

Inner Moray Firth Local Development Plan 2

Plana Leasachaidh Ionadail Linne Mhoireibh A-Staigh 2

Proposed Plan

March 2022

highland.gov.uk/imf

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

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

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

1 www.highland.gov.uk/imf

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

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

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



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

Purpose | Adhbhar

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

Status | Inbhe

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

Previous and next steps | Ceumannan roimhe agus an ath cheum

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

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

Reading the Plan | A' leughadh a' Phlana

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

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

Navigating the plan

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

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

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

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

Interactive content

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

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

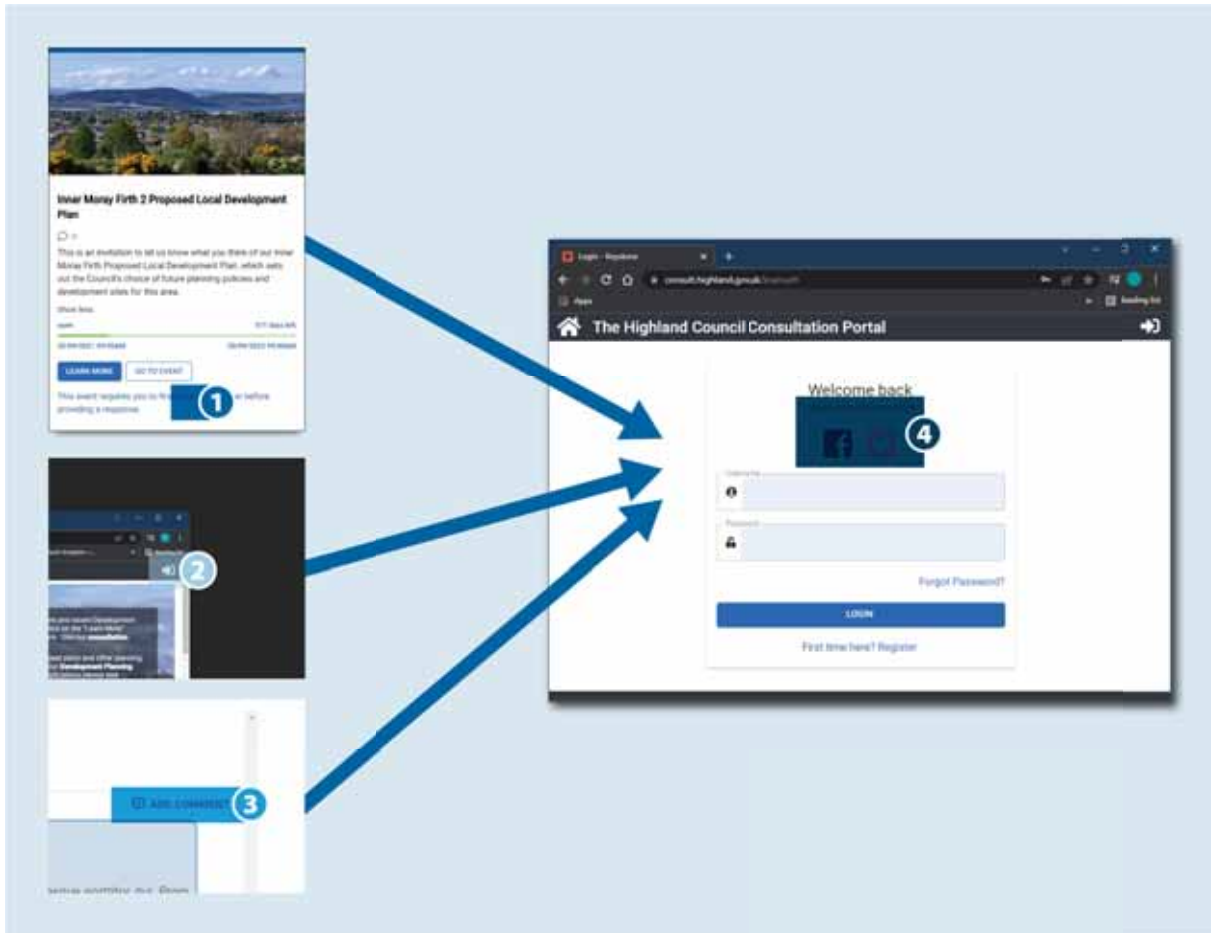
In order to fully engage with this consultation event (and any others we may host in the future) you should consider registering on our Objective portal. This will allow you to comment on our events, view the comments you have made, receive updates on the progress of your comments, manage your contact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

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

Logging in

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

Figure 1 Login options



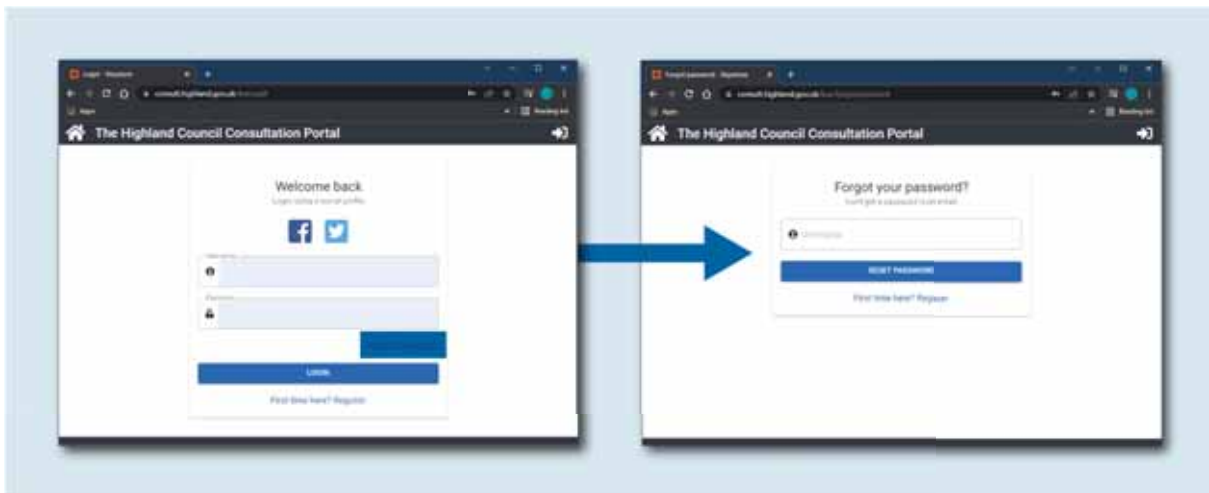
1. Use the login link in the event card on the main Objective website.
2. Click the Sign in button in the top right of your web browser.
3. Click on an ADD COMMENT button in an ongoing consultation event.
4. Sign in using your social media account from the sing in screen (you do **not** need to have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

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

Forgotten password?

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

Figure 2 Forgotten password?

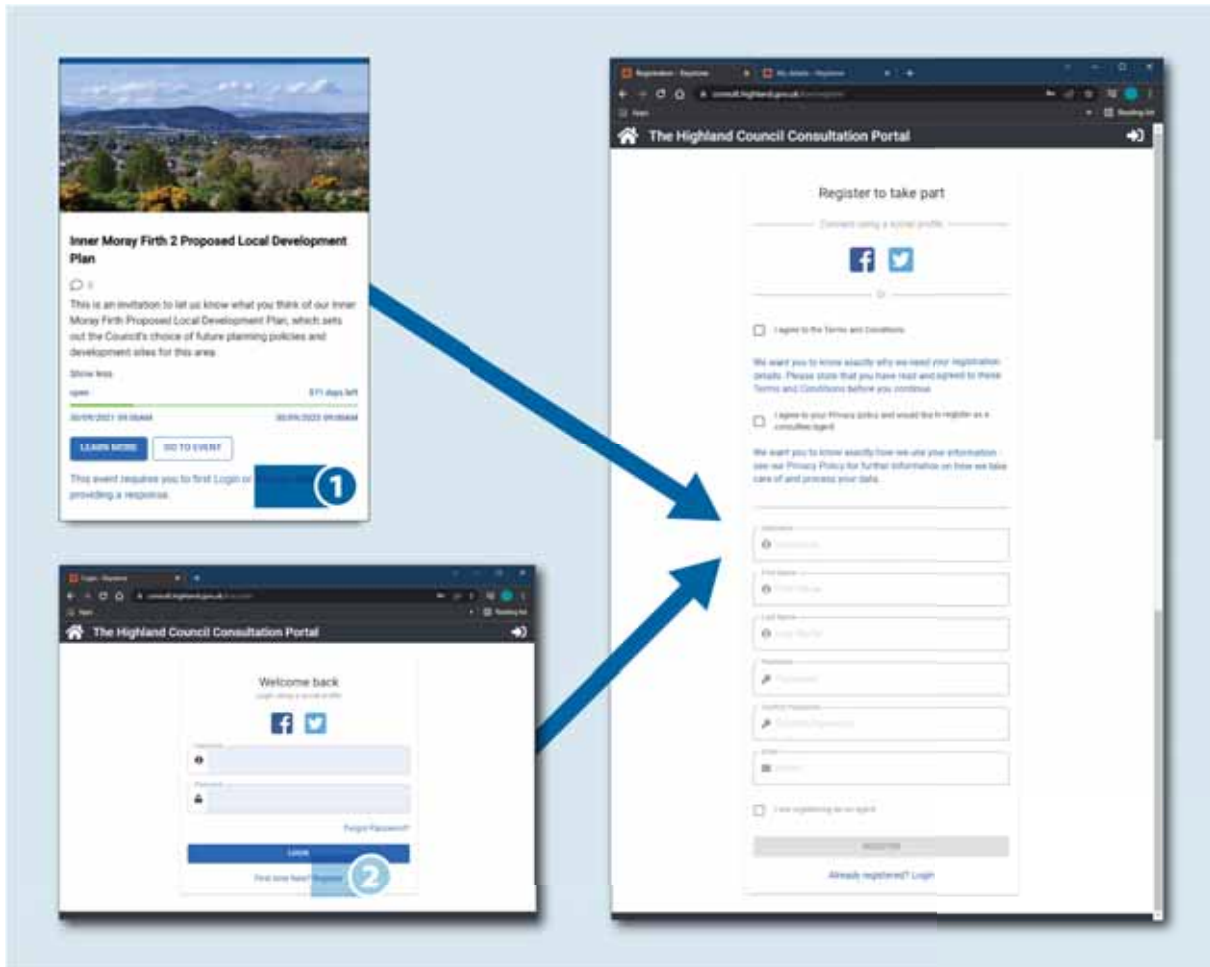


If the email hasn't arrived after 30 minutes, please check your junk mail folder. If you are certain that the email has not been received do not repeatedly reset your password, please get in touch with us and we will reset your password for you.

Registering a profile

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

Figure 3 Registration options



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

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

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

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

Figure 4 Registration confirmation

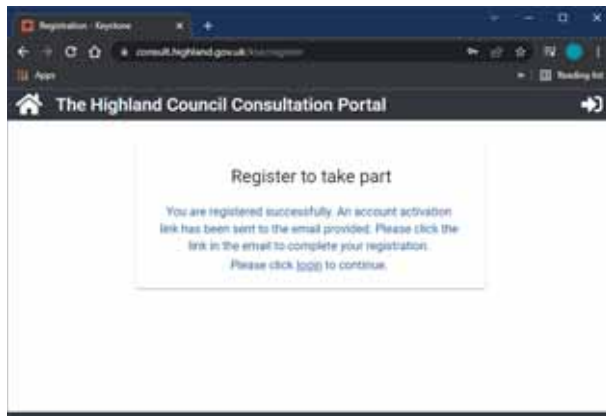
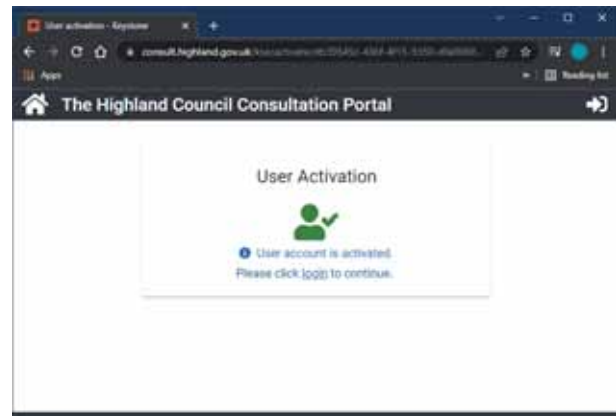


Figure 5 Registration activation



Logging in for the first time

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

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

Figure 6 My details

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

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

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

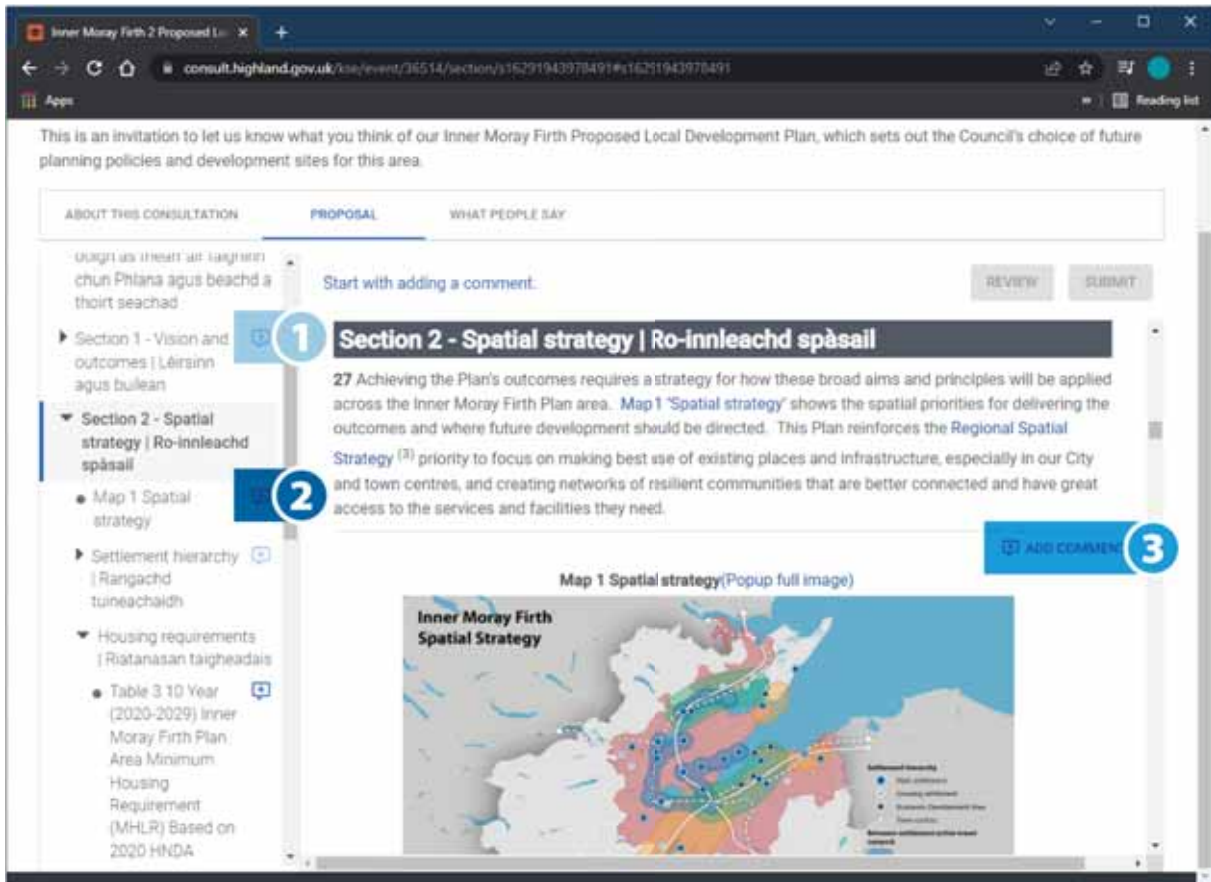
Commenting on the Plan | A' toirt iomradh air a' Phlana

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

Making a comment

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

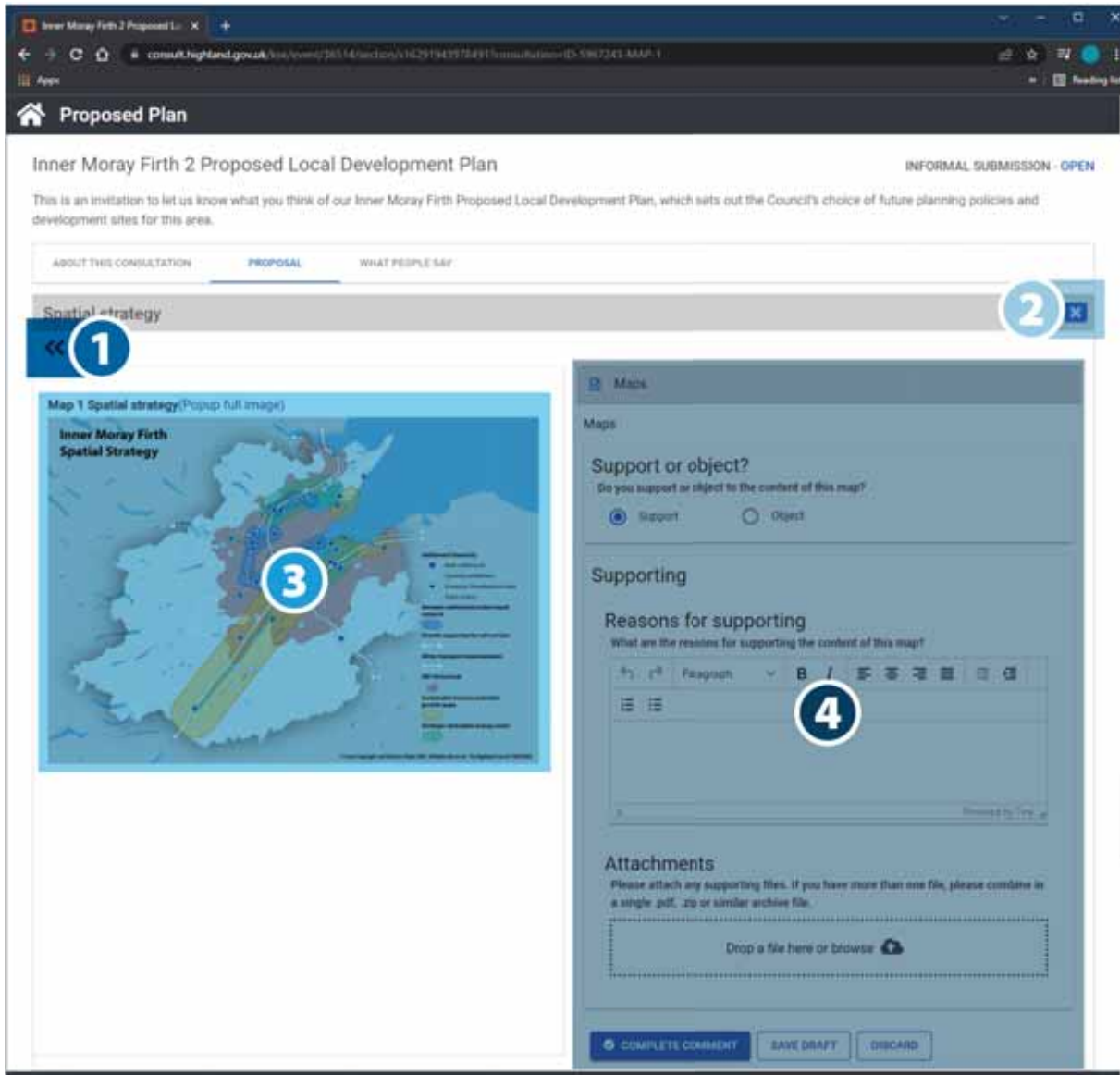
Figure 7 Consultation points



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

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

Figure 8 Consultation questions



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

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

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

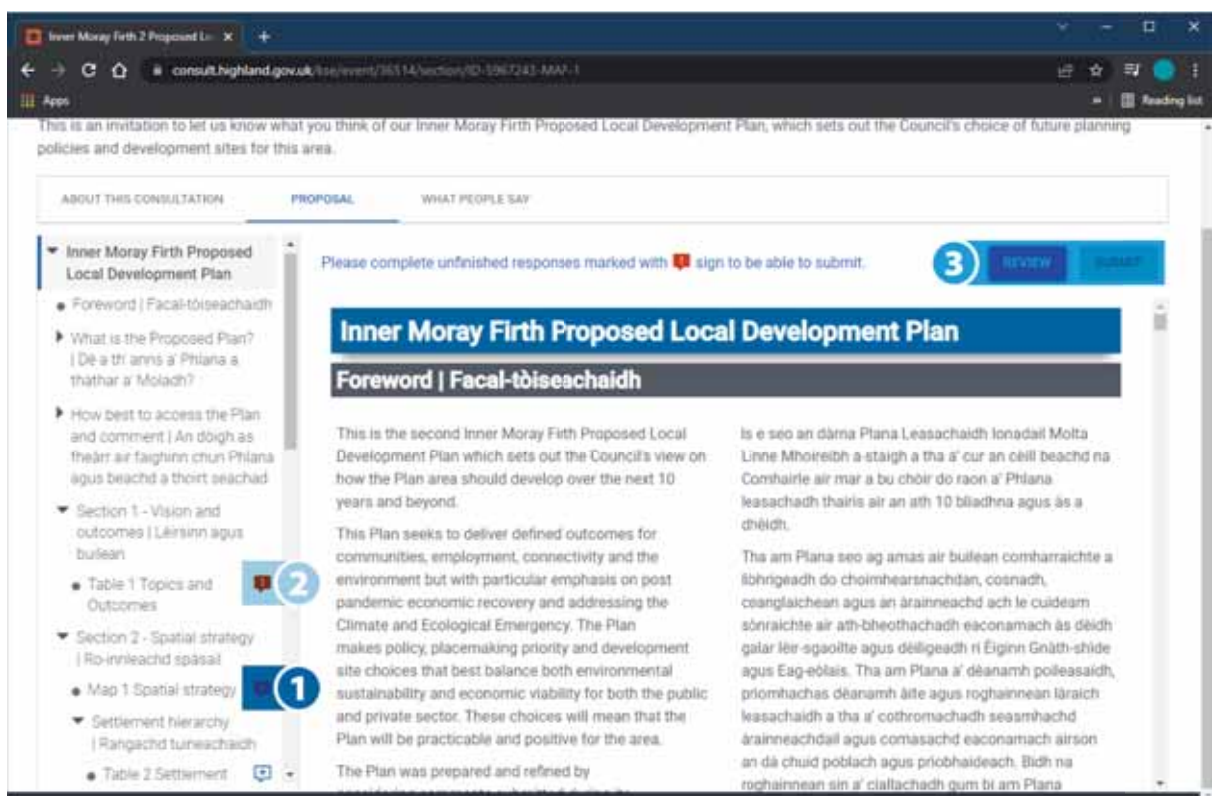
files to your comments to provide further detail. You may only attach one file so if you have multiple files you will need to combine them in a single .pdf or document or add them all to a .zip or similar archive file and attach that.

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

Completing your submission

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

Picture 1 Complete and incomplete consultation points



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

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

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

Figure 9 Incomplete comments must be reviewed

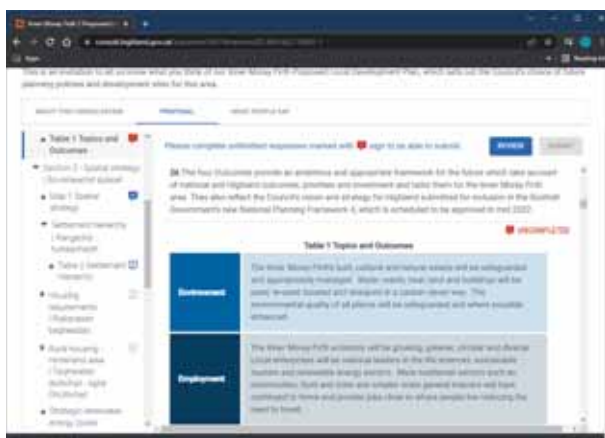
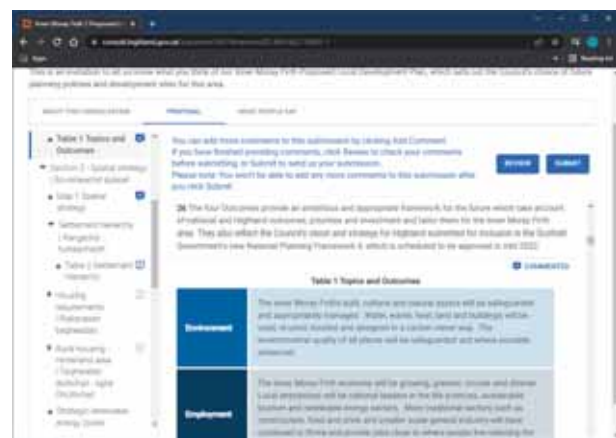
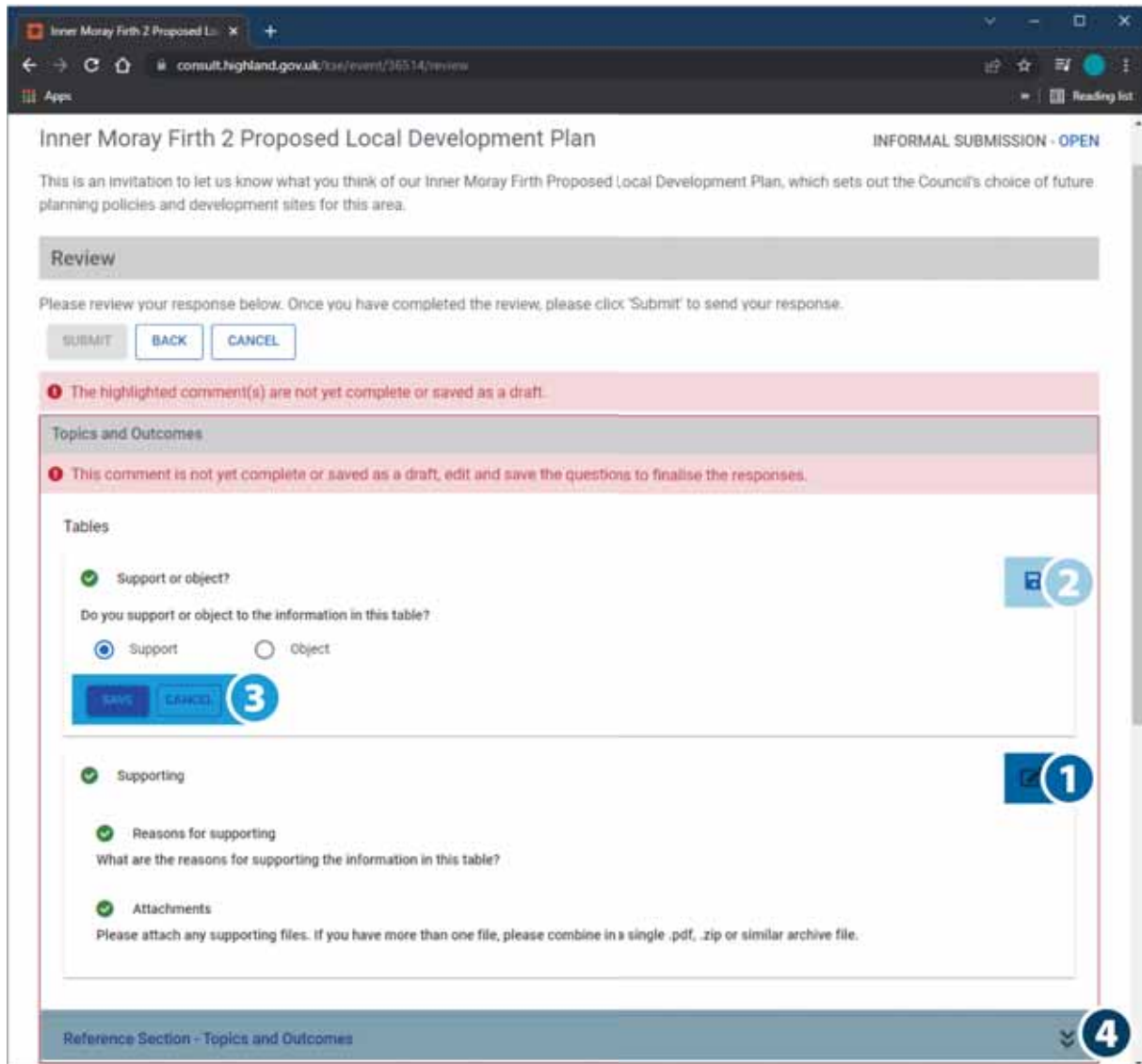


Figure 10 Completed comments can be submitted



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

Figure 11 Reviewing and editing comments



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

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

Figure 12 Finalise your comments

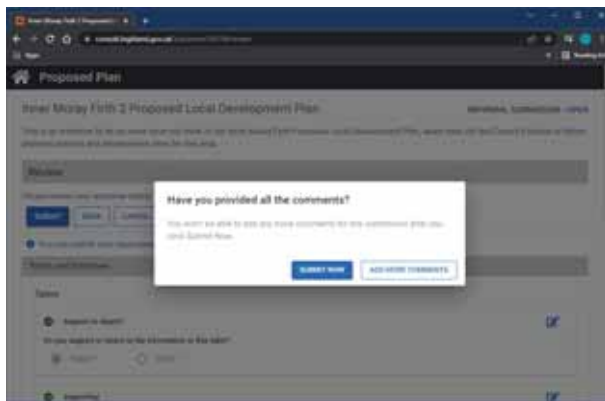
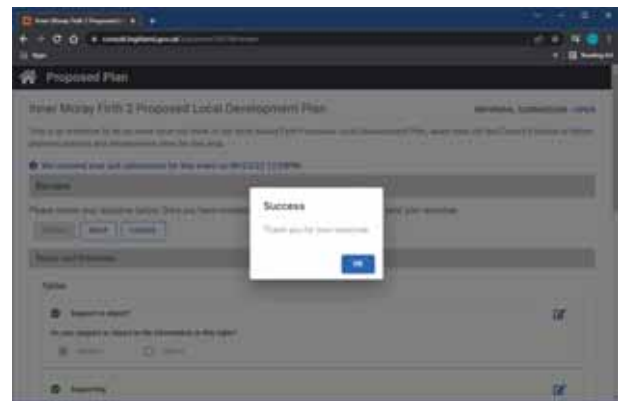
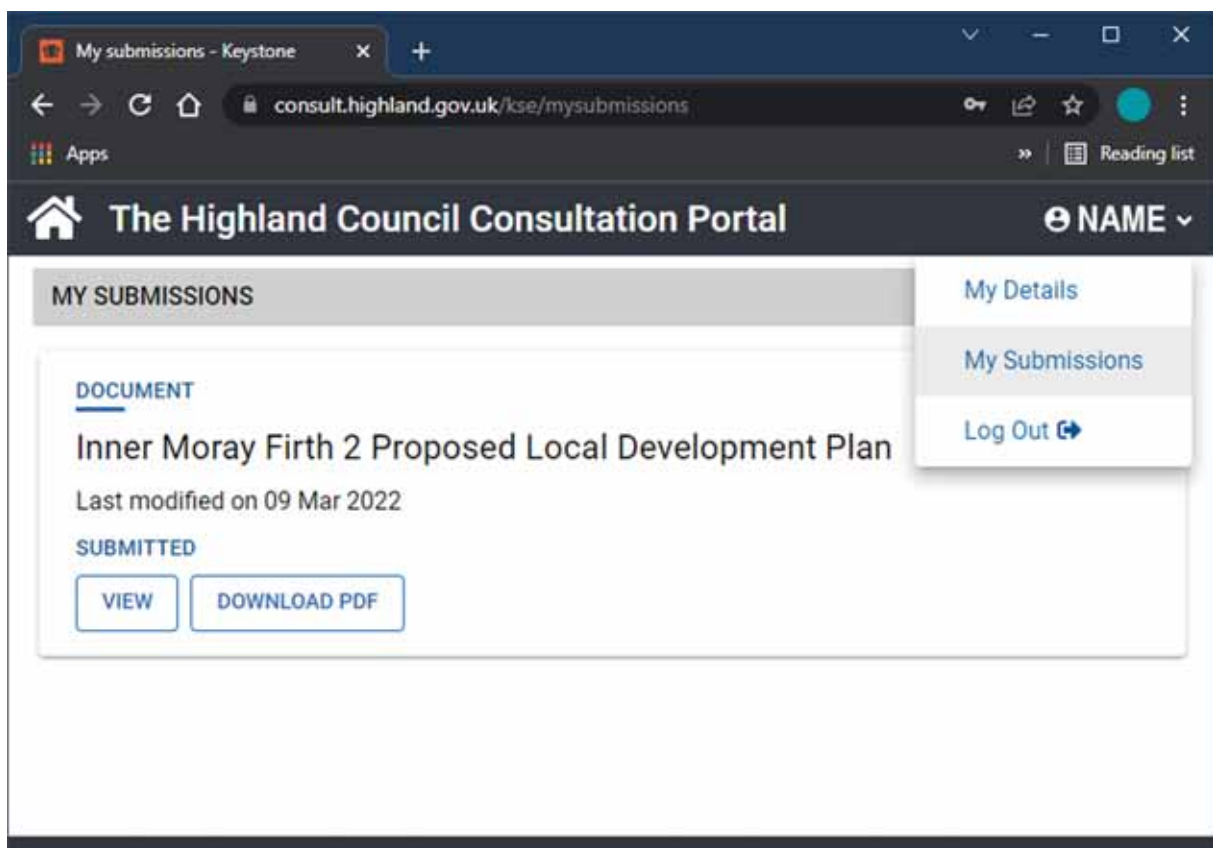


Figure 13 Success!



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

Figure 14 Your submissions



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

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

Find out more | Faigh a-mach tuilleadh

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

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

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

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

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

2 imfldp@highland.gov.uk

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

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

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Section 1 - Vision and outcomes | Lèirsinn agus builean

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

Table 1 Topics and Outcomes

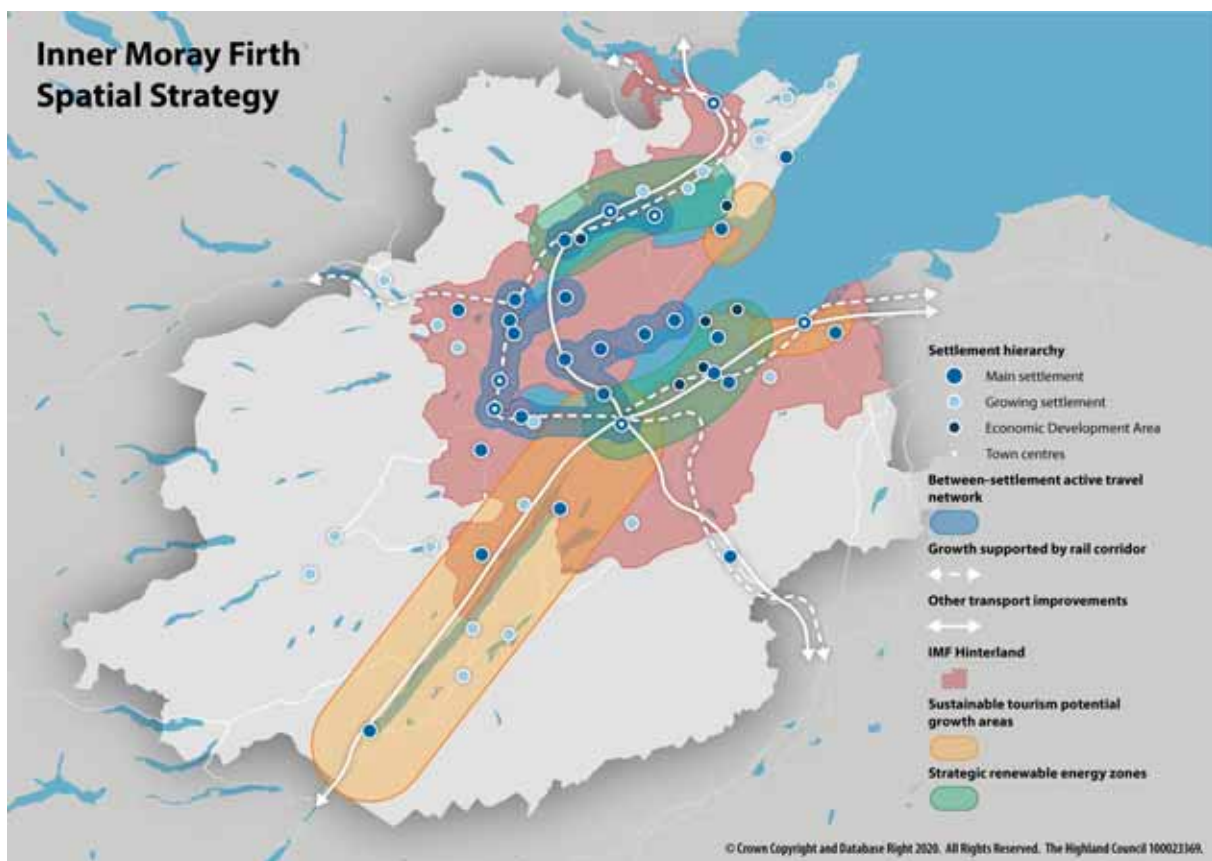
Environment	The Inner Moray Firth's built, cultural and natural assets will be safeguarded and appropriately managed. Water, waste, heat, land and buildings will be used, re-used, located and designed in a carbon clever way. The environmental quality of all places will be safeguarded and where possible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

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

Section 2 - Spatial strategy | Ro-innleachd spàsail

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

Map 1 Spatial strategy



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

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

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

Settlement hierarchy | Rangachd tuineachaidh

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

Section 2 - Spatial strategy | Ro-innleachd spàsail

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

Table 2 Settlement Hierarchy

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

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

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

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

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

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

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

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

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

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

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

Section 2 - Spatial strategy | Ro-innleachd spàsail

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

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

Rural housing - Hinterland area | Taigheadas dùthchail - sgìre Dhùthchail

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

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

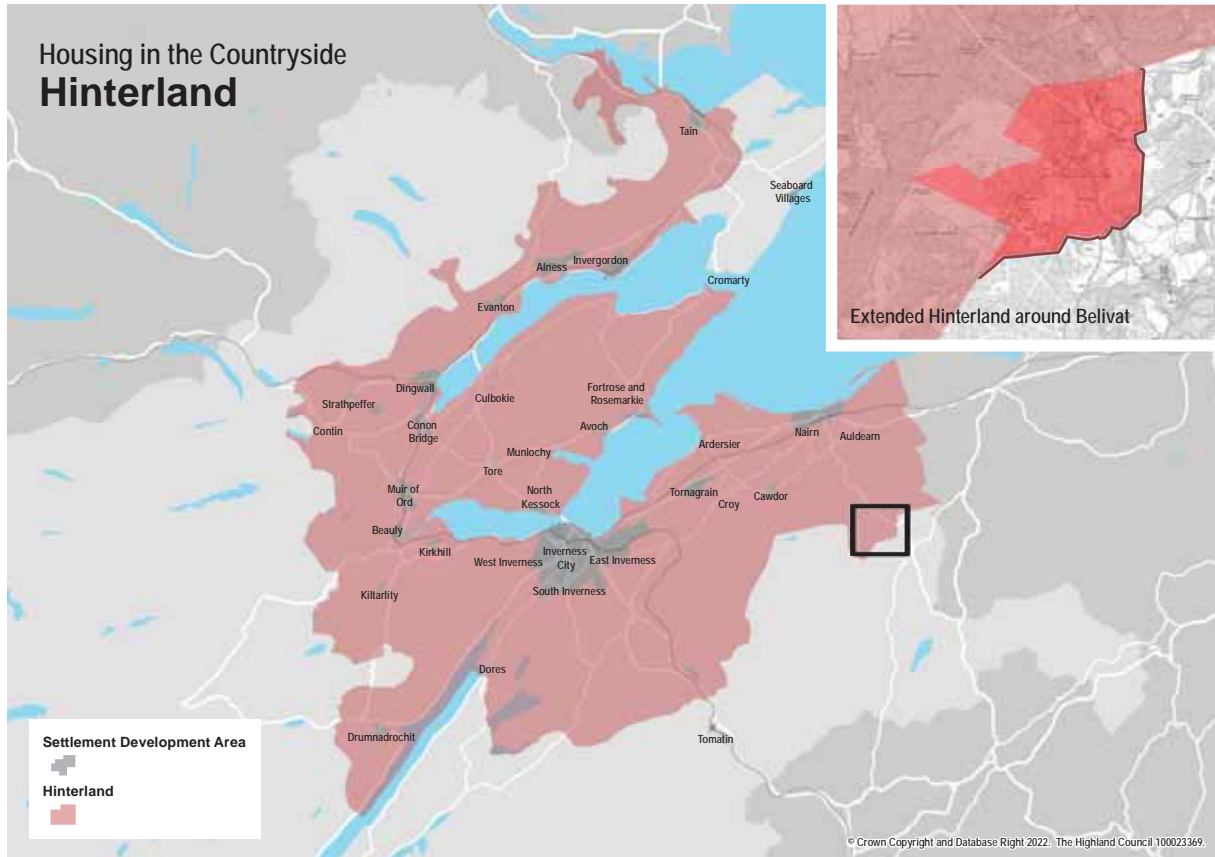
34 Therefore, we believe that new development in the open countryside should be controlled to favour those with good reason to be there. Housing in connection with a business already in a countryside area or a new enterprise particularly suited to a rural area are existing, sensible exceptions. This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

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

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

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

Map 2 Proposed hinterland



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

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

Sustainable tourism | Turasachd seasmhach

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

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

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

Environment | Àrainneachd

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

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

Low carbon development | Leasachadh carboin ìosal

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

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

Policy 1

Low Carbon Development

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

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

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

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

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

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

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

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

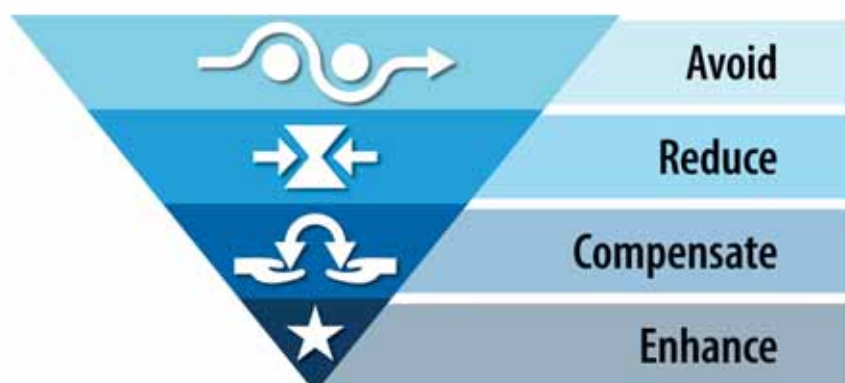
Nature protection, preservation and enhancement | Dìon nàdair, gleidheadh agus àrdachadh

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

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

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

Figure 15 Mitigation hierarchy



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

Policy 2

Nature Protection, Preservation and Enhancement

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

Local Developments

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

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

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

Householder developments are excluded from this requirement.

National, Major and EIA Developments

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

To inform this, proposals should:

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

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

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

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

Policy 3

Water and Waste Water Infrastructure Impacts

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

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

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

Section 3 - General policies | Poileasaidhean coitcheann

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

Safeguarding greenspace | Dìon raointean uaine

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

Policy 4

Greenspace

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

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

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

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

Green networks | Lìonraidhean uaine

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

Policy 5

Green Networks

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

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

Employment | Ag obair

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

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

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

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

Town centre first | Meadhan a' bhaile an toiseach

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

Policy 6

Town Centre First

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

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

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

Significant footfall developments include:

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

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

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

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

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

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

Renewable energy sector | Roinn cumhachd ath-nuadhachail

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

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

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

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

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

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

Industrial land | Fearann gnìomhachais

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

Policy 7

Industrial Land

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

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

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

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

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

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

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

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

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

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

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

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

Growing communities | Coimhearsnachdan a tha a' fàs

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

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

Placemaking | Dèanamh àite

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

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

Figure 16 Placemaking principles



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

Table 4 Placemaking design tools

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

Section 3 - General policies | Poileasaidhean coitcheann

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

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

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

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

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

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

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

Policy 8

Placemaking

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

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

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

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

Delivering development | A' libhrigeadh leasachadh

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

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

Policy 9

Delivering Development and Infrastructure

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

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

Section 3 - General policies | Poileasaidhean coitcheann

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

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

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

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

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

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

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

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

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

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

Policy 10

Increasing Affordable Housing

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

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

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

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

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

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

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

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

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

Policy 11

Self and Custom Build Housing

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

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

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

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

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

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

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

Growing settlements | Tuineachaidhean a' Fàs

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

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

Policy 12

Growing Settlements

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

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

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

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

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

Policy 13

Accessible and Adaptable Homes

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

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

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

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

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

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

21 https://webarchive.nationalarchives.gov.uk/20131205120926uo_/http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/content/index.html

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

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

Connectivity | Ceangalachd

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

Section 3 - General policies | Poileasaidhean coitcheann

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

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

Transport strategy | Ro-innleachd còmhdhail

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

Modernising the transport network

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

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

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

Figure 17 Transport hierarchy



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

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

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

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

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

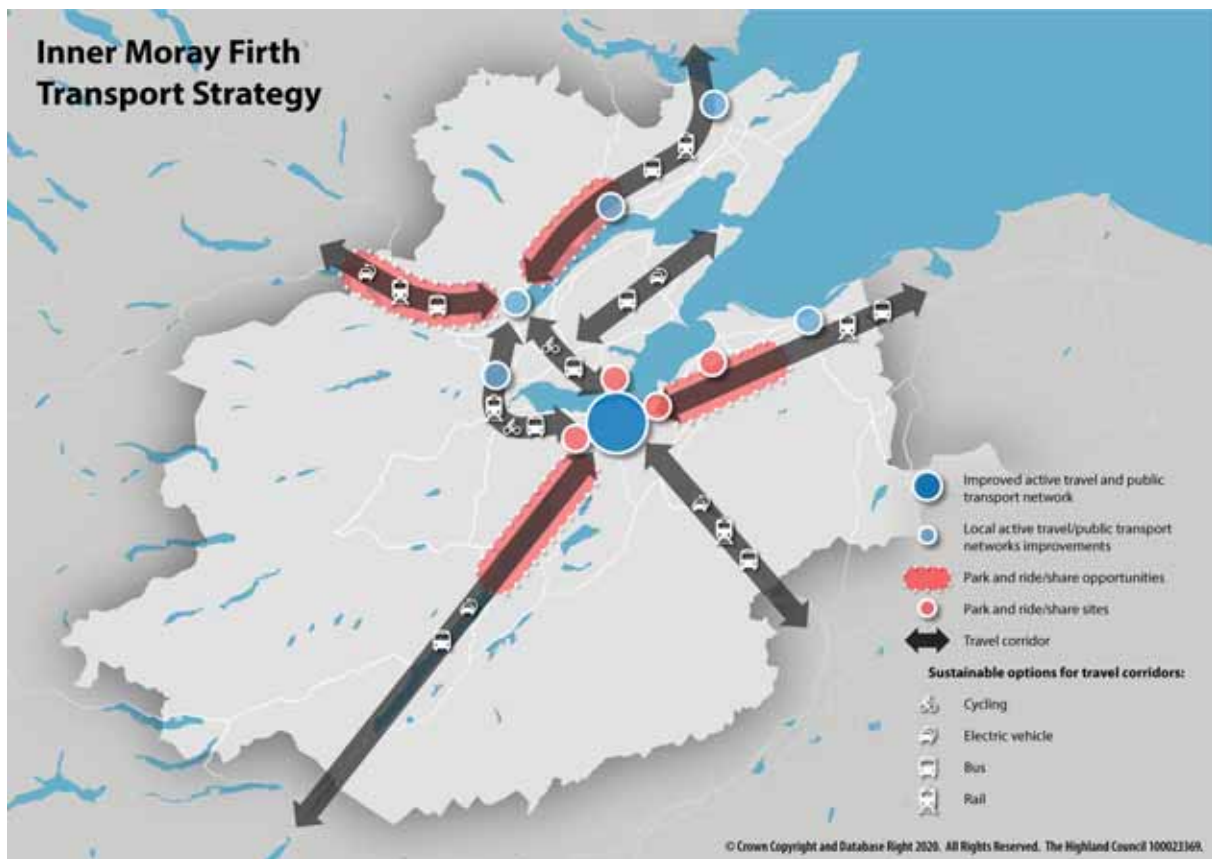
Congestion and electric vehicles

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

Transport Strategy

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

Map 3 Transport strategy



Sustainable transport interventions | Eadar-theachdan còmhdhail seasmhach

Sustainable transport interventions: Delivering the Transport Strategy

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

95 For Inverness this means:

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

For other towns and villages this means:

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

96 For more rural places this means:

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

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

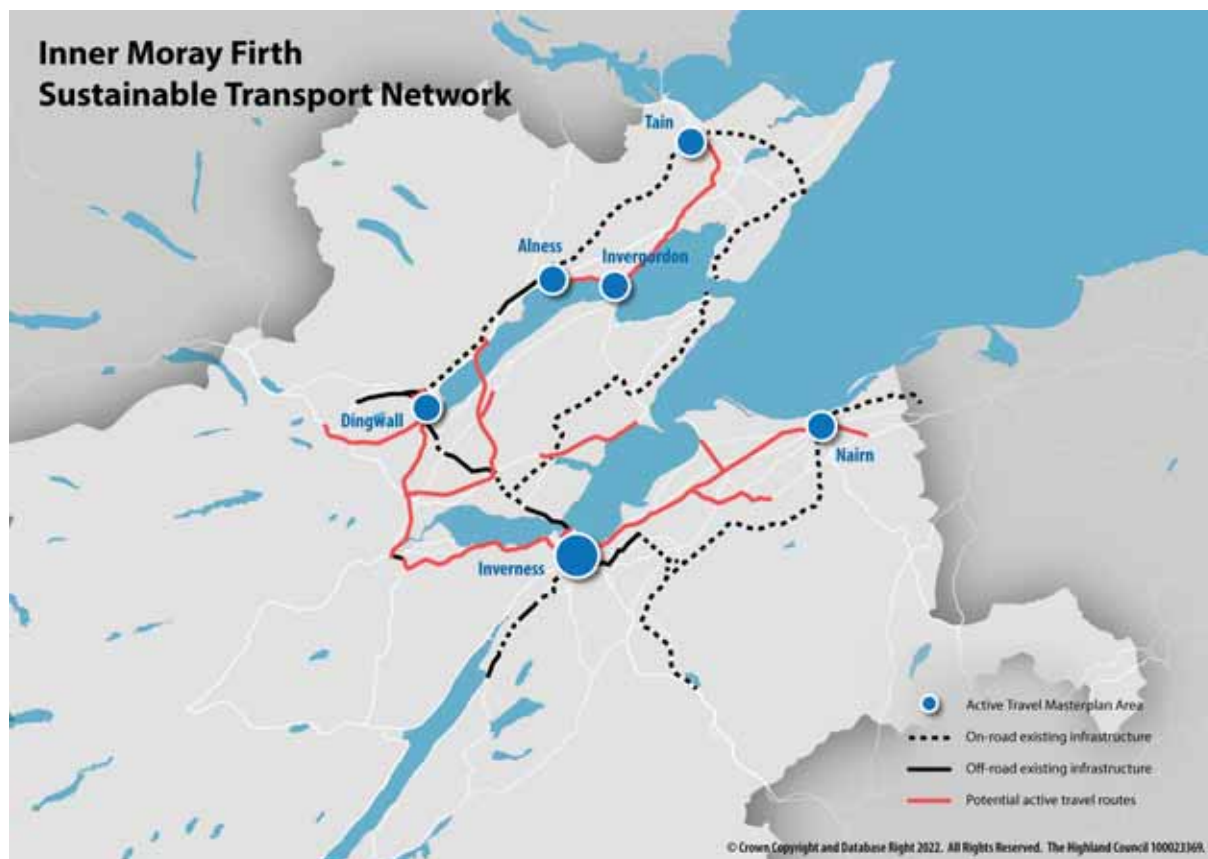
3. Supporting the delivery of electric vehicle charging infrastructure at key destinations that rural communities can benefit from.

For the whole Plan area this also means:

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

Sustainable transport policy | Poileasaidh còmhhdail seasmhach

Map 4 Active travel network



Policy 14

Transport

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

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

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

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

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

Main settlements | Prìomh thuineachaidhean

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

Figure 18 Map legend

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

Alness | Alanais

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

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

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

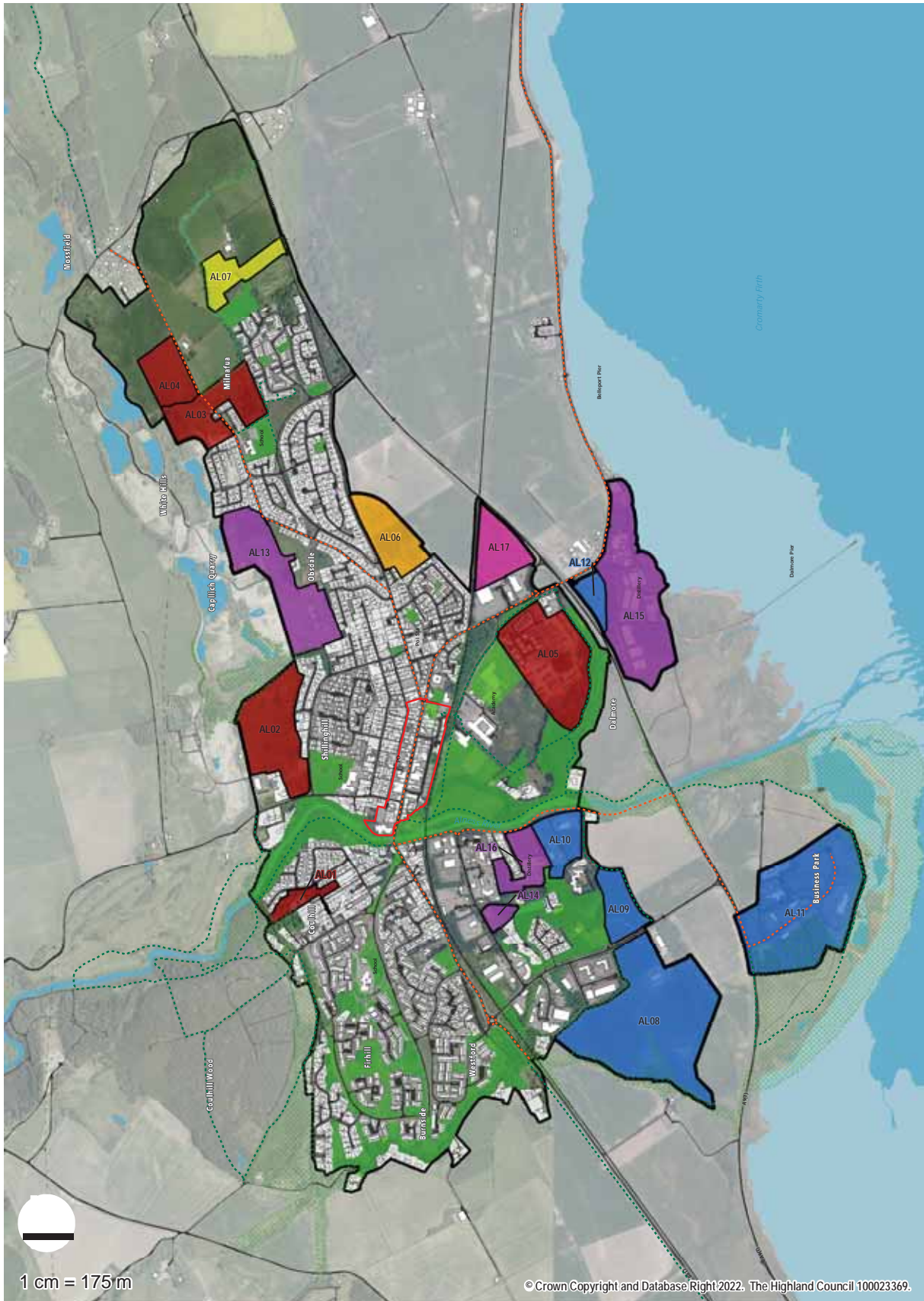
require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, mitigation for flood risk and a Recreational Access Management Plan.

Placemaking Priorities 1

Alness

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

Map 5 Alness



Development Sites

Housing

AL01: Willowbank Park

Area: 1.6 ha

Indicative housing capacity: 5 (17 Total)

Developer requirements: Retain and where possible enhance the core path network.

AL02: Crosshills

Area: 9.1 ha

Indicative housing capacity: 25 (170 Total)

Developer requirements: Development masterplan which should include: Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; landscape buffer with Caplich Quarry.

AL03: Milnafua Farm

Area: 6.7 ha

Indicative housing capacity: 73

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

AL04: Whitehills

Area: 4.0 ha

Indicative housing capacity: 50

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

AL05: Dalmore

Area: 11.4 ha

Indicative housing capacity: 100 (115 Total)

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

Mixed Use

AL06: Obsdale Road

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

Indicative housing capacity:
50 (75 Total)

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

Community

AL07: Achnagarron Farm

Area: 3.6 ha

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

Business

AL08: West and South of Dail nan Roca

Area: 22.7 ha

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

AL09: South of Teaninich Road

Area: 3.4 ha

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

AL10: Averon Way

Area: 3.5 ha

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

AL11: Alness Point

Area: 19.2 ha

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

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

AL12: Field to North West of Dalmore Distillery

Area: 1.6 ha

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

Industry

AL13: Caplich Quarry

Area: 10.5 ha

Developer requirements: Continuation of existing quarry operation.

AL14: Alness Industrial Estate

Area: 1.0 ha

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

AL15: Dalmore Distillery

Area: 14.2 ha

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

AL16: Teaninich Distillery

Area: 3.5 ha

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

Retail

AL17: Invergordon Road East

Area: 4.4 ha

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

Ardersier | Àird nan Saor

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

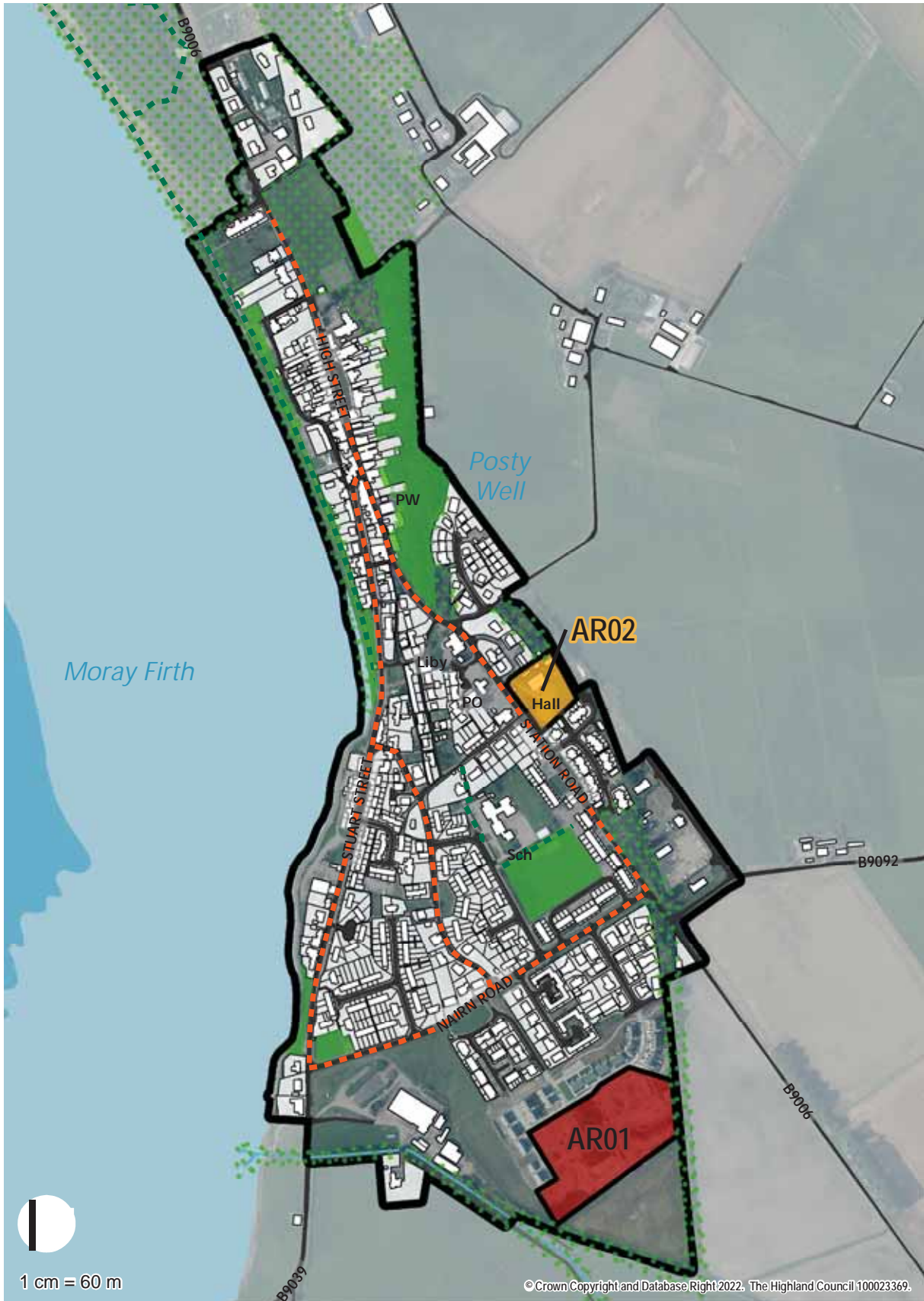
Placemaking Priorities 2

Ardersier

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

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

Map 6 Ardersier



Development Sites

AR01: South of Nairn Road

Area: 2.4 ha

Indicative housing capacity: 80

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

Mixed Use

AR02: East of Station Road

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

Area: 0.6 ha

Indicative housing capacity:
10

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

Auldearn | Allt Èireann

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

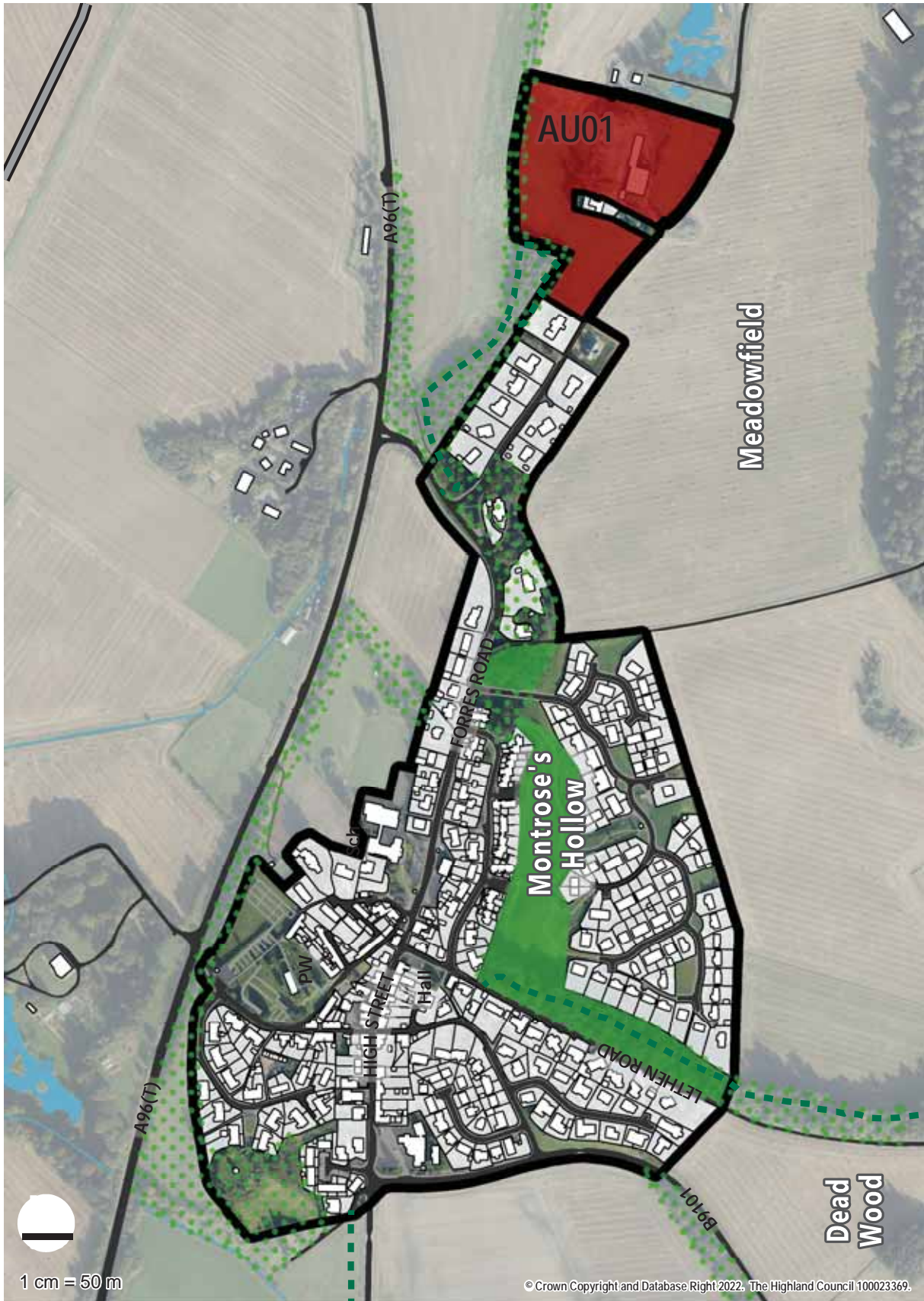
Placemaking Priorities 3

Auldearn

- Consolidate Auldearn with any new development helping to round off and infill the settlement.
- Ensure a coordinated approach to development with contributions towards the active travel network and areas of open space.
- Avoid any further uncoordinated ribbon development along Moyness Road.

- Safeguard the 1645 Battle of Auldearn battlefield from development.
- Preserve and enhance the green network within and around Auldearn, particularly areas of woodland and watercourses, for active travel use and biodiversity.

