SSSI at Torbreck, with additional recreational use of these woods from the 400 homes creating additional disturbance to the SSSI and the impact on the path network through the woods. 5. Local Services The "Local Living" plan used in the information boards demonstrates very limited amenity nearby, encouraging residents to depend on car use. Given the limited scope of the MCA focused only on this site, no consideration is given to the need for new/improved local facilities nearby – ie sports uses, libraries, shops etc required from the additional 400 houses. Although the Council can't necessarily deliver all services (ie relying on the NHS to deliver health services) it is able to ensure appropriate allocation of land to these much needs uses. Rather than using the MCA to deliver some housing, wider strategic planning is required to ensure Inverness remains a great place to live.

N/A

Submission number

S-292-1

Organisation

N/A

Date

31/03/2026

Comments

Dear Sir In response to the request for comments of the establishment of a MCA at Essich Road I would like to add the following. I would OBJECT to the creation of the MCA for the following reasons. Loss of green space - Inverness has lost a significant amount of green space over the last 2 decades. This has a big impact on the rural feel of the city and the surrounding areas. This proposed development is a greenfield agricultural site, once it is gone, it is lost forever. Impact on local services - It is clear that a number of local services are beyond their limit and an increase on population will increase this pressure further. For example Raigmore is often operating beyond capacity. Impact on Transport - Sir Walter Scott drive was congested 10 years ago, with the increase in population and the completion of the west link, at peak times it is regularly at a stand still. Other areas of Inverness are similar and puts people off from visiting or moving around the city. Inverness is currently a great place to stay, but its clear with the continuous expansion and population increase, that the overall quality of life for residents is declining. Despite the increase in population, services are being reduced, there are less amenities, litter, congestion, serious crime and air pollution are increasing. Economists and their continuous strive for growth are going to destroy the area. What I would like to know is why did a large building company with a multi million turnover suddenly abandon their prospects elsewhere in the country to focus on the Highlands? What guarantees have been given behind closed doors that allows a company to drop all other work to focus on developments that are yet to achieve planning consent? It seems too risky a strategy, unless of course the decisions have already been made, thus bypassing democratic process.

N/A

Submission number

S-291-1

Organisation

N/A

Date

31/03/2026

Comments

Inverness does not have the infrastructure to support more housing. We are building on every green space around us, let us enjoy our communities instead of over building. We have to address first the challenges we are facing due the constant building, if developers lived locally this would never go ahead.

N/A

Submission number

S-290-1

Organisation

N/A

Date

30/03/2026

Comments

While it is good to see houses being built to help satisfy the demand for new homes the infrastructure needs to be fit for purpose. It is likely that both primary and secondary pupils will walk or cycle to school. The small roundabout at the bottom of Essich Road has three sets of pedestrian traffic lights - the additional traffic will create congestion at peak times. The road beyond the Torbreck junction reduces to less than full and the wide pavement that is suitable for both pedestrians and cyclists disappears! The bridge is narrow and is in need of some repairs as the reinforcement is corroding. Considering the increase in the volume of traffic from the housing development and the construction traffic for the pump storage schemes the road has to

be full width with an adequate pavement and a new wider bridge. Walking routes to Ness Castle school should also be developed.

N/A

Submission number

S-289-1

Organisation

N/A

Date

30/03/2026

Comments

I write on behalf of my clients the Essich and Torbreck Community Association to object to the proposed Masterplan Consent Area at Essich Road. The following letter provides our independent assessment of the Masterplan Consent Area (MCA) being pursued by Highland Council (HC) for the land at Essich Road. We have reviewed all of the relevant documents in relation to the MCA including the relevant council committee papers, available webcast of the meetings, the relevant development plan/s, the NPF4 and the relevant legislation, regulations and guidance in relation to MCAs. We have also spoken to the Scottish Government PAD team regarding the MCA guidance etc. MCAs and Strategic Planning Issues In reviewing the Scottish Government Masterplan Consent Areas Guidance January 2025 we note that the MCA is a process essentially led by the Local Authority – in this case HC. The masterplan will, if approved, be in place for up to 10 years and offers up to 4 types of consent. The MCA will effectively grant planning permission and roads construction consent for a site/s. We note that the guidance assumes by inference in para 22 that the principle of development will have been established given its reference to urban context. It has not been confirmed by Scottish Government that it is appropriate to use MCAs in place of LDPs in cases where LDPs should be used. Indeed, MCAs are seen as a tool that sits separately from the LDP and alongside it. At no point in the MCA did consultees to the process at each stage of its evolution envisage that an MCA would be used by a local authority to circumvent the LDP. The vision regarding MCAs had been to provide leverage, to free up stalled sites, to assist in regeneration and to bring forward development, in the right place, in the public interest, separately from the LDP. The process we're seeing in Highland is clearly to address a need in terms of the Inverness to Cromarty Firth Green Free Port (ICFGFP) and the alleged shortfall in deliverable, effective housing land. Where that raises

issues of principle and lawfulness in terms of the rigour applied to the site selection and the solutions sought is that the process appears to have been to use the responses to the LDP Call for Sites in 2025 and expedite these through the MCA. These sites are in the main untested, unallocated, ineffective or constrained and have potentially failed to become allocated for various reasons in 2024. This point weighs heavy with us as to the appropriateness of this route to a solution. The Purpose of Planning as set out in Town and Country Planning (Scotland) Act 2019 part 1, Section 1, is as follows: '(1) The purpose of planning is to manage the development and use of land in the longterm public interest. (2) Without limiting the generality of subsection (1), anything which— (a)contributes to sustainable development, or (b)achieves the national outcomes (within the meaning of Part 1 of the Community Empowerment (Scotland) Act 2015), is to be considered as being in the long-term public interest.' Fundamentally we find ourselves questioning whether it is appropriate in the spirit of good planning to use failed sites in the MCA process. Sites like Essich Road had, the year before the MCA process, failed in the LDP process and was discounted for sound reason by the appointed Scottish Government DPEA Reporters. It was discounted for sound planning and place reasons. The Reporters' Report to HC on the Proposed Inner Moray Firth Proposed LDP2 Examination dated 19.1.24 had examined Essich Road as it had been promoted as a site. It can be found in issue 35 South Inverness page 515.

The Reporter concluded the site to be inappropriate and he states: Promoted site - Essich Road '30. Land west of Essich Road is promoted for longer-term housing, community facilities, greenspace and active travel links. The site comprises almost 14 hectares of crop fields well beyond the edge of the settlement development area boundary. Its location has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. There is no need for this site to be allocated for housing at this time. And, in any case, this location would not present a "rounding-off" of the city edge but would appear as an incongruous encroachment into the countryside with no defensible boundaries to the south. No modifications are required.' At no point in the MCA process undertaken by HC has the Community Association been advised how or why a site can move from being so heavily criticised and knocked out in 2024 to then being promoted as a MCA. Indeed actively promoted outwith the LDP to the point of the council proposing to give it planning permission and roads construction consent through the MCA when sound planning judgement alone advises that it is not a suitable site. The reasons being it is not a sensible edge/ rounding-off of the settlement, it would appear incongruous which brings into question to the impacts on place and it encroaches into the countryside. The Reporter will have based his assessment on NPF4 based issues at that time with it having been adopted the year before. We would therefore ask HC to confirm what's changed to allow the council to actively disregard the Reporter's findings to now seek MCA status for the site? As we're all aware the LDP process has embedded public consultation points within it and a rigour in its production and examination that builds confidence in the resultant allocations for developers and communities. People do generally feel that they have their say through that mechanism. However, by virtue of the council appearing to be using sites that have been previously promoted by developers and knocked out in the process and then are being promoted by the council in the MCA process, confidence in the planning system in HC is at an all time low. By utilising the 'Call for Sites'

entries in a long list reported to councillors at committee as potential MCAs as opposed to reporting to committee on a case by case approach has not been located in any of the minutes. Perhaps you'd be good enough to advise if it did happen under a different process and where we could locate it? We'd have anticipated an audit of each of the current allocations in the LDP and an examination as to where they could potentially be extended or capacity increased to address the shortfall. We'd have expected to see a detailed report examining the effectiveness issues and where the council could use MCA to pursue those sites first in a sequential way. This does not appear to have happened or been evidenced as part of the MCA process/ rationale. In addition, THC is requested to make public the matrix used to assess each site and its degree of compliance with NPF4 and LDP and the reasons for setting aside the 2024 findings of the Scottish Government DPEA Reporters. In addition, the community would like to be conversant in how the issues of proximity, effectiveness, readiness, innovation and suitability as was given at the committee by the Planners as the rationale for the long list and short list have been assessed and scored in order to give the Planners the confidence to promote Essich Road as an MCA above other sites. Paragraph 25 of the MCA guidance is clear – 'MCAs can incentivise high quality development by providing a streamlined consent process for those proposals which comply with the scheme, helping to create well-designed places in line with the Six Qualities of Successful Places identified in National Planning Framework 4.' Para 29 talks about meaningfully engaging with a community and dealing with a development proposal in the round. However the system only guarantees engaging with the community at the early stages of a MCA when a schematic vision is available for a site, not much more than people would lodge at a 'Call for Sites' stage. By choosing to do it at this stage it effectively sets a community against the proposals, in many cases. Meaningful engagement in the planning process need not hinder a project, it adds vigor and gives a proposal an airing – all of which are in the public interest. Effective public engagement can be utilised to enhance understanding. In the case of Essich Road, the Community Association has reservations about the degree to which they feel listened to and engaged with thus far. There are many unanswered questions that leave people with no option but to object. Paragraphs 36, 37 and 38 of the guidance are useful in thinking about potential locations for MCAs. The focus on the guidance is on 'unlocking significant and strategic growth areas, including brownfield land, for housing development and to support wider objectives including town centre renewal.' Essich Road is not by any stretch of the imagination within a strategic growth corridor. It is a site comprising prime agricultural land (category 3.1) within a wide sweeping rural landscape within the hinterland of Inverness. The strategic growth corridor and sites within that or adjacent to it should have been among the first areas to be examined in the MCA process for suitability. The strategic growth corridor lies on the eastern side of Inverness, along the A96 and there are indeed allocated sites in the LDP that could have been the subject of the MCA and other sites within that locale that have been put forward in the 'Call for Sites'. A more rounded planning process would have looked in that direction first. It is not clear why a site so heavily criticised by the Scottish Government DPEA Inquiry Reporter Mr Edwards in the report of the examination on the LDP is being pursued through the MCA. The issues of essential infrastructure provision and proximity to the source of the employment land within the green Freeport sites are also better addressed in access and sustainability terms by

growth in the eastern areas of Inverness and A96 corridor for growth. We appreciate the issues THC is trying to deal with but do have a number of questions and issues relating to how the Essich Road site has been arrived at. We would advise that we are of the opinion after our research that it is not an appropriate site to pursue through the MCA mechanism and would give notice of the intention of residents to challenge this assertion if they have to.

Environmental Impact Assessment (EIA) Other matters in relation to Essich Road are the question of Environmental Impact Assessment (EIA) and there being no screening evidence available online. Given the site will radically change the character of a rural site comprising prime agricultural land bringing an urban development into this area amounting to 400 houses and up to 1000 residents (on average) then it is to our minds a Schedule 2 development. Has the screening process been undertaken? National Planning Framework 4 (NPF4) To be granted MCA status, a site or proposal being promoted should not be in conflict with NPF4. If the site or proposal is in conflict with NPF4 then this brings into question whether the council has failed in ensuring the purpose of planning in the public interest as set out in the Act is being pursued, as opposed to a private interest. This issue alone inherently exposes the council to the risk of a potential legal challenge. In addition, if the council were to continue to pursue a site where there are direct conflicts with national planning policy and go ahead with the adoption of the MCA without even affording the Community Association a hearing to let elected members hear their concerns then the issue of the council being judge and jury in its own cause comes into play. The Community Association does not want to have to take the matter further but will do so if need be. When considering Essich Road in terms of NPF4 the site fails in respect of the policies listed below.

- The site conflicts with Policy 1 Sustainable Places given that it is a rural site within the hinterland, disjointed from the urban area, accessed along a country road and will be a car borne development within limited scope for connections into the urban area. It represents the opposite direction of a sustainable place in good planning terms.
- The site conflicts with Policy 2 Climate Mitigation and Adaptation. The suburban development proposed will change forever the character of the site, bringing people into an area inaccessible by public transport. They will therefore be car reliant to access everyday needs, work and education. Each of these will not represent climate mitigation.
- The site conflicts with Policy 3 Biodiversity. The best course of action in terms of biodiversity is to keep the site in its present use and form.

There is no Preliminary Ecological Assessment (PEA) with the MCA. Residents around the site are perfectly aware of a number of protected species that frequent the site.

- The site conflicts with Policy 5 Soils as it will result in the loss of prime agricultural land 5. There is a scarcity of prime agricultural land in Highland. It is defined as only 1% of the overall land available. Why therefore in a time of national climate crisis and biodiversity crisis would we advocate building on a greenfield site designated as prime agricultural land? It is the council's duty to protect scarce resources.
- The site conflicts with Policy 13 Sustainable Transport as the MCA promotes a site not connected to the urban area and will result in a car borne development.
- The site is in conflict with Policy 14 Design, Quality and Place. From the information provided to date and the images shown at the public events and online the development of 400 detached and semi-detached houses of the design illustrated, in the type of suburban layout proposed does not provide for the six key qualities of designing successful places nor the placemaking objectives in

national policy and guidance. Residents don't have confidence in the product built on other sites in south Inverness by the builder as being appropriate in the rural context of this site. • The site is in conflict with Policy 15 Local Living and 20 minute Neighbourhoods. Sites that can accommodate the 20 minute neighbourhood concept should be explored by the Council first.

Essich Road cannot comply with this concept given the distance from key facilities and the circuitous, car dominated route to access facilities. • The site is in conflict with Policy 16 Quality Homes for the reasons stated above. • The site is in conflict with Policy 18 Infrastructure First, no indication regarding infrastructure has been provided to the community. • The site conflicts with Policy 22 Flooding. A Flood Risk Assessment (FRA) is required to be able to assess the flood risk at present beyond the schematic detail of the SEPA flood maps and to be able to ascertain the impacts the large surface area of roofs and hard surfaces will have in terms of the speed of water run-off in storm situations. Residents are rightly concerned in this regard. Green Freeport Essich Road does not relate well to the Inverness Green Freeport sites – it is possibly one of the furthest sites from the green freeport on the 'longlist' that are closer to the Green Freeport if the council sees this issue as the crux of the need for additional housing in the short term on readily available sites. If these cannot be found within the range of adopted sites set out in the LDP then it brings into question why they were allocated if they are ineffective or rather constrained in other ways. These are issues that should have been addressed by the council at the LDP, not at the expense of Essich Road. Housing Need We note the content of the Highland Housing Challenge paper of June 2024 and the reworked figures of a housing need of 24,000 units over 10 years. A figure that far exceeds the current build and critically sales of property rates in the area. At no point since WW2 have the housebuilders doubled their rate of output. Their cautious approach to implementation and restriction of supply of housing for sale must therefore be questioned and what measures THC have agreed with them to move forward on more sites simultaneously. Again, Essich Road does not represent any great uplift in build rates and presents a build out rate less than the national average in the documents presented to date. From the data we have viewed we would also question the housing need methodology used by the council to arrive at the figures quoted. Why was the English system method used? It is pulled from a very different context to the recognised Scottish methods of calculating housing need. Were elected members asked which method they would choose to adopt? How were the assumptions of need in terms of jobs, people and new homes needed arrived at in relation to the Green Freeport? What assumptions were made in regard to upskilling existing working age residents or your people from school? Conclusion We would conclude that the Council in acting in the public interest should withdraw Essich Road and at this stage focus on allocated sites and potential allocations within close proximity to the Green Freeport locations in Inverness. If Essich Road is to be promoted then it is done through the appropriate channels for a greenfield site – the LDP.

Submission number

S-288-1

Consultee number

1405498Organisation N/A

Date

30/03/2026

Comments

Response to MCA for proposed Essich Development I am writing to outline my current objections to the above proposal. I intend to keep this short and succinct however there is a wealth of information available to support the points I make. MCA Process. The MCA process is designed to assist and expediate development on sites which meet the National Planning Framework and not circumvent the Local Development Plan process. This does not appear to be the case in respect to Essich development as refused in Local Development Plan in December 2024. National Planning Framework Policy (NFP4) The proposed site is in conflict with the following policies from the NFP4; Policy 1 Sustainable places Policy 2 Climate Mitigation and Adaptation. Policy 3 Preliminary Ecological Appraisal Policy 4 Biodiversity study Policy 5 Soils policy as using prime agricultural land Policy 13 Sustainable transport, it will be a high car usage development Policy 14 Design , Quality and Place Policy 15 Local living and 20 minute Neighbourhood Policy 16 Quality homes Policy 18 Infrastructure to support and funding Policy 22 Flood risk Essich road is unsuitable for the increased traffic. Essich road is single track from Essich Meadows and barely meets the requirements at that point. The road is already challenged with the effects of traffic use from tractors, lorries accessing sites beyond the planned access points. It is unsafe to walk as no speed restriction. As an individual living there how would we be unable to get out of my drive even with proposed traffic lights. The junction with Torbreck road is "blind" and there are number of "near misses" regularly. The corner at the top of Essich brae is also "blind" and therefore will affect traffic coming down from Essich, Bunachton etc. Clearly causing concern for residents in that area. The effect of traffic on Essich roundabout and the distributor road is already challenged at peak times. Governance and Planning process This site was declined in the 2024 Local Development plan and the grounds for these have not changed so why include in an MCA as this was not what and MCA was designed for. Despite having 250 sites submitted for development in 2025 Essich was selected but no matrix of assessment or scoring method was used to evidence how the council decided on Essich, Ardesier and Embo. Surely this is a requirement for transparency and accountability. It would appear that as a small community we would provide minimum or no opposition. If the

council Economy and Infrastructure Committee members were aware of all the issues would they have agreed to Essich being appropriate. Council Planning members have indicated that Essich development is in the wrong place for employment opportunities as identified in the Freeport Flood risk The land on the north east of the proposed development is prone to severe flooding which in turn affects Torbreck road making it impassable and affecting housing in that area. Essich burn in the past had fed a mill in Ness castle and was redirected in many ways over the years. The full extent of the water flow, streams, and pathways are not fully documented however elderly individuals who worked on Torbreck farm know of their existence. Essich road also floods at the bridge when rain water and snow melt comes from further up the road as lack of council maintenance and climate change may have contributed to this. Further roads and hard standings will increase the risk.

Agricultural land The fields in question are some of the best agricultural land in the area. They have deliberately not been used and the occupiers have now been advised to remove the injurious weeds under the Weeds Act. In a time when food sustainability and biodiversity are a priority surely we should be protecting farm land. It is also Highland Council's responsibility to demonstrate that they are protecting agricultural land and resources in line with Government policies.

Impact on wildlife Within the area there are badgers, pine martens, hares, deer, red squirrels, hedgehogs, bats and otters not to mention the species of birds and small mammals. These animals have already been displaced by Ness Castle development and their habitat and wildlife corridors affected. The development will further compromise or eradicate these species.

Recreation activities, walking, cycling Safety Essich road is used by cyclists frequently every day for recreational and training purposes as part of many advertised routes. A cyclist has already had a serious accident and lifelong disability but there are accidents or safety compromises frequently. Vehicles leaving the proposed site will not be able to see the cyclists who will be travelling at speed down the hill leading to further accidents and harm. Farm traffic users are very concerned that further vehicles will only add to their safety concerns.

Character of the area This has always been a rural area and the boundary to the town. Housing that exists here have had to comply with stringent Planning requirements over the years to fit in with the environment and character of the area. However it now seems that this development does not have to comply with any NPF4 Policy 14 Design, Quality and Place. The outcome of this is a development which does not maintain the character of the area but just another "Tulloch site".

Community engagement I and many others would be unaware of this proposed development at all had it not been for my neighbour seeing a Holm Community Council meeting agenda. I was also unaware that the Community council areas had changed in November 2025. So one half of Essich road looking onto the proposed development is in Holm Community council and the other side in Lochardil Community council. Only Holm Community council were asked for their comments. This feels like a deliberate action to further exclude us and our opinion. We were in Dores and Essich Community council before but they have showed no interest perhaps they are unaware of the impact on their community. The 2 meetings jointly held with the Planning Department and Tullochs were far from informative with differing responses depending on which person you spoke to. The format changed for the second meeting to we were unable to have a round table where responses would be shared even though we could have appointed a chairperson who may have helped the Planning and Tulloch's

representatives to provide clear answers to our questions. It felt la fait accompli, and being talked down to. It was increasingly difficult to access information on Highland Council website on many topics, for example and overall view of all housing projects under construction or proposed, actual numbers of housing need, school places in secondary schools etc Older people, people with disabilities or inability to access online materials were excluded from access to this proposal. My understanding of an MCA was all about consultation. Health, Wellbeing and Sustainability The proposed site does not meet the requirements of being able to access by foot or cycle appropriate services, Secondary schools, Gps, shops etc therefore car travel is essential. This in turn causes isolation for individuals who do not have access to cars, as is already evident in Ness Castle development. Public transport is already very limited. Safety of individuals whether walking , cycling or driving is a major concern with the proposed development whether due to the road, lack of pavements or to behaviour whether by individual or by vehicles. The lack of infrastructure to support people and their way of life whether by recreational, community, social or spiritual opportunities. The lack of natural space for individuals to connect with nature and improve health will be lost. If homes are required in the area they should be appropriate to meet the needs of the individuals who will be living in them.

Submission number

S-287-1

Consultee number

1405496

Organisation

N/A

Date

30/03/2026

Comments

This proposal should be rejected as the site is wholly unsuitable, too small, too isolated, on a minor B road with passing places and will adversely impact existing residential areas that access the southern distributor road via the small roundabout at the end of the Essich Road. One justification that I understand has been put forward is that this links to the Freeport at Nigg to

provide housing for workers. This is genuinely laughable. Building a small isolated development that cannot sustain its own schools, shops etc and which requires a car to access these is very poor planning. Given the very narrow nature of the local roads and paths I cannot see any responsible parent allowing their child to walk or cycle to the nearest primary school, or to the IRA. Even if a separate cycle way and pedestrian path was put in it appears from your maps this will have to be quite some distance from the road given existing buildings etc. This would not be a safe route especially at night or in winter. In any event children will always take the shortest route, ie Essich Road, which is inherently unsafe. I used to cycle in the area and I am very well aware of the speeds one can reach coming down the hill. This was risky but seemed acceptable given the low traffic and very infrequent pedestrians. It will be very dangerous if the development goes ahead. East of Inverness the Council has already identified sites for very significant urban development giving ready access to the A9 via the A96, access to the new station at the airport. This goes back a long time (I have been retired since 2013) and I provided some advice to UHI and HIE on the development of the arc from the A9 east towards Tornagrain (a model of town planning). I believe the local community at Essich and Torbreck have submitted detailed objections but it seems to me that the proposal should fail for the very basic reasons I have outlined above, and because there are very much better options available to provide housing at scale.

Submission number

S-286-1

Consultee number

1405493

Organisation

N/A

Date

30/03/2026

Comments

Please find my reasons for objecting to the Essich Road MCA below: 1. I understand that this site was proposed for inclusion in the latest local plan (2024?) and was rejected for quite a number of reasons. (including wrong strategic direction?). I therefor do not understand how

the same planning authority can put forward this site less than 2 years after the report was adopted by the council. What has changed with the site/fields?. Surely if it was not suitable then and the planning guidelines Framework(4)? have not changed how does it transform itself into an acceptable site now?. 2. My understanding is that this MCA has come about because of the Green Freeport and that as such, the houses should be close to where the freeport work is. We have been told that this is about thousands of jobs coming to the area associated with green energy, wind power etc based mainly in the Cromarty Firth area and Ardersier (with presumably deeper harbours than Inverness). I understand that there may be some jobs in the UHI or Harbour, but these must be few compared to the total suggested given how shallow the Beaully firth is?. I do not see how a site on the South West outskirts of Inverness is regarded as being close to Green Freeport jobs?. Surely there are better sites available either near say Alness/Invergordon or in the A96 corridor which are closer to the workplaces?. 3. On reading up about MCA's, my understanding is that it was developed to promote brownfield sites and speed up existing sites which had got bogged down for some reason. In this case, it looks like it is being used to fast track a previously unsuccessful site and bypass the planning rules. 4.

On the Torbreck Fields site, the road is single track with passing places and passes through a small group of houses with a narrow bridge and no pavements. I have heard that it is proposed to widen the road and presumably add footpaths except for the part which passes these houses and then introduce traffic lights?. This looks quite dangerous to me. What about pedestrians and cyclists?. What about the waiting times for motorists?. 5. I am concerned about the Torbreck Road end, from which the visibility of oncoming traffic is already poor, and also the build up of traffic at the Essich roundabout. Delays in the morning are already quite lengthy because the constant stream of traffic from the Asda side have priority. At peak times, the Distributor road is already very busy. 6. The Torbreck fields site is nowhere near any shops or indeed anything – apart maybe from the new primary in Ness Castle. The nearest bus stop is along from the Knocknagael junction and must be at least 3/4 of a mile/15 minutes walk from say the middle of the two fields. I understand from Holm CC that the local bus service is not great (almost everyone here relies on a car). Would the service provider actually extend out to the new site?. 7. Given the distance out in the country, residents will need a car to get anywhere so I do not know how people without a car would cope with living there. There are no employers in the immediate area. Even getting children to school will presumably require a car, particularly if the owner of the field corner adjoining Torbreck Road does not allow access for a footpath to the lane leading to the Ness Castle development. This would mean driving the children round the distributor to Ness Castle - or going to Holm or Lochardil primary which might then actually be closer. 8.

We have been living here since 2005 and had two serious flood events - both in the last 3 or 4 years. The burn along the edge of the field overflows into the field quite badly. I can't imagine that building the houses, driveways etc would improve drainage. 9.

Farming the fields ever since we came to the area. It seems a waste of good arable land. 10. We are told that there is a housing crisis and that we need 24,000 houses over the next 10 years, likely centered on Inverness - which must mean something like 70,000 people –. Google estimates the wider city population at 65,000 so doubling the size in just 10 years and change the character of our City. I am struggling to

understand how existing services (in particular the hospital) will possibly cope. Has this estimate been subjected to independent scrutiny?.