Map 7 Auldearn



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Development Sites

Housing

AU01: Land at Meadowfield

Area: 3.7 ha

Indicative housing capacity: 30

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

Avoch | Abhach

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

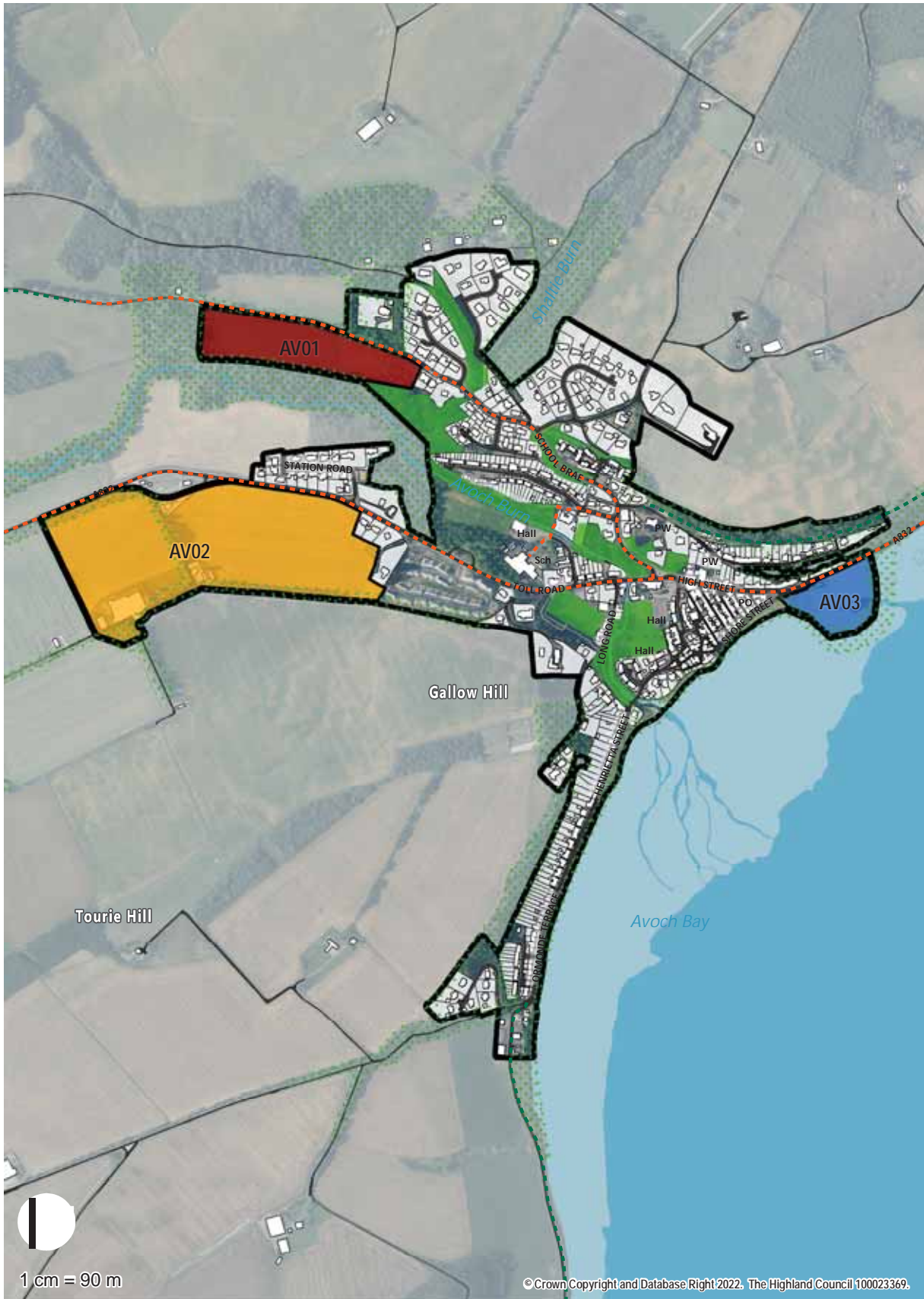
Placemaking Priorities 4

Avoch

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

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

Map 8 Avoch



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Development Sites

Housing

AV01: Rosehaugh East Drive

Area: 3.7 ha

Indicative housing capacity: 30

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

Mixed Use

AV02: Muiralehouse

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

Indicative housing capacity: 80

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

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

Business

AV03: Harbour

Area: 1.8 ha

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

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

Beauly | A' Mhanachainn

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

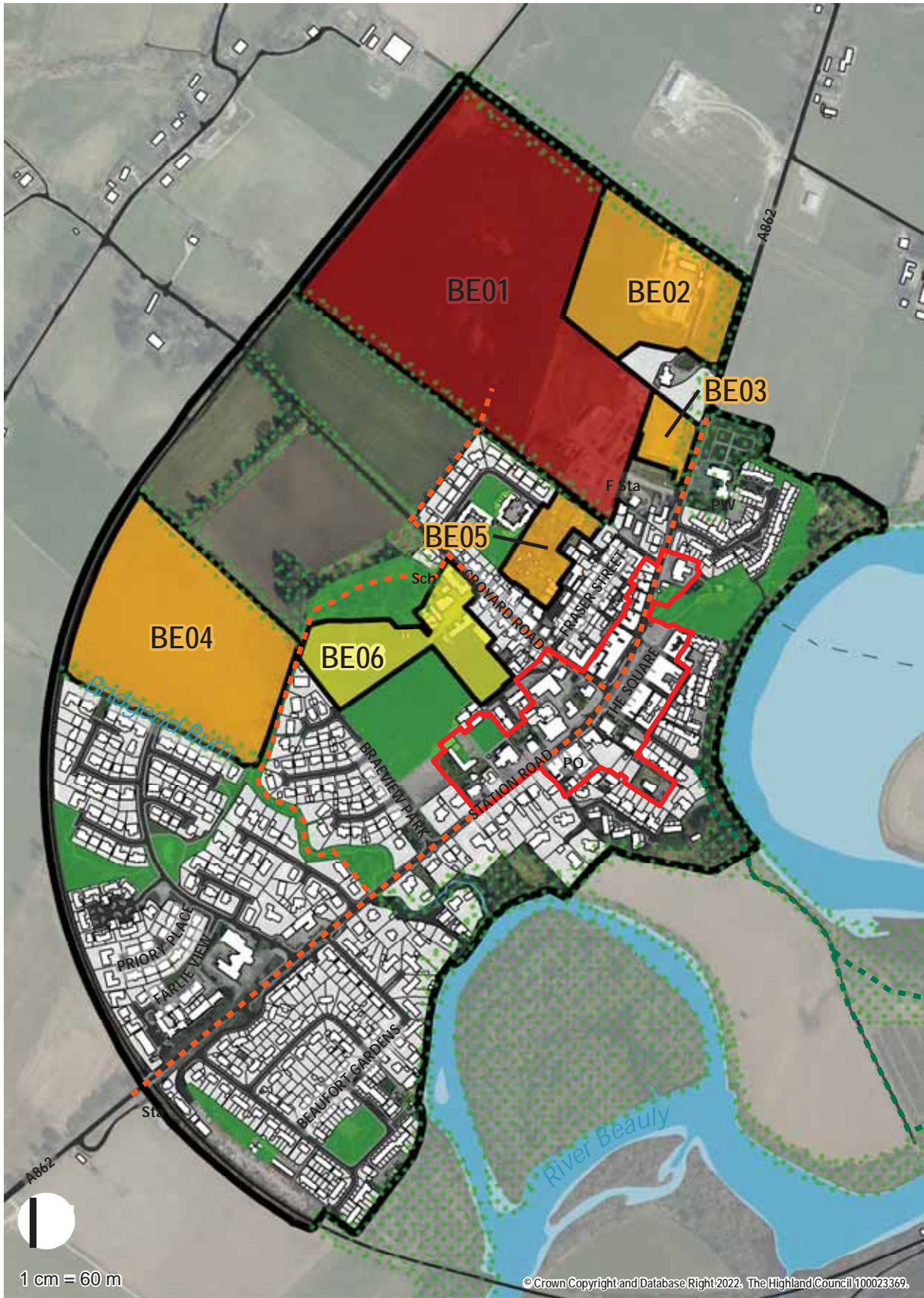
121 The allocated sites will maintain the compact settlement pattern of Beaully and respects its constraints. Other things being equal, compact mixed use development will encourage active travel because there will be the opportunity to walk or cycle to local employment and local facilities. A new primary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

Placemaking Priorities 5

Beaully

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

Map 9 Beauly



Development Sites

Housing

BE01: Beauly North

Area: 18.2 ha

Indicative housing capacity: 120 (340 Total)

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

Mixed Use

BE02: East Wellhouse

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

Area: 3.7 ha

Business

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

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

BE03: North East of Fire Station

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

Area: 0.6 ha

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

BE04: West of Cnoc na Rath

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

Area: 6.5 ha

Indicative housing

capacity: 50 (90 Total)

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

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

BE05: Fraser Street Allotments

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

Indicative housing capacity: 20

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

Community

BE06: Primary School and Playing Fields

Area: 2.5 ha

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

Conon Bridge | Drochaid Sguideil

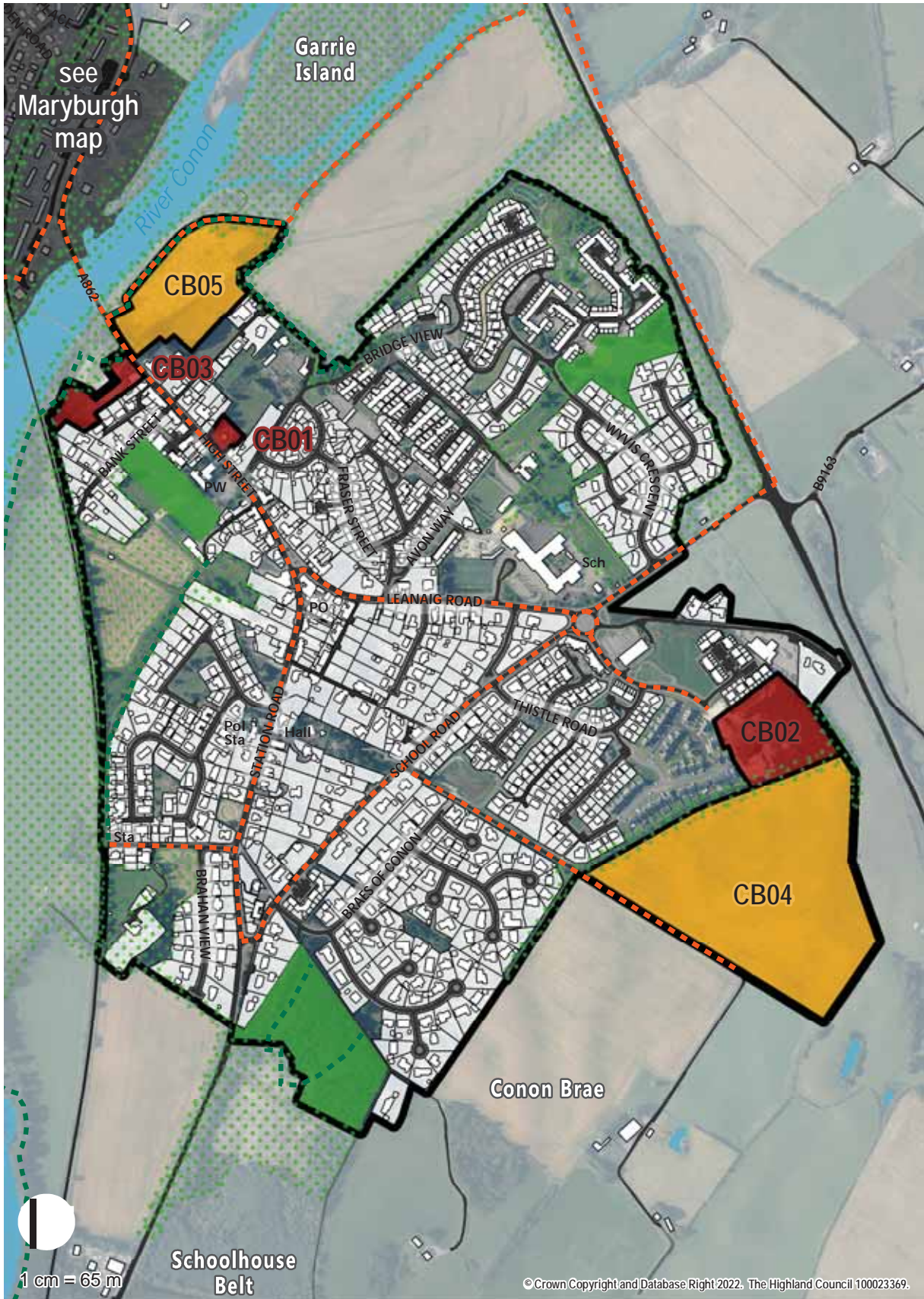
- 122** With over 2,000 existing residents, trunk road connectivity, a rail halt, an attractive outlook, no water and sewerage capacity constraints and a plentiful supply of development land, Conon Bridge is well placed to accommodate further growth.
- 123** However, other factors indicate that that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

Placemaking Priorities 6

Conon Bridge

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

Map 10 Conon Bridge



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Development Sites

Housing

CB01: Former Petrol Filling Station

Area: 0.2 ha

Indicative housing capacity: 10

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

CB02: Braes of Conon (North)

Area: 1.8 ha

Indicative housing capacity: 27

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

CB03: Former Public House and Adjoining Land

Area: 0.5 ha

Indicative housing capacity: 21

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

Mixed Use

CB04: Braes of Conon (South)

Use(s): Housing,
Community, Business

Area: 8.9 ha

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

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

CB05: Former Fish Processing Site

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

Indicative housing capacity: 72

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

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

Cromarty | Cromba

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

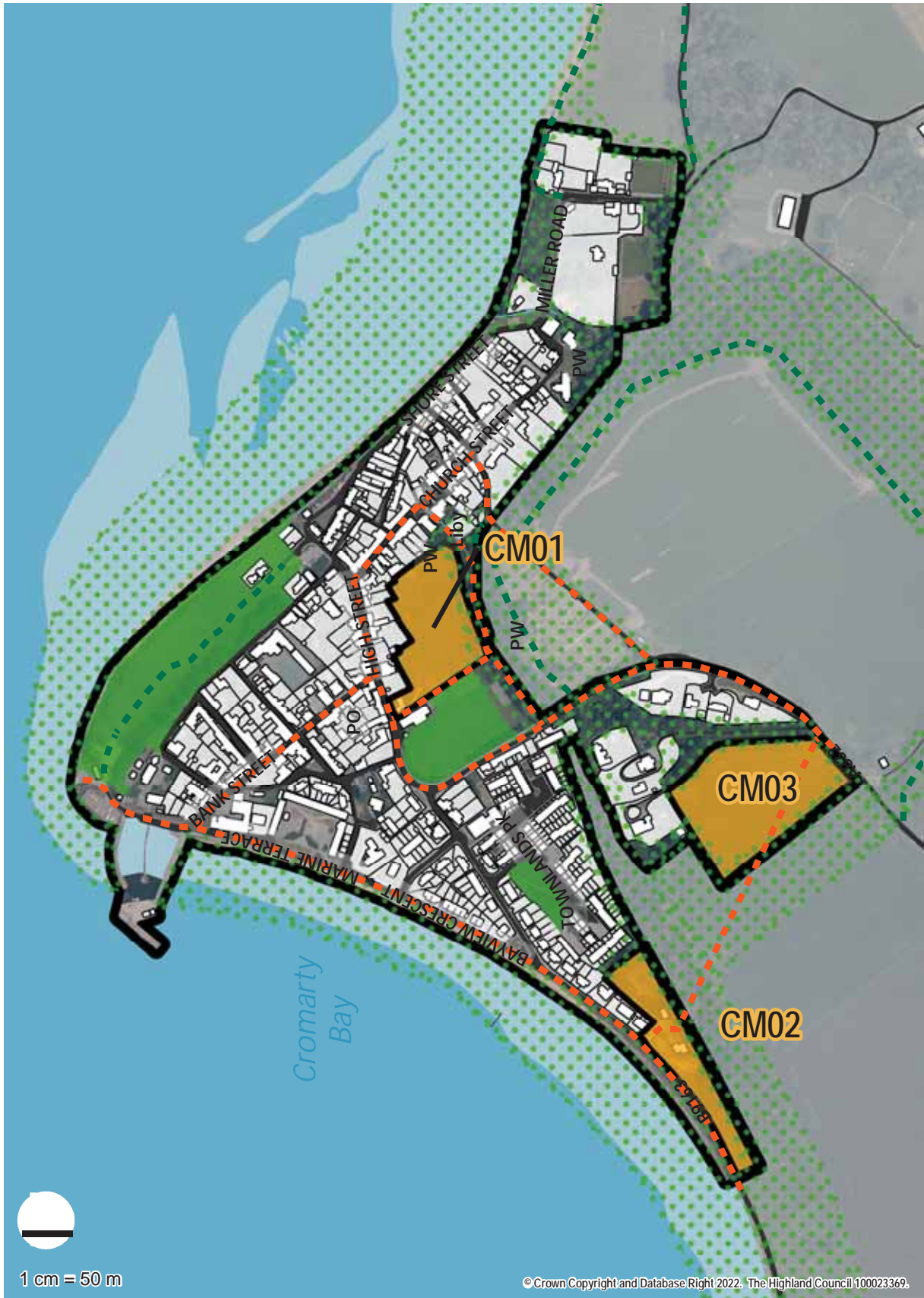
but in the Council's view, is the next best, effective option. Otherwise, only smaller scale infill development below the raised beach is likely to be acceptable including land for visitor management facilities at Bayview Crescent.

Placemaking Priorities 7

Cromarty

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

Map 11 Cromarty



Development Sites

Mixed Use

CM01: Sandilands

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

Indicative housing capacity: 33

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

CM02: Bayview Crescent

Use(s): Community, Business

Area: 0.9 ha

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

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

CM03: South of Manse

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

Indicative housing capacity: 25

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

Croy | Crothaidh

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

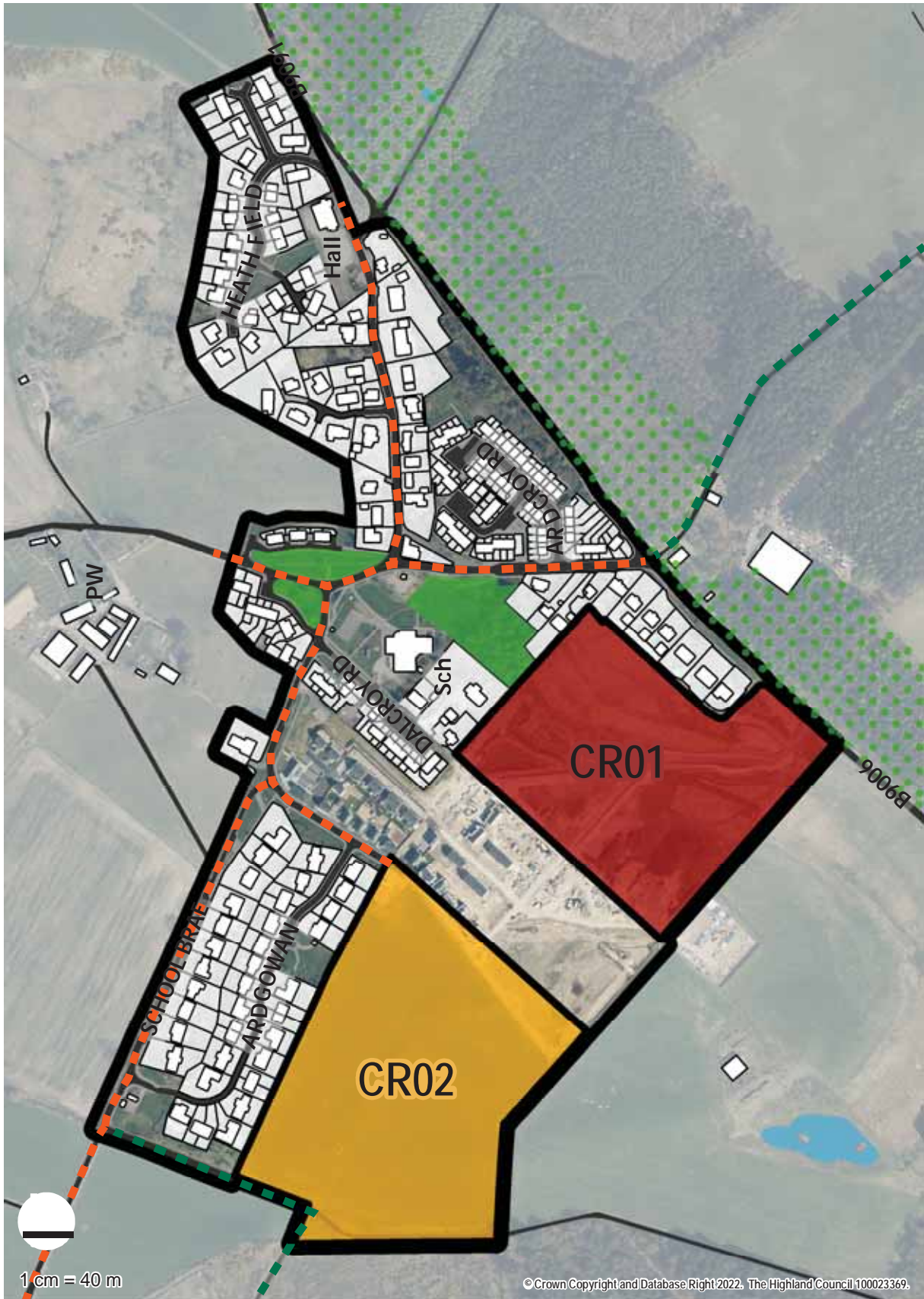
Placemaking Priorities 8

Croy

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

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

Map 12 Croy



Development Sites

CR01: West of Primary School

Area: 5.1 ha

Indicative housing capacity: 50

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

Mixed Use

CR02: North West of Primary School

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

Indicative housing capacity: 50

Developer requirements: Drainage Impact Assessment; high quality siting and design with positive contribution to the streetscape/settlement settings; Transport Assessment including details of suitable access arrangements, consideration of upgrades to wider road network and enhanced active travel connections to key destinations; explore potential for creating

a new community and/or small scale commercial space; demonstration of no adverse effect on the integrity of Loch Flemington SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts for further detail) and Recreational Access Management Plan.

Culbokie | Cùil Bhàicidh

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

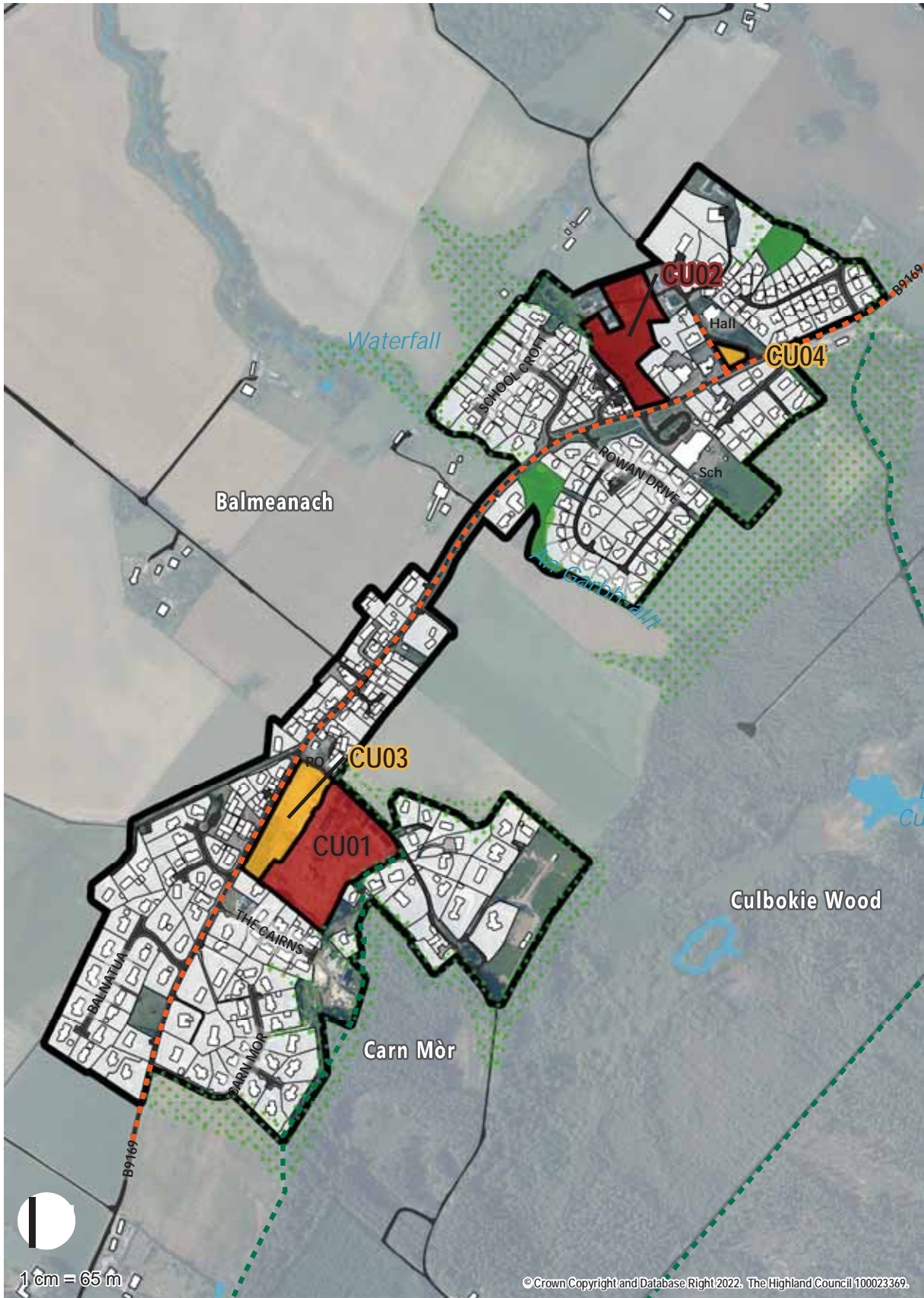
Placemaking Priorities 9

Culbokie

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

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

Map 13 Culbokie



Development Sites

Housing

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

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

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

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

Mixed Use

CU03: Land South of Village Store

Use(s): Housing,
Community, Business

Area: 0.9 ha

**Indicative housing
capacity:** 6

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

CU04: Land East of Old Primary School

Use(s): Community, Business

Area: 0.1 ha

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

Dingwall | Inbhir Pheofharain

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

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

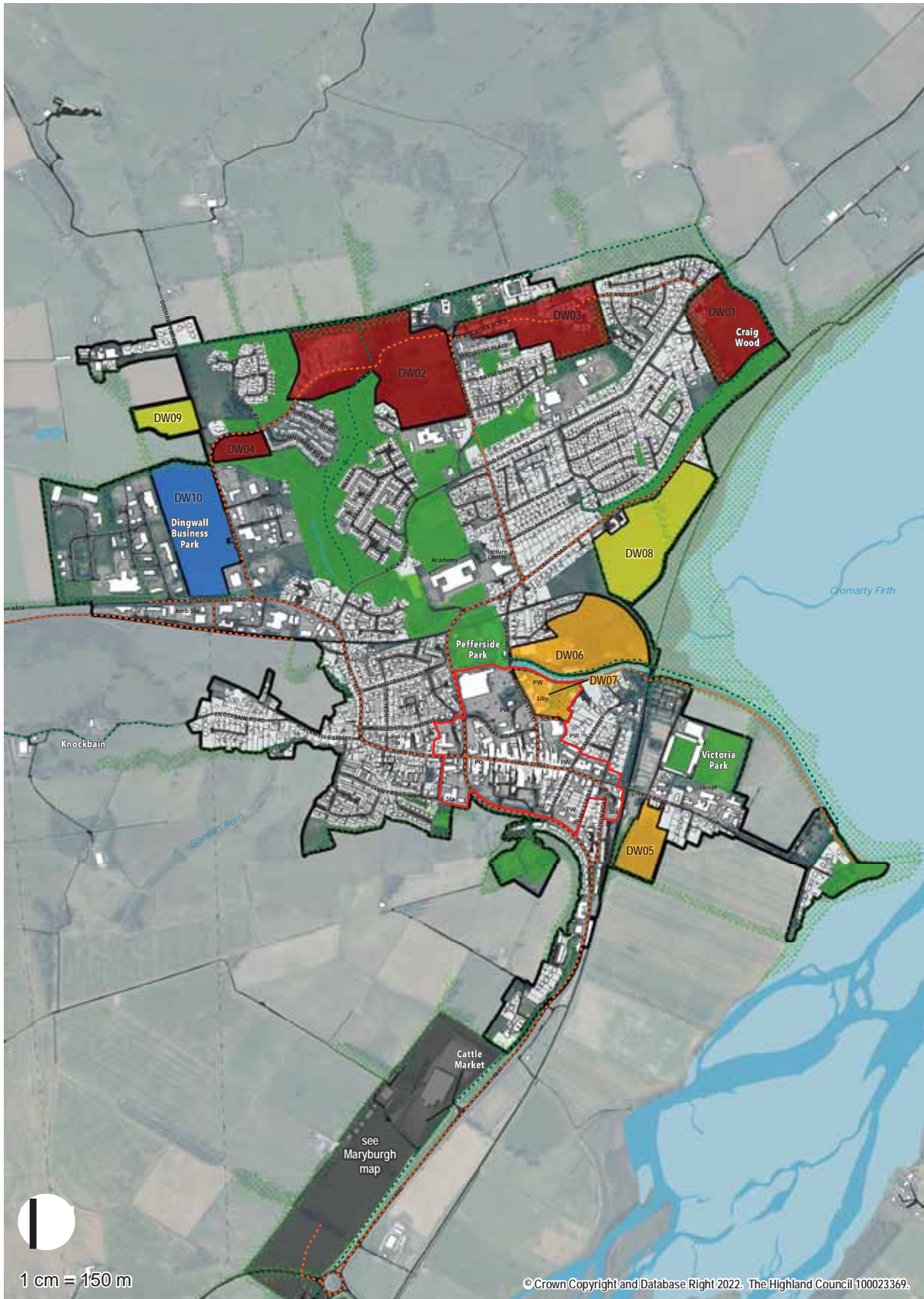
Placemaking Priorities 10

Dingwall

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

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

Map 14 Dingwall



Development Sites

Housing

DW01: Dingwall North – Craig Road**Area:** 6.4 ha**Indicative housing capacity:** 28

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

DW02: Dingwall North - South of Tulloch Castle**Area:** 15.5 ha**Indicative housing capacity:** 98

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

DW03: Dingwall North - St Andrews Road

Area: 7.3 ha

Indicative housing capacity: 38

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

DW04: Dochcarty Road East

Area: 1.4 ha

Indicative housing capacity: 40

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

Mixed Use

DW05: Land Opposite Sherriff Court

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

Area: 2.9 ha

Indicative housing capacity:
10

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

DW06: Dingwall Riverside (North)

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

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

DW07: Dingwall Riverside (South)

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

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

Community

DW08: Craig Road

Area: 8.9 ha

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

DW09: Dingwall North - Dochcarty Brae

Area: 2.0 ha

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

Business

DW10: Land to East of Dingwall Business Park

Area: 8.9 ha

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

Dores | Duras

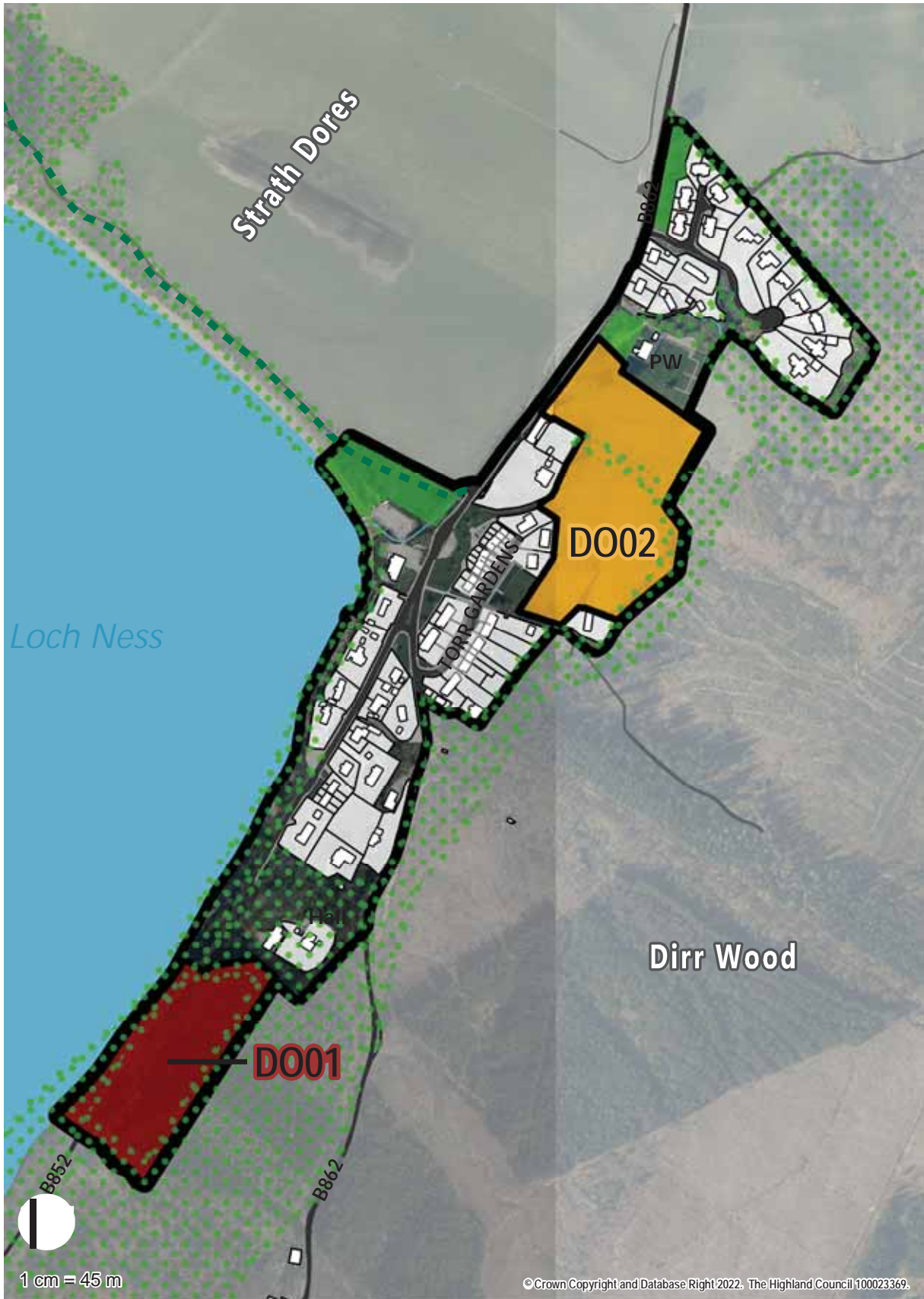
- 144** Dores is a small village of just 145 residents yet is a very popular visitor destination due to its attractive location, nestled on the western banks of Loch Ness and long, south facing pebble beach. These natural features, together with steep wooded hillsides to the east, have limited development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

Placemaking Priorities 11

Dores

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

Map 15 Dores



Development Sites

DO01: Land South of Dores Hall

Area: 3.1 ha

Indicative housing capacity: 10

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

Mixed Use

DO02: Land South of Church

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

Indicative housing capacity: 25

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

Drumnadrochit | Druim na Drochaid

- 147** Drumnadrochit benefits from a range of facilities beyond what would be expected for the size of the settlement and wider Glenurquhart catchment population. The principal settlement accommodates around 1,150 permanent residents and this figure has shown a slow but steady increase over the last 20 years. Its popularity is based upon its proximity to the work centre of Inverness, attractive setting close to Loch Ness, good range of local facilities and location straddling a major tourist route. The local high and primary schools have some spare capacity and investment to protect the village centre from flooding is programmed.
- 148** However, it is not a sustainable location for significant further growth. Car based travel to larger facilities and work is still necessary and improving public transport or active travel provision to Inverness would not be cost effective relative to the extra population that could reasonably be accommodated in Glenurquhart. Similarly, local water and sewerage capacity is constrained and additional investment to increase capacity is not programmed by Scottish Water. Add in the physical constraints of the steep surrounding hill slopes, areas of flood risk, the restrictions on new access to the A82 trunk road, and the environmental and amenity benefits of preserving local greenspace then we believe that a cautious approach to future growth is sensible.
- 149** Taking account of these development factors we believe that the "legacy" allocations at Drum Farm and adjoining the new Co-op store should be completed but that no new expansion areas should be promoted. The two large central sites represent previous, in principle, development commitments. DR01 is part permitted and part constructed. Land at Drum Farm can also help consolidate the settlement in a central location where, other things being equal, a mix of uses can promote more sustainable travel to local facilities and employment. Land to the rear of the post office will be better protected from flooding following completion of the programmed flood scheme and is also in an optimum central location close to other commercial facilities and the principal public car park. Other than these

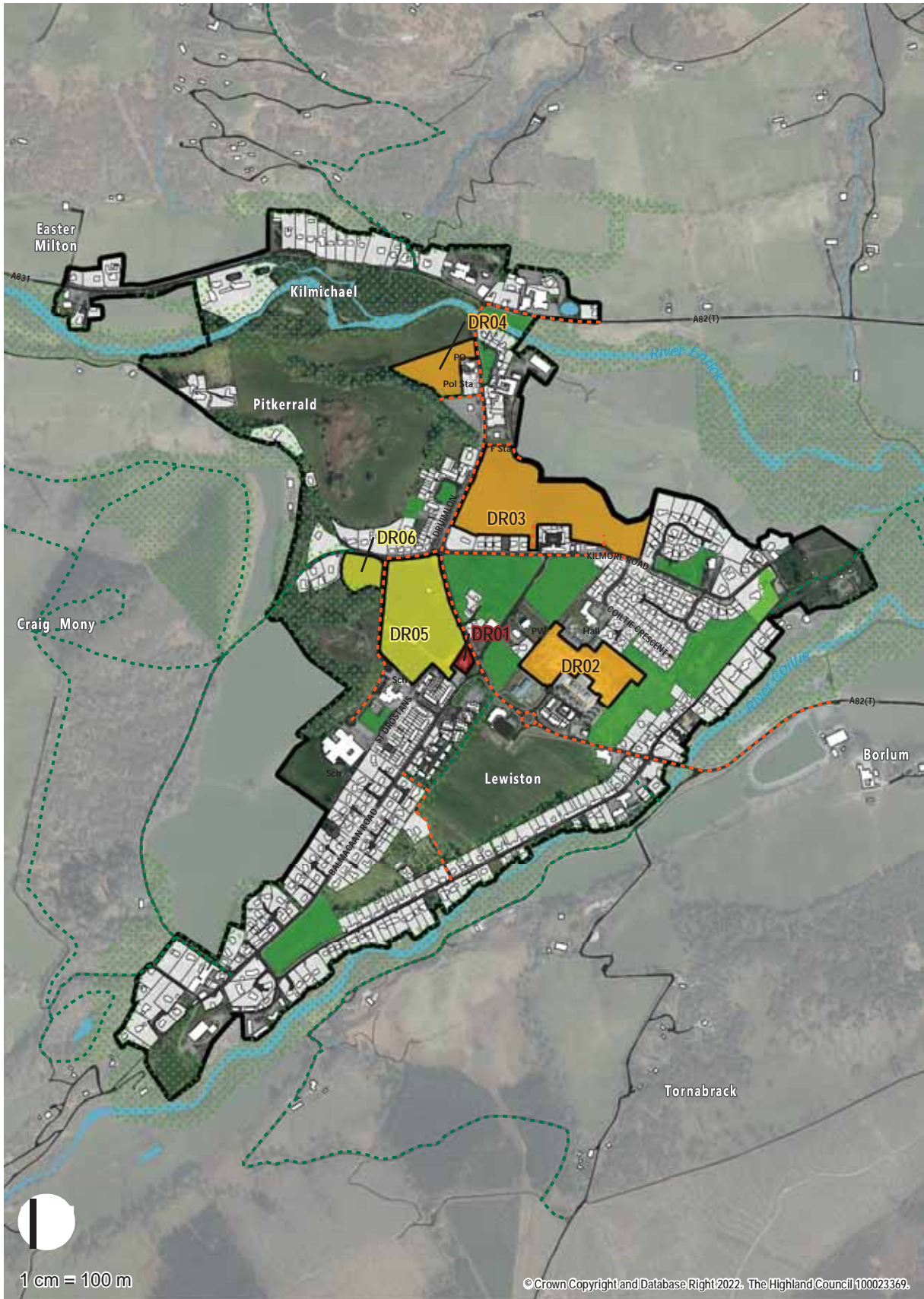
sites, expansion of shinty facilities would most sensibly be made adjoining the existing pitch and underutilised land closer to the high and primary schools may have potential for complementary education or other community use.

Placemaking Priorities 12

Drumnadrochit

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

Map 16 Drumnadrochit



Development Sites

Housing

DR01: Former A82 Retail Units

Area: 0.2 ha

Indicative housing capacity: 10

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

Mixed Use

DR02: Land Adjoining Supermarket

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

Area: 2.3 ha

**Indicative housing
capacity:** 43

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

DR03: Drum Farm

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

Indicative housing capacity: 93

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

DR04: Land West of Post Office

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

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

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

Community

DR05: Shinty Pitch and Adjoining Land

Area: 4.1 ha

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

DR06: School's Junction

Area: 0.7 ha

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

Evanton | Baile Eòghainn

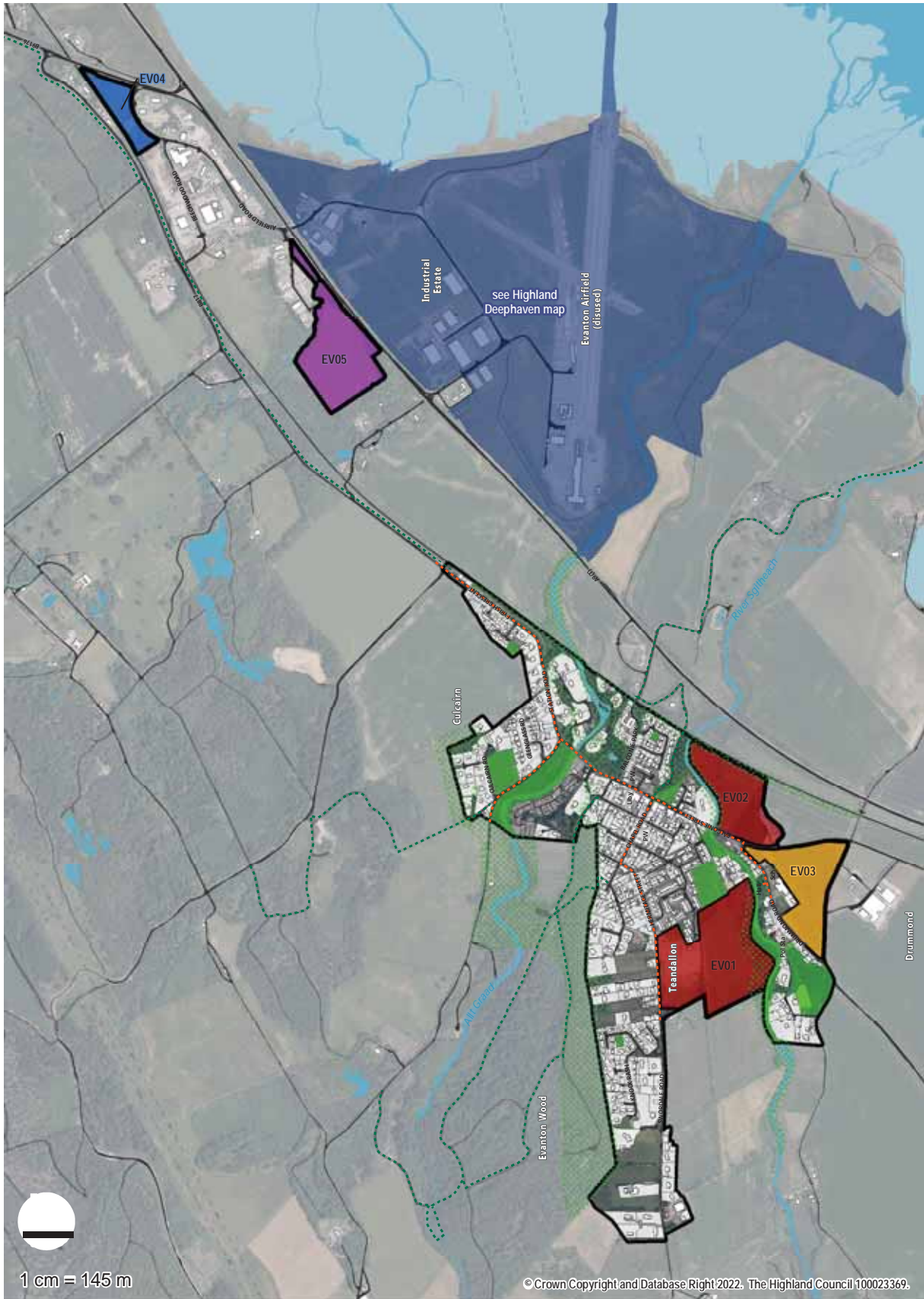
- 150** Evanton is an important village in East Ross with a population of around 1,400 which is suitable for continued modest growth. It provides a number of community facilities including a Primary School, however the school has limited capacity.
- 151** It is strategically located within 32km of employment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

Placemaking Priorities 13

Evanton

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

Map 17 Evanton



Development Sites

Housing

EV01: Teandallon

Area: 10.3 ha

Indicative housing capacity: 56 (140 Total)

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

EV02: Southeast of Evanton Bridge

Area: 5.0 ha

Indicative housing capacity: 5 (30 Total)

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

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

Mixed Use

EV03: Drummond Farm

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

Indicative housing capacity: 5 (15 Total)

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

Business

EV04: Airfield Road

Area: 1.9 ha

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

Industry

Site 1

EV05: Evanton Industrial Estate

Area: 6.6 ha

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

Fort Augustus | Cille Chuimein

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

Placemaking Priorities 14

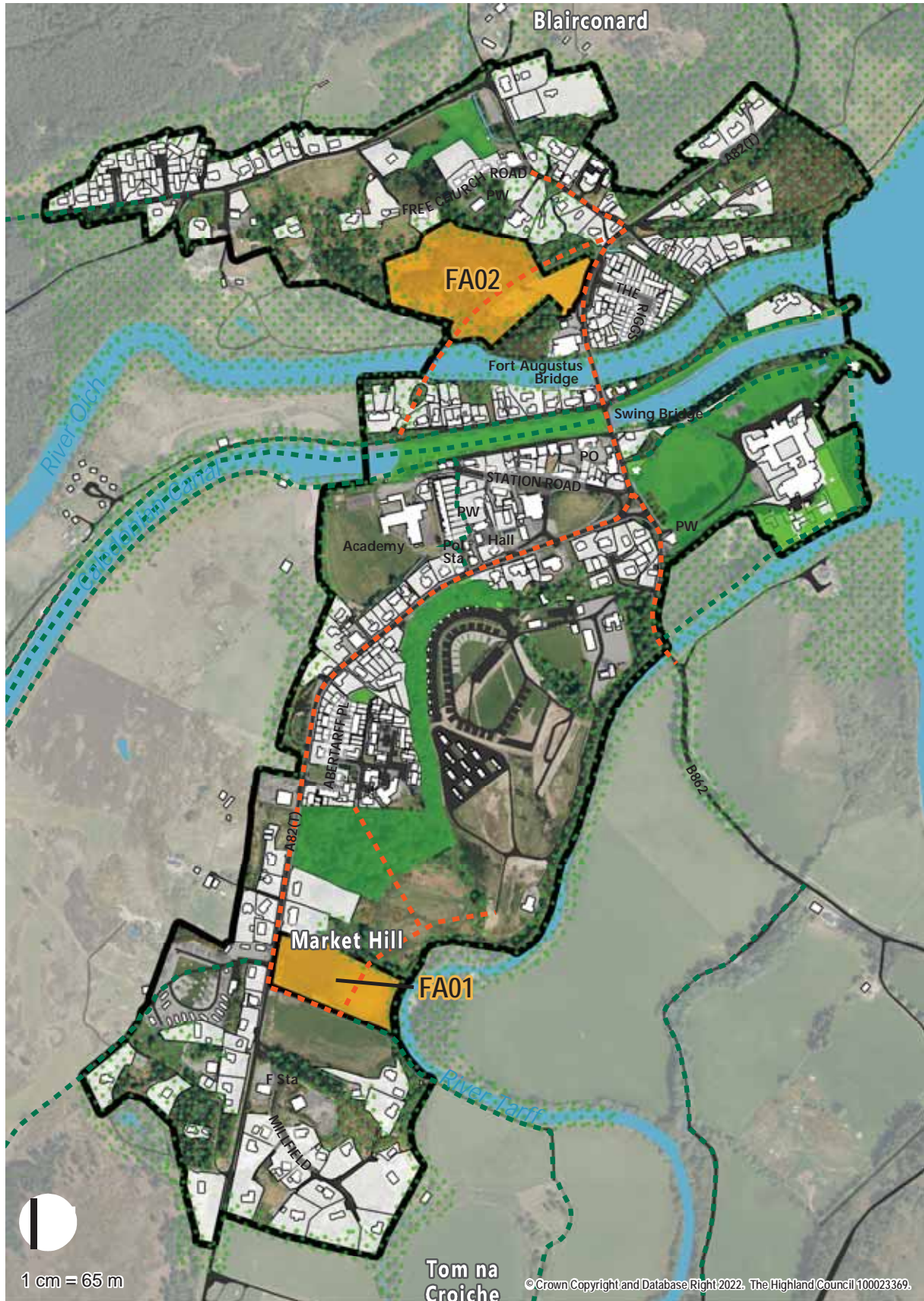
Fort Augustus

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

Section 4 - Places | Àiteachan

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

Map 18 Fort Augustus



Development Sites

FA01: Glebe

Use(s): Housing,
Community, Business

Area: 1.6 ha

**Indicative housing
capacity:** 10

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

FA02: Village Centre

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

Area: 3.3 ha

**Indicative housing
capacity:** 10

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

Fortrose and Rosemarkie | A' Chananaich agus Ros Maircnidh

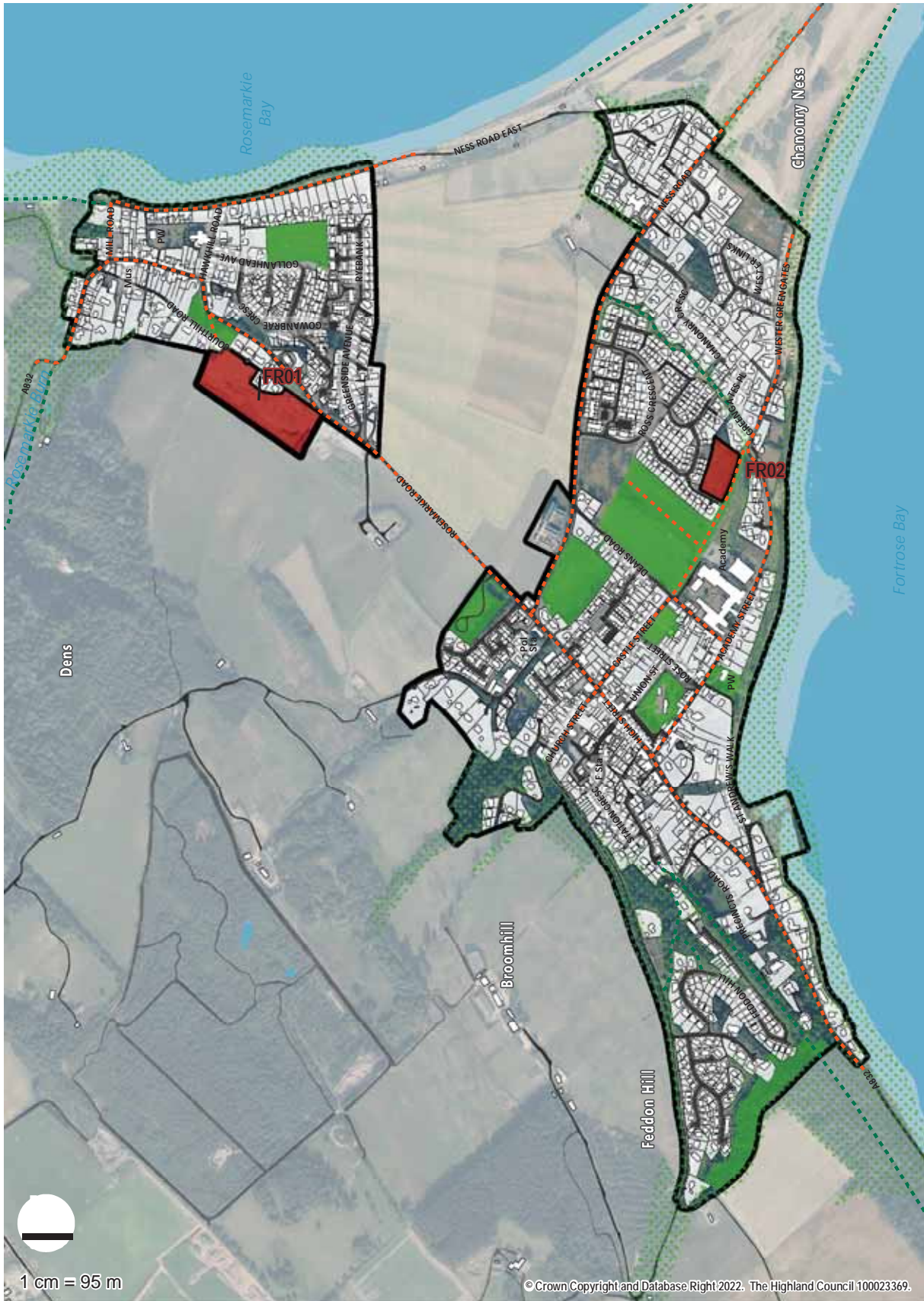
- 158** Fortrose and Rosemarkie combined house around 2,350 permanent residents. Because of this size and Fortrose's role as a "town centre" for a larger rural hinterland, higher order facilities such as the Academy and Leisure Centre are also present. Access to the Firth, good farmland and an attractive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

Placemaking Priorities 15

Fortrose and Rosemarkie

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

Map 19 Fortrose and Rosemarkie



Development Sites

Housing

FR01: Greenside Farm

Area: 2.6 ha

Indicative housing capacity: 50

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

FR02: Ness Gap

Area: 0.7 ha

Indicative housing capacity: 12

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

Invergordon | Inbhir Ghòrdain

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

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

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

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

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

Placemaking Priorities 16

Invergordon

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

Map 20 Invergordon



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Development Sites

Housing

IG01: Cromlet**Area:** 4.3 ha**Indicative housing capacity:** 93

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

IG02: Invergordon Mains**Area:** 22.8 ha**Indicative housing capacity:** 100 (400 total)

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

Mixed Use

IG03: Land south west of Railway Station

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

Indicative housing capacity: 32

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

IG04: Disused fuel tank farm

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

Indicative housing capacity: 45

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

Industry

IG05: Invergordon Harbour**Area:** 22.1 ha

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

Industry

IG06: Inverbreakie Industrial Estate**Area:** 6.5 ha

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

Industry

IG07: Cromarty Firth Industrial Estate

Area: 42 ha

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

City of Inverness | Cathair-bhaile Inbhir Nis

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

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

Policy 15

Development Briefs

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

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

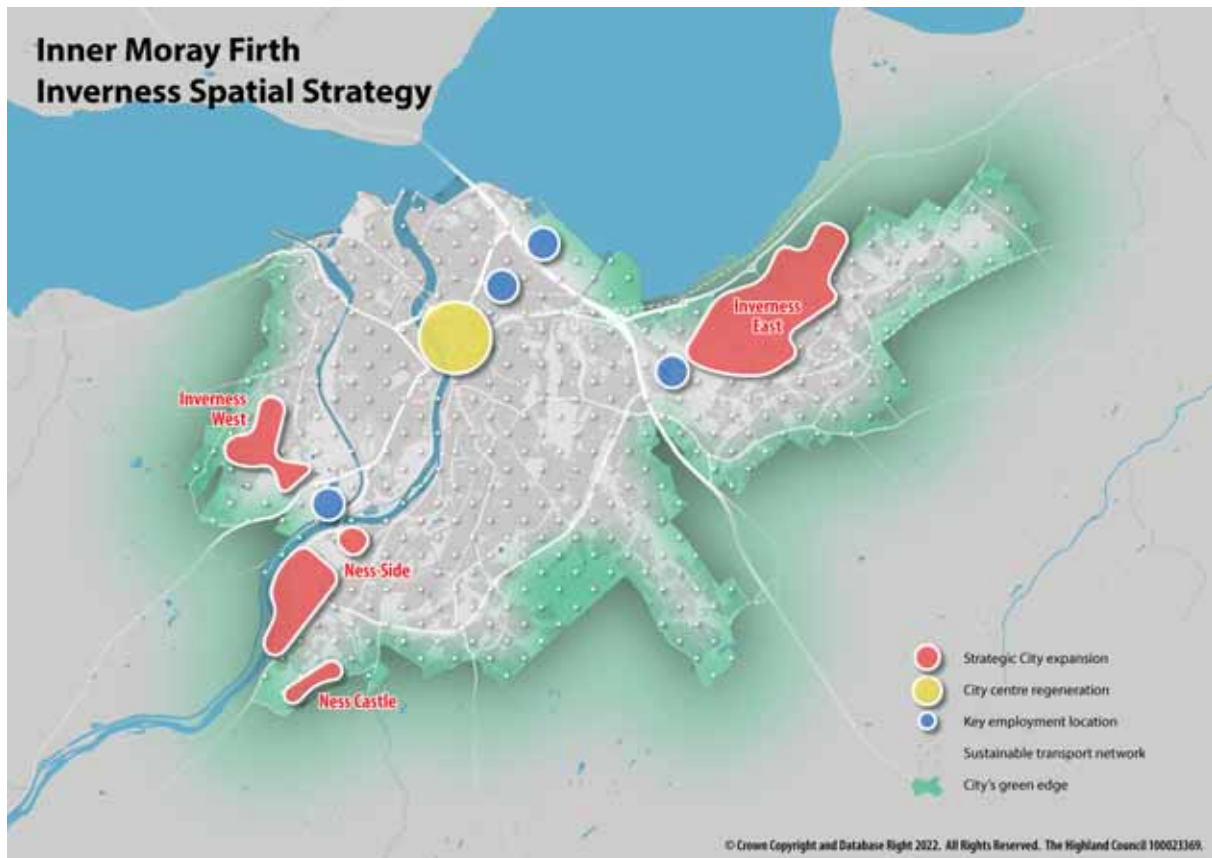
174 A range of employment land opportunities are identified in sustainable and economically viable locations. Within the industrial property market, there is a relatively old stock of premises but demand remains high. Occupancy is increasing and, with limited choice, many occupiers "make do" with what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

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

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

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

Map 21 Inverness City Spatial Strategy



Placemaking Priorities 17

City-wide

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

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

West Inverness | Inbhir Nis an Iar

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

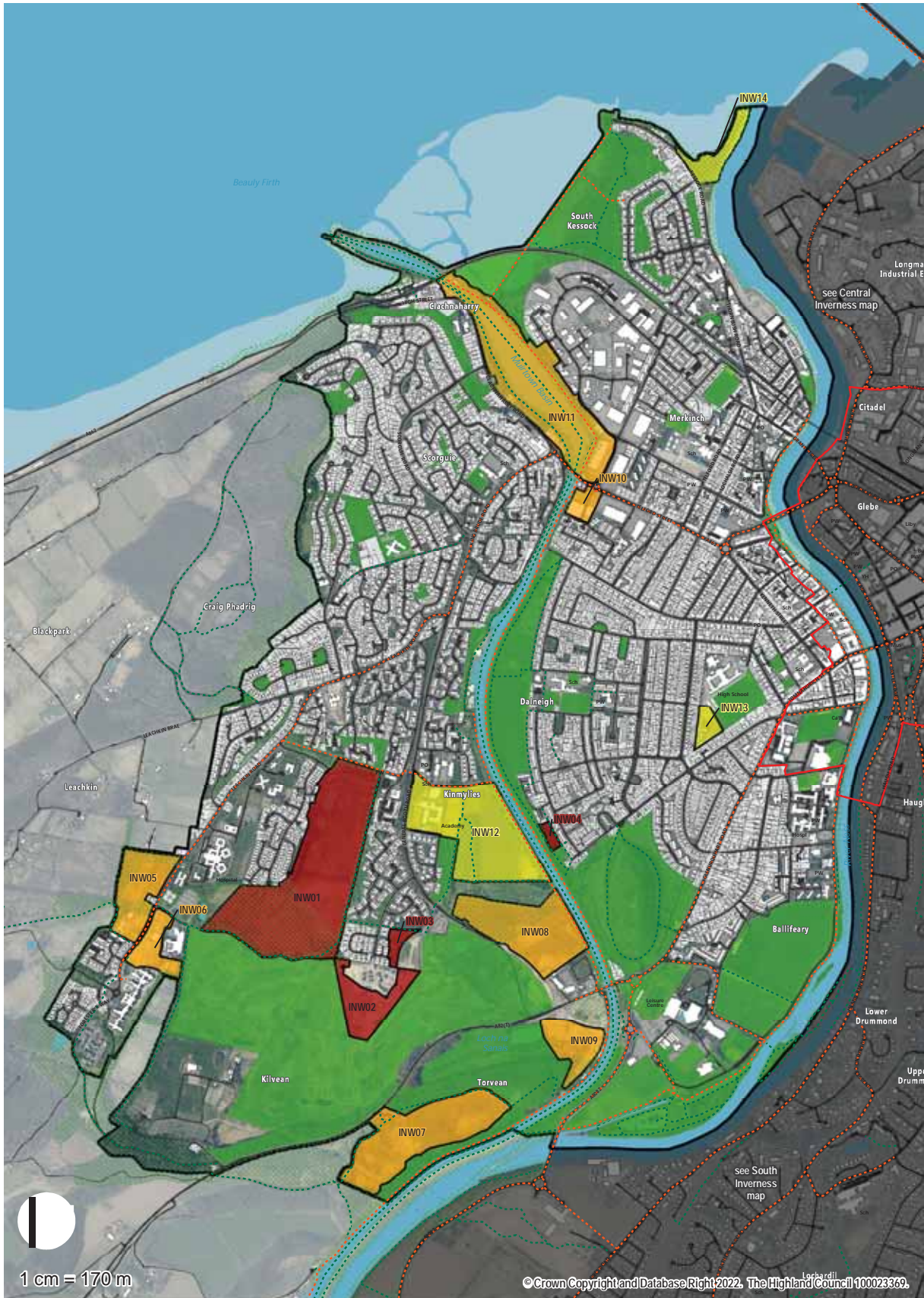
and from surface and wastewater discharge from development. The following sites have been identified as potentially having significant effect individually or together: INC06 and INW14 for River Moriston SAC; CS01, FG01, INC06, INW14, WH01 for Inner Moray Firth SPA; CS01, FG01, INC06, INW14, NG01, WH01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

Placemaking Priorities 18

West Inverness

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

Map 22 West Inverness



Development Sites

Housing

INW01: East of Stronoway Drive

Area: 23.9 ha

Indicative housing capacity: 90 (300 Total)

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

INW02: South of Golfview Road

Area: 4.3 ha

Indicative housing capacity: 117

Developer requirements: Development in accordance with planning permission 08/15/02422/PIP, related planning permissions and legal agreement. Any alternative proposals must provide: Flood Risk Assessment (no development in areas shown to be at risk of

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

INW03: East of Golfview Road

Area: 0.8 ha

Indicative housing capacity: 12

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

INW04: West of St Valery Avenue

Area: 0.4 ha

Indicative housing capacity: 16

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

Mixed Use

INW05: Westercraigs North

Use(s): Housing and Retail

Area: 5.3 ha

**Indicative housing
capacity:** 66

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

INW06: Westercraigs South

Use(s): Housing, Community
and Retail

Area: 2.6 ha

**Indicative housing
capacity:** 30

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

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

INW07: Torvean Quarry

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

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

INW08: Torvean North

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

Indicative housing capacity: 30

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

INW09: Torvean South

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

Area: 3.6 ha

Indicative housing capacity: 10

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

INW10: East of Muirtown Locks

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

Area: 1.2ha

Indicative housing capacity: 60

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

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

INW11: Muirtown Basin

Use(s): Housing, Community, **Area:** 16.6ha

Business, Tourism, Leisure

Indicative housing

capacity: 20

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

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

Community

INW12: Charleston Campus

Area: 13.6ha

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

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

INW13: East of Dochfour Drive

Area: 1.1ha

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

INW14: Merkinch Shore

Area: 2.4ha

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

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

South Inverness | Inbhir Nis a Deas

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

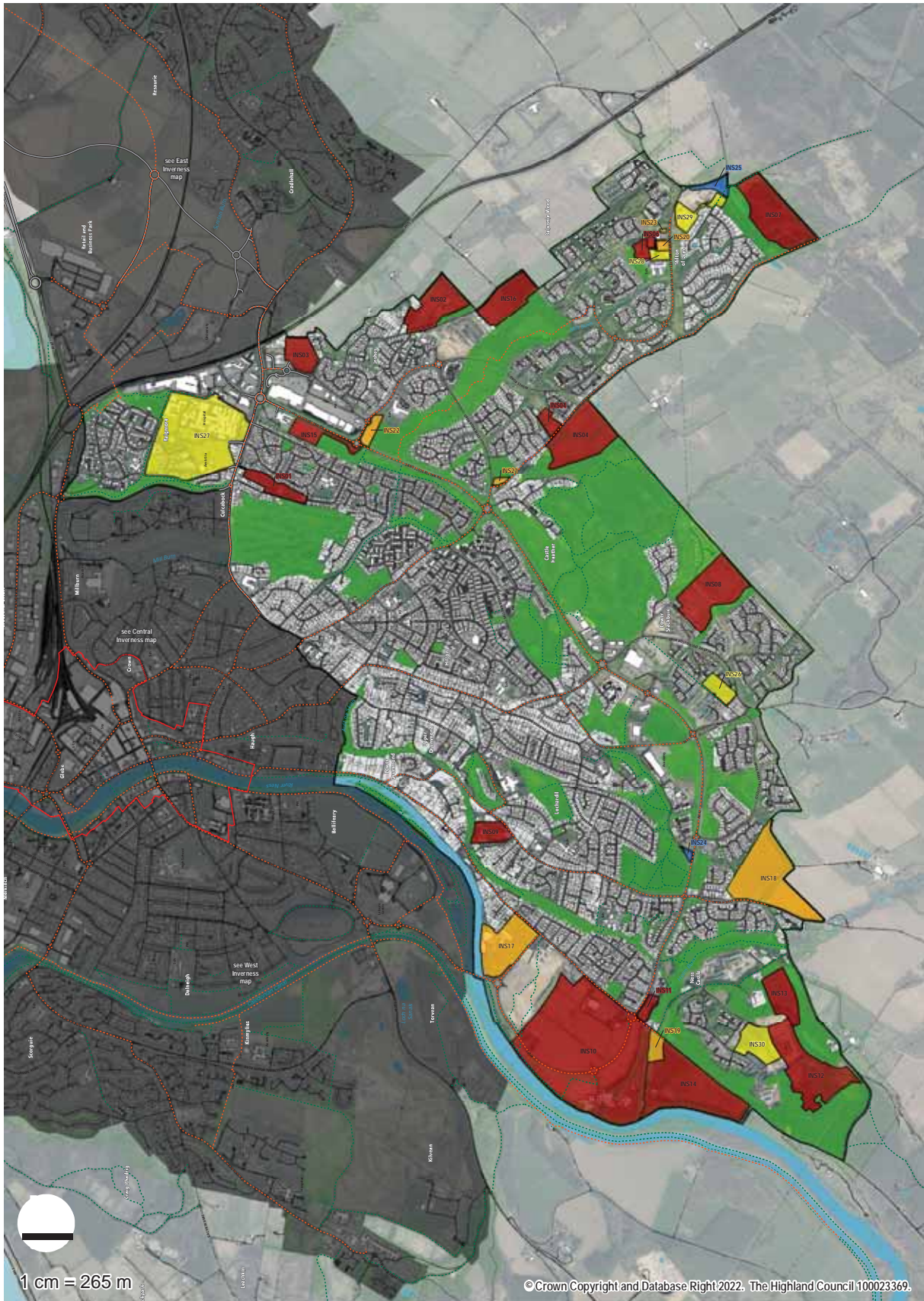
185 These strategic expansion sites will help to deliver the overarching spatial strategy and placemaking priorities for the City, as well as addressing the detailed Placemaking Priorities for the district and developer requirements for sites as follows.

Placemaking Priorities 19

South Inverness

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

Map 23 South Inverness



Development Sites

Housing

INS01:Drakies House

Area: 3 ha

Indicative housing capacity: 36

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

INS02: Inshes Small Holdings

Area: 6.7 ha

Indicative housing capacity: 101

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

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

INS03: Dell of Inshes

Area: 3 ha

Indicative housing capacity: 50 (150 Total)

Developer requirements:

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

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

INS04: Druid Temple

Area: 10.8 ha

Indicative housing capacity: 155

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

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

INS05: Milton of Leys Centre

Area: 0.4 ha

Indicative housing capacity: 11

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

INS06: Milton of Leys Care Home

Area: 1.0 ha

Developer requirements: Development in accordance with Planning

Permission: 20/01512/FUL.

INS07: Bogbain West

Area: 10.1 ha

Indicative Housing Capacity: 100

Developer requirements: Development in accordance with Planning

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

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

INS08: Earls Gate

Area: 9.9 ha

Indicative Housing Capacity: 110

Developer requirements: Development in accordance with Planning

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

INS09: Drummond Hill

Area: 2.6 ha

Indicative Housing Capacity: 38

Developer requirements: Development in accordance with Planning

Permission: 17/05060/FUL.