Submission number

S-285-1

Consultee number

1405494

Organisation

N/A

Date

30/03/2026

Comments

I wish to object to the Essich Road Masterplan Consent for the following reasons: 1. I do not believe that an MCA should be used to gain planning consent on a site which has already been roundly rejected in the latest development plan, nor should it be used to circumvent the LDP process and compliance with NPF4. In the 2024 Examination, the Reporter lists the following 7 reasons for rejection: • Well beyond the city edge, in the countryside • Not opposite INS18 (a triangle of land within IN60 on the map above) • Would not represent a rounding off of the settlement boundary. • Not needed in quantitative terms • Out of settlement location • Would require far more extensive extensions to service locations • Longer (+probably less sustainable car borne) travel to local facilities Additionally, The reasons cited in the 2024 Promoted Sites engagement were give as: • Well beyond the edge of the settlement development area boundary (repeat) • Has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. • There is no need for this site to be allocated for housing at this time. (repeat) • This location would not present a "rounding-off" of the city edge (repeat) • Would appear as an incongruous encroachment into the countryside • No defensible boundaries to the south. 2. This MCA, being for a site on the SW side of Inverness does not relate clearly to Green Freeport sites, which are either around the Cromarty Firth, Ardersier or the East side of the City. I believe that other sites included in the longlist of 9" would have been more suitable - North Kessock for example has good access to the Cromarty Firth (and Harbour

etc) and has local amenities such as shop pub surgery dentist. There are also sites on the A96 corridor with better access to services. 3. The proposal does not align with NPF4 in the following areas: Planning Policy Non-Compliance Relationship to Development Plans: By law planning authorities must have regard for the development plan when making an MCA scheme. Decisions must generally align with these plans unless significant "material considerations" justify a different approach

Essich Road was rejected in Examination report and not included in Development plan of June 2024 yet included in MCA by Nov 2025. Support for Local Priorities: MCAs allow authorities to "frontload" the planning process for priority areas—such as brownfield sites town centres or strategic growth zones—effectively granting upfront consent for developments that meet pre-agreed policy standards. Essich Road is not brownfield town centre or a strategic growth zone. Policy 1. Climate Resilience Flood risk incompatible with climate resilience. It's Car centricity is likely incompatible with net-zero Policy 2. Climate Mitigation Promotes active travel over the use of the private car No local amenities No footpaths on single track road Nearest bus stop is approx. 1000m from the entrance to the site so 15+ minutes walk away. Extending the bus route would be a 3km round trip for the bus company - not a given. Policy 5. Soils Development on Prime agricultural land (12 or 3.1) will generally not be supported. Identified as Class 3.1 in the Tulloch Planning & Delivery statement so non-compliant with NPF4. Policy 13. Sustainable Transport/Active Travel It remains unclear if all the "wider connectivity" suggested by the developer will come to pass. In particular the Active Travel access to Torbreck Road to the north of the site which would be the main walking/cycling route to primary school at Ness Castle. This area of land is specifically excluded by the landowner. Policy 14. Livable Places Healthy: Connected: Sustainable: Whilst environmentally positive the out of settlement location with poor public transport links will lead to a car centric development. In a development with a balance mix including 35% affordable homes those without cars will likely find themselves socially excluded. The site is 1Km up a single track road with passing places a narrow bridge and no footpath. In particular an approx. 170m section of the road has little prospect of significant improvement and an unsatisfactory traffic light system is being proposed. The lack of (any) local job locations does not promote an active local economy. and has no proximity to any Freeport site (being the main driver for the MCA in the first place). The Southern Distributor road has yet to see the full effect of sites uncompleted phases at Ness Castle Maples & Ness Side. The Essich development is particularly car centric and will significantly contribute to traffic delays on the Essich Roundabout and the Southern Distributor. Our traffic consultant has modelled future peak time delays of 20-25 minutes when Essich Road is also added in. The site has already been declined by planning as too distant from existing services facilities and major employment destinations. The lack of any local services & facilities does not enhance community and local living. Policy 15. Local Living/20 minute neighbourhoods Bus Services Active Travel Key Local Infrastructure As evidenced elsewhere bar [possibly] the Ness Castle Primary Essich Road has no services at all within a 20 minute walk (never mind a 20 minute round trip). Bus stop is 15m walk away existing services are poor (Holm CC) and it is debatable if the busses would run to the site. The Primary school is approx. 1.5Km walk away if access to Torbreck Road to the North of the site is available however if this proves not to be the case (the land is

not included in the development plan) then school is a 3Km drive away [Note: an additional 100 or so cars driving to school was not factored into our traffic study/15-20 minute wait times as the proxy for peak traffic flows from Essich Road used Ness Castle which has the primary on site]. None other than the primary school (see above) and a "fit" cycle to IRA . Although the Developer's delivery statement suggests that Tesco is within a 10 minute cycle it is uphill on the way back.... (with the groceries). Policy 18. Infrastructure First

Aside from an electric distribution hub "up the road" there is no exiting infrastructure a point made in previous planning approaches. "Would require far more extensive extensions to service locations" Policy 22. Flood Risk

The SEPA flood maps are shown elsewhere. This shows significant flood risk across the site. Based on the experience of December 2024 the SEPA maps understate the flood risk. Extensive hard surfaces created by the development would likely exacerbate future flooding. Although the developer delivery statement proposes managing this by "careful landscaping" the current proposal still has at least one row of houses in the flood area. The 2024 Plan (Places para 163 and associated City Spatial Strategy Map) considered development priorities sustainable places supported by good facilities services and employment opportunities that are easily accessible: 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. The proposal for Essich road would not appear to conform to this vision. 4. The proposal does not align with 20 minute neighbourhoods. Unlike Ness Castle to the North West or Culduthel to the North East there are no facilities nearby. The nearest bus stop is over 1Km walk away and it is debatable if an operator would willingly provide this to such an out of town site. The site is also hugely car centric and will foster isolation for residents living there without a car. 5. It is hugely concerning that the planning department consider the access road to be suitable. Currently a single track road with passing places and no pavement the proposal is to upgrade this however a section of approx 170m would remain as single track narrow bridge without pavements and a proposed traffic light system with houses exiting into the middle of it. [Honestly you could not make this up!]. This is a totally unsuitable arrangement for 600 cars into which pedestrians and cyclists would invariable also enter and a major safety concern. 6. A detailed traffic analysis has been undertaken and modelled which considers both the completion of existing nearby sites in the SW of the city (Ness Side Ness Castle) and the buildout of Essich Road. The result is significant congestion of 20-25 minutes on the Essich Roundabout at peak times with congestion fully backing up between roundabouts. Likely the exact same "constraints" on "Road Access & Capacity" that is holding up exiting projects noted in 7 below. 7. The reason given for the MCA is a housing "crisis" calculated at 24000 homes over the next 10 years. I believe that this "calculation" deserves much greater scrutiny that has been given to it. It's calculation involves huge assumptions -1. that in adding in most of the housing register there will be Buy to Let developers queuing up to build this housing 2. An analysis of existing housing stock vacated by occupying these BTL's and 3. A high degree of faith in the Freeport jobs. I note from the "Highland Delivery Program 2025 that out of a pipeline of 34 LDP approved City based sites only 13 (38% representing 30% of planned housing stock) are shown as "delivering" the remainder having some constraint (to the point of 16% of planned housing being

insurmountable). I would suggest that the "crisis" lies elsewhere - in the failure of many existing sites (which unlike this one underwent the rigours of the LDP process). I believe that the use of an MCA would be better suited to sorting out the constraints in these stalled sites that pursuing Essich Road. 8. The site is a known Flood risk. From local knowledge the SEPA map understates the scale of the problem which with climate change and the hard surfaces introduced by the build out is only likely to get worse. 9. The land is Grade 3.1 and good agricultural land. It is against planning policy to utilise this for development. 10. The Essich Road is a gateway entry point for the City. It is however likely to become a magnificent viewpoint for urban sprawl. "

Submission number

S-284-1

Consultee number

1405495

Organisation

N/A

Date

30/03/2026

Comments

1. My initial question is regarding the location of the development. Your representative at the meeting stated the area choice was due to a lack of land available, and the Roads department would not fund the development of road transport routes to the east of Inverness (preferred route). The Essich area is accessed by a highly restricted single-track road, unsuitable for widening or providing room for pedestrian walkways. Funding this option seems ridiculous, with no foresight of future growth. The developers should be forced to subsidise the road infrastructure in the key areas of Inverness, improving access and traffic flow for future growth, not spend copious amounts of money installing access to the rural side of Inverness, the wrong side, to support the incoming growth for new industries to the East and North of the City. 2.

How does the developer propose to safeguard the current and future residences from the risk of flooding ? a. The area directly in front of our house is a historic waterway. Following prolonged rainfall, the local burns will overflow, flooding the surrounding fields. This water flow

then directly flows to the neighbouring houses, flowing through 2 houses directly and several suffer in the rising water due to the sheer amount of water and lack of drainage. In the 12 years we have lived here, there have been 3 large floods, 2 of which have occurred one year after the next. At no point has any action been taken following the floods to remedy the drainage. We now have a great idea of building 400 to 800 houses in an area where no thought has been put into the natural waterways and the suitability of the ground. Once again, money talks with no thought for the area or the effect the housing will have on this. b. Absolutely no help or

improvements have been installed following the last 3 floods. c. Does the council and developer have any idea of water volumes or routes to propose a safe plan for flood alleviation works ? d.

I understand SEPA will investigate, for the flood plane map that was on display at the consultation, their estimations are way off the mark in terms of levels and ground affected. 3.

The councillor stated the field to be developed as unusable farmland. This field has the highest yields on the farm, with the soil quality equal to that of Black Isle. 4. What are the traffic safety limits for the number of vehicles permitted on a single-track road to access over 400 houses ? a. What are the bridge weight limits ? b. Traffic thoroughfare limits on bridge ? c.

Pedestrian access routes from said development ? 5. The cumulative effect on the road and surrounding area with 3 massive projects to be carried out in the local area of Essich. Has the traffic management plan considered the amount and type of vehicles using the small single-track road with 3 massive projects in very close proximity ? a. At no point during the

consultation or discussion were the 3 projects, Red John pump storage scheme, Battery Storage at Essich and the housing development mentioned together. 3 massive projects in the exact same area with no infrastructural improvements in place is a farce. 6. CDM is utilised in construction to ensuring projects are planned, managed, and monitored effectively from start to finish. a. Key Objectives of CDM: i. Risk Management: To manage risks throughout all project phases, including design, construction, and future maintenance. 1. From the outset, the team are failing to recognise the 3 projects and safely manage a traffic plan or mitigate the hazards posed with the increased traffic in a rural area. ii. Accountability: To clearly define the legal duties of all parties involved (clients, designers, contractors) to ensure safety compliance 1. At this stage, the planners or developers have no knowledge of the local area, road size, restrictions or an adequate plan to provide safe access and travel to a site of

700-800 houses iii. Effective Communication: To ensure vital safety information is shared among everyone involved in the project. 1. Not sharing information of the 3 projects, or not planned for ? 2. So far we are seeing misleading information shared by the contractor on social media regarding the development.

Submission number

S-282-1

Consultee number

1405485

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Loss of productive agricultural land and farming activity The road safety is a massive concern for my children walking to school.

Submission number

S-281-1

Consultee number

1405486

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this

development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Development located far from schools, shops, healthcare and employment 3. Lack of safe walking and cycling routes along Essich Road I am writing to object to the proposed development of 400 new homes in my local area. My primary concern is the increased flood risk this development poses to my property and the surrounding community. The addition of such a large number of houses will inevitably lead to a significant increase in impermeable surfaces such as roads, driveways, and rooftops. This will reduce natural drainage and increase surface water runoff, placing additional pressure on an existing flood area. Given the existing vulnerability of this area to flooding, I am deeply concerned that the proposed development could exacerbate the situation, potentially leading to more frequent and severe flooding events. This would not only threaten homes and livelihoods but could also place further strain on local infrastructure and emergency services. I would like to know what detailed flood risk assessments have been conducted, and what specific mitigation measures are being proposed to ensure that current residents are not put at greater risk. In particular, I am interested in how surface water management, sustainable drainage systems (SuDS), and long-term maintenance plans will be addressed. I would be more comfortable once knowing that even extra SuDS have been input to reduce our flood risk. Until clear, robust, and independently verified evidence is provided to demonstrate that this development will not increase flood risk, I strongly urge to reconsider or reject the proposal. Thank you for taking my concerns into account. [second email] Please see attached some photos and video footage of the flooding runoff from the Essich Road Fields and the impact that this has on property along Torbreck Road. Andrew, who provided the photos and video, has been copied into this email and you can also see below him comments regarding the proposed development.

Submission number

S-280-1

Consultee number

1405487

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Negative impact on wildlife habitats and wildlife corridors 3.

Poor road safety in Essich 'village' due to single track access and traffic increases Increase in housing will cause the area to be crowded, with so many houses crammed into a small footprint. Traffic is terrible in this area anyway, particularly at peak times. Will likely bring the quality of the area down due to overpopulation of a small, relatively quiet area in Inverness.

Submission number

S-279-1

Consultee number

1405488

Organisation

N/A

Date

30/03/2026

Comments

Dear Sirs I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Development located far from schools, shops, healthcare and employment I love cycling from my home down Essich Road to the cycle path along to Dores. I don't want to cycle through more built up areas. Essich Road is also an easily accessible lovely road for a Sunday walk with a pram/young children on bikes as there aren't many places with suitable smooth surfaces. Inverness has grown massively over the last 30 years- it's time to stop turning our local countryside/farming land into more soulless squashed estates of houses.

Submission number

S-278-1

Consultee number

1405489

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are:

1. Increased traffic congestion at Essich roundabout and on southern distributor	2. Poor road safety in Essich 'village' due to single track access and traffic increases	3. Lack of safe walking and cycling routes along Essich Road
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Submission number

S-277-1

Consultee number

1405479

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views 1.

Transportation and Infrastructure Capacity The local road network, particularly Essich Road and the connecting junctions toward the city centre are already operating at or near peak capacity. The influx of residential traffic from an MCA of this scale will lead to severe bottlenecking at the Essich roundabout. The rural nature of parts of Essich Road is incompatible with a high volume of commuter traffic, posing a heightened risk to pedestrians and cyclists. Essich Road is well used route by local cyclists, including Inverness Cycling Club and there has already been a fatal accident to a cyclist on Essich Road. The junction from Torbreck Road onto Essich Road has become more dangerous due to the new houses already added to Essich Road. There is currently insufficient public transport infrastructure to support a development of this size without significantly increasing private car dependency, which contradicts national planning frameworks for carbon reduction. 2. **Impact on Natural Heritage and Biodiversity** The proposed site serves as a vital green corridor. The development would result in the loss of significant semi-natural habitats and established hedgerows that support local wildlife. The Masterplan Consent approach risks a generic architectural output that fails to respect the unique transition between the urban fringe of Inverness and the rural Highland landscape. 3. **Pressure on Local Services** The scale of the Masterplan Consent Area does not appear to be matched by a committed, phased delivery of essential services. Local primary and secondary schools and GP surgeries are already under immense pressure. Without a legally binding requirement for upfront infrastructure delivery, this development will degrade the quality of service for existing residents. 4. **Drainage and Flood Risk** Given the topography of the Essich area, there are valid concerns regarding surface water runoff. I am concerned that the increased area of non-porous surfaces (roofs and roads) will exacerbate drainage issues for properties situated lower down the slope (e.g. along Torbreck Road), potentially increasing flood risks during extreme weather events.

Submission number

S-276-1

Consultee number

1405478

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Adverse impact on landscape character and city gateway views 3. Loss of productive agricultural land and farming activity This development would set a precedent for further housing creep across a prime agricultural landscape that is valued for its green space. The current local plan provides sufficient land for housing within the boundaries agreed as part of the statutory planning process.

Submission number

S-275-1

Consultee number

1405480

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this

development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Adverse impact on landscape character and city gateway views 3. Unsustainable location leading to excessive car dependent travel No infrastructure especially local schools and doctors surgeries/dentists. The roads around the area have already had an increase in traffic flow with the new development at Dores, this would be a huge impact and cause massive delays to an already busy area.

Submission number

S-274-1

Consultee number

1405481

Organisation

N/A

Date

30/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased risk of flooding to nearby properties and roads It's my opinion that it's not a practical choice of site due to the location, quite remote with no proper road. You can see from Barratt and Robertson at Ness Castle, it's poorly planned. One road in for a lot of homes. The school is beautiful but understaffed, having challenges with the growth in volume of homes being built and lack of funding. The drainage around the site is very poor. I believe that this is likely to happen on this next proposed development which will have even more challenges with the small single track road and areas prone to flooding

Submission number

S-273-1

Consultee number

1405484

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Negative impact on wildlife habitats and wildlife corridors 3.

Loss of productive agricultural land and farming activity Looks like every single piece of land around Inverness is disappearing due to build new homes. Its a shame as you are getting rid of natural landscapes...

Submission number

S-272-1

Consultee number

1405472

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Unsustainable location leading to excessive car dependent travel 3. Poor road safety in Essich 'village' due to single track access and traffic increases

Submission number

S-271-1

Consultee number

1405473

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Negative impact on wildlife habitats and wildlife corridors 3. Loss of productive agricultural land and farming activity

Submission number

S-270-1

Consultee number

1405474

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Loss of productive agricultural land and farming activity 3. Insufficient community engagement in site selection and planning I've lived in this area for over 70 years and now feel excluded and discriminated because of my age by the council for not informing me of the proposed development and by Tulloch for saying I have not & do not contribute to the economics of the area. Many older people like me have lived & worked the good agricultural land here.

Submission number

S-269-1

Consultee number

1405475

Organisation

N/A

Date

30/03/2026

Comments

Dear Sirs I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with

this development that are of most concern to me are: 1.Loss of productive agricultural land and farming activity 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Adverse impact on landscape character and city gateway views I worked in Torbreck when a dairy & the land was excellent farming productive land, & still is. I had Planning for my own house challenged and stopped by Planning depth on every occasion over the years as did my daughter who has moved here to provide care for me. It seems large developers can do what they like & the council rubber stamp it

Submission number

S-268-1

Consultee number

1405476

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-267-1

Consultee number

1405477

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity No hospital provision. No secondary schools Lack of Gps. No facilities for people in the area. No elderly care provision

Submission number

S-266-1

Consultee number

1405465

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Development located far from schools, shops, healthcare and

employment 3. Negative impact on wildlife habitats and wildlife corridors The over density of housing. Lack of green space between projects and within projects. Lack of community centres, proper parks, doctors, pharmacies, shops, roads etc etc

Submission number

S-265-1

Consultee number

1405453

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Negative impact on wildlife habitats and wildlife corridors 3. Adverse impact on landscape character and city gateway views

Submission number

S-264-1

Consultee number

1405454

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased risk of flooding to nearby properties and roads 3.

Adverse impact on landscape character and city gateway views Tulloch are in this to make money [redacted – considered derogatory – raises issues of environmental impact of developer's projects, rates paid to employees and build quality].

Submission number

S-263-1

Consultee number

1405455

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Adverse impact on landscape character and city gateway views 3.

Lack of safe walking and cycling routes along Essich Road Too near to the Knocknahael development which needs to be by the Countryside as a retreat type of location.

Submission number

S-262-1

Consultee number

1405457

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Negative impact on wildlife habitats and wildlife corridors 3.

Development located far from schools, shops, healthcare and employment The local schools are already at capacity so any children attending school from this development have nowhere to be taught. The developer has a recent development history of building houses with insufficient infrastructure by continuing to build in slackbuie where the school is full. The developers current house build style does not fit with modern living, i.e. they build large 4 bed homes with only 2 parking spaces forcing visitors or residents to park on the road, which is too narrow to accommodate the vehicles so they are forced to park on the pavement, causing the entire site to be dangerously restricted for pedestrians, wheelchairs and any emergency services.

Submission number

S-261-1

Consultee number

1405459

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Loss of productive agricultural land and farming activity 3.

Negative impact on wildlife habitats and wildlife corridors On top of my priorities above, I do feel that there has been insufficient community engagement in site selection and planning. Also, there is next to nothing in terms of public transport in that area, so the housing would only suit car drivers, i.e. people who can afford to buy and maintain a car are the only people who can realistically live there.

Submission number

S-260-1

Consultee number

1405460

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Development located far from schools, shops,

healthcare and employment 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-259-1

Consultee number

1405461

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views My main concern is regarding all road users, this road has a very high volume of cyclists and walkers whose safety will be negatively impacted by the dramatic increase traffic on this road. The road is particularly narrow at points as well as a bad blind corner, an increase in traffic will make the road unsafe for all users.

Submission number

S-258-1

Consultee number

1405462

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Adverse impact on landscape character and city gateway views Holm roundabout is already a safety issue as cars tend not to slow down as they approach it, or even be aware of cars coming from Essich or Stratherrick Road. I was knocked off of my bike a couple of years ago as the driver was just not watching. With increased traffic this will become an even bigger problem especially for children walking to school.

Submission number

S-257-1

Consultee number

1405464

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this

development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3.

Adverse impact on landscape character and city gateway views Not only has there been insufficient engagement with existing communities regarding site selection and planning, which is just terrible, but the current infrastructure is already under extreme pressures. Overcrowded schools, excessive traffic congestion, inability to get doctors and dentist appointments, lack of community facilities. There are only single track roads in surrounding areas and already a risk of flooding. We live in a beautiful area surrounded by beautiful landscapes and wildlife - this absolutely breaks my heart.

Submission number

S-256-1

Consultee number

1405452

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases Overburden of services, schools, etc. located next to the development.

Submission number

S-255-1

Consultee number

1405438

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Development located far from schools, shops, healthcare and employment. This a quiet area, with great views from the house looking over rolling farm land and with the lovely sound and smells of the farm animals and birds. As a big cyclist this area is a good safe quiet place to often go cycling, this wouldn't be the case if it was to go ahead. Traffic now at the main roundabout has already increased with the new link road over the river making it hard to get out in the morning, with 400 plus houses on top of this would make this a nightmare to get out. Also to mention there isn't enough schools in the area or doctors etc to cope with these kind of numbers of people in the area. [Redacted – address details – refers to impacts on character of area and property values nearby]

Submission number

S-254-1

Consultee number

1405437

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Loss of productive agricultural land and farming activity I think all of the above points are valid and I found it hard to chose a top 3 give the importance of every issue raised. The highland council and the already highly profitable building companies continue to grow their wealth while the rest of us deal with straining services and infrastructure. Approval of this site in such a beautiful rural area with limited access, feeding onto an already busy distributor road is madness and can only be driven by Greed.

Submission number

S-250-1

Consultee number

1405441

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Development located far from schools, shops, healthcare and employment I can't sit in my garden without constantly listening to traffic noise, this development will

considerably increase the volume of traffic and the noise, which I can hear inside my house. There is lack of doctors surgeries and the hospital can't cope. The schools are full. What provisions are you going to be providing?

Submission number

S-249-1

Consultee number

1405442

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-248-1

Consultee number

1405443

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Insufficient community engagement in site selection and planning Before any new housing estates are built we need a new hospital, more doctors and dentist surgeries and probably a primary and secondary school!

Submission number

S-247-1

Consultee number

1405444

Organisation

N/A

Date

30/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. No viable bus service There are so many new house building sites in Inverness now without the council insisting that the developers build primary and secondary schools to cope with the children coming into the areas, shops and hubs with doctor practices, medical services e.g. physio, chiropody, dental surgery etc being built in each new large area to stop the overscribing to the limited services currently in place in Inverness. Inverness has grown substantially in the last number of years with road congestion

becoming unsustainable. Also Raigmore Hospital has not been increased with wards and services since it was re-erected in I think 1976. The services they have area also restricted with wards being shut and mounting waiting lists all procedures. It is all very well building houses and encouraging people to come to Inverness but the infrastructure to manage all these people and children must be put in place also.

Submission number

S-246-1

Consultee number

1405449

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Adverse impact on landscape character and city gateway views

Submission number

S-245-1

Consultee number

1405445

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Unsustainable location leading to excessive car dependent travel 3.

Adverse impact on landscape character and city gateway views SHEER GREED AND SHEER STUPIDITY

Submission number

S-244-1

Consultee number

1405448

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Increased risk of flooding to nearby properties and roads

Submission number

S-243-1

Consultee number

1405447

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased risk of flooding to nearby properties and roads

Submission number

S-242-1

Consultee number

1405424

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Development located far from schools, shops, healthcare and employment The site being proposed is in the wrong place, Freeport and all amenities will all cause huge traffic issues to travel across Inverness on the already congested ring road . The Essich roundabout during school attendance to secondary school is heavily used by children on foot and bikes , this will be increased with proposed development.

Submission number

S-241-1

Consultee number

1405425

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Insufficient community engagement in site selection and planning 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-240-1

Consultee number

1405426

Organisation

N/A

Date

30/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Development located far from schools, shops, healthcare and employment 3. Increased risk of flooding to nearby properties and roads Raigmore Hospital, doctors, dentists. Infrastructure is struggling in the highlands with out another lot of new houses.

Submission number

S-239-1

Consultee number

1405427

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Development located far from schools, shops, healthcare and employment 3. Unsustainable location leading to excessive car dependent travel This proposal's logic is unclear and appears to contradict established Council policies within the affected area. The potential disregard for established processes, including IMFLDP2, is a significant concern. The justification for fast-tracking housing developments, particularly its mathematical basis, is suspect. Similarly, the strategic vision for employment prospects in connection with these proposals lacks conviction. The increasing integration of AI and robotics is expected to profoundly affect employment in construction, administration, and logistics, suggesting freeport operations could largely be automated, with a limited specialist team for oversight. Moreover, the evidence for future housing demand is debatable, as is the generalized approach to diverse housing needs within the Highland area.

Submission number

S-238-1

Consultee number

1405428

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Insufficient community engagement in site selection and planning Too many homes are being built in the area. Not enough autobosses, roads in very bad condition. Behind narrow roads.No bike paths (safe). There is one bus from Lochary and Holm to the city. If

you don't have a car, you won't make it to the city. There is no bus to the University from this location. HC doesn't do anything about it, but it approves new homes

Submission number

S-237-1

Consultee number

1405432

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Unsustainable location leading to excessive car dependent travel I [redacted – address details] don't have access to a private garden, so I have very little accessible greenspace in walkable distance on a work break. I work fulltime on a screen. I rely on cycling this route on the weekends for my mental and physical health. I don't drive, so cannot simply 'get out of the city' quickly or easily. There are very few safe ways to travel out of the city - North takes a long time and through traffic to get over the Kessock bridge before there's any calm cycling, East is another unpleasant cycling/ traffic hellscape, and West is a huge hill. That leaves the canal and South. On the weekends, cycling out of the city via the Essich road provides me with the mental, physical, and often social health opportunities I often don't get during the week. This development will negatively impact my physical and mental health, and also makes it less desirable for me to live in this city as an active and cycling young person who doesn't drive. I also want to buy a house and have children in the next few years, and I want them to go to the Gaelic primary school. This, alongside having more access to greenspace and cycling routes, were reasons I was considering South Inverness. However, having less safe roads will disincentivise me to move to this area as I want my future children to live active lives, feeling

safe to play, walk, and cycle on the streets and to school. Another massive housing development isn't the answer - regulating and controlling the existing 1,508 short-term lets and 418 second homes is.

Submission number

S-236-1

Consultee number

1405433

Organisation

N/A

Date

30/03/2026

Comments

which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-235-1

Consultee number

1405435

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-234-1

Consultee number

1405436

Organisation

N/A

Date

30/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased risk of flooding to nearby properties and roads Lack of infrastructure to support houses in this area

Submission number

S-233-1

Consultee number

N/A Organisation

N/A

Date

29/03/2026

Comments

Transport issues: 1 Single track road from Essich Meadows entrance onwards, but prior to this barely room for two cars - vehicles regularly have to wait to pass safely at present. Would obviously need widening, extension of town speed limits and traffic calming, but pinch points over burn and existing private property at site entrance seem to render this extremely difficult if not impossible. Suggestion in developer response re traffic lights highlights lack of suitability - how many other new sites are built where traffic lights are required to allow access on a straight road? 2 Pedestrian access? Hard to see how room for pedestrians can be added when there will barely be room for cars. 3 Torbreck Road - junction already a problem and road is also single track and part of national cycle network. Difficult to see how proposed access from that road for such a big site can be achieved safely. 4 Essich/Holm roundabout is currently dangerous. Traffic on the SDR regularly crosses the roundabout barely slowing down, with queues building on the Essich and Stratherrick Road accesses at busy times. Roundabout would need a major upgrade and the SDR and west link will just get busier, highlighting the lack of forethought in not making these dual carriageways when originally constructed. Amenities such as nearest shop or pharmacy will be over a mile away, easily a 30 minute walk from parts of the site. The area is already sorely lacking in this regard and 400+ houses will just make this worse. Response re medical provision being 'not in our control' is a cop out. School capacity mentioned and nearest primary may have scope for expansion but IRA has recently been modernised - surely the time to consider possible local development and effect on capacity should have been then.

Development would need concrete commitment re school expansion. Affordable housing requirements mainly for 1 bedroom properties per the presentation produced (almost 70% of need) yet this developer has a history of sites Overall, it seems this site has been picked on grounds of availability of land, not suitability of site.

N/A

Submission number

S-232-1

Consultee number

N/A Organisation

N/A

Date

28/03/2026

Comments

There has been very little, if any, thought given to this area and what would be involved to build a 400-house estate, which will be extended to 800. Following the first meeting, your developer, Tulloch and the Council planning dept knew nothing of the area, what the access restrictions were, or the length and width of the access road or flooding in the area. They don't have the agreement of all land owners or the area measurements. The lack of planning is laughable and highlights the lack of planning and foresight from both parties. Highland region council needs to have a serious look at future planning, city growth and how infrastructure should be planned prior to developments being given planning. The council has the opportunity to have developers fund the eastern entrance to Inverness through the A96, benefiting every resident and commuter to Inverness. This is where money should be spent, not in the back end of Inverness with no access benefits, only restrictions to new and existing residents. Further building congestion and pollution in the area. Well done Highland Council, you have excelled yourself once again !!!!

N/A

Submission number

S-231-1

Consultee number

N/A Organisation

N/A

Date

27/03/2026

Comments

I have lived in Holm Dell Place, directly off Essich Road, for several years and write as a regular cyclist and pedestrian on both Essich Road and Torbreck Road, which forms part of the National Cycle Network. I use these roads frequently and I object strongly to the proposed Masterplan Consent Area on the following grounds. My primary concern is the volume of additional traffic this development would impose on an already overstretched local road network. Adding 400 homes — generating an estimated 650 additional vehicles — would funnel a significant increase in traffic onto Essich Road and towards the junction with the Southern Distributor Road. This junction and the approach road already experience serious congestion during peak hours, with documented tailbacks. While crossing infrastructure at the roundabout junctions exists, any significant increase in traffic volume makes these crossings more hazardous, particularly for children walking and cycling to nearby schools. Equally pressing is the impact on residents already living off Essich Road and Stratherrick Road who need to join the Southern Distributor Road at peak times. The SDR already carries a near-constant flow of traffic during morning and evening peaks, making it extremely difficult to exit onto it safely. Adding hundreds of additional vehicles from this development would make an already challenging situation worse, effectively trapping residents on side roads during the very periods when they most need to travel. As a resident whose street connects directly onto Essich Road, I experience these conditions daily.

The cumulative pressure from this development, on top of existing demand from the Ness Castle estate, would push the junction and the wider SDR corridor beyond any reasonable capacity. I am also concerned that this site was previously assessed as site IN62 during the Inner Moray Firth Local Development Plan process and was not supported for housing — for the same reasons residents are raising today. The Council has not adequately explained what has materially changed to make the site suitable now. More broadly, this is an isolated, edge-of-city location with no public transport and not within safe walking or cycling distance of employment or services. Under NPF4, development of this scale must support sustainable travel. Building 400 homes here would instead entrench car dependency while degrading conditions for the residents already living in this community. I urge the Council to commission a full Transport Impact Assessment — including specific modelling of the Essich Road and SDR junction, junction exit capacity for existing residents, and the impact on pedestrian and cycle safety — alongside a Flood Risk Assessment and independent ecological survey, before this proposal advances any further. The concerns raised by residents and by MSPs across the political spectrum are serious and deserve proper evidenced responses, not a fast-tracked consent.