INS10: Ness-side Central

Area: 9.9 ha

Indicative Housing Capacity: 300 (484 Total)

Developer requirements: Development in accordance with Planning Permission:

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

INS11: Holm Burn Place

Area: 1.1 ha

Indicative Housing Capacity: 10

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

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

INS12: Ness Castle West

Area: 11.7 ha

Indicative Housing Capacity: 357

Developer requirements: Development in accordance with Planning

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

INS13: Ness Castle East

Area: 3.9 ha

Indicative Housing Capacity: 10 (71 Total)

Developer requirements: Development in accordance with Planning

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

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

INS14: Ness-side South

Area: 15.5 ha

Indicative Housing Capacity: 100 (200 Total)

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

INS15: Sir Walter Scott Drive

Area: 2.7 ha

Indicative Housing Capacity: 80

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

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

INS16: Wester Inshes

Area: 3 ha

Indicative housing capacity: 40 (100 Total)

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

Mixed Use

INS17: Ness-side North

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

Area: 8.1 ha

Indicative housing

capacity: 100 (120 Total)

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

INS18: Knocknagael

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

Area: 10.3 ha

Indicative housing

capacity: 100 (200 Total)

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

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

30 www.knocknagael.org.uk

INS19: Ness-side South East

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

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

INS20: East of Milton of Leys Primary School

Use(s): Housing, Retail, **Area:** 0.5 ha **Indicative housing**
Business **capacity:** 15

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

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

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

INS22: Inshes Road

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

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

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

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

Community

INS26: Slackbuie Pitches

Area: 1.9 ha

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

INS27: Raigmore Hospital

Area: 1.8 ha

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

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

INS28: Miton of Leys Primary School

Area: 0.74 ha

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

INS29: North of Castleton Village

Area: 2.29 ha

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

INS30: Ness Castle Primary School

Area: 4.05 ha

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

Business

INS24: Culduthel Road Funeral Home

Area: 1.8 ha

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

INS25: North of Redwood Avenue

Area: 1.8 ha

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

Central Inverness | Inbhir Nis Mheadhanach

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

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

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

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

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

Placemaking Priorities 20

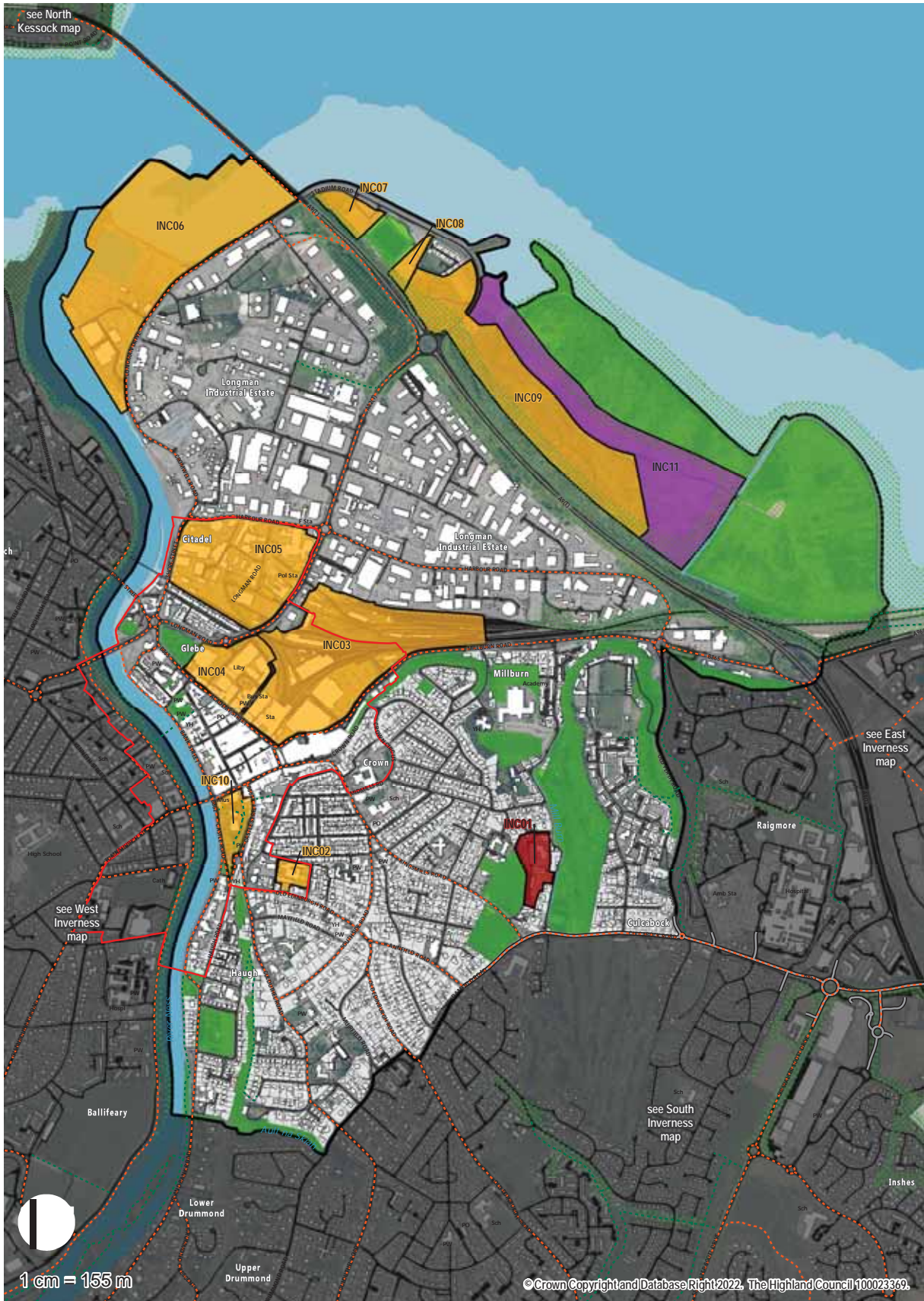
Central Inverness

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

Section 4 - Places | Àiteachan

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

Map 24 Central Inverness



Development Sites

Housing

INC01:Diriebught Depot

Area: 2.4 ha

Indicative housing capacity: 70

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

Mixed Use

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

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

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

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

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

INC04: Inverness Central

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

Indicative housing capacity: 40 (80 Total)

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

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

INC05: Shore Street City Centre Expansion

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

Indicative housing capacity: 50 (200 Total)

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

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

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

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

INC06: Harbour Gait

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

Tourism

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

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

INC07: Stadium Road West

Use(s): Office, Business, Industry.

Area: 2 ha

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

INC08: Stadium Road East

Use(s): Business, Industry.

Area: 1 ha

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

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

INC09: Former Longman Landfill West

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

Site for Travelling People.

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

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

INC10: Inverness Castle and Bridge Street

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

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

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

Industry

INC11: Former Longman Landfill East

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

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

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

East Inverness | Inbhir Nis an Ear

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

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

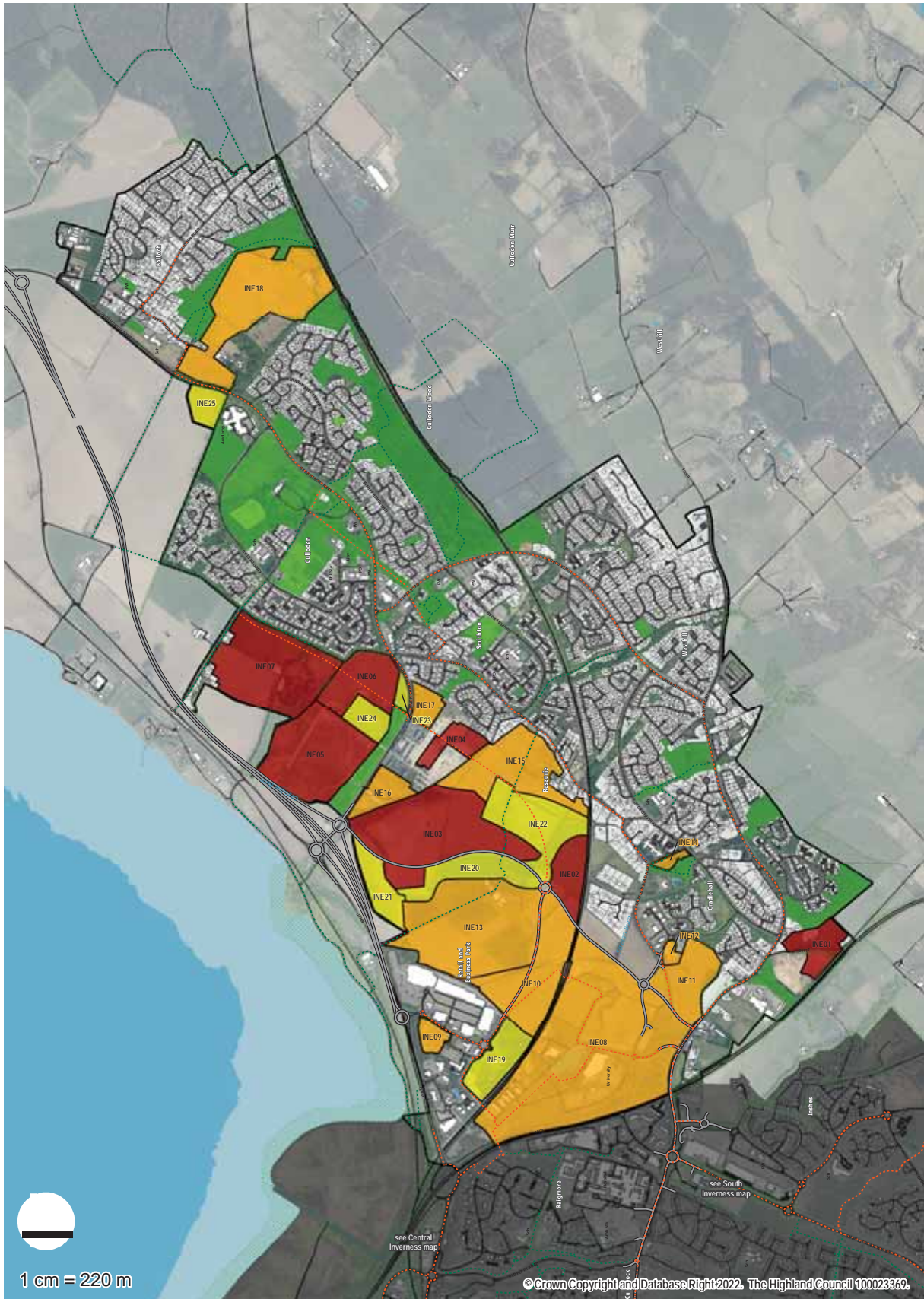
pollution. Type of mitigation required is dependent on the nature and scale of proposals. Further detail for individual sites in Inverness East can be found in the Plan's supporting Habitats Regulation Appraisal and Appropriate Assessment.

Placemaking Priorities 21

East Inverness

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

Map 25 East Inverness



Development Sites

Housing

INE01: Easterfield**Area:** 5.2 ha**Indicative housing capacity:** 74

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

INE02: Ashton South**Area:** 5.5 ha**Indicative housing capacity:** 110

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

INE03: Ashton East

Area: 25 ha

Indicative housing capacity: 90 (480 Total)

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

INE04: Stratton South

Area: 3.6 ha

Indicative housing capacity: 91

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

INE05: Stratton North

Area: 18.4 ha

Indicative housing capacity: 160 (295 Total)

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

INE06: Stratton East

Area: 8.8 ha

Indicative housing capacity: 235

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

INE07: Milton of Culloden South

Area: 20.9 ha

Indicative housing capacity: 330 (350 Total)

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

Mixed Use

INE08: Inverness Campus

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

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

INE09: Eastfield Way

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

Storage and Distribution.

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

INE10: Ashton Southwest

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

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

INE11: Castlehill

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

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

INE12: Castlehill Road

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

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

INE13: Ashton West

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

Indicative housing capacity: 90 (685 Total)

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

INE14: Cradlehall Court

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

Indicative housing capacity: 15

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

INE15: Ashton Central

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

Indicative housing capacity: 180 (220 Total)

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

INE16: Stratton West

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

Indicative housing capacity: 60

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

INE17: Stratton Central

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

Indicative housing capacity: 65

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

INE18: Balloch Farm

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

Indicative housing

capacity: 180 (298 Total)

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

Community

INE19: Highland Prison

Area: 6.6 ha

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

INE20: Ashton Park

Area: 8.1 ha

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

INE21: Inverness East Recycling Centre

Area: 5 ha

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

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

INE22: Ashton District Park

Area: 12.2 ha

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

INE23: Stratton Health Centre

Area: 1.1 ha

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

INE24: Stratton Primary School

Area: 3.3 ha

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

INE25: Culloden Academy Redevelopment

Area: 3 ha

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

Kiltarlity | Cill Taraglain

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

Placemaking Priorities 22

Kiltarlity

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

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

Map 26 Kiltarlity



Development Sites

Housing

KT01: Glebe Farm Phase 2

Area: 1.5 ha

Indicative housing capacity: 40

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

Community

KT02: Glebe Farm Frontage Land

Area: 0.7 ha

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

KT03: Kiltarlity Parish Church

Area: 1.7 ha

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

Business

KT04: Old Mill

Area: 0.4 ha

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

Kirkhill | Cnoc na Cille

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

Placemaking Priorities 23

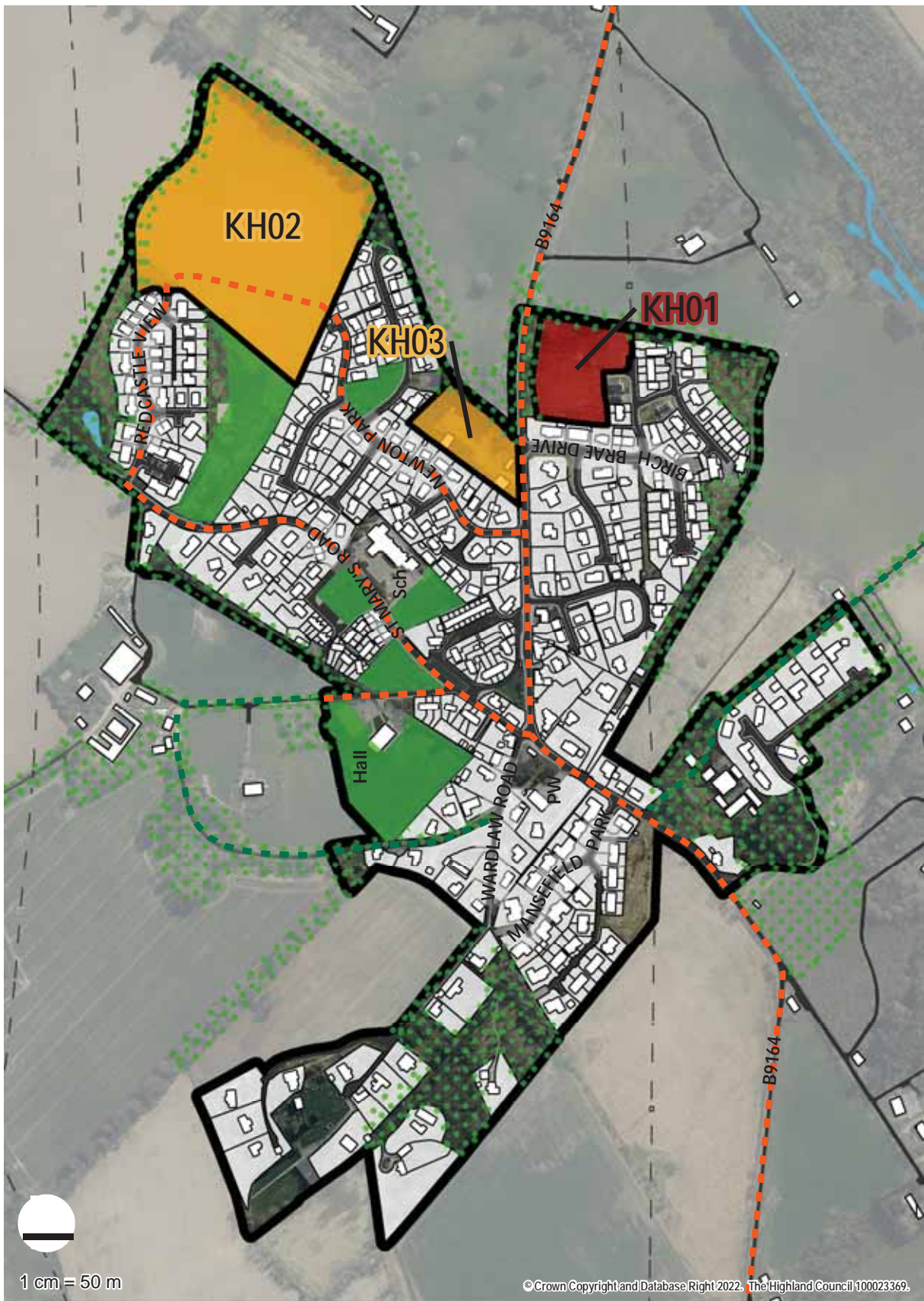
Kirkhill

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

Section 4 - Places | Àiteachan

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

Map 27 Kirkhill



Development Sites

Housing

KH01: East of Birchbrae Drive

Area: 1.1 ha

Indicative housing capacity: 25

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

Mixed Use

KH02: Groam Farm

Use(s): Housing,

Area: 5.7 ha

Indicative housing

Community, Business, Retail

capacity: 94

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

KH03: Contractor's Yard

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

Indicative housing capacity: 10

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

Maryburgh | Baile Màiri

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

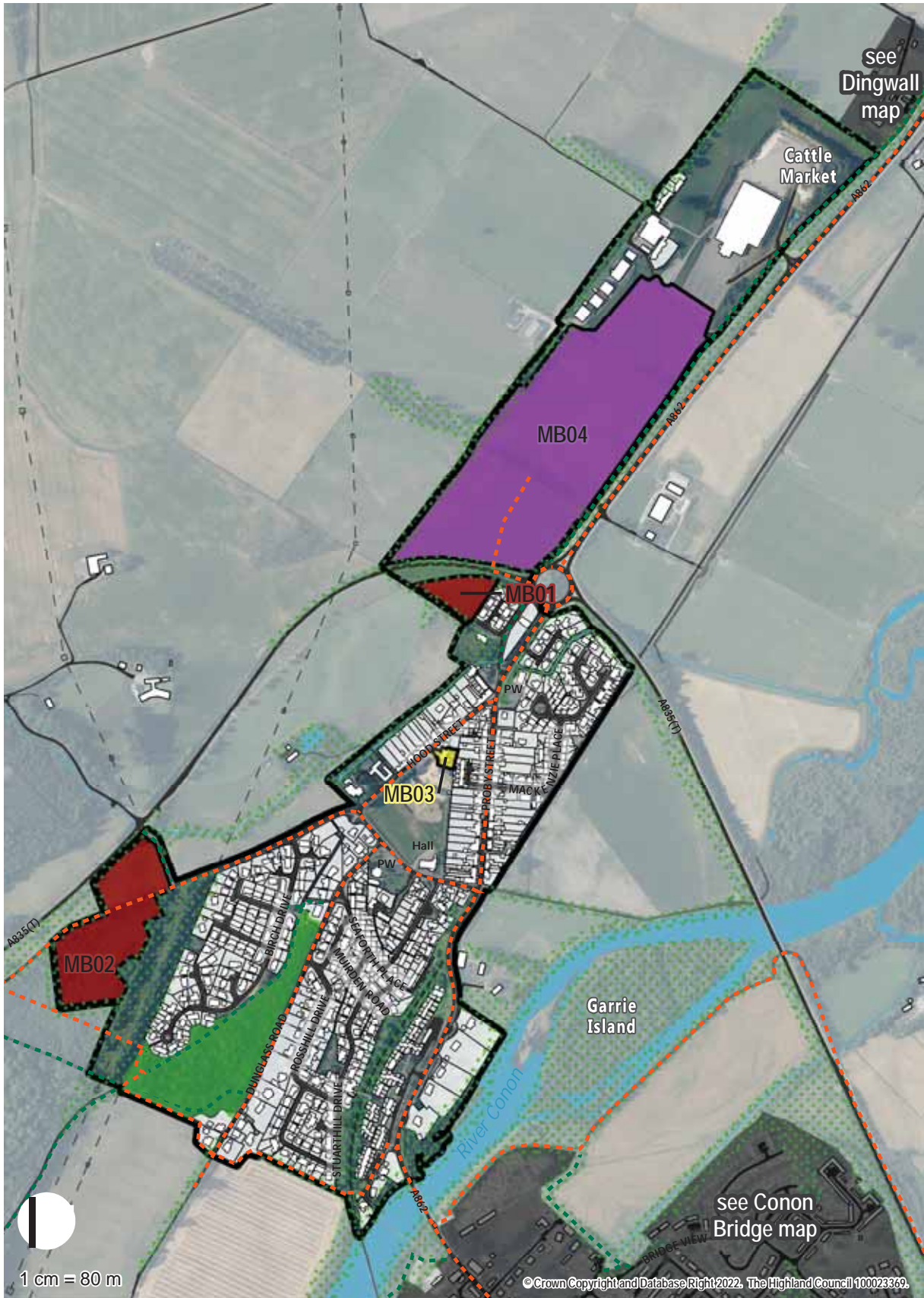
have an adverse effect on the integrity of the Cromarty Firth SPA/Ramsar. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by demonstrating mitigation measures described in developer requirements for the individual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

Placemaking Priorities 24

Maryburgh

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

Map 28 Maryburgh



Development Sites

Housing

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

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

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

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

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

Community

MB03: Northern Part of Former Primary School

Area: 0.1 ha

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

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

Industry

MB04: Land North of Maryburgh A835 Roundabout

Area: 13.6 ha

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

Muir of Ord | Am Blàr Dubh

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

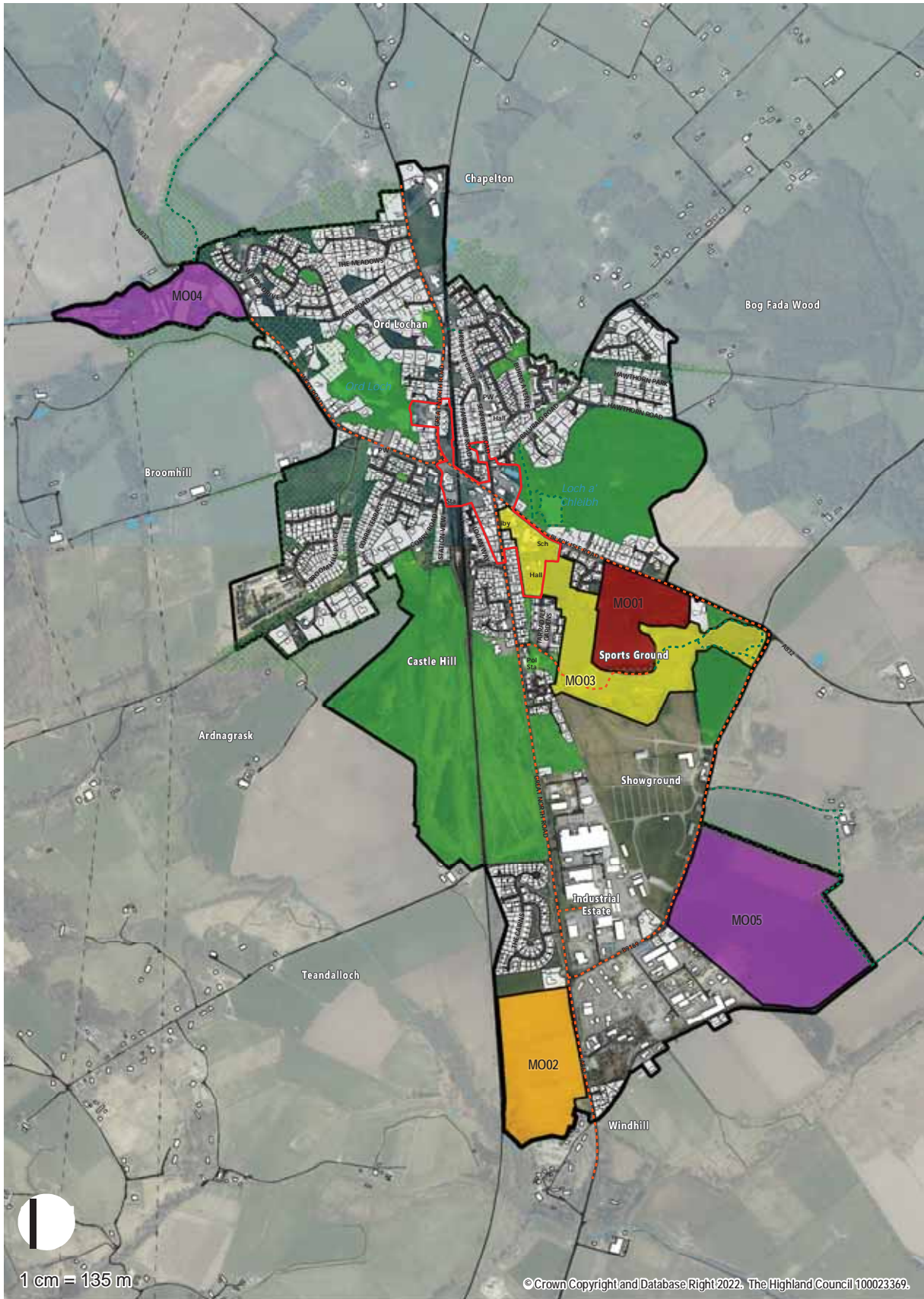
Placemaking Priorities 25

Muir of Ord

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

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

Map 29 Muir of Ord



Development Sites

Housing

MO01: Lochan Corr

Area: 6.5 ha

Indicative housing capacity: 104

Developer requirements: Development in accordance with Planning

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

Mixed Use

MO02: Land South of The Cairns

Use(s): Housing, Business,
Retail

Area: 10.3 ha

**Indicative housing
capacity:** 60

Developer requirements: Development in accordance with Planning

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

Community

MO03: Recreation and Leisure Areas

Area: 14.7 ha

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

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

Industry

MO04: Glen Ord Distillery

Area: 6.7 ha

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

MO05: Land East of Industrial Estate

Area: 21.2 ha

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

Section 4 - Places | Àiteachan

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

Munlochy | Poll Lochaidh

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

Placemaking Priorities 26

Munlochy

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

Section 4 - Places | Àiteachan

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

Map 30 Munlochy



Development Sites

Housing

ML01: Hillpark Brae

Area: 2.0 ha

Indicative housing capacity: 32

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

Mixed Use

ML02: Land South of the Post Office

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

Business, Retail

Indicative housing

capacity: 15

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

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

Community

ML03: Station Brae

Area: 0.8 ha

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

Business

ML04: Land North of A832

Area: 0.7 ha

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

Nairn | Inbhir Narann

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

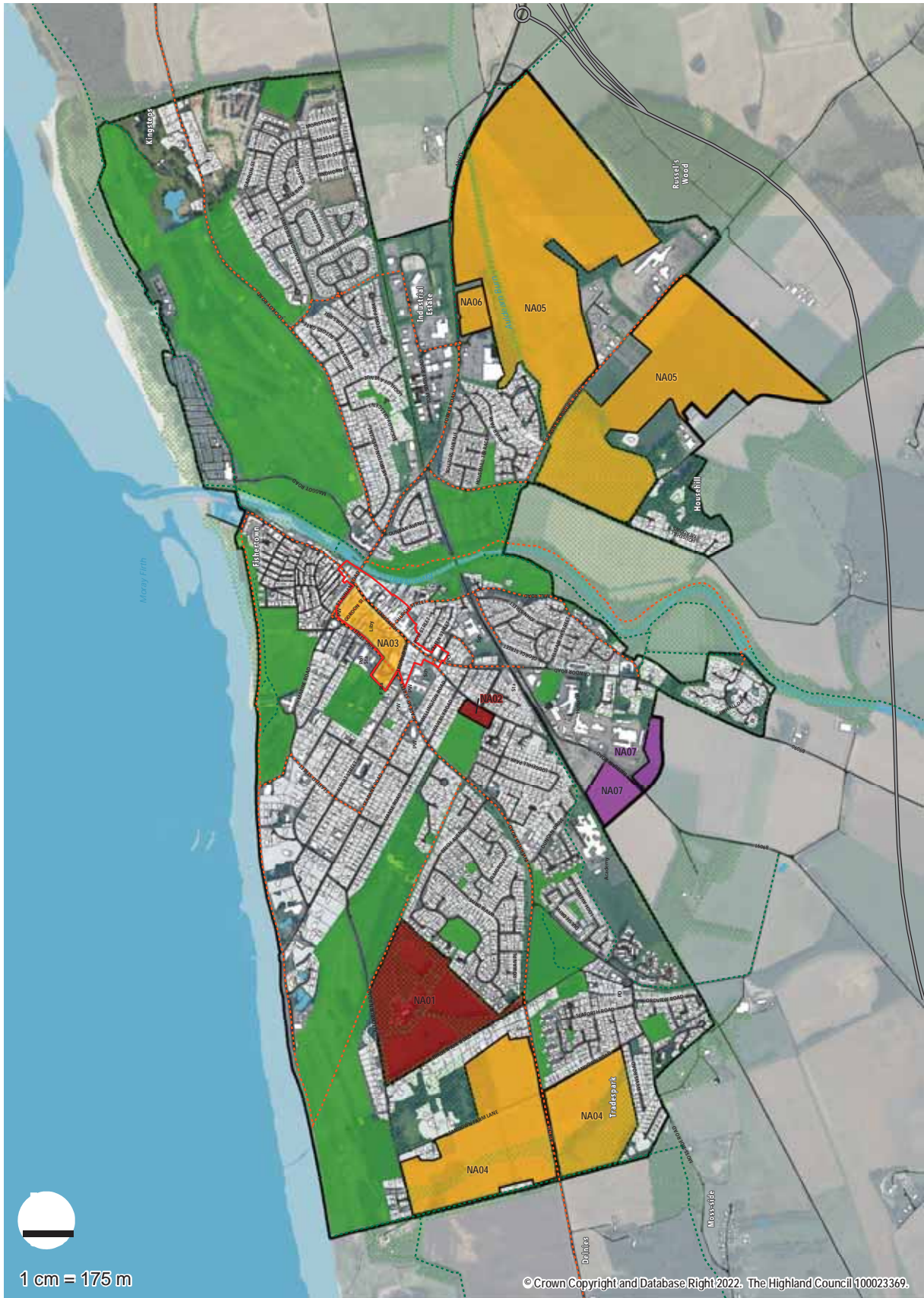
- 218** The community organisations and Nairn and Nairnshire Community Partnership have recently been working well together to progress and build upon the existing masterplans and strategies for the town. This work could include the preparation of a Local Place Plan. The Local Development Plan, including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

Placemaking Priorities 27

Nairn

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

Map 31 Nairn



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Development Sites

Housing

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

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

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

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

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

Mixed Use

NA03: Nairn Town Centre

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

Area: 4.6 ha

**Indicative housing
capacity:** 20

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

NA04: Sandown

Use(s): Housing, Business,
Community

Area: 36.3 ha

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

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

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

NA05: Nairn East

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

Area: 98.3 ha

Indicative Housing

capacity: 250 (650-850 Total)

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

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

NA06: East of the Retail Park

Use(s): Housing, Business,
Community

Area: 2.1 ha

**Indicative housing
capacity:** 40

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

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

Industry

NA07: Sawmill Expansion

Area: 4.8 ha

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

North Kessock | Ceasag a Tuath

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

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

Placemaking Priorities 28

North Kessock

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

Map 32 North Kessock



Development Sites

Mixed Use

NK01: Bellfield Farm

Use(s): Housing,
Community, Business

Area: 11.1 ha

**Indicative housing
capacity:** 80

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

NK02: Land Adjoining A9 Junction

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

Area: 2.6 ha

**Indicative housing
capacity:** 0

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

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

Business

NK03: A9 Northbound Car Park

Area: 2.0 ha

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

Seaboard Villages | Na Trì Port Mara

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

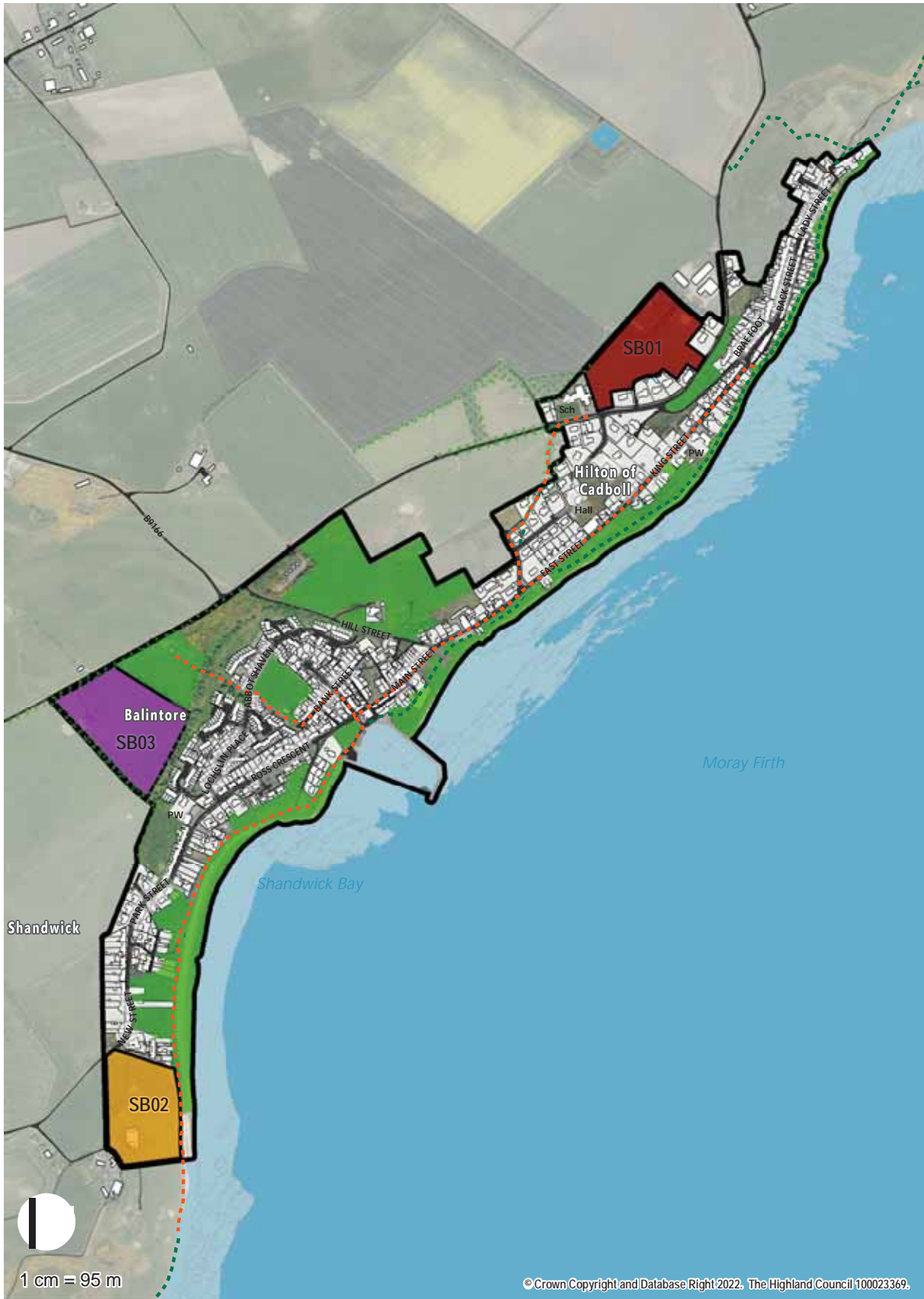
Placemaking Priorities 29

Seaboard Villages

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

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

Map 33 Seaboard Villages



Development Sites

Housing

SB01: Land East of Primary School

Area: 3.3 ha

Indicative housing capacity: 32

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

Mixed Use

SB02: Land South of Shore Street

Use(s): Housing, Tourism

Area: 3.4 ha

Indicative housing capacity: 5

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

229 Industry

SB03: Balintore Industrial Estate

Area: 4.2 ha

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

Strathpeffer | Srath Pheofhair

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

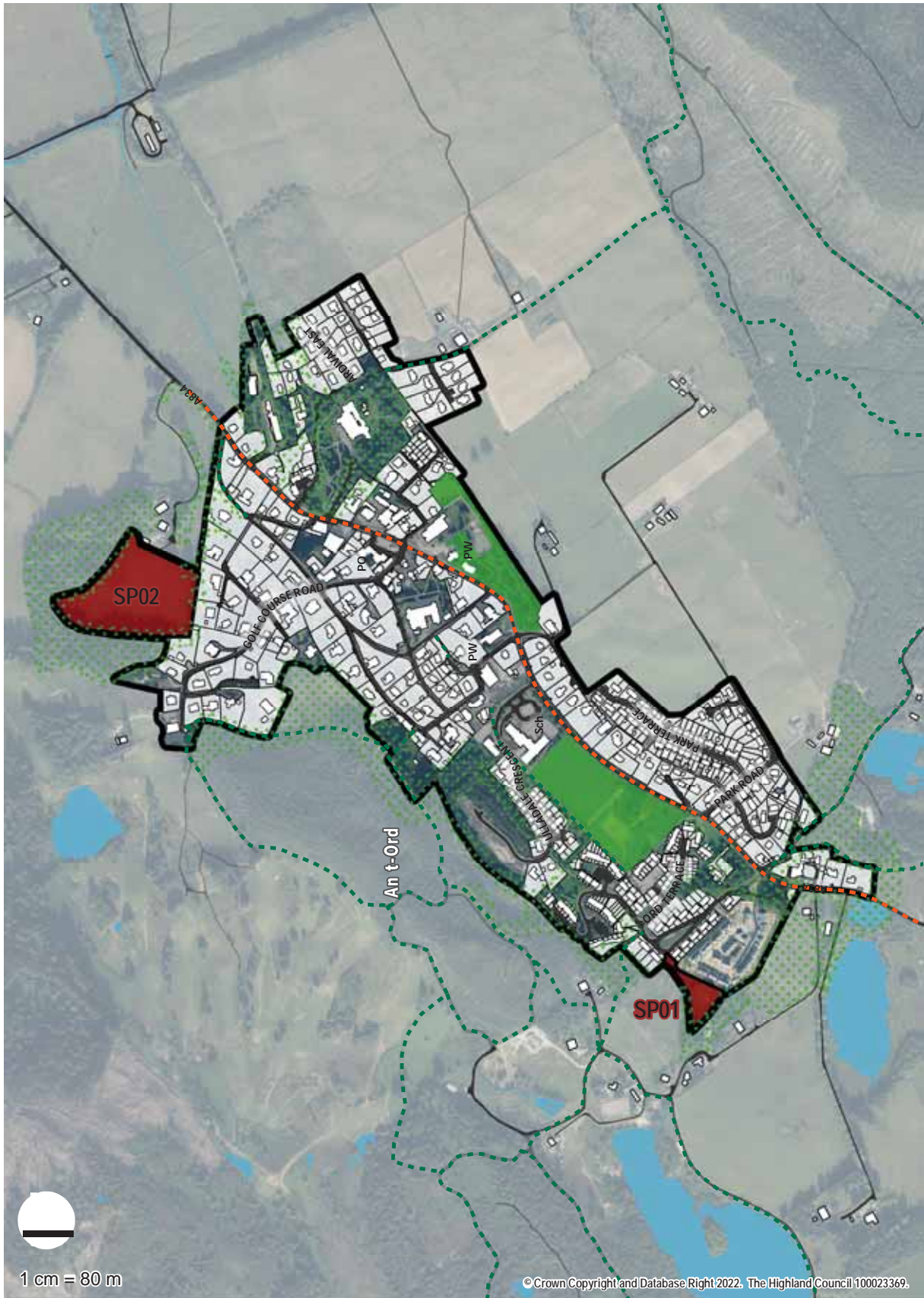
Placemaking Priorities 30

Strathpeffer

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

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

Map 34 Strathpeffer



Development Sites

Housing

SP01: Kinellan North

Area: 0.4 ha

Indicative housing capacity: 7

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

SP02: Nutwood

Area: 3.0 ha

Indicative housing capacity: 15

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

Tain | Baile Dhubhthaich

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

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

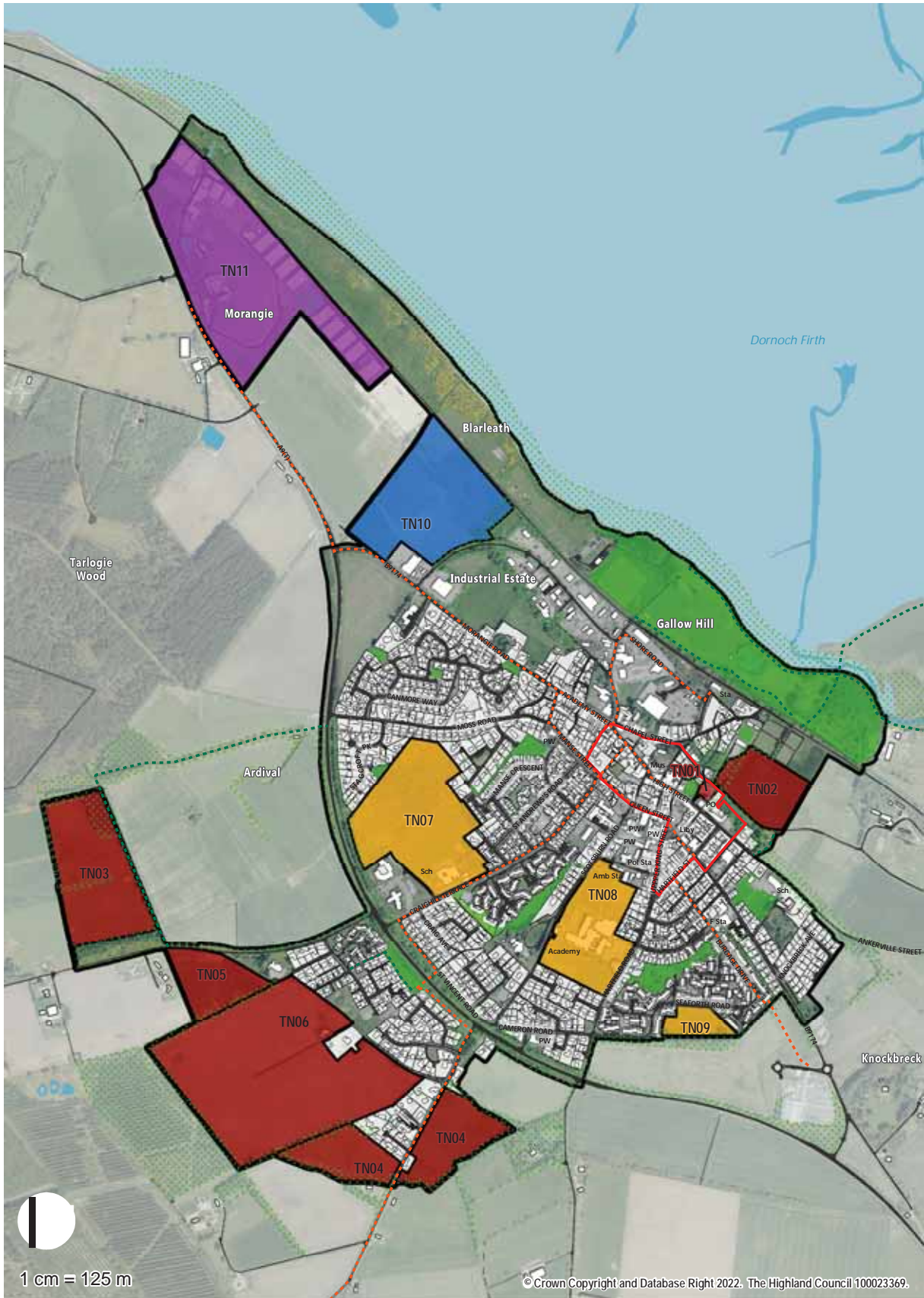
- 239** Business and industrial land allocations at Blarliath and Glenmorangie continue to provide valuable local employment opportunities. Glenmorangie Distillery is an important local employer as well as a large tourist attraction and it generates a significant visitor footfall. An active travel link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

Placemaking Priorities 31

Tain

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

Map 35 Tain



Development Sites

Housing

TN01: The Grove

Area: 0.2 ha

Indicative housing capacity: 8

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

TN02: Kirksheaf Road

Area: 3.7 ha

Indicative housing capacity: 10

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

TN03: Ardlarach Farm

Area: 8.7 ha

Indicative housing capacity: 10 (20 Total)

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

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

TN04: Croft Arthur

Area: 7.6 ha

Indicative housing capacity: 10 (40 Total)

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

TN05: West of Viewfield Road

Area: 3.4 ha

Indicative housing capacity: 5 (25 Total)

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

TN06: Viewfield

Area: 22.5 ha

Indicative housing capacity: 50 (300 Total)

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

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

Mixed Use

TN07: Land to Rear of Craighill Primary School

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

Indicative housing

capacity: 10 (40 Total)

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

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

TN08: Tain Royal Academy

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

Business

Indicative housing

capacity: 50 (100 Total)

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

TN09: East of Burgage Drive

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

Business

Indicative housing

capacity: 40

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

Business

TN10: Blarliath

Area: 10.3 ha

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

Industry

TN11: Glenmorangie

Area: 19.4 ha

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

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

Tomatin | An Tom Aiteann

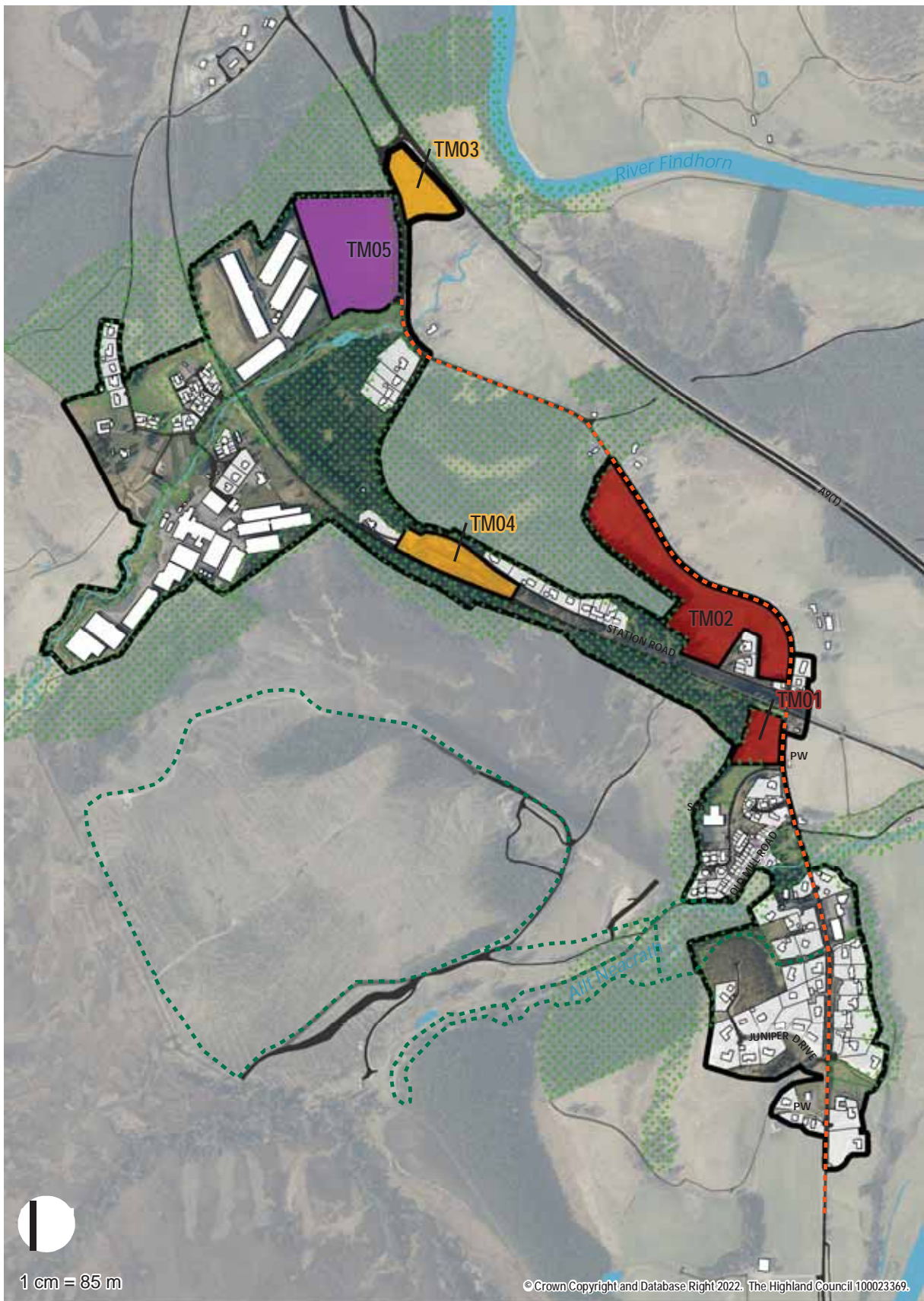
- 242** Tomatin is a small village, approximately 26km south of Inverness which emerged mainly as a result of its connection to Tomatin Distillery and its position along the A9.
- 243** In recent years, the village has benefited greatly from several new community facilities, including a community hall/sports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

Placemaking Priorities 32

Tomatin

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

Map 36 Tomatin



Development Sites

Housing

TM01: West of Church of Scotland

Area: 0.8 ha

Indicative housing capacity: 12

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

TM02: North West of Railway Viaduct

Area: 4.7 ha

Indicative housing capacity: 36

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

Mixed Use

TM03: Former Little Chef

Use(s): Business, Tourism, Retail

Area: 1 ha

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

TM04: Former Railway Station

Use(s): Business, Industry

Area: 1.3 ha

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

Industry

TM05: Distillery expansion

Area: 3.8 ha

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

Tore | An Todhar

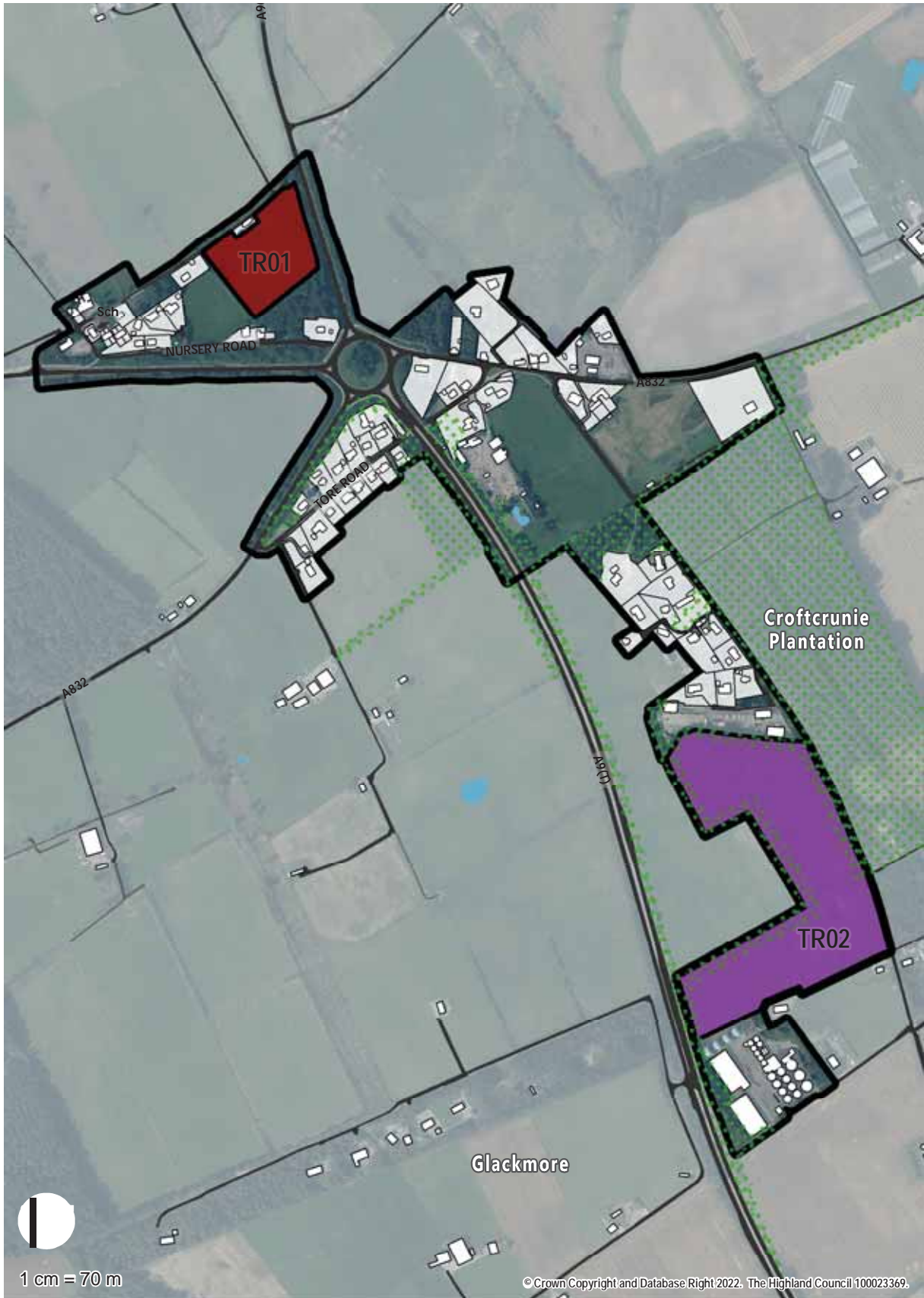
- 247** In the Council's approved development plan for the period post 2021, Tore is identified as a major expansion settlement. This was predicated on forecasts of significant population growth and a buoyant housing market and the successful diversion of growth from Inverness, Easter Ross and particularly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

Placemaking Priorities 33

Tore

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

Map 37 Tore



Development Sites

Housing

TR01: By Woodneuk

Area: 2.0 ha

Indicative housing capacity: 14

Developer requirements: Development in accordance with Planning

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

Industry

TR02: Land North of the Grain Mill

Area: 8.2 ha

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

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

Tornagrain | Tòrr na Grèine

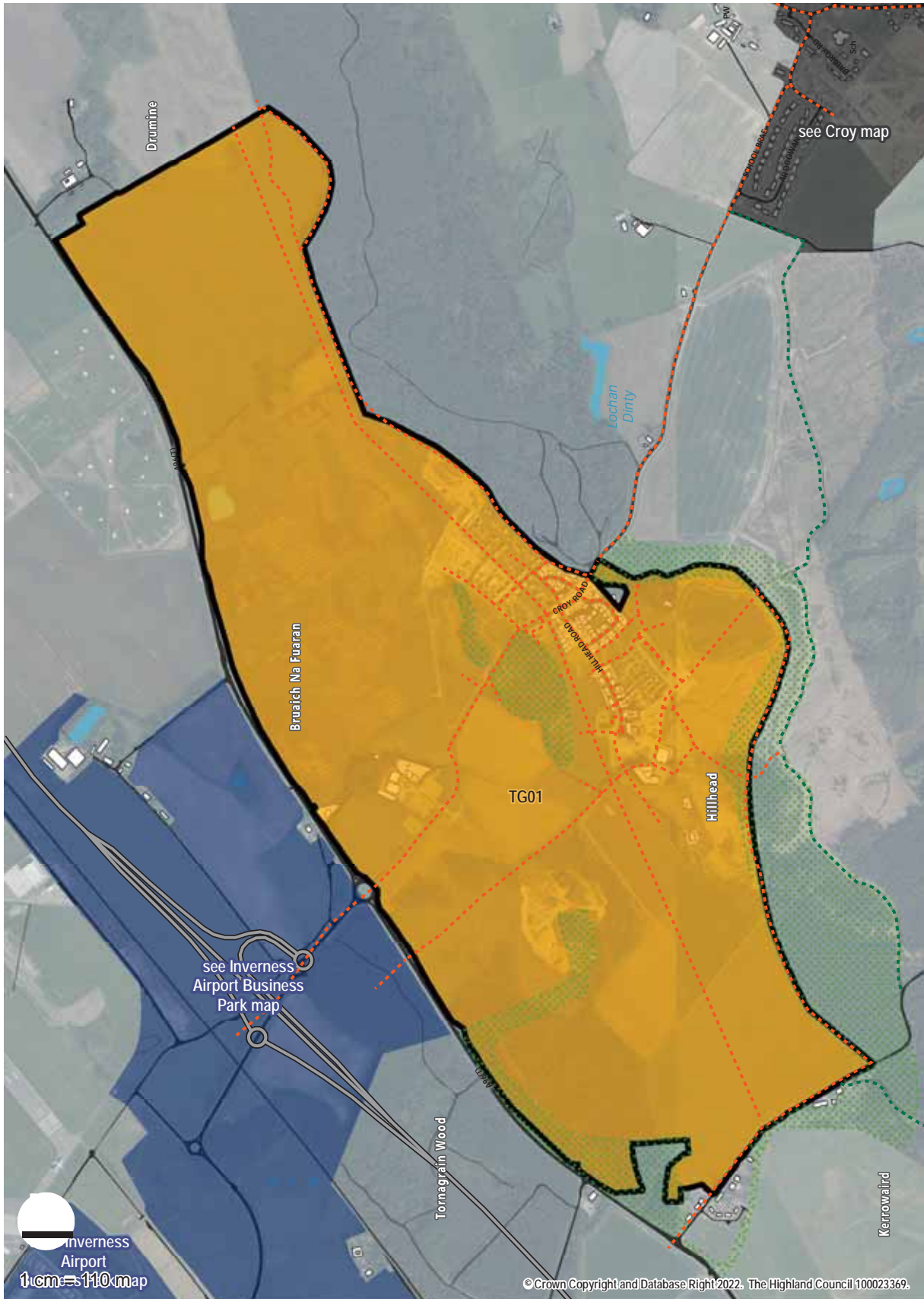
- 250** Tornagrain is a planned new town which lies between Inverness and Nairn. Over the next 30 to 40 years it is expected that almost 5,000 homes will be built together with new schools, shops and a range of other facilities. Since the first residents moved in during 2017, house sales steadily increasing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

Placemaking Priorities 34

Tornagrain

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

Map 38 Tornagrain



Development Sites

Mixed Use

TG01: Tornagrain New Town

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

Business, Retail, Industry

Indicative total housing

capacity: 900 (3,840 Total)

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



Economic development areas | Raointean fàis eaconamaich

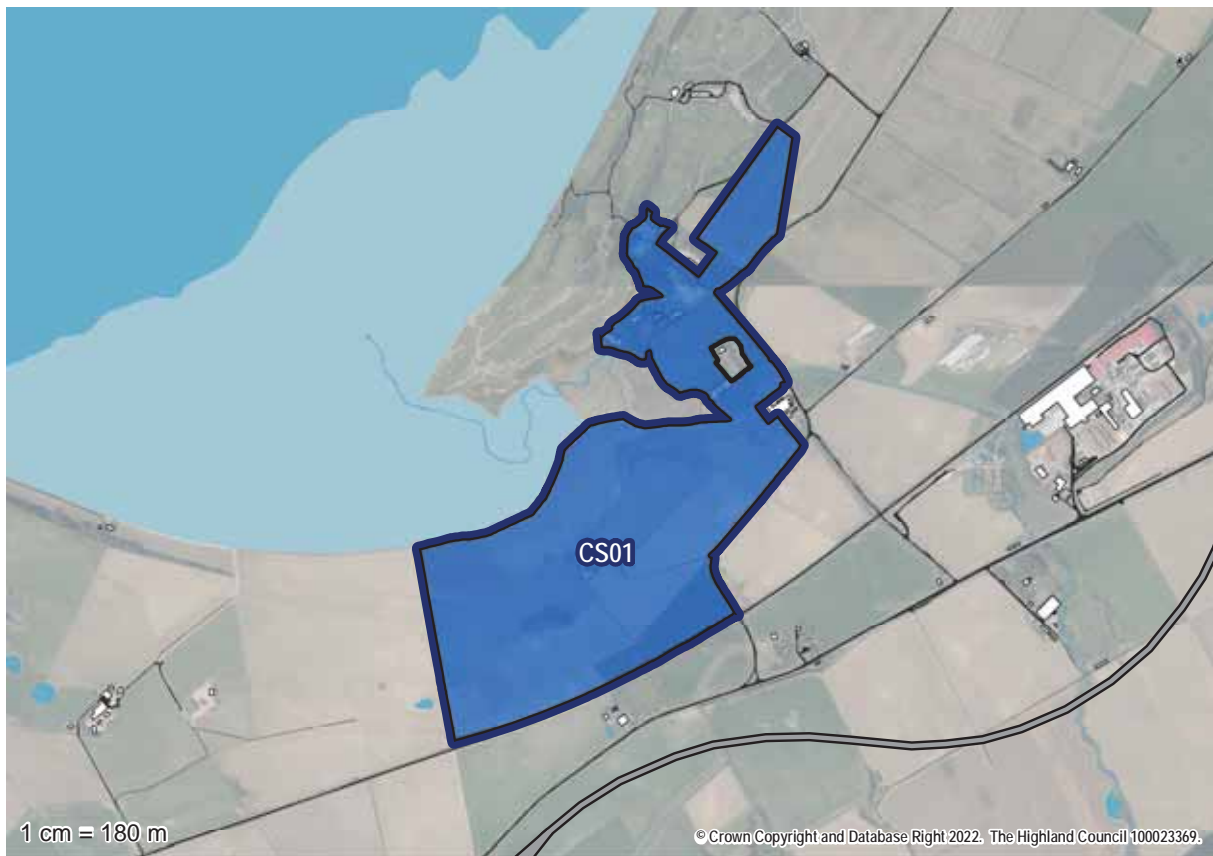
254 The Main Settlements detail employment land allocations within the Plan area's main towns and villages but there are several other strategic sites which can generate significant economic activity outwith these settlements. The Plan identifies these sites as Economic Development Areas (EDAs) and allocates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

Castle Stuart | Caisteal Stiubhart

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

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

Map 39 Castle Stuart



Development Sites

Business

CS01: Castle Stuart

Area: 91.6 ha

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

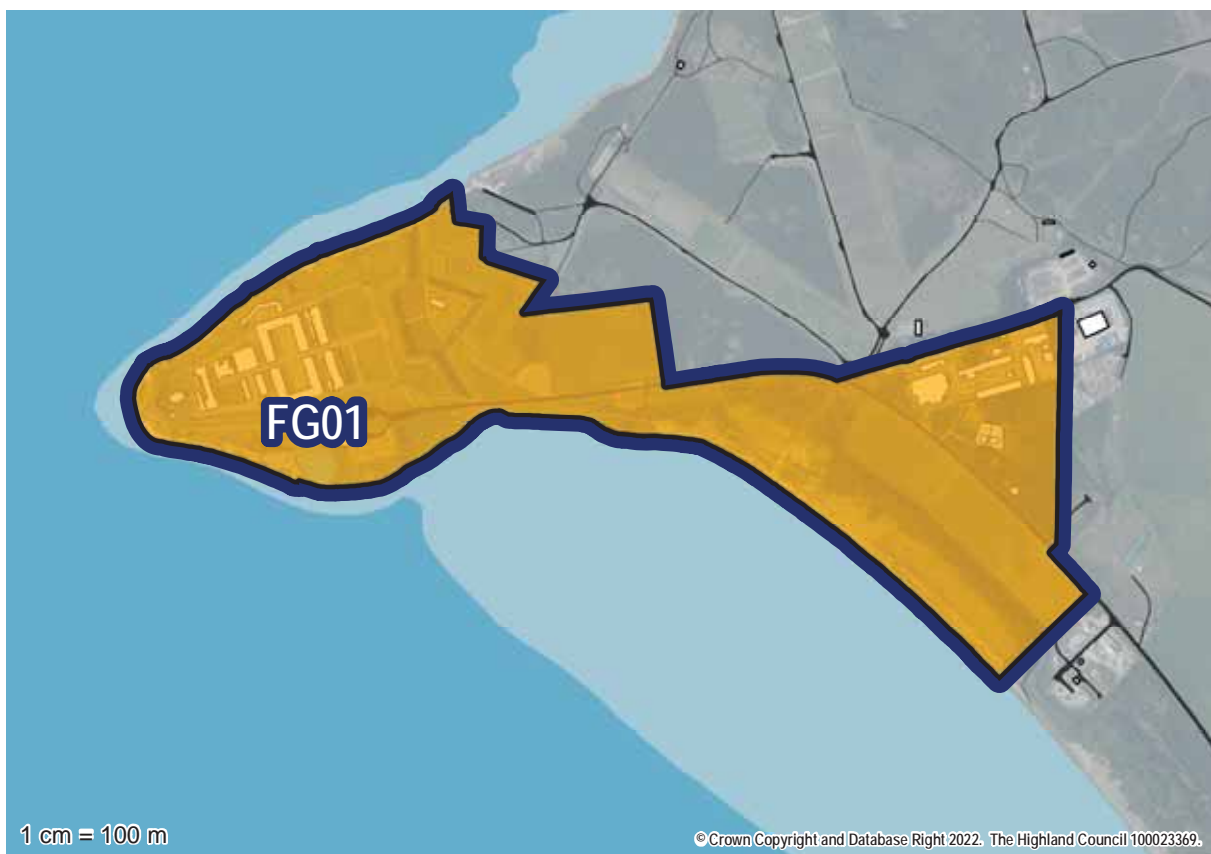
possible; high standard of architectural siting and design; landscaping strategy which minimises visual impact of development and integrates greenspaces with wider green/blue network; safeguard fabric, historic character and/or setting of the Scheduled Monument and Listed Buildings; appropriate archaeological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

Fort George | Gearastan Dheòrsa

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

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

Map 40 Fort George



Development Sites

Mixed Use

FG01: Fort George

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

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

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

Highland Deephaven | Caladh domhainn na Gàidhealtachd

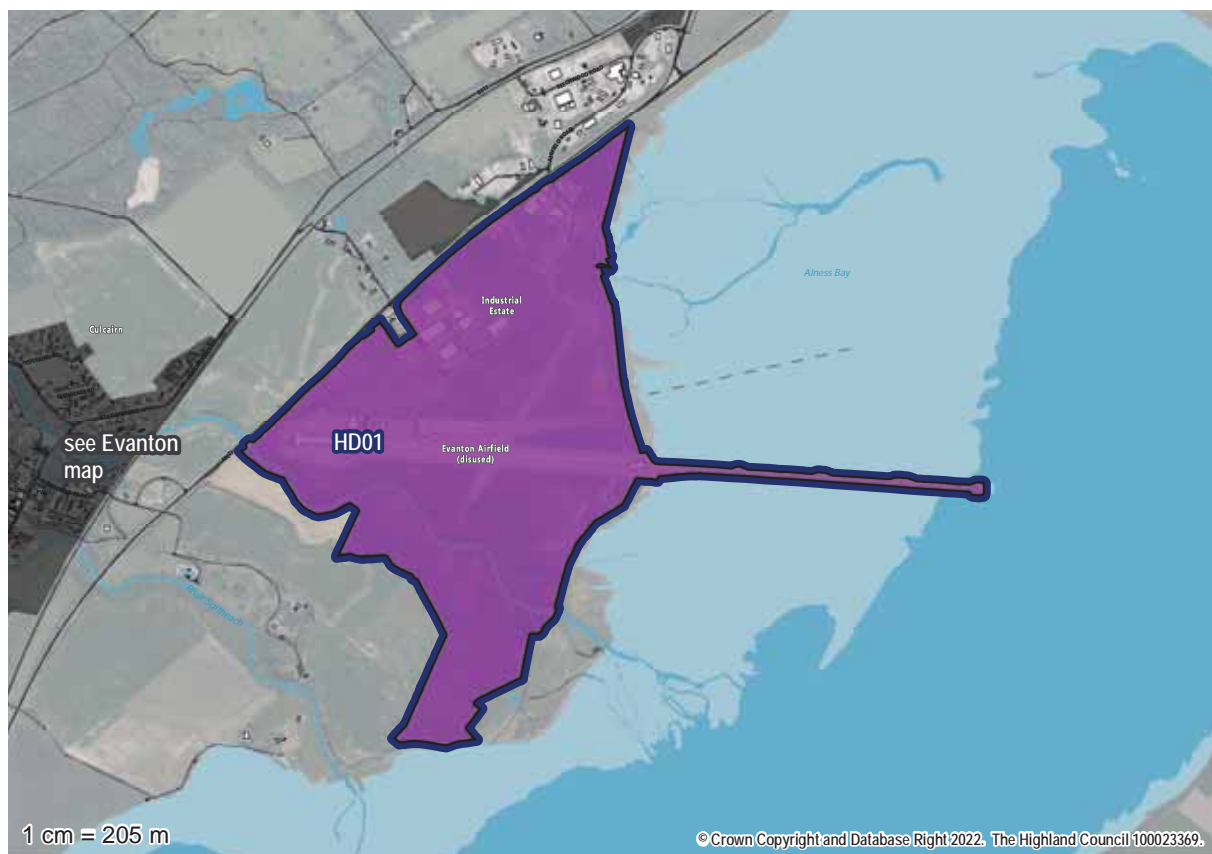
A former WWII airfield which is partly occupied by a number of well established industrial and commercial units together with large areas of flat open land which is currently used for agricultural purposes. The largest single occupier is Technip UK which has a purpose built spoolbase, specialising in advanced pipeline fabrication for pipelay vessels servicing the offshore industry. Highland Deephaven benefits from good transport links to the A9 Trunk Road and marine access to the Cromarty Firth. There is also the potential for a spur off the Far North Railway Line and rail halt to be created for commercial freight.