N/A

Submission number

S-230-1

Consultee number

N/A Organisation

N/A

Date

27/03/2026

Comments

The proposal for 400 homes will mean severe and dangerous traffic problems at the already very busy Essich roundabout. School children cannot get to primary school without a car journey, a footpath to Castle P.S. would not be suitable during wet days and winter months. Can SEPA handle the water and waste as the pumping unit by the Royal academy has failed since lockdown. The plans do not seem allow for the additional health requirements of maybe 1200 extra people. NHS Scotland must be included in any planning, the council cannot assume that it will be covered. The hospital was built in 1985 when the population was half of what is now. The healthcare facility allowed for in the Dores road development has never been taken up.

N/A

Submission number

S-229-1

Consultee number

1405093

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity

Submission number

S-228-1

Consultee number

1405094

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel As such road is already a narrow mostly single track road. The development doesn't fit the location and infrastructure.

Submission number

S-227-1

Consultee number

1405095

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Negative impact on wildlife habitats and wildlife corridors The concerns identified in the tick boxes above are of the most concern to me and my family living in this area. Further, to the issue regarding unsafe pavements and pathways of the surrounding area, this will prove dangerous for our children making their way to school in the mornings. If more houses are built and car congestion is increased substantially, there will be increased traffic on our roads and on the essich roundabout. This will make it incredibly difficult for our children making their way to primary school, and in time, secondary. The pavement structure is challenging as it is, with multiple, busy roads to cross and slow pedestrian crossings. There is no safe way to allow pedestrians to cross over these busy roads, other than the traffic lights. An underpass or a bridge would need to be built to account for the growing congestion to keep our children safe. There are also a number of elderly residents in this area also. The concern is for them as well, for safe access across roads and along pavements in their local areas. Many of these people walk these pathways daily, some more than once a day, to remain fit and active. They will lose that ability if more houses are built, bringing more cars and people into the area, with the road and pathway structure as it is currently. Not to mention the destruction of the wild, green areas they use to remain fit and healthy.

Submission number

S-226-1

Consultee number

1405096

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Loss of productive agricultural land and farming activity 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-225-1

Consultee number

1405098

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Isolation of those in affordable housing with no car There is no plan to upgrade the road which is unthinkable. I cycle this road for the reason it's isolated and a very quiet road so I've never been concerned that the road is narrow. Also if the social housing have no transport what and where do they go all day. If you look at Ness castle there is nothing there However at least it is fairly close to get to a bus stop. I have experienced living in Milton of Leys when it was more isolated and children and youths had nothing to do so I can only imagine what this development would bring. I can only see social problems arising from the isolation, congestion problems and accidents due to no plans to upgrade the road whilst destroying the natural beauty of the area.

Submission number

S-224-1

Consultee number

1405099

Organisation

N/A

Date

25/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased risk of flooding to nearby properties and roads I have major concerns on this extra housing. Where would all the children go to school. The schools in the area are already at capacity!! Also, more houses, more cars = more danger to our children currently travelling to local schools and have to cross the distributor roads.

Submission number

S-223-1

Consultee number

1404995

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-222-1

Consultee number

1404993

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. No viable bus service 3. Increased traffic congestion at Essich roundabout and on southern distributor Building too many houses without infrastructure. ie green spaces, schools, doctor's practices

Submission number

S-221-1

Consultee number

1404994

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views

Submission number

S-219-1

Consultee number

1404962

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Insufficient community engagement in site selection and planning 3. Isolation of those in affordable housing with no car The existing road infrastructure and schools capacity are insufficient to facilitate a development of this size. The use of these planning powers makes a mockery of the planning process.

Submission number

S-218-1

Consultee number

1404964

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3.

Adverse impact on landscape character and city gateway views Yes, this is a very important wildlife corridor for a number of species that are in decline, including barn owls, badgers, hedgehogs, house Martins. If Scotland is to reach it's goal of being nature positive by 2030, this site needs to be kept for nature. I would also argue that detached houses are no longer sustainable. To allow space for nature, we need to reduce the footprint of our buildings, living in smaller spaces. The houses in this location do not have reliable buses, another reason that makes this site unsuitable and unsustainable. People would need to rely on private vehicles. Schools, dentists, Dr's surgeries, street cleaning teams, are already fully stretched or over stretched.

Submission number

S-217-1

Consultee number

1404965

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Increased risk of flooding to nearby properties and roads 3. Lack of safe walking and cycling routes along Essich Road

Submission number

S-216-1

Consultee number

1404966

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Isolation of those in affordable housing with no car

Submission number

S-215-1

Consultee number

1404968

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3. Increased traffic congestion at Essich roundabout and on southern distributor

There is just no need to put further strain on the roads and environment in an area where it is already congested. Also the loss of agricultural land is something we should be looking to ban, not exploit.

Submission number

S-214-1

Consultee number

1404969

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Loss of productive agricultural land and farming activity 3. Increased traffic congestion at Essich roundabout and on southern distributor

Ridiculous idea

Submission number

S-213-1

Consultee number

1404970

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity

Submission number

S-212-1

Consultee number

1404971

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due

to single track access and traffic increases 2. Loss of productive agricultural land and farming activity 3. Unsustainable location leading to excessive car dependent travel All above mentioned reasons are valuable, it's hard pick only three. In general in will create huge disruption to the area in different aspects.

Submission number

S-211-1

Consultee number

1404973

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Adverse impact on landscape character and city gateway views 3. Adverse impact on landscape character and city gateway views School infrastructure will struggle. Inverness Royal Academy has a capacity of 1,400 students; it currently has more than that. Add four hundred new houses and school capacity cannot cope.

Submission number

S-210-1

Consultee number

1404974

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Loss of productive agricultural land and farming activity At present Inverness can not support any more housing developments without having the proper service structure in place. Raigmore hospital is under pressure along with all the other services that deal with health issues.

Submission number

S-209-1

Consultee number

1404977

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character

and city gateway views 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Increased risk of flooding to nearby properties and roads We need to keep green belts to act as soakaway to ease flood risks. Far too many areas have been built on and flooding is getting worse and worse in communities all over Inverness.short sighted over building is causing this.

Submission number

S-208-1

Consultee number

1404978

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3. Increased risk of flooding to nearby properties and roads

Submission number

S-207-1

Consultee number

1404979

Organisation

N/A

Date

24/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3. Adverse impact on landscape character and city gateway views

Submission number

S-206-1

Consultee number

1404961

Organisation

N/A

Date

24/03/2026

Comments

Many thanks for the opportunity to comment on this proposal. There are two broad issues that I'd like to highlight. Provision for cycling My main interest in the proposal is as a recreational cyclist. Along with many others (including various local cycling groups), I frequently use Essich Road to get to and from the network of minor roads south of Inverness. I welcome the intention behind the proposals to provide for active travel, but this needs to be approached with a broad perspective. The main focus of such provision is often on segregated cycle paths, but these frequently have a number of significant disadvantages. • They're not usually maintained as well as roads and can often be mossy, icy or covered in twigs, stones, broken glass and other

debris (a puncture waiting to happen). • Their design usually makes them much slower and less efficient than riding on the road (on the Southern Distributor cycle paths, for example, it's necessary to stop, unclip and give way at least once at every roundabout, and getting to the opposite side of the road tends to involve a pelican crossing). • They're usually shared with people on foot, often with children, buggies or dogs on long leads - all of these folk do of course have every right to be there and it's great to see people out and about, but shared use does bring its own challenges. • The existence of an off-road cycle path creates a perception, among a fairly small proportion of motorists, that cyclists are obliged to use it, resulting in more aggression towards cyclists on the road. Segregated cycle routes are not therefore a universal gold standard, but just the least inadequate way to meet the needs of a certain group of cyclists, including less confident riders and children travelling to school. Essich Road will need to be upgraded and widened to single carriageway to safely cope with the likely increase in traffic, and it will be important to cater for all current users of this route as well as the above users. For confident cyclists, the single most important thing is probably just to ensure that the road is wide enough for motorists to pass safely (particularly when going uphill), and to avoid pinch points (such as chicanes due to pavement build-outs). A wider road obviously has a bigger footprint, and the best approach may therefore be to keep any off-road cycle routes entirely separate from this (which may also make them more attractive for walking and wheeling). Local NHS capacity Briefly, on an entirely different point, I understand that local healthcare capacity is not within the remit of either the Council or the developer, but this does not mean that the development can simply proceed without regard to this potentially very serious constraint.

Submission number

S-205-1

Consultee number

1404891

Organisation

N/A

Date

23/03/2026

Comments

To Whom it may concern, I write to formally object to the proposed Masterplan Consent Area (MCA) at Essich Road, Inverness. This objection is based on significant concerns regarding governance, planning policy, infrastructure, environmental impact, and community wellbeing.

Governance and Process Failures The process by which Essich Road was selected raises serious concerns. The site has neither been allocated within the Council's Long-Term Development Plan nor granted planning permission, directly conflicting with the Council's own stated criteria for MCA consideration. Furthermore, the Council has acknowledged that no formal scoring mechanism was used to reduce the initial 250 proposed sites to the final three, undermining transparency and consistency in decision-making. There has also been no meaningful community engagement prior to progressing the proposal, despite clear requirements to consider local support or opposition. Additionally, known constraints such as school capacity and trunk road limitations appear to have been inconsistently applied or omitted.

Conflict with Established Planning Policy The Highland Council has previously rejected development at Essich Road in the 2024 Local Development Plan on multiple grounds, including its location outwith the settlement boundary, lack of need, unsustainable travel patterns, and adverse impact on the rural character of the area. Proceeding with this MCA contradicts these established conclusions and demonstrates a lack of coherent strategic planning.

Poor Strategic Location The proposed development is fundamentally in the wrong location. It lies remote from employment centres, particularly those associated with growth in the Inverness East corridor and Freeport developments. The Council has already identified Inverness East as the preferred direction for sustainable expansion, yet this proposal instead promotes fragmented, ad hoc growth, contributing to further urban sprawl rather than a coordinated long-term vision.

Failure to Meet 20-Minute Neighbourhood Principles The site does not comply with National Planning Framework 4 (NPF4) Policy 15. It is not within reasonable walking or cycling distance of essential services such as schools, healthcare, employment, or retail. This will result in a heavy reliance on private vehicles, with an estimated 1,200 additional daily car movements. The inclusion of approximately 35% affordable housing further exacerbates concerns, as residents without access to cars may face isolation and reduced quality of life.

Inadequate Road and Transport Infrastructure Essich Road is a single-track rural road with no pavements or cycle lanes, and it cannot be fully upgraded due to physical constraints, including a narrow bridge and adjacent properties. Proposed mitigation measures, such as traffic lights, would create additional safety hazards and severely impact existing residents. Key junctions, including Essich Roundabout and Inshes Roundabout, are already operating at or beyond capacity, and further traffic increases would worsen congestion and delays. Public transport provision in similar nearby developments has proven inadequate, raising further concerns about accessibility.

Significant Road Safety Risks The development would introduce substantial additional traffic onto a road network that is already unsafe. The junction at Torbreck Road is particularly hazardous due to poor visibility, and increased traffic volumes would heighten the risk of accidents. Pedestrian and cyclist safety is also a major concern, particularly given the lack of direct, visible, and practical alternative routes.

Loss of Productive Agricultural Land The proposed site includes high-quality Grade 3.2 agricultural land that has been farmed productively for over 200 years. Development would result in the permanent loss of this valuable resource, contrary to NPF4 Policy 5, which seeks to

protect soils and promote sustainable land use. The proposal fails to demonstrate that this loss is unavoidable or that alternative, less sensitive sites have been fully considered. Flood Risk and Drainage Issues Parts of the site are already prone to severe flooding, which affects surrounding areas, including Torbreck Road. Development would increase impermeable surfaces, reduce natural drainage, and exacerbate flood risks to existing properties and infrastructure. Impact on Wildlife and Biodiversity The site supports a wide range of wildlife, including protected and priority species such as badgers, bats, otters, red squirrels, and pine martens. Development would disrupt established habitats and wildlife corridors, resulting in significant ecological harm. Negative Impact on City Character and Landscape The Essich Road approach to Inverness provides an important transitional landscape from rural to urban. Development would erode this character, replacing it with suburban sprawl and diminishing the visual and cultural identity of the city's gateway. Conclusion In summary, the proposed MCA at Essich Road represents poor planning, conflicts with established policy, lacks adequate infrastructure, and poses significant environmental, safety, and social risks. It is neither sustainable nor justified. Should the Council nevertheless choose to proceed, it is essential that meaningful engagement takes place with local stakeholders, including representatives from Holm Community Council, Lochardil Community Council, and the Essich and Torbreck Community Association.

Submission number

S-204-1

Consultee number

1404876

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Negative impact on wildlife habitats and wildlife

corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor As a local driving instructor, I have been alarmed at the sudden increase in traffic volume over the last 5 years around the Essich/Nessside roundabout area. This has become worse over the last year and is bound to get even more congested.

Submission number

S-203-1

Consultee number

1404877

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Adverse impact on landscape character and city gateway views 3. Lack of safe walking and cycling routes along Essich Road Essich Road is a great area for cycling but can be tricky navigating the narrow road with cars. With more housing the roads would be much harder to navigate

Submission number

S-202-1

Consultee number

1404878

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Insufficient community engagement in site selection and planning 3.

Increased risk of flooding to nearby properties and roads Building on local farmland is a major problem with many rural places- and although Inverness is a fast growing city this doesn't make it okay. Overpopulating areas with houses is already bad enough and by doing it on farm land is even worse. The schools, roads and land aren't built for such developments. The number of complaints and issues this will cause isn't worth it and I'm sure that is reflected in the number of people going against this currently.

Submission number

S-201-1

Consultee number

1404879

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Loss of productive agricultural land and farming activity

Submission number

S-200-1

Consultee number

1404880

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors Schools ? Ness castle and holm primary are a fair but so use of will increase and the academy is too small for more pupils they don't have enough teachers as it is . Not to mention gp boundaries and increase pressures to raigmore hospital and police services. Also wild life being effected there are badgers in the area and red squirrels we have seen them at culduthel woods infact one poor ran over one in the last week on stratherrick road. We have young deer foxes too and bats . It will affect them.

Submission number

S-199-1

Consultee number

1404881

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views The amount of cars is already bad, and Essich roundabout can't cope with what it has, without adding more cars, more cars more pollution!!

Submission number

S-198-1

Consultee number

1404882

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel All of the above concerns can be ticked. There really is a lack of green space and safe walking/cycling routes as it is. With more traffic, school commutes will be dangerous due to congestion, costly in commute time and the risk of flooding is very real. Take a walk around Torbreck after a heavy rainfall and it is impassable. The farmland and surrounding woods are enjoyed by all, wildlife are already compromised. Horse riders and dog walkers and families will have no where to live and enjoy without joining the congestion. Inverness is rapidly expanding and deteriorating not only in infrastructure, Resources, ammenities but beauty. The hospital and GP surgeries are bursting at the seams, the Ness Side Tesco and schools also are requiring expansion.

Submission number

S-197-1

Consultee number

1404883

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor Building more and more houses without improving infrastructure, amenities and services such as public transport and healthcare and is not sustainable.

Submission number

S-196-1

Consultee number

1404884

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Loss of productive agricultural land and farming activity 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-195-1

Consultee number

1404885

Organisation

N/A

Date

23/03/2026

Comments

which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Adverse impact on landscape character and city gateway views 3. Increased risk of flooding to nearby properties and roads

Submission number

S-194-1

Consultee number

1404886

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors Local pharmacies, doctor and dental surgeries, secondary schools are already under strain. Rise in air Pollution.

This is another case of developing housing schemes with no clear infrastructure in place. Expect A few token bungalows and box shaped houses crammed in for maximum profit and greed.

Submission number

S-193-1

Consultee number

1404887

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-192-1

Consultee number

1404888

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich

roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors There is very little accessible outdoor space left, holm, ness castle, Tesco, Asda etc all taken land here past 20 years. Wildlife has been severely impacted and quality of life for those of us who want to use the unspoilt outdoors is almost gone already. Being forced to drive further and further away which also impacts the environment.

Submission number

S-191-1

Consultee number

1404889

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Increased risk of flooding to nearby properties and roads 3. Negative impact on wildlife habitats and wildlife corridors My concerns include- Lack of open spaces for play parks. Impact of increased air pollution on wildlife and asthma sufferers. Added strain on local primary/secondary schools as well as pharmacies. AND will tax payers have to pay for the new infrastructure needed to support this housing scheme.

Submission number

S-190-1

Consultee number

1404864

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased risk of flooding to nearby properties and roads 3. Development located far from schools, shops, healthcare and employment The area in question has a lot of archaeological and historical values, with cairns and marked stones dotted along the route, with the famous Knocknagael Boarstone being relocated from a nearby site to the Highland Council headquarters. The wildlife around the area are already struggling with the increase in vehicular traffic and increased housing at the nearby Ness Castle, a walk around the area would unfortunately show the results of this with the remains lying roadside. The schools nursery, primary and secondary are already at full capacity. Doctors' surgeries are fully booked for telephone consultations for at least three weeks to a month waiting time. Raigmore Hospital are sending patients elsewhere for treatment, often many miles away, Fort William being one of those places for chemotherapy and surgery.

Submission number

S-188-1

Consultee number

1404865

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Loss of productive agricultural land and farming activity 3. Negative impact on wildlife habitats and wildlife corridors The total disregard to those who have lived in this area for decades....

Submission number

S-187-1

Consultee number

1404866

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Increased risk of flooding to nearby properties and roads Increased traffic and the speed they travel. Children and parents walking to school their safety issues. Elderly crossing the road is a particular concern and the likes of domestic pets being ran down. Essich Road is a very busy route for many cyclists. Motorists speed on Essich Road well above the actual limit. With the impact of more house building, concerns for school building and local facilities. The Green Belt round this area is gradually disappearing.

Submission number

S-186-1

Consultee number

1404867

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Insufficient community engagement in site selection and planning 3. Loss of productive agricultural land and farming activity Disgusting to even think about putting houses here. Money talks so corrupt. Stop this nonsense now.

Submission number

S-185-1

Consultee number

1404868

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors I am worried about the safety of the primary school children crossing an even busier SDR on their way to Holm Primary. I am concerned about the traffic back up from the Essich roundabout at rush hour, its bad now it will be impossible after this development. I am also concerned over the lack of doctors and dentists in the Holm area. Lastly it is a greenfield site, surely there are less impact full sites to consider in Inverness.

Submission number

S-184-1

Consultee number

1404869

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Unsustainable location leading to excessive car dependent travel 3. Poor road safety in Essich 'village' due to single track access and traffic increases No consideration for the residence of this lovely wee area. Further housing is not needed here.

[Redacted – personal information and address details – expresses concerns that land will be secured from local residents under Compulsory Purchase Order to accommodate upgrades and mitigation on Essich Road]. People have bought and built houses here to be outwith the city and in a quieter area but that won't be the case now. Ness Castle is an example of how a small, nice neighbourhood is now tarnished with lots of trouble due to 100s of houses being built.

Submission number

S-183-1

Consultee number

1404870

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Unsustainable location leading to excessive car dependent travel This is a development in an inappropriate location given the local amenities and infrastructure.

Submission number

S-182-1

Consultee number

1404871

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased risk of flooding to nearby properties and roads 3. Increased traffic congestion at Essich roundabout and on southern distributor The increase in traffic flows associated with both construction work, and subsequently with 400 occupied houses on the proposed development will make the Essich Road a dangerous route for cyclists. Currently this road is very popular with solo riders and groups of cyclists. The steep gradient of the Essich Road will add to the danger for cyclists, and inevitably lead to more journeys to and from the housing development being made by car rather than by bike or on foot. The Essich Road is simply not wide enough to accommodate the increase in traffic this development would generate. Low density housing such as this proposed development, is always subsidised by people living in higher density areas of the city through their council tax. This sort of low density housing does not support local cafes, pharmacies, pubs etc., it will lead to higher maintenance and servicing costs and will lead to continuing inflation busting rises in council tax and will eventually lead the council to bankruptcy. It's not a good idea.

Submission number

S-181-1

Consultee number

1404872

Organisation

N/A

Date

23/03/2026

Comments

which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Loss of productive agricultural land and farming activity 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-180-1

Consultee number

1404873

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Negative impact on wildlife habitats and wildlife corridors 3. Lack of safe walking and cycling routes along Essich Road So many concerns. Arrogant lack of consultation with public, loss of good land to houses that can't be undone, lack of basic infrastructure including road, drainage, school, GPs etc. I use that single track road a lot [redacted – address details] and there are many cyclists and cars already. Also impact on wildlife.

Submission number

S-179-1

Consultee number

1404845

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Adverse impact on landscape character and city gateway views 3. Lack of safe walking and cycling routes along Essich Road

Submission number

S-178-1

Consultee number

1404847

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors I dont think the development is a good idea as its just more housing without any extra infrastructure which will put more strain on the pre existing infrastructure e.g schools, Raigmore hospital, etc. Its also being built on another bit of greenspace which will not only have bad environmental impacts but just bad social ones too, I like being able to go from my house to just pure wildnerness in like less than 5 minutes of walking or cycling. Plus all the new houses nowadays have the same cookie cutter design that makes all the new developments e.g. Ness Castle just look really drab amd boring. Finally at the moment there are only a few houses there to build a ton more will only upset and disturb them.

Submission number

S-177-1

Consultee number

1404848

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Increased risk of flooding to nearby properties and roads As a local resident I am extremely concerned for a number of reasons. As covered above, the inevitable adverse effect on biodiversity which in this day and age is already greatly at risk and further impacts should be avoided wherever possible. I also believe this to be a flood risk to local land and homes. In

addition, the area is also already overpopulated with cars. It is becoming increasingly difficult to safely exit my home from Essich Gardens and then also to get round the Essich Road roundabout, especially at peak times. This level of growth will impact this significantly making this difficult and unsafe for drivers, cyclists and pedestrians. There is also a lack of public transport options and we are stuck in a cycle of that leading to more cars. I also don't think that there is capacity within schools to accommodate the additional residents this will bring. It would also be incredibly sad to see such a loss of farmland. Overall I do not think this is a suitable site for a development of this size. I appreciate there is a need for housing and my views are not a case of 'nimby', rather it is a genuine concern that this is an unsuitable, unsustainable and unsafe location.

Submission number

S-176-1

Consultee number

1404850

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Negative impact on wildlife habitats and wildlife corridors Lack of proper services, road infrastructure that causes congestion and more risk of accidents.

Submission number

S-175-1

Consultee number

1404851

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors Adding multi-hundred houses to that road is just asking for a sad outcome. It is already dangerous with the limited houses that rely on it and adding many houses to that will absolutely put more drivers, pedestrians and cyclists at risk.

Submission number

S-174-1

Consultee number

1404861

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors Raigmore hospital is already beyond it's capacity so surely this needs to be addressed before more houses are built.

Submission number

S-173-1

Consultee number

1404853

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors These developments are destroying the green spaces around the city, with little or no increase and improvement of infrastructure or amenities.

Submission number

S-172-1

Consultee number

1404855

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Unsustainable location leading to excessive car dependent travel Infrastructure is not in place to cope with increased traffic. Doctors surgeries and schools already extremely busy. Nearest shop is Tesco so you'll need a car.

Submission number

S-171-1

Consultee number

1404857

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Insufficient community engagement in site selection and planning 3. Unsustainable location leading to excessive car dependent travel The traffic light crossings at the distributor road essich roundabout already present significant safety concerns for pedestrians and cyclists due to traffic igniting the red lights. Traffic here will increase that risk too

Submission number

S-170-1

Consultee number

1404859

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Development located far from schools, shops, healthcare and employment

Submission number

S-169-1

Consultee number

1404825

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases This will create extreme pressure on already extremely busy road network near where there are children going to and coming from school.

Submission number

S-168-1

Consultee number

1404827

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and

city gateway views 2. Unsustainable location leading to excessive car dependent travel 3. Loss of productive agricultural land and farming activity The council declared when the Fairways development was planned that there is no need for more housing on the south of the city. Schools, health services and road infrastructure cannot cope

Submission number

S-167-1

Consultee number

1404828

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Loss of productive agricultural land and farming activity 3. Insufficient community engagement in site selection and planning Overall lack of services needed to support these houses. No GP practices, local schools are full and Raigmore is cannot cope with 400 new houses.

Submission number

S-166-1

Consultee number

1404830

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views This plan is bonkers. Schools in the area are already at bursting. This is a lovely quiet country area of town we do not want it overpopulated. Roads aren't fit for more traffic.

Submission number

S-165-1

Consultee number

1404831

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Insufficient community engagement in site selection and planning There is already too much

traffic and this will only increase the problem. There aren't enough doctors or NHS dentists either in Inverness and how this will be provided and recruited for has not been addressed.

Submission number

S-164-1

Consultee number

1404834

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Adverse impact on landscape character and city gateway views Enough is enough the place is being flooded and the roads are already backed up.

Submission number

S-163-1

Consultee number

1404835

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor I feel like the current infrastructure in the area is not suitable for such developments and would also create issues with traffic on the distributor road

Submission number

S-162-1

Consultee number

1404837

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases Access to this site is limited and will be very dangerous for children having to travel /walk/cycle to schools in the vicinity. This site will impact wildlife hugely.. Such a bad choice. Please consider all issues before defacing the beautiful Inverness landscape any further in this area..

Submission number

S-161-1

Consultee number

1404840

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity

Submission number

S-160-1

Consultee number

1404842

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Insufficient community engagement in site selection and planning

Submission number

S-159-1

Consultee number

1404818

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Unsustainable location leading to excessive car dependent travel 3. Unsustainable location leading to excessive car dependent travel The road network is clearly not suitable for such a large scale development given the current single carriageway system. Significant upgrading of the road network that this proposed development would require to utilise should be seriously considered to ensure the road safety of vulnerable road users.

Submission number

S-158-1

Consultee number

1404819

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Adverse impact on landscape character and city gateway views 3. Increased traffic congestion at Essich roundabout and on southern distributor

Submission number

S-157-1

Consultee number

1404820

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and

wildlife corridors 2. Lack of safe walking and cycling routes along Essich Road 3. Insufficient community engagement in site selection and planning

Submission number

S-156-1

Consultee number

1404821

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases

Submission number

S-155-1

Consultee number

1404822

Organisation

N/A

Date

23/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-154-1

Consultee number

1404823

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Unsustainable location leading to excessive car dependent travel 3. Development located far from schools, shops, healthcare and employment Another example of unfettered urban sprawl, destroying our beautiful countryside, with no supporting infrastructure in place

Submission number

S-153-1

Consultee number

1404824

Organisation

N/A

Date

23/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Adverse impact on landscape character and city gateway views Tulloch homes have built most of Inverness residential areas over the years. We don't need yet another sprawling housing development, especially given their current projects aren't yet concluded. The housing issues in Inverness stem from a lack of rentals. The proposal of another 450 houses (likely minimal flat accommodation) does not help this issue. To build on such a large area (again) would even further ruin Inverness' much adored countryside and accessibility to the outdoors which draws so many people to the city. Not to mention the destructive nature of these developments on our local wildlife

Submission number

S-152-1

Consultee number

1404890

Organisation

N/A

Date

22/03/2026

Comments

I have serious concerns about the lack of capacity for further development in this area. I echo all of the comments listed in the public voices document and worry that there has been no real investment in developing the required services for this area.

N/A

Submission number

S-151-1

Consultee number

N/A Organisation

N/A

Date

22/03/2026

Comments

My main concern is the increased volume of traffic on the Essich road and adjoining junctions/roads for this development, which would be further exasperated by other potential large scale developments around Ness Castle and Torbreck Farm, if they should go ahead, which I believe is more likely if this development gets approval. As the Torbreck road regularly floods my other concern is the drainage issues of such expansive developments. I would therefore like to see a more detailed infrastructure plan that realistically takes into account not only the demands of this development but also future developments

N/A

Submission number

S-150-1

Consultee number

N/A **Organisation**

Highland council

Date 21/03/2026

Comments

Really interesting to know why this was a bad idea in 2024 now it would seem that somehow because land is cheap although food farming land will go up a single track road on an area that floods badly you are daring to support Tulloch to develop the area I have to ask are your planners crazy

N/A

Submission number

S-149-1

Consultee number

N/A **Organisation**

N/A

Date

20/03/2026

Comments

Inverness is desperate for housing stock. We need these houses to be built

N/A

Submission number

S-148-1

Consultee number

1404754

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel This single track road is the main cycle route out of Inverness for me and a lot of cyclists I know. I worry that the new development would cause increased traffic and increased accidents and deaths for cyclists on this road. There are many blind corners

Submission number

S-147-1

Consultee number

1404755

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel The infrastructure in Inverness is NOT equipped to handle this level of inflowing families. As a family living in Ness Castle we already experience/suffer a strain on our kids schools, local GP, dentist etc. there's far too many dangerous drivers and congested traffic in our local area, our son was nearly knocked down on his way walking to school (Holm PS). This area cannot possibly sustainably hold more families, and wildlife will be pushed further away. As a disabled worker I already can't use buses as the services aren't there, how will these families manage in that area? What possible benefit could overpopulating this area, achieve?