- 257** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Opportunity Cromarty Firth (OCF), a cross-sector partnership including Highland Deephaven, is looking to take advantage of this position to create lasting employment and regeneration opportunities for the area. To help ensure the area's competitiveness and capture the full benefits of the green energy transition, OCF intend to bid for Green Freeport status.
- 258** There is potential for HD01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth

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

Map 41 Highland Deephaven



Development Sites

Industry

HD01: Highland Deephaven

Area: 150.2 ha

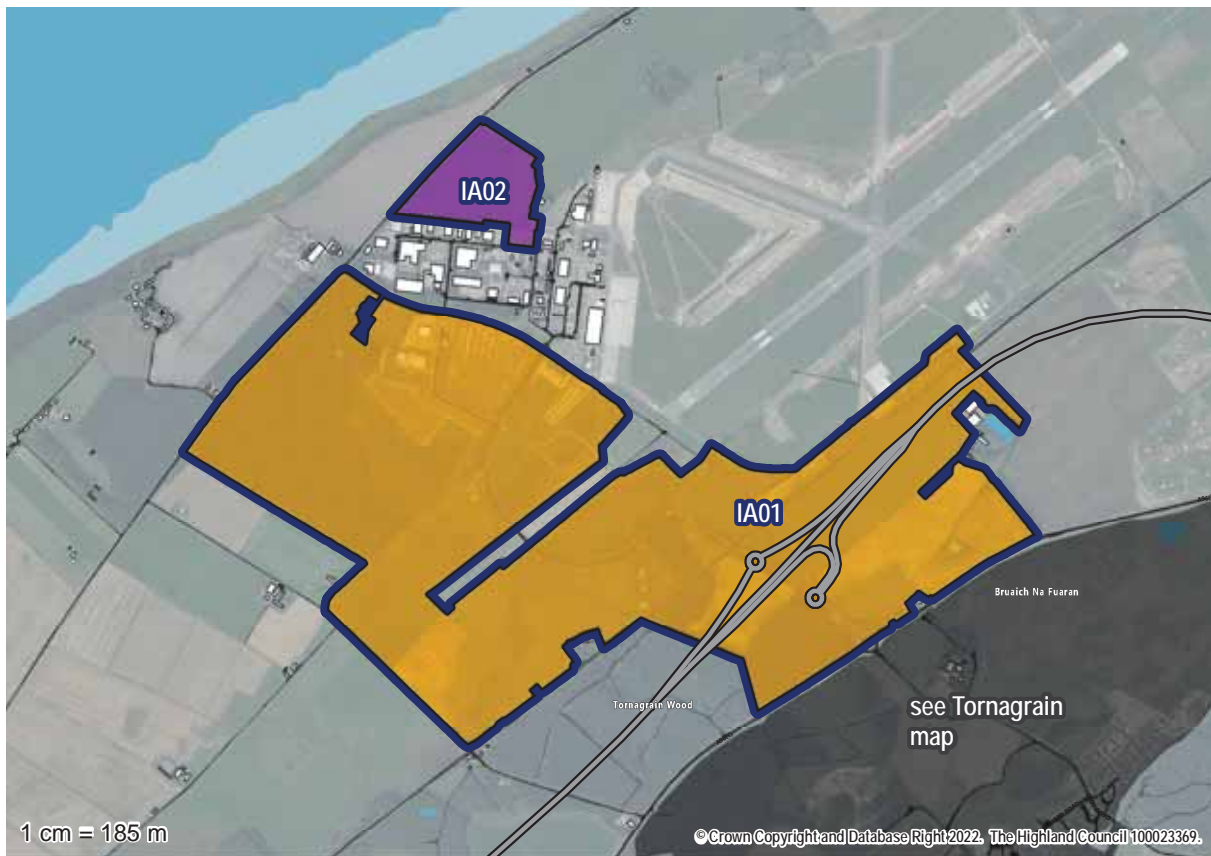
Developer requirements: Developer masterplan which should address: protect and enhance watercourses/features including existing riparian areas. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas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

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

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

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

Map 42 Inverness Airport Business Park



Development Sites

Mixed Use

IA01: Inverness Airport Business Park

Use(s): Business and Industry

Area: 199.4 ha

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

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

Industry

IA02: Dalcross Industrial Estate Expansion

Area: 10.4 ha

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

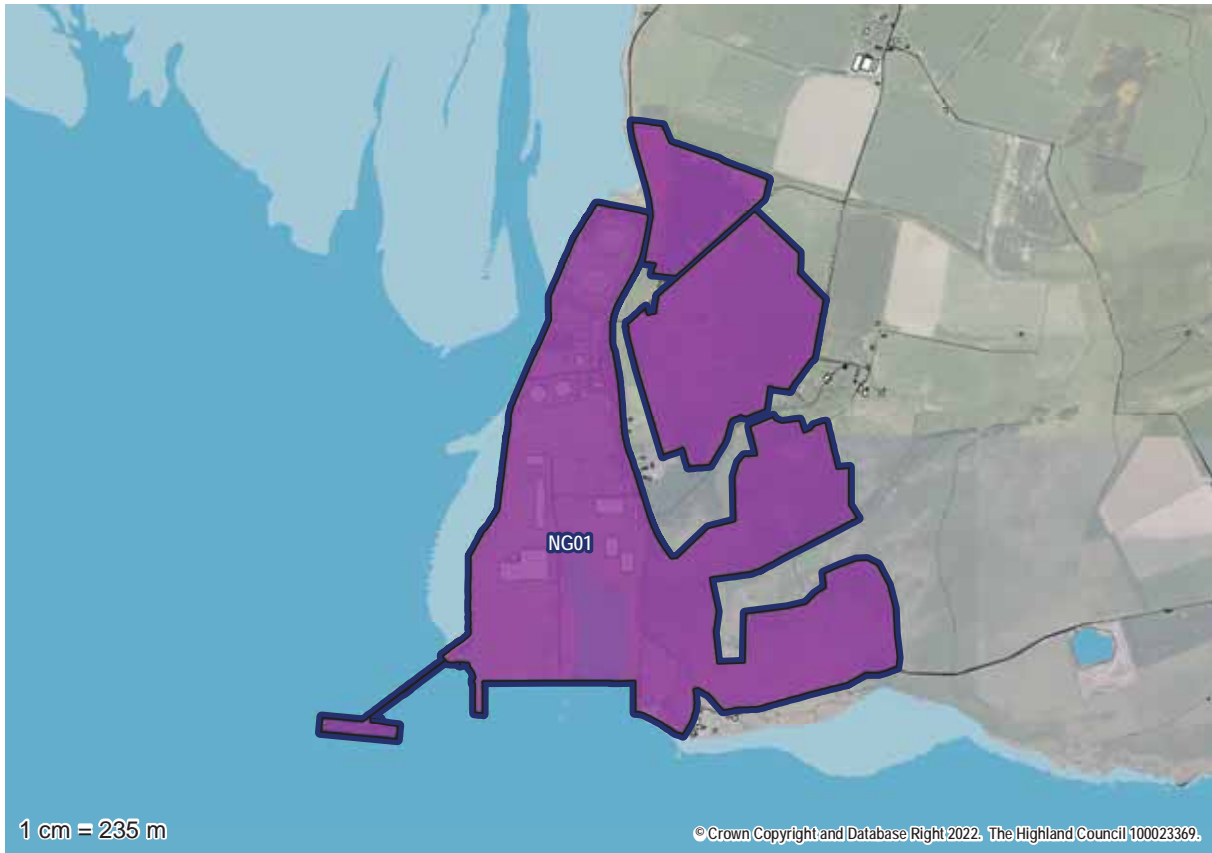
and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution.

Nigg Energy Park | Pàirc Cumhachd Neig

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

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

Map 43 Nigg Energy Park



Development Sites

Industry

NG01: Nigg Yard

Area: 242.2 ha

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

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

Whiteness | Ceann Geal

- 268** At around 300ha, the former fabrication yard is one of the largest brownfield ports in the UK and has laid vacant for 20 years. It is located within close proximity to main centres of population, including Ardersier, Nairn, Tornagrain and Inverness and benefits from direct access to the A96 trunk road and marine access via a large quayside.
- 269** The site was purchased in 2021 and the new owners have aspirations for it to become a leading 'energy transition facility' involved in decommissioning oil rigs, manufacturing of offshore wind components, energy from waste facility and concrete production plant. Permission in principle consent was renewed in 2019 for a renewable energy hub and the initial works, such as dredging, have commenced as part of that.
- 270** As indicated in 'Employment | Ag obair', the Inner Moray Firth area has been shown to be ideally placed to be at the forefront of the global green energy transition. Due to the vast scale of the site and with a clearer vision under its new owners, Whiteness has potential to be play a major role in the development of the industry and create significant employment opportunities and help to bolster communities along the A96 corridor.
- 271** There is potential for WH01 to have an adverse effect alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas) on the integrity of the
- 272** There is potential for WH01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to impacts on habitats and species because of the creation of additional noise and physical disturbance from commercial and/or recreational marine activities; also construction and operational impacts, alteration to the tidal currents and tidal processes and water quality. Specifically, HD01 and NG01 for Dornoch Firth and Morrich More SAC; INW14, INC06, CS01, FG01 for Inner Moray Firth SPA/Ramsar; NG01, INW14,

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INC06 and IG05 (dolphins) for Moray Firth SAC and NG01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at WH01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for WH01.

Map 44 Whiteness



Development Sites

Industry

WH01: Whiteness

Area: 292.5 ha

Developer requirements: Development in accordance with planning permission 18/04552/PIP and related permissions. Any alternative proposals must address: Protect and enhance watercourses, ponds, wetlands and lochans. Provide buffer of at least 6m from built development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Access Management Plan (to assess and reduce impacts on bird features and seal haul out site) and Vessel Management Plan (to assess and reduce impacts to dolphins and other cetaceans); protected species survey; Transport Assessment including details of access strategy and active travel/public transport linkages to urban centres; landscaping scheme which protects and enhances wherever possible woodland within/adjoining site and integrates it with wider green/blue network; demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, mitigating disturbance, impacts of vessel movements, dredging and disposal and the modification of coastal processes, Boat Traffic Management Plan, Noise and Vibration Mitigation Plan, Oil Spill Contingency Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks. Recreational Access Management Plan including consideration of water based activities, plan must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance, no adverse

effect on the integrity of the Inner Moray Firth SPA/Ramsar including any modification to the natural processes of the spit and associated capital and maintenance dredging and disposal operations.

Growing settlements | Tuineachaidhean a' fàs

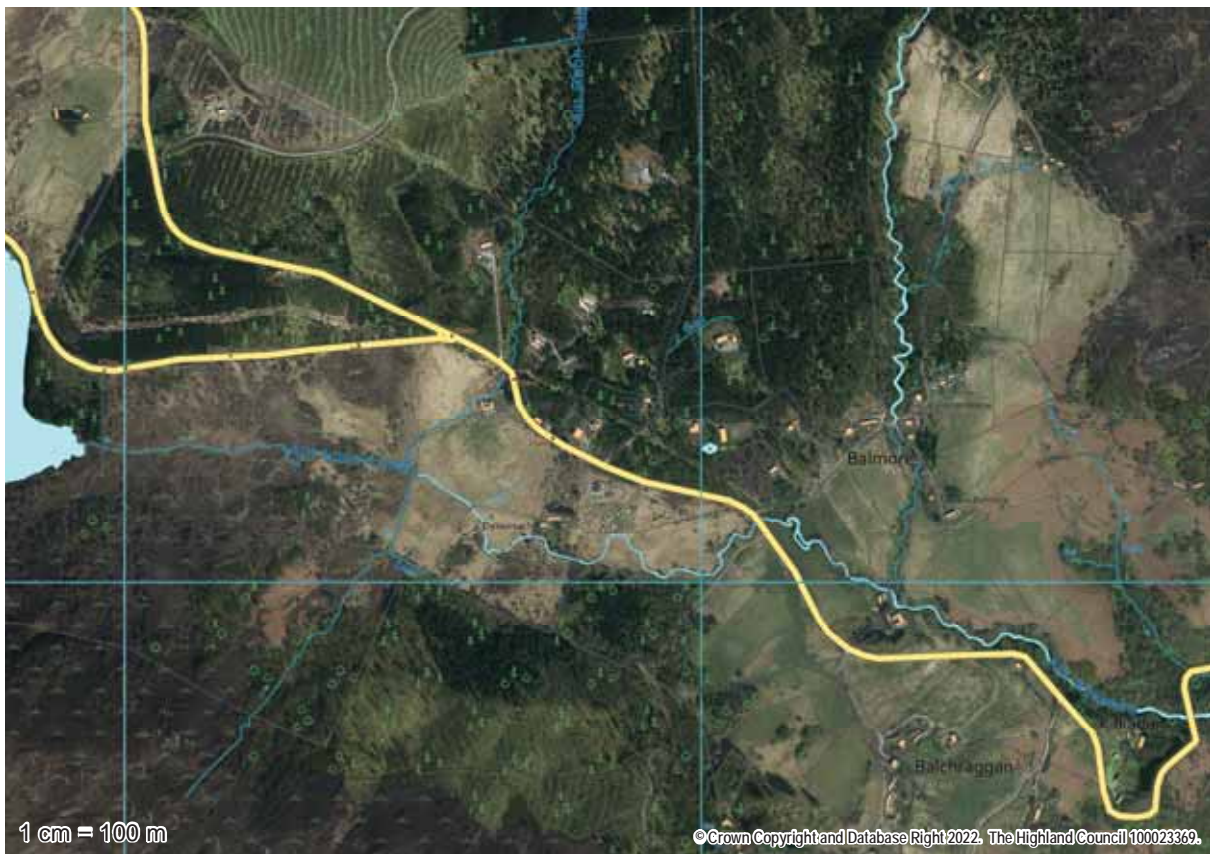
273 Although we intend that the majority of future growth is accommodated within the most environmentally sustainable and economically viable settlements, we recognise that Highland has a tradition of more dispersed rural settlement than other parts of Scotland. Accordingly, we propose to retain a list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

Abriachan | Obar Itheachan

274 The scattered crofting township at Abriachan sits high above Loch Ness on its northern flank and parts of the community offer an attractive, elevated outlook across and along the loch. There is a village hall but many other local facilities have closed because of the proximity of facilities in Inverness and Drumnadrochit. The Great Glen Way passes through the community and offers recreational and tourism economy benefits. Housebuilding within the community has been slow but steady but there is a need to diversify employment

opportunities to add to tourist trail accommodation and crofting. There are active local community groups who have pioneered many local enterprises and initiatives including ownership of the Abriachan Forest with its diverse recreational and educational activities and trails.

Map 45 Abriachan



Placemaking Priorities 35

Abriachan

- Respect the historic pattern of crofts and absence of a public sewerage system which necessitate continuity of the loose scatter of buildings and small existing groups of buildings at Balchraggan and Balmore.

Section 4 - Places | Àiteachan

- Take account of the limitations of the substandard horizontal and vertical alignment of the township road and its largely unadopted side roads which reduce the scope for safe vehicular access.
- Avoid the more visually prominent land either side of the road which should remain substantially open.
- Respect the settlement's elevation and climatic exposure which suggest that new building plots should be located where they offer some shelter from landform and/or retained planting.
- Protect the identity and setting of the community by avoiding its sporadic extension.

Balnain | Baile an Àthain

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

Map 46 Balnain



Placemaking Priorities 36

Balnain

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

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

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

Barbaraville | An Cladach

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

Map 47 Barbaraville



Placemaking Priorities 37

Barbaraville

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

Cannich | Canaich

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

Map 48 Cannich



Placemaking Priorities 38

Cannich

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

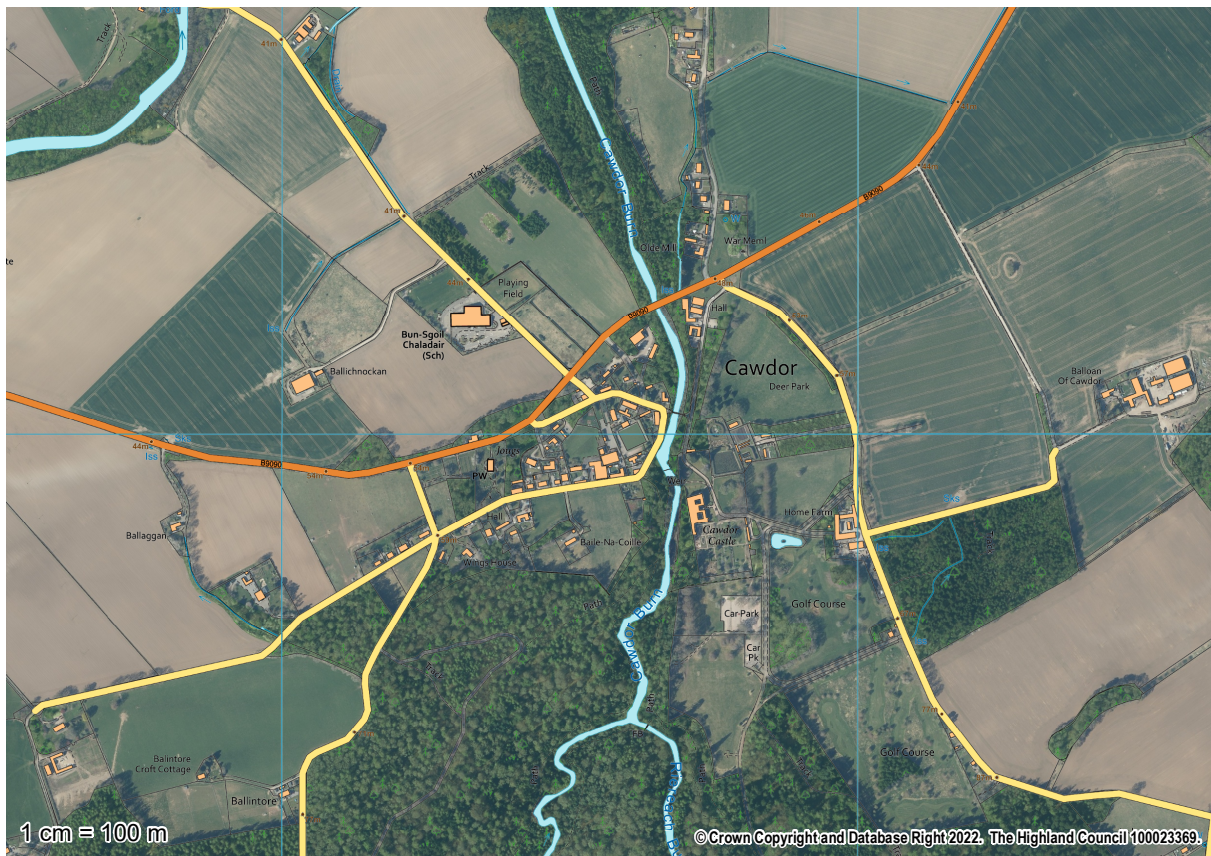
- Support a scale of development that helps sustain local facilities but doesn't overburden the limited capacity in the local water and sewerage network.
- Better protect and enhance local greenspaces and Green Networks as conduits for the movement of people, wildlife and flood waters particularly along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

Cawdor | Caladair

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

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

Map 49 Cawdor



Placemaking Priorities 39

Cawdor

- Support small-scale infill and rounding off the village and redevelopment of brownfield sites which have no heritage value.
- High quality of architectural design and layout in order to complement the surrounding historic environment.
- Avoid areas which are at risk of flooding from the Cawdor Burn.
- Preserve and enhance the woodland and watercourses within and around Cawdor for both active travel use and biodiversity.
- Deliver enhanced active travel connections including the A96 Landward Trail.

Contin | Cunndainn

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

Map 50 Contin



Placemaking Priorities 40

Contin

- Maintain Five Acre Wood as green space.

Section 4 - Places | Àiteachan

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

Farr and Inverarnie | Fàrr agus Inbhir Fheàrnaidh

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

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

Map 51 Farr and Inverarnie



Placemaking Priorities 41

Farr and Inverarnie

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

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

Foyers | Foithir

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

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

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

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

Map 52 Foyers



Placemaking Priorities 42

Foyers

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

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

Garve | Gairbh

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

Map 53 Garve



Placemaking Priorities 43

Garve

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

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

Gorthleck | Goirtlig

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

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

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

Map 54 Gorthleck



Placemaking Priorities 44

Gorthleck

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

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

Hill of Fearn | Baile an Droma

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

Map 55 Hill of Fearn



Placemaking Priorities 45

Hill of Fearn

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

Inchmore | An Innis Mhò

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

Map 56 Inchmore



Placemaking Priorities 46

Inchmore

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

Inver | An t-Inbhir

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

Map 57 Inver



Placemaking Priorities 47

Inver

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

Marybank | Bruach Màiri

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

Map 58 Marybank



Placemaking Priorities 48

Marybank

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

Milton of Kildary | Baile Mhuilinn Anndra

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

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

Map 59 Milton of Kildary



Placemaking Priorities 49

Milton of Kildary

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

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

Portmahomack | Port MoCholmaig

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

Map 60 Portmahomack



Placemaking Priorities 50

Portmahomack

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

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

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

Map 61 Rhicullen/Newmore



Placemaking Priorities 51

Rhicullen/Newmore

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

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

Tomich | An Tomaich

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

Map 62 Tomich



Placemaking Priorities 52

Tomich

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

Whitebridge | An Drochaid Bhàn

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

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

Map 63 Whitebridge



Placemaking Priorities 53

Whitebridge

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

The Plan takes account of a wide range of other documents and sources of evidence many of which also influence the outcome of planning decisions. The most significant and relevant of these are listed and hyperlinked here.

National Legislation and Policy

[The Planning etc. \(Scotland\) Act 2006](#)⁽³⁸⁾

[New national planning legislation](#)⁽³⁹⁾

[New national planning policies and spatial strategy](#)⁽⁴⁰⁾

[The National Transport Strategy](#)⁽⁴¹⁾

[The National Marine Plan](#)⁽⁴²⁾

[Managing waste policy](#)⁽⁴³⁾

Other Highland Policy and Guidance

[Highland wide Local Development Plan 2012](#)⁽⁴⁴⁾

[Adopted Inner Moray Firth Local Development Plan 2015](#)⁽⁴⁵⁾

[Supplementary and Non-statutory Development Guidance](#)⁽⁴⁶⁾

38 <https://www.legislation.gov.uk/asp/2006/17/contents>

39 <https://www.transformingplanning.scot/planning-reform/legislation/>

40 <https://www.transformingplanning.scot/national-planning-framework/>

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

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

43 <https://www.gov.scot/policies/managing-waste/>

44 https://www.highland.gov.uk/download/downloads/id/1505/highland-wide_local_development_plan.pdf

45 https://www.highland.gov.uk/downloads/file/15008/adopted_inner_moray_firth_local_development_plan

46 https://www.highland.gov.uk/directory/52/a_to_z

[Housing land information including the Highland Housing Need and Demand Assessment 2020](#)⁽⁴⁷⁾

[Highlands and Islands Regional Transport Strategy](#)⁽⁴⁸⁾

[Highland Outcome Improvement Plan](#)⁽⁴⁹⁾

[Highland Core Path Plans](#)⁽⁵⁰⁾

Supporting Documents

The following documents, all available through the [Inner Moray Firth LDP webpage](#)⁽⁵¹⁾, have a direct connection with the Plan's content.

- Inner Moray Firth Local Development Plan 2 Main Issues Report (MIR): 2021
- MIR Monitoring Statement
- Strategic Environmental Assessment (SEA): draft and revised Environmental Report
- Mapped SEA Site Assessments
- Equalities Impact Assessment Screening
- The draft and finalised Transport Appraisal
- The Habitats Regulations Appraisal
- Greenspace Audit

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

48 https://hitrans.org.uk/Strategy/Regional_Transport_Strategy

49 http://www.highlandcpp.org.uk/uploads/9/5/2/0/95206114/hoip_v4_public_consultation.pdf

50 https://www.highland.gov.uk/info/1225/countryside_farming_and_wildlife/161/outdoor_access/4

51 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan/3

In light of this methodology only being available for consideration through the Proposed Plan, applicants will not be required to apply it during the lifetime of the Proposed Plan and it will not form part of the Proposed Plan's status as a material consideration.

This document explains the step involved in assessing journey time competitiveness, which is one of the requirements of Policy 14: Transport of the Inner Moray Firth Proposed Local Development Plan 2. The aim of this approach is to provide an appropriate framework to support applicants to focus on all modes of travel during the appraisal of their proposal. This is achieved by using site-specific quantitative and qualitative information that can demonstrate how a proposal can deliver sustainable transport. This work forms one aspect of the wider transport assessment of a proposal. A range of other requirements need to be met, including those set out in The Council's [Roads and Transport Guidelines for New Developments](#)⁽⁵²⁾; Transport Scotland's [Transport Assessment Guidance](#)⁽⁵³⁾; [Designing Streets](#)⁽⁵⁴⁾; [Creating Places](#)⁽⁵⁵⁾, and all other relevant development plan policies. A Standard Template can be [downloaded](#)⁽⁵⁶⁾ for completion and submission to the Council as part of an applicant's transport statement or assessment. Details and the scope of the assessment must be agreed in advance with THC's Transport Planning Team. Four background papers provide further detail that informed this methodology, which are [available to download](#).

52 https://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

53 https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref_17_-_transport_assessment_guidance_final_-_june_2012.pdf

54 <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf?forceDownload=true>

55 <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2013/06/creating-places-policy-statement-architecture-place-scotland/documents/00425496-pdf/00425496-pdf/govscot%3Adocument/00425496.pdf?forceDownload=true>

56 <https://highland.objective.co.uk/creation/download/5989324>

Guidance Note 1: Development Details

Provide a summary of the proposed development, the size of the development, such as the gross floor area, public floor area or number of residential dwellings. The proposed opening year(s) should also be stated.

Guidance Note 2: Committed Developments and/or Programmed Infrastructure Improvements

In order to assess the impact of your development, list any nearby committed major developments (as defined in THC RTDG) that have planning permission and any transport schemes that are formally committed (by written agreement, capital funding or confirmed by statutory process) by Highland Council or Transport Scotland, but are yet to be implemented.

Guidance Note 3: Trip Generation

The Trip Generation tables should be completed showing the estimate of journeys to and from the development site during specified traffic periods for each relevant category of travel. For example, peak travel periods for residential and employment uses are normally 08:00am to 09:00am and 17:00pm to 18:00 pm during weekdays. For retail developments, the peak hour normally falls on a Saturday between 11:00am and 16:00pm, traffic surveys should be used to inform the appropriate times to be used. Where further advice is required, this should be sought from the Transport Planning Team. Trip estimates should be based on a multi-modal assessment that identifies the number of person trips by mode and by time using industry recognised standards, in agreement with the Transport Planning Team.

Guidance Note 4: User Profile

Describe the potential end users of the site to understand the likely type of travel behaviour, including how this may vary overtime if multiple development uses are proposed. Provide a brief narrative explaining the origin(s) or destination(s), how they were selected (and agreed at scoping with Transport Planning), and any other justifying information. It is likely that potential end users will consist of a variety of users such as customers, staff and residents.

Guidance Note 5: Representative Journey Times

In order for consistent representative journey times to be identified, the methodology applied needs to be made explicit in reporting the data in the Transport Assessment. Large variations in calculated journey times commonly derive from different assumptions about route choice, for example, for public transport (including walking to stop) the choice of footpath network to and from bus stops and rail stations. For most assessments, the use of journey times that reflect the experiences and behaviour of travellers should be adopted. The most widely used methods for choosing routes used by other travellers is to online routing from Google or Apple Maps, but other similar approaches can also be used such as www.fromAtoB.com⁽⁵⁷⁾, www.Rome2rio.com⁽⁵⁸⁾ and others (Google Maps is one of the most widely used versions of published journey times available in Highland and is already trusted by many organisations, including The Highland Council, as a verifiable source of journey times. Where the travel time results differ from the values in the live Google Maps systems, explanation should be provided). The routing assumptions that are used most by the citizens of Highland Council area enables transparent and accountable approaches. Whatever sources are used, these should be clearly stated in the assessment. Walking and Cycling routes identified must be on safe, publicly accessible routes where there is a public right of access, such as adopted footways/bike lanes/Core Paths. Journey times vary throughout the day. Peak time road journeys are often delayed by road congestion. Bus and rail journey times depend on the timetabled frequency of available services throughout the day. Each journey time is associated with a time of day when that journey time can be achieved. [Table 2.1 of Policy Development Paper 3](#)⁽⁵⁹⁾ explains the rationale for assessing access to local services and facilities. Assessments should clearly state the assumptions made about likely preferred locations for accessing services. Further information on the components of journey time and methods for calculating them are outlined in [Appendix A of Policy Development Paper 3](#)⁽⁵⁹⁾.

57 www.fromAtoB.com

58 www.Rome2rio.com

59 https://www.highland.gov.uk/downloads/file/24985/dhc_policy_development_paper_3_-_draft_guide_to_policies

For larger developments that generate and/or attract large number of trips, more accurate representation of journey time variation should be used. The most robust approaches commonly applied involve calculating journey times at 15 minute intervals throughout the day, then weighting the journey time in each time period by the importance of that time period by trip purpose. Journey times for travel for work and education can be more highly weighted in the morning and evening peak when commuters are more likely to be making these trips, whilst travel for other uses, such as hospital user, may be spread more evenly across the day.

For most other transport assessments, a simpler representation of temporal effects will be sufficient, with a representative journey time and frequency measure to represent the availability of the journey time throughout the day as follows:

- Journey times for arrival at the destination for 8:30am and for 10:30am by car are calculated and the longest journey time from these two time periods is selected as the representative journey time.
- For public transport trips, the journey times throughout the day are reviewed to identify the journey times regularly achievable.

For public transport and car journey times, any time spent walking at each end of the journey should be included.

Guidance Note 6: High Level Assessment

The high-level assessment should summarise the key issues in relation to each mode. This should include a qualitative and quantitative assessment of journeys for each mode and how they compare to each other. This should include information on the quality of routes such as how attractive, safe, convenient etc. active travel routes are; if journey times/routes are considered acceptable (which will ultimately be determined by the Planning Authority), trip end facilities such as cycle and car parking, and the quality and availability of facilities for bus users such as real-time information.

Guidance Note 7: Travel Time Ratio

This section compares the travel time for car against each sustainable travel mode. For each origin/destination identified, the travel time ratio of car to non-car mode should be calculated, for example:

Public transport travel time is 20 minutes

Car travel time is 9 minutes

Travel time ratio is $20/9 = 2.2$

Guidance Note 8: Public Transport Coverage and Competitiveness

Identify the frequency throughout the day that the representative journey times calculated in Guidance Note 5 can be achieved for public transport and report this as a frequency score shown in Table 5 'Frequency score and criteria'.

Table 5 Frequency score and criteria

Frequency score	Frequency criteria
10	Other services - Regular frequency of service less than every 2 hours
9	Other services - Good network coverage with services every 2 hours or better between 8am and 6pm
8	Good service - No more than 60 minutes between services 8am to 8pm and better coverage at some other times
7	Good service - No more than 30 minutes between services 8am to 6pm
6	Very good service - No more than 30 minutes between services 8am to 8pm

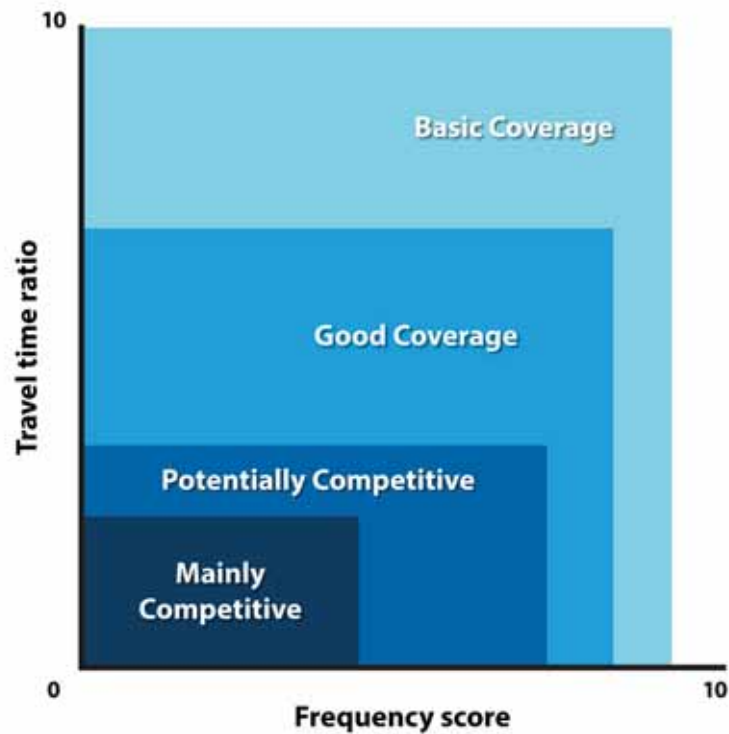
Appendix 2 - Journey time competitiveness methodology

| Modh-obrach farpaiseachd ùine siubhail

Frequency score	Frequency criteria
5	Excellent service - No more than 20 minutes between services 8am to 6pm and some coverage outside these periods
4	Excellent service - No more than 20 minutes between services 8am to 8pm
3	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 6pm and some coverage later in the evening
2	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 8pm and some coverage later in the evening
1	Turn up and go services - Better than 10 minute frequency 8am to 6pm and some coverage later in the evening
0	Turn up and go services - Better than 10 minute frequency 7am to 10pm and at least 30 minute frequency throughout the night

Plot the journey time ratio, calculated in Guidance Note 7, against the frequency scores to derive the public transport network coverage and competitiveness status for each origin/destination using the graph show in Figure 19 'Public transport network coverage and competitiveness status'.

Figure 19 Public transport network coverage and competitiveness status



In addition to the above assessment, opportunities for integration between the public transport network and other transport should be considered as ways of extending the competitiveness and coverage of networks. In particular:

- Community and demand responsive transport options including taxi could be used to access public transport. Assessments should consider the potential for users of proposed developments to be offered personal travel accounts to manage joint purchasing arrangements of transport services (e.g. special fares for short taxi trips to bus stops and rail stations).
- Park and ride sites and park and share locations could be used to offer convenient interchanges between private car travel, shared transport solutions including public transport and active travel networks.

Guidance Note 9: Active Travel Competitiveness

Using the information gathered in Guidance Note 5, the journey time and travel time ratios for walking and cycling are available as well as information on the quality, attractiveness and other factors that justified route selection. This information should be used to appraise how competitive walking and cycling is, compared with car for each origin/destination, supplemented by other qualitative information about the routes identified on safety, condition, directness, and other relevant aspects. This assessments should be undertaken using established principles for creating walkable neighbourhoods and national standards, such as [Cycling by Design](#)⁽⁶⁰⁾. As a general principle, the criteria shown in Table 6 'Walking competitiveness criteria' for walking can be applied, equivalent thresholds using industry standards for cycling should be used.

Table 6 Walking competitiveness criteria

Journey Time	Distance	Walking Competitiveness
5 minutes	400 metres	Mainly competitive
10 minutes	800 metres	Potentially competitive
20 minutes	1.6 km	Good
40 minutes	3.6 km	Basic

Guidance Note 10: Infrastructure Requirements

Summarise the findings of the assessment of Public Transport Coverage and Competitiveness and Active Travel Competitiveness to illustrate if the site can facilitate sustainable travel behaviour for its users.

60 <https://www.transport.gov.scot/media/50323/cycling-by-design-update-2019-final-document-15-september-2021-1.pdf>

Even where an origin or destination is identified as competitive in terms of time, there may be problems with the quality of the route that would make the non-car modes unattractive to users of the proposal. Therefore, this section should be used to identify the necessary mitigation or improvements required to support site users to use non-car modes wherever possible. It should be based on the information gathered in the above steps. A photographic record of the assessment of the quality of routes for non-car modes for each origin/destination should be provided, highlighting only what the deficiencies, barriers or deterrents are and the proposals to mitigate them to support the site to deliver sustainable transport. Reference should be made to any Active Travel Audits and Active Travel Networks identified in the LDP and elsewhere, as well as developer contributions where these are set out in the LDP Delivery Programme.

The outcome of this assessment should be used to inform the wider Transport Assessment, particularly in terms of the mitigation necessary for impacts identified. Reference should be made to [Policy Development Papers 1 and 2](#)⁽⁶¹⁾, which set out potential options for mitigation.

61 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan/3

This Schedule of Landownership sets out where The Highland Council has a land ownership interest (in part or full) in any Plan allocation. This is a requirement of Regulation 9 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008. This Schedule does not reflect land ownerships which have or will be transferred to The Council as a consequence of development, in particular where this relates to the requirements for provision of affordable housing under Policy 32 Affordable Housing of the Highland-wide Local Development Plan.

Table 7 Schedule of Highland Council Landownership

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Allotments, Achnagarron Farm	Alness AL07 - Achnagarron Farm
Osprey House, Alness Point Business Park	Alness AL11 - Alness Point
Workshops and depot	Dingwall DW06 - Dingwall Riverside (North)
Workshops, offices, community uses	Dingwall DW07 - Dingwall Riverside (South)
Workshop Units	Invergordon IG03 - Land south west of Railway Station
Waste Transfer Station	Invergordon IG07 - Cromarty Firth Industrial Estate
Dalcross Industrial Estate Expansion	Inverness Airport Business Park IA02 - Dalcross Industrial Estate Expansion

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Balloch Farm	Inverness INE18 - Land at Balloch Farm
Land east of Barn Church Road	Inverness INE23 - Stratton Health Centre
Land South of Moor Road	Inverness INE24 - Stratton Primary School
Land east of Culloden Academy	Inverness INE25 - Culloden Academy Redevelopment
Housing	Inverness INC01 - Diriebught Depot
War Memorial	Inverness INC03 - Inverness Public Transport and Freight Interchange
Land East of Longman Road	Inverness INC03 - Inverness Public Transport and Freight Interchange
Spectrum Centre	Inverness INC04 - Inverness Central
Rose Street Multi-Storey Car Park	Inverness INC04 - Inverness Central
Inverness Library	Inverness INC04 - Inverness Central
Inverness Bus Station	Inverness INC04 - Inverness Central

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Burnett Road (Common Good)	Inverness INC05 - Shore Street City Centre Expansion
Land at Harbour Road	Inverness INC05 - Shore Street City Centre Expansion
Land at Longman Foreshore East (Common Good)	Inverness INC09 - Former Longman Landfill West
Inverness Museum & Art Gallery	Inverness INC10 - Inverness Castle and Bridge Street
Longman Landfill Site	Inverness INC11 - Former Longman Landfill East
Community Land west of Dores Road	Inverness INS10 - Ness-side Central
Land at East of Golfview Road	Inverness INW03 - East of Golfview Road
Land at West of St Valery Avenue	Inverness INW04 - West of St Valery Avenue
Land at Stratton East	Inverness INW06 - Stratton East
Land at Torvean Quarry	Inverness INW07 - Torvean Quarry
Land at Torvean North	Inverness INW08 - Torvean North

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Torvean South	Inverness INW09 - Torvean South
Land at East of Muirtown Locks	Inverness INW10 - East of Muirtown Locks
Land at Muirtown Basin	Inverness INW11 - Muirtown Basin
Charleston Academy Community Campus	Inverness INW12 - Charleston Campus
Huts and community space west of Inverness High School playing fields	Inverness INW13 - East of Dochfour Drive
Land at Merkinch Shore	Inverness INW14 - Merkinch Shore
Recreation and leisure areas	Muir of Ord MO03 - Recreation and Leisure Areas
15 Falconers Lane, 60 King Street, 4-6 Courthouse Lane, The Court House - 2 High Street, Fire Station and various car park lands.	Nairn NA03 - Nairn Town Centre
Land at Sandown (Common Good)	Nairn NA04 - Sandown

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Workshop and land	Seaboard Villages SB03 - Balintore Industrial Estate
Undeveloped land	Tain TN07 - Land to Rear of Craighill Primary School
Tain Royal Academy and adjoining recreational space	Tain TN08 - Tain Royal Academy
Grazing land	Tain TN10 - Blarliath

Placemaking audit

Table 8 Placemaking audit criteria

Design Quality	Ambition	Requirement
Distinctive		
D1	The development, when completed is designed to create a distinctive high quality sense of place, which respects and enhances the existing site, locale and landscape features and avoids heavily engineered proposals.	Essential
D2	The development protects important and distinctive buildings and natural heritage assets within or in proximity to the site. It maintains views of existing landmarks and landscapes and follows the principles in Creating Places ⁽¹⁾ .	Essential
D3	Developments at the edge of settlements provide a positive distinction between the urban and rural environments and create a sense of arrival into the urban area.	Essential
D4	Within or close to built heritage designations, the built form, material finish and palette of buildings and hard landscaping protects and enhances the traditional local character and design.	Essential
D5	Development makes use of innovative designs, "Passive House" design criteria, off-site construction techniques and/or modern methods of construction.	Desirable
D6	External material selection is appropriate for the highland climate and is chosen to respect and enhance its wider setting,	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
D7	Potential for personalisation of individual properties by prospective owners.	Desirable
D8	Within Inverness City, major or locally significant developments have been presented to the Inverness Design Review Panel ⁽²⁾ and the outcomes respected.	Desirable
D9	Ground floor commercial unit's shopfronts to conform to the Council Shopfront Design Guide ⁽³⁾ .	Essential
Safe and Pleasant		
S1	Active frontages, including "corner turner" style houses, overlook well-lit streets, footpaths and open/green spaces, resulting in natural surveillance using outwards facing perimeter blocks along key routes.	Essential
S2	In-curtilage garages and parking areas located to the side or rear of properties to avoid car dominance of the streetscape.	Essential
S3	Provision of appropriately designed residents and visitor cycle parking in a sheltered, secured and overlooked position, in conformity with the Council's Roads and Transportation Guidelines ⁽⁴⁾ . In urban flatted developments, individual in-unit cycle storage is encouraged.	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
S4	Provision of open public spaces in accordance with relevant Local Development Plan ⁽⁵⁾ (LDP) policy to be fit for purpose, usable, flexible (including utility hook-ups to civic spaces) and cost effective to maintain. Delivered in compliance with PAN 65: Planning and Open Space ⁽⁶⁾ .	Essential
S5	Well located and sufficient play opportunities provided, in areas which benefit from natural surveillance and are integrated into the overall scheme. Play equipment to be inclusive and serves a range of ages (including adults).	Essential
S6	Play areas achieve a minimum "Bronze" Play Inclusive Play Areas (PIPA) accreditation.	Desirable
S7	External lighting sited and designed to avoid light pollution and use energy efficient LED fittings. New Street lighting to be in the form of dimming LED columns/fittings.	Essential
S8	Secured by Design: Homes ⁽⁷⁾ (2019) and/or Commercial Developments ⁽⁸⁾ (2015) respected and awarded to a minimum Bronze standard.	Desirable
S9	Scheme designed to comply with the BRE "Home Quality Mark" scheme.	Desirable
S10	An accessible Automated External Defibrillator (AED) is provided.	Desirable
S11	The development accords with a Local Place Plan.	Desirable
Welcoming		

Design Quality	Ambition	Requirement
<p>W1</p>	<p>Developments require to be designed to assist residents and visitors orientate and move around the site without becoming disorientated.</p> <p>This can be achieved by:</p> <ul style="list-style-type: none"> • providing or accentuating landmarks to create or improve views; • locating public art to identify places. Public art provided in accordance with relevant LDP policy/Supplementary Guidance; • use of "Sequence Markers"; • careful siting of signature buildings or utilising contrasting massing; • providing high quality signage and/or distinctive lighting to illuminate attractive/important buildings; • proportionate provision of high-quality street furniture and signage. 	<p>Essential</p>
<p>Adaptable</p>		
<p>A1</p>	<p>The layout should include a mixture of uses, building densities, housing types and tenures.</p> <p>Affordable housing provision to be provided in accordance with LDP policies.</p> <p>Within the urban cores flatted developments could include vertical mixed-use blocks.</p>	<p>Essential</p>

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
A2	Affordable house design conforms to the Council's Firm Foundations Design Brief: Building Homes for the Highlands ⁽⁹⁾ and Scottish Government's Housing for Varying Needs Design Standards ⁽¹⁰⁾ .	Essential
A3	Infrastructure provided for "Fibre to the Premises" (FTP) installation.	Desirable
A4	In housing developments, self-build house plots are provided in accordance with LDP policy.	Essential
A5	Utility infrastructure hardware (e.g. substations, telecommunication cabinets and pumping stations) are appropriately designed, sited and screened from public view.	Essential
A6	Infrastructure (cable routes) provided for in-curtilage Electric Vehicle (EV) charge-point installation.	Essential
Resource Efficient		
R1	The development is of a suitable density to avoid excessive land-use and does not detrimentally affect neighbouring established uses.	Essential
R2	Existing mature landscaping within and adjacent to the site is retained, protected and enhanced to create new wildlife corridors.	Essential
R3	Within residential developments, an area for allotments, community gardens, community woodlands or a community orchard or community food growing space is provided in a location which encourages public harvest.	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
R4	Built developments located out-with the relevant SEPA flood extents ⁽¹¹⁾ and shown to avoid flood risk.	Essential
R5	Decorative well integrated SUDS scheme which includes a degree of natural surveillance and designed to conform to the current edition of Sewers for Scotland ⁽¹²⁾ or the CIRIA SUDS Manual ⁽¹³⁾ . The long term inspection and maintenance regime and organisation responsible identified at the outset.	Essential
R6	Watercourses and wetlands areas retained, improved and incorporated into the scheme. Including adoption of the Council Riparian policy.	Essential
R7	Incorporates the use of water conservation principles; including individual properties rainwater collection and reuse systems.	Desirable
R8	Appropriately designed and sited in-curtilage storage space for refuse and recycling and the provision/locations for on-street collection points identified.	Essential
R9	For residential developments over 100 units, appropriately designed and sited communal glass recycling facilities and community composting areas provided.	Essential
R10	The layout should be designed to: <ul style="list-style-type: none"> • maximise benefits from solar gains and internal daylighting to individual properties; • minimise wind-channelling between units and protect buildings from the prevailing weather; • have properties with 'living roof' and/or 'living wall' systems; 	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
	<ul style="list-style-type: none"> • avoid the use of dead-end 'cul-de-sacs' and limited use of private access roads; • ensure rear garden access to mid-terraced properties is achieved; • deliver the higher density units closest to community facilities and public transport nodes. 	
R11	The development makes use of micro-renewable technology and/or enhanced energy efficiency/recovery systems (improvement on the levels sought in the Building Standards).	Desirable
R12	<p>Bio-diversity aspects are mitigated, protected and restored as part of the development, including:</p> <ul style="list-style-type: none"> • An initial Wildlife Assessment Check is undertaken and submitted as part of the proposal. • Following the above assessment, formal appropriate wildlife & species assessments are prepared, and outcomes respected and incorporated into the scheme. • The inclusion of nesting boxes and habitat creation (bird, bat and insect boxes) are provided across the scheme. • Invasive non-native species⁽¹⁴⁾ identified and removed. • Wildflower meadows and/or mini-forests established on site. 	Essential
R13	Construction material sourced from environmentally managed supplies and construction waste is minimised and recycled where possible.	Desirable

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
R14	The development applies the RIBA Sustainable Outcomes Guide ⁽¹⁵⁾ (2019) to the design of both buildings and places.	Desirable
Easy to Move Around and Beyond		
E1	Developments to be well connected to bus and rail nodes in accordance with PAN 75: Planning for Transport ⁽¹⁶⁾ . New or extended bus routes to be served by well located, high quality bus shelters which are well lit and provide sheltered seating and real time bus information.	Essential
E2	A clear road and street hierarchy is designed to conform with Designing Streets ⁽¹⁷⁾ and the Council's Roads and Transportations Guidelines for New Developments ⁽¹⁸⁾ and should include: <ul style="list-style-type: none"> • Road design speed appropriate to the form and nature of the street design and development layout; • Road junction designed to prioritise active travel; • Consideration given to future road connections for adjacent/later schemes; • Underground utilities located within service strips/road verges; • Varying road designs, widths and surfacing to differentiate the hierarchy. 	Essential
E3	The layout includes "Homezones", "Town Squares" and/or "Play Streets" to encourage greater mode share of the street network.	Desirable

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
E4	The location and distances to existing facilities (e.g. education, retail and community uses) are assessed against PAN 75: Planning for Transport ⁽¹⁹⁾ and the requirement for expanded or new facilities should be addressed.	Essential
E5	A network of fully accessible compliant interconnected, permeable, well-lit, intuitive and overlooked active travel routes which follow desire lines and are suitably graded are created. These should link to or extend existing active travel networks, National Cycle Networks, Safer Route to School networks and/or Core Paths where they exist and allow for future extensions into adjacent lands.	Essential
E6	Communal parking, parking barns and visitor parking areas designed to: <ul style="list-style-type: none"> • Conform to the Council's Roads and Transportations Guidelines for New Developments⁽²⁰⁾; • ensure they are overlooked and well lit; • avoid dominance of the streetscape; • ensure parking bays are broken up into groups of no more than five bays and interspersed with soft landscaping/street trees; • provide Electric Vehicle (EV) charging locations; • provide "Car Club" spaces; • comply with the Safer Parking "Park Mark" Scheme. 	Essential

1. <https://www.gov.scot/publications/creating-places-policy-statement-architecture-place-scotland/>
2. https://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/579/major_developments/4
3. https://www.highland.gov.uk/downloads/file/19365/shopfront_design_guide
4. https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

5. https://www.highland.gov.uk/info/178/local_and_statutory_development_plans
6. <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2008/06/planning-advice-note-pan-65-planning-open-space/documents/0060935-pdf/0060935-pdf/govscot%3Adocument/0060935.pdf>
7. https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NEW_version_2.pdf
8. https://www.securedbydesign.com/images/downloads/SBD_Commercial_2015_V2.pdf
9. https://www.highland.gov.uk/downloads/file/19461/firm_foundations_design_brief_-_building_homes_for_the_highlands
10. <https://www.webarchive.org.uk/wayback/archive/20170104122951/www.gov.scot/Topics/Built-Environment/Housing/investment/guidancenotes/olderguidance/csgn200412>
11. <http://map.sepa.org.uk/floodmap/map.htm>
12. <https://docs.google.com/viewerng/viewer?url=www.scottishwater.co.uk/-/media/ScottishWater/Document-Hub/Business-and-Developers/Connecting-to-our-network/All-connections-information/SewersForScotlandv4.pdf>
13. <https://www.ciria.org/ItemDetail?iProductCode=C753&Category=BOOK&WebsiteKey=3f18c87a-d62b-4eca-8ef4-9b09309c1c91>
14. <https://www.nature.scot/professional-advice/safeguarding-protected-areas-and-species/protected-species/scottish-invasive-species-initiative>
15. <https://www.architecture.com/-/media/GatherContent/Test-resources-page/Additional-Documents/RIBASustainableOutcomesGuide2019pdf.pdf>
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20. https://www.highland.gov.uk/info/20005/roads_and_pavements/99/roads_information/2

The Highland Council Placemaking Audit Glossary

A

Active Frontage: A street where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.

Active Travel: Journeys undertaken by physically active means, like walking, wheeling or cycling.

Allotment: A small piece of ground, in or just outside an urban area that a person rents for growing vegetables, fruits, or flowers.

B

BRE Home Quality Mark: An assessment tool to demonstrate high quality homes and to differentiate them in the marketplace. At the same time, it gives householders the confidence that the new home are well designed and built, and cost effective to run.

C

Community Garden: A single piece of land, gardened collectively by a group of people.

Community Woodland: Woodland where the local community has control over how the woodland is run or managed.

Corner Turner: A building located on a corner (e.g. at a road junction), designed to provide an active frontage to both streets.

Core Path: Under the Land Reform (Scotland) Act 2003 and the Land Reform (Scotland) Act 2016, Councils have a duty to prepare a Core Paths Plan. The purpose is to identify a network of key routes for outdoor access; an Interactive Map of Highland Council Core Paths is available.

Cul-de-sac: A street with only one inlet/outlet, connected to the wider street network.

D

Design Speed: The design speed is a logical speed to travel a road with respect to the topography, anticipated operating speed, the adjacent land use, and the functional classification of the highway.

Desire Lines: A route which represents the shortest or most easily navigated route between an origin and destination.

F

Fully Accessible: All routes designed to conform to the Equality Act to ensure routes are fit for purpose and open to all users.

G

Green Network: Local Development Plan designation of green areas within an urban area, which could be put to a multitude of uses (including play areas).

Greenspace: Formally recognised in the Local Development Plans. Contains no built development and is safeguarded. It will contribute to the character and setting of a place and provide amenity, biodiversity, recreation and other benefits.

H

Home Zone: Residential areas designed to ensure that the quality of life in the residential area takes precedence over ease of vehicle movement. They usually involve narrow shared surfaces roads with built-in elements (raised tables/chicanes) combined with features such as trees, planters and street furniture to limit traffic speeds.

L

Living Roof: A roof of a building that is partially or completely covered with vegetation and a growing medium.

Living Wall: Panels of plants, grown vertically using hydroponics, on structures that can be either free-standing or attached to walls.

M

Micro-Renewables: Small scale systems that generate electricity and/or heat.

Mini-forests: Tiny, dense forests achieved by planting saplings close together, three per square metre, using native varieties adapted to local conditions. A wide variety of species, ideally 30 or more planted to recreate the layers of a natural forest.

N

National Cycle Networks: A UK-wide network of signed walking and cycling paths connecting cities, towns, and the countryside.

P

Parking Barn: Communal open frontage covered parking area.

Perimeter Blocks: The public facing parts of buildings are orientated to face the street and the more private (garden) elements are located within the block.

Play Streets: Simple, effective and low-cost way for children to be able to play out in the streets where they live.

PiPA: PiPA (Play Inclusive Play Areas) provides a comprehensive six point assessment tool to help inform/improve new play space design to ensure all children benefit from the play provision. Bronze, Silver and Gold accreditations available.

S

Safer Parking "Park Mark": A national standard for UK car parks that have low crime and measures in place to ensure the safety of people and vehicles.

Safer Routes to School: Routes designed to decrease traffic and pollution and increase the health of children and the community, by promoting walking and biking to school.

Secured by Design: A Police initiative that improves the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit.

Self-build house plot: A house plot available for an individual or group of individuals to build house(s) to plans and specifications decided by them.

Sense of arrival: A special feeling a person experiences during the first ten seconds or so after entering a location.

Sense of place: The context as well as the identity or unique characteristics of a building or space that creates meaning for the occupant or user.

Sequence Markers: A physical/built item that helps a user to orientate themselves. Can be either a natural landmark or view or a man-made feature, including; differing house styles, street furniture, decorative feature or path design/finish.

Street Trees: A tree located on land forming or adjacent to a road which affects, in some way, those using that highway.

SUDS: Sustainable Urban Drainage Systems are water management practices that aim to align modern drainage systems with the natural water cycle.

T

Town Squares: An open public space located in the heart of an urban area used for community gatherings and events.

W

Wildlife Assessment Check: Free online tool available from "Biodiversity in Planning" for small to medium-scale developers to check whether they will need expert ecological advice before submitting a planning application. The tool is not intended for large development projects where formal Environmental Impact Assessments (EIA) are required according to EIA regulations.

Wildlife Corridor: Interlinked greenspaces to provide connections across sites for biodiversity.

Wind Channelling: A negative effect resulting from a ridged layout which channels wind between buildings.

We try to minimise the amount of jargon in our planning documents but the use of some technical language is unavoidable. This section contains a list of abbreviations, acronyms and terms used in this Plan and in the related background documents and an explanation of their origin and/or meaning. Please note the explanations given are not intended as legal definitions of the planning terms used.

Abbreviations/Acronyms

aIMFLDP: the current adopted Inner Moray Firth Local Development Plan 2015

LDP: Local Development Plan

HNDA: Housing Need and Demand Assessment

HIE: Highlands and Islands Enterprise

HRA: Habitats Regulations Appraisal

HwLDP: the Highland wide Local Development Plan 2012

NSA: National Scenic Area

SAC: Special Area of Conservation

SDA: Settlement Development Area

SEPA: Scottish Environment Protection Agency

SLA: Special Landscape Area

SNH: Scottish Natural Heritage (now known as NatureScot)

SPA: Special Protection Area

SSSI: Site of Special Scientific Interest

SuDS: Sustainable Urban Drainage Systems

SG: Supplementary Guidance

Terms

A

Action / Delivery Programme: A working (with at least annual updates) document developed in consultation with key investment stakeholders and sets out, in very broad terms, how and by whom the key elements of the Local Development Plan will be implemented.

Affordable Housing: Residential units available for rent and/or purchase at below full open market rent/price because of some element of public (or occasionally private) subsidy. Many of these units are not affordable to all prospective tenants / purchasers.

Allocations: Land specifically identified in a Local Development Plan as appropriate for a specific use or mix of uses.

Active Travel Plans: Plans which help establish a network for walking, cycling, wheeling and access to public transport routes. These identify a core active travel network and prioritised actions in certain locations which serve as a framework for future investment and new development.

B

Brownfield Land: Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or underutilised buildings, and other developed land in a settlement boundary where further intensification of use is considered acceptable.

C

Carbon CLEVER: An initiative aimed at achieving a carbon neutral Inverness and a low carbon Highlands by 2025, toward which the Council has committed resources from its capital budget.

Charrette: An intensive planning session where citizens, designers and importantly the community collaborate to prepare a single vision for a site/development. The sessions also provide a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the final output.

Council's Capital Programme: The Highland Council's programme of capital expenditure on specific infrastructure projects and services.

Core Path Plans: A statutory document that details and maps the most important local network of paths in an area. The paths cater for all types of users, for example walkers, cyclists, horse riders, and people with disabilities.

D

Design and Access Statements: A Design and Access Statement is a document containing both a design statement and a written statement about how issues relating to access to a proposed development for people with disabilities, have been dealt with. The statement will explain the policy approach and how any specific issues, which might affect access to the development for disabled people, have been addressed. It will also state what, if any, consultation has been undertaken and what account has been taken of the outcome of any consultation.

Design Statements: A document that sets out the architectural and layout design principles on which a development is based. A design statement enables the designer or applicant to explain why the selected design solution is the best and most suitable choice in terms of the building's design, layout, materials and the space around the building. A design statement can be applied to a single building in the countryside or to multiple buildings within more densely populated areas.

Design Review Panel: A group of local built environment professionals who provide free design advice to development teams preparing planning applications for major or locally significant developments with the aim of raising the quality of development which will assist in creating sustainable and better places. Projects are referred to the Design Review Panel as set out in the Panel's Terms of Reference. A reports of the Design Review Panel is a material considerations in the assessment of a connected planning application and applicants will be expected to demonstrate that their proposal has responded to the relevant Panel report.

Developer contributions: These planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in terms of land use planning. Contributions may be made as financial payments or as direct works.

Development Brief: A development brief provides an assessment of constraints and opportunities presented by a site and the type of development expected or encouraged, based on this assessment. A brief will provide guidance on key elements that any development should incorporate, with reference to appropriate Scottish Planning Policy and Local Development Plan Policies where necessary. A brief may include details on function, layout, plot sizes, building heights, building lines and materials etc. A brief can often precede and inform a design statement or master plan. They may be prepared by the Council for certain sites, however, it will more often be expected that prospective developers will prepare briefs and agree these with the Council in advance of a planning application being submitted. The Brief will be a material consideration in the decision making process.

District Heating Network: District heating is a means of delivering heat from a point of generation to end users – homes, offices, leisure centre, and other users of heat. A district heating scheme generally consists of: a heat source, often in the form of a dedicated central energy centre, and a

network of insulated pipes used to deliver heat, in the form of water or steam. They provide efficient generation and distribution of heat, helping to secure a significant reduction in CO₂ emissions in comparison to conventional heating approaches⁽⁶²⁾.

Development Plan: Sets out how we think land should be used over the next few years. Each Scottish local authority (if it is the local planning authority for its area) must produce a Development Plan.

E

Economic Development Areas: These refer to places, outwith the main settlements, which we believe should be developed over the Plan period for employment uses and therefore contribute to the local economy.

Energy from Waste: Energy that is recovered by thermally treating waste.

European Protected Species: Species of animal and plant listed respectively in Schedule 2 and Schedule 4 of the Conservation (Natural Habitats &c) Regulations 1994 as amended.

Energy Statement: An Energy Statement will be informed by heat map information, and include an assessment of whether a district heating solution is viable or feasible for the development. An Energy Statement will also identify any available sources of heat or other factors such as where land should be safeguarded for future district heating infrastructure. An Energy Statement will be required where indicated in the developer requirements for particular sites and preparation of an Energy Statement will be encouraged for other sites, particularly if provision of or connection to a district heating network is being considered.

62 Scottish Cities Alliance – “district heating” planning policy and guidance workstream

G

Green Economy: A green economy is defined as low carbon, resource efficient and socially inclusive. In a green economy, growth in employment and income are driven by public and private investment into such economic activities, infrastructure and assets that allow reduced carbon emissions and pollution, enhanced energy and resource efficiency, and prevention of the loss of biodiversity and ecosystem services.

Greenfield Land: Land (or a defined site) which has previously never been built on.

Green networks: Different from greenspaces. They may serve one or more of the same functions as greenspaces but in a less formal or more strategic way. Green networks provide the physical, visual and habitat connections for greenspaces and therefore ensure accessibility for both wildlife and people. Development can be more flexibly accommodated within or adjacent to a green network as long as the network's connectivity and integrity is maintained and it is incorporated into a development as a positive landscape and design feature.

Greenspace: The mapped areas in the Plan that have formal protection from development. They are the discrete and easily identifiable green and blue (waterside or waterbody) spaces that contribute to the character and setting of a place and provide amenity, biodiversity, recreation benefits as well as climate change mitigation and adaptation opportunities. Greenspaces may overlap with areas designated for other purposes such as Conservation Areas or environmentally protected places such as Sites of Special Scientific Interest.

Growing Settlements: The smallest, established settlements where appropriate, limited 'infill' growth will still be encouraged. These are settlements which we think would benefit from a set of guiding factors to direct development to the best locations rather than setting it out as a Settlement Development Area boundary and specifically delineated site allocations.

H

Highlands and Islands Enterprise: The Scottish Government's economic and community development agency for the Highlands and Islands.

Highland-wide Local Development Plan: An overarching Development Plan document, which sets the strategy and vision for the whole Highland area (excluding the area covered by the Cairngorms National Park which has its own local development plan) and sets out how land can be used by developers for the next 20 years.

Hinterland Area: Area of countryside around Inverness and the Ross-shire major work centres that experiences pressure for housing development from commuters to those work centres.

Housing Market Area: A geographical area which is relatively self-contained in terms of where house purchasers and sellers move to and from.

Housing Need and Demand Assessment: Provides the methodology and evidence base to estimate future housing requirements over the next 20 years for both affordable housing and private market housing.

I

Infrastructure: The basic services and facilities needed to support development. These include road access and water and sewerage facilities and green infrastructure, e.g. landscaping, green networks, open spaces, and paths. More widely, it can also include community infrastructure such as schools and other community facilities.

K

Key Agency: A national or regional organisation that has an important role in planning for the future of an area. Key Agencies are defined in the Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

L

Local Place Plans: A new type of plan giving local communities an opportunity to develop proposals for the development and use of land for their communities. Further details are defined within the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021.

Low and Zero Carbon Technologies: Low and zero carbon technologies (LZCTs) provide space and water heating and electricity through renewable technologies or combined heat and power (CHP), which are retrofitted or integral to the building or community.

M

Masterplan: A masterplan comprises images and text describing how an area will be developed. Its scope can range from strategic planning to small scale groups of buildings. Most commonly, a masterplan describes and maps an overall development concept which may include present and future land use; urban design and landscaping; built form; infrastructure; circulation and service provision. It is based on an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development. The Council's Placemaking policy and guidance provides further details.

Material consideration: Matters that should be considered when making a decision on a planning application. Scottish Government guidance states that there are two main tests in deciding whether a consideration is material and relevant and advises as follows: "It should serve or be related to the

purpose of planning. It should therefore relate to the development and use of land; and It should fairly and reasonably relate to the particular application. It is for the decision maker to decide if a consideration is material and to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance". Whether a consideration is material is a matter that may ultimately be decided by the courts when required.

Mitigation: Actions taken to avoid, reduce, remedy or compensate for any adverse effects or maximise any positive effects associated with a development.

Modal Shift: A change in people's means of travel, normally towards more sustainable transport such as cycling, or public transport. An example would be when somebody stops travelling to and from work by car and starts using public transport.

N

National Planning Framework: Is the Scottish Government's strategy for Scotland's long term spatial development.

National Scenic Area: Areas of nationally important landscape with special qualities that are designated for safeguarding and enhancement through national and local policy.

P

Placemaking Audit: Highland Council developed Audit approach for developments of 4 or more residential units which places the onus on the developer to initially assess their own proposal against the six qualities of successful places embedded in Scottish Planning Policy 2014, namely; distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move

around and beyond. The Audit adopts a two tier methodology for assessment, with either a criteria being "Essential" or "Desirable" (Placemaking Audit outlined in Appendix 3). Where a criterion cannot be met, it is for the developer to provide justification and evidence as to why. If an "essential" criterion is not complied with, the application may not be supported. Developments must show (preferably through the pre-application process) that criterion are being considered and addressed at an early stage, helping to prevent poorly designed schemes progressing. The Placemaking Audit "Essential" criteria are a collation of current Government and Council advice; whilst the "Desirable" criteria are considered to be emerging good practice in urban design.

Placemaking Priorities: These are important considerations for how a settlement can grow and be enhanced in order that it functions well and is an attractive place to live. These priorities will help to guide decisions on individual development and investment proposals.

Planning Obligations and other legal agreements: Planning obligations (previously known as developer contributions or planning agreements) are a mechanism used to secure physical works or financial payments to the Council, or another agency, to contribute towards additional infrastructure or improved services. These relate to improvements necessary to make a development acceptable in planning terms. Planning obligations are a form of contract. The most common type is an agreement under Section 75 The Town and Country Planning (Scotland) act 1997, as amended, and are only necessary to secure the obligations and where successors in title need to be bound by the required obligation. For example, where phased contributions to infrastructure are required. In other instances, other legal agreements can be used where one-off financial payments are made in advance of planning permission being issued.

Pre-Application Advice: We encourage and welcome the opportunity to provide pre-application advice before the submission of a formal planning application. We offer three levels of pre-application advice namely:

1. [Local Small Scale Pre-applications](#)⁽⁶³⁾ - for 1 - 3 houses and other types of local development.
2. [Local Medium Scale Pre-applications](#)⁽⁶⁴⁾ - medium-scale developments e.g. housing developments between 4 to 49 units, commercial development and other types of development.
3. [Major Pre-application Advice](#)⁽⁶⁵⁾ – see our [Definition of a major development](#)⁽⁶⁶⁾ for the full list. e.g. 50 or more houses, the total area of the site is 2 hectares or more.

We also offer pre-application advice for [Listed Buildings](#)⁽⁶⁷⁾ and for those proposed changes to these buildings which will require planning permission.

For all types of pre-application advice the Council charges a fee to cover the costs and the current fees can be found at [Other Planning and Environment Fees and Charges document](#)⁽⁶⁸⁾.

R

Renewables: Technologies that utilise renewable sources for energy generation.

Reinstatement: A process of returning land and/or buildings to a state comparable to that prior to development/degradation.

63 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/2

64 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/3

65 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/4

66 http://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/579/major_developments

67 http://www.highland.gov.uk/info/192/planning_-_listed_buildings_and_conservation_areas/174/listed_buildings

68 http://www.highland.gov.uk/downloads/file/20630/other_planning_and_environment_fees_and_charges_-_applicable_as_of_1_april_2019

Restoration: A process of returning land and/or buildings to an acceptable state following development.

S

Scheme Design Codes: A design guide produced for a particular site/development which establishes a set of rules/codes designers have to follow in terms of; shopfront design, signage, house design, finishes and layout. The codes can be produced by the Council, land-owner or developer.

Sequential Approach: The sequential approach requires developers to search for a site for their proposal starting with the locations that the Plan deems most acceptable in planning terms and then only if those can be demonstrated to be unsuitable, moving on to consider sequentially less acceptable locations. For example, developers of large scale retail developments are required to look first of all at City and town centre locations.

Settlement Development Area: A delineated boundary that reflects the built up area and allocated expansion areas for a main settlement. These settlement envelopes are the preferred areas for most types of development.

Site of Special Scientific Interest: Sites which are areas of land and water (to the seaward limits of local authority areas) that Scottish Natural Heritage considers to best represent our natural heritage - its diversity of plants, animals and habitats, rocks and landforms, or a combination of such natural features. They are the essential building blocks of Scotland's protected areas for nature conservation. Many are also designated as Natura sites. SNH designates SSSIs under the Nature Conservation (Scotland) Act 2004.

Special Area of Conservation: A protected site designated under the EC Habitats Directive (Directive 92/43/EEC). Special Areas of Conservation are classified for habitats and species (excluding birds) listed in Annexes of the Habitats Directive (as amended) which are considered to be most in need of conservation at a European level. These sites, together with Special Protection Areas, are called Natura sites.

Special Landscape Area: A regionally significant landscape. These are areas where the scenery is highly valued locally and have been designated by the Council to ensure that the landscape is not damaged by inappropriate development and in some cases encourage positive landscape management.

Special Protection Area: A protected site classified in accordance with Article 4 of the EC Birds Directive (Directive 2009/147/EC). Special Protection Areas are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory bird species. These sites, together with Special Areas of Conservation, are called Natura sites.