Submission number

S-146-1

Consultee number

1404756

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Loss of productive agricultural land and farming activity When we bought our house, we wanted to be on the outskirts of the countryside and looking into fields. I do not want to be living in a built up area with a constant stream of traffic. This will also be a safety concern for kids and the members of the public regarding access pathways and cycling.

Submission number

S-145-1

Consultee number

1404757

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Insufficient community engagement in site selection and planning

Submission number

S-144-1

Consultee number

1404749

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased risk of flooding to nearby properties and roads

Submission number

S-143-1

Consultee number

1404750

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased risk of flooding to nearby properties and roads 3. Unsustainable location leading to excessive car dependent travel I walk to my daughter's down the single track road to Holmburn".Even now it is dangerous. With cars going fast round bends.Someone will be killed if this stupid development goes ahead. There will NEVER be enough room for hundreds of cars (not just the house owners but their visitors and delivery services) and the schools needed doctors surgeries etc. I thought that councils were encouraged to protect wildlife and sustainable living areasnot put financial projects before common sense. The day will come when we will need ALL the farm land for feeding our people in Scotland. Don't destroy any more at your peril just for developers profits."

Submission number

S-142-1

Consultee number

1404751

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors The development will change the character of an important recreational space. Essich road is commonly used by cyclists and many from the city run or walk through Torbreck wood as accessible" wild green space. Although not in my top 3 concerns this seems a ridiculous plan to build houses where there is a known flood risk and presumably will need costly flood prevention works in future."

Submission number

S-141-1

Consultee number

1404752

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Development located far from schools, shops, healthcare and employment 3. Isolation of those in affordable housing with no car Development of yet another dormitory of Inverness that is not integrated into the city, with lack of local facilities, will lead to both poor physical and mental health. People will be reliant on cars to travel. Lack of local facilities will mean people have nowhere to develop a sense of local community with no common everyday" spaces of local shops cafes schools - this lack of everyday contact in social spaces leads to social isolation and poor mental health. A dormitory of houses is not a community. To rub salt into the wound this development will on the beautiful green space ringing Inverness that many currently enjoy walking and cycling in."

Submission number

S-140-1

Consultee number

1404753

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Unsustainable location leading to excessive car dependent travel As a route used by many cyclists, it is currently a key route to safe travel out of the city. It helps promote better population health as a result. Inverness developments are removing many of these options for safe exercise routes. In addition, public travel around the area is woeful and/or expensive resulting in greater car traffic that the infrastructure was not designed for, and can not cope with

Submission number

S-139-1

Consultee number

1404744

Organisation

N/A

Date

20/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Insufficient community engagement in site selection and planning

Submission number

S-137-1

Consultee number

1404746

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views

Submission number

S-136-1

Consultee number

1404747

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Loss of productive agricultural land and farming activity

Submission number

S-135-1

Consultee number

1404748

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Loss of productive agricultural land and farming activity 3. Unsustainable location leading to excessive car dependent travel I am very concerned at the amount of traffic that would be in a rural area and the loss of countryside living and community. When we bought our house one of the main reasons was to be on the edge of the countryside looking on to green fields not houses.

Submission number

S-134-1

Consultee number

1404728

Organisation

N/A

Date

20/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Insufficient community engagement in site selection and planning Yet another proposed housing development by Highland Council and Tulloch Homes in one of the last remaining areas of Inverness which has open space. One road in and one road out, which has been ignored for 20 plus years, up until now when it suits them to redevelop" the roads around this area not because of the current residents who pay one of the highest bands of council tax but because of the Highland Council and Tulloch Homes joint continuation to develop housing in every single green space left in the Inverness area despite

absolutely no effort to fund infrastructure in the city centre and surrounding areas. This is based on mythical jobs in Ardersier which is far from completion with absolutely no proof of job opportunity or wage rises to the area."

Submission number

S-130-1

Consultee number

1404552

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Loss of productive agricultural land and farming activity 3. Negative impact on wildlife habitats and wildlife corridors There is a lack of amenities in the areas and local schools cannot facilitate surge in people

Submission number

S-129-1

Consultee number

1404553

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel People attracted to the Highlands come because of areas like Essich road. Area that they can access on foot or on bikes where they are immersed in nature. Building on these areas damages the local biodiversity and makes Inverness not the rural community that people love but another suburban sprawl

Submission number

S-128-1

Consultee number

1404554

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Development located far from schools, shops, healthcare and employment The lack of community engagement here is shocking, I can only assume this is an attempt to push planning through without dealing with community concerns. Schooling and health provision is already hugely over stretched in this area, where would children go to school? Ness Castle primary and the IRA are already over capacity. As a parent of two primary age children, this gives me such great concern that I would consider moving to give my children

a better schooling experience. We have had to adapt to the expansion of Ness Castle and the Maples already and this has already completely changed the area. The further change feels a step too far for local people who chose to live on the outskirts of the town for a semi rural lifestyle.

Submission number

S-127-1

Consultee number

1404558

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Adverse impact on landscape character and city gateway views 3. Loss of productive agricultural land and farming activity Time to hold developers accountable, make them build infra-structure first. Stop development of green sites.

Submission number

S-126-1

Consultee number

1404559

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel Road safety in the area is already a concern with my child already having had a near miss due to impatient drivers at the essich roundabout. Walking Route to school passes near this location and will only increase risk. No local gp surgeries or dental practices able to take increased demand. Schools already at capacity/over capacity.

Submission number

S-125-1

Consultee number

1404566

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Adverse impact on landscape character and city gateway views Until HRC can provide hospitals, GP practices, dentists, decent roads without potholes, schools etc for the existing population STOP building more houses! Inverness is becoming unrecognisable due to irresponsible granting of housing developments without consideration of the current and long standing population. Fed up of rising council tax with less and less to show

for it. More people should mean more council tax to spend on vital services but it doesn't seem to work that way. NO to yet another I'll thought out development at Essich ☐

Submission number

S-124-1

Consultee number

1404567

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Increased risk of flooding to nearby properties and roads 3. Poor road safety in Essich 'village' due to single track access and traffic increases Location of proposed new housing in Essich is a poorly thought it 'plan '. Little thought has gone in to increased traffic and safety; the impact on farming, wildlife, existing homes and flooding. That along with little or no community engagement is very concerning especially when there is already planning permission for homes in other parts of Inverness & Tornagrain. Quite frankly, the planning department leave me puzzled at this proposal

Submission number

S-123-1

Consultee number

1404568

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3. Adverse impact on landscape character and city gateway views

Submission number

S-122-1

Consultee number

1404569

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Adverse impact on landscape character and city gateway views 3. Increased traffic congestion at Essich roundabout and on southern distributor

With essich road being used as part of the marathon route, this development will lead to further safety issues. Its bad enough trying to get in to the area during these events.

With the extra potential 650 vehicle possibly using the road this will lead to more congested areas

Submission number

S-121-1

Consultee number

1404570

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Adverse impact on landscape character and city gateway views

Submission number

S-120-1

Consultee number

1404585

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Development located far from schools, shops, healthcare and employment 3. Isolation of those in affordable housing with no car The Essich road is already dangerous for cyclists. The increase in traffic will make this worse unless major mitigating effects are put in place.

Submission number

S-119-1

Consultee number

1404587

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Development located far from schools, shops, healthcare and employment 3. Unsustainable location leading to excessive car dependent travel Essich Road is one of the key "iconic" cycling routes around Inverness. There are already risks enough for cyclists due to car traffic. A substantial development in the area would significantly affect safety especially for less confident cyclists. Other roads radiating from Inverness are already becoming very challenging for cyclists so we should be protecting the less busy routes we have

Submission number

S-118-1

Consultee number

1404588

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors I do not believe that the Essich development is in a suitable part of Inverness. The changes required to the infrastructure of the area to cope with the increased traffic demands would lead to the overall destruction of a less populated area and would have long-lasting negative impacts on both the few locals and wildlife populations. It is also a popular route for cyclists, which should be encouraged for health and wellbeing, so introducing a new development would make this route less viable. The impact on traffic with the distributor road is particularly worrying, as delays are already present and this would make things even worse.

Submission number

S-117-1

Consultee number

1404589

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Unsustainable location leading to excessive car dependent travel As a recreational cyclist that uses Essich Road often I'm very concerned about the extra car traffic using this road. I've had many near misses with cars as it is. It's a single track road with very few passes spaces so this development would make it even more dangerous for cyclists and other road users.

Submission number

S-116-1

Consultee number

1404592

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Loss of productive agricultural land and farming activity 3. Unsustainable location leading to excessive car dependent travel These housing developments are going up all over with no real planning. They cram in as many houses as possible with no thought about creating communities. There are no common spaces, no jobs created, no local amenities, transportation, schools, etc. No thought is given to the impact on the local area that is already there

Submission number

S-115-1

Consultee number

1404593

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Adverse impact on landscape character and city gateway views 3. Increased traffic congestion at Essich roundabout and on southern distributor Essich Road is one of the few genuinely quiet, scenic routes out of Inverness and is heavily used not only by cyclists but also by runners, walkers, and other outdoor users seeking a safe space away from traffic. It is used by groups of less confident road users to provide them an opportunity to get out of Inverness and experience cycling along the moors, whilst having to deal with little traffic. It already requires a huge amount of care when riding due to the blind summits and corners; a major increase in traffic would significantly worsen safety and erode its value as a recreational route. A quiet and safe route out of town should be treated as essential infrastructure for health, wellbeing, and active travel—not something to be sacrificed for housing development. There must be a clear commitment to providing a safe, continuous, and suitable route for all non- motorised users, including faster recreational cyclists, so that the community can continue to use this corridor safely.

Submission number

S-114-1

Consultee number

1404595

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Adverse impact on landscape character and city gateway views I regularly cycle up the essich hill and can tell you already that the single track road presents a serious cycling pinch point. Adding additional traffic as part of a new housing development would be catastrophic to the vibrant cycling community of Inverness.

Submission number

S-113-1

Consultee number

1404597

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views

Submission number

S-112-1

Consultee number

1404597

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views

Submission number

S-111-1

Consultee number

1404598

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors No additional concerns other than those above but to expand slightly - I do not understand how it

can be sustainable or safe to go ahead with such a significant housing development over this area without altering the current access and transport links. I worry that there would not be the availability of safe cycling or walking routes, forcing an increase in car usage and increasing risk to people who already use this road for cycling recreationally.

Submission number

S-110-1

Consultee number

1404599

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Increased risk of flooding to nearby properties and roads The site isn't suitable for the people of Inverness and people living in the highland who struggle and cannot find suitable housing considering: the unfair community, lack of resources (such as shops, community centres, schools)

Submission number

S-109-1

Consultee number

1404600

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Increased risk of flooding to nearby properties and roads Raigmour hospital at capacity, lack of space in schools, roads need upgrading, extra traffic. Dangerous junction with Torbreck

Submission number

S-108-1

Consultee number

1404601

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors I regularly cycle this route and it is busy enough without more traffic on it.

Submission number

S-107-1

Consultee number

1404602

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Adverse impact on landscape character and city gateway views 3. Unsustainable location leading to excessive car dependent travel Impact on the local surrounding schools

Submission number

S-106-1

Consultee number

1404603

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors It is actually impossible to rank the issues stated above as they are all a huge concern. My fourth would be the isolation for those living there with no car. As a cyclist I know the Essich Road well. I frequently meet fast, aggressive drivers on the road and believe that this development would be putting everyone at risk regardless of their method of travel.

Submission number

S-105-1

Consultee number

1404604

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors Essich Road is a single track with many blind corners and blind summits. It is one of the most popular road recreational cycling routes in/out of the city, and can be treacherous to negotiate on a busy day. It simply is not true that the existing infrastructure on Essich Road has the capacity to fully accommodate this proposed residential development, far less the building traffic associated with the residential development alongside existing agricultural and farm activity. Notwithstanding the increased traffic concerns, this will have a negative effect on wildlife habitats and wildlife corridors.

Submission number

S-104-1

Consultee number

1404605

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors

Submission number

S-103-1

Consultee number

1404606

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Adverse impact on landscape character and city gateway views 3. Increased risk of flooding to nearby properties and roads

Submission number

S-102-1

Consultee number

1404607

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Loss of productive agricultural land and farming activity 3. Unsustainable location leading to excessive car dependent travel As a keen cyclist I often climb the essich as do many others and an increased amount of traffic on an already dangerous road seems ridiculous too me.

Submission number

S-101-1

Consultee number

1404608

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Unsustainable location leading to excessive car dependent travel This would create an absolute cycling death zone. Single track road used by a massive amount of cyclists. Blind corners and lack of road space would result in significant injuries, crashes, and likely deaths.

Submission number

S-100-1

Consultee number

1404609

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors Making an already dangerous road more dangerous

Submission number

S-99-1

Consultee number

1404610

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Adverse impact on landscape character and city gateway views 3. Negative impact on wildlife habitats and wildlife corridors Additional mass housing with poor planning is causing Inverness to lose it's character and attractiveness as a Highland city with close access to wilderness and green areas for health and recreation. Essich hill and areas around loch Ness are hugely popular and valued by locals for active and outdoor pursuits and have huge health benefits. Urban sprawl increases reliance on cars and discourages active travel.

Submission number

S-98-1

Consultee number

1404611

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Unsustainable location leading to excessive car dependent travel 3. Adverse impact on landscape character and city gateway views

Submission number

S-97-1

Consultee number

1404612

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Negative impact on wildlife habitats and wildlife corridors 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-96-1

Consultee number

1404613

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Lack of safe walking and cycling routes along Essich Road 3. Negative impact on wildlife habitats and wildlife corridors I have had several near misses on this road already in my bike. I am a safe and responsible cyclist, but cars already go round the blind corners fast, this development will only increase the number of cars on this segment.

Submission number

S-95-1

Consultee number

1404614

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Loss of productive agricultural land and farming activity Having previously lived at Essich gardens and part of the north's largest cycling club I feel this road would become a hazard not only for drivers but more so cyclists who have enjoyed the Essich route for years and is very popular during the summer months, unless specific road designated areas are designed with bicycles in mind and not just shared with

walkers as that could run the risk of serious accidents. Also having seen several of the proposed developers sites around Inverness I feel it lacks any community spirit and a mass of houses up Essich would ruin a nice backdrop to the city.

Submission number

S-94-1

Consultee number

1404615

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3. Poor road safety in Essich 'village' due to single track access and traffic increases I am really worried about the lack of road improvements or suggested bus routes or cycle lanes planned for this development. Not just shared use paths, but dedicated cycle space that is separate to cars and pedestrians

Submission number

S-93-1

Consultee number

1404616

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Adverse impact on landscape character and city gateway views Essich road is not a designated cycle route, granted. However, I have used this road for cycling recreationally since I was a teenager 30 years ago. Too many new builds without character are being built around Inverness. As well as being another estate without services it will worsen the character of the area and remove the ability for many people to use it for exercise.

Submission number

S-92-1

Consultee number

1404617

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3. Negative impact on wildlife habitats and wildlife corridors I am deeply concerned about this plan. 1. The increase in traffic on Essich Road due to the proposed development will make the roads in the area a death trap to the cyclists who frequently use

them. There have been many near misses and even deaths on the hill in recent years, and this will only increase with the proposed development. 2. Additionally, we need walkable cities and infrastructure, not more car dependency. We are living in a climate crisis. 3. Insufficient local service provision (healthcare, shops, employment)

Submission number

S-91-1

Consultee number

1404618

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Unsustainable location leading to excessive car dependent travel 3. Lack of safe walking and cycling routes along Essich Road I'm a keen cyclist and ride down Essich hill multiple times a week during the summer months. It's a favourite and very popular route amongst all Inverness cyclists. It's a dangerous road at the best of times let alone with the cars of an additional 400 homes. This will undoubtedly at some point lead to a serious collision. The number of added cars with how far out of town this is with no additional services is unacceptable

Submission number

S-90-1

Consultee number

1404619

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased traffic congestion at Essich roundabout and on southern distributor The existing road infrastructure is barely suitable for the current traffic such as HGVs and agricultural traffic. further development will only increase traffic and remove a popular active travel and leisure route which is part of the appeal of living in Inverness.

Submission number

S-89-1

Consultee number

1404620

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Isolation of those in affordable housing with no car I feel the

road as it stands is dangerous enough, to increase regular traffic flow without proper improvement, would be a fatality waiting to happen for motorbike and cyclists

Submission number

S-88-1

Consultee number

1404621

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Development located far from schools, shops, healthcare and employment Keen cyclist, this Road would become very dangerous for cycling

Submission number

S-87-1

Consultee number

1404622

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Poor road safety in Essich 'village' due to single track access and traffic increases Increased number of houses and people but struggling infrastructure to cope with increased demand. Biggest is with NHS highland which has a lot of bed pressures due increasing population

Submission number

S-86-1

Consultee number

1404623

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Unsustainable location leading to excessive car dependent travel 3. Adverse impact on landscape character and city gateway views

Submission number

S-85-1

Consultee number

1404624

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Adverse impact on landscape character and city gateway views

Submission number

S-84-1

Consultee number

1404625

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Adverse impact on landscape character and city gateway views 3. Poor road safety in Essich 'village' due to single track access and traffic

increases Dangerous cycling for one of the most popular cycle routes in Inverness 'the lochs loop'

Submission number

S-83-1

Consultee number

1404626

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Unsustainable location leading to excessive car dependent travel As a recreational cyclist who regularly cycles on this road, the increase in traffic is going to turn this road into a no go zone. Near misses are already common place, an increase in traffic will increase the danger faced by recreational cyclists.

Submission number

S-82-1

Consultee number

1404627

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased traffic congestion at Essich roundabout and on southern distributor We will lose a good space for safe & peaceful walking. The road is not viable to sustain the amount of traffic that will come with this development. It is a beautiful area of countryside that we are lucky to have so close to a city. Do not ruin it

Submission number

S-81-1

Consultee number

1404628

Organisation

N/A

Date

18/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Lack of safe walking and cycling routes along Essich Road 3. No viable bus service I understand the need for more housing.

However if the access to all these houses will be using the present single track, it would appear a recipe for disaster. This road is used by many recreational cyclists and is relatively quiet, but despite this I know personally of several near misses between cars and cyclists. With the huge increase in traffic that hundreds of houses will create, shared use of this road will be unsustainable. In addition, there seems no planning for shops, amenities, schools, public transport etc meaning that all residents will be dependant on travelling for work, shopping,

medical care, etc. How does this fulfill any ambition towards the aims for 15 minute neighbourhoods?

Submission number

S-80-1

Consultee number

N/A Organisation

N/A

Date

18/03/2026

Comments

I am concerned that Essich Road is one of the main recreational cycle routes in Inverness, and the increased traffic from the housing development would destroy it / lead to more cyclist fatalities. The proposed development is located so far from town, with no suitable transport links - how is this in-keeping with active travel and walkable city plans?

N/A

Submission number

S-79-1

Consultee number

N/A Organisation

N/A

Date

17/03/2026

Comments

I am a resident of Holmdell and already face having to enter Essich roundabout from Essich road which I find to be extremely challenging due to the amount of traffic entering and exiting this particularly small and tight roundabout. I can't imagine what it would be like with potentially a further 650+ vehicles using it. I regularly use Essich road whilst I am out walking / cycling and feel that I would no longer be safe to do this due to the amount of traffic on such a tight road. Essich is one of the few remaining areas of natural beauty within Inverness and to concrete over such an area is almost criminal in my mind. Over the last few decades Inverness has expanded so much with housing development after housing development, however the infrastructure has been left behind and the Essich area is no exception. A further 400 houses in the area would undoubtedly reduce our already stretched services.

N/A

Submission number

S-78-1

Consultee numberN/A **Organisation**

N/A

Date

17/03/2026

Comments

My thoughts are that Essich Road is nowhere near suitable to accommodate traffic from a further 400 houses. I travel from Essich Road every morning for work and it can take me nearly 10 minutes just to get on to the roundabout at Essich Road. I cannot imagine what it would be like with even more traffic. I also feel that the proposal was not highlighted to local residents enough. I live in the area and had heard nothing about the proposal until I saw the meeting advertising the MCA at Culduthel Christian Centre, which I did attend. Unfortunately, I didn't

feel that was overly informative either. This development would be extremely detrimental to such a lovely area in Inverness for walkers and cyclists and also wildlife. The lack of infrastructure in the area to accommodate residents of a further of 400 houses is also a concern.

N/A

Submission number

S-77-1

Consultee number

1404219

Organisation

N/A

Date

17/03/2026

Comments

Dear sirs , I should like to voice my concerns and objections to the proposed Essich housing development by Tullochs . We live on a single track road in a country side area , surrounded by wildlife and fields of crop . This proposal will create huge traffic congestion and the ring road at peak times is already suffering queues and tailbacks . The fields in question suffer from large floods with torrents of running surface water , the single track road is extremely busy with cyclists and walkers and already seems dangerous without the proposed traffic this housing will create. Schools in this area are near capacity and the commute to school will be extremely dangerous on foot with blind corners and fast traffic on a narrow lane . This development requires crossing to the other side of Inverness to access the airport , the port and the A9 the hospitals and colleges which is where the majority of commuters will head and in my opinion is sited at the wrong side of Inverness to facilitate these services.

Submission number

S-76-1

Consultee number

1404137

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity We already have great difficulty when trying to turn right at the roundabout on to the Distributor Road. Increased traffic volume will make it chaotic.

Submission number

S-75-1

Consultee number

1402665

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Loss of productive agricultural land and farming activity 3. Isolation of those in affordable housing with no car Wrong place no traffic plans

Submission number

S-74-1

Consultee number

1404139

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Increased traffic congestion at Essich roundabout and on southern distributor All these new developments going up but yet no increase to an already struggling health and education system.

Submission number

S-73-1

Consultee number

1404141

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Isolation of those in affordable housing with no car As you know, there is currently a lot of new housing being built at Slackbuie, Ness Castle and Ness-side (possibly more at Dores Road near the Ness Castle junction) and this large additional development would put a huge strain on local schools - the IRA immediately comes to mind. In my opinion the current local bus service provision isn't regular enough to reduce car use for many local residents with just an hourly service from Holm Dell Drive for part of the day and more development will simply lead to more car use. The southern distributor road is already clogged up at school opening and closing times. There will likely be more litter and graffiti (which have become a growing and unwelcome problem in recent years locally). There's a danger that this is likely to be yet another identikit housing development and yet more sprawl. It would likely have an adverse impact on landscape character and city gateway views. It also seems to me that this would be too much development in the wrong place, on a hillside too, with potential flooding issues (as already happens with the Holm Burn near the bridge on Torbreck Road).

Submission number

S-72-1

Consultee number

1404142

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Adverse impact on landscape character and city gateway views 3. Loss of productive agricultural land and farming activity Essich and Holm Dell estates exit very close to the roundabout and the road is very narrow and no pavements for much of it and a national limit for countryside and no lighting. There is no other exits for these developments other than onto this road which also has agricultural vehicles exiting and will have people wanting to take produce etc from allotments. Further development at knocknagael is anticipated as well as developments proceeding at Ness side, maples and Slackbuie on good agricultural land where city meets farm with little regard for community development and maintaining small density which fits with existing housing

Submission number

S-71-1

Consultee number

1404143

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and

wildlife corridors 2. Unsustainable location leading to excessive car dependent travel 3. Loss of productive agricultural land and farming activity The land is a great space to easily get out of the town for exercise and without this area there will be more of a need to drive to nice places which has a big environmental impact

Submission number

S-70-1

Consultee number

1404144

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Negative impact on wildlife habitats and wildlife corridors 3. Increased risk of flooding to nearby properties and roads The schools in the area are already pretty full. With all the houses that have been built over the years at Ness Castle etc no additional GP surgery provided. Cars already come along the road at some speed which can sometimes make it difficult to exit Essich gardens, visibility not the best either. That road will be significantly more busy

Submission number

S-69-1

Consultee number

1404146

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Loss of productive agricultural land and farming activity 2. Negative impact on wildlife habitats and wildlife corridors 3. Adverse impact on landscape character and city gateway views I am very concerned about the access to this development, as this is already a difficult and busy single track road to navigate. With this proposed number of houses and therefore additional cars, the potential for road accidents will be significantly increased.

Submission number

S-68-1

Consultee number

1404147

Organisation

N/A

Date

17/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this

development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Unsustainable location leading to excessive car dependent travel 3. Unsustainable location leading to excessive car dependent travel

Submission number

S-67-1

Consultee numberN/A **Organisation**

N/A

Date

17/03/2026

Comments

[Redacted - personal information]. During my tenure, we had proposals for what has become Ness Castle development. Back then we were concerned about the infrastructure. I know the area well and Torbreck Road is prone to flooding and, it is single track. The only nod previously to the Infrastructure was to straighten Holm Road. It had an awkward bend on a hill and no pavement. 400 houses are undoubtedly needed, however that would not be a suitable site. There is still plenty of scope in Milton of Leys, and the Golden mile .

N/A

Submission number

S-66-1

Consultee numberN/A **Organisation**

N/A

Date

17/03/2026

Comments

This development plan is damaging to the existing residents /community who settled there as they appreciated its rural character and open natural space. This new plan would ruin this environment for the residents but also for the wider cycling and walking community of Inverness who frequent that area for wellbeing, leisure and recreation. This is not a development, but overdevelopment that would damage residents' wellbeing and health by creating high road traffic and infrastructure in a semi rural peaceful area that is of Highland character. This is plan is damaging and affecting wider Inverness community! We need open, green spaces in and around this town; to access Green area and cycling paths to Highland rural spots. Please Stop overbuilding the environment! It is shocking to hear that the residents were not consulted initially but were unaware of the plans. It makes me anxious that a similar scenario could happen in my neighbourhood where the plans of overdevelopment would be ongoing without my knowledge or consent.

N/A

Submission number

S-65-1

Consultee number

1403875

N/A

Organisation

Essich and Torbreck Community Association

Date

13/03/2026

Comments

Objections to the Essich Road Development Prepared by the Essich & Torbreck Community Association

The diagram above shows the MCA "Essich Road site" and potential future expansion of the Torbreck Farm site

Overview This report comments on and highlights the many reasons why the proposed Masterplan Consent area at Essich Road in Inverness should be discounted. The report includes sections in respect of:

- Failings in the governance process
- A site that has been comprehensively declined by planning previously
- Poor strategic planning and decision making
- No supporting social infrastructure
- Poor road and access infrastructure
- Major road safety concerns
- Loss of agricultural land
- Impact on wildlife corridors.

Throughout this document are links to supporting evidence which have been highlighted.

1 Governance 1.1 The environment and Infrastructure Committee who voted to put forward the MCA agreed to sieve potential MCA sites/locations using numerous criteria which included:-

- Has the site benefited from a development plan allocation or a planning permission?"
- Does the site lie outwith SEPA mapping defined future flood risk areas?"
- Is there any evidence of justified community support for, or opposition to, development of the site?

The development site on Essich Road has NOT been included in the Councils Long Term Development Plan nor has it been allocated planning permission. The Highland Council have gone so far as to say in a report "Highland is the only council considering the use of an MCA for housing development on land that is neither allocated in the development plan nor has a previous or existing planning permission. As such there is a risk of legal challenge." (ECI/19/25 s8.4)

The site on Essich Road floods badly. The Essich and Torbreck Community Association have compiled comprehensive evidence which can be accessed by the clicking the following links photographic and video. There has been no engagement with the community to understand the level of support or opposition to the MCA before the process commenced.

1.2 The Highland Council called for a list of development sites in early 2025 which produced 250 potential sites, from which a list of 9 was put to the council with a recommendation to proceed with 3. (Embo, Ardersier and Essich road). On numerous occasions the council have been asked to evidence how they arrived at the three MCA sites from their initial list of 250 and to show the scoring mechanism was applied to do this. The council have openly admitted that no scoring mechanism was used and have, it would appear, selected three sites that they feel they can progress with minimum opposition. In addition, the only constraining factor that was identified for the Essich Road site was "potential flooding". No mention was made of either "Trunk Road capacity" or "School capacity" which where both identified as constraints for a similar shortlisted site at Welltown of Leys. Clearly this represents inconsistency in how the Essich site was portrayed to members of the Economy & Infrastructure Committee.

MCA site detail. This fails to show any strategic planning by the

Council in how Inverness is being developed. Furthermore, in the 2024 Local Development Plan the Highland Council themselves ruled out development on the Essich Road site for the following reasons: (2024IMFLDP2_p506/p515: • Well beyond the city edge, in the countryside • Would not represent a rounding off of the settlement boundary. • Not needed in quantitative terms • Out of settlement location • Would require far more extensive extensions to service locations • Longer (+probably less sustainable car borne) travel to local facilities. • Has rural characteristics, with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. • Would appear as an incongruous encroachment into the countryside • No defensible boundaries to the south. The Essich and Torbreck Community association have prepared a Strategic Review of the planning and decision making process. 2 Poor Strategic Planning 2.1

The proposed development is fundamentally in the wrong location. In a previous reference to Essich Road, the planning department was unsupportive citing that it would take strategic growth of the City in a new unsustainable direction... Essich Road is located on the South West side of the City with the major job creation at the Free port being to North on the Deephaven/Nigg corridor or East of Inverness, principally at Castle Stuart/Airport/Ardersier.