(Environmentally) Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs - i.e. development that doesn't erode the current stock of environmental resources.

U

Uses: Each allocation includes one or more, specified, acceptable land uses. Where relevant, the corresponding permissible use(s) are taken from The The Town and Country Planning (Use Classes)(Scotland) Order 1997:

- Housing: Class 9 Houses (but may also allow Class 8 Residential institutions).
- Business: Class 4 Business (but may also allow ancillary storage or distribution uses).
- Tourism: Various Classes, dependent upon site circumstances.
- Industry: Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution.

- Community: Class 10 Non residential institutions (but may also including other public facilities such as sports pitches).
 - Retail: Class 1 Shops (but Plan text may restrict scale and type of retailing).
 - Additional Uses are included for allocations where specific developments are being supported, e.g. student accommodation.
-

W

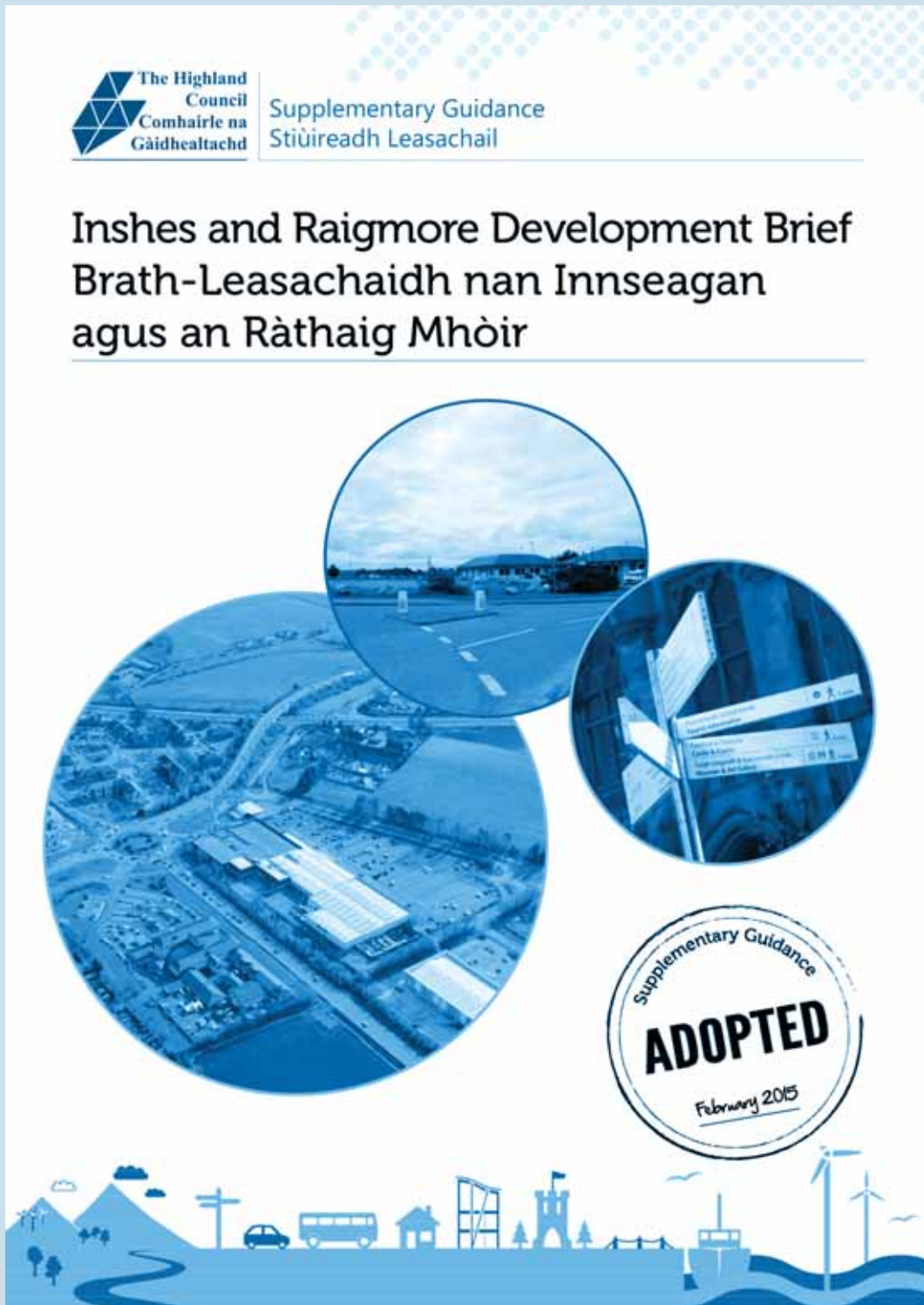
Waste Facility: Facilities for the sorting, recycling, treatment and/or disposal of municipal and commercial waste.

Wider Countryside: All countryside located outwith the defined Hinterland area.

Windfall: Development on land not specifically allocated for this purpose within the Development Plan.

Policy 15(a)

Inshes and Raigmore Development Brief



Inshes and Raigmore Development Brief Brath-Leasachaidh nan Innseagan agus an Ràthaig Mhòir





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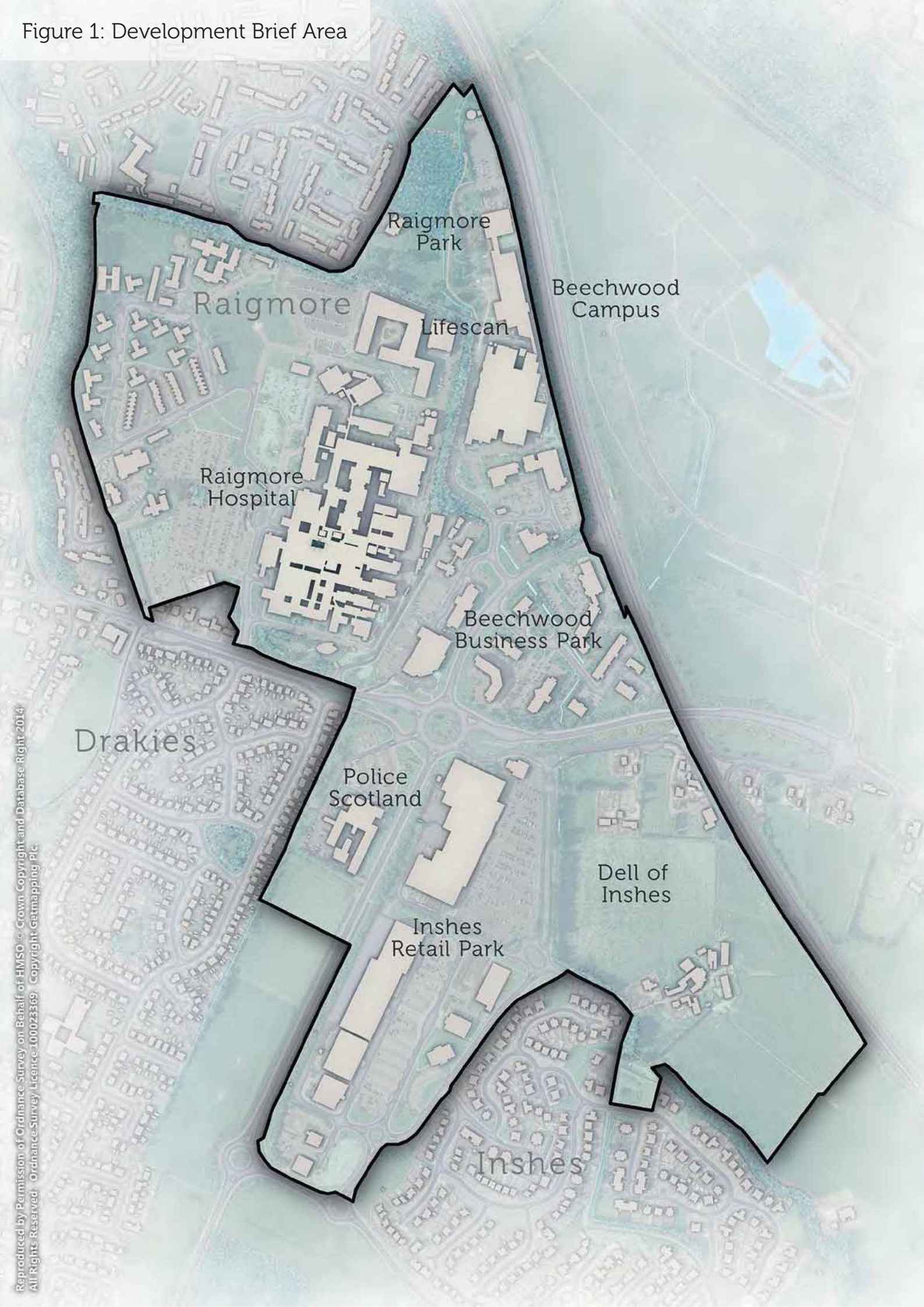
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Status

Inbhe

This development brief is part of the Council's statutorily adopted development plan and carries the same weight in the decision making process. It was cleared by the Scottish Government (subject to minor modifications being incorporated) and subsequently adopted by the Council's Planning, Development and Infrastructure Committee on 18 February 2015.

Figure 1: Development Brief Area



1. Introduction

Ro-ràdh

Background

1.1. This development brief is for the Inshes and Raigmore area of Inverness. The boundary of this area for the purposes of the development brief is shown in figure 1. It contains a number of important shops, public services and amenities that serve the local area as well as the wider city and Highland. There are a number of areas with development potential within the brief area and it also presents an opportunity to improve walking and cycling connections in the area. Also important to the brief are planned enhancements to the local and strategic road network in the area, along with reducing flood risk. This brief sets out a suggested land use planning framework against which future development proposals in the area will be assessed. It plays an important role in steering future development and investment in the area.

1.2. The key stages in the preparation of this development brief are shown in the diagram below. This shows the brief's content has been informed by two public consultation periods. During these consultation periods public exhibitions and meetings were held. The first 'Issues and Options' consultation sought views on potential future development developments and the Council's outline proposals for transport improvements known as Inshes Junction Improvements Phase 2. This was undertaken in parallel with the related Transport Scotland consultation on their A9/A96 Connections Study. The second consultation was focussed on development opportunities and sought comments on a Draft Inshes and Raigmore Development Brief.

1.3. This brief is being prepared in advance of the finalisation of Inshes Junction Improvements Phase 2, including its related flood alleviation scheme, and the Transport Scotland A9/A96 Connections Study largely owing to current development pressures in the area. Despite this, it provides a sufficient level of detail for the Council to determine planning applications in the area. The Council have committed to an early review of this brief should the outcome of the related projects have significant implications for the content of this brief.

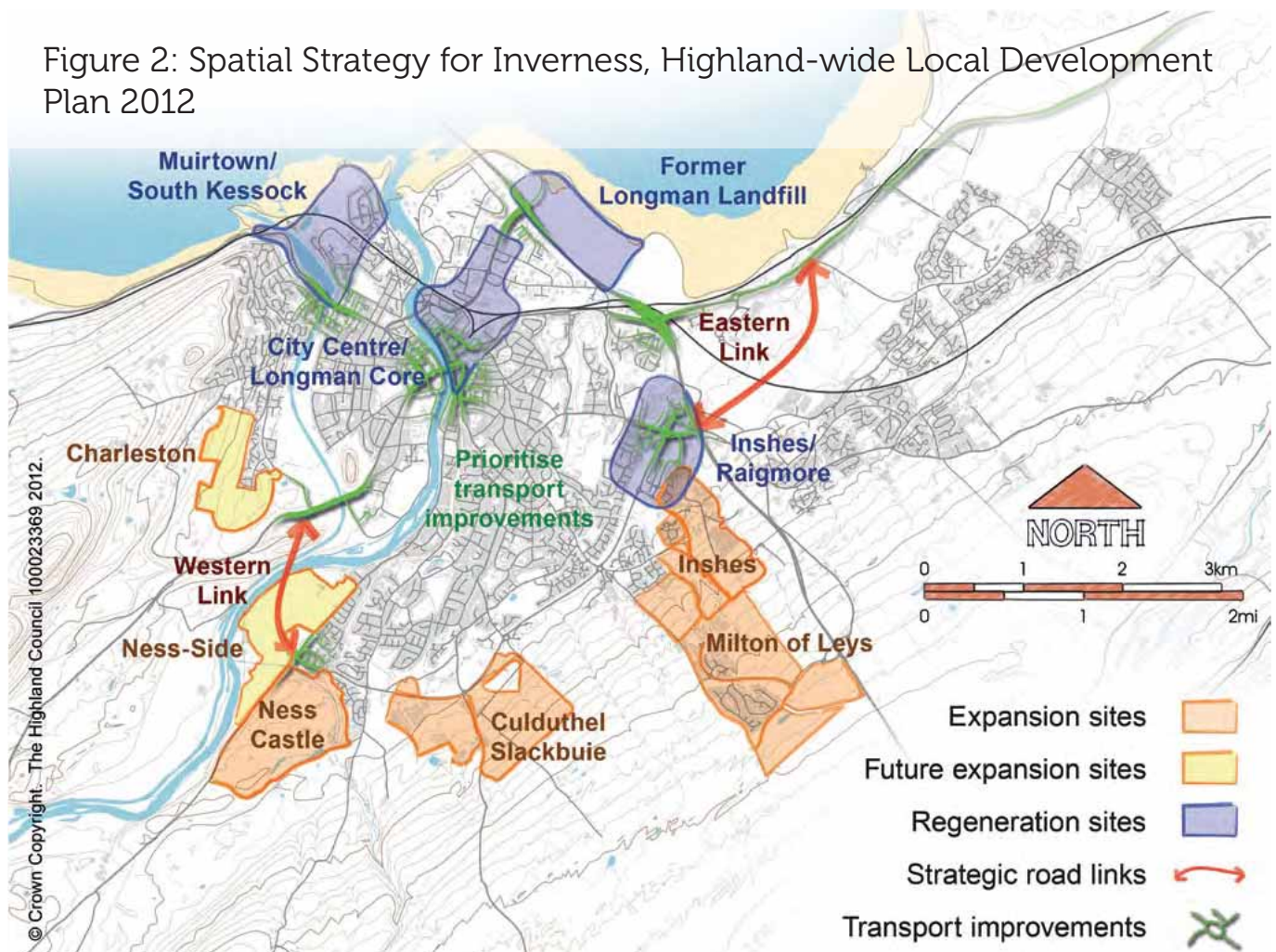


1.4. The brief begins by explaining the policy context, followed by a brief analysis of the area. Section two provides the development framework for the area, including a movement strategy and green network for the area to be addressed through new development. It also explains the Council's design guidelines and developer requirements for development opportunity sites within the brief. It concludes by explaining the process for monitoring and reviewing the brief.

Policy Context

1.5. The Highland-wide Local Development Plan was adopted by the Council in 2012. Its spatial strategy for Inverness shown on figure 2 identifies Inshes/Raigmore as a key regeneration area. It also identifies two important related projects – an ‘Eastern Link’ to improve connectivity between the A9 and A96 trunk roads and prioritisation of transport improvements at the Inshes area. Policy 7 of the Highland-wide Local Development Plan commits the Council to producing a development brief for the Inshes and Raigmore area. The text and map below show the guiding principles for the development brief and the area to be included. Since the publication of the Highland-wide Local Development Plan the brief boundary has been expanded to include additional areas that have potential for change. This expanded boundary is shown in figure 1 on page 2.

Figure 2: Spatial Strategy for Inverness, Highland-wide Local Development Plan 2012



1.6. Policy 7 of the Highland-wide Local Development Plan commits the Council to producing a development brief for the Inshes and Raigmore area. The text and map below show the guiding principles for the development brief and the area to be included. Since the publication of the Highland-wide Local Development Plan the brief boundary has been amended to include additional areas that have potential for change. This expanded boundary is shown in figure 1.

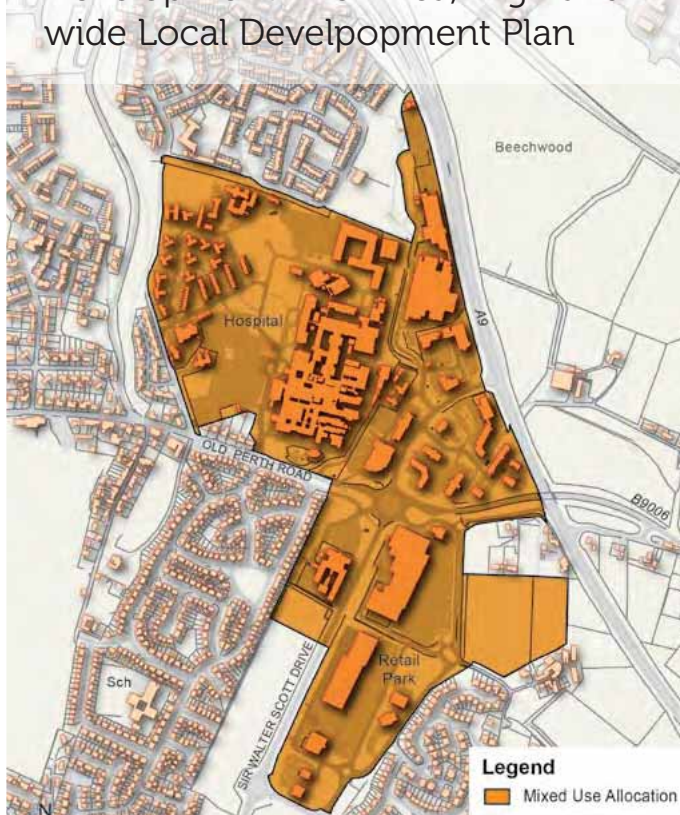
1.7. These areas include properties and land to the south of Dell of Inshes, Raigmore Park and properties and land at Inshes Holdings. The area to the south of Dell of Inshes was included in two options presented by the Transport Scotland A9/A96 Connections Study identified part

of the proposed new road alignment within this area. Properties and land at Inshes Holdings were included as access changes to these properties are likely as a result of the related Inshes Junction Improvements project and also to allow the brief to help manage any potential amenity impacts as a result of future development at the adjacent Dell of Inshes site. To the north Raigmore Park was included as it lies within the wider catchment area of the Dell Burn and forms an important part of the wider active travel network.

Policy 7 Inshes and Raigmore

The Council will produce a development framework for the Inshes and Raigmore area (as identified on Map 4), which will be brought forward as supplementary guidance. The guiding principles for such guidance will be:

Figure 3: Inshes and Raigmore Development Brief Area, Highland-wide Local Development Plan



- to promote, co-ordinate and best utilise improvements to strategic road capacity;
- to built consensus with the community and stakeholders;
- to achieve no net detriment to the existing surface water drainage regime and attendant flood risk;
- the reconfiguration of the Raigmore Medical Campus to allow better public transport and active travel connectivity and to assess the potential for additional primary care facilities in place of staff accommodation;
- the southern expansion of Police Headquarters;
- the reconfiguration of and potential expansion of Inshes Retail Park provided that expansion help deliver improvements in strategic road capacity; and
- provision for mitigation measures in relation to any identified environmental issues.

1.8. At the time of writing the Council is at an advanced stage in preparing the Inner Moray Firth Local Development Plan. This plan will refresh the Highland-wide Local Development Plan and provide more detail on the use of land. Map and text extract from the proposed plan relevant to Inshes and Raigmore are provided in appendix A.

1.9. During the consultation period on the Inner Moray Firth Proposed Local Development Plan a number of representations were received that challenged the proposed site allocations relevant to the development brief. As a result the Council has suggested a limited number of changes to these site allocations in the Plan should the Reporters wish to recommend it. The Report of Examination is expected to be received by the Council in early 2015¹. Should this recommend significant changes to the site allocations contained in this development brief, the brief will be reviewed at an early opportunity.

Area Analysis

Introduction

1.10. This development brief covers an area of around 73 hectares in the south east part of the City of Inverness as shown on figure 4. It forms part of a strategic transport corridor and contains a number of important shops, public services, and amenities that serve the local area as well as the wider city of Inverness and Highland. The area is described in further detail in the sections below. The brief area is mostly surrounded by largely established residential areas to the north, south and west. The A9 trunk road forms the eastern boundary of the brief area. Beyond this is the new Inverness Campus, the first phase of which is scheduled to open in autumn 2015.

Transport Corridor

1.11. The brief area contains a strategic transport corridor that provides key connections within the city as well as the wider trunk road network. There are recognised issues with traffic congestion mainly centred around the Inshes Roundabout but also Culloden Road, Old Perth Road and Sir Walter Scott Drive. This corridor also forms an important part of the city's active travel network, whereby national cycle route 1 runs through the brief area, along with several other well used routes. Projects to improve the local and strategic transport network are fundamental to the development of the area and are currently being progressed by the Council and Transport Scotland. Further information on these projects is provided in section 2.

Raigmore Hospital Campus

1.12. 1.12 The Raigmore Hospital campus is central to the brief area and occupies a significant part of it. The hospital is the largest in Highland and serves a wide area. Within the hospital campus are numerous buildings, of differing age and condition, that provide a wide range of health care services. Other facilities on the site include educational facilities, residential accommodation, a heli-pad and areas of open space. In terms of future development NHS Highland have confirmed that their current long term intention is for the hospital and associated facilities (including residential accommodation) to remain in place. Therefore no major land use changes within the hospital campus are proposed by this brief. Instead, focus is given to improved walking, cycling and public transport connections and green networks within and outwith the campus. A key factor which may constrain future development at Raigmore, including walking and cycling and public transport routes, is its heli-pad where there is a strict development exclusion zone.

1 For all information, including latest progress, on the Examination of the Inner Moray Firth Local Development Plan see Scottish Government's Directorate for Planning and Environmental Appeals website - <http://www.dpea.scotland.gov.uk/>, case reference LDP-270-4.

Figure 4: Area Overview



Beechwood Business Park

1.13. 1.13 Beechwood Business Park is a major employment hub for the city located within an eastern part of the brief area. It is a key employment hub in Inverness. It contains several large, modern office blocks and a research and development centre along a hotel/restaurant and bingo hall. Given much of this area is already developed there are very limited development opportunities within the business park. Similar to the Raigmore Hospital Campus focus is given to improving walking, cycling and public transport connections and development of green networks within and outwith the area.

Police Scotland

1.14. 1.14 The headquarters of the Highland and Islands Division of Police Scotland lies within the southern part of the brief area adjacent to the Inshes Roundabout. A large number of people are employed in this building. It is used for a number of operational police and administrative functions. Land is allocated directly south of the building for business

use where preference is given for Police Scotland expansion purposes. Further details on the Council's expectations for the delivery of this site is provided in section 2.

Inshes Retail Park

1.15. 1.15 Inshes Retail Park is a district centre that occupies a large part of the southern brief area. It has been developed over a significant period of time, and now contains a number of retail units, including two supermarkets, garden centre and clothing and home ware shops along with a church, restaurant, children's play facility and private nursery and a health and fitness club. One development opportunity remains within the existing retail park (Inshes Retail Park South) and the development plan allocates a site for an eastern expansion of the retail park at Dell of Inshes. The Council's requirements for delivery of these sites are explained in section 2.

Raigmore Park

1.16. 1.16 Raigmore Park is located within a northern part of the brief area. Within the park is the Raigmore Community Centre, an equipped children's play area and areas of open space including a sports pitch. The park is a valued open space that forms part of the areas wider green network. It is identified as protected open space in the development plan, meaning there is a presumption against development.

Constraints

Built and Natural Heritage

1.17. The area covered by the development brief is of a largely urban nature and much of it is already developed. Most existing development within the area is of a modern appearance, with large parts being developed from the 1960/70s up until present day. There are no listed buildings or scheduled monuments within the brief area. There are however, a number of sites that are contained within the Council's Historic Environment Record, these are shown on figure 5.

1.18. Archaeological features that would have further enhanced knowledge and understanding of prehistoric Inverness would have been destroyed during construction of existing developments most of which were built prior to archaeological implications being considered within the planning process. However, archaeological potential may remain in the open fields on and around Dell of Inshes.

1.19. The area contains some attractive and valuable green networks consisting of water courses, open space, trees, planting and paths. Figure 5 illustrates areas of open space that are identified in the development plan, areas protected by Tree Preservation Orders and a 20 metre buffer of existing trees.

1.20. The area also forms part of a key gateway view over the city and beyond, particularly when viewed from the A9(T) northbound. This view is illustrated in section 2.

Water and Flood Risk

1.21. Water and flood risk are important considerations for the future development of the area. Three burns lie within or close to the brief area. The Mill Burn flows adjacent to the boundary of the brief area, however the Scottish Environment Protection Agency (SEPA) records suggest that this burn does not pose a risk of flooding to the area. The Dell Burn and Inshes Burn both flow through the area with the latter being culverted through the Inshes Retail Park. Both these watercourses have not been modelled in the SEPA Flood Maps due to their small catchment size, and therefore flood risk areas are not shown on figure 6. However there are recorded of several flooding incidents from these burns, including in 2002 which was caused by heavy rainfall and a combination of undersized and blocked culverts.

1.22. The Flood Maps also indicate that there is a risk of surface water flooding in the development area, particularly in the Beechwood area and the northern end of the retail park.

1.23. The Council has commissioned a number of studies on the Dell Burn which explored options for flood alleviation schemes. The most recent proposals, including resulting implications for development opportunities are shown in section 2.

1.24. Figure 6 also indicates distances that development must be set back from water courses. This is explained further in the Council's [Flood Risk and Drainage Impact Supplementary Guidance](#).

1.25. Scottish Water has advised that there is currently some capacity in the water network. However necessary upgrades will need to be undertaken to enhance the network when new development is brought forward.



Figure 5: Built and Natural Heritage



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Figure 6: Water and Flood Risk



-  6m Buffer of Water Courses
-  Medium Risk of Surface Water Flooding

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2. Development Framework

Frèam Leasachaidh

Key Challenges and Opportunities

2.1. 2.1 This chapter builds upon the context described in the previous chapter, and presents the development framework for the area. Its content has been shaped by feedback received from communities, landowners and key agencies during the two earlier consultation periods. This brief aims to address key challenges and opportunities in the area, principally:

- The delivery of increased capacity on the local transport network to relieve congestion and accommodate future development by the delivery of Inshes Junction Improvements Phase 2;
- A solution to reduce flood risk associated with the Dell Burn;
- The delivery of increased capacity on the local transport network to relieve congestion and accommodate future development by the delivery of Inshes Junction Improvements Phase 2;
- A solution to reduce flood risk associated with the Dell Burn;
- Links with Transport Scotland's A9/A96 Connections Study;
- Improved walking, cycling and public transport connections;
- Enhancement of green networks;
- Completion of the existing Inshes Retail Park;
- Integrated and sustainable expansion of Inshes Retail Park; and
- Enabling business development at land south of Police Scotland.

2.2. The opportunities plan shown in figure 7 highlights these key challenges and opportunities.

Movement Strategy

Inshes Junction Improvements Phase 2

2.3. The Council recognises that there are traffic congestion issues in the Inshes and Raigmore area of Inverness, predominantly at Culloden Road, the Inshes Roundabout, Old Perth Road and Sir Walter Scott Drive. In particular Inshes Roundabout cannot accommodate a significant number of additional vehicles generated by development that does not already benefit from planning consent. To address existing congestion and accommodate future development the Council is progressing a project known as Inshes Junction Improvements. The Council project was split into two phases with Phase 1 constructed in 2012/13 that provided improvements to Culloden Road east of Inshes Overbridge.

2.4. Phase 2 extends from Inshes Overbridge westwards along Culloden Road through Inshes Junction and along Old Perth Road to the Fluke Roundabout at the junction of Old Perth Road and Culcabock Road. Outline and alternative proposals for Inshes Junction Improvements Phase 2 were presented for public consultation alongside the Issues and Options for the development brief in between May and July 2014. These proposals can be viewed in appendix B.

2.5. As the proposals could potentially impact on the alignment of the Dell Burn, where flooding has previously been experienced, the project is also considering how flood defences and attenuation could be provided in the area and also reduce the risk of flooding downstream. The outline proposals presented a flood attention basin positioned adjacent to the eastern

Figure 7: Opportunities Overview

- Transport network improvements
- Water course
- Active travel/green network enhancement opportunities
- Development opportunity



Inshes Junction Improvements Phase 2
Upgrade road network to relieve congestion and accommodate future development

Land South of Police Scotland
Business use development opportunity

Inshes Retail Park South
Completion of existing Inshes Retail Park

Dell Burn
Reduce flood risk

Dell of Inshes
Integrated and sustainable expansion of Inshes Retail Park

Transport Scotland A9/A96 Connections Study
New road link being considered (Route Option C and D)

boundary of the northern part of Inshes Retail Park, within the existing access road. An illustration can be viewed in appendix B.

2.6. The Council are currently considering responses received to the consultation on this project and will work with interested parties, particularly landowners directly affected by the proposals, as the designs evolve. Detailed designs will be progressed following Transport Scotland announcing a preferred route as part of their related A9/A96 Connections Study. Further details on the Transport Scotland project are explained below.

2.7. Land identified in the outline proposals drawings, including that for the flood attenuation scheme, and any subsequent iterations, must be safeguarded from development and/or provided as part of development proposals.

Transport Scotland A9/A96 Connections Study

2.8. Transport Scotland's A9 / A96 Connections Study is looking at the problems, opportunities and issues concerning traffic travelling between Inshes, Raigmore and Longman junctions in Inverness. It aims to develop a potential solution to the congestion and journey time reliability issues that exist at these key junctions.

2.9. Transport Scotland presented three new route options for this study in tandem with the Council's consultation on the development brief issues and options and Inshes Junction Improvements Phase 2 during May-July 2014. These route options are provided in appendix C and can also be viewed on the Transport Scotland website. A section of route options C and D lie within the brief area, both taking a similar route that stretches from the A9 to the roundabout that connects the northern and southern parts of Inshes Retail Park. An indicative alignment of these options is shown in the opportunities plan in figure 7.

2.10. Transport Scotland is currently considering feedback received and intend to announce a preferred route in 2015 which will be the subject of further assessment. Whilst the brief cannot insist on land being safeguarded for the current route options, the route options must still be a consideration in development proposals.

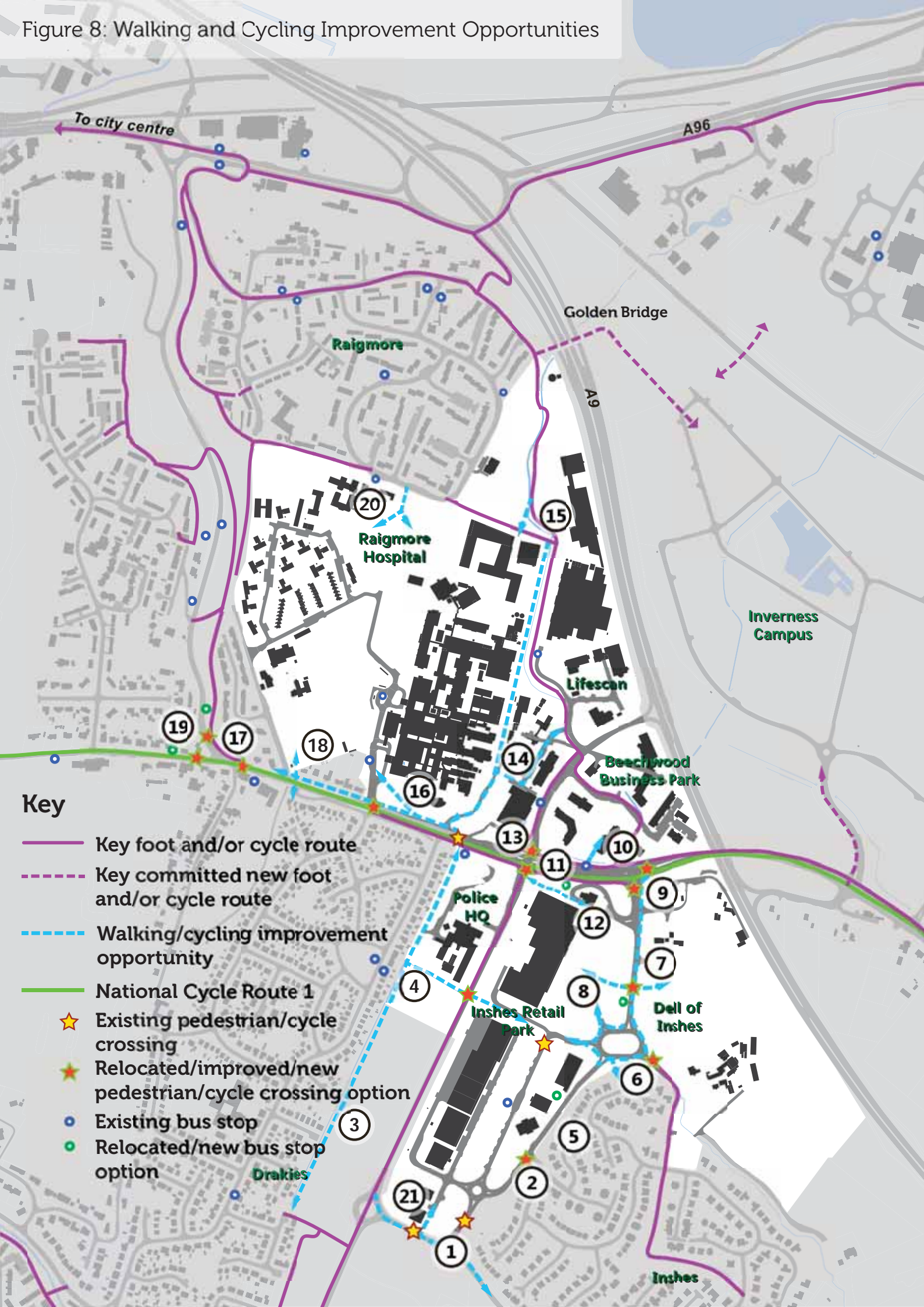
Walking, Cycling and Public Transport

2.11. Scottish Planning Policy requires the planning system to support patterns of development that provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport. New development and changes to the transport network in the brief area provide opportunities for new and improved active travel and public transport infrastructure to be provided.

Walking and Cycling

2.12. The area contains several important walking and/or cycling routes. The development brief provides an opportunity to improve these. Suggested improvements are shown on figure 8 and an action plan follows which details the ways these improvements should be delivered. A number of the improvements illustrated are dependant upon several factors, for example detailed design of Inshes Junction Improvements and the outcome of the Transport Scotland A9/A96 Connections Study, and therefore the location and timing of the links are subject to change. The improvements shown however do provide an indication of the scale of active travel improvements that development is expected to deliver.

Figure 8: Walking and Cycling Improvement Opportunities



Key

- Key foot and/or cycle route
- - - Key committed new foot and/or cycle route
- - - Walking/cycling improvement opportunity
- National Cycle Route 1
- ★ Existing pedestrian/cycle crossing
- ★ Relocated/improved/new pedestrian/cycle crossing option
- Existing bus stop
- Relocated/new bus stop option

Walking, Cycling and Public Transport Action Plan

No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
1	Redetermine and signpost as shared use B8082 to Inshes Primary	Consult Community Services	Lead: The Highland Council Stakeholders: Inshes Primary School, Community Council
2	Relocated/new pedestrian/cycle crossing	Requirement dependant upon outcome of Transport Scotland A9/A96 Connections Study and any subsequent increase in traffic in the area	Lead: The Highland Council/Transport Scotland Stakeholders: Local Communities, Community Council
3	Walking/cycling improvement opportunity	Consult land managers	Lead: The Highland Council Stakeholders: Land managers, Local Communities, Community Council, Police Scotland
4	New shared use path south and west of Police HQ linking to Old Perth Road, Sir Walter Scott Drive and Inshes Retail Park, including new pedestrian/cycle crossing	Potential for delivery as part of development at Land South of Police Scotland and/or Inshes Junction Improvements	Lead: Land South of Police Scotland Developer/The Highland Council Stakeholders: Land managers, Local Communities, Police Scotland, Community Council
5	Relocated/new bus stop	Requirement dependant upon outcome of Inshes Junction Improvements/Transport Scotland A9/A96 Connections Study and consultation with bus operators	Lead: The Highland Council/Transport Scotland/Bus Operators Stakeholders: Land managers, Local Communities
6	Walking/cycling improvement opportunity to connect to residential area	Requirement dependant upon outcome of Inshes Junction Improvements/Transport Scotland A9/A96 Connections Study and ownership/feasibility. Potential for delivery as part of development at Dell of Inshes.	Lead: The Highland Council/Dell of Inshes Developer Stakeholders: Land managers, Landowners, Local Communities

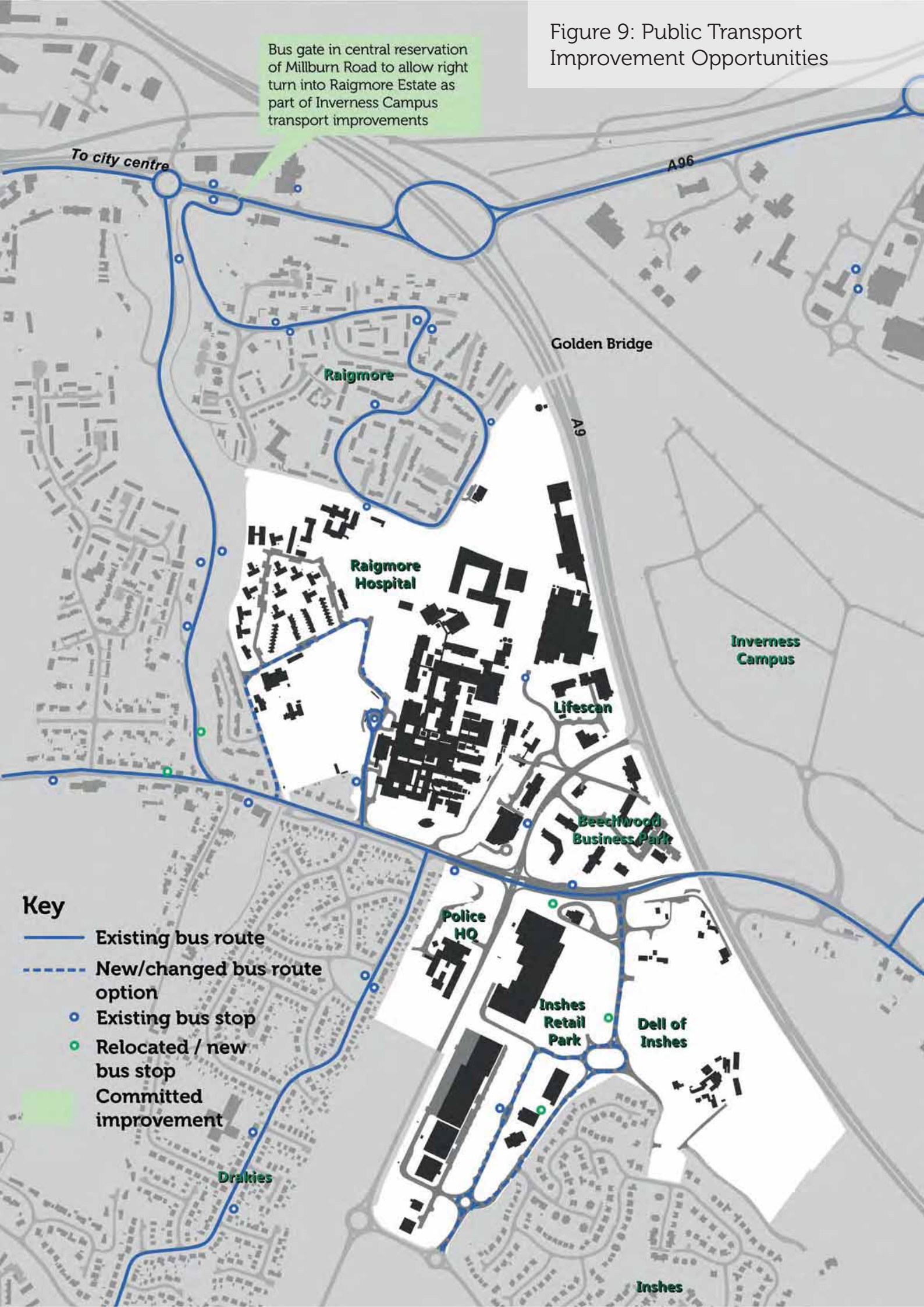
No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
7	Walking/cycling improvement opportunity along avenue between Dell of Inshes and existing retail park; walking/cycling connections between Dell of Inshes and existing retail park including pedestrian/cycle crossing	Delivery as part of proposals for Dell of Inshes and/or Inshes Junction Improvements Phase 2	Lead: Dell of Inshes Developer/The Highland Council Stakeholders: Land managers, Local Communities
8	New bus stop	Requirement dependant upon outcome of Inshes Junction Improvements and consultation with bus operators	Lead: The Highland Council/ Bus Operators Stakeholders: Land managers, Local Communities
9	Relocated/new pedestrian/cycle crossings	Requirement dependant upon outcome of Inshes Junction Improvements. Potential for delivery as part of development at Dell of Inshes.	Lead: The Highland Council Stakeholders: Dell of Inshes Developer, Local Communities
10	Walking/cycling improvement opportunities into Beechwood Business Park	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Local Communities
11	Relocated/new bus stop	Requirement dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Bus Operators, Local Communities
12	Walking/cycling improvement opportunity	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Local Communities
13	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Land managers, Local Communities
14	Walking/cycling improvement opportunities between Raigmore Hospital and Beechwood Business Park	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Local Communities

No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
15	Walking/cycling improvement opportunity between Old Perth Road, Raigmore Hospital Campus, Beechwood Business Park and beyond	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Centre for Health Science, NHS Highland, Local Communities
16	Walking/cycling improvement opportunity along B9006 and into Raigmore Hospital	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Local Communities
17	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities, Bus service providers
18	Walking/cycling improvement opportunity between Culcabock Avenue and King Duncan's Well	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities
19	Relocated/new bus stops	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Bus service providers, Local Communities
20	Walking/cycling improvement opportunities to develop an effective network in and around Raigmore Hospital Campus that is easy to follow, useful and attractive	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Neighbouring businesses
21	New walking/cycling link to Inshes Retail Park	Delivery as part of development of Inshes Retail Park South	Lead: Inshes Retail Park South Developer Stakeholder: The Highland Council

Public Transport

2.13. The brief contains and/or supports further development of significant travel-generating uses, including Inshes Retail Park, Raigmore Hospital and Beechwood Business Park. It is therefore important that it is supported by measures to promote the availability of high-quality public transport services. A key deficiency to the existing bus services is that no routes pass

Figure 9: Public Transport Improvement Opportunities



directly through Inshes Retail Park. Existing bus routes and opportunities for improvements are shown in figure 9. The Council will work with bus service providers and developers to deliver improvements to public transport in the area.

Green Networks

2.14. Green spaces and green networks make a strong contribution to the sense of place in this area. They provide an attractive framework in which people live, work, shop and receive healthcare. It is important that the brief helps to promote green spaces linkages and safeguards and enhances wildlife corridors in and around new and existing developments. Figure 7 indicates the existing green network in the area (including links to the wider green network) and opportunities for enhancement that should be delivered as part of development proposals. This includes safeguarding of watercourses and their margins, and a presumption for retention and enhancement where possible of tree belts. Green infrastructure should be an integral element of development proposals. Walking and cycling routes form an important part of the green network, and most opportunities within the brief area to enhance this aspect of the green network coincide with identified active travel improvements (see figure 8).

Phasing

2.15. The Council requires development at Inshes Retail Park South to be completed prior to commencement of development at Dell of Inshes. However, the Council may accept a degree of flexibility with regards to this phasing requirement if the landowner/applicant:

- Submits a reasoned justification for early development at Dell of Inshes; and
- Completes landscape and amenity enhancements at Inshes Retail Park South prior to commencement of development at Dell of Inshes.

Inshes Retail Park South

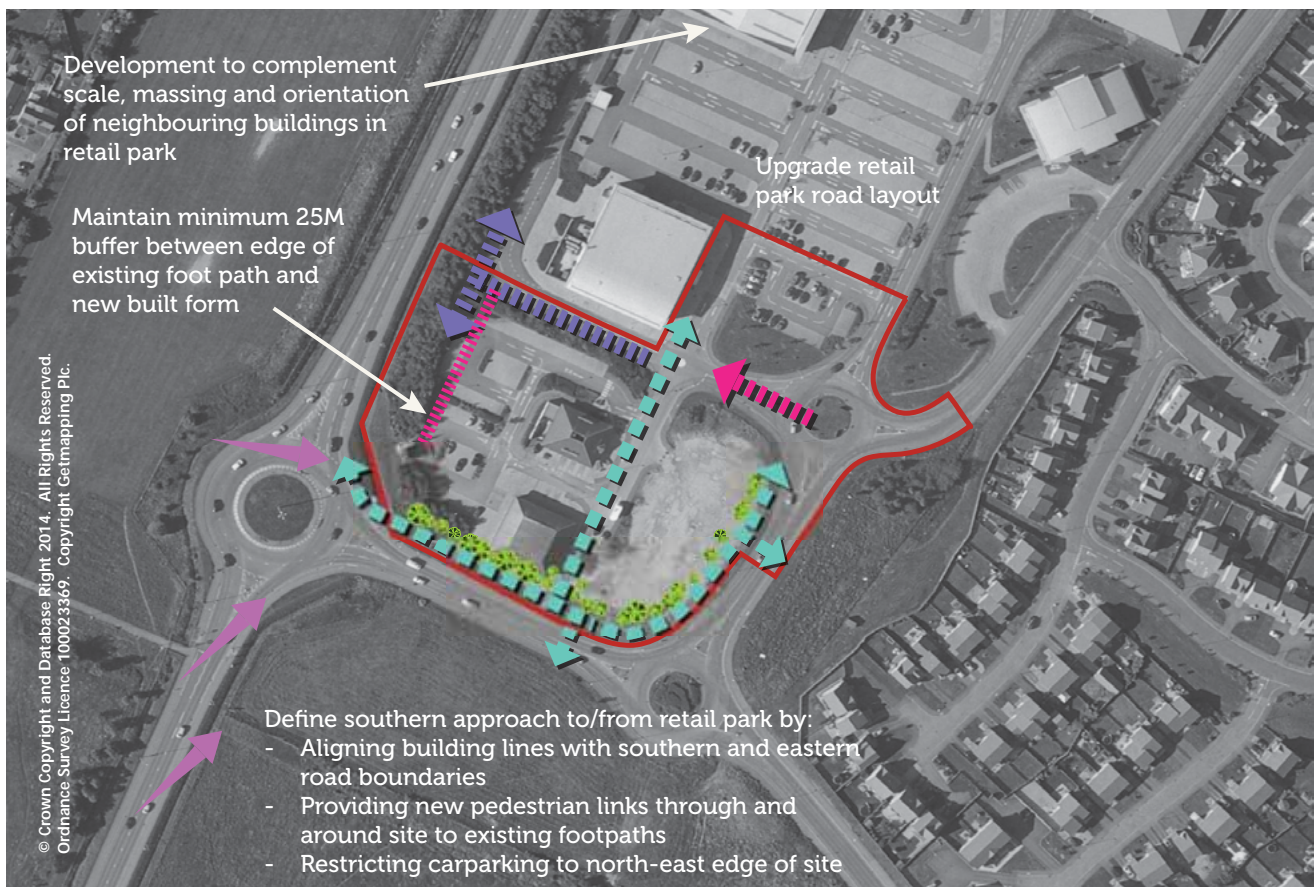
2.16. The site occupies a southern section of the retail park and comprises an area of rough ground and two small commercial units. It has an area of approximately one hectare. Once this site is developed the existing district centre will be complete. The site currently has planning permission for non food, bulky goods retail development.

2.17. Should proposals for an alternative development/s come forward the requirements described and illustrated below should be satisfied.







2.18. Proposed uses and scale of development would be assessed against the suitability of being located within a district centre. Consistent with the sequential town centre first approach specified in Scottish



Figure 11: Inshes Retail Park South Design Guidelines



KEY

-  Indicative site boundary
-  New/improved walking/cycling links to existing active travel routes
-  Key view
-  Indicative vehicle and service access point
-  Retain and enhance existing landscaping and provide visually attractive landscaping at new/improved walking / cycling routes and car park area
-  Service access

Planning Policy (2014) proposals for any uses which generate significant footfall must justify why locations within Inverness city centre or the edge of the city centre are not suitable. Policy 1: Promoting and Protecting City and Town Centres of the Inner Moray Firth Proposed Local Development Plan will also be a material consideration. This policy does not support proposals that are likely to have an adverse effect on the vitality and viability of specified settlements, including Inverness City Centre.

2.19. Should alternative proposals result in an increase in the area of existing permitted floor space and/or a more intensive uses are proposed additional developer contributions towards infrastructure upgrades, including Inshes Junction Improvements, would be required. Guidelines for design of alternative proposals on the site are illustrated below.

Dell of Inshes

2.20. Dell of Inshes lies directly east of the existing district centre. It has an area of approximately 3.8 hectares and currently comprises an open field enclosed by areas of mature

trees. The development of the site must form an integrated expansion of the district centre. The key aims of this site are to expand the range of services available to local communities and businesses, improve public transport links and make it easy and attractive to walk and cycle to Inshes District Centre.

2.21. Proposals for Dell of Inshes must be suitable for its location within an expanded Inshes District Centre. Consistent with the sequential town centre first approach specified in Scottish Planning Policy (2014) proposals for any uses which generate significant footfall must justify why locations within Inverness city centre or the edge of the city centre are not suitable. Policy 1: Promoting and Protecting City and Town Centres of the Inner Moray Firth Proposed Local Development Plan will also be a material consideration. This policy does not support proposals that are likely to have an adverse effect on the vitality and viability of specified settlements, including Inverness City Centre.



Figure 12: Dell of Inshes

2.22. The Council's preference is for a selection of unit sizes that can accommodate a range of different uses to be delivered on the site. It is envisaged the site will provide a mix of facilities suitable for serving a neighbourhood and district catchment. A combination of a number of the uses listed below is acceptable in principle on the site. The combination of uses must include a mix of the community uses specified. For further explanation of the use classes specified see [The Town and Country Planning \(Use Classes\) \(Scotland\) Order 1997](#).

- Shops
 - Consistent with Class 1 Shops
 - Convenience/food retail limited to small scale units with a maximum floor area of 250sqm
- Services
 - Consistent with and Class 2 Financial, Professional or other Services
- Healthcare facilities
- Nursing home/residential accommodation with care
- Food and drink, or public house
 - Consistent with Class 3 (Food and Drink)
 - Public house (primary use sale of alcohol liquor)
- Hotel
- Community uses, must include:
 - Allotments
 - Areas of attractive open space that can be used for informal recreation
 - High quality landscaping

Design Guidelines

2.23. The Council expects the design of the development to be of exceptionally high quality

and reflect the six qualities of successful places described in Scottish Planning Policy (2014). The design must harness the distinct characteristics and strengths of the site and wider area to enhance the retail park's sense of identity, in particular the opportunity to create a welcoming place that prioritises social interaction over vehicle movement and parking.

Design principles:

- The development must interact positively with surrounding uses, in particular the existing district centre;
- Built form should take account of its location adjacent to a residential area to achieve a satisfactory transition between domestic and commercial scales;
- Large retail units should be designed and positioned to minimise the extent of exposed blank walls;
- Principal frontages of new development should be divided into small commercial units to create active frontages, conceal bulk and provide natural surveillance;
- Layout should include attractive spill-out space for outdoor uses;
- Open space, including car parking areas, should be designed to a high quality. Layout should provide generous circulation space for walking and cycling using visually attractive landscaping; and
- The development must ensure safe, attractive walking and cycling links to neighbouring residences, shops and businesses.

2.24. Illustrations of the design characteristics and design guidelines for this site that must be delivered to meet these design aspirations are provided in figures 16 and 17. Illustrations of key views that must be considered in the design of the site are shown in figures 13-15.

Developer Requirements

2.25. In determining any planning applications for development on the Dell of Inshes site the

Figure 13: View A (from B9006 flyover)

© 2014 Google

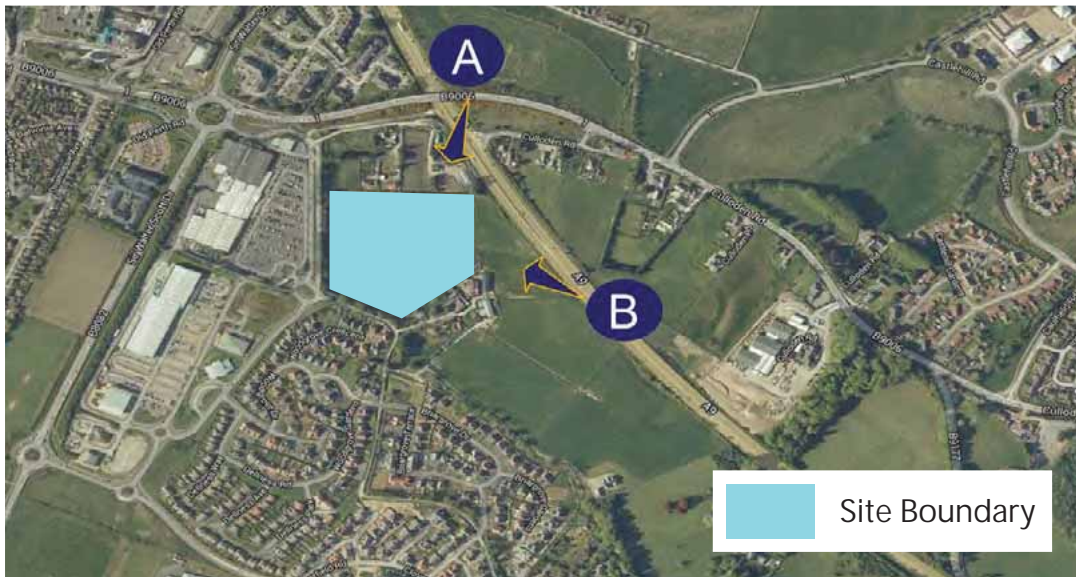


Figure 14: Viewpoint locations

© Getmapping Plc



Figure 15: View B (from A9, northbound)

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Figure 16: Dell of Inshes Design Characteristics



Landscaped parking facilities providing safe attractive pedestrian links

© Sarah Smith



Small commercial units with attractive ground floors

© Alaxander P Kapp



Generous circulation space that prioritises walking and cycling

© Sustrans



Enhanced walking and cycling connections

© Cycleways



High quality public realm prioritising social interaction

© Kenneth Allen



Well-landscaped spill-out space for outdoor uses

© Broxap



Accommodate community use

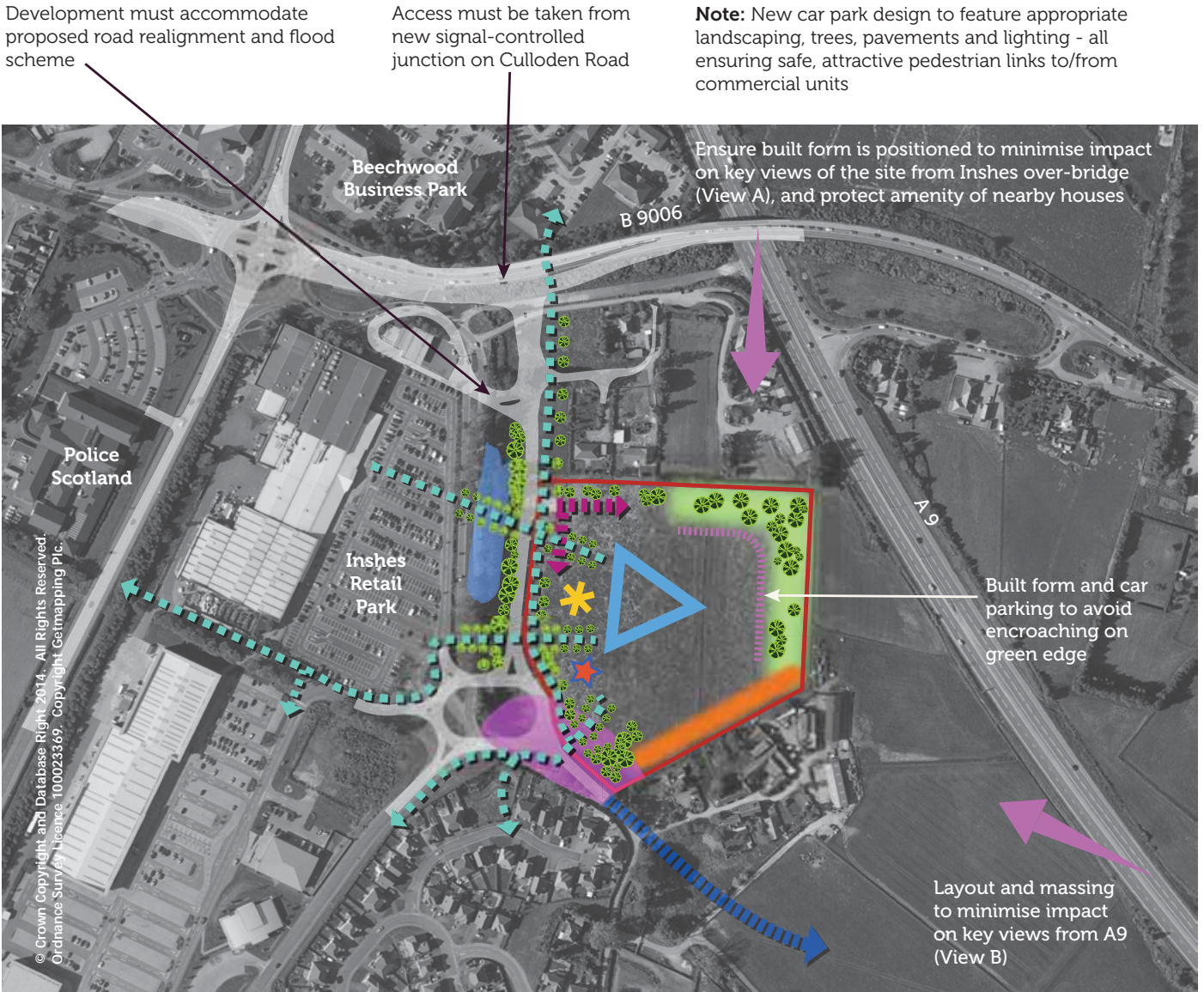
© SAGS



Energy efficient design and use of sustainable materials

© FWP Group

Figure 17: Dell of Inshes Design Guidelines



Development must accommodate proposed road realignment and flood scheme

Access must be taken from new signal-controlled junction on Culloden Road















Note: New car park design to feature appropriate landscaping, trees, pavements and lighting - all ensuring safe, attractive pedestrian links to/from commercial units

Ensure built form is positioned to minimise impact on key views of the site from Inshes over-bridge (View A), and protect amenity of nearby houses

Built form and car parking to avoid encroaching on green edge

Layout and massing to minimise impact on key views from A9 (View B)

KEY

-  Indicative site boundary
-  Key view
-  Open space between new building(s) and roadway should interact positively with surrounding uses and prioritise social interaction over vehicle movement / parking. Layout should include generous, landscaped circulation space for pedestrians and cyclists
-  New accommodation to feature:
 - active ground floors
 - small commercial units
 - spill-out space for outdoor uses
-  Focal point for new neighbourhood facilities, e.g. family restaurant/pub
-  New or enhanced walking and cycling routes, including attractive landscaping and lighting, between local communities, public services, businesses, areas for recreation and the city centre
-  Potential vehicle access
-  Area for community use must include allotments /open space and high quality landscaping
-  Visually attractive landscaping that provides effective screening of built form and car parking from key view points and enhances setting of development, green network and wildlife habitats
-  Visually attractive landscaping and improved wildlife habitats that minimise / compensate for any loss of existing mature trees
-  Proposed area for flood storage and defences
-  Inshes Junction Improvements Phase 2 Outline Proposals road alignment
-  Route option under consideration as part of Transport Scotland A9/A96 connections study
-  Land may be required to accommodate route options under consideration as part of Transport Scotland A9/A96 Connections Study. Land should be protected from development until a preferred route is confirmed

Council will expect the following issues to be reflected and incorporated in any development proposals:

Key Requirements	Supporting Documents
Design and Place Making	
<ul style="list-style-type: none"> ● The proposals must reflect the illustrations and descriptions provided in the Dell of Inshes Design Characteristics and Dell of Inshes Design Guidelines ● Delivery of public art in line with Public Art Strategy: Supplementary Guidance 	<ul style="list-style-type: none"> ● Design and Access Statement, including 3D visualisations
Water Environment	
<ul style="list-style-type: none"> ● Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance ● Minimum set back of 6m between the top of the bank of any water body and any proposed new development ● Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible ● Early engagement with Scottish Water ● All development must connect to the public water and waste water network ● Up to date network modeling studies 	<ul style="list-style-type: none"> ● Flood Risk Assessment, including the impact of any potential realignment of the Dell Burn ● Drainage Impact Assessment ● Sustainable Urban Drainage Plan ● Hydrogeomorphological Assessment
Amenity	
<ul style="list-style-type: none"> ● Limit impact on amenity of nearby residential properties 	<ul style="list-style-type: none"> ● Noise assessment (dependant on nature of proposals)
Phasing	
<ul style="list-style-type: none"> ● No development shall commence in advance of completion of Inshes Retail Park South unless the criteria set out in section 2.15 are met to the satisfaction of the Council 	
General	
<ul style="list-style-type: none"> ● Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance ● For significant footfall generating uses justification why city centre or edge of city location is not suitable 	<ul style="list-style-type: none"> ● Retail Impact Assessment

Transport and Wider Access

- | | |
|--|---|
| <ul style="list-style-type: none"> ● Access must be taken from a new signal controlled junction on Culloden Road, in a format that reflects the design shown on the Inshes Junction Improvement Phase 2 Outline Proposals drawings or any subsequent iterations ● New access from Culloden Road will be delivered by either: <ul style="list-style-type: none"> ○ Direct developer provision of new access as shown indicatively on the Inshes Junction Improvement Phase 2 Outline Proposals. This will require detailed design, traffic modelling of early phase works, all land acquisition at developers expense and construction by developer; or ○ Detailed design, traffic modelling and costing of early phase; nominal value land transfer of early phase and payment to Council of construction costs ● Remainder of land required for the provision of Inshes Junction Improvements Phase 2 Outline Proposals, including flood alleviation, (or any subsequent iterations) is to be: <ul style="list-style-type: none"> ○ safeguarded from development ; and ○ secured by agreement using established valuation principles ● Land within a southern portion of the site may be required to accommodate a new/upgraded road link and potentially water course realignment dependant on the outcome of the Transport Scotland A9/A96 Connections Study; land identified in the development guidelines should be protected from development until the preferred route is confirmed ● Access plan which includes the provision of new/ improved walking and cycling routes shown in the Walking and Cycling Improvements Opportunities map in section 2 where Dell of Inshes developer is specified as a lead stakeholder in the walking, cycling and public transport action plan | <ul style="list-style-type: none"> ● Transport Assessment ● Green Travel Plan |
|--|---|

Built and Natural Heritage

- | | |
|---|---|
| <ul style="list-style-type: none"> ● Safeguard existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the wider green network ● Incorporation of green infrastructure as an integral element of detailed design | <ul style="list-style-type: none"> ● Archaeological Evaluation and carry out any necessary mitigation ● Protected Species Surveys, including: <ul style="list-style-type: none"> ○ badgers and any resultant Badger Protection Plan and necessary mitigation ○ bats if any mature trees within the site require to be felled ● Landscape Plan ● Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting ● Spoil Management Plan |
|---|---|

Land South of Police Scotland

2.26. 2.26 This site lies on the west site of Sir Walter Scott Drive, between Inshes Retail Park and Drakies housing estate. It is an area of approximately 1 hectare and currently consists of an open field in agricultural use. The Council's preference is for this site to be utilised for future expansion of Police Scotland at this location. However should Police Scotland confirm this site is not required for expansion purposes, alternative proposals for business development may be acceptable. The Council's aims for this site are to enable business expansion, create employment opportunities and develop safer walking and cycling routes to Inshes District Centre.

2.27. Subject to confirmation regarding any future Police Scotland intentions for this site, the following land uses are considered acceptable on this site:

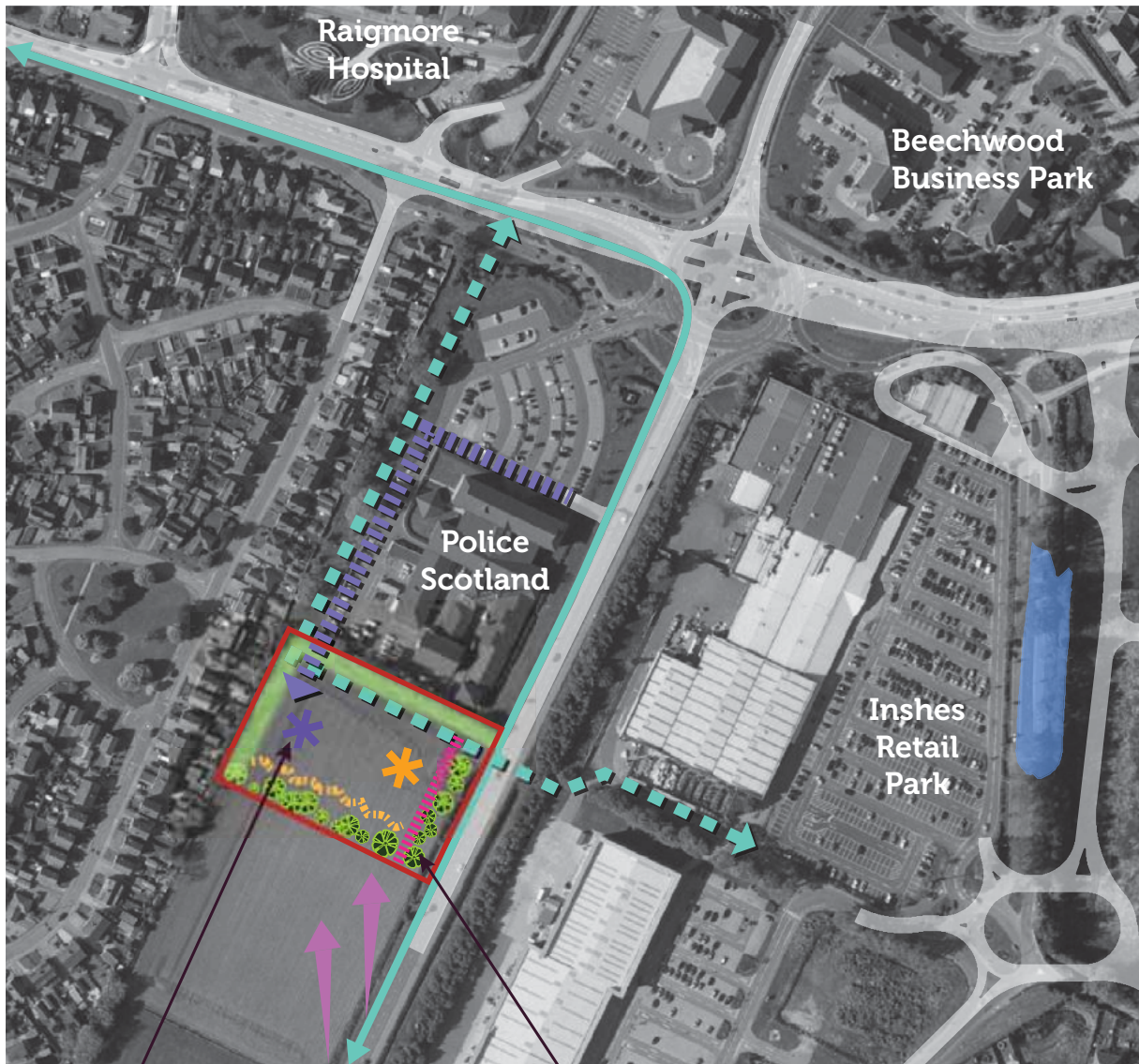
- Business Use
 - Consistent with Class 4 (business) of the Use Class Order

2.28. Design guidelines for the site are illustrated and described below.

Figure 18: Land South of Police Scotland














Figure 19: Land South of Police Scotland Design Guidelines



Car parking restricted to western edge of site and designed to minimise impact on amenity of adjacent residential properties

Minimise impact on key views and enhance setting of development by:
 - new landscaping on south and east boundaries
 - sensitive massing of built form

KEY

-  Site boundary
-  Maintain existing building line along Sir Walter Scott Drive and complement scale, massing and orientation of Police Scotland
-  Maximise opportunity for energy efficient, passive solar design presented by south-facing site
-  Principal entrance clearly defined and positioned to prioritise connection to walking and cycling routes
-  Indicative location for carpark
-  Key view
-  Visually attractive landscaping and improved wildlife habitats at water courses that minimise /compensate for any loss of existing mature trees (in particular at proposed vehicular access point) and minimise amenity impacts
-  Potential vehicular access point (should site be used for expansion of Police Scotland)
-  Safer, attractive walking and cycling links to Inshes Retail Park and Old Perth Road
-  Existing shared-use path
-  Inshes Junction Improvements Phase 2 Outline Proposals road alignment

Developer Requirements

2.29. In determining any planning applications for development on the land south of Police Scotland site the Council will expect the following issues to be reflected and incorporated in any development proposals:

Key Requirements	Supporting Documents
Transport and Wider Access	
<ul style="list-style-type: none"> ● Access must be compatible with Inshes Junction Improvements Phase 2 Outline Proposals or any subsequent iterations ● Shared point of access must be provided for existing Police Scotland building and development of land to South of Police Scotland in consultation with Police Scotland and other relevant landowners ● Access point dependant on end user, outcome of Inshes Junction Improvements and discussion with Police Scotland and other relevant landowners: <ul style="list-style-type: none"> ○ Expansion of Police Scotland - access via Police Scotland or any alternative access point proposed by future iterations of Inshes Junction Improvements; ○ Alternative business use – access to be agreed with Council prior to submission of planning application ● Any land required for the provision of Inshes Junction Improvements Phase 2 Outline Proposals, including flood alleviation (or any subsequent iterations), is to be: <ul style="list-style-type: none"> ○ safeguarded from development ○ secured by agreement using established valuation principles ● Dependant upon the nature and intensity of use developer contributions may be sought towards Inshes Junction Improvements Phase 2 ● Provision of improved walking and cycling routes illustrated and specified in the Walking and Cycling Improvements figure in section 2 where developer at land South of Police Scotland is specified as a lead stakeholder in the walking, cycling and public transport action plan 	<ul style="list-style-type: none"> ● Transport Assessment/Statement (dependant upon nature and intensity of development) ● Green Travel Plan
General	
<ul style="list-style-type: none"> ● Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance 	

Design and Place Making	
<ul style="list-style-type: none"> The proposals must reflect the illustrations and descriptions provided in the Land South of Police Scotland Design Guidelines 	<ul style="list-style-type: none"> Design Statement
Water Environment	
<ul style="list-style-type: none"> Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance Minimum set back of 6m between the top of the bank of any water body and any proposed new development Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible All development must connect to the public water and waste water network Early engagement with Scottish Water 	<ul style="list-style-type: none"> Flood Risk Assessment Drainage Impact Assessment Sustainable Urban Drainage Plan
Built and Natural Heritage	
<ul style="list-style-type: none"> Safeguard of existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the wider green network Incorporation of green infrastructure as an integral element of detailed design 	<ul style="list-style-type: none"> Landscape Plan Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting Spoil Management Plan

3. Monitoring and Review

Sgrùdadh agus Ath-bhreithneachadh

3.1. This brief has been prepared in advance of the finalisation of a number of related plans/projects. These are listed in the table below alongside known timescales for their progression:

Project/Plan	Current Stage	Next Steps	Timescales
Inshes Junction Improvements Phase 2	Consideration of feedback following presentation of outline proposals and alternatives	Commission further traffic modelling and progress to detailed design work; landowner consultation	2015
Transport Scotland A9/A96 Connections Study	Consideration of feedback following presentation of route options	Announcement of preferred route and detailed design work	2015
Inner Moray Firth Local Development Plan	Proposed Plan Examination by Scottish Ministers	Adoption incorporating Reporter recommendations	Early 2015

3.3. The outcome of the above projects/plans could result in significant changes to the content of this brief. As such progress will be closely monitored and early review of this brief will be undertaken where appropriate.

Appendix A



Inner Moray Firth Proposed Local Development Plan – Inshes and Raigmore Extracts

Site: IN55 Land at Dell of Inshes

Area (ha): 3.5 **Uses:** Community, Retail (bulky goods only), Non-residential Institutions

Requirements: The Council will produce a masterplan/development brief which it will adopt as supplementary guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements/safeguards; flood risk assessment (may affect developable area); transport assessment

Site: IN65 Land at Rairmore/Beechwood

Area (ha): 42.4 **Uses:** Business

Alternatives to Outline Proposals

FLUKE ROUNDABOUT



© Crown Copyright. The Scottish Government 2018

OUTLINE PROPOSAL
Traffic signal controlled Junction with signal controlled crossings for pedestrians and cyclists.

AMBULANCE JUNCTION



© Crown Copyright. The Scottish Government 2018

OUTLINE PROPOSAL
Traffic signal controlled junction with priority for Ambulances coming from the north leg. Local access to Old Perth Road removed.

INSHES OVERBRIDGE



© Crown Copyright. The Scottish Government 2018

OUTLINE PROPOSAL
Utilises existing structure. Carriageway arrangement amended to two lanes westbound, one lane eastbound.



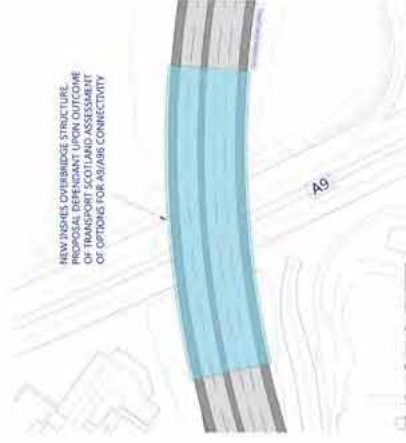
© Crown Copyright. The Scottish Government 2018

ALTERNATIVE PROPOSAL
As existing with pedestrian crossings set back from junction.



© Crown Copyright. The Scottish Government 2018

ALTERNATIVE PROPOSAL
No traffic signals. Two lanes westbound, one lane eastbound. Standard T-junction arrangement. Local access to Old Perth Road removed.



© Crown Copyright. The Scottish Government 2018

ALTERNATIVE PROPOSAL
New structure in the same location. Carriageway arrangement amended to three lanes westbound, two lanes eastbound.

Requirements: The Council will produce a masterplan/development brief which it will adopt as supplementary guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguards for drainage improvements/safeguards; flood risk assessment (may affect developable area); transport assessment.

Appendix B

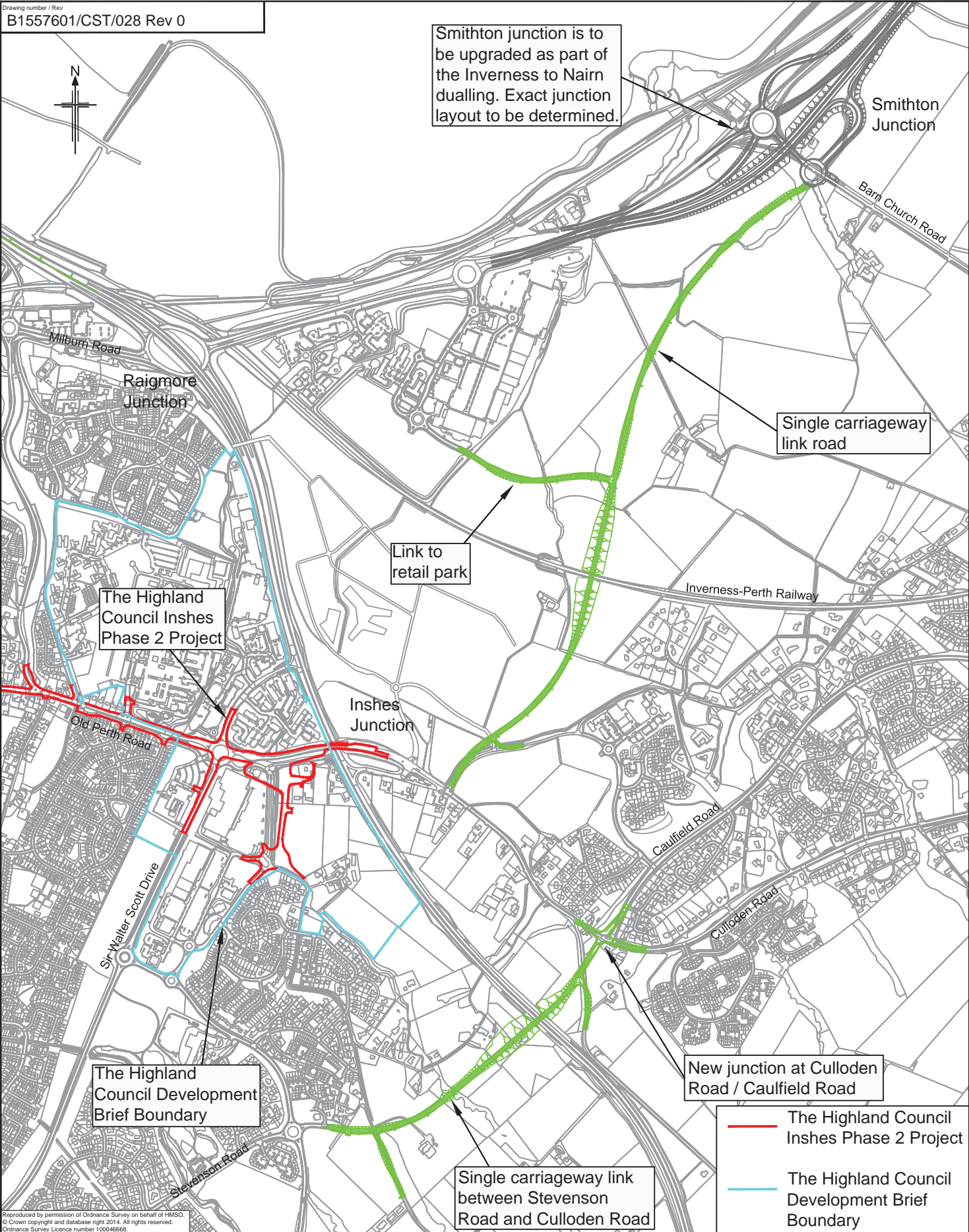
Inshes Junction Improvements Phase 2 Outline and Alternative Proposals

Appendix C

Transport Scotland A9/A96 Connections Study Route Options B, C and D

Option B

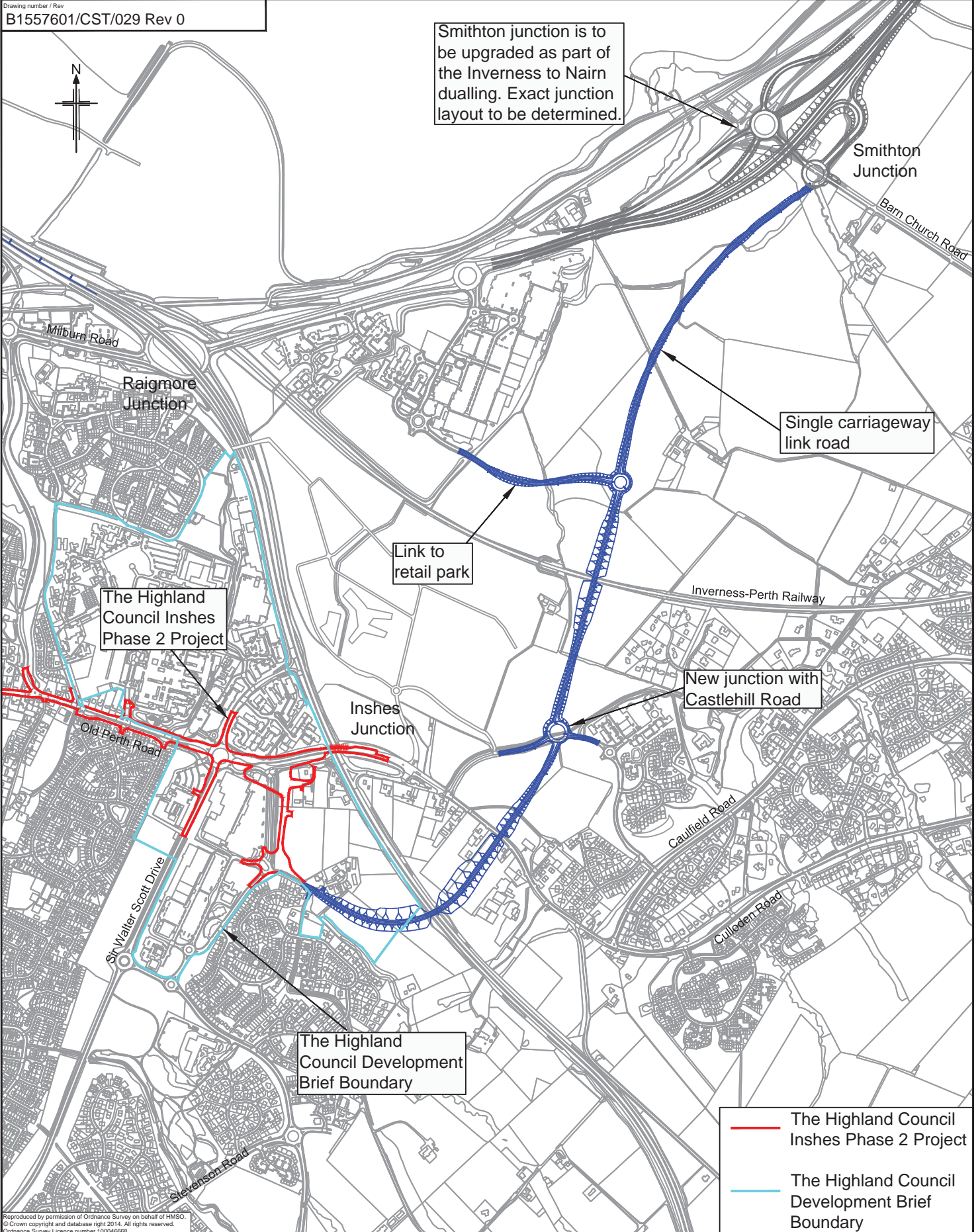
Drawing number / Rev
 B1557601/CST/028 Rev 0




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Option C

Drawing number / Rev
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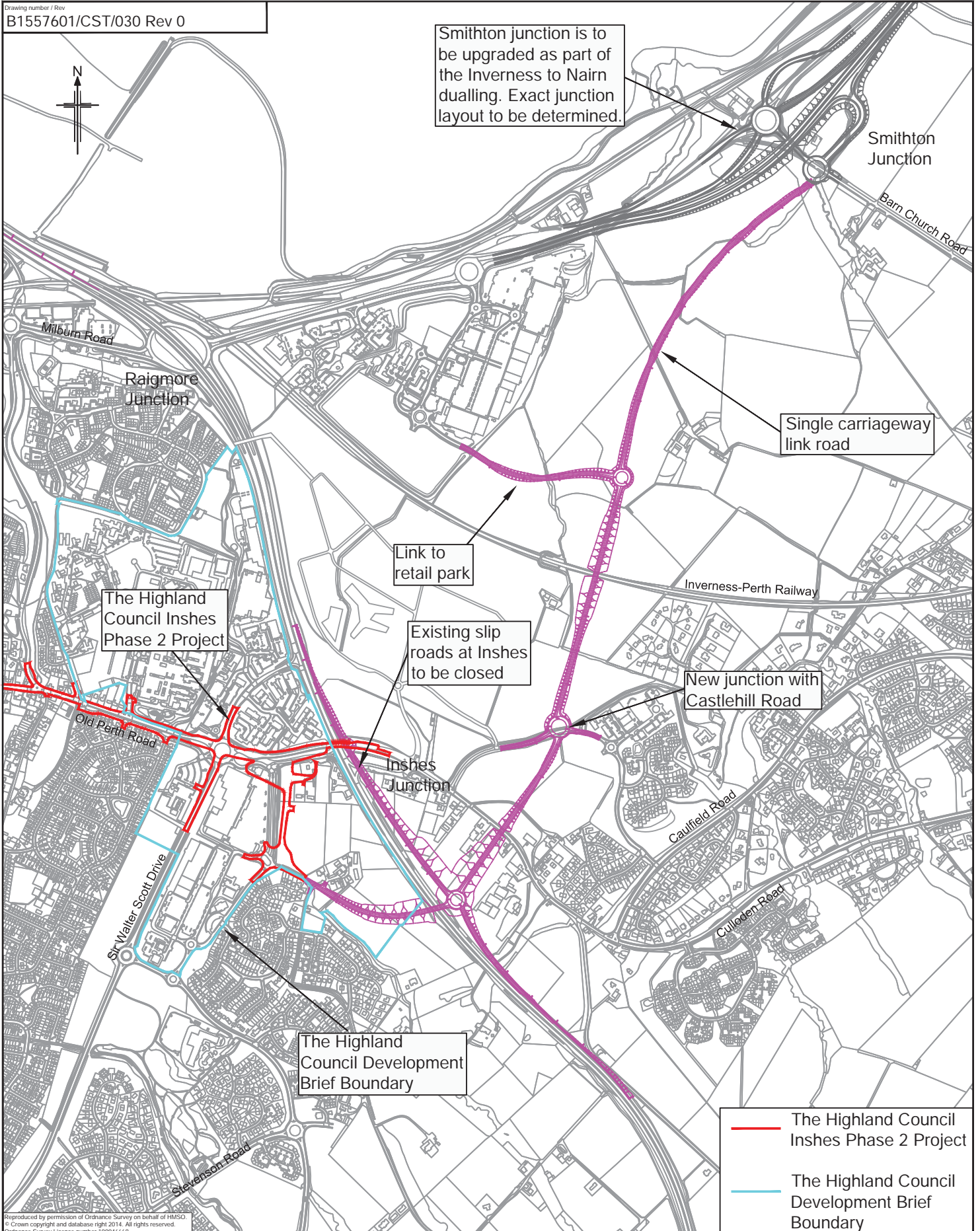


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-  The Highland Council Inshes Phase 2 Project
-  The Highland Council Development Brief Boundary

Option D

Drawing number / Rev
B1557601/CST/030 Rev 0





Getting Involved

If you would like more information or to get involved in the production of future plans please contact us in one of the following ways:

Telephone

(01349) 886608

Post

Director of Development and Infrastructure, The Highland Council, Glenurquhart Road, Inverness IV3 5NX

Email

devplans@highland.gov.uk

Fax

(01463) 702298

For the most up to date news on the work of the Development Plans Team (and more) please follow our twitter account, 'Like' our Facebook page and check out our blog:

Twitter

www.twitter.com/highlanddevplan

Facebook

www.facebook.com/highlandLDPs

Blog

hwldp.blogspot.co.uk

Feedback

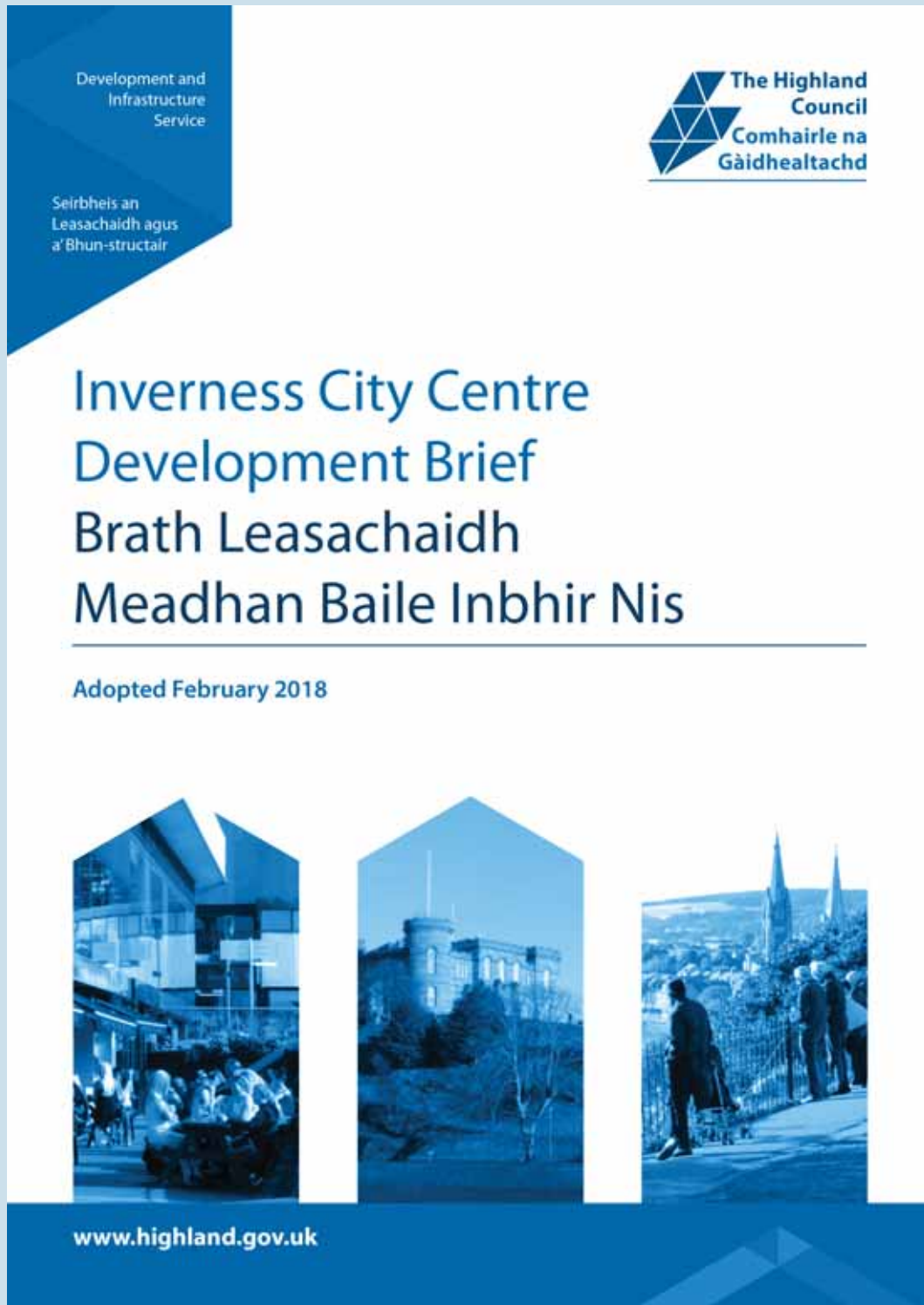
If you have any experience of Development Planning that you would like to comment on please complete a customer satisfaction survey:

<http://www.surveymonkey.com/s/X89YVTY>



Policy 15(b)

Inverness City Centre Development Brief



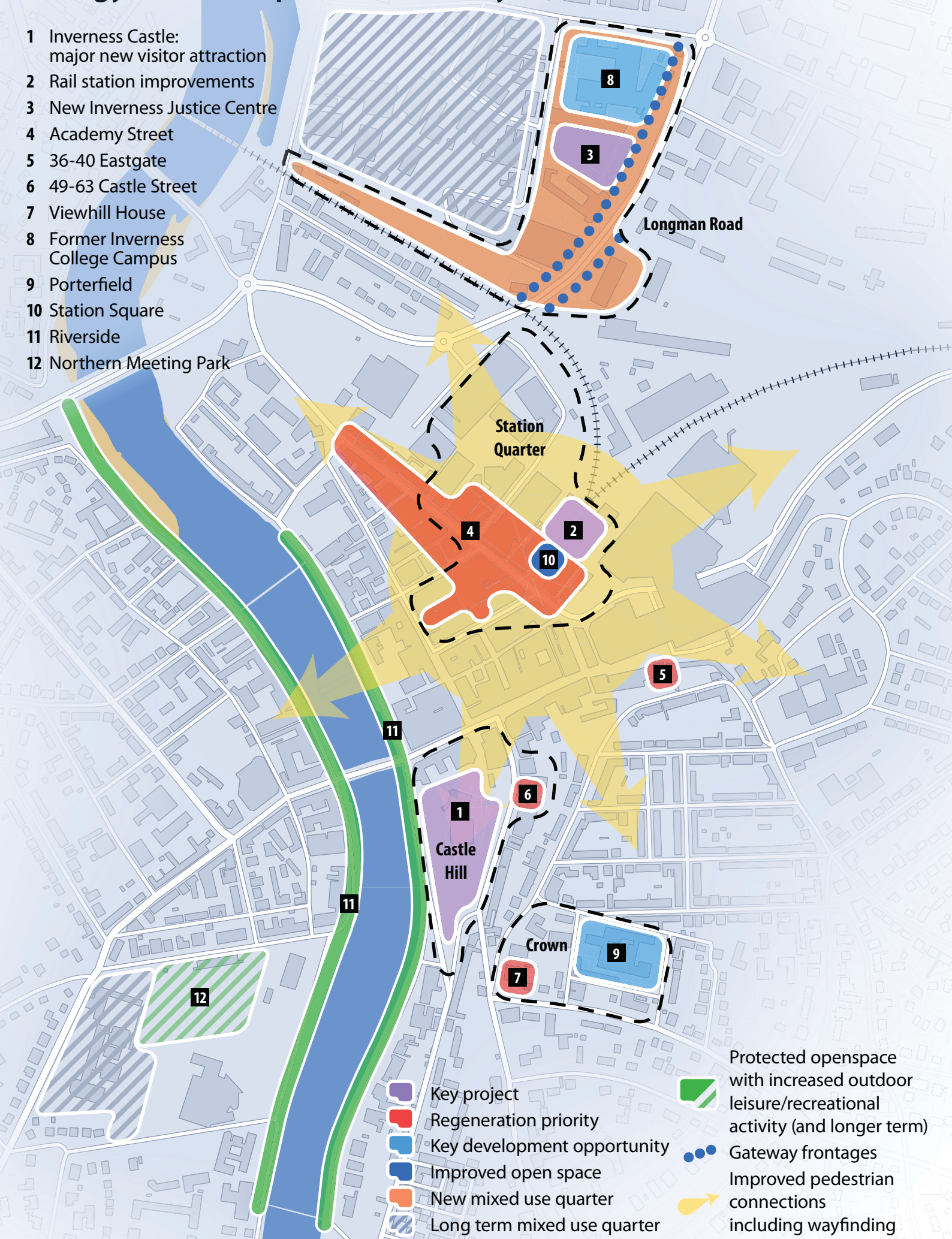
Inverness City Centre Development Brief Brath Leasachaidh Meadhan Baile Inbhir Nis

Adopted February 2018



Strategy for Development in the City Centre

- 1 Inverness Castle: major new visitor attraction
- 2 Rail station improvements
- 3 New Inverness Justice Centre
- 4 Academy Street
- 5 36-40 Eastgate
- 6 49-63 Castle Street
- 7 Viewhill House
- 8 Former Inverness College Campus
- 9 Porterfield
- 10 Station Square
- 11 Riverside
- 12 Northern Meeting Park



- Key project
- Regeneration priority
- Key development opportunity
- Improved open space
- New mixed use quarter
- Long term mixed use quarter

- Protected openspace with increased outdoor leisure/recreational activity (and longer term)
- Gateway frontages
- Improved pedestrian connections including wayfinding

Inverness City Centre Development Brief

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1 Introduction and Context

Introduction

1.1 The Inverness City Centre Development Brief (the Brief) promotes and guides opportunities for development, regeneration and enhancement of Inverness city centre. By setting priorities and criteria for change, the Brief will guide decision-making towards the delivery of key outcomes. While it does not set out a programme of capital expenditure, the Brief will help to direct resources and investment into city centre regeneration.

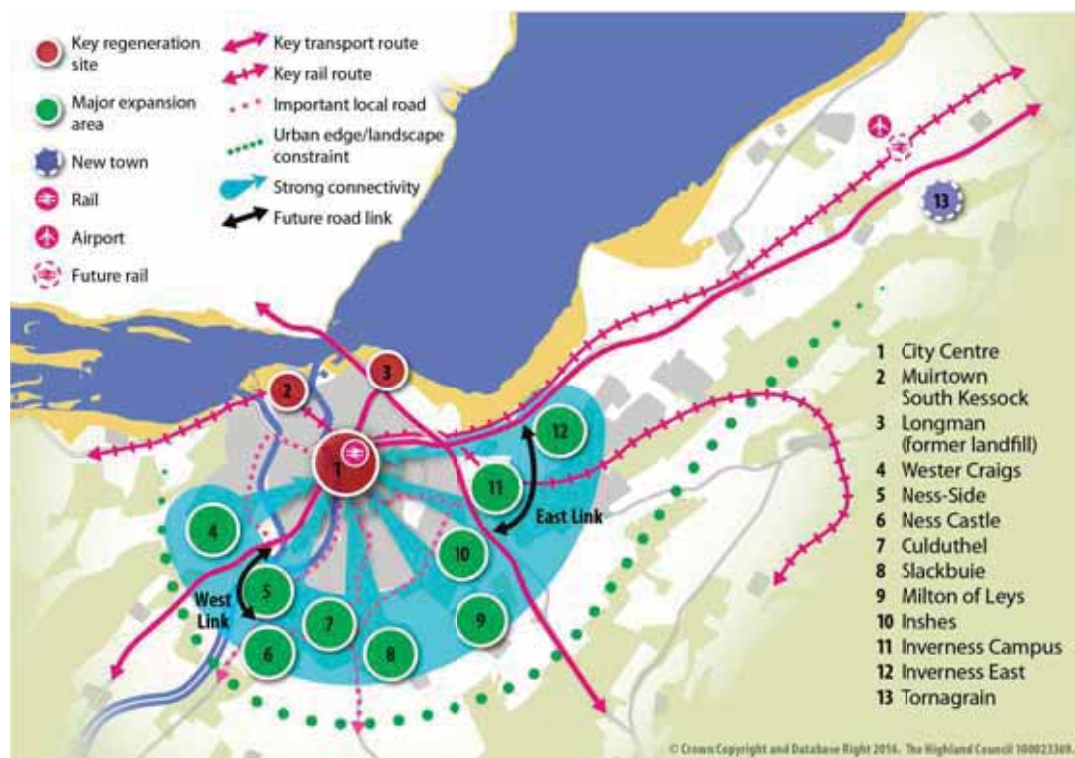
1.2 The Brief forms Supplementary Guidance which, as part of the Council's statutory Development Plan, carries equal weight to Local Development Plans in the determination of planning applications.

1.3 For further information and enquires about the Brief, please contact the Development Plans Team, Development and Infrastructure Service, The Highland Council, Glenurquhart Road, INVERNESS, IV3 5NX. Telephone: 01349 886608. Email: devplans@highland.gov.uk. Information on our pre-application advice service is available on the Council's [Pre-application advice webpage](#)⁽¹⁾.

The role of Inverness city centre in its wider context

1.4 Inverness is a remarkable place with a fabulous setting and amazing assets. It is remote but well connected. It is a place where people want to be and choose to move to. The city acts as the administrative, educational, business and commercial centre of the Highlands and a transport hub for connections to other parts of the country and beyond. It is also a meeting place and public transport hub for the Inner Moray Firth area, the most densely populated part of the Highlands where demand for growth and development is greatest.

1.5 Between 1991 and 2011 the population of Inverness grew by almost 18% to over 79,000. The Council's Development Plan allocates land for over 9,000 new homes and 190 ha of employment land. The strategy for growth focuses on strengthening the city centre, restricting urban sprawl and increasing the sustainability of existing neighbourhoods including increased opportunities for active travel and use of public transport. Growth will be delivered by directing development to key regeneration sites, including the city centre, and to areas allocated for major expansion on the city's southern and eastern flanks. Expansion is contained to the north by the Moray Firth and to the west and south by higher land and steep slopes.



Map 1.1 Inverness City Centre in its wider context.

1 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/

1.6 Future growth will be enabled by significant improvements to transport infrastructure already in preparation or underway, including:

- The new West Link road joining the Southern Distributor Road with the A82 trunk road, currently under construction and due for completion in 2020;
- Dualling of the A96 trunk road between Inverness and Nairn; and
- A significant programme of improvements/upgrading to Inverness Railway Station.

1.7 Longer term proposals include a new “East Link” connecting the A9 with the A96, a new rail halt at Inverness Airport and upgrading of the Longman Interchange at the junction between the A9 and A82.

1.8 City-Region Deal funding announced in March 2016 provides the Council with significant financial support to deliver regeneration and infrastructure improvements, including the transformation of Inverness Castle into a substantial new city centre visitor/cultural attraction. Initial investigations are underway into the viability of opening up land for development at the former Longman landfill site. City-Region Deal funding will also support the East Link and Longman Interchange improvements.

1.9 Inverness campus also continues to develop as a centre for academic and business excellence for the city. A further phase of UHI halls of residence has been completed and the City-Region Deal includes £9M of funding for a School of Health and Life Sciences to be based on the campus. The Council will continue to work to develop the presence of the UHI within the city, to enhance options for the retention of young people within the city and region and encourage sector growth industries.

City centre boundary

1.10 Since the adoption of the existing Development Brief the city centre boundary was extended and defined in the Inner Moray Firth Local Development Plan (IMFLDP) adopted July 2015. The new boundary extends from Harbour Road to the north to Infirmary Bridge to the south, Midmills to the east and Glenurquhart Road to the west – all as shown in Map 1.2.

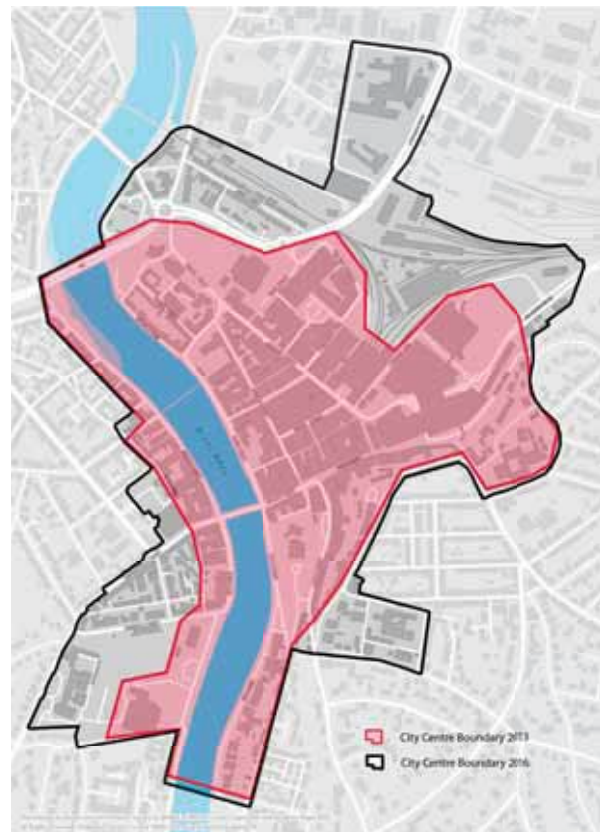
Purpose, scope and structure of this Brief

1.11 The purpose of this Development Brief is to assist in attracting investment to Inverness city centre by promoting opportunities and actions to regenerate, develop and enhance the built environment, while ensuring that the city centre remains open for business.

1.12 The Development Brief’s outcomes, priorities and criteria for development take account of partner and public feedback on city centre regeneration, in particular three key priorities identified in consultation events held in April 2014:

1. Improvements to city centre access and connections.
2. Physical enhancement of Academy Street and its surroundings.
3. Redevelopment of key sites to create new visitor and cultural attractions.

1.13 Section 1 and Section 2 set the context for the current update and the proposed vision, outcomes and approach to development in the city centre. Map 2.1 presents an overview of key projects and development opportunities.



Map 1.2 Inverness City Centre - revised boundary.

1 Introduction and Context

1.14 Sections 3 – 7 explain how the Council will contribute to delivering these outcomes, identifying priorities and actions, appropriate uses and locations for development, and criteria that will be applied in determining planning applications. Section 7 also identifies key placemaking principles to ensure that new development complements and enhances the visual, spatial and environmental character of the city centre.

1.15 Section 8 sets out typical Developer Contributions to deliver necessary infrastructure such as affordable housing, schools, community facilities, open space, car parking, and active travel and public realm improvements. The public realm refers to space around, between and within buildings that is publicly accessible, including streets, squares, parks and open space.

1.16 Site-specific development guidance for 12 key sites is presented in Appendix A.

Planning policy

1.17 This Development Brief will form part of the Development Plan for the Highlands, supplementing key principles and policies set out in the [Highland-wide Local Development Plan](#)⁽²⁾ (HwLDP), adopted April 2012 and policies and allocations within the [Inner Moray Firth Local Development Plan](#)⁽³⁾ (IMFLDP), adopted July 2015. The city centre boundary incorporates parts of Riverside Conservation Area and Crown Conservation Area.

1.18 This Development Brief is underpinned by IMFLDP Policy 1 Promoting and Protecting City and Town Centres which seeks to maximise investment within the city centre. This requires all footfall generating use developments (visits by the general public) to sequentially consider all viable city centre sites ahead of alternative edge-of-centre or out-of-centre locations.

1.19 The Highland Council offers a pre-application advice service to help applicants submit valid and accurate planning applications. Engaging in pre-application discussion will help avoid delays during the application process and will identify any problems/issues with proposals at an early stage. Further information concerning the Pre-Application Advice Service is available [online](#)⁽¹⁾.

2 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/199/highland-wide_local_development_plan

3 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

What should Inverness city centre look like in 2030?

2.1 Feedback for the public consultation in 2014 produced an overarching vision for Inverness city centre:

Vision for 2030

Inverness has a vibrant, prosperous and unique city centre on the river, well connected and accessible, and valued as an attractive place to work, live and visit.

Outcomes for 2030

2.2 To realise the vision and priorities for the city centre recorded in public feedback, this Brief proposes five outcomes for 2030, as set out below. Sections 3 - 7 describe how the Brief will contribute to delivering these outcomes.

2.3 In 2030 Inverness city centre will be:



A Great Place for Business

The city centre has a strong and diverse economy based on a vibrant mix of uses that includes prime business accommodation, a retail hub for the Highlands and Islands and an attractive destination for leisure and recreation.



A Great Place to Visit

Our internationally-acclaimed tourist destination is best known for showcasing Highland culture and hospitality with a lively retail core and leisure and recreational activities that attract local, national and international visitors.



A Great Place to Live

The city centre is a thriving, desirable place to live and work, supporting a diverse, socially-inclusive community that enjoys convenient access to services, public transport, green infrastructure and recreational facilities.



Accessible, Easy and Safe to Move Around

A network of safe, attractive routes gives clear priority to walking, cycling and use of public transport, enabling people of all-abilities to move comfortably while ensuring efficient access for vehicles, including parking.



Distinctive and Attractive

Inverness takes pride in being a high quality city centre that celebrates and safeguards its unique combination of natural, cultural and built heritage, in particular its historic river setting.

Our approach to development

2.4 Our approach to development is to create and promote a vibrant, high density mix of uses that:

- Enables more people to live and work in the city centre;
- Showcases and expands the range of visitor, leisure and cultural attractions;

2 Vision, Outcomes and Approach

- Maximises the role of the River Ness as an important open space corridor and civic asset;
- Brings vacant or underutilised space back to active use;
- Makes it convenient and attractive to access city centre destinations on foot or by bicycle or public transport, improving air quality where required;
- Incentivises alternatives to car use/ownership by improving active travel infrastructure, offering flexible levels of on-site parking, and facilitating use of public transport; and
- Delivers high quality development, including an attractive public realm.

2.5 Energy efficiency and low carbon heat technologies will be encouraged, particularly (but not exclusively) in larger scale developments. The Development Plan for Highland sets out requirements for developments in terms of their sustainability and energy efficient design. Low carbon heat technologies could include heat networks; if necessary these could be fed in the first instance by non-renewable sources which could later be replaced by renewables. Such heat networks may be designed to provide heat from a single, central boiler to just a few properties or to many more as part of a wider network. Where heat networks are not viable, micro-generation and heat recovery technologies associated with individual properties will be encouraged. Developers are encouraged to consider options for low carbon heating by making use of the Scotland Heat Map which provides information on heat demand and supply opportunities.

Development planned or already underway

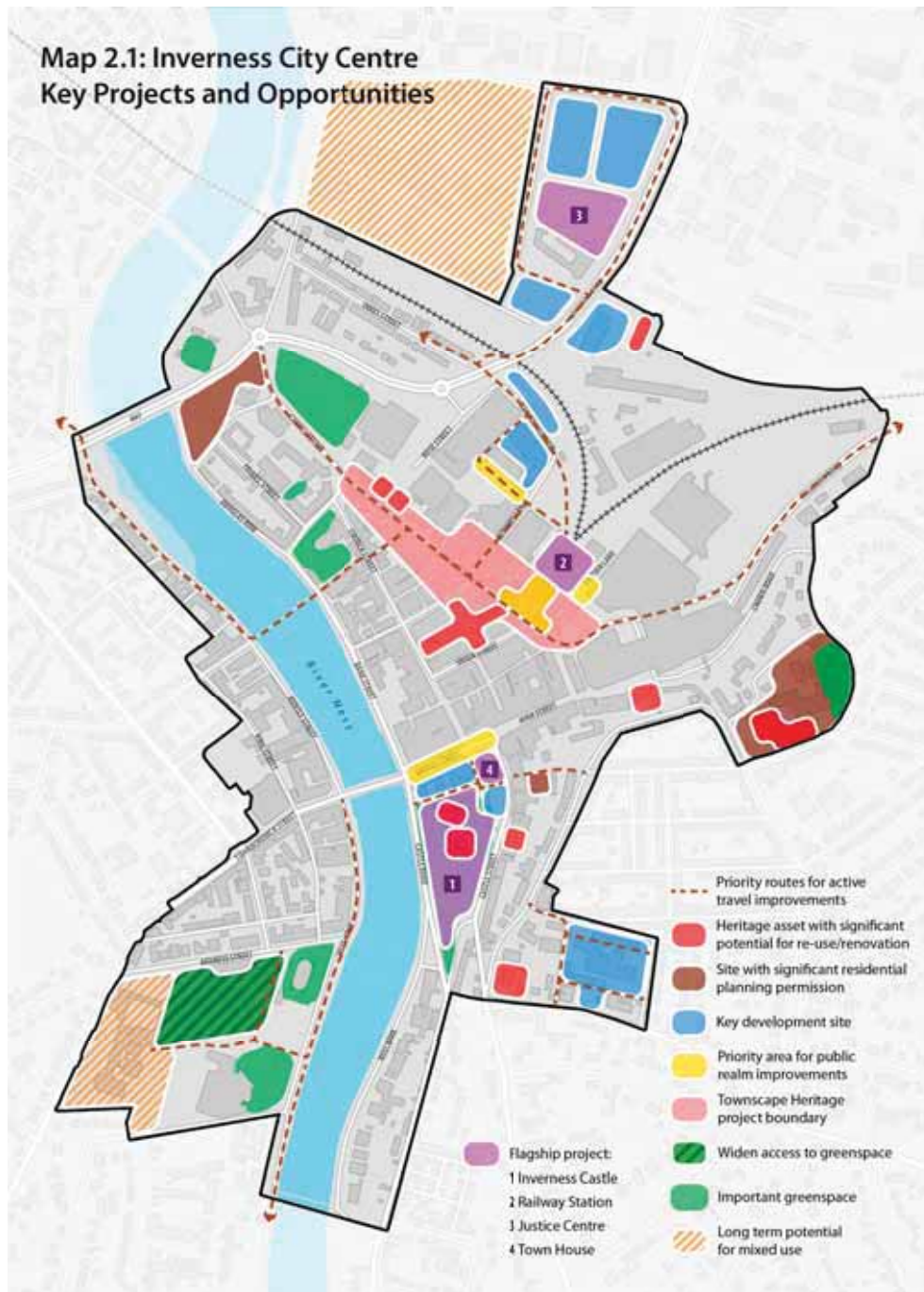
2.6 Map 2.1 presents an overview of key projects and development opportunities that will deliver transformational change in the city centre. Table 2.1 identifies projects in development or already underway.

Project	Anticipated Timescale	Lead Agency [funding source]
Conversion of North Tower, Inverness Castle, into a visitor attraction including viewing platform and tourist shop	2017	The Highland Council (THC) [City Deal, THC]
Transformation of Inverness Castle into a significant new visitor/cultural attraction	2021	The Highland Council [City Deal; tbc]
Regeneration of Academy Street through the Inverness Townscape Heritage Project	2020	The Highland Council [Inverness Townscape Heritage Project partners]
Inverness Railway Station upgrading and improvements	2019	Abellio Scotrail [Abellio Scotrail; THC; Scottish Stations Fund]
The Inverness Justice Centre (Longman Road)	2019	Scottish Courts & Tribunal Service [Scottish Government]
River Ness Flood Alleviation Scheme Public Art Project	2017	The Highland Council [THC]
Creative Hub/artists' studios at former Inverness College, Midmills	2017	Wasps Studios [tbc]
City centre public WiFi	2017	The Highland Council [City Deal]
Glebe Street re-development for housing.	2018	Tulloch Homes [Tulloch Homes]

Table 2.1 Key Projects.

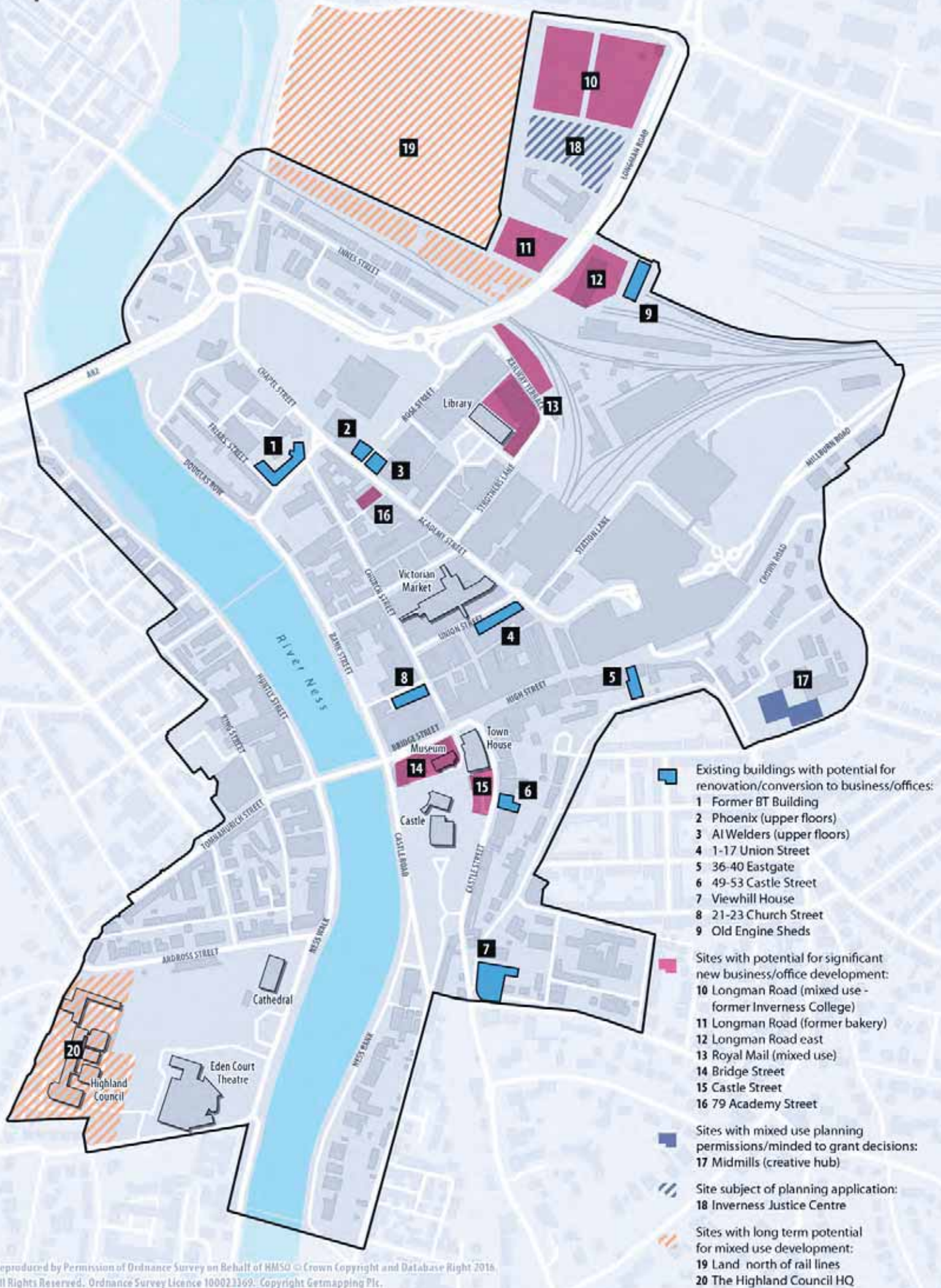
The longer term

2.7 The Brief draws attention to the allocation of land at Glenurquhart Road (Council Headquarters) for mixed business/residential use in the IMFLDP. It also identifies, as a long term aspiration, the potential for mixed use development on the western edge of the Longman Industrial Estate, between Harbour Road and the city centre, which falls outwith the city centre boundary. This area is not allocated for development in the IMFLDP and is highlighted for information only. It represents a significant opportunity to expand the city centre north and eastwards from the core to create a new urban neighbourhood fronting onto the river, replacing or relocating low density industrial and commercial uses with residential, business, leisure, tourism and community uses. This would enable the creation of new green space to add to the green network within the city centre, and help to promote active travel choices due to close proximity to the bus and rail stations. New development would have to be carefully considered, however, to ensure compatibility with nearby uses including the Longman's oil storage facilities.



Map 2.1 Key Projects and Opportunities

Map 3.1: A Great Place for Business



OUTCOME: In 2030 the city centre has a strong and diverse economy based on a vibrant mix of uses that includes prime business accommodation, a retail hub for the Highlands and Islands and an attractive destination for leisure and recreation.

3.1 People are the life blood of the city centre and the ability to generate footfall by enabling people to work and conduct business is vital to its survival and success. Inverness city centre has long been a hub of business and commercial activity. People are attracted to work there by the choice and convenience of high density, mixed use combined with easy access to public transport.

3.2 A growing number of city centre properties need renovation and refurbishment to keep pace with the current needs of workers and employers. If renovated to improve building performance, meet regulatory requirements and provide better service arrangements, these properties will also attract higher rental values. Map 3.1 identifies a range of vacant properties well-suited to renovation for commercial/office use. The Council recognises the economic and technical challenges of Building Standards requirements for bringing redundant buildings and space back to active use. The Council welcomes and encourages pre-application discussions with businesses and developers to provide advice on regulatory and site-specific issues. In the first instance, queries should be directed to: building.standards@highland.gov.uk.

3.3 There is also scope to expand the range of footfall-generating uses that occupy ground floor space. In common with other city and town centres in Scotland, a growing number of shop units are being taken over by other commercial operations, such as professional services, attracted by the opportunity to showcase their business and the convenience and vibrancy of the city centre location.

3.4 Map 3.1 also highlights opportunities for significant new commercial development on sites allocated for mixed use, such as the potential for substantial new office space at the Eastern Gateway adjacent to the proposed new Inverness Justice Centre. This map also indicates, as a long term aspiration, the potential for a new urban quarter on the southern edge of the Longman industrial estate (outwith the current city centre boundary) that could accommodate future employment growth as part of a vibrant, high density mixed use neighbourhood.

3.5 Recent investment in business/employment space includes major refurbishment work at 1 Union Street, 1-5 Church Street and Inverness Town House. Planned investment includes a major improvement programme at Inverness Railway Station and the restoration of the redundant A.I. Welder's building on Academy Street with support from the Inverness Townscape Heritage project.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Attract investment into city centre businesses and properties by enabling renovation of existing buildings and space for office or employment use.
- Widen the range of footfall-generating uses that occupy commercial ground floors, in particular vacant shop units.
- Identify sites for office space to attract public and private sector organisations to locate, remain and expand in the city centre.
- Maximise opportunities for new prime office space to be developed as part of new mixed use development.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Office, commercial and employment space

B 1

All footfall generating developments (visits by the general public) including office, commercial and employment uses must sequentially consider all viable city and town centre sites ahead of alternative edge of centre or out of centre sites in line with IMFLDP Policy 1: Promoting and Protecting City and Town Centres.

B 2

Proposals for new office, commercial and other employment space will be supported in key opportunity sites for mixed use development identified on Map 3.1 and at other locations, including vacant and underutilised ground or upper floors, providing they accord with Criteria for Development set out in Section 7 and relevant site-specific guidance set out in Appendix A.

Action

Bringing redundant buildings and space back to active use

1. Businesses, property owners, developers and building professionals to be supported in developing innovative solutions that bring redundant buildings and spaces back to use, with liaison and [pre-application advice](#)⁽¹⁾ from the planning and building standards team.



Former BT buildings, Frairs Lane.



21-23 Church Street.

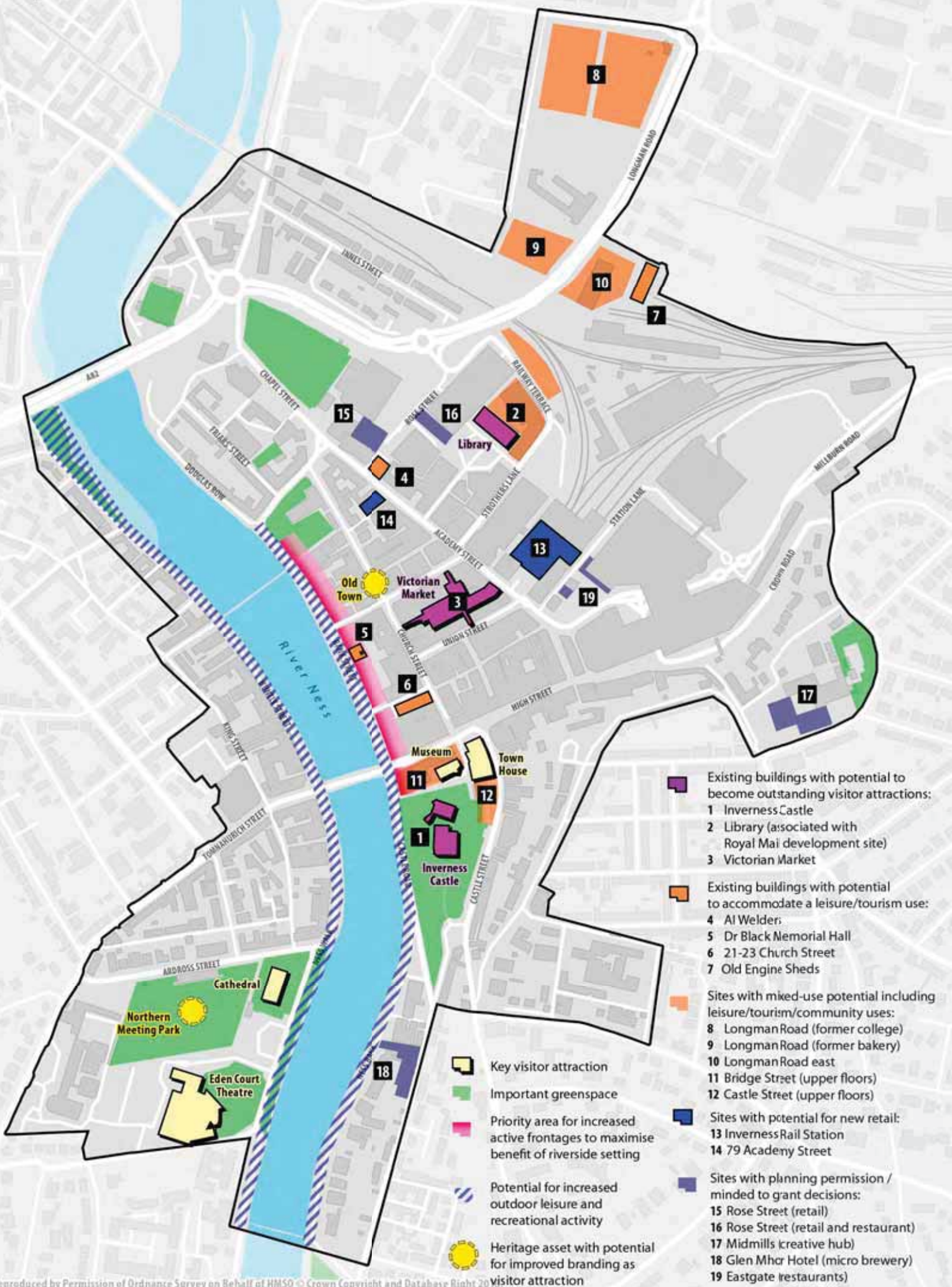


1-17 Union Street.



A. I. Welders and The Phoenix, Academy Street.

Map 4.1: A Great Place to Visit



OUTCOME: In 2030 our internationally-acclaimed tourist destination is best known for showcasing Highland culture and hospitality with a lively shopping core and leisure and recreational activities that attract local, national and international visitors.

4.1 People visit Inverness city centre for a wide variety of reasons. The city centre is a market place and focal point for local commercial and leisure activity, in addition to a regional hub that meets the service, retail and business needs of the Highlands and Islands. It is also a key tourist destination accommodating almost 900,000 visitors per year. While a significant majority of tourists come from other parts of the UK, Inverness is the third most popular city in Scotland for overseas visitors, and 14th in the UK. Between 2012 and 2014 the Highlands experienced a 3% rise in tourist numbers. In summer 2016 Inverness hotels reached their highest ever occupancy rate of 96%. Despite this tourists stay, on average, just 1.8 days in the city centre. Widening the range of attractions is likely to incentivise them to stay longer. There is also significant scope to increase local and visitor awareness of important city centre assets such as Eden Court Theatre, the north of Scotland's largest arts centre, and the Victorian Market, Old Town, River Ness and Northern Meeting Park as well as destinations within easy walking or cycling distance such as Ness Islands, Inverness Botanic Gardens, the Marina, Caledonian Canal and Merkinch Nature Reserve.

4.2 People's reasons for visiting the city centre are changing. For at least a decade city centre shopping habits have been affected by online retailing and peripheral commercial centres, while leisure demand has increased the number of restaurants and bars. Council monitoring from 2014-2016 shows an increase in shop vacancy rates (from 11.2% at October 2014 to 14.8% at June 2016). Many national retailers, however, have maintained their city centre presence. In common with city and town centres across Scotland, Inverness faces a challenge to diversify its mix and pattern of uses to offer choice and convenience to people of different ages and abilities, at different times of day. The Victorian Market has potential for sensitive renovation and night time uses. A coordinated change to retail opening hours could increase vibrancy, particularly for visitors returning from daytime excursions. Greater diversity of retail outlets could attract footfall particularly in the Old Town, which has significant potential to accommodate niche independent units.

4.3 Recent consultations on city centre regeneration highlighted keen public interest in redevelopment of key sites, in particular Inverness Castle, to create new visitor and cultural attractions. In April 2017 the Castle's North Tower opened as a visitor attraction and viewpoint. This Council-funded project attracted over 22,000 visitors in its first season. In December 2015 the Scottish Courts and Tribunals Service confirmed it will vacate the Castle by 2019 and since then, City-Region Deal funding has been secured to support its transformation into a significant new visitor attraction. City-Region Deal funding will also enable free city centre WiFi, supporting businesses and facilitating access, via hand held devices, to information about attractions, events and wayfinding. Wayfinding is the term used for signs, maps and other devices that convey information about location and directions to visitors and residents.

4.4 Recent and planned investment in retail and leisure attractions include: a £1M refurbishment of the Victorian Market's roof, windows and heating system by the Inverness Common Good Fund; planning permission to develop a creative hub, including artists' studios at the listed Midmills building; and planning permission to develop four new restaurants surrounding Falcon Square. The city centre is also gaining recognition for night time activity such as restaurants, craft beer bars established or in the pipeline, and music venues.



What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Promote redevelopment of key city centre sites to create outstanding visitor and cultural attractions.
- Make the most of existing assets and attractions, such as the Old Town, Inverness Castle, the Victorian Market, Northern Meeting Park, River Ness and Ness Islands to grow the city centre's reputation as a great place to visit.
- Facilitate leisure activities and events that attract local, UK and international visitors.
- Support the development of high quality tourist accommodation.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Attracting footfall

V 1

Retail and other uses that generate footfall which attract visiting members of the public remain the preferred ground floor land use for the city centre, with the exception of sites allocated for alternative uses in the IMFLDP.

Increasing 24/7 activity

V 2

Proposals that promote 24/7 city centre activity, including extended opening hours, will be supported where neighbouring residential amenity can be respected.

Inverness Castle

V 3

Adaptive re-use of Inverness Castle should accord with placemaking principles and site specific guidance set out in Section 7 and Appendix A to create an outstanding new visitor attraction of international calibre.

Other visitor attractions and facilities, leisure, retail and community uses

V 4

Proposals for new retail, leisure, community and tourism uses will be supported in key opportunity sites identified on Map 4.1 and at other locations that will enhance visitor experience providing they accord with criteria for adaptive re-use and re-development and placemaking principles set out in Section 7, and site specific guidance set out in the appendices.

Riverside activity

V 5

Proposals that attract footfall to the riverside will be supported provided they: safeguard or increase active frontages⁽⁴⁾, or make use of spill-out⁽⁵⁾ or event space that promotes outdoor activity; respect neighbouring residential amenity; avoid any negative impact on the local environment; and respect pedestrian and cycle desire lines.

Action

Inverness Castle

1. Progress plans to develop a substantial new international calibre visitor/cultural attraction at Inverness Castle.

Shopping

2. Reinforce the identity of the Old Town as a discrete visitor attraction, building on its historic character and capacity to accommodate independent shops, niche businesses and unique leisure destinations.
3. Diversify the city centre shopping experience, with a particular focus on independent outlets in the Old Town.
4. Establish a city centre awards scheme that enhances overall service standards and improves the customers' experience.

Victorian market

5. Partnership working through the Victorian Market Stakeholder Group to identify ways to sustain and improve the economic viability of the market and attract increased footfall.

City centre WiFi

6. A public Wi-Fi service for Inverness city centre in 2017 will boost its profile as a connected and smart city and promote information about attractions and events.

4 A building frontage that contains uses that promote activity on the street, often featuring high levels of transparency and/or frequently spaced windows and doors.

5 A contained area for seating/tables that enables activity from a restaurant, café or pub to spill out onto a pavement or open space.

4 A Great Place to Visit

River trail

7. Map and signpost the river digitally and physically by late 2017, as part of the River Ness Flood Alleviation Scheme Public Art Project.

Northern Meeting Park

8. Enable wider access to Northern Meeting Park for sporting, leisure and recreational activity.

Retail vacancy monitoring

9. Continued annual monitoring of retail vacancy rates to inform decision-making on land use and regeneration.

Events industry

10. Ongoing partner-ship activity to attract visitor, cultural and sporting events that deliver significant economic benefits for the city centre including sporting events (such as Etape Loch Ness; Scottish Open Golf Championship, conferences and seasonal activity such as the largest free Hogmanay concert in the UK). Partnership-activity will also promote temporary use of buildings and sites by creative, cultural and community organisations.





Map 5.1: A Great Place to Live



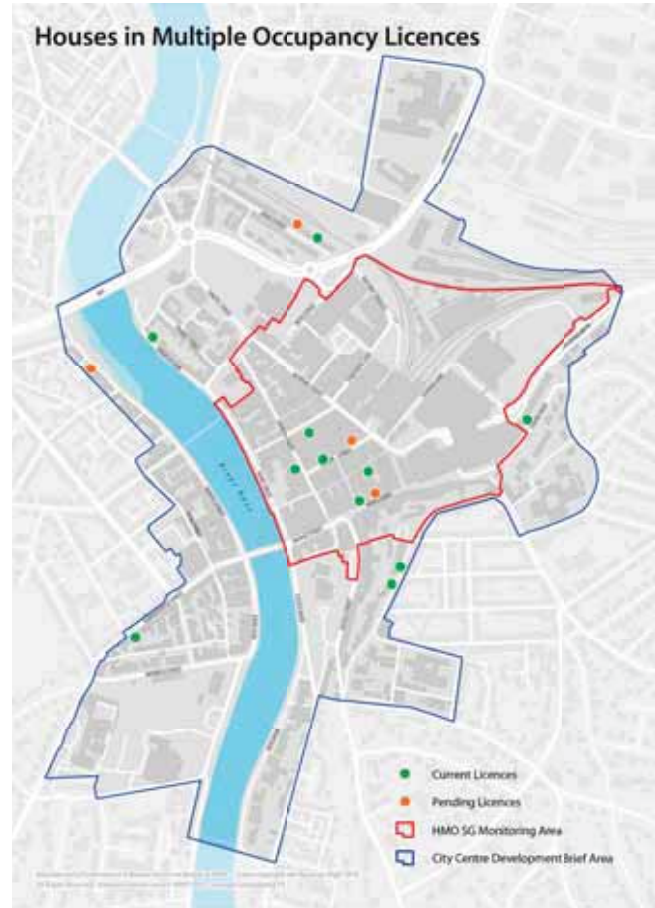
OUTCOME: In 2030 the city centre is a thriving, desirable place to live, supporting a diverse, socially-inclusive community that enjoys convenient access to services, public transport, greenspace and recreational facilities.

5.1 People living in the city centre play a key role in achieving a successful, thriving place. In addition to using shops and services, they also contribute to caring for its environment, safety and security. The population of Inverness city centre has risen by 38% in the last decade and demand for accommodation, particularly social rented accommodation, remains high.

5.2 Current growth projections for the city of Inverness indicate a requirement for more than 10,000 new homes over the next 20 years. Some of this demand could be met by new development in the city centre and by bringing vacant upper floors into residential use. Map 5.1 identifies a range of appropriate housing sites. The cost of repairing and renovating a city centre property to current regulatory requirements can be prohibitively expensive. The Council’s Housing team is interested in hearing from property owners wishing to access funding to bring property up to a suitable affordable housing standard, or assist the Council or a partner organisation to purchase properties and bring them into affordable housing use.

5.3 Measures that could incentivise housing development include:

- exempting the affordable housing Developer Contribution where a redundant property is converted or brought back to residential use (as set out in Section 8); and
- the potential to relax parking requirements (as set out in Section 6).



Map 5.2 Location of HMOs in the Development Brief area.

Area	No. HMO Licences		No. HMO Bed Spaces		Area Population	Proportion of Population Residing in HMO	Forecasted Proportion of Population Residing in HMO ⁽¹⁾
	Current	Pending	Current	Pending			
ICCDB Boundary (Blue)	11	4	103	150	1796	5.7%	8.1%
HMO SG City Centre Monitoring Area (Red)	5	2	67	99	519	12.9%	18.0%
Central 3 Census Output Areas for Inverness Old Town	5	2	67	99	240	27.9%	36.4%

Table 5.1 HMO City Centre Concentrations.

1. Based on the assumption that all currently pending HMO licence applications and associated bed spaces are consented.

5 A Great Place to Live

5.4 There is a need to diversify the mix of city centre housing. In the last decade affordable housing accounted for almost 25% of all homes built in city centre. A number of recent planning permissions could vary the housing mix, including housing for the elderly at the former Inverness College Midmills campus, private housing development at Glebe Street and student housing at Rose Street.

5.5 Some parts of the city centre feature a disproportionately high concentration of large Houses in Multiple Occupancy (HMO). A HMO exists is where three or more people share a flat who are not all members of the same family, or where six or more people share a house. Small HMOs are an important element of the city centre's rented housing stock, accommodating a wide range of tenants including those on low incomes, young workers and students.

5.6 In order to encourage a broader mix of housing tenure, this Development Brief is piloting a scheme to manage the proportion of the city centre's population living in large HMOs. HMO concentrations in a specified area are currently monitored by assessing the number of HMO licences against the total number of homes. The Council's [HMO Supplementary Guidance](#)⁽⁶⁾ (HMO SG) states that the guidance will be reviewed if the concentration of HMOs reaches 10% of all homes.

5.7 A recent review of city centre HMOs by bed space found an over-concentration of people living in large HMOs in parts of the city that have relatively few homes. The findings of this review are presented in Table 5.1. The analysis took account of existing and anticipated HMO licences⁽⁷⁾, planning permissions, recent housing completions, Council tax address points and 2011 Census data. The review identified that the proportion of people living within HMOs in the city centre (the blue line boundary in Map 5.2) remains relatively low at 5.7%. Within the HMO SG Monitoring Area (the red line boundary) this percentage increases to 12.9%, with concentrations peaking at 27.9% in three Census Output Areas in the Old Town.

5.8 To avoid further concentrations of large HMOs in the city centre, the Council has introduced a pilot cap on new planning permissions for HMOs within the red line boundary on Map 5.2. The cap has been introduced through this Brief and consists of a percentage threshold (13%) of HMO bed spaces relative to the area population. Exemptions include:

- small scale HMO of five or less people sharing a flat or six people sharing a house; or
- purpose built student accommodation (where occupancy restrictions will apply).

5.9 The findings of this pilot will inform the future update of the HMO Supplementary Guidance.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Enable more people to live in the city centre to support a healthy, diverse and strong community.
- Attract investment in the existing building stock by easing barriers to conversions to alternative uses, including residential.
- Encourage a broader mix of tenure that includes piloting a scheme to manage the proportion of bedspaces in Houses in Multiple Occupancy (HMO).

6 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/6

7 All figures quoted reflect both HMO licenced premises and those with pending licence applications as of July 2016.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Residential Development

L 1

Proposals for new residential development will be supported at key opportunity sites identified on Map 5.1 and at other locations suited to residential use, including vacant or underutilised upper floors, providing they accord with criteria for adaptive re-use and re-development and placemaking principles set out in Section 7, and site specific guidance set out in Appendix A.