Freeport Detail The council themselves have admitted that Inverness East is the optimum location for development and that this would give them more than enough housing and land supply. The Highland Council have advised that this is being held back by Transport Scotland commitment to fund that East Link Road. Pressure should be put on the Scottish Government to progress the East Link as this will allow the Council to ensure its developments have a clear strategic direction. Simply picking adhoc sites as short term fixes fails to show any sense of strategic planning and cohesive thinking. The MCA is being used to try and implement a short-term fix to a long problem. Efforts should be focused on a strategic approach that delivers the Councils long term vision. In 2010 the Highland Council was a contender to be shamed as the country's most dismal city in the inaugural UK Carbuncle awards. Inverness was singled it out for its mushrooming suburban sprawl". Let's learn from our mistakes and not continue to progress developments which only add to the city's urban sprawl. 3 Housing (NPF4 policy 15 : 20min neighbourhoods) 3.1 The National Planning Framework Policy 15 states that the location of new homes should be consistent with local living including

where relevant 20-minute neighbourhoods and an infrastructure first approach. The proposed development site on Essich road is remote. It is not near to any facilities. Anyone living on the new site will not be able to travel to local facilities (High School Employment Doctors Shops etc) within the guidelines of (10 minutes either way on either foot or cycle). Failure to ensure people can either walk or cycle to the facilities they need will only lead to the use of cars for travel. 400 houses equates to c600 car journeys leaving the proposed development site each day and a further 600 journeys as cars then return later in the day. Further increasing the impact on the environment. 20-minute walk analysis 3.2 The proposed development has earmarked the

site for 400 houses of which 35% (c140) are to be affordable properties. It is far less likely that the households of the 140 affordable houses have cars. Situating a housing development which includes affordable housing so far away from any facilities will lead to isolation and loneliness for those living there. This is already evident in areas on the Ness Castle development which is much closer to facilities than the proposed site at Essich Road. NPF4 - Liveability Challenge

4 Roads 4.1 Essich Road is a single-track country road without pavements or bicycle lanes. The council have indicated that the development would require stretches of the Road to be widened but this is not possible for its entire length due to the proximity of existing premises along the road boundary and a 3.8m wide bridge. Any development that requires access along the Essich Road (C1064) will therefore need to travel for some duration along a stretch of road that will remain single carriageway without passing places. The Highland Council has indicated that a potential solution to this will be traffic lights on either side of the existing housing/bridge. The solution of traffic lights will make it very difficult for the residents of the properties that are enclosed by the traffic light system to:

- Safely leave their properties at peak time with c 600 additional cars predicted to be using the road
- Safely walk anywhere from their houses with access being directly onto Essich Road without any footpaths next to their houses.

It is challenging and dangerous enough now without the proposed development but increasing the volume of traffic on a quiet road will make this impossible. Link to traffic flow video C1064 Detail 4.2 The Essich Roundabout The roundabout junction between Essich Road and the Southern Distributor Road is already a bottle neck at peak times. Increasing the traffic on Essich Road will overload the roundabout and lead to significant tailbacks and delays. Roundabout Detail 4.3 Inshes Roundabout The Inshes Roundabout is a notorious bottleneck which brings the busy Southern Distributor Road Old Perth Road and Culloden Road together as well as one of the access points for the Inshes Retail Park and an access onto the A9's northbound carriageway. Improving this depends on progressing the A9/A96 East link. 4.4 Footpath/Cycle lane The Highland Council have acknowledged that the entire length of Essich Road cannot be widened and have suggested routing a footpath and cycle way via the fields in Knocknagael to provide access for pedestrians and cyclists. Such a route would not be visible from the road.

Providing a route via Knocknagael will require a safe means for pedestrians to cross Essich Road it is unclear how this will be done. If a pedestrian crossing it to be added into the mix this will only add to the queuing and bottlenecking predicted though the section of road that cannot be widened. Adding a route for pedestrians and cyclists that is not next to the Essich Road and is in effect a diversion from the road is unlikely to be adhered to by secondary school children. They will seek the quickest way to and from school which will be in a straight line and will involve walking on the road through the single carriageway that cannot be widened. It is inevitable that this will lead to an accident. Adding a route for pedestrians that is not directly adjacent to Essich Road and which cannot be seen from the road does not represent good planning. It is likely to cause anxiety for anybody walking on their own especially in the dark winter months.

Furthermore if anyone walking on the footpath were to have an accident they may lie undiscovered for hours. It is unclear how the planner led solution to safe pedestrian and cycle access will be delivered to safely avoid sharing the limited bridge width inside a traffic light system.... as is suggested by the developer picture right (Tulloch Second Public Consultation

Slides) 4.5 Bus routes / Connectivity (Comments from Holm Community Council) The challenges experienced in Ness Castle from an infrequent bus service highlights the necessity of a sustainable and reliable bus service. If as is the case 35% of the housing is to be considered affordable it is not unreasonable to expect that social demographics of matters such as car use/ ownership will be a factor for some householders. Even more so the availability of an adequate public transport service is vital. That HCC have had cause to comment on the abject failure of bus companies to provide an adequate service does not bode well for this MCA. 4.6

Torbreck Road Junction The junction between Essich Road and Torbreck road is best described as “blind” with vehicle exiting the Torbreck junction unable to see clearly any traffic that is approaching from the South. Should the development go ahead with an increase of c600 cars it is inevitable that there will be regular accidents at this junction. 5 Farming 5.1

The development at Essich Road if progressed will be on good quality agricultural land which has been farmed for 200 years. The land at Essich Road has been categorised as grade 3.2 it remains productive land capable of supporting a range of agricultural activities including rotational cropping improved grassland silage production and livestock grazing and rearing. It is versatile land with clear and demonstrable agricultural capability that has in recent years been used to provide feed for the bull stud at Knocknagael. Under Policy 5 (Soils) of NPF4 which Highland Council applies in development management development proposals are expected to minimise adverse impacts on soil resources and demonstrate that land has been used in a sustainable and appropriate manner. The application fails to demonstrate that: • the loss of this productive agricultural land is unavoidable • reasonable alternative sites on lower-quality or previously developed land have been fully explored or • the proposal is justified in light of national policy requirements to protect soil and agricultural resources. Farming Detail 6 Flooding 6.1

The Land on the Northeast aspect of the proposed Essich road development is prone to severe flooding which in-turn floods onto the Torbreck Road putting the properties there at risk and at times making the road impossible to pass. Developing the site and introducing roads and hard landscaping will reduce the natural drainage that the fields currently have. This will increase the flood risk especially for properties on Torbreck Road and on the East of the proposed development site. The Essich and Torbreck residents’ association have produced photos and maps that highlight the areas of flooding that the development will exacerbate. Flooding Detail and Video 7 Wildlife 7.1

A recent wildlife survey of the fields wildlife corridors and adjoining properties has revealed evidence of extensive badger sets pine matins brown hares roe deer red squirrels hedgehogs bats and otters which would all be disturbed should the development progress. Wildlife Detail 8 Cycling 8.1 The Essich Road forms part of the recreational cycle routes used by cyclists in Inverness. In the summer months there are more cyclists using the road than there are cars. Recreational cyclist will not divert to a separate cycle path when descending the Essich road hill. Cyclists have been recorded at speeds in excess of 50 mph down the Essich Road from which access to the proposed site is intended. It is inevitable that a cyclists travelling at high speed down the hill will not be spotted by a car leaving the proposed site and that an accident resulting in either serious injury or death will occur. C1064 Detail 9 City Gateway 9.1

The character of the City is often decided by that first glimpse – the sense of homecoming when coming over Drumossie Muir on

a return up the A9 will be well known to us all. That sense is created not only by the vista of the City laid below us and framed by the Bridge and Black Isle beyond but by the fields and forests which separate us as we transition down from rural to City. Similarly the vista descending down Essich Road popular with tourists and cyclists presents a first impression of the City laid at the foot of the hill with the bridge Black Isle and Firth beyond. As a gateway we currently transition from rural to town as we move down the hill into the town. This planning proposal will ultimately place houses up as far as Balrobert Farm road-end so the first sight of the City will be like coming out of a tunnel straight into urban sprawl. 10 Community Engagement 10.1

There are so many good reasons why the development at Essich Road should not be allowed. These include:

- Poor strategic fit
- The site is isolated from existing facilities (20-minute neighbourhood)
- The site has poor road cycle and pedestrian access with the road unable to be widened.
- Areas of the site are prone to severe flooding which impacts adjacent areas and which will be made worse by developing the site
- The land is good quality farmland which should continue to be farmed.
- The site contains wildlife corridors

Should however the Council choose to ignore all these issues and progress regardless with the development it is essential that representatives from key stake holder groups are given a seat at the table to shape the future plans for the site. The stakeholders should include:

- a representative from Holm Community Council
- a representative from Lochardil Community Council
- a representative from the Essich and Torbreck Community Association.

Flood Risk is highlighted within NPF4 (Policy 22) by avoiding development in areas at risk as a first principle and take a precautionary approach to the probability of flooding. The first pictures highlight the local area waterflows to Essich Burn pond situated in the trees at Ness Castle. The flooded path is highlighted in Red showing the flood flow and effected areas. The extent of the flooding is multiplied due to the quantity and velocity of water feeding from each burn to the lower capacity outlet pipes and waterways. Flood water surrounded 4 homes completely isolating each beside Big Burn. MCA – Essich Road (IN62): Planning History Executive Summary [DRAFT 25/02]] The Highland council have proposed that a site currently comprising 2 large fields known as Essich Road farm (IN62) outside the south west the edge of the City be proposed as a Masterplan Consent Area. This site adjoins Torbreck Farm with both proposed in a “longlist” of 9 for MCA. As the published map below shows both sites are effectively being considered as a join development. So although 3 out of 9 sites were selected for MCA in actuality 4 out of 9 sites have been selected. A brief timeline to the site is: 2020: Highland Council enter consultation prior to the 2024 plan to consider the various sites which have come to their attention often from landowners and developers. IN62 was one such case. The site IN62 was classed as non-preferred and not supported with the following cited:

- Of a scale that would take strategic growth of the city in a new unsustainable direction.
- Too distant from existing services facilities and major employment destinations.

2024: Highland Council issue the 2024 plan. The adopted plan omits any reference to the Torbreck Site IN62 however the site is again discussed in the “Examination Report” issued in January 2024 under “Promoted Sites”. In that report the Reporter lists the following 7 reasons for rejection:

- Well beyond the city edge in the countryside
- Not opposite INS18 (a triangle of land within IN60 on the map above)
- Would not represent a rounding off of the settlement boundary.
- Not

needed in quantitative terms • Out of settlement location • Would require far more extensive extensions to service locations • Longer (+probably less sustainable car borne) travel to local facilities. The reasons cited in the 2024 Promoted Sites engagement were give as: • Well beyond the edge of the settlement development area boundary (repeat) • Has rural characteristics with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site. • There is no need for this site to be allocated for housing at this time. (repeat) • This location would not present a “rounding-off” of the city edge (repeat) • Would appear as an incongruous encroachment into the countryside • No defensible boundaries to the south. In all 11 separate reasons for refusal – none inconsequential. 2024: Prior to the adoption of the local plan in June 2024 it was rejected by the Scottish Government for non-inclusion of MCA plans. 2025: The council reduces a list of 9 down to 3 (actually 4 since the two Torbreck sites are now essentially co-joined) for consideration under an MCA. So the position is that a site on the SW outskirts of the City which was deemed unnecessary for housing in the first place and has been comprehensively declined by planning is now being proposed for an MCA - for which a location close by Freeport jobs largely aligned to the Cromarty Firth or Ardersier is deemed essential.

1. RECENT DEVELOPMENT PLANS IMFLDP: Inverness and Moray Firth Local Development Plan The recent history of Local Development plans concerning the proposed “Essich Road” development is covered under “Inverness South” within the following plans: a) Highland Wide LDP (2012). The area currently being considered was described as a “Amenity Areas/Green Wedge” (THC 2012) for which “the council will safeguard these areas from development not associated with their purpose or function” . b) IMFLDP_1 (2015): Consultation for this plan closed in 2011 with a “Main Issues” report in spring 2012. It was issued in June 2015. Only 2 references within “South Inverness” are close by namely: In particular the Knocknagael triangle IN60 was set for community use as allotments or similar greenspace. Ref Site Area Proposed Use IN51 Essich Road (West) 1.2 Ha 12 Houses IN60 Essich Road (East) 4 Ha Allotments or similar greenspace c) Main Issues Report (2020): This report issued in 2020 was a consultation document in preparation for the upcoming 2024 IMFLDP. Specifically this report distinguishes potential sites between “Preferred” “Alternative” and “Non-Preferred”. IN62 is now added being the 2 Torbreck Fields - excluding the flat part of the southernmost field. IN61 is the furthest out of the as yet undeveloped part the Ness Castle development opposite the Torbreck Farm road end. Five non-preferred sites were listed (p159) for Inverness South (circled right and see table below) and for these collectively the report specifically states: The non-preferred sites above are not supported because some are of a scale that would take strategic growth of the city in a new unsustainable direction; some are too distant from existing services facilities and major employment destinations and some would have an unacceptable adverse impact on the setting and character of the city as well as resulting in the loss of publicly accessible green space. Main Issues Report: South Inverness relevant sites: So although the “non-preferred” blanket wording covers all of the above 5 sites two sites: IN62 (Torbreck East) and IN64 (Welltown of Leys) are the only ones out-with the existing City boundary and which a) and b) below would apply Ref Site Proposed Use Planning Preference IN61 Torbreck (Ness Castle South) Housing Non-Preferred IN62 Torbreck East Housing Non-Preferred IN63 Fairways Golf Course Mixed Use Non-Preferred IN64 Welltown of Leys Mixed

Use Non-Preferred IN65 Castle Heather drive Housing Non-Preferred Figure 1 Inverness South - non preferred Sites a) Of a scale that would take strategic growth of the city in a new unsustainable direction b) Too distant from existing services facilities and major employment destinations The remaining points may or may not apply to Torbreck IN62: c) Would have an unacceptable adverse impact on the setting and character of the city. d) Result in the loss of publicly accessible green space Since that report plans have progressed for Torbreck Farm which will take the development significantly further out-with the existing boundary (0.7-1.0km) and in relation to point b the Torbreck site is clearly the furthest out of any of those discussed. d) IMFLDP_2 (2024): The most recent "Inner Moray Firth" local development plan (IMP_LDP2) was published for consultation in March 2022 and reported in January 2024. Prior to it's adoption in June 2024 it was however rejected by the Scottish Government for non-inclusion of MCA plans with para 45 presumably (p40) presumably added before final adoption. The references close to the current MCA are: Notably the final 2024 adopted plan did not include IN62 and the associated map "Places" p198 (copied above right) also contains specific reference to INS17 Knocknagael (p197) ahead of a pre application submission for 100 houses on 10.3Ha. The separate "Examination Report prepared as preparation for the 2024 plan contains objections and reporter responses for each site with lengthy correspondence on INS18 Knocknagael (p478/504). While the full report is significant a particular response [redacted – personal information] at the time indicated a desire to effectively join up INS18 and IN62. The reporter's full response was : Ref Site Area Proposed Use Places (Adopted Maps) p197/8 INS17 Knocknagael 10.3 Ha Community food growing but indicative capacity for 100 houses Examination Report LDP_270_7 INS18 Knocknagael 1.2 Ha Extensive discussion on available land. INS18 Response to [redacted – personal information] IN60 Essich Road (East) 4 Ha Allotments or similar greenspace See the Council's response on INS18 above. Site IN62 was non-preferred by the Council at MIR stage and not included within the Plan because it is well beyond the City edge in the countryside. It is not opposite site INS18 and would not represent a rounding off of the settlement boundary. It is not needed in quantitative terms and its out of settlement location would require far more expensive extensions to the appropriate service connections and longer probably less sustainable car borne travel to local facilities e) Promoted Sites It would appear that "promoted sites" are sites where a landowner or developer has come forward and suggested a site to the planning department (as is the case with Torbreck IN62).

Within the Examination Report (p512+) is discussion of a number of "Promoted Sites" within "South Inverness" which is prefaced by the following: Promoted sites - general 14. In responding to each additional promoted site I note that our conclusions in Issue 3 Housing Requirements indicate that none of these sites are necessary to meet the plan's housing land requirement.

Furthermore despite recommending deletion of sites I consider that there remain a suitable mix and range of allocations spread across South Inverness without the need for compensatory allocations.

Further Page 515 contains the Reporter's specific comments on Essich Road (IN62) copied below:

Promoted site – Essich Road 30. Land west of Essich Road is promoted for longer-term housing community facilities greenspace and active travel links. The site comprises almost 14 hectares of crop fields well beyond the edge of the settlement development area boundary. Its location has rural characteristics with small clusters of detached housing on the limits of the

promoted site and Essich Road becoming single track beyond the city limits leading to the site. There is no need for this site to be allocated for housing at this time. And in any case this location would not present a “rounding-off” of the city edge but would appear as an incongruous encroachment into the countryside with no defensible boundaries to the south. No modifications are required. As an aside the combined area of the 2 fields is approx. 60 acres/25Ha not 14 as suggested. Summary So we appear to have a position where the current proposal is not only “non-preferred” (and not necessary to meet the housing requirement) but has also been actively dismissed from 3 separate previous consultations: the 2020 pre-consultation the 2024 Examiners Report and the 2024 engagement on Promoted Sites – with a total of no less than 11 separate reasons when you exclude the repeats. 2020 Main Issues Report – we believe the following applies:

- Of a scale that would take strategic growth of the city in a new unsustainable direction
- Too distant from existing services facilities and major employment destinations

2024 local plan Examiners Report (of only 18 months old) with no less than 7 reasons:

- Not needed in quantitative terms
- Well beyond the city edge in the countryside
- Not opposite INS18
- Would not represent a rounding off of the settlement boundary.
- Out of settlement location
- Would require far more extensive extensions to service locations [repeat]
- Longer (+probably less sustainable car borne) travel to local facilities.

2024 Promoted Sites engagement:

- Well beyond the edge of the settlement development area boundary (repeat)
- Has rural characteristics with small clusters of detached housing on the limits of the promoted site and Essich Road becoming single track beyond the city limits leading to the site.
- There is no need for this site to be allocated for housing at this time. (repeat)
- This location would not present a “rounding-off” of the city edge (repeat)
- Would appear as an incongruous encroachment into the countryside
- No defensible boundaries to the south.

It should be said that we are in agreement with the reasons given by planning in dismissing the Essich Road site (IN62). Indeed we do not regard any of the 11 reasons as minor. Surely for a planning department guiding councillors with future strategy “Of a scale that would take strategic growth of the city in a new unsustainable direction” or “Would appear as an incongruous encroachment into the countryside” is about as damning as can be made. MCAs are designed to deliver LDP spatial strategies and Local Place Plans (LPPs) providing an “oven-ready” approach to sites that aligns with the National Planning Framework 4 (NPF4) and match the standard planning application procedures. We believe that the Essich Road site has demonstrably failed to meet NPF4.

2. MCA ALIGNMENT WITH LDP Masterplan Consent Areas (MCAs) are specifically designed to align with and deliver existing planning policies in Scotland. While an MCA scheme itself is not part of a formal Local Development Plan (LDP) it serves as a proactive delivery mechanism to implement the LDP’s spatial strategies and broader policy goals. Key Alignment Features Feature Relationship to Development Plans: By law planning authorities must have regard for the development plan when making an MCA scheme. Decisions must generally align with these plans unless significant “material considerations” justify a different approach. Essich Road was rejected in Examination report and not included in Development plan of June 2024 yet included in MCA by Nov 2025. National Policy Framework (NPF4): MCA schemes are expected to help create high-quality places that reflect the “Six Qualities of Successful Places” outlined in NPF4. Connected: Good active travel routes are a

potential concern. Connectivity is poor and It is remote from services with poor transport links and car centric. Sustainable: It's Car centricity is likely incompatible with net-zero Flood risk incompatible with climate resilience lack of (any) local job locations does not promote an active local economy. The lack of any local services & facilities does not make enhance community and local living. Support for Local Priorities: MCAs allow authorities to "frontload" the planning process for priority areas—such as brownfield sites town centres or strategic growth zones—effectively granting upfront consent for developments that meet pre-agreed policy standards. Essich Road is not brownfield town centre or a strategic growth zone. Excluded Sensitive Areas: To maintain policy integrity certain areas of national or international importance (e.g. World Heritage Sites SSSIs or Special Areas of Conservation) are legally excluded from being included within an MCA scheme. Environmental Standards: MCA schemes must still comply with statutory requirements including Environmental Impact Assessments (EIA) and habitat regulations ensuring they do not bypass critical environmental protections. Evident Flood risk Flexibility Outwith the Plan While they primarily support the LDP MCAs can also be used to respond dynamically to new opportunities that emerge outside the standard 10-year development plan cycle. In these cases the planning authority must still use balanced judgment to weigh the proposal against all relevant national and local policies. We do not see any previously considered planning factors which have changed. The proposed site would still not represent a rounding-off of the settlement boundary or be any less of an incongruous encroachment into the countryside or require less extensive extensions to service locations than it was in 2024.

3. HOUSING NEED ASSESMENT In the Housing Challenge paper of June 2024 a housing need of 24000 units over 10 years was proposed. This was based on an earlier 2021 Housing Needs Demand Analysis (HNDA) report which cited 9039 homes would be required over the following 10 year period (which was somewhat under the then "current average" of around 12000 units actually being built). Local estimates however suggested a greater need of 16964 units over the 10 year period and the Freeport need added another 7300 houses as per below:

10 Year Housing Target	Affordable Market	Total	2021 HNDA Estimate	6462	2577	9039	2024 HNDA Uplift	7923	7923	6462	10500	16962	Green Freeport	616	6657	7273	7078	17157	24235
Actual Units being built	12000	1.	The 2024 uplift in market housing appears to represent the difference between the 8600 households who were then applicants on the housing register and the 2236 who were considered to be in unsuitable housing (6364). The appears to be used as an estimate of additional housing demand with the assumption that a social landlord will step in and build to let. This represents a change in methodology by the council away from demographic projection to more of a needs assessment.	a.	While social landlords currently appear to provide over 21000 homes in the highlands will they step up to the extent envisioned when they have evidently not taken up this slack in the past?.	b.	If an applicant successfully receives social housing what account is taken of the homes then vacated. Presumably not everyone who is on the housing register is living with their parents etc?.	2.	Green freeport assumes the creation of 8										

400 direct jobs in the Inverness and Easter Ross housing market areas. a. The period is over 25 years and includes the life cycle of jobs - for example those involved in initial construction are likely to be temporary. b. The extent to which workers commute to the sites from elsewhere rather than move their families to the Highlands. c. The Highland freeport was originally assessed to provide 25000 jobs later assessed as 11000 and above 8400. The actuality may not match the hype. Summary A target has been set for 24000 houses against a current production rate of 12000. This includes a complete change of methodology and a number of not insignificant assumptions. 4. POTENTIAL MCA SITES A "long list" of 9 potential MCA sites was compiled in Nov 2025 using a variety of criteria with the first being proximity to the likely location of ICFGF jobs was proposed as below (in yellow are the 3 final selections):

Potential MCA Site	Housing Units	Other Proposed Uses	ICFGF Jobs Related?	Difficult to Mitigate Constraints
Alness East	800	Community	Close to Invergordon and Highland Deephaven	Tax Sites
Ardersier East	600	Primary School	site Community Close to Ardersier Port	Tax Site
Embo	30-50	Commutable to Nigg	Tax Site and other east coast ports	Essich Road
400	Close to Inverness	Tax Sites	Partial flood risk	Inverness East
2000	Community	Retail Business	Close to Inverness	Tax Sites
Trunk road network capacity	Strategic local road network capacity	North Kessock West (two sites)	1200	Close to Inverness
Tax Sites	Trunk road network capacity	Tain South and Tain West (five sites)	1140	Community
Commercial	Tourism interest	Commutable to Nigg & Invergordon	Tax Sites	bird interest
Nature conservation sites	(capercaillie bird interest)	Torbreck Farm	Inverness	340
Close to Inverness	Tax Sites	Welltown of Leys	Inverness	1500
1500	Primary School	site Local neighbourhood shop / centre	Close to Inverness	Tax Sites
local road network capacity	School capacity	Our observations are:	1. No decision matrix appears to be mentioned in the Council papers regarding the selection of the 3 sites.	2. It would appear that the Embo was selected not to satisfy ICFGF but to provide housing where tourism has reduced the local availability [ECI/36/25 8.4]. Suggesting then (as is the case above) that these houses should then be taken up by ICFGF workers seems completely contrary to what this MCA is purportedly trying to achieve!.
3. To address the high demand (circa 10000 new jobs/25years) for housing centred on the Deephaven/Nigg corridor no site was selected despite the existence of Alness East with potentially 800 houses and no apparent constraints.	4. This does beg the issue of why out of 8 sites for the ICFGF (excluding Embo) 5 are in Inverness however the number of ICFGF jobs set for Inverness itself must be limited. Road capacity would appear to be a recurring constraint yet the impact of an additional 400/740 etc. cars from Essich Road nor the presence of a single track access road and constrained bridge are noted as a constraint. If we consider further the 5 Inverness Sites:	Inverness Site Comment (7 sites)	Inverness East: 2000	May be subject to East Link for which funding appears to expire in 2027 if not actively progressed. Despite one landowner being unwilling to sell a number of sites appear to be available if the East link is progressed. This site is close to good transport links and services and would appear to us as a #1 choice. (2 sites) North Kessock West: 1200
Already north of Kessock bridge so would reduce drivetimes for the Cromarty Firth area and with short drivetimes to the Harbour and Campus. The village has a community primary school surgery dentist and shopping facilities. Our #2 choice #155 Welltown of Leys: 1500	Although beyond the existing settlement it is adjacent to existing developments alongside General Wade's Road and represent less of a			

strategic expansion than Essich. Uses lesser quality farmland. Better road access including to the A9. Offers a good number of houses. Our #3 choice #116 Essich Road: 400 . Served by a single track road and narrow bridge. Poor transport and active travel links and distant from services. #137 Torbreck Farm: 340 Access to this development would appear to be either dependent on access from the Dores Road or on prior approval/completion of the Essich road development. It represents a very significant extension of the City boundary. We do not understand why this site was suggested separately. Summary A list of 9 sites was compiled with no evidence of any decision matrix to compare. Although the purpose was to sites in proximity to the likely location of ICFGF jobs most were in fact effectively in Inverness where road network capacity is cited as the major constraint. We believe that the core problem is resolving the East link in order to provide better quality sites near the Retail park and alleviate traffic build up at the Inshes roundabout. 5. MASTERPLAN CONSENT AREAS: GREEN FREEPORT The THC document "Masterplan Consent Areas: Potential Sites" dated 13/Nov/25 lists some of the main challenges which is sought from the use of MCA's to support "large projects" with specific mention of Inverness and Cromarty Firth Green Freeport (ICFGF). In particular (para 8.1) the first criterion for MCA site selection is "proximity to where those jobs already are or are likely to be generated". The current job assessment for the Highlands is in the region of 10250 Spread over 25 years and including jobs at different stages in the cycle e.g the building phase for example. Jobs are expected to be in the offshore/renewables sector and primarily related to existing/former fabrication yards or deepwater ports. Planners have highlighted the 2500 young people who leave the area each year and it is also estimated that the ICFGF will encourage locals to stay in the area. A "longlist" of 9 potential MCA sites was made (this included both Essich Road [400 houses] and Essich Farm [340 houses] from which 3 were selected. As Essich Farm is clearly being regarded as a follow on project to Essich Road either the longlist was 8 or the shortlist of 3 was actually 4. The freeport "tax" locations are listed along with approximate (non peak) distance & drivetimes from IN62. The analysis of jobs across the work locations does not appear to have been made available likewise any estimate of job cycle over the 25 year period. It does seem clear however that Inverness (tidal harbour limited space) is unlikely to feature prominently in relation to 10000 jobs. The main tax locations for some 10000 jobs are likely to be in the Deephaven/Invergordon/Nigg corridor or Ardersier. Inverness is a tidal port with limited harbour space. Although it is promoted as the base for training such courses usually last a few days (current longest is 3 weeks). The Inverness Campus is also included as a designated "tax" location presumably as a limited office or research facility so of minor consideration in a scheme of 10000 jobs. We believe that this site has already been considered by planning is discussion on "preferred sites" above and in the Planning Departments own words as "too distant from existing services facilities and major employment destinations". For a "Green" Freeport with the justification that it should be aiming to be net zero does not sit comfortably with the housing site being proposed. Surely a 'green' freeport needs to have 'green' housing and lifestyles associated with it if we are to meet are net zero targets. Summary This MCA site chosen by The Highland Council lies to the extreme south west of the City – so access to the Kessock bridge (Deephaven/Nigg) or A96 (Ardersier) will require to be either via the town centre or the Southern Distributor. A location on the Deephaven/Invergordon corridor in proximity to

the Cromarty Firth jobs or on the East side of Inverness for proximity to Ardersier would seem appropriate for Freeport jobs. A location on the West of the city simply does not fulfil the first “proximity” criteria and we believe is fundamentally the wrong location for Freeport consideration.