Affordable Housing - Exemptions for Conversions

L 2

City centre conversions to residential use (for up to 10 homes) are exempt from affordable housing developer contributions.

L 3

Proposals for new build homes (4 or more) and large conversions (10 or more homes) are subject to [HwLDP^{\(2\)}](#) Policy 32: Affordable Housing, which requires contributions towards affordable housing provision at a rate of no less than 25%. Contributions will be subject to market and site conditions, taking into account the financial viability of the proposal and other planning obligations.

HMO in City Centre

L 4

Planning applications for new HMO will not be permitted in the HMO Supplementary Guidance city centre monitoring defined boundary (red boundary on Map 5.2) where the proposal will result in over 13% of the population of this area residing in an HMO.

Exceptions to this include:

- small scale HMO of 5 or less people sharing a flat, or six people sharing a house; or
- purpose built student accommodation, where occupancy restrictions will apply.

5 A Great Place to Live

Action

Residential Development

1. Continue to work with developers to facilitate delivery of residential development in the city centre.

Affordable Housing

2. Continue to work with affordable housing providers to deliver affordable housing developments in the city centre.

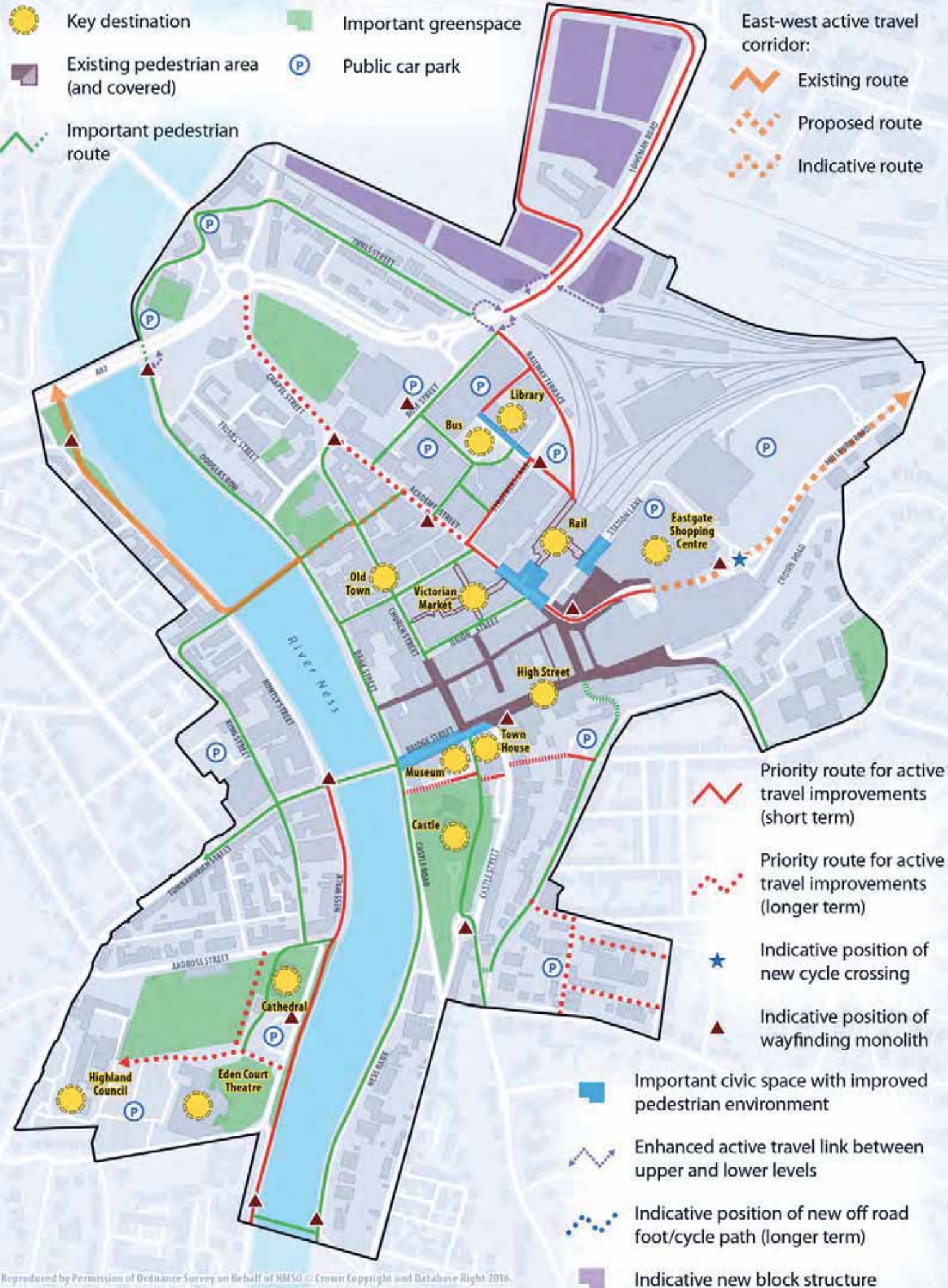
HMO Supplementary Guidance

3. Monitor impact of HMO pilot within the city centre with the intention to review the HMO Supplementary Guidance within the next 2-3 years.





Map 6.1: Accessible, Easy and Safe to Move Around



OUTCOME: In 2030 A network of safe, attractive routes gives clear priority to walking, cycling and use of public transport, enabling people of all-abilities to move comfortably while ensuring efficient access for vehicles, including parking.

6.1 Movement and access play a key role in making Inverness city centre a great place to live, work and visit. For the time being the city's road network provides a limited number of connections for vehicles crossing the city, resulting in significant congestion at peak times in certain locations. When completed in 2020, the city's new West Link is expected to reduce city centre traffic congestion. The Council will monitor and report on the impact of West Link on both motorised and non-motorised travel patterns, comparing predicted and actual effects of the development. A reduction in traffic should also help to improve air quality issues in the city centre, as explained in Section 7, para 7.4.

6.2 The Council is collaborating with Abellio Scotrail and HITRANS to improve the passenger experience at Inverness Railway Station. The annual volume of rail passenger journeys to, from and through Inverness Railway Station exceeds 1.3 million, demonstrating that it is a vital gateway for commuters, employees, residents and visitors. Abellio Scotrail plans to invest up to £2M on station improvements by 2019. There is also potential to expand the significant volume of bus passenger journeys to and from the city centre (currently 3.3 million trips per annum).

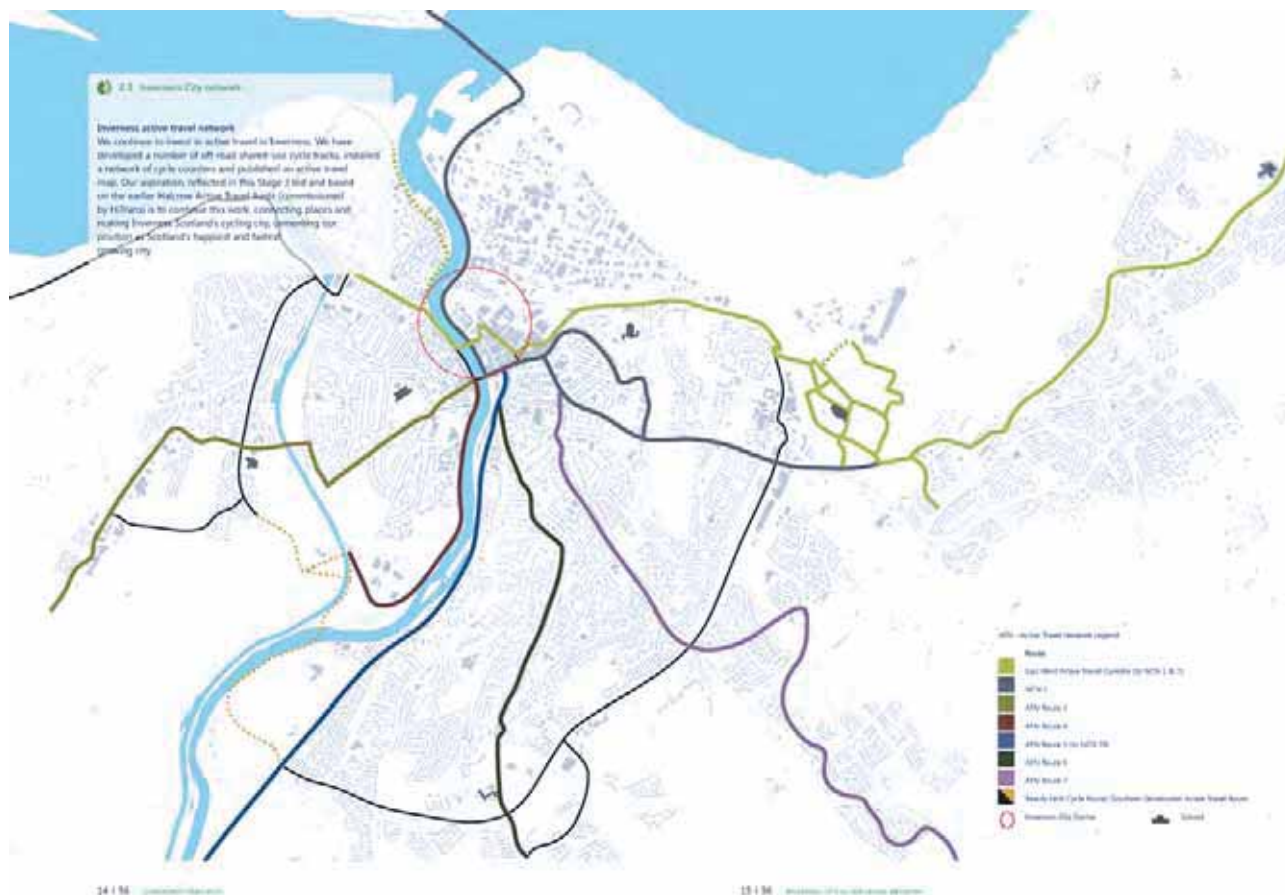
6.3 A reduction in traffic combined with an expansion in rail travel will increase opportunities to improve the environment for active travel and public transport and make the city centre 'car light'. Active travel involves walking or cycling as an alternative to motorised transport. Inverness already boasts one of the best track records for commuter cycling in Scotland. Over 5% of commuters in three city wards (Ness-side, Central and Millburn) travel to work by bike, placing these amongst the Top 10 wards in Scotland for cycle commuting. In 2014 a new active travel route was completed connecting Millburn Road with Inverness Campus at a cost of £0.73M.

6.4 More work is needed to convert short journeys (less than two miles) by car into walked or cycled trips. Map 6.1 identifies how this Brief will expand the network of safe, attractive walking and cycling routes in the city centre and promote use of public transport. In September 2017 the Minister for Transport and the Islands announced that the Highland Council had been awarded a grant of £6.5M, from Transport Scotland funds, to deliver the ambitious Inverness City Active Travel Network (ICATN) that connects all of the city's communities with the centre, as well as developing several seamless and segregated cycle-friendly routes. One objective of the ICATN is to facilitate the Scottish Government target for doubling cycling to 10% of everyday journeys by 2020 through substantially improving conditions for active travel by transforming the environment for these modes even beyond what has already been achieved.

6.5 Recent significant investment in streetscape and public realm improvements has improved the walking environment in the Old Town and along the River Ness. There is still scope, however, to improve walking and cycling routes on Academy Street and Bridge Street and surrounding the rail and bus stations. A second Transport Scotland-funded study commenced in October 2017 to enhance access by foot and bike to Inverness Railway Station via its three entrances and their connecting routes to the city centre. Led by HITRANS, this study involves community engagement, feasibility and design.

6.6 A draft city centre wayfinding strategy is in preparation and expected to undergo public consultation in early 2018. When finalised the strategy will provide a template for all new signage systems, maps and other devices conveying information about location and directions to visitors and residents in Inverness city centre.

6 Accessible, Easy and Safe to Move Around



Picture 6.1 Inverness City Active Travel Network.

6.7 While opportunities may arise in the longer term to make better use of Farraline Park as a civic space⁽⁸⁾ and enhance the setting of the A listed Library, the short-to-medium term objectives are to enhance bus access via the requirement for a new street linking Rose Street to the bus station, (as shown in Appendix A, Site 2) and improve the pedestrian route linking the rail station to the bus station and Rose Street multi storey carpark.

6.8 Good access to public transport can encourage people living or working in the city centre to avoid owning or using a car. There is therefore scope to adjust parking requirements for new development below those recommended in Council guidelines if proposals can demonstrate a high level of good quality, non-car accessibility.

6.9 The availability of well-located, convenient car parking plays a significant role in sustaining the vitality and vibrancy of the city centre. In 2015 a comprehensive assessment of existing parking provision found that, while there is variation in demand and occupancy levels between different areas, there is a sufficient capacity of car park spaces across the city centre.

6.10 Expanding the range of leisure and visitor attractions within walking and cycling distance of the city centre will contribute to making it a great place to live, work and visit. The proposed new wayfinding strategy will signpost destinations such as Ness Islands, Inverness Botanic Gardens, the Caledonian Canal and Merkinch Nature Reserve, and National Cycle Network Route 1, which passes Inverness Port and Marina. The potential to create a new mixed use neighbourhood between Longman Road and the River Ness, as shown on maps 3.1 and 5.1, represents an important opportunity to extend the riverside as an attractive walking and cycling corridor.

⁸ An urban square or other hard surfaced area designed to prioritise pedestrian movement, whose primary purpose is to provide a setting for civic buildings, community activity or public gathering.

What else needs to happen to achieve this outcome?

The priority for this Brief is to widen the range of choices for people of all-abilities travelling to and through the city centre by making it more convenient to walk, cycle and use public transport, particularly for short journeys, than it is to use a car.

Criteria for development

In determining planning applications for development in the city centre, the Council will expect the following issues to be reflected and incorporated into development proposals:

Sustainable and active travel

A 1

Development on or adjacent to a priority route for active travel improvement or enhancement, as specified in Map 6.1, should integrate with this route and facilitate its creation.

A 2

Development should take account of opportunities to promote new or enhanced infrastructure for walking and cycling, that:

- promotes safe, attractive routes for cyclists and all pedestrians, including disabled people
- contributes to the delivery of a high quality public realm
- includes high quality, fit-for-purpose cycle parking and storage
- accords with guidance set out in [Cycling by Design 2010^{\(9\)}](#) (Revision 1, June 2011).

To promote a sense of safety, new frontages adjacent to active travel routes should feature high levels of transparency, including frequently spaced windows and doors.

A 3

Where relevant, development should support the implementation of the Inverness City Centre Wayfinding Strategy (in preparation).

A 4

Where appropriate, contributions will be sought towards enhancement or provision of active travel improvements, including walking and cycling infrastructure, wayfinding components and/or improved connectivity to public transport (as set out in Section 8 Developer Contributions).

9 https://www.transport.gov.scot/media/14173/cycling_by_design_2010__rev_1__june_2011_.pdf

6 Accessible, Easy and Safe to Move Around

Inverness Railway Station

A 5

Alterations and improvements to Inverness Railway Station should accord with site-specific guidance set out in Appendix A, Site 1, including measures to: improve station entrances for pedestrians, cyclists and disabled people; enhance Station Square; refurbish the concourse; expand commercial and retail opportunities; improve walking routes between the Station and the Victorian Market, bus station and Rose Street car park.

Parking

A 6

The following issues will be taken into account in identifying the appropriate level of on-site parking provision:

- the specific needs of the development;
- its distance from the Rail Station and main bus hubs;
- opportunities for cycle parking;
- wider regeneration benefits that such development will bring to the city centre; and
- whether it is appropriate for the Council to secure a commuted payment towards the enhancement of alternative parking locations.

Action

Sustainable Travel

1. Continue to promote new or enhanced active travel links between key destinations and important development sites within the city centre that are pedestrian friendly and cycle friendly and cater for disabled people.
2. Develop and implement a city centre wayfinding information strategy that maps suitable locations for at least eight monoliths and associated finger signs, including the removal/reuse of existing signage as appropriate.
3. Promote safer crossing points for pedestrians and cyclists by managing vehicular movements appropriately and reconfiguring streets at the following locations:
 - Academy Street at Station Square;
 - Strothers Lane linking Inverness Railway Station to Farraline Park;
 - Millburn Road at junction leading to Inverness Railway Station; and
 - Bridge Street at junction with Church Street and Castle Wynd.
4. Undertake feasibility studies into:

6 Accessible, Easy and Safe to Move Around

- The creation of an Active Travel Hub in the city centre (which consists of facilities and routes to support cycling, walking and public transport use as an alternative to the car) and a satellite hub at Inverness Campus; and
- The introduction of an Electric Vehicle charging network for Inverness capable of supporting buses, taxis and private cars.

Inverness Railway Station

5. Partnership working between The Highland Council, Abellio Scotrail and HITRANS to identify appropriate mechanisms and funding sources for investment in Rail Station enhancements.
6. Develop comprehensive programme of upgrading and improvement work leading to min £2M investment in Station enhancement.
7. Secure Townscape Heritage funding (£320K) for improvements to the public realm at Station Square.

Parking

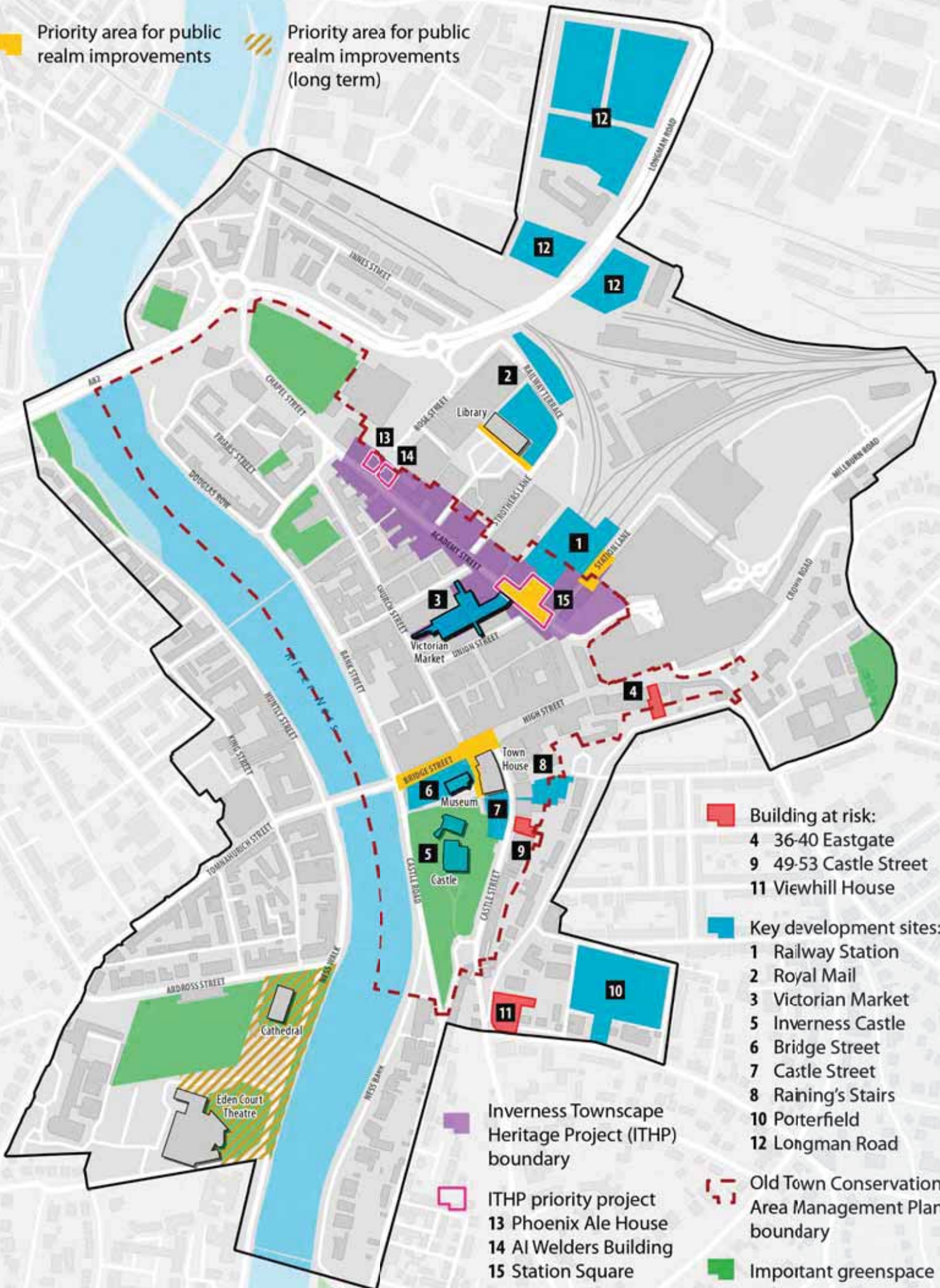
8. Promote measures that lower individual parking requirements for major new development, such as bike-share schemes, bike hire facilities, and the recently established city Car Clubs⁽¹⁰⁾. Engage with Car Club operators to develop appropriate ways to increase uptake, including monitoring demand.
9. Promote increased levels of conveniently-placed, high quality cycle parking, including secure lockers for expensive bicycles or loaded touring bicycles. Provide for non-standard bicycles such as tandems, trikes and cargo bikes. Consider Pay & Display cycle parking and Season Permits for commuters.



10 A membership organisation that enables people to have access to and share use of cars.

Map 7.1: Distinctive and Attractive

- Priority area for public realm improvements
- ▨ Priority area for public realm improvements (long term)



OUTCOME: In 2030 Inverness takes pride in being a high quality city centre that celebrates and safeguards its unique combination of natural, cultural and built heritage, in particular its historic river setting.

7.1 Inverness city centre is distinguished from every other city in Scotland by a unique combination of built heritage and visual and physical links to areas of outstanding natural beauty.

7.2 Promoting a distinctive and attractive city centre involves safeguarding and showcasing what already makes Inverness special and ensuring that new development complements the city's most important assets – the river and its relationship with the city, views to and from Castle Hill, and the historic character of shops, streets and spaces. The appearance of buildings, streets and spaces, how they are used, and their role in enhancing the look and feel of the city centre are key to creating a great place to live, work and visit.

7.3 In common with city and town centres across Scotland, the physical environment of Inverness city centre faces a range of challenges that inform the priorities for this Development Brief. The character of some streets and spaces is undermined by traffic movement, a poor pedestrian environment or permanent storage of waste bins. A number of prominent properties lie vacant or underutilised and there is a general lack of investment in older buildings. Historic shopfronts have been unsympathetically altered or replaced and some blocks feature post-war buildings whose scale, form and materials have little regard for surrounding historic fabric. In some areas there is a shortage of publicly accessible greenspace, trees and planting.

7.4 Poor air quality has an impact on people's health. Within Inverness city centre air quality is generally good with the exception of one small area at the junction of Academy Street and Queensgate where pollutant level have been found to be higher than UK Air Quality Strategy objective values, identified in Map 7.4. The Council has declared this area to be an Air Quality Management Area and prepared a Draft Air Quality Action Plan (AQAP) aimed at reducing air pollution and avoiding negative health impacts. This Brief complements and is helping to achieve a number of specific measures put forward in the Draft AQAP by:

- Further encouraging active travel and enhancement of train station and cycle parking (Section 6: *Accessible, Easy and Safe to Move Around*).
- Actively promoting low emission vehicle charging points (Section 6, Action 4).
- Identifying circumstances where an Air Quality Assessment will be required (this Section, Development Criterion D9).

7.5 Recent consultations on city centre priorities highlighted keen public interest in realising the full potential of the River Ness as a scenic, historic and recreational resource that distinguishes Inverness from every other city in Scotland. To do so, the riverside requires more active frontages, more potential to accommodate activity and events, and clear, convenient walking links between here and other key destinations. When completed in 2017, the River Ness Public Art Project will draw attention to the river and enhance its recreational value. This will be backed up, in due course, by improvements to city centre wayfinding, including signs, maps and other devices that give information about location and directions to visitors and residents.

7.6 Public feedback also prioritised the development of Academy Street and its surroundings. The Inverness Townscape Heritage Project was launched in September 2015 to invest £3M over five years in regenerating buildings and shopfronts on Academy Street through a grant scheme for repair and restoration of historic fabric. Map 7.2 identifies the project boundary and priority projects.

7.7 Recent Council investment in safeguarding and showcasing the city centre's built and natural heritage includes: £4.2M on repairing and conserving the external fabric of Inverness Town House, due for completion in 2021; conversion of the North Tower of Inverness Castle from office space to visitor attraction for completion by Easter 2017; and £0.75M on the delivery of six public art projects in association with the recently completed River Ness Flood Alleviation Scheme.

7 Distinctive and Attractive

7.8 The principles and criteria for new development set out in this section take account of recommendations in three recent reports: [Inverness Old Town Conservation Area Management Plan^{\(11\)}](#) (adopted March 2015); Inverness Academy Street Placemaking Study (2015), which identified issues and options for improving the public realm on Academy Street and surrounding Inverness Railway Station; and [Approaching Inverness^{\(12\)}](#) (2016), planning guidance to enhance the character and quality of the main public approaches to the city.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Promote:
 - re-use of neglected or under-used heritage buildings and spaces;
 - re-development of other properties where uses are not viable;
 - more diverse use of the riverside, including an increase in active frontages;
 - high quality shopfronts and signage;
 - a vibrant, attractive public realm; and
 - innovative solutions for waste storage and collection.
- Enable innovative, high quality, contemporary design through the application of placemaking principles to all new development.
- Facilitate delivery of the Inverness Townscape Heritage Scheme.
- Support delivery of the Council's Draft Air Quality Management Plan.

11 http://www.highland.gov.uk/info/192/planning_-_listed_buildings_and_conservation_areas/167/conservation/4

12 http://www.highland.gov.uk/download/downloads/id/16291/strategy_and_design_guide_-_part_1.pdf



Map 7.2 Inverness Townscape Heritage Project: boundary and projects



Map 7.3 Air Quality Management Area



Inverness Townscape Heritage Project Priority Project: 96-104 Academy Street (A.I. Welders).



Inverness Townscape Heritage Project Priority Project: 106-110 Academy Street (The Phoenix).

7 Distinctive and Attractive



Inverness Townscape Heritage Project Priority Project: Station Square (Makar, 2015).



Illustration from Placemaking Study (2015) exploring options for improving the public realm surrounding Inverness Railway Station (WMUD, 2015).

Criteria for development

In determining planning applications for development in the city centre, the Council will expect the following issues to be reflected and incorporated into development proposals:

Adaptive re-use and re-development

D 1

Development of sites with underused or neglected heritage assets that have potential to create new landmarks and provide a focus for activity will be supported provided this demonstrates sensitive conservation and re-modelling of buildings and space.

D 2

Re-development of sites where current uses may not be viable and where the building or the space around it has no heritage value and is of poor design or otherwise inappropriate will be supported provided this will be replaced by a high quality development that makes a positive contribution to the visual and spatial character of the surrounding area.

Placemaking

D 3

All new development should accord with the key place-making principles set out in Table 7.1, which address: impact on key views; appropriate height, scale and massing; building design; block structure and permeability; frontages; elevational treatment; materials and colour; access and servicing; public realm design; open space; green infrastructure; trees; and planting.

D 4

Development on the following sites (identified on Map 7.1) should accord with the site specific guidance set out in Appendix A:

Station Quarter

1. Inverness Railway Station
2. Royal Mail
3. Victorian Market
4. 36-40 Eastgate

Castle Hill

5. Inverness Castle
6. Bridge Street
7. Castle Street
8. Raining's Stairs
9. 49-53 Castle Street

Crown

10. Porterfield
11. Viewhill House

Eastern Gateway

12. Longman Road

Public Art

D 5

Significant developments must incorporate public art in line with the Council's Public Art Strategy: Supplementary Guidance, which should not be restricted to statues or sculptures. Instead, consideration should be given to incorporating public art at an early stage in the design of building features and external works such as external lighting, street furniture, planting, surfaces and boundary treatments. Siting and design should have regard for the access needs of disabled people.

Shopfronts, signage and advertising

D 6

The alteration, reinstatement or improvement of a shopfront should accord with the Council's Shopfront and Signage Guidance (in preparation).

Waste storage and collection

D 7

Suitable, sufficient waste collection points and off-street bin storage must be provided at ground floor level. Storage areas must have adequate capacity to service the development and meet Council requirements for disposal of refuse and recyclable materials. No refuse or recycling material shall be stored or placed for collection on the pavement or public highway except on day of collection.

Natural heritage and the environment

D 8

Development must safeguard and, where possible, enhance existing important landscape structure and green infrastructure such as street and riverside trees, woodland and escarpments. Development adjacent to, abutting, or within the River Ness must not have a detrimental impact on its environmental condition. Proposals should also give careful consideration to potential impact on the River Moriston Special Area of Conservation and the proposed Moray Firth Special Protection Area.

Air Quality

D 9

Development must give careful consideration to potential impact on air quality within the Air Quality Management Area (as shown on Map 7.4). Proposals for development that are likely to have a detrimental impact on air quality will be required to complete an Air Quality Assessment to demonstrate how such impacts will be mitigated.

Action

Inverness Townscape Heritage Project

1. Until 2020 the Council will continue to promote investment in regenerating the built environment of Academy Street through a £3M grant scheme for repair and restoration of historic fabric.

Redundant heritage assets

2. Prioritise re-development of the following heritage assets by collaborating with property owners and heritage groups to encourage investment and facilitate fundraising: Viewhill; 47-53 Castle Street; 36-40 Eastgate.

Innovative design solutions

3. Support businesses, property owners, developers and building professionals by providing pre-application planning and Building Standards advice, and facilitating design advice through the Inverness Design Review Panel.

Public realm improvements

4. Promote public realm enhancement by identifying appropriate funding sources and securing developer contributions, where appropriate for improvements at, but not limited to, the following locations:
 - Station Square
 - Academy Street
 - Farraline Park (north side)
 - Bridge Street
 - A82 (between Harbour Road and Rose Street roundabouts).

Public Art

5. Invest £0.75M in the delivery of six public art projects associated with the River Ness Flood Alleviation Scheme by 2018.

Waste storage and collection

6. Work with businesses, property owners and developers to develop a city centre waste storage and collection strategy that eliminates the need for permanent on-street storage of refuse and recycling bins.
7. Commence a trade waste pilot project in January 2018 to reduce the amount of trade waste containers on city centre streets.

Key placemaking principles

Why placemaking?

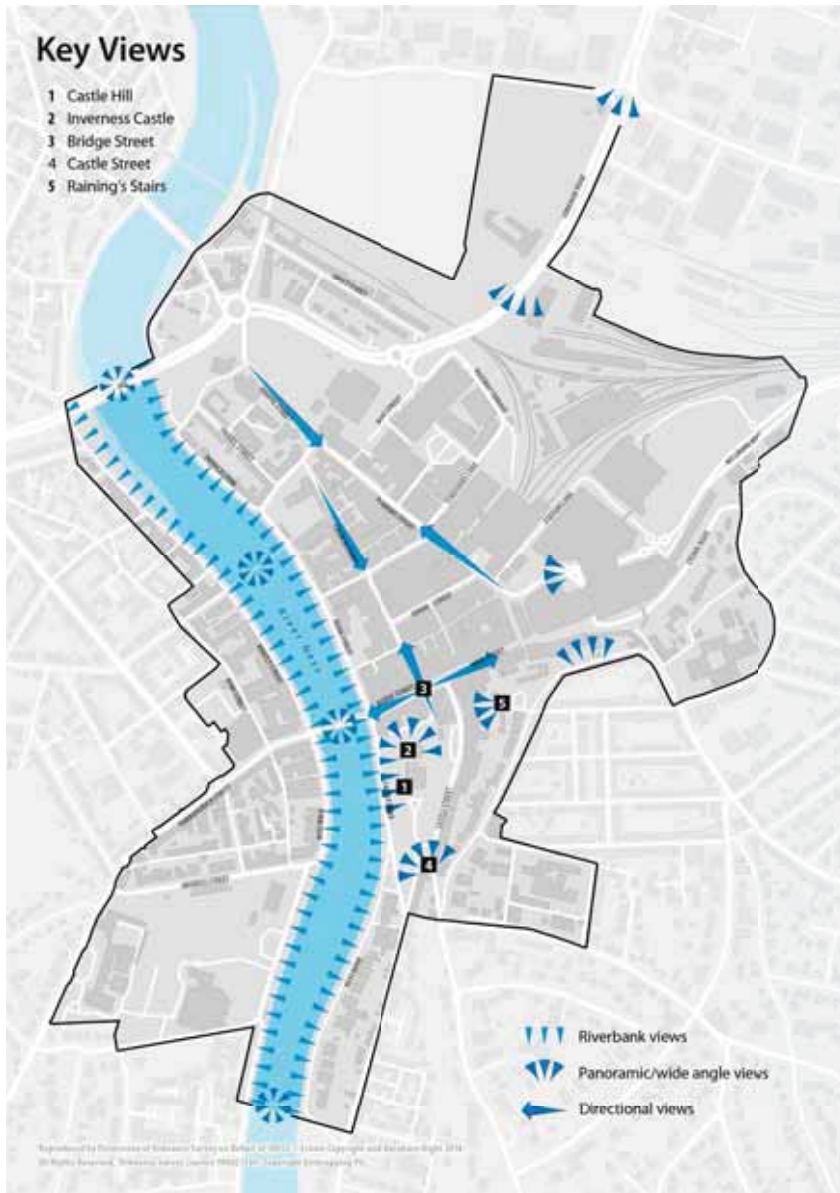
7.9 Scottish Planning Policy defines placemaking as “a creative, collaborative process that includes design, development, renewal or regeneration of our urban or rural built environments.” It encourages the creation of high quality places through a design-led approach that emphasises the importance of the location, layout and design of new development. The planning process contributes to making the city centre a successful place to invest, visit, live, work and enjoy.

7.10 Table 7.1 identifies key placemaking principles to shape the visual and spatial character of new development in the city centre. These focus on increasing the vibrancy of streets and spaces, making the most of our built and natural heritage, and improving connections to and through the city centre, particularly for walking and cycling.

7.11 Appendix A provide site-specific guidance for 12 key development sites addressing issues such as use, height, massing, elevational treatment, and access.



7 Distinctive and Attractive



Map 7.4 Key Views.



The following placemaking principles will be used to assess planning applications for all new development in the city centre, except where site-specific guidance for key development sites identify a need for greater flexibility and/or alternative design requirements.

1. Contextual analysis

Development proposals should be backed up by an illustrated analysis of the city centre context and the rationale for design decisions, such as:

- An analysis of existing visual and spatial character including heights, scale, massing, materials, block pattern, size and structure, permeability, connectivity, and accessibility to key destinations, public transport and active travel routes;
- Options explored, in terms of site layout, impact on townscape and key views, scale and massing, materials, parking, articulation of public/private/semi-private space, open space, public access and connections to surrounding movement networks; and
- 3D images, including photomontage, street elevations and street sections, demonstrating how development will impact its setting including townscape, roofscape and streetscape and key views.

2. Key views

When viewed from key locations within and on approach to the city, the scale, height and massing of development must not obscure or have an adverse impact on key views, as shown on Map 7.5, in particular:

- the city's historic skyline, riverfront, townscape or roofscape;
- sightlines towards Ben Wyvis, the Moray Firth or the Great Glen; or
- the setting of historic buildings and spaces.

3. Historic buildings and spaces

Development must safeguard the setting of the built heritage and retain the character and distinctiveness of heritage assets.

Development impacting on a Listed Building or structure should highlight its importance and be subservient to it in height and scale. Alteration and/or extension of a Listed Building must be justifiable in terms of safeguarding or securing its long-term future and must not harm its special interest. All works to Listed Buildings must demonstrate high quality design and utilise high quality materials.

Opportunities should be taken to use planting/trees to enhance the setting of historic assets.

Alterations to unlisted buildings in a Conservation Area must preserve or enhance the character and appearance of the area.

Where development includes or impinges on a listed building, a scheduled monument or other heritage asset, a conservation statement must be submitted for approval by the Council's Historic Environment Team addressing: how the importance of the asset will be preserved or enhanced; plans for the asset's future management and maintenance; and how relevant design criteria have been met.

7 Distinctive and Attractive

4. Contemporary design

Proposals should demonstrate high standards of contemporary design that is derived from its context and responds appropriately to the site. This does not mean that new build or alterations should mimic historic details or styles. Development should be clearly of its time, avoiding pastiche.

5. Block structure and permeability

Development should preserve and reinforce the existing pattern and scale of perimeter blocks that is a key feature of the city's historic urban fabric. It should promote permeability by maintaining or enhancing the network of active travel routes that are safe, easy to navigate, well-overlooked and well-lit.

Block structure should replicate the existing strong, relatively continuous building lines that define streets and other movement routes. It should ensure that streets and lanes are principally defined by the position of buildings rather than the layout of carriageways for vehicle movement. It should also achieve a clear definition between public, private and semi-private space.

6. Height, scale and massing

Height, scale and massing should be in keeping with and broadly determined by the predominant pattern of adjacent historic urban fabric, in terms of size, volume, proportion and geometry of built form. Roof profile should relate well to the existing roof pitches, ridge heights and patterns of fenestration.

In some circumstances it may be appropriate to achieve additional height using, for example, a recessed top floor, where this can be justified in terms of density and townscape benefit, backed up by contextual analysis.

There will be a presumption against:

- buildings that are out-of-scale with the surrounding townscape or feature one or more large mass of uniform height;
- extensive areas of flat roof (unless merited in townscape terms or to support high quality contemporary design); and
- rooftop plant or other ancillary accommodation that adds height or has a negative impact on surrounding roofscape.

7. Frontages

Development fronting onto busy streets, open space, and routes where footfall is concentrated should feature continuous active frontages comprised of entrances, high levels of transparency and minimal use of blank walls. Fenestration should create clear views from the interior to put 'eyes on streets' and provide pedestrians with a sense of safety. There should be no blank walls at ground floor level. Shopfront and signage design should comply with Criteria for Development D6 (Distinctive and Attractive).

Entrances, including access to upper floor accommodation, should be located so that people come and go directly off the street.

Buildings with long frontages should incorporate entrances at frequent intervals to maximise interaction between street and building.

Activities such as cafes, that spill out into the street are encouraged at sites with appropriate orientation, where pavement or threshold space is sufficiently wide and activity does not interfere with residential amenity.

8. Elevational treatment

Elevational treatment must relate well to the predominant pattern of surrounding historic fabric having regard for existing scale, proportion and geometry, and variations in plot width, architectural rhythm and roof profile.

9. Materials and colour

Building materials should be consistently durable and high quality reflecting the importance of the city centre context and its historic character. They should be in keeping with the historic fabric of the city centre (predominantly sandstone with slate roofs) and sensitive to the surrounding context.

Use of distinctly contrasting materials, such as high quality modern glazing or metal, is appropriate where this is merited in terms of highlighting adjacent historic fabric or supporting high quality contemporary design.

There will be a presumption against:

- uPVC (including rainwater goods, windows, doors, eaves boards, bargeboards and fascias); dry dash; reconstituted stone and slate; and concrete tiles; and
- widespread use of materials that are at odds with the historic fabric of the city centre (such as brick, timber cladding).

Overall colour range should be neutral to complement the predominant colours of city centre sandstone. Intermittent use of accent colour is acceptable. In general, use of brilliant white render is inappropriate.

10. Access

Development should facilitate easy access to and through the city centre for pedestrians, cyclists and disabled people. It should also maximise opportunities to promote public transport use, including, where necessary improvements to the active travel environment linking development to public transport routes.

Important active travel routes should be lined with active frontages providing high levels of natural surveillance to maximise perception of public safety. They should also be well-lit.

11. Parking and servicing

Proposals should include appropriate levels of well-designed, secure cycle parking.

Car Club vehicle parking bays should be prominently located, easy and safe to access.

Parking for privately owned vehicles should be accommodated within perimeter blocks. On street parking is only acceptable where it does not dominate the public realm and its visual impact is mitigated, as far as possible, by trees and planting.

Parking should be designed to accommodate all users, including the disabled and, where relevant, special needs such as taxis, minibuses or coaches.

Servicing must be managed to avoid conflicts with required access needs of the public, building occupants, and other street users. Suitable access routes must be identified for service vehicles including loading/unloading points and facilities for vehicle-turning.

As far as possible, bays for loading/unloading and servicing should be accommodated within perimeter blocks.

7 Distinctive and Attractive

Waste storage and collection must comply with Criteria for Development D7 (Distinctive and Attractive).

12. Public realm

Public realm design should reinforce the identity and distinctiveness of the city centre, making appropriate use of public art to enhance the quality of architectural design, boundary treatments, surfaces, street furniture and lighting. A varied range and distribution of well-designed seating is encouraged, to accommodate people of all ages/abilities.

Public realm design should feature:

- hard and soft landscaping that make streets, routes and spaces attractive for pedestrians of all-abilities and promote easy wayfinding and legibility; and
- approved wayfinding components signposting links to city centre destinations.

Materials and components should be consistently high quality and durable, for example:

- Caithness stone slabs, granite setts and granite kerbing to delineate spaces for pedestrians and vehicle access;
- High quality ranges or bespoke design for street furniture and lighting.

Design should have regard for the access needs of disabled people by, for example, prioritising avoidance of street clutter, including road signs, bollards, railings and finger signs.

In prominent locations, proposals should make use of appropriate decorative scaffold or building wraps to screen sites awaiting or undergoing development, to make a positive contribution to enhancing the public realm.

13. Open space

Publicly accessible open space, including greenspace, must be safeguarded and wherever possible, increased or enhanced to meet acceptable standards for recreation and visual amenity. Where development impacts on open space, public access should be integrated into the proposal.

Open space design should enable opportunities for well-designed SUDS to be retro-fitted into the local drainage network.

To avoid safety concerns, open space must be well over-looked by surrounding properties.

14. Trees and planting

As far as possible development should contribute to "greening" the city centre by introduction of appropriately-sited planting at footpath boundaries, and regularly-spaced, semi-mature trees that reinforce a sense of street enclosure.

In residential design, consideration should be given to appropriately sited balconies, patios and roof-top gardens to promote residential amenity.

Use of tree pits should be avoided. Tree selection and planting should ensure:

- appropriate species (i.e. civic not domestic-scale trees)
- effective ground preparation that enables trees to survive well and mature

- appropriate proprietary soil protection systems
- advanced proprietary systems that prevent roots interfering with road construction, underground services and footways.

15. Security

The design of all new residential development should have regard for guidance on crime prevention measures put forward in the Police Security Initiative [Secured by Design](#)⁽¹³⁾ addressing specification, design and build of new homes, and major or minor property refurbishment.

Table 7.1 Key placemaking principles.

13 http://www.securedbydesign.com/wp-content/uploads/2017/06/Secured_by_Design_Homes_2016_V2.pdf

8 Developer Contributions and Delivery

Developer Contributions

8.1 The Council is open to flexible methods of infrastructure delivery and phased financial payments to ensure that the city centre remains open for business.

8.2 All city centre developments are subject to HwLDP Policy 31: Developer Contributions and the associated [Supplementary Guidance](#)⁽¹⁴⁾, although developer contributions are not sought in all instances. In order to attract investment, maintain development viability and make development a reality, the scope of city centre developer requirements will remain focused on addressing service and infrastructure deficiencies that are barriers to development.

8.3 There are a number of development scenarios where reduced levels of developer contributions may be considered in the city centre. Contribution variations or exceptions are likely to be viewed favourably for derelict and contaminated sites. The known costs associated with such sites should however be reflected in the site purchase price and a viability assessment is required.

8.4 Typical developer requirements are set out at Table 8.1. Further site specific advice can be made available through [pre-application enquires](#)⁽¹⁾ and at the planning application stage. The [Developer Contributions Supplementary Guidance](#)⁽¹⁴⁾ is expected to be reviewed within the lifetime of this Development Brief and will provide the most up to date position regarding developer requirements.

Office, Retail and Other Commercial Uses	
Parking	Bicycles: Visitor and staff cycle parking provision with staff changing facilities.
	Cars: The Council's parking standards ⁽¹⁾ will apply. Reduced levels of parking maybe acceptable where proposals are accompanied by: <ul style="list-style-type: none"> • a Parking Appraisal; and • a financial contribution of £3,220⁽²⁾ per equivalent parking space towards active travel provision.
Sustainable and active travel	Sustainable and active travel network improvements, informed through travel plans, including electric vehicle charging infrastructure, improved connectivity to public transport, traffic flow changes, crossing points or physical realignment works.
Public realm and wayfinding	Public realm improvements, potentially incorporating public art at 1% of the overall build cost, to be delivered either on site or in the immediate vicinity. Any commuted sum for off site resurfacing works will be calculated based on the streetscape works previously carried out for Church Street, equating to £520 per sqm ⁽³⁾ . Contributions are also expected towards the implementation of the city centre wayfinding strategy where developments will benefit from the new signposting proposed.
Waste	The following standard planning condition will usually apply: <p><i>A suitable and sufficient off-street storage area shall be maintained at all times for refuse containers associated with this development. All refuse and recycling materials associated with the development shall be stored within the approved area detailed on the site plan REF X. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on day of collection.</i></p>
Service access	To prevent service vehicles obstructing traffic flow, servicing is generally sought from a private rear or side access, rather than via the public road. Building regulation emergency vehicle paths must also be adhered to.

14 http://www.highland.gov.uk/downloads/file/2580/developer_contributions_supplementary_guidance

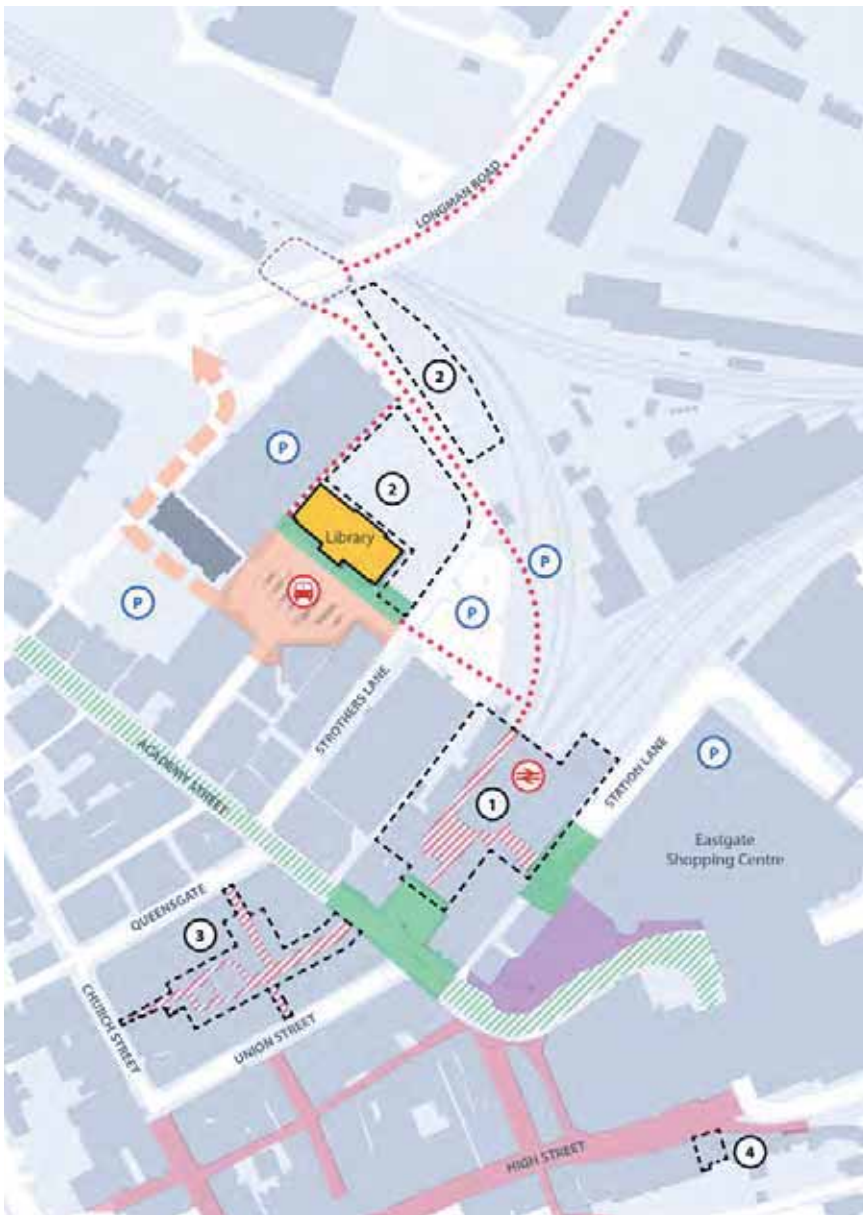
Residential Uses	
(4 or more homes including hostels, special needs accommodation and affordable homes.)	
As above	The above developer requirements apply (with the exception of wayfinding).
Affordable housing	Conversion of buildings to provide up to 10 homes are exempt from providing affordable housing. <u>New build developments</u> of 4 or more houses require to contribute towards affordable housing provision at a rate of no less than 25%.
Community facilities	Community facilities in the city centre can adequately accommodate an increase in population and no developer contributions will be sought.
Open space (including sports facilities)	Open space provision will be required in line with the Council's <u>Open Space in Residential Development Supplementary Guidance</u> ⁽⁴⁾ . For Inverness, the Council requires 40 sqm of open space per person. The ratio of persons per home in the Supplementary Guidance open space calculator is set for Inverness as a whole at 2.23. Given that the city centre ratio is currently 1.86 ⁽⁵⁾ , this lower ratio will be applied. By way of example, the development of 20 homes, accommodating 1.86 persons per home, would require 1,488 sq m of fit for purpose opens space on site or in the vicinity. Should no open space be available or provided, a financial contribution will be sought for compensatory or enhanced off-site provision.
Education	Education contributions in line with the Developer Contributions <u>Supplementary Guidance</u> ⁽¹⁴⁾ informed by the most up to date School Roll Forecasts which are reported annually on the Council's <u>website</u> ⁽⁶⁾ .

Table 8.1 City centre developer requirements

1. Refer to the Roads Guidelines for New Developments⁽¹⁵⁾, Pages 148-172.
2. Inverness city centre Parking Report and Draft Action Plan, 3 December 2015 PDI Committee, page 23. Subject to indexation with sum reflecting Quarter 3 - 2017 of the BCIS All-in Tender Price Index.
3. Subject to indexation with sum reflecting Quarter 3 - 2017 of the BCIS All-in Tender Price Index. Sum based on £440 per sqm quoted in the 21 Jan 2014 South Planning Applications Committee Report for 92-94 Academy Street, planning permission reference 13/03720/FUL. http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/8
4. http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/8
5. Based on there being 966 households and a population of 1,796 within the city centre at July 2016.
6. http://www.highland.gov.uk/downloads/download/1281/school_roll_forecasts_2015_to_201










15 http://www.highland.gov.uk/downloads/file/2652/roads_and_transport_guidelines_for_new_developments

Station Quarter



Map A.1 Station Quarter.



- | | |
|---|--|
| <ul style="list-style-type: none">  Development site: <ol style="list-style-type: none"> 1. Inverness Rail Station 2. Royal Mail 3. Victorian Market 4. Eastgate Hostel  Priority route for active travel improvements  Priority route for active travel improvements (longer term)  Important civic space with improved pedestrian access | <ul style="list-style-type: none">  Enhanced active travel link between upper and lower levels  Key existing building  Civic Space  Bus Station  Future bus route  Existing pedestrian area  Covered pedestrian route  Parking |
|---|--|

Site 1: Inverness Railway Station

Introduction

The volume of passenger journeys to, from and through Inverness Railway Station exceeds 1.3 million per year, making it a vital gateway for visitors to the city and the region. In addition, it is estimated that annually almost 50,000 people use station facilities but do not travel by train, and over half a million one-way pedestrian journeys are made through the station, most often between Falcon Square and Strothers Lane. The Falcon Square entrance attracts the heaviest footfall.

Station Square has been a major focal point at the heart of Inverness city centre since the city's first rail link was established in 1855. It is a well-proportioned public open space flanked by prominent listed buildings and the station façade. It also features two important war memorials.

The station's capacity to promote access and provide a welcoming, attractive gateway to the city centre is currently limited. In particular:

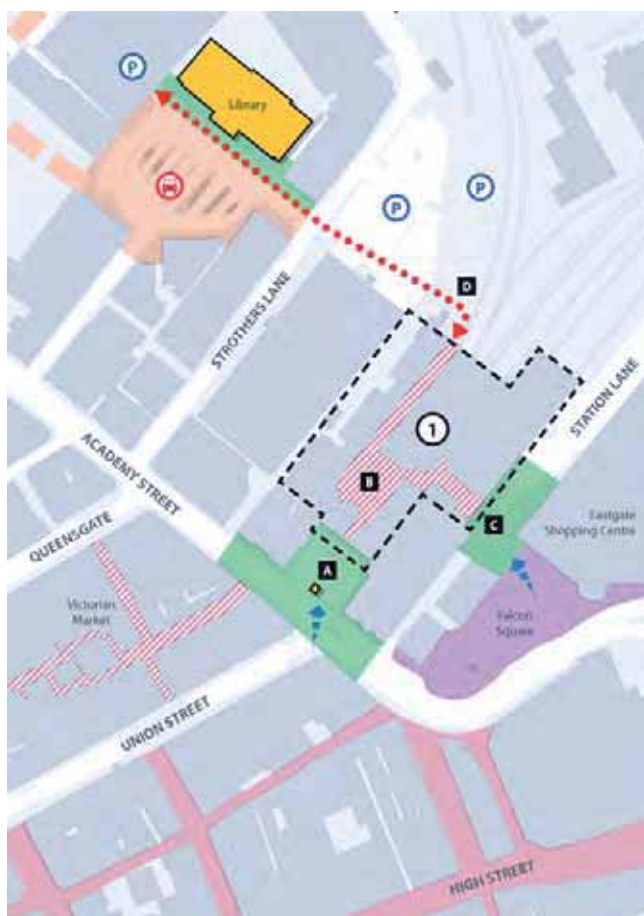
- The character and vitality of Station Square have been eroded by vehicle movement and parking – all contributing to a poor quality, unsafe pedestrian environment. The Square also lacks direct, safe pedestrian access to the west side of Academy Street.
- The Station concourse is cluttered and dated in appearance and its facilities lacking by comparison with equivalent stations elsewhere in Scotland.
- The main entrance façade, dating to the 1960s, is generally regarded to be in need of an upgrade. The Falcon Square entrance is dark, narrow and un-welcoming. Both this and the Strothers Lane entrance are dominated by unattractive heavy metal fencing.
- The station lacks a convenient, legible pedestrian link to the bus station and Rose Street carpark. Facilities for cyclists are also poor, including secure, weatherproof cycle parking.
- The southern end of the lane behind the Royal Highland Hotel is cluttered with bins and illegal parking, creating problems for service deliveries to hotel, retail and restaurant units and an unpleasant walking and cycling environment.

The Council is collaborating with HITRANS and Abellio Scotrail on proposals to upgrade and improve the station, including relevant fundraising activity. Grant funding is available from the Inverness Townscape Heritage (TH) Project towards repair and conservation of the public realm at Station Square aimed at improving the gateway experience, in particular the pedestrian environment, and reinstating the Square as an important civic space.

Enhancing the environment and facilities at Inverness Railway Station will address two key priorities for city centre regeneration: (1) improvements to city centre access and connections; (2) development of Academy Street and its surroundings.

Inverness Railway Station: placemaking priorities

- A. Enhance all three station entrances to make them more welcoming and attractive, improving the quality of facades, signage, lighting, surface finishes and boundary treatments.
- B. Improve the visual and spatial character of Station Square, reinstating it as a significant civic space and a welcoming environment for people using the station.
- C. Improve the setting of the Square's listed buildings and structures and demonstrate exemplary standards of building conservation in their repair and maintenance.
- D. Enhance the character and appearance of the Conservation Area by making best use of the built heritage within and surrounding the station, reversing unsympathetic alterations to highlight its distinct sense of place.
- E. Prioritise quality of place for pedestrians and cyclists.
- F. Increase the vitality of the station concourse by improving its appearance and reconfiguring its layout.
- G. Enhance all three station entrances to make them more welcoming and attractive, improving the quality of facades, signage, lighting, surface finishes and boundary treatments.



Map A.2 Site 1: Inverness Railway Station.



Inverness Railway Station: placemaking guidance

1. Use(s)

Station Square (A): Retail/commercial associated with enhanced Station entrance, entered off Square; potential spill-out space for restaurant/café use.

Concourse (B): Retail, commercial, passenger facilities.

Station Lane (C): Retail associated with enhanced station entrance; restaurant; hotel.

2. Heritage Assets

- A Conservation Management Plan must be submitted alongside any proposal for alterations or improvements to Station Square or its surrounding buildings, for approval by the Council's Historic Environment Team.
- Ensure all necessary repair and maintenance of Listed Buildings and structures arising from alterations or improvements are integrated into development proposals. These must demonstrate exemplary standards of building conservation.
- Proposals should protect and enhance the setting of both war memorials, undertaking all necessary conservation and repair.

3. Frontages and elevational treatment

- The preferred option is for removal and replacement of the Station's 1960s main entrance façade. A new station frontage should be subservient in height and scale to the adjacent listed buildings and feature high levels of transparency, including the absence of blank walling at ground floor level.

- b. Frontages on Station Square and Station Lane should respect existing building lines to maintain the existing strong sense of spatial enclosure.
- c. Entrances at Falcon Square and Strothers Lane should be reconfigured to improve their visual and spatial character, enhance their prominence and legibility, and replace existing surface treatments (e.g. metal fencing/enclosures) with high quality materials.
- d. It would be appropriate for new entrances to make use of high quality modern glazing to optimise transparency and, where relevant, highlight the importance of adjacent built heritage.



Station Square c1900. Image courtesy of Highland Photographic Archive.



Station Square 2016.



Concept image for improving Rail Station frontage to Station Square. (Nicholl Russell Studios, 2016).

4. Access, movement and parking

- a. Proposals must improve the pedestrian environment at all three station entrances.
- b. The preferred option is for Station Square to be fully pedestrianised, avoiding all necessity for vehicle access. If this is not viable, vehicle access must be justified in terms of commercial or public interest and should be restricted to taxi drop-off, disabled vehicle drop-off and significantly reduced car parking provision. Appropriate controls should be put in place to prevent vehicles accessing the Square for unauthorised passenger pick-up and drop-off.
- c. Proposals should incorporate:
 - Safe new pedestrian crossing points linking Station Square to the Victorian Market and Union Street;
 - A safe, direct, attractive pedestrian route linking the station (D) to Inverness Bus Station, Library, and Rose Street car park that is clearly distinguished from vehicle movement routes and parking;
 - Expanded, improved cycle parking that is convenient, weatherproof and secure.

Appendix A: Site Specific Development Guidelines

- d. Alterations to vehicle access must prioritise:
- Provision of convenient pick-up/drop off points for rail replacement buses and coaches carrying hotel visitors;
 - Provision of safe, convenient short-stop pick-up/drop off points for vehicles carrying passengers to the rail station;
 - Improved access to Station Lane for service vehicles;
 - Measures to eradicate illegal parking.
- e. All alterations to vehicle, cycle and pedestrian access must avoid causing or exacerbating traffic congestion on surrounding streets.
- f. Opportunities to locate Car Club vehicle and bike-share parking spaces at convenient points for rail-travellers should be considered. Bike-share bikes should be prominently displayed and easy to access from the station.

5. Public realm

- a. Public realm improvements must deliver welcoming, versatile open spaces that prioritise pedestrian movement and all abilities access. Pedestrian routes must be attractively lit.
- b. Improvements should include removal of existing surfacing materials and their replacement with appropriate finishes, having regard for all-abilities access, that:
- delineate spaces for pedestrians, cyclists and, where necessary, vehicle access;
 - promote easy wayfinding and legibility.
- c. Proposals should incorporate:
- Measures to discourage illegal parking and on-street bin storage;
 - Wayfinding components signposting links to city centre destinations;
 - Public art.
- d. Station entrances should be illuminated with feature lighting to promote safety and enhance their role as night-time landmarks, avoiding light pollution. Station lighting should also highlight heritage assets.



Entrance to Rail Station from Strothers Lane.



Entrance to Rail Station from Falcon Square.

Site 2: Royal Mail Building, Strothers Lane

Introduction

Re-development of the Royal Mail site presents a valuable opportunity to improve the setting of Inverness Library, which is currently compromised by proximity Royal Mail's Sorting Office and Yard, Inverness Bus Station and Rose Street multi-storey carpark. Designed as a school in the first half of the nineteenth century, the A-Listed library building is one of the most important architectural landmarks in the city centre.

Farraline Park is an important civic space and city centre gateway for bus travellers and drivers using Rose Street multi-storey car park. Improving the visual character of this space, particularly the area in front of the Library, would make a significant contribution to enhancing the city centre environment.

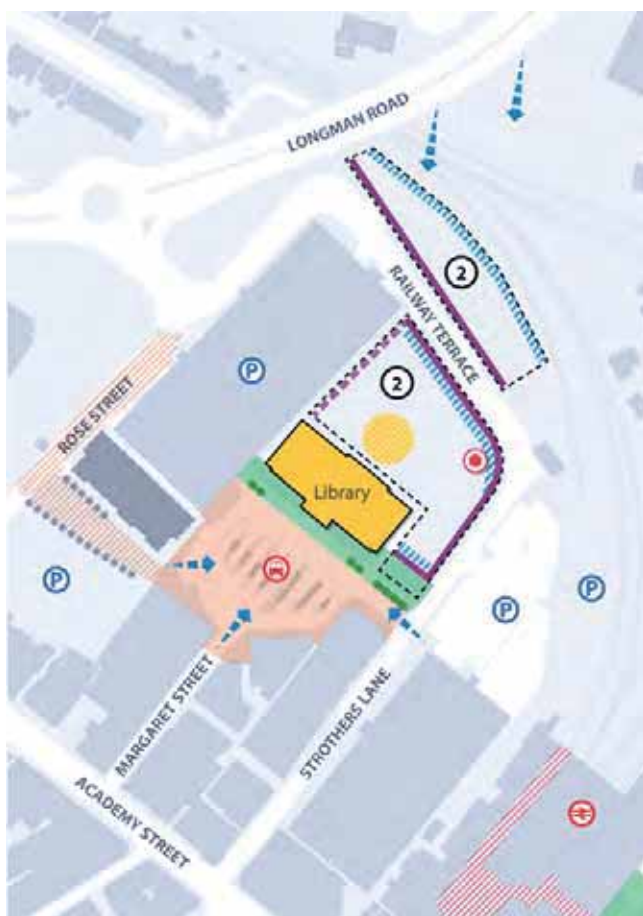
Re-development of the Royal Mail site also presents an opportunity to enhance pedestrian and cycling routes linking Farraline Park to both the A82 and Inverness Railway Station. Recent public feedback on city centre regeneration prioritised improvements to city centre connections, including the provision of better walking and better cycling routes.

Railway Terrace is an important vehicular, cycling and pedestrian approach to the city centre from the A82 trunk road. The street is currently flanked by predominantly blank facades and lacks character and legibility as a walking route.

An area of open space has been reserved for the future provision of a bus-only route linking Farraline Park to Rose Street and the A82 (as shown on Map A.3) to create a one-way system for buses leaving the bus station.

Royal Mail: placemaking priorities

- A. Enhance the setting of Inverness Library and re-define it as an important city centre destination and landmark.
- B. Create safe, more attractive pedestrian routes between Farraline Park and Strothers Lane, Railway Terrace, Inverness Railway Station, and the A82.
- C. Improve the visual and spatial character of Farraline Park, in particular the quality and distinctiveness of the public realm.
- D. Create a more welcoming environment for people using Inverness Bus Station and Rose Street multi-storey carpark.
- E. Establish welcoming frontages along Railway Terrace, building on the strong street enclosure of Strothers Lane to form a continuous attractive street from Academy Street to the Innes Street underpass.
- F. Ensure development is context-sensitive and contemporary in style, clearly of its time while avoiding pastiche.



Map A.3 Site 2: Royal Mail, Strothers Lane.



ROYAL MAIL: placemaking guidance

1. Use(s)

Preferred option: Civic use/cultural attraction, associated with Inverness Library building.

Alternative: Mixed use - Commercial/Retail (ground floor), Business, Community, Residential

2. Layout and frontage

- a. Site layout must enhance the setting of the listed building, in particular:
 - The building line at entrance to Farraline Park should be set back to accommodate a wider pavement and improved sightlines to Library facade;
 - Open space must be retained at the centre of the block, abutting the boundary with rear wall of listed building.
- b. Articulate the bend in the Railway Terrace frontage with landmark feature such as variation in roof profile, curved frontage or marginal change in height.

3. Height and scale

- a. Eaves line at the corner of Farraline Park and Strothers Lane should not exceed top of Library parapet. No part of the building should extend above the library parapet when viewed from the Margaret Street entrance to Farraline Park.
- b. Railway Terrace frontage should increase incrementally from the block flanking Farraline Park to maximum 4 storeys adjacent to Rose Street carpark.
- c. Contextual analysis, including 3-D modelling is required to demonstrate that height will not impact negatively on views towards, or the setting of the listed building.

4. Public realm

- a. Introduce trees and wider pavements along eastern edge of Farraline Park, using natural stone surfaces, to improve the pedestrian environment and create an attractive spill-out space for Library activities.
- b. Introduce wayfinding components for bus travellers, carpark and Library users, signposting links to city centre destinations.
- c. Improve the quality and legibility of the active travel route along Railway Terrace, using natural stone surfacing, lighting and signage.
- d. Widen pavements where possible.



Inverness Library (Category A listed).



Entrance to Farraline Park from Strothers Lane.



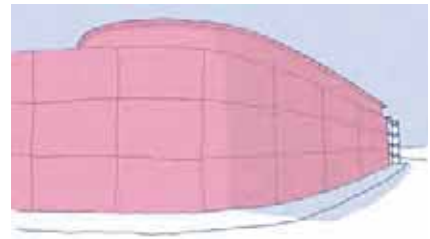
Railway Terrace looking towards Rose Street Car Park.



Concept image (1) showing library setting enhanced by setback and reduced height of new development.



Concept image (2) showing pedestrian access to Farraline Park enhanced by altered building line.



Concept image (3) showing scope for increased height on Railway Terrace.

Site 3: Victorian Market

Introduction

The category B listed Victorian Market (VM) is widely regarded as a major heritage asset within the Old Town of Inverness, attracting footfall and a wide range of visitors to its unique range of small, independent or traditional shops. Safeguarding the Market's future is a city centre priority.

The VM contains the best assembly of small shops in the city centre, the best historic shopfronts, and is itself a very attractive space of architectural and social significance. Much of its original structure is intact and in good order including fine original, or near original shopfronts, and the handsome roof structure of the main market hall. The Market also provides popular, sheltered pedestrian shortcuts between key destinations such as Station Square, the Post Office and the Old Town, making an important contribution to city centre permeability.

The VM's visual and spatial character has been partially undermined by a range of unsympathetic alterations to entrances, interior spaces, shopfronts and finishes. The main market hall has been infilled with additional shop units that detract from the volume of the space and create relatively narrow walkways. The entry points off Union Street and Queensgate are uninviting and there is a shortage of attractive seating and social space.

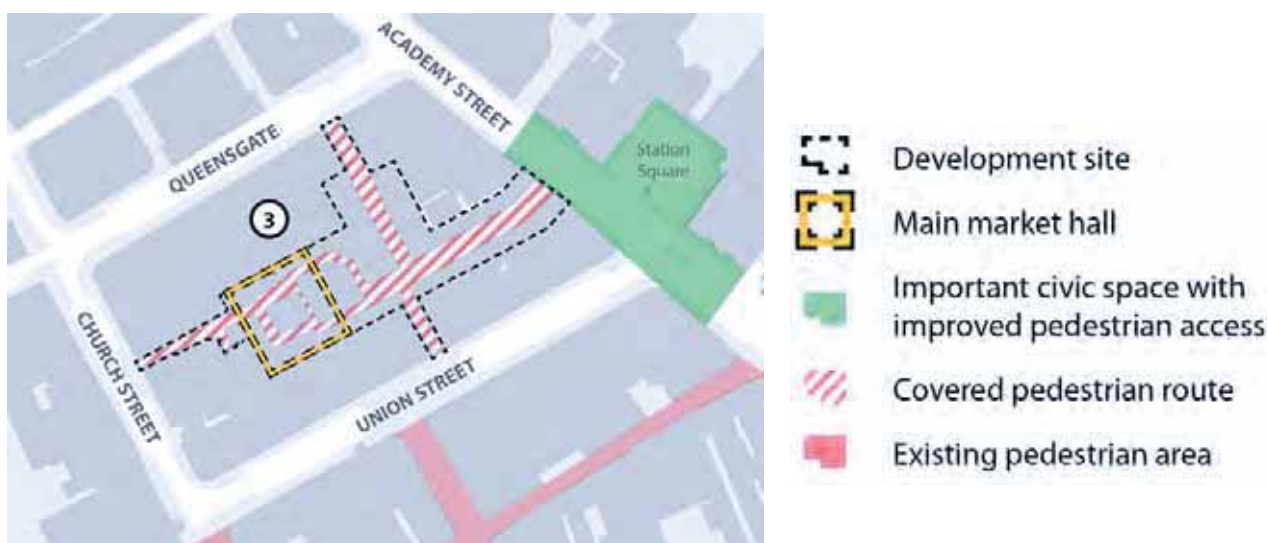
The Market's role as an important civic space and catalyst for city centre regeneration could be enhanced by sensitive restoration and re-modelling of interior spaces and the introduction of night time uses such as restaurants, cafes, and live entertainment to create a distinctive all-day, all-weather destination.