ICFGF Site Distance (Miles) Drivetime (mins) Inverness Harbour 5 18 Inverness Campus 5 15 Ardersier Port 16 32 Highland Deephaven 22 36 Nigg 39 56 Invergordon 28 42

We consider that the MCA is being used to try to implement a short term fix to a long term problem. Effort should be focused on a strategic approach which delivers the long term vision. The Council have acknowledged “Currently we’ve got a lot of allocated land which is better than Essich Road but can’t be brought forward”. ([Redacted – personal information] planning meeting 19/1/26)

6. IN62 – EXTENT AND BOUNDARY LINE

The site proposed by IN62 suggests 2 fields are being proposed. A Call for Sites was run in the first half of 2025. The results of that exercise for the SW area of Inverness is shown. This includes not only the 2 fields suggested by IN62 [25Ha] and #116 on the map but also but adjoining fields #137 totalling approx. 33Ha so about 58Ha in total. Indeed the 2026 marketing proposal by Bracewell/Tulloch for area 116 quotes “Crucially it also creates opportunities for a future connections through neighbouring landholdings”. In addition the request noted in 1.d above to join the existing Knocknagael INS18 with IN62 could promote development on the adjoining Balrobert farm fields on the south of the Essich road. The effect of this would be to:

- Open up a major extension of the City edge by over a kilometer up the Essich Road and 0.7Km beyond the existing IN52/IN23 house line in the Ness Castle Development (the closer IN61 is now a non-preferred development).
- As is noted in 1.e above There is no need for either IN62 or this larger site as depicted to be allocated for housing at this time
- This location would not present a “rounding-off” of the settlement boundary but would appear as an incongruous encroachment into the countryside with no defensible boundaries to the south.
- It’s out of settlement location would require far more expensive extensions to the appropriate service connections and longer probably less sustainable car borne travel to local facilities and major employment destinations
- It is of a scale that would take strategic growth of the city in a new unsustainable direction
- Coming down the Essich Road is presents an outstanding entry vista to the City. Would have an unacceptable adverse impact on the setting and character of the city as well as resulting in the loss of publicly accessible green space.

Summary Progressing site IN62 would immediately lead to all the issues already identified by planning including extending the City edge into the countryside without any rounding off and setting development in an unsustainable direction.

Further it would almost certainly set off a second round of development (#137 on map) which would massively extend the City boundary up the hillside significantly worsen the position just described.

7. GATEWAY/CIVIC IDENTITY

The character of the City is often decided by that first glimpse coming over the hill – the sense of homecoming when coming over Drumossie Muir on a return up the A9 will be well known to us all. That sense is created not only by the vista of the City laid below us and framed by the Bridge and Black Isle beyond but by the fields and forests which separate us as we transition down from rural to City. Similarly the vista descending down Essich Road popular with tourists and cyclists presents an impressive picture – the City laid at the foot of the hill with the bridge Black Isle and Firth beyond. As a gateway we currently transition from rural to town as we move down the hill into the town. This planning proposal

will place houses up as far as Balrobert Farm road-end so the first sight of the City will be like coming out of a tunnel straight into urban sprawl. This for a city that has already been identified in the past by the Sunday Times as “a contender to be shamed as the country’s most dismal city (inaugural UK Carbuncle awards) as it was singled out for it’s “monstrous” city centre design and “mushrooming urban sprawl”. 8. CURRENT PLANNING POLICY As demonstrated as recently as June 2024 this site was comprehensively dismissed as a potential housing site and not included in the local plan. After reviewing the draft 2028 HLDP and fully approved LTS we have not found any evidence that overall planning policy has changed. MCA’s still require sites to align with the National Planning Framework (NPF4) which was introduced in 2023 and the LDP. In particular The 2023 framework places “liveable places” at the heart of planning aiming to improve health wellbeing and quality of life through better-designed more sustainable communities. Key aspects of this “Liveability Challenge” are: The 2024 Plan (Places para 163 and associated City Spatial Strategy Map) considered development priorities sustainable places supported by good facilities services and employment opportunities that are easily accessible: 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. The proposal for Essich road would not appear to conform to this vision. The considerations of MCA should never come at the expense of the wider requirements of the National Planning Framework or the longstanding principles of sustainable well-connected development of which liveability transport net-zero alignment and social impacts go right to the heart of those concerns. Liveability Challenge Evidence 20 minute neighbourhoods: Access Daily needs within 20min roundtrip As evidenced elsewhere Essich Road has no services at all within a 20 minute walk (never mind a 20 minute round trip). The retail park is on the East side necessitating a distributor road drive. Compact urban growth: Prioritizes the reuse of vacant and derelict land over urban expansion Uses good quality agricultural land Grade 3.2. Whilst not “prime” it is nevertheless productive agricultural land with a recent history of grain and potato production. Health and Wellbeing: Addresses the direct link between environment and health aiming to reduce inequalities Whilst environmentally positive the out of settlement location with poor public transport links will lead to a car centric development. Those without cars will likely find themselves socially excluded. Rural Revitalisation: Promoting sustainable development The site has already been declined by planning as:

- Of a scale that would take strategic growth of the city in a new unsustainable direction.
- Too distant from existing services facilities and major employment destinations.

Climate & Nature Focus: "Liveable" is intrinsically tied to "sustainable with a push for nature-rich, climate-resilient designs that can adapt to challenges like flood risks and increased temperatures. The site carries significant flood risks. Summary MCA’s continue to rely on NPF4 principles and priorities. Even if a solution is found for the single track access road/no pavement issue, the Torbreck Site (IN62) will still be left with poor liveability, being in a location a considerable distance from shopping/health/work, poorly served by public transport, car centric and with poor active travel connections and does not align with NPF4’s liveability and sustainability principles. Biodiversity of Essich This is an area of important biodiversity included protected species. The Essich Burn is a major wildlife corridor. The fields proposed to be developed are home to Roe deer, badgers and bird life All wildlife residents will be threatened

as their habitat continues to be destroyed, pushing them further away. The development will risk losing these species from the area at a time of loss of biodiversity. Biodiversity loss is a threat to National security- Government intelligence leaders warning A report “global Biodiversity Loss, Ecosystem Collapse and National Security” (Jan 2026) said that the “severe degradation or collapse” of ecosystems presented a series of risks including food shortages and price rises. If ecosystems collapse the UK food supplies would be at particular risk “without significant increases” in the domestic food system and less reliance on imports. The collapse of global ecosystems poses a high risk to the UK’s national security and prosperity.

https://assets.publishing.service.gov.uk/media/696e0eae719d837d69afc7de/National_security_assessment_-_global_biodiversity_loss__ecosystem_collapse_and_national_security.pdf

The development at Essich will degrade the biodiversity of the area, threaten protected species and loose important farmland. Instead, we should be planning how best to use the farmland for the growing of food for the Inverness population, whilst protecting and enhancing the current ecosystem. Biodiversity duty Highland council has a duty under the following areas amongst others:-

- actions to benefit biodiversity directly or achieve wider outcomes for nature and people. ▪
- Mainstreaming Biodiversity ▪ Nature based solutions and climate change – ▪ Public Engagement and workforce development – including education and engaging with communities, young people and the public. ▪ Research and monitoring Current list of wildlife in the area (there will be more but these listed are known to live here) Mammals (Schedule protection relates to Habitat Regulations 1994) Most of these are daily sightings either all year or seasonal for migrating visitors. Mammal Scientific name Legal Protection At risk list Bat pipistrelle Schedule 2 European protected species ?UK BAP Priority Terrestrial Mammal Species (2007) Pine Marten Martes marten Schedule 3 European protected species UK BAP Priority Terrestrial Mammal Species (2007) Badger Both badgers and their setts are protected Protection of Badgers Act 1992 as amended by the Wildlife and Natural Environment (Scotland) Act 2011 Red Squirrel Red squirrels and their dreys (resting places) receive full protection under Schedules 5 and 6 Wildlife and countryside act 1981 UK BAP Priority Terrestrial Mammal Species (2007) Roe Deer Brown Hare (In development field) Wildlife and Natural Environment (Scotland) Act 2011 UK BAP Priority Terrestrial Mammal Species (2007) Otter Lutra lutra Schedule 2: European protected species UK BAP Priority Terrestrial Mammal Species (2007) Hedgehogs UK BAP Priority Terrestrial Mammal Species (2007) Field Mouse Apodemus sylvaticus Bank vole Myodes glareolus Field vole Microtus agrestis Despite not being legally protected they are considered highly important for the eco system, particularly in the highlands as a primary food source for predators like pine martens and birds of prey Fox Vulpes vulpes UK Biodiversity Action Plan Priority Terrestrial Mammal Species This plan names 18 species. At minimum 4 of these live in this area, ie 22 but possibly 5 of the named at risk species-30% of species on the UK biodiversity plan live in this area. If you take each species alone, a developer can suggest that they won’t have an impact but if you look at the bigger picture, this is a very important biodiversity hotspot and it is under a real and significant threat if this development is allowed to go ahead. These animals do not just visit the area but live in the area. Pine Martens, squirrels and badgers are here every day or night. Birds O Daily sightings, some seasonal due to migration:- Skylark ; Birds of concern Red list NESTING IN DEVELOPMENT FIELD House martin Birds of concern Red list feed

over the field Dunnock Birds of Concern Amber list Wren Birds of Concern Amber list Bullfinch Birds of Concern Amber list Greylag geese Birds of Concern Amber list Wood pigeon Birds of Concern Amber list Songthrush Birds of Concern Amber list Dipper Birds of Concern Amber list Moorhen Birds of Concern Amber list Mallard Birds of Concern Amber list Sparrow hawk Birds of Concern Amber list Barn Owl WCA 1981 Schedule 1 protection Red Kite WCA 1981 Schedule 1 protection Gold crest Swallows feed over the field Long tailed tit Greater spotted wood pecker Great tit blue tit coal tit house sparrow Robin Crow Blackbird Goldfinch Siskin Herons Kingfisher Buzzard Amphibians Daily sightings (seasonal) Smooth Newt Frogs Common Toad UK BAP Priority Herptile Species (2007)

Evidence:- 1) Badgers Protected species; The development fields are a BADGER FORAGING HABITAT. There are large sets East of Essich Road, there is also at least one sett as well as badger runs on the upper bank of Essich burn on the edge of the field, which is also earmarked for future development. The badgers visit the fields nightly to forage, then continue into the adjacent gardens. They then make their way back up the Holm Burn crossing the road a second time. The development will destroy their foraging habitat. It will also put them at high risk on the roads which would have high level traffic with the increase in cars from the development and the battery storage scheme. Other Badgers live in the Dell adjacent to the south proposed development field. Badger descending off Essich Road at the Holm Burn Bridge. Nightly riverbank forage Badger leaving garden into proposed development field 23/2/26 2) Pine Martens Live here and visit every night. Rely on woodland for their habitat therefore no trees should be felled in this area. 3) Red Squirrel Daily visitors, endangered crossing the road. 4) Moorhen Chick Evidence of nesting Moorhens in the area 5) Swallows and house Martins Every summer the swallows come to nest here and feed on the insects in the field. Their numbers are decreasing because of factors including:-

- Habitat Loss and Agricultural Changes: The conversion of traditional, small-scale, or pasture-based farming to modern, intensive, or industrial agriculture has reduced suitable foraging areas. Threat of Historical and Environmental Destruction Dry Stone Walls Dry stone walls on either side of Essich Road are an asset to the area. They are a beautiful part of the landscape and have been there for more than 100 years. None of the residents in the area want to lose these. It would be a tragic loss of the heritage of the area and a loss of the rural character and landscape. The character of the area would be destroyed. They also provide a habitat for insects and birds enhancing biodiversity. The dry stone wall also holds the plaque for where the Boarstone was moved from. Historic environment Scotland have in their written literature:- “Dry stone walls, or drystone dykes as known in Scotland, are an integral part of the built heritage and landscape of Scotland. They perform several functions, such as to delineate boundaries, to corral livestock and to provide shelter for wildlife. “ <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=691877c6-bed8-4803-bdd1-a59500bb2828> Summary, but NOT OUR FINAL WORDS.....

The fields that are being proposed for this housing development contain abundant evidence of daily/nightly visits from a variety of wildlife, the banks and woodland of Essich Burn being home and hunting ground to many birds and mammals. This development will also impact the wildlife living on and using the path/corridor of Big Burn, the massive increase in traffic will cut off the corridor and wipe out badgers, deer, red squirrels and other wildlife that tries to cross the road to continue its way along Big burn and

the surrounding woodland, not to mention the pollution from hundreds of extra cars using Essich Road. If this development is allowed to go ahead we will lose an abundance of wildlife that is essential to our ecosystem, as well as irreplaceable high quality agricultural land that has been used for centuries to grow food crops. We are living in a world where biodiversity is being deliberately sacrificed in the name of 'progress', and food security is not secure! We rely too heavily on importing food in a world that is getting hotter and there are mass crop failures globally causing high prices for us, and famine for many others. We need to keep our agricultural land for food production, not for more tarmac, houses and traffic. If we look after the land, it will look after us.

Submission number

S-64-1

Consultee number

1403876

Organisation

N/A

Date

13/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Poor road safety in Essich 'village' due to single track access and traffic increases 2. Lack of safe walking and cycling routes along Essich Road 3. Loss of productive agricultural land and farming activity This will be my child's commute to high school and it would be unsafe with more houses meaning more road users

Submission number

S-63-1

Consultee number

1403877

Organisation

N/A

Date

13/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Negative impact on wildlife habitats and wildlife corridors 2. Lack of safe walking and cycling routes along Essich Road 3.

Increased traffic congestion at Essich roundabout and on southern distributor I feel strongly that this development should not go ahead. I have two young children who cycle and walk to school from Holm Dell and extra traffic will make their journey unsafe. We regularly cycle along Torbreck and see an abundance of wildlife. This morning I cycled along Torbreck to work and the road was flooded in places due to the heavy rain. I do not feel that this is the right area for such a development due to all the reasons listed above.

Submission number

S-62-1

Consultee number

1403658

Organisation

N/A

Date

11/03/2026

Comments

Dear Sir or Madam, I write to lodge a formal objection to the proposed designation of a Masterplan Consent Area (MCA) at Essich Road, Inverness. This letter is submitted ahead of the Highland Council's consultation deadline of 31 March 2026 and requests that the Council record these representations as part of its formal consideration of the scheme. My objection is founded on six distinct grounds: conflict with the adopted spatial strategy; unlawful use of the MCA mechanism; unjustified loss of prime agricultural land; unresolved road safety and transport constraints; downstream flood risk; and inadequate affordable housing provision relative to the exceptional justification being relied upon. Each ground is set out in full below.

1. Conflict with the Adopted Spatial Strategy The Inner Moray Firth Local Development Plan 2 (IMFLDP2), read alongside National Planning Framework 4 (NPF4), establishes a clear spatial growth framework for Inverness. Strategic housing and economic expansion is directed toward the A96 Inverness-to-Nairn Growth Corridor — encompassing Tornagrain, Inverness Airport Business Park, and associated infrastructure-coordinated allocations. Essich Road is not identified as a strategic housing allocation in the adopted plan. Advancing development in a non-allocated location through a streamlined MCA undermines the integrity of the plan-led system. Scotland's planning legislation is explicit: decisions must be made in accordance with the development plan unless material considerations indicate otherwise. No such overriding material consideration has been demonstrated here. Moreover, the A96 corridor growth areas already offer infrastructure-coordinated, plan-allocated land capable of meeting housing need. If delivery is to be accelerated, priority should be given to sites already identified through the statutory planning process — not to a site that has been assessed and rejected by the Council on multiple previous occasions.

2. Misuse of the MCA Process: Repeated Refusals and Planning History Planning proposals for the Essich Road site have previously been brought forward and rejected by the Council on more than one occasion, with those refusals reflecting substantive concerns about road capacity, flood risk, the absence of adequate infrastructure, and the site's incompatibility with development plan policy. The MCA mechanism exists to support planned, authority-led development in locations the Council wishes to see come forward. It is not a vehicle for circumventing refusal decisions and re-presenting previously rejected proposals in an accelerated form. To use an MCA to bring forward a scheme that has twice failed to secure planning permission — without addressing the underlying reasons for refusal — is a procedural misuse of the mechanism and contrary to its intended purpose. The Scottish Government's January 2025 MCA Guidance is clear that MCA schemes must have regard to the development plan and that decisions should be made in accordance with it. It cannot be appropriate to use a

streamlined consenting route to override substantive policy objections that have previously been upheld. I formally request that the Council provide a detailed explanation of what material change of circumstances has occurred since the most recent refusal that would now justify progressing this proposal.

3. Road Safety and Transport Infrastructure Constraints Essich Road is, in substantial part, a single-track rural road that is demonstrably inadequate to accommodate the volume of traffic generated by 400 new dwellings. The concerns raised by local residents at the public consultation events of February 2026 are directly material to this planning assessment and deserve detailed response, not mere acknowledgement. The following specific road safety concerns must be addressed before any designation proceeds:

- Essich Road is a well-used cycling and active travel route. Materially increased vehicle movements on a single-track road without segregated cycling infrastructure would create demonstrable danger for cyclists and pedestrians.

- Farmers with land holdings adjacent to the proposed site use the road for agricultural vehicle access. No assessment of conflict between heavy agricultural vehicles and residential traffic has been produced.
- Residents immediately adjoining the proposed site have raised specific concerns about being unable to access or exit their own driveways in the event of development proceeding. This is a direct impact on existing property rights that has not been addressed.
- The proposed development does not align with the transport infrastructure investment priorities for Inverness, which are focused on the east corridor serving the Inverness and Cromarty Firth Green Freeport — not the southern Essich Road corridor. NPF4 and IMFLDP2 both embed an infrastructure-first principle. Where development is proposed ahead of transport infrastructure delivery, it must be demonstrated that either the necessary infrastructure can be funded and delivered concurrently, or that the development itself can operate safely without it. Neither has been demonstrated for this site.

4. Unjustified Loss of Prime Agricultural Land NPF4 Policy 5 (Soils) establishes that prime agricultural land must be protected and that development on such land should only be permitted where it is essential and where no reasonable alternative exists. The Essich Road site comprises productive agricultural land. No evidence has been provided to demonstrate:

- That development at this specific location is essential rather than merely convenient;
- That reasonable alternatives — particularly within plan-allocated growth areas — are unavailable or incapable of meeting housing need;
- That the permanent loss of productive farmland serves the long-term food security, climate resilience, and sustainable land management objectives set out in national policy. Local farmers who work land adjacent to the proposed site have expressed serious concerns about the impact of development on their livelihoods and operations. Their interests, and the wider public interest in protecting agricultural land, have not been given adequate weight in the consultation materials.

5. Downstream Flood Risk — Torbreck Road and Surrounding Properties Properties on Torbreck Road — which lies downhill from the proposed MCA site — have experienced flooding in recent years. The topographical relationship between the Essich Road site and these properties creates a direct and credible risk that increased hard surfacing and altered surface water runoff patterns would exacerbate existing flooding events. NPF4 Policy 22 (Flood Risk and Water Management) requires that development must not increase flood risk elsewhere, that a precautionary approach must be applied, and that surface water modelling must incorporate climate change

projections and cumulative impacts. Prior to any MCA designation proceeding, the Council must demonstrate that all of the following have been completed and published: • A fully independent Flood Risk Assessment, covering both fluvial and surface water pathways; •

Detailed surface water and catchment modelling incorporating the specific topography of the Essich Road corridor and its relationship to the Torbreck Road catchment; • Climate change uplift factors applied to all rainfall scenarios in accordance with current SEPA guidance; •

Assessment of cumulative downstream impacts, accounting for existing development and planned growth in adjacent areas; • Confirmation that the assessment has been reviewed and accepted by SEPA. Without transparent publication of this evidence, proceeding with the MCA designation would be premature, procedurally unsound, and potentially contrary to national flood policy. It would also place the Council at legal risk in the event of flooding affecting downstream properties after consent is granted. 6. Lack of Transparency Regarding Land Control and Developer Involvement The Council's consultation materials identify Tulloch Homes Ltd as the prospective developer for the Essich Road site. However, no publicly available documentation clarifies the nature or basis of that involvement. In particular, it is not clear whether Tulloch Homes: •

Owns the land outright; • Holds an option agreement or other form of contractual control; • Has been formally selected by the Council through a competitive or transparent process; or • Has entered into any form of financial or commercial arrangement with the Council in connection with this proposal. The MCA mechanism is intended to be authority-led. Where a private developer has been identified at the consultation stage — before a scheme has been made — the Council must explain the basis for that identification and demonstrate that no undue commercial advantage is being conferred. The absence of this information undermines public confidence in the process and may constitute a procedural irregularity. I formally request that the Council publish full details of current land ownership, any option or contractual arrangements, and the process by which Tulloch Homes was identified as the prospective developer. 7. Housing Emergency Justification and Affordable Housing Provision It is understood that the proposal is being advanced, in part, on the basis of Highland Council's declared housing emergency and the need to deliver 24,000 new homes across the region over the next decade. I do not dispute the existence of a housing challenge. However, reliance on emergency justification must be accompanied by enhanced public benefit — not simply an application of the standard policy minimum. The proposal currently intends to deliver approximately 35% affordable housing — the minimum required under IMFLDP2 policy. If MCA designation is to be justified as an exceptional, accelerated response to a housing emergency, delivering only the policy minimum does not demonstrate the enhanced public benefit that exceptional process justifies. If this site is to be progressed, the Council should require, as a binding condition of any MCA scheme: • An affordable housing percentage meaningfully above the 35% minimum — with specific regard to the needs of young families and lower-income households in Inverness; • A clear, binding and publicly accountable tenure breakdown across social rent, mid-market rent, and shared equity; • A delivery programme ensuring affordable homes are built concurrently with, not after, market housing; • A mechanism for the Council to recover costs of MCA preparation, as provided for under Regulation 4A of the amended Fees Regulations 2024. Without these commitments,

the public interest justification for MCA designation is materially weakened, and the scheme risks using an accelerated consent route to deliver primarily private-market housing on unallocated land. Conclusion and Requests For the reasons set out above, I formally object to the proposed Masterplan Consent Area designation at Essich Road and request that the Highland Council: •

Reject or suspend the MCA proposal at this stage; • Provide a published explanation of why the previous planning refusals for this site no longer carry material weight; • Commission and publish an independent Flood Risk Assessment and transport capacity assessment before any further consultation; • Clarify in full the land ownership position and the basis of Tulloch Homes' involvement; • Confirm whether a formal Environmental Impact Assessment screening has been completed under the MCA Scheme (EIA) (Scotland) Regulations 2024; • Direct growth toward plan-allocated, infrastructure-ready sites in the A96 growth corridor in the first instance. I note that the Council's MCA Statement of May 2024 acknowledged that the MCA regulations were not yet in force at that time and that the Council had not yet fully identified or assessed potential locations" for MCA schemes. Given this acknowledgement the speed with which the Essich Road proposal has been brought forward raises legitimate questions about the rigour of that assessment and whether due process has been followed. I reserve the right to submit further representations as additional information is made available and to seek legal advice should the Council proceed without adequately addressing the concerns raised in this letter. "

Submission number

S-61-1

Consultee number

1403565

Organisation

N/A

Date

10/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Lack of safe walking and cycling routes along Essich Road 3. Poor road safety in Essich 'village' due to single track access and traffic increases The lack of meaningful community engagement in relation to this proposal is extremely concerning. In addition, the scale of housing being proposed without clear and adequate supporting infrastructure is wholly unacceptable. Development of this size should be accompanied by appropriate infrastructure planning, which does not appear to have been adequately addressed. The distributor road in this area is already extremely busy and presents a significant safety risk for pedestrians, particularly children travelling to and from school. Even with the existing traffic lights in place, the crossing is dangerous. I have personally experienced near misses while crossing with my young children, where vehicles have failed to stop at red lights. Increasing traffic volumes as a result of this development will inevitably exacerbate these risks and further compromise pedestrian safety. Furthermore, the proposal would have a significant adverse impact on the surrounding landscape, which is a valued feature of the local area. The cumulative impact of increased housing, traffic generation, and loss of landscape character raises serious concerns about the suitability of this development in its current form.

Submission number

S-60-1

Consultee number

1403566

Organisation

N/A

Date

10/03/2026

Comments

I wish to object strongly to the proposed mass housing development at Essich Rd. It is neither needed not desired and is wrong for so many reasons. Essich is an area of beautiful countryside [redacted – address details] , diverse wildlife, rich farmland, lovely environment and habitat for

birds and creatures as well as people. It is an area where people go to enjoy nature and fresh air, to walk, cycle, take exercise and more. We don't need another vast area of mass housing that people who live here can't afford. At any one time there are hundreds, if not thousands, of houses for sale in the market. How about developers refurbishing town centre empty shops and buildings for housing instead. It might regenerate the town centre.

Submission number

S-59-1

Consultee number

1403567

Organisation

N/A

Date

10/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Development located far from schools, shops, healthcare and employment 2. Unsustainable location leading to excessive car dependent travel 3. Increased traffic congestion at Essich roundabout and on southern distributor There isn't enough space in the schools, the IRA is already overflowing it won't manage another 400 houses (im a student in the school its awful in there because there's too many people there's nowhere to study that's quiet)

Submission number

S-58-1

Consultee number

1403568

Organisation

N/A

Date

10/03/2026

Comments

The three issues with this development that are of most concern to me are: 1. Lack of safe walking and cycling routes along Essich Road 2. Loss of productive agricultural land and farming activity 3. Adverse impact on landscape character and city gateway views Holm dell is a nice area that's just on the outside of Inverness to the left you have Inverness to the right all the hills you could want why would you ruin that

Submission number

S-57-1

Consultee numberN/A **Organisation**

N/A

Date

10/03/2026

Comments

This area of Inverness currently lacks adequate local amenities, including retail outlets, supermarkets, and food services such as takeaways, restaurants, and pubs. The addition of further housing is likely to place increased pressure on the limited facilities that do exist. Both Tesco and Asda already experience difficulties maintaining stock levels due to the small size of the stores and the significant amount of new housing that has already been developed in the

vicinity. On this side of the city, there are no takeaways, restaurants or even a small corner shop within walking distance, resulting in a greater reliance on travel for basic services. In addition, the proposed development would result in the loss of existing green spaces, further reducing the limited options available for safe dog walking or off-leash areas. At present, there are very few suitable and accessible outdoor spaces for this purpose. It would be beneficial for the development to incorporate dedicated, accessible, and cost-free green space that supports responsible dog walking and retains recreational value for the community.

N/A

Submission number

S-56-1

Consultee number

1402663

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Isolation of those in affordable housing with no car 3. Poor road safety in Essich 'village' due to single track access and traffic increases This area was dismissed in 2024 no explanation of why or what changed

Submission number

S-55-1

Consultee number

1402664

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Insufficient community engagement in site selection and planning 3. Negative impact on wildlife habitats and wildlife corridors No consultation, local schools already too full, gps already struggling with capacity, beautiful area spoiled

Submission number

S-54-1

Consultee number

1402665

Organisation

Highland Council

Date 09/03/2026**Comments**

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Unsustainable location leading to excessive car dependent travel 2. Loss of productive agricultural land and farming activity 3. Isolation of

those in affordable housing with no car As per 2024 city master plan, this is now a total turnaround from this and the stated points of unsuitability by Highland Council planners.appears to be really badly thought out everything is unsuitable a a large development

Submission number

S-53-1

Consultee number

1402666

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased risk of flooding to nearby properties and roads 2. Negative impact on wildlife habitats and wildlife corridors 3. Poor road safety in Essich 'village' due to single track access and traffic increases There have been a lot of new build homes in the area but very little community amenities to go along side this. Lots of the Holm area has changed landscape over the last few years and it has lost the feel of being close to country side. This was what made the area so appealing to many of the residents.

Submission number

S-52-1

Consultee number

1402668

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Loss of productive agricultural land and farming activity 3. Lack of safe walking and cycling routes along Essich Road

Submission number

S-51-1

Consultee number

1402669

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Adverse impact on landscape character and city gateway views 2. Development located far from schools, shops, healthcare and employment 3. Increased risk of flooding to nearby properties and roads I grew up in Lochardil and watched as bit by bit the countryside disappeared. Like most developments Highland Council approve

there is no thought given to the impact on the local community, doctors, hospitals, schools, jobs, etc etc. You HAVE to stop somewhere! Is is UNSUSTAINABLE. Please see sense for once.

Submission number

S-50-1

Consultee number

1402668

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Loss of productive agricultural land and farming activity 3. Lack of safe walking and cycling routes along Essich Road

Submission number

S-49-1

Consultee number

1402670

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Lack of safe walking and cycling routes along Essich Road I don't believe building a housing scheme in this location is at all right as the infrastructure for living, like traffic, roads, pavements is at all up to the job of supporting such a build. Not to mention, schools in the area are beyond capacity.

Submission number

S-48-1

Consultee number

1402671

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Insufficient community engagement in site selection and planning 2. Increased traffic congestion at Essich roundabout and on southern distributor 3. Adverse impact on landscape character and city gateway views I think it is very concerning that the local area have not been totally been updated what is happening and that contractor can go ahead with these sorts of projects very low key. I personally don't feel

Inverness has the infrastructure for another 400 houses due to poor road network, lack of schooling facilities and a hospital that is struggling at the moment without population of Inverness rising. Think more money and planning should be going into these issues rather than more housing in the area.

Submission number

S-47-1

Consultee number

1402672

Organisation

N/A

Date

09/03/2026

Comments

I am writing to comment on the proposed Essich Road development by Tulloch Homes, which is currently being developed as a Masterplan Consent Area. The three issues with this development that are of most concern to me are: 1. Increased traffic congestion at Essich roundabout and on southern distributor 2. Poor road safety in Essich 'village' due to single track access and traffic increases 3. Negative impact on wildlife habitats and wildlife corridors Damage to or removal of the historic dry stone wall running along Essich Road, which includes an ancient borer stone plaque set within it. This wall is an important historic boundary feature that contributes significantly to the character, heritage, and landscape of the area, and the presence of the borer stone plaque suggests particular historical significance relating to historic land use or ownership. The introduction of a Masterplan Consent Area risks enabling works such as road widening, access creation, or infrastructure installation without sufficient site-specific scrutiny, which could lead to irreversible damage or loss of this heritage feature.

Submission number

S-46-1

Consultee number

1402627

Organisation

N/A

Date

09/03/2026

Comments

To whom it may concern I would like to express my objections to the proposal for the development in the Essich area. This constant building on green land has to stop. The area is already very congested with traffic and more and more housing being built. The existing roads, specifically the Distributor road and the roundabouts, are choked at many points of the day. The Essich roundabout struggles to cope at times and it certainly does not need another 400 plus cars being pushed onto it. The schools are capacity and the hospital cannot cope as it is without bringing more people into the area. We need to protect and preserve our green spaces, and yes I appreciate we need housing but there must be better ways than slapping them onto any available space. We need proper infrastructure and forward planning for the town. If more housing is being built I suspect a large proportion is not going to locals, but from people south of the border wanting to escape. To sustain this influx we need more GP's, an expansion or new hospital. More primary schools which will have to be staffed and the Royal Academy will not be able to cope so that will necessitate a new secondary school. I feel more houses should not be allowed to be built on a large scale anywhere in highland until these fundamental issues are addressed. Thank you for your consideration

Submission number

S-45-1

Consultee number

1402628

Organisation

N/A

Date

09/03/2026

Comments

I am writing to object to above development. Unless, the issues it raises are taken seriously AND dealt with, there is no way it should go ahead. - Access is going to be a major issue. - Traffic congestion will increase to unacceptable levels. - There are not enough facilities to cope (schools, doctors, dentists). - This is productive agricultural land. - Natural animal habitat is going to be destroyed. - Flooding. The list is endless.

Submission number

S-44-1

Consultee number

1402629

Organisation

N/A

Date

09/03/2026

Comments

Dear Sir, As a local resident, I wish to register my objection to the proposed 400 home development at Essich Road. There are, of course, the objections which frequently surface when yet another development is proposed - lack of facilities, medical cover, retail outlets, schools, environmental issues - and I would support these. However I particularly want here to highlight the traffic implications of dumping 400 houses in this particular location. It's difficult to envisage any means of access and egress which doesn't involve the SDR, and in particular the Essich Roundabout. In general terms, the entire SDR, and to an extent the West Link, are already obsolescent and unable to cope with traffic volumes at certain times of the day, and one root

cause of this is already excessive development along its length. However the Essich Roundabout is one of the worst parts of that road and already suffers extensive tailbacks well down Holm Hill and back to Inverness Royal Academy at peak times. The possible implications of traffic from 400 new homes in the immediate area are therefore extremely serious and sufficient alone to justify refusal of this proposal.

Submission number

S-43-1

Consultee number

1402630

Organisation

N/A

Date

09/03/2026

Comments

Please register my opposition to the proposed 400 property development at Essich Road. This is really not an appropriate location for such a massive urban construction.

Submission number

S-42-1

Consultee number

N/A

Organisation

N/A

Date

07/03/2026

Comments

This should absolutely not go ahead. Apart from the destruction of an area of agricultural land and the natural environment around it, there is not the infrastructure to support this development. Highland Council seems determined to destroy the quality of life that made Inverness an attractive place to live and work, by destroying its rural surroundings without adequately updating and improving the infrastructure to support the increased population.

N/A

Submission number

S-41-1

Consultee number

1402039

Organisation

N/A

Date

02/03/2026

Comments

With reference to the proposed development at Essich Road, Inverness. I have attached a video showing a snapshot of the degree of flooding I have experienced recently. I have been flooded several times over the last few years with the flood water coming from the burns/streams which border the land with is currently under consideration for housing. The flooding affects myself and several other homes in the area, [redacted – address details]. The flooding is a major concern in this area and I would hope this issue would be thoroughly investigated before any future development is considered. I am also concerned about the significant increase in traffic a new development would create in the area and at the Essich roundabout. The Essich Road is mainly single track and is a popular cycling and walking route, how would this be managed with the addition of many hundreds of houses and even more cars? The distance from schools and

services is also concerning and could mean that those living there would be very car dependent. The Essich Road land is prime agricultural land and is home to many species of wildlife, the loss of this of land would have serious impact on the wildlife and the wider community.

Submission number

S-40-1

Consultee numberN/A **Organisation**

N/A

Date

28/02/2026

Comments

I visited the consultation at the Culduthel Christian Centre and would like to contribute the following comments. Whilst understanding the concept of the Masterplan Consent Area, I was intrigued to understand why this particular location had been identified as a potential MCA. Unfortunately, the Highland Council representatives were unable to answer this. My particular concerns are:

1. Communications. It has been identified that additional vehicular access to the MCA will be required. Considering the projected increase in road traffic, I can assume that in addition to the creation of new access points to the site, each of the existing road 'B' roads bordering the site will need significant improvements impacting on existing properties. Additionally, I assume that the existing junction with the already congested A8082 will need to be upgraded.
2. Topology. The site seems to encompass an undulating area of land with some 40 metres of incline over an area approx 500m². This would seem a less than ideal location for the projected number of homes. This again makes me curious as to why this site has been identified.
3. Drainage. The NW extent of this area has been known to collect surface water, and it is thought that an existing drainage channel at Torbreck was re-directed into the adjacent area of wetland. I am concerned about the prospects of flooding as a result of surface water from the site irrespective of the adoption of SUD's. This presents a risk to not only new but also existing properties. Global warming will only increase this risk.

3. Community facilities. There will be a lack of local amenities for these additional properties. Most people are likely to drive to the

Holm Tesco adding to traffic congestion. Play facilities in recent housing developments are poorly provisioned and I would expect that trend to continue. It should be noted that there are no GP Services available in this locality. 4. Primary School provision. I am informed that Ness Castle Primary is full to capacity and would need to be extended. This school is accessed by a single access road into the Ness Castle development and parents are already parking in nearby roads to deliver and collect pupils. Despite any amount of creative initiatives, pupils WILL continue to be driven to and from the school causing increased congestion and the current access arrangements will not support this increase in traffic.

N/A

Submission number

S-39-1

Consultee number

N/A **Organisation**

N/A

Date

24/02/2026

Comments

Dear Councillors, I'm writing regarding the proposed housing development in the Torbreck Fields on the Essich Road south of Inverness. [Redacted – address details – expresses concern over flood, landslide and erosion risk to neighboring land should development proceed] I'm also opposed to the above development on the grounds that it would further diminish the habitat for wildlife, like deer, red squirrels, badgers and owls, who have already lost much of their habitat due to the extensive built-over of the Ness Castle Estate, the housing development at the corner of Torbreck Road and Essich Road, the Essich Gardens Estate and the city's expansion beyond. With green spaces rapidly disappearing, whilst the human population is increasing at an unsustainable rate, we are all going to suffer from the impact this has on the environment around Inverness. People are forced to travel further and further into the countryside for recreation, leading to more traffic and pollution. Furthermore, there is a lack of infrastructure in this area. Already, Cairn Medical Practice is oversubscribed and had to reset its boundaries, as it can no longer cope with the influx of new patients. Over the past decades, Inverness has seen

an unsustainable population growth, with many of the incomers arriving from out-with the Highlands, making the argument for the need of local housing questionable. As the site (Torbreck Fields) was dismissed by the Council in 2024 as unsuitable for a major housing project, I'm wondering what has been going on behind the scene to suddenly fast track the proposed development.

Submission number

S-37-1

Consultee numberN/A **Organisation**

N/A

Date

23/02/2026

Comments

Before any more of these cookie-cutter houses go up, the council needs to invest in the infrastructure of our city. Schools, GPs, green spaces, third spaces and proper shops is what we need instead of grey house after grey house. You can't just keep extending the city every which way without proper infrastructure for the people already there and who want move there. As for why Essich road is inappropriate, the road is terrible for what the plan is - used mainly by walkers and cyclists as it's an amazing stretch of green and peaceful space close to the city. How do you plan on retaining that?? I imagine you don't. There's no bus services nearby, the 5B comes by once an hour if you're lucky and I've heard that may be subject to change soon. I get it, tulloch homes are a high bidder. But the locals should have the final say in their area. Otherwise what's the point of all the bloody council tax paid.

N/A

Submission number

S-36-1

Consultee number

1401656

Organisation

N/A

Date

23/02/2026

Comments

The flooding study is vastly under selling the actual amount of water that passes the bottom of the proposed development .

Submission number

S-35-1

Consultee number

1401655

Organisation

N/A

Date

23/02/2026

Comments

- Unsuitable location as any new jobs in Inverness will be at Nigg, Ardersier at the opposite side of the town - Distributor Road is already too busy with existing traffic, without adding extra domestic traffic from proposed Essich Development - Inverness infrastructure at breaking point so adding extra requests to school, hospital, GP, dentists etc will create extra strains, roads around Essich cannot cope with traffic now! Flood plain will be affected Many existing houses have been established and surrounded by housing schemes at Essich or Ness Castle. - Inverness

is slowly disappearing under housing soon all green spaces enjoyed by locals and tourists will be gone. - Much of the lower area of Essich Road is a site of archaeological interest (site of Boar Stone, WWII Mission huts).

Submission number

S-34-1

Consultee number

1401653

Organisation

N/A

Date

23/02/2026

Comments

It is essential for public transport to serve any new MCA Bike and safe active travel routes need to be a priority There are waiting lists for GPs and dentists. Additional capacity needs to be implemented.

Submission number

S-33-1

Consultee number

1401652

Organisation

N/A

Date

23/02/2026

Comments

Concerns include: - Density of housing in the area - Unsuitability of Essich Road for increased traffic, same for Torbreck Road - Essich Roundabout far too small for existing traffic, lights need to be put in place - Access to schools, paths for children to get safely to school - Shops? Surgery? Pharmacy? - Potential archaeology in area - Risks of flooding, are existing measures capable of dealing with increased housing

Submission number

S-32-1

Consultee number

1401651

Organisation

N/A

Date

23/02/2026

Comments

I am unhappy with the proposed allocation of housing development along Essich Road. Essich Road is single track country road, and there has been no thought to infrastructure of schools, pharmacy, doctors or any community space. The Roundabout of Essich is already under strain and the SDR would need to be dualled in order to cope with the additional traffic. It is already difficult to turn right at the roundabout for Essich Road at peak times. The Council should be considering these factors before any further developments.

Submission number

S-31-1

Consultee number

1401647

Organisation

N/A

Date

23/02/2026

Comments

The Essich proposed housing worries me on many counts (1) Pollution of the water shed ,look at the example of the burns(ABOVE ASDA HOUSING SCHEME) are polluted with refuse discarded by the many thoughtless public and the burns take this to our sea. (2) The loss of green fields that should be used to sustain in self-sufficient feeding us as a nation and reducing imports . (3) The road is not capable of the extra traffic. (4) The houses are needed but to built on more suitable areas,brown sites etc (5) The easy way for builder companies to make massive profits should not be the uppermost factor in this decision

Submission number

S-30-1

Consultee number

1401646

Organisation

N/A

Date

23/02/2026

Comments

I am very concerned about the width of the road leading to the proposed new housing area. There will be children cycling to school and it does not appear safe and a lot of vehicles go quite fast. Also hopefully there will be public transport into the area and unless the road is widened there will not be enough space for a bus. There does not appear to be a road link to Ness Castle if children are attending that school it is a long way for parents to take them. The roundabout at the junction of the distributor road is also quite small for the amount of traffic that will be using it. At places it is only a single track road how would this impact the emergency services? Will there be any medical facilities added as the nearest is Hilton and if there is no public bus services it will be very costly for someone to attend a doctor. Will there be a shop in the area? The nearest is either Asda or Tesco again a car journey. How will the battery storage facility affect this area? It appears to me that both Tornagrain and Milton of Leys have a lot of facilities I hope that if this housing development goes ahead the people who purchase these houses are given the same consideration.

Submission number

S-29-1

Consultee numberN/A **Organisation**

N/A

Date

21/02/2026

Comments

Whilst I recognise the need for more housing in the Inverness area, I don't feel this site is suitable for the following reasons; It will only provide 400 new homes against the shortfall of 9000 quoted in the consultation. The site slopes steeply down towards a pre existing road and housing increasing the likelihood of flooding and pollution created by surface run off. It will utilise a small back road, the Essich Road which the council plans to widen. However, there will undoubtedly be more traffic on the Torbreck Road which certainly doesn't have capacity at the moment and which is not mentioned in terms of widening. Local primary school provision will

be at Ness Castle. At present there is only one access road to this school. Whilst many families walk and cycle to school, in poor weather there will be many more cars causing impact on the access road to the estate. Highland Council have declined to comment on impact on capacity of local hospitals and GP surgeries, stating that this is under the jurisdiction of NHS Highland. I was under the impression that NHS Highland and Highland Council were 'integrated'. This being the case I would expect ongoing and in depth communication with health regarding proposed housing and need for further health capacity. In which case a statement from NHS Highland regarding plans for future health infrastructure should be available.

N/A

Submission number

S-28-1

Consultee number

N/A **Organisation**

N/A

Date

19/02/2026

Comments

I oppose this master plan consent area. The flooding in Feb 2022 was far greater than your maps showed. The larger field to the SW had a vast pond which remained for weeks and there was a burn running out of it across the other field to the NE. I have photos which I could submit. Also the single track road is not suitable for such volumes of traffic which will come with any development. Proposed access points onto the road are very dangerous, a blind corner and half way down the straight. Many kids walk along this road to school, where there is no pavement. The traffic congestion at Essich roundabout will only worsen.

N/A

Submission number

S-27-1

Consultee numberN/A **Organisation**

N/A

Date

18/02/2026

Comments

FORMAL REPRESENTATION OBJECTION TO PROPOSED MASTERPLAN CONSENT AREA LAND AT ESSICH ROAD, INVERNESS

1. Introduction This representation sets out a formal objection to the proposed Masterplan Consent Area (MCA) for residentialidential development of up to 400 homes at Essich Road, Inverness. While recognising the strategic need for housing delivery, the MCA mechanism should only be applied where infrastructure capacity, environmental constraints and mitigation requirements are clearly understood and demonstrably deliverable. On the basis of the information currently available, this threshold has not been met.

2. Principle of MCA Approach The MCA process effectively grants planning permission in principle and therefore requires a robust evidence base at designation stage. Where significant uncertainties remain, particularly in relation to transport infrastructure and safety, progression via an MCA is premature.

3. Transport and Road Safety The Essich Road corridor is characterised by constrained geometry, including single-track sections, limited passing places and substandard widths. Existing peak period congestion is experienced at the Stratherrick/Essich junction. A significant constraint exists in the form of a narrow bridge with no dedicated pedestrian or cycling infrastructure, creating a recognised pinch point. The absence of segregated provision for vulnerable users conflicts with the principles of safe and sustainable travel. Local knowledge indicates that incidents involving cyclists have occurred along this corridor, and a Freedom of Information request has been submitted to Police Scotland to obtain verified collision data for the past five years. Without a clearly defined and deliverable engineering solution addressing this constraint, including safe active travel provision, the proposal conflicts with National Planning Framework 4 (NPF4) Policy 13 (Sustainable Transport), which requires development to prioritise walking, wheeling and cycling and ensure safe access arrangements.

4. Cumulative Traffic and Infrastructure Impacts Essich Road already accommodates operational traffic associated with an electrical substation and a Scottish Water facility. These uses generate regular service and maintenance vehicle movements. The Beauly to Peterhead electricity transmission reinforcement corridor passes within the wider area and represents a potential future source of construction and maintenance traffic. The cumulative impact of existing operational traffic, proposed residential development traffic and foreseeable strategic

infrastructure activity has not been comprehensively assessed, contrary to established transport planning practice. 5. Flood Risk and Drainage Consultation material indicates the presence of surface water flood risk within or adjacent to the site. Insufficient evidence has been provided to demonstrate that development can proceed without increasing flood risk elsewhere. This raises concerns regarding compliance with NPF4 Policy 22 (Flood Risk and Water Management), which requires flood risk to be avoided and not exacerbated. 6. Biodiversity and Environmental Considerations Assertions that the site has limited ecological value are not supported by publicly available evidence. In the context of the climate and nature emergency, development proposals must demonstrate measurable biodiversity enhancement. Further survey work and mitigation proposals are required to demonstrate compliance with NPF4 Policy 3 (Biodiversity).

7. Landscape and Settlement Pattern The proposal represents a significant extension of the built edge into a rural transitional landscape. Such change must be supported by clear evidence of infrastructure capacity and environmental mitigation, which is not currently demonstrated.

8. Conclusion Key infrastructure and environmental constraints remain unresolved, including transport capacity limitations, a bridge pinch point, cumulative traffic impacts, flood risk considerations and biodiversity evidence gaps. Accordingly, the proposed designation of a Masterplan Consent Area at this stage is considered premature and not supported by sufficient evidence to demonstrate compliance with national planning policy. The Council is therefore requested to reconsider progression of the MCA until these matters are fully assessed and addressed. Please refer to the Technical Planning Note for further detail sent to the MCA email address. I note that the change in process from the initial consultation is confusing to confirm if emails sent after the 13th February are considered hence another message here.

N/A

Submission number

S-26-1

Consultee number

1401648

Organisation

N/A

Date

18/02/2026

Comments

Please find attached my formal representation objecting to the proposed Masterplan Consent Area (MCA) at Essich Road, Inverness, for residential development of up to 400 homes. This submission comprises:

- A Formal Objection Statement
- A Technical Planning Note reviewing transport constraints, safety considerations, cumulative impacts and policy compliance

The representation raises material planning concerns relating to transport safety, infrastructure capacity, cumulative impacts, flood risk, biodiversity considerations and the appropriateness of progressing via an MCA mechanism at this stage. A Freedom of Information request has also been submitted to Police Scotland seeking verified collision data for the Essich Road corridor to further inform the safety assessment. I respectfully request that this representation and supporting documentation are recorded in full as part of the consultation process.

TECHNICAL PLANNING NOTE Infrastructure Constraints, Transport Safety and Policy Compliance Review Proposed Masterplan Consent Area — Essich Road, Inverness

1. Executive Summary This technical planning note reviews key planning considerations associated with the proposed MCA designation. The assessment identifies unresolved infrastructure and environmental constraints which indicate that progression of the MCA at this stage would be premature. Principal concerns relate to transport safety, a bridge pinch point constraint, cumulative traffic impacts, flood risk and insufficient environmental evidence.
2. Site Context The site lies along the Essich Road corridor forming part of the southern rural edge of Inverness. The surrounding road network is characterised by constrained geometry including narrow carriageway widths and limited passing opportunities.
3. Transport Infrastructure Development of up to 400 homes would generate a significant increase in vehicle volume. In the absence of publicly available modelling demonstrating road and junction capacity and mitigation measures, network resilience cannot be confirmed.
4. Bridge Constraint A narrow bridge lacking pedestrian and cycling provision represents a fundamental constraint. The geometry restricts safe two-way flow and creates conflict between vehicles and vulnerable users. Local knowledge indicates that road traffic incidents involving cyclists and multiple vehicle incidents have occurred along this corridor. A request for verified collision data has been submitted to Police Scotland. Without a deliverable engineering solution, the corridor cannot be considered suitable for intensification.
5. Active Travel Continuous and segregated active travel infrastructure is currently absent, limiting compliance with sustainable transport objectives.
6. Road Safety Existing constraints increase collision risk and reduce network resilience. Intensification without mitigation would likely exacerbate safety concerns.
7. Flood Risk Surface water flood risk has been identified within consultation material. A detailed Flood Risk Assessment and drainage strategy are required to demonstrate compliance with policy.
8. Biodiversity Further ecological survey work is required to substantiate claims of limited ecological value and to demonstrate measurable biodiversity enhancement.
9. Landscape Character Development would extend the built edge into a rural landscape and requires careful justification.
10. Cumulative Infrastructure Impacts Operational traffic from the existing SSEN electrical substation and Scottish Water facilities already frequently uses the corridor. The proposed Beauly to Peterhead transmission corridor introduces potential future infrastructure traffic in this area. Cumulative impacts have not been comprehensively assessed.
11. Policy Context Key policy considerations include:
 - NPF4 Policy 13 — Sustainable Transport
 - NPF4 Policy 22 — Flood Risk and Water Management
 - NPF4

Policy 3 — Biodiversity • NPF4 Policy 1 — Tackling the Climate and Nature Crisis 12. Conclusions

Significant unresolved constraints remain including: • Transport capacity limitations • Bridge pinch point constraint • Lack of active travel infrastructure • Potential cumulative traffic impacts

• Flood risk uncertainty • Insufficient ecological evidence Based on the above, it is reasonable to conclude that designation of the MCA at this stage is premature pending further assessment and mitigation. FORMAL REPRESENTATION OBJECTION TO PROPOSED MASTERPLAN CONSENT AREA

LAND AT ESSICH ROAD, INVERNESS 1. Introduction This representation sets out a formal objection to the proposed Masterplan Consent Area (MCA) for residential development of up to 400 homes at Essich Road, Inverness. While recognising the strategic need for housing delivery, the MCA mechanism should only be applied where infrastructure capacity, environmental constraints and mitigation requirements are clearly understood and demonstrably deliverable. On the basis of the information currently available, this threshold has not been met. 2. Principle of MCA Approach The MCA process effectively grants planning permission in principle and therefore requires a robust evidence base at designation stage. Where significant uncertainties remain, particularly in relation to transport infrastructure and safety, progression via an MCA is premature. 3. Transport and Road Safety The Essich Road corridor is characterised by constrained geometry, including single-track sections, limited passing places and substandard widths. Existing peak period congestion is experienced at the Stratherrick/Essich junction and furthermore on the existing road route to the local SSEN and Scottish Water facilities. A significant constraint exists in the form of a narrow bridge with no dedicated pedestrian or cycling infrastructure, creating a recognised pinch point. The absence of segregated provision for vulnerable users conflicts with the principles of safe and sustainable travel. Local knowledge indicates that incidents involving cyclists and other RTC's have occurred along this corridor, and a Freedom of Information request has been submitted to Police Scotland to obtain verified collision data for the past five years. Without a clearly defined and deliverable engineering solution addressing this constraint, including safe active travel provision, the proposal conflicts with National Planning Framework 4 (NPF4) Policy 13 (Sustainable Transport), which requires development to prioritise walking, wheeling and cycling and ensure safe access arrangements.

4. Cumulative Traffic and Infrastructure Impacts Essich Road already accommodates operational traffic associated with the SSEN electrical substation and Scottish Water reservoir facilities. These users already generate significant regular service and maintenance vehicle movements. The proposed Beaulieu to Peterhead electricity transmission reinforcement corridor passes within the wider area and represents a potential future source of construction and maintenance traffic. The cumulative impact of existing operational traffic, proposed residential development traffic and foreseeable strategic infrastructure activity has not been comprehensively assessed, contrary to established transport planning practice. 5. Flood Risk and Drainage Consultation material indicates the presence of surface water flood risk within or adjacent to the site. Insufficient evidence has been provided to demonstrate that development can proceed without increasing flood risk elsewhere. It is known significant surface water comes down the Essich Road/Burn and fields so sufficient drainage shall be required to be put in place to avoid further Flood Risk. This raises concerns regarding compliance with NPF4 Policy 22 (Flood Risk and Water Management), which requires flood risk to be avoided and not exacerbated. 6. Biodiversity and

Environmental Considerations Assertions that the site has limited ecological value are not supported by publicly available evidence. In the context of the climate and nature emergency, development proposals must demonstrate measurable biodiversity enhancement. The natural habitats surrounding the proposed development site for woodlands shall require demonstration that limited impact on existing wildlife would occur. Further survey work and mitigation proposals are required to demonstrate compliance with NPF4 Policy 3 (Biodiversity). 7.

Landscape and Settlement Pattern The proposal represents a significant extension of the built edge into a rural transitional landscape. Such change must be supported by clear evidence of infrastructure capacity and environmental mitigation, which is not currently demonstrated. 8.

Conclusion Key infrastructure and environmental constraints remain unresolved, including transport capacity limitations, a bridge and road network pinch points, cumulative traffic impacts, flood risk considerations and biodiversity evidence gaps. Accordingly, the proposed designation of a Masterplan Consent Area at this stage is considered premature and not supported by sufficient evidence to demonstrate compliance with national planning policy. The Council is therefore requested to reconsider progression of the MCA until these matters are fully assessed and addressed. Please refer to the accompanying Technical Planning Note for further detail.

Submission number

S-25-1

Consultee numberN/A **Organisation**

N/A

Date

18/02/2026

Comments

I am writing to lodge a formal objection to the proposed Masterplan Consent Area (MCA) for the development of up to 400 residential units at Essich Road, Inverness. This MCA spans land including postcodes IV2 6DJ, IV2 6AH and IV2 6AJ, as set out in the Highland Council public notice. This proposal conflicts with multiple aspects of the National Planning Framework 4 (NPF4) and the Inner Moray Firth Local Development Plan (IMFLDP). 1. Conflict with the Inner Moray Firth Local Development Plan (IMFLDP) From my understanding the IMFLDP was adopted in 2015 to establish the strategy for land allocations and guide development for the next 20 years. The focus was to target growth towards allocated sites within a designated settlement hierarchy. Essich Road was not identified as a housing expansion area. The current adopted plan (IMFLDP2), approved 27 June 2024, is the legally operative LDP for the area. Essich Road was not allocated as a strategic expansion site or major housing allocation in the adopted 2024 plan. Scottish Ministers' direction in May 2024 confirms that IMFLDP2 provides the necessary development plan context for assessing the use of MCAs, particularly for housing. The use of MCA was to accelerate planning permission for those designated sites rather than introduce new ones. This means the Essich Road MCA must be assessed against IMFLDP2, and because the site is not allocated, the proposal sits outside the plan led framework. NPF4 1.

Overdevelopment and Conflict With Local Character The introduction of a development of this scale is incompatible with the existing suburban and semi rural character of the Essich/Culduthel area.

This raises a direct conflict with NPF4 Policy 14 (Design, Quality and Place), which requires new developments to be:

- Compatible with local settlement pattern
- Located where they strengthen the distinctiveness of place
- Designed to fit their landscape and context

The proposed fields chosen for the MCA have been used for farming. The fields in the surrounding area are tenanted by farmers and the fields in question have been high yielding. 2. Infrastructure Capacity Deficiencies (NPF4 Policy 27 & 28) The MCA documentation does not demonstrate that essential infrastructure can support such a large development, including:

- Road capacity
- Public transport
- Water and wastewater services
- School and healthcare capacity

The proposed site is to utilise a single track road which contains a blind corner. Due to the nature of the road containing the Scottish Government stud farm boundary on one side with embedded buried power infrastructure running alongside the road and private dwellings on the other. Under NPF4 Policy 27 (Transport) and Policy 28 (Infrastructure First), major development is not acceptable unless:

- There is clear evidence that infrastructure is available or deliverable
- Development does not worsen congestion or safety
- The proposal aligns with sustainable travel principles

During the first initial public consultation it was noted that the development is to support new jobs for the green freeport and Ardersier. I have attached two maps which shows that the development site is currently on the outskirts of both areas and as a result, likely the furthest away. Simply drawing a circle between the intended site and boundary of Essich Road should provide multiple more beneficial sites. 3.

Environmental Impact & Biodiversity Loss (NPF4 Policies 3 & 5) The proposal area includes semi natural green spaces and transitional rural landscape with no provided:

- Biodiversity baseline
- Habitat assessments
- Not only encroaching on highly productive farmland, it is a continued expansion into the country side displacing known badger, deer, pine martin and other protected species.
- Landscape impact studies
- Flood risk assessment
- Whilst

the SEPA flood risk has been viewed there was a great deal of concern by the local community of the floods which can occur, not only impacting existing structures but those houses which would be built on the site. •

NPF4 Policy 5 (Soils) encourages protecting natural land and limiting greenfield consumption. This site is a high yielding field. I would encourage Highland Council to identify why this is not currently tenanted or maintained as such. 4. Road Safety and Traffic Pressures (NPF4 Policy 27) Essich Road is already constrained, with narrow sections, limited pavement provision and inability for expansion. To one side of the single track road lies the Scottish Government Stud farm. There is a high powered underground cable substation backing onto the wall side of the road. As a result it would not be possible to widen the road to allow for pavement area to be made to allow safe passage for pedestrians. As the housing development is aimed at 400 homes, there would be a significant student population from varying ages which would be required to navigate the route to school. Under NPF4 Policy 27, development must be refused where it would: • Increase road safety risks • Increase reliance on car based travel • Fail to provide safe, attractive walking/cycling routes • The proposal fails all three criteria. 6.

Premature Use of MCA Mechanism (NPF4 Policy 14 & 28) The MCA consultation confirms the development is not yet defined. Using an MCA prematurely conflicts with NPF4, because: Policy 14 requires fully evidenced design principles before planning flexibility is granted. Policy 28 (Infrastructure First) requires clear demonstration of infrastructure deliverability - missing entirely here. The MCA approach risks bypassing proper scrutiny for a project of major landscape and infrastructure significance which is out with the IMFLDP. For the reasons above, specifically the conflicts with NPF4 Policies 3, 5, 6, 14, 16, 27, and 28, alongside evidenced concerns regarding: Overdevelopment Infrastructure capacity Environmental harm Traffic and road safety Procedural inappropriateness of the MCA mechanism I respectfully request that Highland Council rejects the proposed MCA at Essich Road. Thank you for reviewing this objection. I request confirmation of its receipt and updates on all further stages of this proposal.

Submission number

S-23-1

Consultee number

1248055

Organisation

N/A

Date

11/02/2026

Comments

I am writing to voice my opposition to the proposed development of up to 400 homes at Essich Road under the MCA scheme due to the following concerns.

MCA Housing Developments: The MCA route, I understood, was to accelerate the delivery of housing developments to address the Highland housing shortage in conjunction with the potential growth of new Inverness and Cromarty Firth Green Freeport (ICFGF) job opportunities. I question the choice of Essich Road to address this identified need. The combined size of the ICFGF tax sites in Easter Ross is 328 hectares, offering huge potential for growth in job opportunities. The pockets available around Inverness amount to less than 40 hectares in comparison. Kishorn, Western Ross, is listed as having received significant investment and consequently has need for housing. Apart from the proposal for 50 homes at Embo, there appears to be a continued preference to build in Inverness rather than seeing the potential for housing in other areas such as Easter Ross. The opinion that potential home owners only wish to buy in Inverness is short sighted and becomes a self-fulfilling prophecy due to the extensive housing developments Inverness has already experienced. Attractive new housing stock, correctly marketed and available closer to the new ICFGF Tax Sites in Easter Ross would contribute to attracting business and skilled workers. The incoming businesses and residents would in turn have a positive impact on these communities, spreading wider economic benefits to areas outwith Inverness. The figure of 24,000 homes needed is for Highland as a whole, not solely Inverness City. The development of communities local to the Ross-shire ICFGF sites would also support 20 minute neighbourhoods as noted in Highland Council Active Travel plan. Whilst I recognise the need for more availability of social housing in Inverness, I fear that this proposed development at Essich Road will have minimal impact to address this need.

Education Provision: The Secondary Schools whose catchments would link with the ICFGF development sites, i.e. Alness Academy, Invergordon Academy and Tain Royal Academy all at present have pupil rolls noticeably below their capacities and are projected to fall further over the next ten years. Presuming the Essich Road development would be in the catchment of the IRA, this Secondary School is already near capacity and is standing at 90% full projection for the next ten years. Therefore, there is little flexibility to accommodate any additional pupil numbers generated by the proposed housing provision.

Road infrastructure: A recent Scottish Government survey on Highland car ownership gave an average of 1.6 cars per household. The Essich Road development could be up to 400 homes which could create in the order of 640 more vehicles accessing the Southern Distributor Road. Traffic flow at peak times already shows congestion on the Distributor Road particularly during the summer months when visitor numbers noticeably increase. Essich roundabout with its small diameter will become an

even greater congestion point with the increase of cars from the development. The current single track access road is unlikely to have sufficient capacity for the possible increase in traffic and has significant sections with no provision for protected walking, wheeling or cycling routes. The area of Essich is not physically close to the Inverness ICFGF tax sites which are across the far-side of the city. The proposed development would not support active travel to these sites. If this housing is proposed to support business development in the wider Cromarty Firth area then it will increase traffic on the A9 and is likely to further exacerbate the congestion experienced around the Kessock Bridge / Longman Roundabout. Also it will add to, rather than decrease, travel related carbon emissions and does not support sustainable travel options. I trust that the above points can be duly considered in your assessment of the proposal.

Submission number

S-22-1

Consultee number

1248055

Organisation

N/A

Date

11/02/2026

Comments

MCA Essich Road 10/02/2026 I am writing to voice my opposition to the proposed development of up to 400 homes at Essich Road under the MCA scheme due to the following concerns. MCA Housing Developments: The MCA route, I understood, was to accelerate the delivery of housing developments to address the Highland housing shortage in conjunction with the potential growth of new Inverness and Cromarty Firth Green Freeport (ICFGF) job opportunities. I question the choice of Essich Road to address this identified need. The combined size of the ICFGF tax sites in Easter Ross is 328 hectares, offering huge potential for growth in job opportunities. The pockets available around Inverness amount to less than 40 hectares in comparison. Kishorn, Western Ross, is listed as having received significant investment and consequently has need for housing. Apart from the proposal for 50 homes at Embo, there

appears to be a continued preference to build in Inverness rather than seeing the potential for housing in other areas such as Easter Ross. The opinion that potential home owners only wish to buy in Inverness is short sighted and becomes a self-fulfilling prophecy due to the extensive housing developments Inverness has already experienced. Attractive new housing stock, correctly marketed and available closer to the new ICFGF Tax Sites in Easter Ross would contribute to attracting business and skilled workers. The incoming businesses and residents would in turn have a positive impact on these communities, spreading wider economic benefits to areas outwith Inverness. The figure of 24,000 homes needed is for Highland as a whole, not solely Inverness City. The development of communities local to the Ross-shire ICFGF sites would also support 20 minute neighbourhoods as noted in Highland Council Active Travel plan. Whilst I recognise the need for more availability of social housing in Inverness, I fear that this proposed development at Essich Road will have minimal impact to address this need. Education Provision: The Secondary Schools whose catchments would link with the ICFGF development sites, i.e.

Alness Academy, Invergordon Academy and Tain Royal Academy all at present have pupil rolls noticeably below their capacities and are projected to fall further over the next ten years.

Presuming the Essich Road development would be in the catchment of the IRA, this Secondary School is already near capacity and is standing at 90% full projection for the next ten years.

Therefore, there is little flexibility to accommodate any additional pupil numbers generated by the proposed housing provision. Road infrastructure: A recent Scottish Government survey on Highland car ownership gave an average of 1.6 cars per household. The Essich Road development could be up to 400 homes which could create in the order of 640 more vehicles accessing the Southern Distributor Road. Traffic flow at peak times already shows congestion on the Distributor Road particularly during the summer months when visitor numbers noticeably increase. Essich roundabout with its small diameter will become an even greater congestion point with the increase of cars from the development. The current single track access road is unlikely to have sufficient capacity for the possible increase in traffic and has significant sections with no provision for protected walking, wheeling or cycling routes. The area of Essich is not physically close to the Inverness ICFGF tax sites which are across the far-side of the city. The proposed development would not support active travel to these sites. If this housing is proposed to support business development in the wider Cromarty Firth area then it will increase traffic on the A9 and is likely to further exacerbate the congestion experienced around the Kessock Bridge / Longman Roundabout. Also it will add to, rather than decrease, travel related carbon emissions and does not support sustainable travel options. I trust that the above points can be duly considered in your assessment of the proposal.

Submission number

S-21-1

Consultee number

1248055

Organisation

N/A

Date

11/02/2026

Comments

MCA Essich Road 10/02/2026 I am writing to voice my opposition to the proposed development of up to 400 homes at Essich Road under the MCA scheme due to the following concerns. MCA Housing Developments: The MCA route, I understood, was to accelerate the delivery of housing developments to address the Highland housing shortage in conjunction with the potential growth of new Inverness and Cromarty Firth Green Freeport (ICFGF) job opportunities. I question the choice of Essich Road to address this identified need. The combined size of the ICFGF tax sites in Easter Ross is 328 hectares, offering huge potential for growth in job opportunities. The pockets available around Inverness amount to less than 40 hectares in comparison. Kishorn, Western Ross, is listed as having received significant investment and consequently has need for housing. Apart from the proposal for 50 homes at Embo, there appears to be a continued preference to build in Inverness rather than seeing the potential for housing in other areas such as Easter Ross. The opinion that potential home owners only wish to buy in Inverness is short sighted and becomes a self-fulfilling prophecy due to the extensive housing developments Inverness has already experienced. Attractive new housing stock, correctly marketed and available closer to the new ICFGF Tax Sites in Easter Ross would contribute to attracting business and skilled workers. The incoming businesses and residents would in turn have a positive impact on these communities, spreading wider economic benefits to areas outwith Inverness. The figure of 24,000 homes needed is for Highland as a whole, not solely Inverness City. The development of communities local to the Ross-shire ICFGF sites would also support 20 minute neighbourhoods as noted in Highland Council Active Travel plan. Whilst I recognise the need for more availability of social housing in Inverness, I fear that this proposed development at Essich Road will have minimal impact to address this need. Education Provision: The Secondary Schools whose catchments would link with the ICFGF development sites, i.e. Alness Academy, Invergordon Academy and Tain Royal Academy all at present have pupil rolls noticeably below their capacities and are projected to fall further over the next ten years. Presuming the Essich Road development would be in the catchment of the IRA, this Secondary School is already near capacity and is standing at 90% full projection for the next ten years.

Therefore, there is little flexibility to accommodate any additional pupil numbers generated by the proposed housing provision. Road infrastructure: A recent Scottish Government survey on Highland car ownership gave an average of 1.6 cars per household. The Essich Road development could be up to 400 homes which could create in the order of 640 more vehicles accessing the Southern Distributor Road. Traffic flow at peak times already shows congestion on the Distributor Road particularly during the summer months when visitor numbers noticeably increase. Essich roundabout with its small diameter will become an even greater congestion point with the increase of cars from the development. The current single track access road is unlikely to have sufficient capacity for the possible increase in traffic and has significant sections with no provision for protected walking, wheeling or cycling routes. The area of Essich is not physically close to the Inverness ICFGF tax sites which are across the far-side of the city. The proposed development would not support active travel to these sites. If this housing is proposed to support business development in the wider Cromarty Firth area then it will increase traffic on the A9 and is likely to further exacerbate the congestion experienced around the Kessock Bridge / Longman Roundabout. Also it will add to, rather than decrease, travel related carbon emissions and does not support sustainable travel options. I trust that the above points can be duly considered in your assessment of the proposal.

Submission number

S-19-1

Consultee number

1400893

Organisation

N/A

Date

09/02/2026

Comments

After attending the first Public Event on 19th Jan and listening to the proposals from the Planning Team and also the proposed Developers, I felt that neither party had fully researched the proposal sufficiently. Several of the suggestions made regarding roads and infrastructure did

not adequately address the problem of having in excess of 400 vehicles accessing this area from the current Essich Roundabout. If the proposal was to go ahead then the Planning Dept would find difficulty in then obstructing the second proposal of a further 400 homes at Torbreck Farm. It was stated in the meeting that the current fields/land were of no agricultural importance !

How this comment can be stated when in reality these fields have been yielding some of the best Barley and crops in previous years and is of prime agricultural quality. The siting of such a large housing development (to meet the needs of incoming workforce) is in totally the wrong location and areas nearer the A9 and A96 would be of far better value both in strategic amenities and infrastructure. I am totally opposed to the development and consider the whole idea as being ill thought out and the planning dept totally unprepared in their presentation of the facts.

Submission number

S-18-1

Consultee number

1400871

Organisation

N/A

Date

09/02/2026

Comments

An other 400 + houses Torbreck!!! Thats another few hundred racing up /down & along the Balnakyle Road RAT RUN no consideration 4 residents its a nightmare trying to drive out of our drives also the children crossing from Lochardil School to other areas of Lochardil theres no markings to say children crossing they dont always stop b4 crossing @ the barrier ONE DAY !!! there has been a few scary moments & now I see the bus has re-routed along Balnakyle Road more traffic more pollution more noise!!!!!! MORE DANGER!!!!

Submission number

S-17-1

Consultee number

1400870

Organisation

N/A

Date

09/02/2026

Comments

In relation to the proposal to build another 400 houses in Inverness, can you please tell me what plans there are to develop the infrastructure? At the moment we are cramming so many people in, the roads cannot cope as it is. The quality of life for those who already live here is not being considered. I would be grateful if you could please let me know what thought and planning is being done before these are built?

Submission number

S-16-1

Consultee number

1399585

Organisation

N/A

Date

02/02/2026

Comments

I am writing to formally object to the proposed Masterplan Consent Area (MCA) at Essich Road, Inverness. While I recognise the need for additional housing within the Inverness area, I have serious concerns about the suitability of this site and the use of an MCA process for a development of this scale.

1. Loss of democratic oversight The MCA mechanism would grant consent in principle for a large residential development without the usual opportunity for detailed planning applications to be considered individually. This significantly reduces community scrutiny and limits residents' ability to engage meaningfully with future proposals, despite the long-term and irreversible impacts on the area.
2. Infrastructure capacity and cumulative impact The proposal for up to 400 homes raises substantial concerns regarding the capacity of existing infrastructure, including: - local road networks and traffic congestion on Essich Road and surrounding routes; - access to schools, healthcare, and other essential services; and - public transport provision. At present, there is insufficient evidence that the required infrastructure upgrades would be delivered in a timely or coordinated manner, or that they would adequately mitigate the cumulative impacts of development in this area.
3. Impact on landscape, character, and environment The Essich area has a semi-rural character that is valued by the local community. Development on this scale risks significant harm to landscape setting, biodiversity, and green space, and may undermine the distinct character of the area.

The MCA approach appears to prioritise speed of delivery over careful place-making and environmental stewardship.

4. Precedent and scale of development Approving an MCA of this scale at Essich would set a concerning precedent for future large-scale developments to bypass the normal planning process. The scale and density proposed are not, in my view, appropriate for this location without far more detailed assessment and ongoing public involvement. For these reasons, I urge Highland Council to reconsider the proposed Essich Road MCA and to ensure that any future development of this site is brought forward through the standard planning process, with full environmental assessment and meaningful community engagement at every stage. I request that this objection be recorded and taken into account in any decisions relating to the proposed Masterplan Consent Area.

Submission number

S-15-1

Consultee number

1399584

Organisation

N/A

Date

02/02/2026

Comments

I am writing in line with the request in your undated Public Notice Consultation on Possible Proposal for a Masterplan Consent Area Scheme concerning the proposal for Essich Road. I attended the event on 19 January. I want to register my concern about the proposed MC for a large housing development on Essich Road, in the Torbreck area. [Redacted – address details]. The C1040 (NCR78) winds through the woods, crosses two burns and is heavily used by cyclists, runners, walkers and dog- owners. It is a single-track road. There is very little through traffic.

Essich Road is almost as quiet and also heavily used by cyclists, and will be affected by increased construction traffic associated with the Beaulay - Peterhead 400kV transmission line project. We are concerned that the proposal will change the character of the immediate area considerably – resulting in the decline of an important local amenity and associated impact on wildlife. There are other more practical issues of concern – notably increased flood risk, the mitigation of which will inevitably have additional impact on the natural environment. There are many issues that we are sure others will be in a better position than us to raise (eg school and NHS capacity). At this stage, we comment on three aspects of the proposal 1.Governance 2.Environment and wildlife 3.Traffic and roads 1.Governance The MCA is a new process, and it is not clear from the Public Notice whether the consultation is about the use of an MCA for the proposed development or is about the merits of the development itself; or both. The nature of the MCA is that it is an accelerated planning process, meaning there will be limited opportunities for affected residents to learn about proposals and to contribute to the process. It is disturbing that this streamlined process is being proposed for a development that was not in a Council masterplan that was only finalised 18 months ago – Inner Moray Firth Local Development Plan

2. What has changed since then? It is difficult to understand why a proposed development that was considered by the Council to be ‘non-preferred’ a couple of years ago is now deemed worthy of an accelerated – ie prioritised - process. One question that should be addressed at the second consultation event is: why did the Council not identify one or more ‘preferred’ projects from the Plan for accelerated development using an MCA? At the event on 19 January, we were informed that the anticipated demand for new housing is for workers drawn into the area by employment associated with the freeport and renewables expansion. It was acknowledged that, logically, this would suggest additional housing stock to the east of the city but that this is obstructed by Scottish Government not funding the necessary road improvements and links. Just taking this in isolation: the solution seems to be to put that housing to the south of the City and place additional pressure on the Southern Distributor Road (A8082) – a road that is already struggling to cope. This has the appearance of being woefully disconnected. The UK and Scottish Governments both have growth – especially green growth – and housing as priorities. The Council is being asked to plan for delivery of its contribution to these priorities. So far, so good. The Council’s plan was finalised less than two years ago. And it has already been set aside. Although the proposed development sits within the Holm Community Council area, it is adjacent

to both the Essich & Dores and Lochardil & Drummond Community Council areas. The proposed MCA will have an impact over a significant radius. It is important that the views of residents in all three CC areas are considered. It is also important that proposals for development in this area are considered in the context of other housing developments, specifically: a. The final phases of Ness Castle (including a new access road from the development to the C1040 and re-engineering of the C1040/Dores Road junction) b. The planned Ness-Side development. Both will generate considerable additional pressures on the local environment, infrastructure and services. It is difficult to see how these will be addressed without changing the character of the neighbourhood significantly. The Essich Road development will add to those pressures.

2. Environmental considerations – wildlife and flooding The area surrounding the proposed development is a haven for wildlife. The burns in particular act as wildlife corridors. The ancient woodland has already been reduced in scale by the Ness Castle development. Deer and badgers travel through the field proposed for the development. There is a rich diversity of birds – including owls. And bats and red squirrels are common in the woods. This biodiversity plus the absence of ‘through-traffic’ attracts heavy use of the Torbreck area by dog-walkers, cyclists and runners. This will, of course, increase with the expansion of the local population. The loss of agricultural land, wildlife and an increase in traffic will irrevocably change the character of the area – from rural to urban. Fast-tracking through an MCA should not be used for such significant changes – it would be more appropriate for it to be used for brown-field sites, especially until the process has been tested. At the public event on 19 January, SEPA flood risk maps were presented which bear little similarity to real-life experience. The interactive SEPA map suggests little-to-no chance of flooding Since we moved into the area – less than two years ago – the Torbreck road has flooded on numerous occasions – most frequently next to the easterly pond in Essich Burn which is shown with a 10% chance of flooding. SEPA says the road has a less than 0.1% chance of flooding. It also says the part of Essich Burn which goes under the road below Torbreck Farm has no chance of flooding. I attach a video where the Burn crosses under the road from left to right – this was on 31 December 2024: the worst of the two flooding events here during 2024. Given the pattern of the watercourses and the topography of this area – and the fact that there is evidence of considerable historical re-engineering of Essich Burn in particular – it is difficult to understand why the Essich Road proposal is seen as viable. During the December 2024 flood, the adjacent field - above Torbreck Farm - was completely waterlogged and extensively underwater. A large housing development will inevitably generate run-off and that water will have to go somewhere. The existing watercourses do not have the capacity to cope with this. I understand that the field proposed for the development was also heavily flooded. 3. Traffic and roads Essich Road is a singletrack road south of the junction with the C1040 Torbreck road (also singletrack). It is heavily used by leisure cyclists (including me), especially as the C1040 and the northern section of Essich Road are part of NCR 78. It is difficult to understand how this road will be able to cope with perhaps an additional 600 or so cars, never mind the construction traffic associated with the development. The response of the developers and the Council officials at the 19 January meeting were very short on detail on how this would be addressed. The development is required, we were told, to accommodate people working in the main to the north and east of the city. This will put additional pressure on the

Southern Distributor. The roundabout at the north end of Essich road is already less than fully effective – with poor sightlines and a constant flow of vehicles along the Distributor. If the development is envisaged to house young families, how will their children travel to school? The road has no pavements and there is no room for them. It is inevitable that a high proportion will be driven to school adding to the additional pressure on the road and the roundabout, which will be acute in the rush-hours. There will be increased traffic along the C1040 as well, if – as seems likely - people seek to bypass the Southern Distributor. Again, the traffic impact needs to take account of the other developments in the area. A traffic count was conducted last year covering the roads around and through Torbreck and Ness Castle. At the time of the planning application for a proposed access road from Ness Castle to the C1040, I suggested that cycle/pedestrian count be included as well, but I don't believe this was carried out. It is important that this is not neglected again as part of the MCA process.

Submission number

S-14-1

Consultee number

1399453

Organisation

N/A

Date

30/01/2026

Comments

I have been reviewing the development plan and while I accept the need for housing, I cannot understand the follow elements for MCA to discount certain areas and allow less developed area for MCA. Extracts from the plan below: IN62 (Essich MCA) was discounted Now back in MCA IN63 (fairways) discounted but not taken as MCA IN64 (Welltown of Leys) discount in development plan but for a MCA has considerable infrastructure in place ☑ Roundabout off a 2way road on Milton of Leys rd that crosses over Old Edinburgh Road ☑ School ☑ Shops ☑ Pharmacy ☑ Links to A9

Submission number

S-13-1

Consultee number

1399442

Organisation

N/A

Date

30/01/2026

Comments

Assuming at least one car for the majority of these new houses there will be added pressure on the already busy Stratherrick Road roundabout. Will traffic lights be needed ?

Submission number

S-12-1

Consultee number

1399440

Organisation

N/A

Date

30/01/2026

Comments

Can you mail me some info about the MCA (new building estate, and it's use), it's the latest news for 'Ness? Only for private ownership or are we amassing a conscience and housing our own poor unfortunates from the elements and dangers?

Submission number

S-11-1

Consultee number

1399360

Organisation

N/A

Date

28/01/2026

Comments

I'd like to raise the following points in connection with the proposed MCA for land at Essich, Inverness. 1: Considerable development has taken place in Inverness over recent years and several schemes are ongoing (Milton of Leys, Drumossie Brae, beside the West Link come to mind). It's my view that the built environment in Inverness is now disproportionately outstripping the non-built environment with a loss of green space adversely affecting existing communities. 2: I'm sceptical about the extrapolated demand for housing and the constant need to build more homes - many of which, in any case, are outside the financial scope of those in greatest need. 3: Too much development has been concentrated in Inverness, sucking in people from more rural communities in the Highlands, which are suffering from depopulation and degradation as a result. 4: It makes more sense to concentrate any development in areas nearer to where people will be working in the future - Nigg and Ardesier for example. More effort needs to be made to make towns in Easter Ross more attractive to buyers who would be working in the area instead of travelling from Inverness, adding to the already congested access roads to the Kessock Bridge. 5: City infrastructure is struggling to cope with the rapid expansion of housing. Roads are much busier, Raigmore Hospital and GP surgeries are under greater strain, schools are overcrowded. 6: With specific reference to the Essich proposal, the access roads are completely unsuitable for the level of traffic that would ensue (maximum 400 houses and an average of two cars per household, potentially means an additional 800 vehicles on local

roads). These roads are frequented by cyclists and walkers, whose safety would be at greater risk. Once again, there would be a significant loss of greenspace. 7: Housing policy is leading us into the realms of undesirable urban sprawl in a city whose character is sadly going downhill.

Submission number

S-10-1

Consultee number

1399246

Organisation

N/A

Date

27/01/2026

Comments

I am writing to formally object to the proposed Masterplan Consent Area (MCA) Scheme at Essich Road, Inverness, due to the significant and unacceptable impact it would have on the horses currently living adjacent to the proposed development site. There are roughly 20 horses kept at this location. Horses are highly sensitive, flight animals and are particularly vulnerable to noise, sudden movement, and unfamiliar activity. A development of up to 400 houses would introduce prolonged construction noise, increased traffic, and sustained residential disturbance, all of which would cause ongoing stress and welfare concerns for the animals. Of particular concern are events such as Bonfire Night and New Year, when fireworks are common. Fireworks are known to cause extreme distress to horses, often resulting in panic, injury, escape attempts, and serious welfare issues. With such a large residential development immediately adjacent, the frequency and intensity of fireworks would be likely to increase, creating a predictable and repeated risk to the horses' safety and wellbeing. There are also serious public safety concerns. Increased proximity to residential housing raises the likelihood of children or members of the public approaching or attempting to feed the horses. Inappropriate feeding can cause severe illness or death in horses, and startled animals pose a risk of injury to people if they react unpredictably. I am also concerned that the proposal does not appear to adequately address mitigation measures such as buffer zones, sound barriers, fencing, lighting control, or restrictions relating to fireworks or public access near the horses. Without such safeguards, this

location is wholly unsuitable for a development of this scale. For these reasons, I strongly object to the proposed MCA Scheme at this location and ask that the Council fully consider the animal welfare, safety, and environmental impacts before progressing any further. Thank you for taking the time to consider my comments.

Submission number

S-9-1

Consultee number

1399244

Organisation

N/A

Date

27/01/2026

Comments

I find it hard to believe that THC can't find a more appropriate site nearer to Inverness. The proposed MCA is not a natural progression out of town - it is too far out. It also comprises quality agricultural land - surely this should be kept in cultivation for our food security. I have lived near Holm Burn just off Torbreck Road for over 20 years. In that time there have been 3 serious flooding events, classed as 1 in 100 year flood events, with homes flooded. I don't consider that the SEPA flood map shown at the meeting reflects the situation accurately.

Housing in the MCA will direct more water into the Holm Burn and onto the Torbreck Road and is a serious concern. The wet wood area adjacent to the Torbreck Road will also become wetter and the culverts under the old Ness Castle track are already often at capacity - with THC flood team expecting residents to pay to keep these culverts clear. Under no circumstances can we be expected to do that if water volume increases further as a result of this development going ahead. The junction of the Torbreck Road and the Essich Road has extremely bad visibility when pulling out from the Torbreck Road onto the Essich Road. If traffic is to increase, for public safety this junction must be improved for both motorised and non motorised modes of transport. I have no idea how non motorised transport is expected to safely travel down the Essich Road for example to get to the secondary school - the road is single track in places. Children going to Ness Castle primary school on foot or bike will likely try to access the Torbreck Road directly from the

MCA - rather than going down the Essich Road and then back along the Torbreck Road - to the old Ness Castle track, but there is no pavement on the Torbreck Road at the section where they would likely access it. There is also a risk that parents/carers in cars going to the school might try to access the unsurfaced track that runs to the old Ness Castle from the Torbreck Road, to take children to school as it is a lot shorter than going down to the Dores Road Yet this is a private track - and has never been blocked off to through traffic despite us being assured that this would happen when we provided comments on the Ness Castle housing estate planning application. If the MCA goes ahead it is important that the housing estate is 'greened' with trees and wild areas. The Ness Castle housing estate was marketed as going to be a wooded housing estate - but walk around it now and you can see that barely any street trees have been planted. The Robertsons side of Ness Castle has no pavements and this makes it extremely difficult for partially sighted and blind people to move around and should not be permitted in future housing developments. I hope that these comments are helpful. If you are unsure about the location of any of the areas I refer to above please get in touch and I can provide further information.

Submission number

S-8-1

Consultee numberN/A **Organisation**

N/A

Date

23/01/2026

Comments

I have serious concern that this proposal is not being looked at in conjunction with all the other large scale developments in planning on Essich road. Field Knocknagael battery storage plant, the 400kva overhead power lines, Statkraft (red john project) and now this proposal. Essich road is not suitable for this scale of development nor do any locals support this. It has been proposed for development several times in the past and always been rejected. So why now that a housing developer has gotten involved is it being considered? There are many vacant large plots of land

in Inverness which are more suited to development without encroaching onto the countryside. For example the land beside drakies/inshes. There is also additional land down by the maples development and ness castle. This development is too close to ness castle and therefore should not go ahead.

N/A

Submission number

S-7-1

Consultee number

1398834

Organisation

N/A

Date

21/01/2026

Comments

No, please keep the green fields - too many going to housing development!

Submission number

S-6-1

Consultee number

1398833

Organisation

N/A

Date

21/01/2026

Comments

Is Essich Road to be widened & include pavements? How are children going to get to Ness Castle School? Will there be a new road to link Essich Road to Ness Castle? Why not build a new road to link Essich Road and Ness Castle to alleviate traffic on Essich Road. This new road could link with the Dores Road. Making a link around new development and suit future developments.

Submission number

S-5-1

Consultee number

1398832

Organisation

N/A

Date

21/01/2026

Comments

How can this go from a 'green wedge' to a fast track - that cannot be right.

Submission number

S-4-1

Consultee number

1398831

Organisation

N/A

Date

21/01/2026

Comments

I'm worried about the traffic because its dangerous when I walk to school.

Submission number

S-3-1

Consultee number

1398830

Organisation

N/A

Date

21/01/2026

Comments

I'm worried about our garden and the traffic is very dangerous for me and my brother for walking to school.

Submission number

S-2-1

Consultee number

1398829

Organisation

N/A

Date

21/01/2026

Comments

As a resident of Essich Road I am extremely concerned about this proposal. My children walk or cycle to school and the single track road is already too busy and fast. The impact of 400 homes on the infrastructure is a worry. Not to mention flooding/schools/agriculture etc.

Submission number

S-1-1

Consultee number

1398753

Organisation

N/A

Date

20/01/2026

Comments

I would be curious as to how a secondary access to this site would be created. On the assumption the main access is off the Essich Road, I imagine there may be another access required on the other side at the Torbreck Road unless a loop is formed with 2 access points on the Essoch Road. If there is a requirement for a secondary access on to the Torbreck Road, I believe this should be considered alongside the current plans to alter the Torbreck Road where it meets the Dores Road to facilitate access to Phase 4 & 5 of the Ness Castle Development.

Although I have recently left the Community Council, I believe there was a proposal to stop up the Torbreck Road so that it was no longer a through road and encourage traffic leaving Ness Castle to turn right towards the Dores Road.