The Inverness Old Town Conservation Area Management Plan recommends that a detailed documentary and physical analysis be carried out to identify how much original built fabric has survived, where alterations were made and how changes and upgrading could be best carried out.

Placemaking priorities

Ensure that future changes:

- A. Highlight the architectural value of the Market and reinforce its historic character.
- B. Accentuate entrances and their passageways to make the more welcoming and attractive.
- C. Prioritise sensitive alteration, remodelling and restoration of original built fabric, all based on analysis and understanding of what has survived.



Map A.4 Site 3: Victorian Market.

Victorian Market: placemaking guidance

1. Street entrances

- a. De-clutter entrances by removal of unsympathetic decorative fixtures, aluminium components, fascias and signage.
- b. Repair and restore finishes to walls, floors and ceilings.
- c. Create welcoming new frontages, prioritising height and transparency to create clear views from the street to the Market interior.
- d. Avoid recessing frontages flanking Market entrances to ensure that entrance ways are clearly defined.
- e. Make appropriate use of feature lighting to promote safety and enhance the Market's role as a night-time landmark.
- f. Relocate the stone bench blocking the entrance from Union Street.
- g. Improve the pedestrian crossing facilities on Academy Street to create a safer, more attractive walking link between the market entrance and Station Square.



2. Interior

- a. Restore visual and spatial character by sensitive remodelling of interior space, in particular the main market hall, and repair/reinstatement of original finishes, including shopfronts.
- b. De-clutter walkways and remove unsympathetic signage, advertising and fixtures.
- c. Rationalise signage, fascias and lighting to restore the uniform rhythm and proportions of the original arcades.
- d. Develop a suitable range of contrasting paint colours for internal decoration that is in keeping with the Market's Victorian character.
- e. Rationalise CCTV provision and remove obsolete fixtures.
- f. Remove and replace inappropriate litter bins.

Appendix A: Site Specific Development Guidelines



Site 4: 36-40 Eastgate

Background

This former backpackers' hostel at 36-40 Eastgate is one of the most important surviving historic assets at the east end of Inverness High Street. The building was extensively damaged by fire in April 2013 and has since lain vacant. Its street façade is propped up by scaffolding that is surrounded by hoarding, which detracts from the visual and spatial character of the city centre's most important pedestrianised street. The Council served a dangerous a building enforcement notice on the owners in February 2015.

Placemaking priorities

- A. Remedial works are needed as a matter of urgency to eliminate the need for scaffolding and hoarding on the High Street, and to make safe what remains of the building fabric and ensure it is wind and water tight.
- B. There is a presumption in favour of retaining the building's historic façade and roof profile. The Council will not support demolition and replacement with a new building in the style of nearby modern properties.
- C. Restoring this property to active use is a key city centre priority.
- D. Restoration work should improve the appearance of both shopfronts, making use of high quality materials and appropriate design to enhance the character of the historic street frontage.

Use(s)

Ground floor

Retail/commercial.

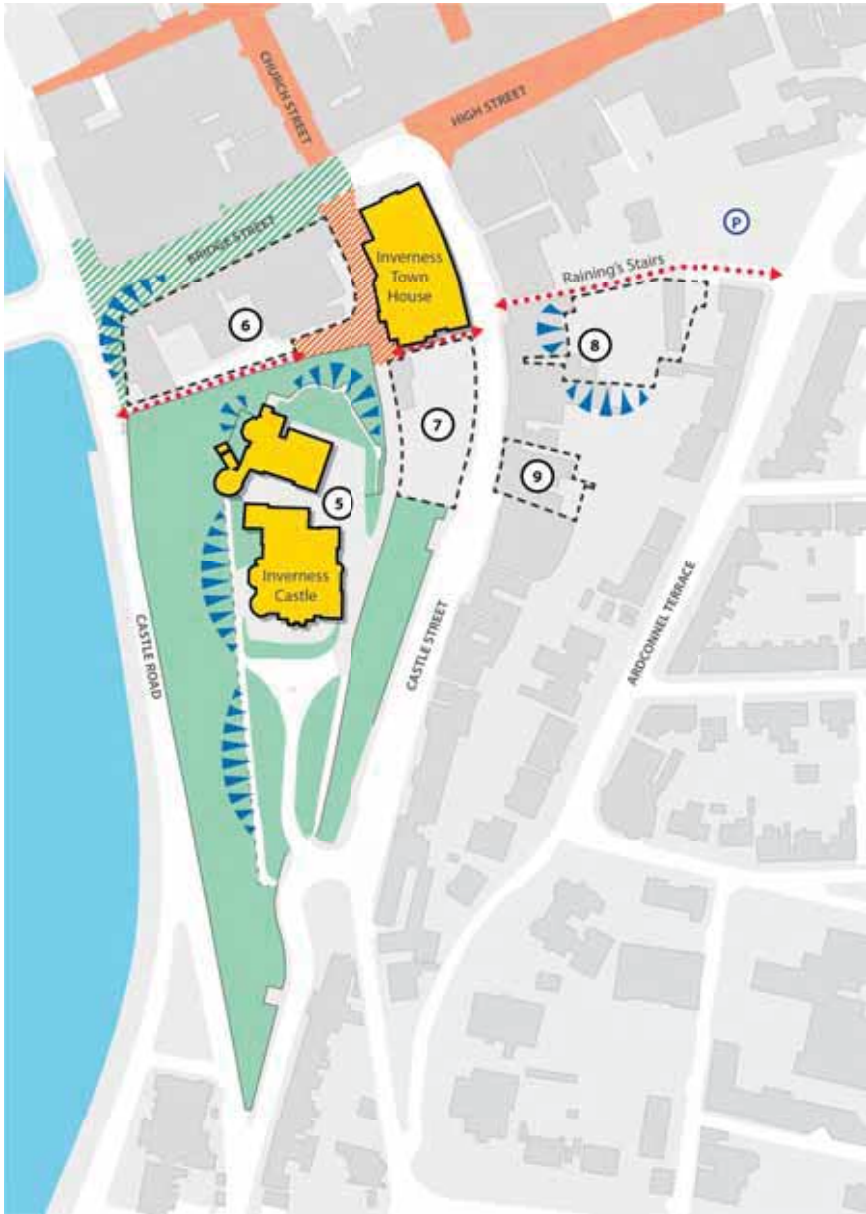
Upper floors

Residential, tourism, business.



36-40 Eastgate © Copyright Kenneth Allen and licensed for reuse under the Creative Commons Licence.

Castle Hill



Map A.5 Castle Hill.

- | | |
|--|---|
| <ul style="list-style-type: none">  Development site: 5. Inverness Castle 6. Bridge Street 7. Castle Street 8. Raining's Stairs 9. 49-53 Castle Street  Key existing building  Key views out of site  Parking | <ul style="list-style-type: none">  Priority route for improvements to pedestrian environment  Existing pedestrian area  Existing shared pedestrian vehicle surface  Landscaped open space  Priority route for active travel improvements |
|--|---|

Site 5: Inverness Castle

Background

Inverness Castle is an important A-Listed building that plays a significant part in defining the character of Inverness due to its prominent position overlooking the river. The current Castle complex comprises two adjoining 19th century buildings that accommodate court services and Council offices. The site is likely to contain significant archaeological remains from a previous castle that was blown up by Jacobites in 1746.

Castle Hill is the The silhouette of the Castle complex, particularly when viewed from river, contributes strongly to the city's unique sense of place. Castle Hill's outstanding views and exceptional setting at the top of the Great Glen make it one of the most popular vantage points for tourists visiting the Highlands.

Recent public consultations highlighted keen interest in adapting the Castle to a more appropriate use that would facilitate wider public access and enjoyment.

Work to convert the North Tower into a tourist attraction, including a viewing platform, will be completed at the end of 2016.

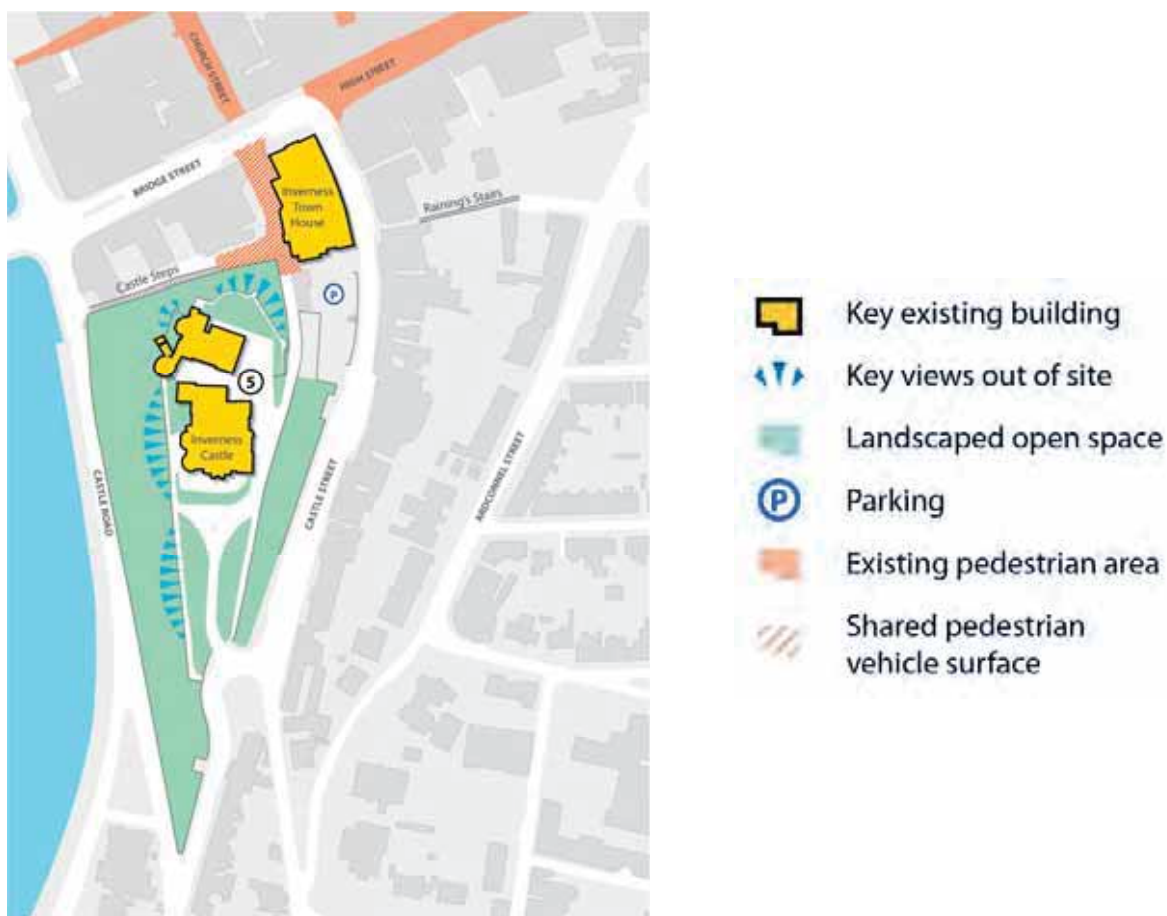
In December 2015 the Scottish Courts and Tribunals Service confirmed its intention to vacate the Castle to set up a new justice centre in the city by 2019.

City-Region Deal funding announced in March 2016 provides the Council with significant financial support to transform the Castle into a significant new international calibre visitor/cultural attraction, addressing a key priority for city centre regeneration.

Placemaking priorities

- A. Demonstrate sensitive adaptation and re-use of buildings and spaces that expands access to the Castle for local residents and visitors while respecting and enhancing the outstanding quality of its built heritage.
- B. Create a new high quality visitor/cultural attraction.
- C. Safeguard the distinct character and open space environment of Castle Hill, including the important silhouette of the Castle environment.
- D. Put in place a Conservation Management Plan for Castle Hill's historic buildings, archaeology and landscape.





Map A.6 Site 5: Inverness Castle.

Inverness Castle: placemaking guidance

1. Use(s)

Mixed use including visitor and cultural attraction(s) with associated retail/café/tourist facilities.

2. Historic buildings, structures and spaces

- a. Proposals to alter the Castle or its surroundings must be accompanied by a Conservation Management Plan that analyses historic and architectural value and establishes guidance for dealing with Castle Hill's A-listed structures. This should incorporate landscape conservation management guidance to ensure the Castle's unique setting is maintained and enhanced.

3. Access, movement and parking

- a. Existing active travel routes linking Castle Hill with Bridge Street, Culduthel Road, the Raining's Stairs and Castle Road must be retained and enhanced, including appropriate improvements to surfacing, lighting and signage.
- b. Proposals should prioritise and promote access to Castle Hill on foot, cycle or public transport, including associated infrastructure such as cycle parking and wayfinding components.
- c. Proposals for vehicle access should be consistent with protection of the Hill's built and cultural heritage. Parking must have minimal visual impact.

Site 6: Bridge Street and Site 7: Castle Street

Introduction

Bridge Street:

This site is located at a prominent gateway to the city centre that dominates views to Inverness Castle from the River Ness. Public feedback frequently identifies this as the key site for re-development in the city centre. The Bridge Street frontage attracts heavy footfall and high traffic volumes from pedestrians, cyclists and vehicles crossing Ness Bridge.

The massing, scale and materials of the existing property, which dates to the 1960s, are at odds with the city's historic urban grain. They detract from the visual and spatial character of the surrounding area and have a negative impact on the historic setting of the Castle, Inverness Town House and the riverfront.

The Council's preferred option is for re-development of the entire site to enhance the character of Castle Hill and this important approach to the city centre. Prospective developers are encouraged to assess opportunities for wider land assembly to enable development that is more in keeping with its important historic setting.

Proposals to upgrade the appearance of existing buildings may be acceptable as a short term measure providing these can be demonstrated to have a positive visual impact on the historic setting.

Castle Street:

This site is owned by the Inverness Common Good Fund and currently operates as a carpark serving Inverness Town House. There are currently no plans to re-develop it. Site-specific guidelines are identified in case circumstances change and re-development is appropriate in association, for example, with the adaptation of the Castle to a visitor attraction.

Until the mid-20th century, buildings lined the west side of Castle Street (where this site is located) all the way from Inverness Town House to the Castle entrance at View Place.

Placemaking priorities

- A. Improve the overall visual and spatial character of Castle Hill, Bridge Street and the riverfront.
- B. Ensure that development does not rise above or adversely impact on sightlines to the historic silhouette of Castle Hill and the Townhouse, or views from the Castle Esplanade.
- C. Ensure scale, massing and elevational treatment blend well with the historic urban grain of this part of the city centre.
- D. Avoid the appearance of one large building through careful articulation of massing, heights, roof profiles and materials.





Map A.7 Site 6: Bridge Street and Site 7: Castle Street.

Bridge Street and Castle Street: placemaking guidance

1. Use(s)

Mixed use: active ground floor retail/business accommodation.

Residential (indicative capacity 35 homes), community, business and/or tourism use on upper floors.

2. Scale, massing and building lines

- Scale and massing should achieve a variation in built form that is consistent with the surrounding urban grain. They should respect the rhythm, plot size, geometry and proportions of the city centre's traditional buildings and avoid the appearance of a single large building.
- Roof form/treatment, including roof level plant or equipment, must not have an adverse impact on the view from the Castle esplanade. Appropriate use of a green roof system would be supported.

Bridge Street:

- Take full advantage of the site's unique aspect, including views to the river, Castle, Town House and Ben Wyvis, making use of terraces, roof gardens and balconies as appropriate.
- The building line on Castle Road should be set back to accommodate a wider footway with potential for use as spill-out space for café/bar/restaurant activity.

3. Heights

Bridge Street:

- a. Maximum height of Bridge Street and Castle Road frontages to be 3.5 storeys, with reduction in the number of storeys as block ascends Castle Wynd. It may be appropriate to achieve additional height using a recessed top floor (see Key Placemaking Principle 7).
- b. As a general guide, ground floor and eaves heights should be consistent with existing traditional frontages at 4-8 Bridge Street.

Castle Street:

- c. Maximum height to be 2.5 storeys adjacent to Town House, dropping to 2 storeys as the building ascends Castle Street.

4. Materials and elevational treatment

- a. Materials must be consistently high quality and durable, reflecting the sites' location and visual prominence. Appropriate materials include natural stone cladding (e.g. sandstone) and high quality proprietary glazing.
- b. Elevations should demonstrate variation in composition using, for example, articulation of materials, fenestration and rooflines. Fenestration should make best use of surrounding views.

Bridge Street:

- c. The corner of Bridge Street and Castle Road should be designed as a high quality landmark, in keeping with its status as a gateway to the city centre.
- d. It would be appropriate to replicate the "base, middle and top" articulation of surrounding historic frontages to break down the scale of elevational treatment.



5. Public realm

- a. Integrate public art into public realm improvements.

Bridge Street:

- b. Widen existing pavements at Bridge Street and Castle Road using natural stone surfaces to delineate spaces for different uses, such as café spill-out space.
- c. Repair and upgrade Castle Steps to create a safe, attractive pedestrian route that is well-overlooked and well-lit. Consider accessing parts of the development from the steps to increase footfall and promote pedestrian safety.
- d. Introduce wayfinding components signposting links to city centre destinations.
- e. Provide enhanced pedestrian crossing point at Castle Road using surfacing materials that calm traffic and facilitate pavement activity.

Castle Street:

- f. Replace the existing pedestrian steps descending from Castle Wynd to Castle Street, re-configuring the route as necessary to create an attractive pedestrian link that is well-lit and well-overlooked.
- g. Deliver streetscape improvements on Castle Street.

6. Masterplan approach

- a. Development on either site should be accompanied by a masterplan setting out:
 - how the proposal will address the placemaking requirements and site-specific guidelines set out in this Development Brief; and where relevant,
 - proposed phasing of development.

Site 8: Raining's Stairs

Introduction

Small, derelict, steeply sloping site that features prominently in views from Inverness Castle esplanade, a key destination for tourists exploring the city on foot. Topographical and access constraints have contributed to the site lying vacant for decades.

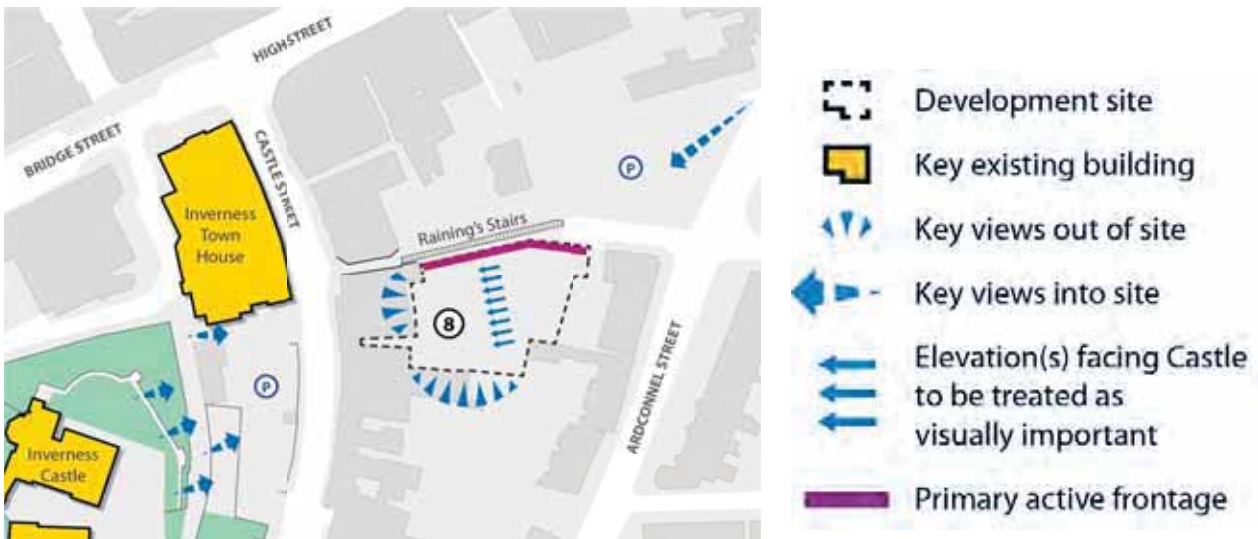
Re-development presents an opportunity to bring the city centre's most prominent vacant site back to active use.

The location is suited to high density residential development.

The Raining's Stairs take their name from John Raining, an 18th century benefactor of Highland schools. Although for centuries an important walking route linking Ardconnell Terrace to Castle Street (Core Path IN19.56), the Stairs' condition has deteriorated over time. Remedial action is needed to restore this to a safe, attractive pedestrian route.

Placemaking priorities

- A. Safeguard and enhance views from Inverness Castle esplanade.
- B. Restore Raining's Stairs to a safe, attractive pedestrian environment that is and well-maintained and well-overlooked.
- C. Ensure heights and massing of new development respond well to the Stairs and the site's topography, mirroring the existing pattern of buildings steeping down the hill.
- D. Ensure scale, massing and elevational treatment blend well with the historic urban grain of this part of the city centre, characterised by relatively small buildings in close proximity to each other. Avoid the appearance of one large building through variations in massing, height, roof profiles and materials.
- E. Take full advantage of the site's unique aspect, including views to the river, Castle, Town House and Ben Wyvis, making use of terraces, roof gardens and balconies, as appropriate.
- F. Ensure the privacy and amenity of residents living in adjacent Castle Street properties are not adversely affected by overlooking and overshadowing.



Map A.8 Site 8: Raining's Stairs.

Raining's Stairs: placemaking guidance

1. Use(s)

Residential, commercial.

2. Scale, massing and building line

- a. Scale and massing must not adversely impact on the wider setting, in particular views from the Castle esplanade, Market Brae, or Castle Street.
- b. Massing must be broken down to achieve variation in built form that is consistent with the surrounding urban grain. This should be guided by the site's topography and should respect the plot size, geometry and proportions of historic buildings in this part of the city.
- c. To reduce visual dominance, massing should read as a series of linked but discrete forms, avoiding the appearance of one large building.
- d. Contextual analysis should include scaled cross-sections/elevations spanning from Ardconnel Street to Castle Street that demonstrate how proposed heights and massing relate to existing buildings to the north, east and west.



2. Heights

- a. Eaves heights should be consistent with heights of nearby buildings, and should drop incrementally from east to west, echoing the topography.

3. Materials and elevational treatment

- a. Materials must be consistently high quality and durable, reflecting the site's location and visual prominence.
- b. The quality of elevation(s) facing Castle Hill is of particular significance because of their visual prominence.
- c. Elevations should demonstrate variation in materials and composition using, for example, projections, recesses, and articulation of fenestration and rooflines. There will be a presumption against flat monotonous facades.
- d. Fenestration should make best use of surrounding views.

4. External works

- a. Proposals must feature:
 - repair and upgrading of the Raining's Stairs to create a safe, attractive pedestrian route that is well-overlooked and well-lit;
 - high quality planting and fit-for purpose private out door amenity space that makes best use of orientation and views;
 - streetscape improvements on Castle Street.

b. Proposals should:

- Integrate public art into the Raining's Stairs work.
- Use landscaping and planting to minimise visual impact on views from Castle Hill.



5. Access

- a. There may be scope to relax current parking standards to take account of the site's unusual location and topography.
- b. Secure cycle storage facilities must be provided.

Site 9: 47-53 Castle Street

Introduction

This important Category-B Listed, late 18th century building retains a significant proportion of original fabric, including original glazing at first floor and attic levels. It is also in serious disrepair having lain vacant and unused for decades. The Council recently served its owners with a dangerous building notice and thereafter undertook emergency remedial work to make the building safe. Preparations are underway to propose that the property should be included in Scotland's Buildings At Risk register, a database of buildings, mostly listed, considered to be under threat of neglect or demolition.

The property features prominently in views from Inverness Castle esplanade, a key destination for tourists exploring the city on foot. Despite its poor condition and redundant state, the building's fine proportions, massing and materials contribute positively to the surrounding townscape. Its upper floors are likely to be well-suited to residential accommodation.

Placemaking priorities

- A. Urgent works are needed to repair the structure and fabric of the building.
- B. Restoring this property to active use is a key city centre priority.
- C. Safeguard and enhance views from Inverness Castle esplanade.

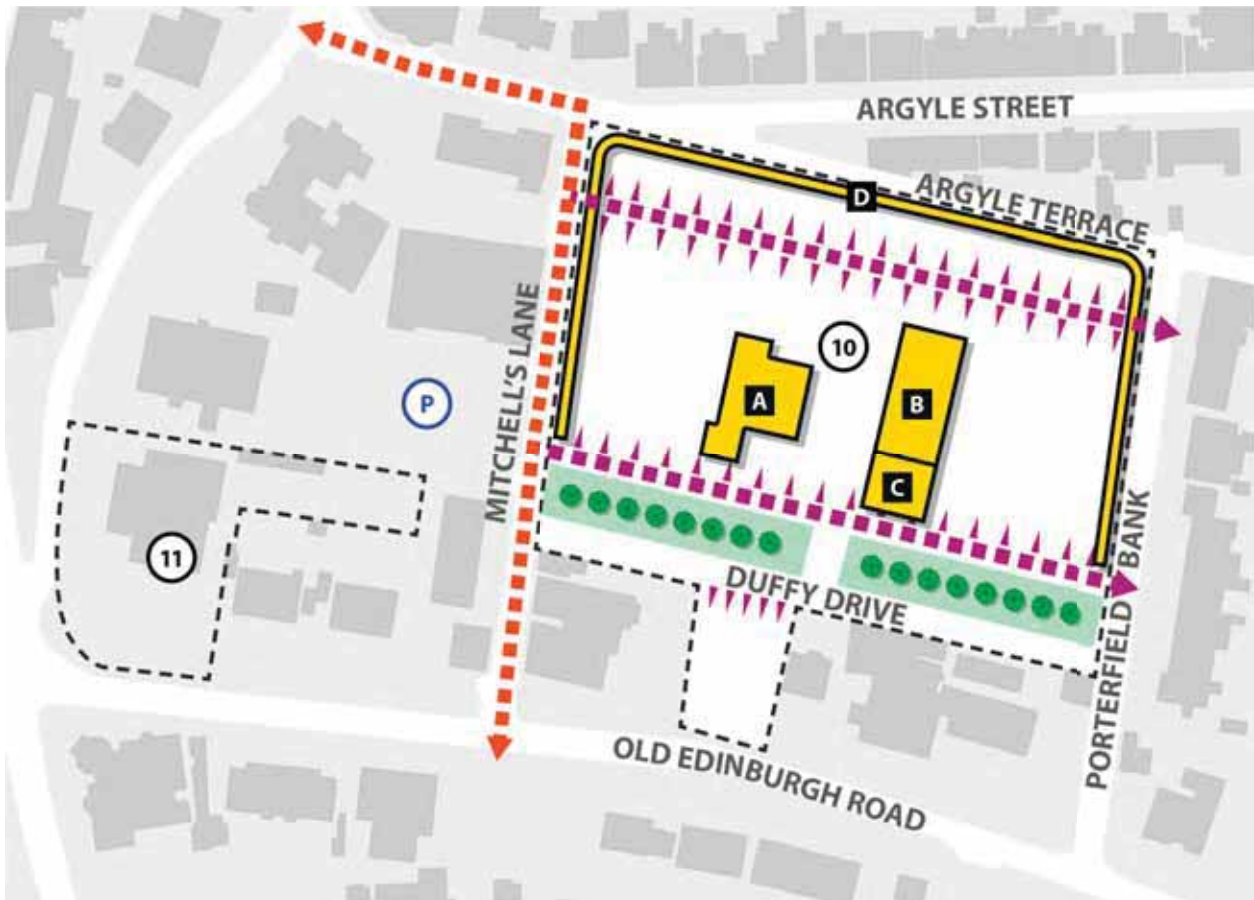
Use(s)

The Council will adopt a flexible approach to proposed alternative uses.



47-53 Castle Street.

Crown



Map A.9 Crown.









Prison Chapel - entrance.



Prison wall.



Prison Chapel - wallhead.

-  Development site
-  Heritage asset
-  A Block
-  B Block
-  Chapel
-  Perimeter wall

-  Priority route for active travel improvements
-  Indicative position of new active travel route overlooked by active frontages
-  Active frontage
-  Trees
-  Landscaped open space

Site 10: Porterfield

Introduction

An important opportunity for new residential or tourism development in the city centre within comfortable walking distance to city centre shops, services and public transport.

Significantly large site within the most extensive, intact Victorian urban neighbourhood in the Highlands.

[Historic Environment Scotland](#)⁽¹⁶⁾ recently applied a Category B listing to parts of the site - as follows: the Edwardian Chapel, A Hall (cell block, including former laundry and kitchen), B-Hall (cell block) and the boundary wall.

The IMFLDP requires preparation of masterplan/development brief to be agreed with the Council, who may adopt this as Supplementary Guidance.

There is a need for satisfactory transition from the enclosed nature of the site to welcoming, residential streets that connect with and form an integral part of the surrounding urban fabric. Prospective developers are encouraged to assess opportunities for wider land assembly if this enables more sensitive integration of the historic asset into its surroundings.

Placemaking priorities

- A. Ensure sensitive re-development of this important site that avoids any negative impact on the neighbourhood /surrounding properties in terms of scale, amenity and traffic intensity.
- B. Ensure layout complements and integrates well with the distinct character of surrounding residential streets and lanes, which are configured around perimeter blocks and characterised by strong spatial enclosure and high levels of natural surveillance.
- C. Demonstrate high quality, contemporary design that is context sensitive, in keeping with the quality and character of the Conservation Area.
- D. Prioritise sensitive re-modelling of heritage assets to conserve the visual and spatial character of adjacent streets and promote distinctiveness, including the creation of new landmarks.
- E. Improve permeability and connectivity across the wider neighbourhood, in particular enhanced walking and cycling links to services, facilities, public transport and existing active travel routes.
- F. Ensure streets and lanes are designed as attractive social spaces, where social interaction, walking and cycling take priority over vehicle access.
- G. Use durable materials, appropriate planting and public art to achieve a high quality, distinctive public realm.

Porterfield: placemaking guidance

1. Use(s)

Housing: indicative capacity 30 homes, including provision of a proportion of accommodation suitable for the elderly.

Tourism: Other appropriate uses for the Chapel and Cell Block will be considered.

2. Heritage assets

- a. The preferred option is for:
 - retention and adaptation of perimeter stone wall to form the rear garden wall of properties within the enclosure and a continuous 2M high boundary fronting onto Porterfield Bank and Argyll Terrace, and partially onto Mitchell's Lane and Duffy Drive – all as shown on Map A.9.
 - Adaptive re-use of the Chapel building and the prison's oldest Cell Block.

16 <http://portal.historicenvironment.scot/designation/LB52418>

3. Heights

- a. Ridge heights should not rise above the ridge of the existing chapel unless additional height can be justified in terms of architectural design and townscape benefit, backed up by contextual analysis.

4. Layout

Layout should be in keeping with the urban grain of the Conservation Area, including:

- a. strong building lines and active frontages;
- b. clear articulation between public, private and semi-private space;
- c. streets and lanes that are:
 - well-overlooked;
 - principally defined by the position of buildings rather than the layout of carriageways for vehicle movement or parking;
 - designed and laid out to promote social interaction and neighbourly behaviour.
- d. use of planting to reduce visual impact of car parking;
- e. use of public art to enhance distinctiveness, e.g making reference to local history, or using stone left over from prison wall dismantling.



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5. Connectivity

- a. Neighbourhood permeability and connectivity should be improved through the creation of welcoming, publicly accessible walking and cycling links to surrounding active travel routes. New routes should be legible, well-overlooked and well-lit.

Site 11: Viewhill

Introduction

Viewhill is an important B-Listed early 19th century house, whose elevated position makes it a prominent landmark on the city skyline. The house was designed, built and first occupied by Joseph Mitchell, a distinguished engineer who worked with Thomas Telford on the Caledonian Canal. Last used as a youth hostel, it was sold and vacated in the 1990s. The building lay vacant until a serious fire in 2007 rendered it virtually derelict.

Viewhill features in Scotland's Buildings At Risk register, a database of buildings considered to be under threat of neglect or demolition. Its fire-damaged condition has a negative impact on city views and detracts from the character the Conservation Area. The Highland Historic Buildings Trust has undertaken options studies to bring the building back to active, viable use.

Placemaking priorities

- A. The preferred option is for retention, repair and adaptive re-use of Viewhill.
- B. The Council will support sensitive, feasible and appropriate proposals that secure a long term future for the building, do not adversely impact its special architectural and historic interest and do not detract from the character and appearance of the wider conservation area.

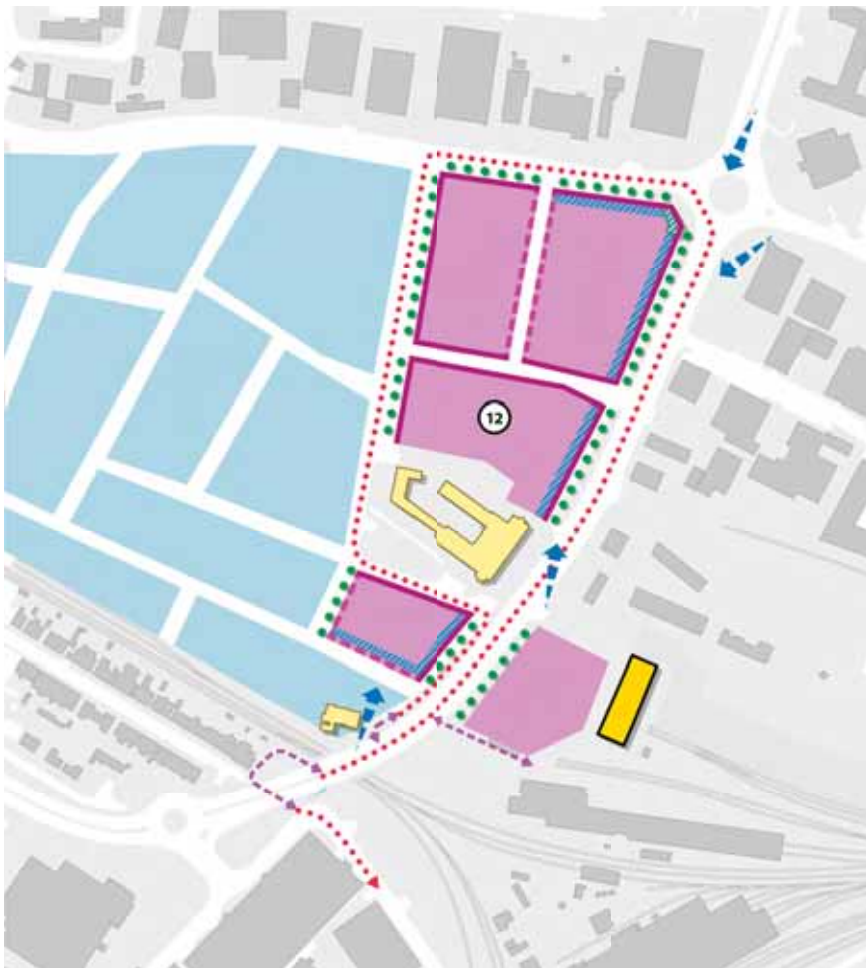
Use(s)

The Council will adopt a flexible approach to proposed alternative uses.














Viewhill House c1960. Image courtesy of Highland Photographic Archive.

Eastern Gateway Longman Road



Map A.10 Eastern Gateway Longman Road.

- | | | | |
|---|---|---|--|
|  | Indicative block structure |  | Enhanced active travel link between upper and lower levels |
|  | Indicative block structure (longer term) |  | Visually important elevation |
|  | Existing building |  | Primary active frontage |
|  | Heritage asset |  | Secondary active frontage |
|  | Priority route for active travel improvements |  | Trees |
| | |  | Key views into site |

Site 12: Longman Road

Introduction

This area occupies a key position at the northern gateway to Inverness city centre, within easy walking distance of the city's rail and bus stations.

Development in this area presents an important opportunity to:

- expand the mix and scale of city centre development;
- create strong, well-defined urban character, with a gateway feature, a on key approach route to city centre;
- develop prominent, high quality landmarks to enhance the character and identity of this part of the city;
- make significant improvements to active travel routes linking centres of employment with the city centre, bus and railway stations.

The Council's preferred option is for demolition of existing buildings that will allow sites to be developed in a considered manner.

Prospective developers/purchasers are encouraged to assess opportunities for wider land assembly in this area. Various sites are understood to be surplus or underutilised and if also acquired, could optimise coherent, high density development.

Development will contribute to the longterm objective, expressed in this Development Brief, of diversifying the western edge of Longman Estate to form a significant new mixed use urban quarter with strong links to the riverfront.

Placemaking priorities

- A. Improve visual and spatial character on the A82.
- B. Support the creation of a gateway to Inverness city centre using landmark features.
- C. Improve active travel links between Longman Estate and city centre.
- D. Adapt the character of Burnett Road to create a safe, attractive walking and cycling route.
- E. Create distinct character and identity through improvements to the quality of public realm.
- F. Ensure streets have relatively continuous building frontages, a good sense of enclosure and high levels of natural surveillance.
- G. Provide active frontages at ground floor level to develop lively, well-overlooked public realm.
- H. Create new public open space and meeting places serving employment uses in suitable locations.

Longman Road: placemaking guidance

1. Use(s)

Mixed use: Business, Industrial, Community, Leisure.

2. Heights

- a. The preferred option is for buildings of 4-5 storeys to improve sense of street enclosure.
- b. Minimum building height should be 2 storeys and maximum height 5 storeys.
- c. Roof level plant and equipment should not exceed 3M in height and should be set well back from the building eaves and effectively screened to avoid negative visual impact.

3. Block structure and permeability

- a. Development should adopt a perimeter block form to increase permeability of the urban fabric, creating new active travel routes between Longman Road, Harbour Road and the city centre and, in the longer term, the riverside.

- b. Block structure should:
- feature strong continuous building lines that give clear definition to new and existing streets, providing new streets with a strong sense of enclosure and high levels of natural surveillance;
 - clearly define public, private and semi-private space;
 - create attractive public outdoor space that supports and provides a setting for the surrounding uses.

4. Massing and elevational treatment

- a. Massing and elevational treatment should demonstrate high quality, contemporary design that enhances the visual prominence and legibility of this city centre gateway.
- b. There should be variations in elevational treatment by, for example, projections, recesses and articulation of entrances, fenestration and rooflines.
- c. There will be a presumption against development of large building masses of uniform height.



Harbour Road showing former Inverness College UHI campus.



Longman Road looking north from the rail bridge.



Burnett Road.

5. Frontage(s)

- a. Frontages facing Longman Road and Harbour Road must be high quality and distinctive, enhancing the sense of arrival to the city centre.
- b. Provide continuous active frontages at ground floor level with high levels of transparency.
- c. There should be no blank walls at ground floor level or on any elevation facing Harbour Road, Burnett Road or Longman Road.
- d. Fenestration should create clear views from the interior to the street to maximise surveillance.
- e. The main public entrance to each building should face directly onto Longman Road or Harbour Road.
- f. Frontages to Burnett Road should support uses that attract street life such as small retail units and cafés.

6. Materials and colour

- a. Materials should be consistently high quality reflecting the importance and prominence of sites flanking this city centre gateway.

7. Active travel and public transport

Development must make a significant contribution to strengthening and improving active travel and public transport links between the Longman estate and retail, commercial, and transport hubs in other parts of the city. This should include but not be limited to:

- a. New/improved active travel routes that are attractive and well-lit:
- along the A82 between the railway bridge and the Harbour Road roundabout;
 - along Burnett Road linking Harbour Road with the A82; and
 - connecting other parts of this Development Brief area to both Harbour Road and Shore Street.

- b. Measures to prevent the A82 forming a barrier to pedestrian and cycle connectivity including:
 - improving the pedestrian environment at the underpass linking Innes Street to the city centre;
 - replacing or improving existing steps and ramps to the A82 from Innes Street, Railway Terrace and Burnett Road;
 - enhanced crossing facilities of the A82. (This will require engagement with Trunk Road operators Transport Scotland); and
 - wayfinding components signposting links to key facilities and city centre destinations.
- c. Improvements to bus facilities including siting and design of bus stops to ensure they are within easy walking distance of new development and have good waiting environments.
- d. Proposals must demonstrate that active travel improvements make sufficient provision for disabled users.

8. Vehicle Access

- a. Proposals must identify a clearly defined hierarchy of connected vehicle routes into and through the site. They must demonstrate that all new or enhanced junctions:
 - accommodate anticipated vehicle types and volumes;
 - provide safe levels of visibility; and
 - do not impede non-motorised or disabled accessibility.
- b. Transport Scotland must be consulted about access arrangements from the A82 (Longman Road). Proposals for additional accesses and new junctions off the A82 are unlikely to be supported.

9. Public realm

- a. Existing boundary walls flanking pavements should be removed.
- b. Development should make a significant contribution to greening this edge of the city centre by introduction of appropriately sited, attractive landscaping including regularly-spaced trees that that reinforce a sense of street enclosure. Appropriate species include Lime, Norway Maple and Hornbeam.
- c. Existing trees on frontages facing Longman Road and Harbour Road to be retained and supplemented by new tree planting that is aligned with existing in a regular pattern.
- d. Open space should be located, designed and laid out to support surrounding employment uses, promoting social interaction.
- e. Proposals should incorporate green space that supports attractive SUDS features.

10. Parking/Serviceing

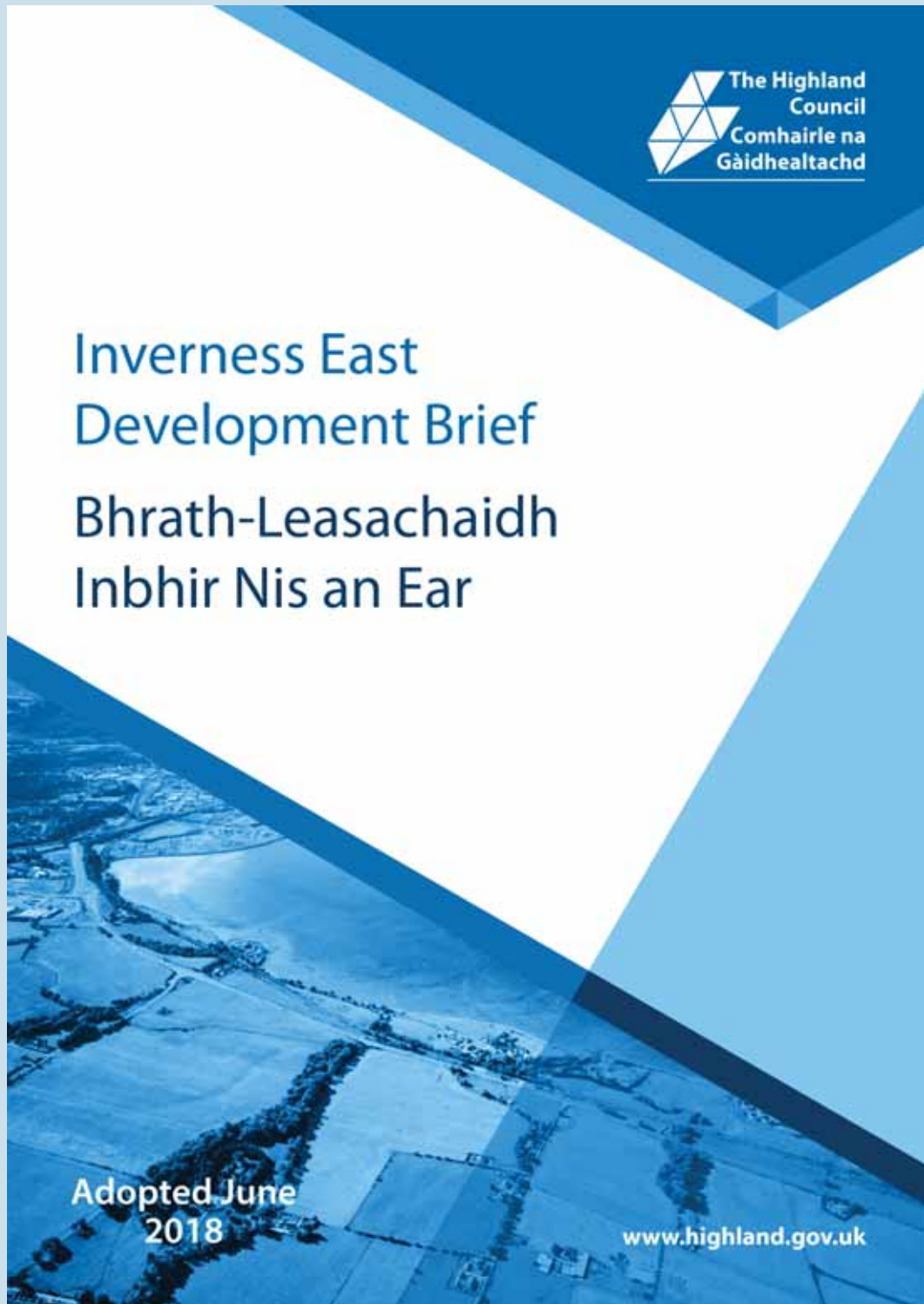
- a. Provide well-designed, secure cycle parking that is located within easy access of surrounding active travel routes.
- b. No vehicular parking, drop-off or loading will be permitted on Longman Road or Harbour Road, or between these roads and buildings fronting onto them.
- c. A majority of vehicular parking spaces, including bays for loading/unloading and servicing should be accommodated within perimeter blocks.



**The Highland
Council
Comhairle na
Gàidhealtachd**

Policy 15(c)

Inverness East Development Brief



Inverness East Development Brief

Bhrath-Leasachaidh Inbhir Nis an Ear

Adopted June
2018

www.highland.gov.uk

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Section 1: Introduction

Introduction | Ro-ràdh

- 1 Inverness continues to grow and embed itself as the capital of the Highlands with city expansion and population growth of 1,495 between 2011 and 2016⁽¹⁾. As the city continues to prosper it is essential that land is made available to accommodate growth and deliver a high quality place for living, working and leisure.
- 2 This Development Brief (referenced in the rest of this document as 'the Brief') provides the detailed land use requirements for the Inverness East city expansion areas. It is based on the allocations and policies set out in the [Highland-wide Local Development Plan](#)⁽²⁾ and the [Inner Moray Firth Local Development Plan](#)⁽³⁾.
- 3 The Brief has been informed by a range of public consultation and forms part of the Development Plan for Highland and is a material consideration for planning applications.

Context

- 4 Inverness East is an area rich in landscape, natural and heritage assets. What initially appears as flat arable land bounded by the A96, Highland Mainline railway and existing urban edges is actually a long-settled landscape. There are historic sites, tree-lined field margins, gently undulating landscapes and several distinct character areas that make this place unique.
- 5 The area is located at the foot of north facing slopes that roll into the Inverness Firth. Coupled with the Black Isle and Ben Wyvis massif to the north and mountains to the west, the firth provides a scenic Highland backdrop that offers an excellent opportunity to take advantage of a high quality landscape setting in easy reach of the city centre.
- 6 Well-established communities surround the Brief area and enjoy a range of facilities and activities but there is potential for improvement. Culloden Academy serves as a hub of community activities, providing secondary education and a range of sports and community facilities managed by Highlife Highland.
- 7 There are around 7400 existing homes within walking distance (1 km) of the Brief boundary and around 8 % of these are Council-owned. Similar to the national context, access to social and private rented housing in the area is limited but in high demand.
- 8 The proximity of the area to the city centre means it is an ideal location for easy commuting by bicycle, bus or road (around 2-5 km). There are a range of employment hubs around the area including Inverness Campus, Cradlehall Business Park, Raigmore Hospital, LifeScan, Beechwood Business Park, Inverness Retail and Business Park and Inshes Retail Park. As well as these hubs, economic activity and employment is distributed among communities in

1 <http://highland.maps.arcgis.com/apps/webappviewer/index.html?id=7a7b626c26234480896d72072ada7ded>

2 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/199/highland-wide_local_development_plan

3 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

existing neighbourhood centres, primary schools and local facilities. Planning permission has already been granted at Stratton for the first phase of this city expansion area, including a new town centre on Barn Church Road, also providing economic and employment potential.

- 9 Movement between major destinations like the city centre and the Brief area is constrained by the Highland Mainline railway to the west and south, the A9 road to the west and the A96 road to the north. Opportunities for crossing the railway by motor vehicle are limited to Tower Road to the south and the A96 to the north via the Raigmore Interchange. Similarly, crossing the A9 by road is limited to an over-bridge at Inshes, an underpass at Milton of Leys or the A96 at Raigmore Interchange.
- 10 Movement on foot or by bicycle is less constrained. National Cycle Network Route 1 provides a range of cycleways (including on-road shared surface paths) just south of the Brief area. A dedicated pedestrian and cyclist crossing over the railway at Inverness Campus provides a good link along with the 'Golden Bridge' over the A9 at Inverness Campus. There is also footway and cycle provision at the A9 overbridge at Inshes and at the Raigmore Interchange. Future development of a dedicated bus bridge (including access for cyclists and pedestrians) from the north of Inverness Campus to Inverness Retail and Business Park will further improve movement for pedestrians, cyclists and buses.
- 11 There is a heavy reliance on car-based travel in the area. The A96 dualling scheme and A9/A96 link road (referenced in the rest of this document as 'East Link') proposals seek to reduce Raigmore Interchange congestion and remove local journeys from the trunk roads. The four specific scheme objectives for East Link are available [online](#)⁽⁴⁾ Development in this area could cause increased reliance on car journeys but could also offer opportunity to enhance non car based travel by increasing the number and convenience of pedestrian and cycle links, reducing active travel times and by enabling bus operators to introduce new bus routes that widen access to public transport.
- 12 The pressure for land use change across the area is demonstrated by the consented development at Stratton Farm, the [A96 Dualling Scheme](#)⁽⁵⁾, and proposals for an [East Link](#)⁽⁶⁾ across Ashton Farm. The Brief takes these factors into account.

Expected Future Development

- 13 On completion of all phases of development, the Brief area will provide the following.
 - A network of up to 3,000 homes in distinctive walkable neighbourhoods with a mix of housing types and tenures.
 - 23.6 ha of employment land.
 - A community core (Ashton Centre) including community facilities, shops, places for food and drink and for leisure.
 - A secondary school with community facilities.
 - Two, two-stream primary schools.

4 <https://www.transport.gov.scot/media/6144/a9-a96-inshes-to-smithton-leaflet.pdf>

5 <http://www.transport.gov.scot/project/a96-dualling-inverness-aberdeen>

6 <http://www.transport.gov.scot/project/a9a96-inshes-smithton>

Section 1: Introduction

- A district park (Ashton Park), two linear parks, local play areas and open space, community growing spaces and a well-connected high quality green network.
- A dedicated cycleway and network of active travel routes.
- A 'Main Street' that connects the network of new and existing neighbourhoods.

Using This Document

The Brief is separated into seven sections described below, three appendices provide further information. Throughout the document there are hyperlinks shown in underlined blue text that link to other sources of information and hyperlinks shown in inverted commas that take the reader to different parts of the Brief. Where referred to, 'the Masterplan' refers to the series of maps and illustrations throughout the Brief that set out how development in the area should deliver the Vision.

Section 1:'Introduction' - sets the context for the Brief, and describes and illustrates the Vision for the area.

Section 2:'Indicative Masterplan' - explains and illustrates the masterplan for the area which interprets the Vision.

Section 3:'Key Infrastructure' - sets out the major infrastructure components required to enable development and achieve the Vision.

Section 4:'Character Areas'- breaks the Brief down into five character areas, sets out how the Vision should be delivered in these areas and describes development criteria that will be used in decision making.

Section 5:'Placemaking Principles' - describes the key principles that developers must follow to deliver high-quality places through a design-led approach.

Section 6:'Infrastructure Delivery'- sets out how major infrastructure components will be funded, including what contributions the Council will seek from developers to offset the impacts of their development.

Section 7:'Phasing' - describes the phasing of development into early, middle and late phases and links parcels of land with infrastructure required to be delivered in tandem.

Vision

- 14** The aim for the Brief area is to deliver a high quality place for living, working and leisure. The area is a mixed use major city expansion led by residential development. The Vision for the area is represented by the following four criteria and illustrated in Map 1.1 'Vision'. We expect new development proposals to fully address these criteria, along with the development criteria set out in Section 4: 'Character Areas' and Section 5: 'Placemaking Principles'.

Vision Criteria

A series of **high-quality** distinctive and well designed places, some characterised by a sense of enclosure and mature trees and others by coastal and mountain views.

A **well-connected** and easy to move around place where pedestrians and cyclists are prioritised, people have access to good public transport and vehicles move in a safe way.

A series of places with attractive, inviting **destinations** for people to meet, socialise and do business, where communities have easy access to usable green infrastructure and facilities.

Places that promote vibrant **diverse** communities with access to a range of housing types and tenures and good quality locations for business and leisure.

- 15** To achieve the Vision, development will deliver a new walkable destination in the heart of the Brief area with an attractive civic space and range of uses such as shops, cafés, offices and other services. This central destination will adjoin a district park. Surrounding, walkable neighbourhoods will feature their own local places with amenities like play areas and open space. Development will build on existing city centre links and forge new routes.

Inverness East Development Brief Vision



Development Brief Boundary



Development

- Built Development
- High School
- Primary School
- Ashton District Park
- Sports Facilities
- Proposed Prison Site

East-West Connection



Views



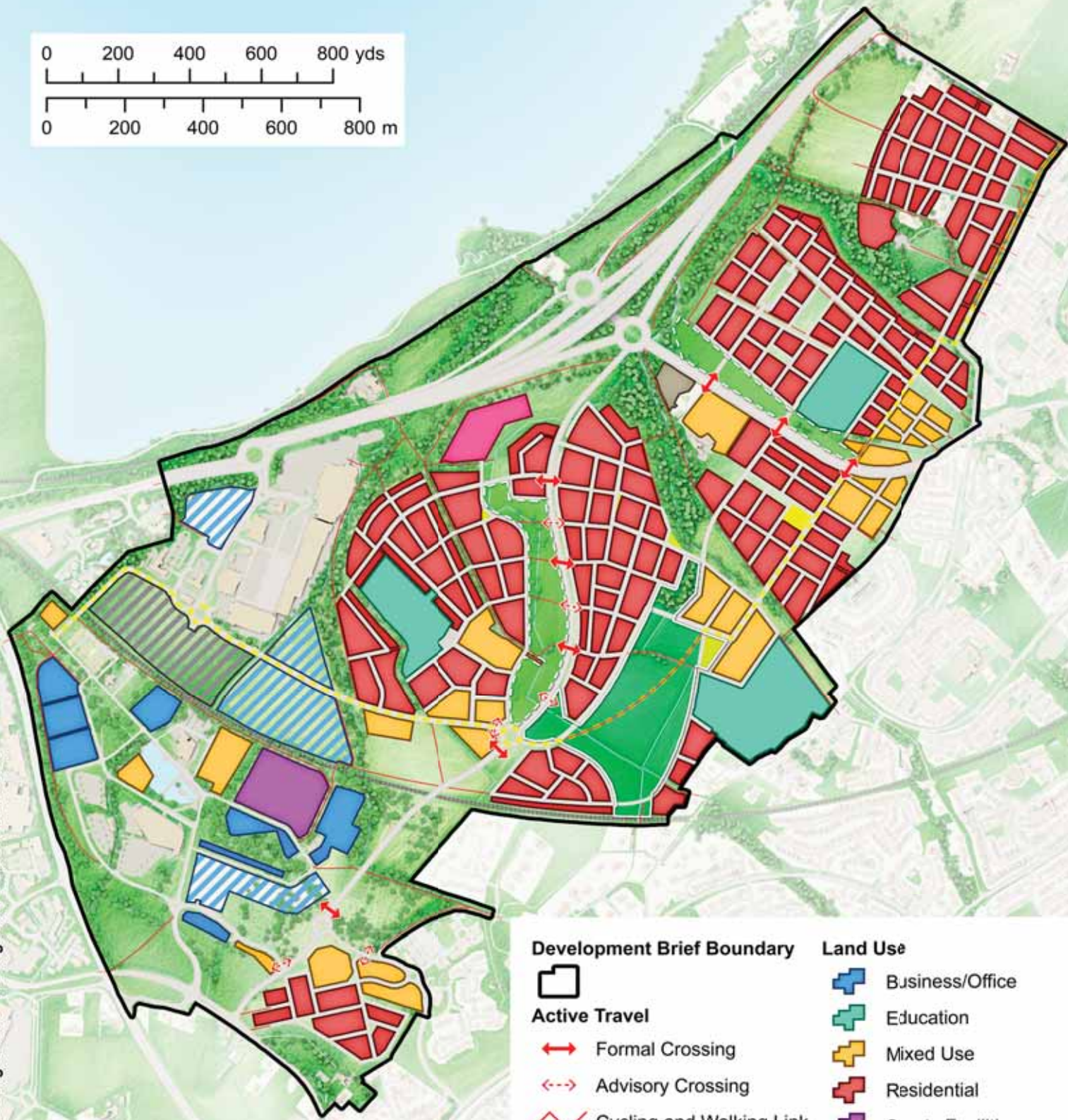
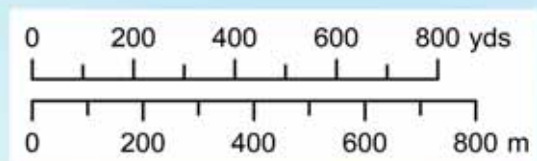
Indicative Masterplan | Plana-Maighstir Taisbeanach

- 16** The Indicative Masterplan for development in the Brief area is shown in Map 2.1 'Indicative Masterplan'. It sets out how the 'Vision' will be delivered through the planning system. The Masterplan refers to all of the maps and illustrations shown throughout the Brief.
- 17** The form and layout of the Masterplan has been shaped by feedback from the local community and other stakeholders, site-specific constraints, in particular flood risk and the need to safeguard green infrastructure, and local and national planning policy on the creation of high quality, successful places.
- 18** The Masterplan establishes a framework for the location and built form of development blocks, movement routes and open space, and interprets the Vision into the following key objectives for the creation of a high quality, successful place:
- Promote a wide variety of housing types and tenures to ensure each new neighbourhood is socially inclusive and provides choice and opportunity to a wide range of home-buyers and tenants.
 - Make land available for community facilities such as schools in parallel with the construction of new houses.
 - Integrate development into the existing landscape structure by ensuring the layout of blocks, streets and active travel routes safeguards and utilises natural assets such as green corridors and riparian woodland belts.
 - Locate development to maximise the attractive outlook to existing and new greenspaces and to the Firths by, for example, orientating homes so that as many residents as possible benefit from park, woodland and Firth views.
 - Provide community, commercial and recreational facilities in locations central and accessible to communities to maximise potential for people making dual or multi-purpose visits.
 - Promote a range of residential and employment densities to sustain new businesses, shops, community facilities, public transport and other amenities.
 - Establish a clear hierarchy of connected routes and spaces that maximises linkages for active travel, public transport use and vehicle movement to and through the Brief area.
 - Create legible, distinctive neighbourhoods that have separate identities, a degree of physical separation and landmark buildings to orientate local residents and visitors.
- 19** The extent of the developable land within the Development Brief is based on SEPA flood maps. Each development will be required to carry out a site specific Flood Risk Assessment for each application to confirm the developable land out with the 1:200 flood extents. The limits of the developable land could therefore increase or decrease and its geometry change, beyond what is currently shown. It is the Council's preference for any flood risk assessment to be strategic in nature to deliver the most effective flood management and a layout that contributes positively to placemaking.
- 20** For development in the Brief area that exceeds 2 ha in area, or 50 houses, or on other sites deemed appropriate by the Council, a detailed masterplan (as described in Appendix 2) must be prepared by a suitably qualified multi-disciplinary team. Any detailed masterplan submitted in support of a planning application will be assessed on the extent to which it accords with:

Section 2: Indicative Masterplan

- The Vision, policies, Masterplan and Placemaking Principles set out in this Brief;
- The six qualities of a successful place, as defined in national planning policy (Distinctive; Safe and pleasant; Easy to move around; Welcoming; Adaptable; Resource-efficient);
- National planning guidance (e.g. PAN 83 *Master Planning*), including best practice examples.

Inverness East Development Brief Indicative Masterplan



Development Brief Boundary



Active Travel

- Formal Crossing
- Advisory Crossing
- Cycling and Walking Link
- Dedicated Cycleway

Open Space

- Public Space
- Ashton District Park
- Linear Park

Land Use

- Business/Office
- Education
- Mixed Use
- Residential
- Sports Facilities
- Recycling Centre
- Park and Ride
- Business/Office Site
- Potential Prison Site

Section 3: Key Infrastructure

Key Infrastructure | Prìomh Bhun-structar

- 21** The Council recognises the need to expand infrastructure to accommodate development and deliver the Vision for the Brief area. This section sets out major infrastructure requirements including school provision, transport infrastructure (cycle routes, public transport, roads and park-and-ride facilities), green infrastructure and waste and recycling facilities. It also promotes energy systems that reduce reliance on carbon-based fuels.

Education

- 22** The Highland Council monitors the capacities of primary and secondary schools to accommodate pupils in the region through the [School Roll Forecasts](#)⁽⁷⁾. This provides data to indicate what capacities schools are at and likely to reach based on various assumptions. These assumptions include factors such as the amount of land allocated for development in the Local Development Plan and assumed rates of windfall development (building on sites not identified for development in the Local Development Plan). It is informed by the [Housing Land Audit](#)⁽⁸⁾ (HLA) and both the School Roll Forecasts and HLA are updated annually.
- 23** As part of our review of infrastructure capacity in the Brief area we have completed an analysis which suggests that development will create greater longer-term needs than originally anticipated in the school roll forecasts. To address this, and current capacity needs, we have identified two primary school sites and one secondary school site within the Brief area. The Council will seek financial contributions from developers in the Brief area towards these infrastructure needs.
- 24** Section 6: 'Infrastructure Delivery' sets out the estimated costs that will be sought from developers. This figure will be subject to review based on detailed assessment of the needs at the time of individual planning applications.

Primary Education

- 25** One primary school site is located in the 'Stratton' Character Area and the other in 'West Ashton' as identified in the Masterplan. The Stratton school site is already in Highland Council ownership and is available for development in the short term to meet anticipated needs resulting from development as well as current school rolls pressure in this part of the City. The Stratton school currently does not have a funding commitment in the Council's Capital Programme.
- 26** The school site in the West Ashton area is anticipated for longer term development, outwith the current Capital Programme time period (2014/15 to 2024/25). This site will allow for flexibility in meeting future school demand in the longer term.

7 <http://www.highland.gov.uk/schoolrollforecasts>

8 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

Secondary Education

- 27 A new secondary school in Inverness has been agreed to as a prioritised project by the City of Inverness Area Committee, subject to Scottish Government funding. Through the phasing of development in the Brief area, the school site can be delivered in the medium term, allowing development, should funding become available within the Capital Programme time period.
- 28 The secondary school site is located within 'East Ashton', as identified in the Masterplan. The site was chosen due to its proximity to existing neighbourhoods and distance from current secondary schools. The future secondary will also be able to take advantage of its location next to the District Park and other neighbourhood amenities. Sharing this site with other community facilities may be an efficient way to deliver other community uses and will be supported. Recent examples like Inverness Royal Academy demonstrate success with this model.

Tertiary Education

Inverness Campus is home to key research and education departments from the University of the Highlands and Islands (UHI) and other academic institutions and offers enterprising organisations the opportunity to co-locate, work together and share knowledge to grow their businesses. The potential for opportunities for synergies between Inverness College UHI and local secondary schools should be explored and developed.

Dedicated Cycleway

- 29 A major influence in changing how people travel is the provision of safe, direct high-quality active travel routes. Section 2: 'Indicative Masterplan' illustrates the key active travel network and this includes dedicated routes and connections for pedestrians and cyclists.
- 30 It is expected that active travel routes are built to the Council's [Roads and Transport Guidelines for New Development](#) ⁽⁹⁾ to the desirable 3 m width for unsegregated shared use paths with verges of at least 1 m. The preference will be for well built bitmac paths, which provide a longer-term facility with lower whole-life costs.
- 31 Where a Core Path is affected by a development proposal, a recreation access management plan will typically be required and should be discussed with the Council's Access Officer at the earliest opportunity.
- 32 The Main Street will provide a spine of high activity due to the mix of uses and higher density of housing. This will create the ideal location for a new segregated cycle route through the Brief area, the Figure 3.1 'Dedicated Cycleway'.

9 http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

Section 3: Key Infrastructure

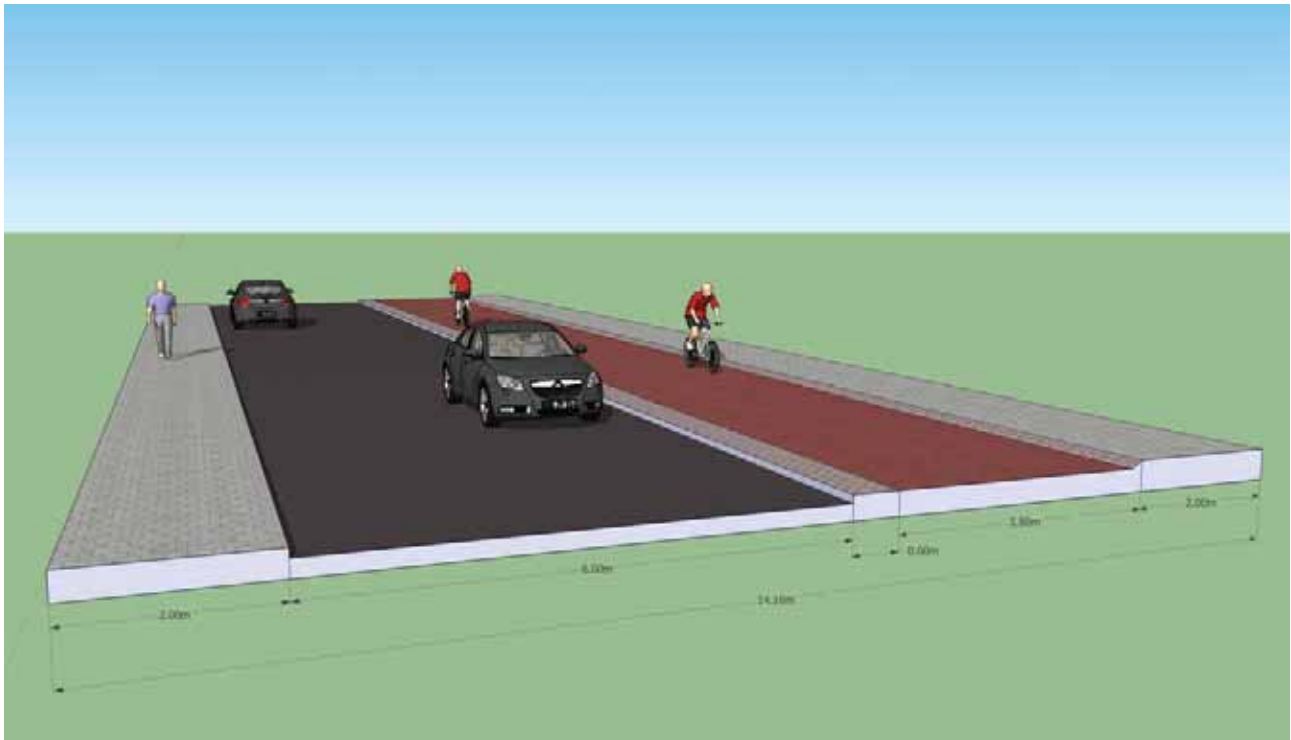


Figure 3.1 Dedicated Cycleway

- 33** This route will provide a direct priority route and seamless connection for cyclists along a desired east-west axis. It will link major destinations and recent active travel improvements at Inverness Campus (leading to the 'Golden Bridge', Raigmore and onto Millburn Road) across the Brief area to the suburbs of Smithton, Culloden and Balloch, and will continue as a segregated route through Ashton District Park.
- 34** The Council has secured the provision of the Dedicated Cycleway in the first phase of development at Stratton and Transport Scotland have incorporated it into their NMU strategy for 'Transport'. Developers of land along the Dedicated Cycleway will be required to provide a seamless connection for their phase of development to continue the route. This route should be a two-way segregated cycle lane (minimum cycling width 3.5 m, with additional 0.6 m separation between the road carriageway and cycle lane) designed to at least the minimum specifications shown in Figure 3.1 'Dedicated Cycleway' and should be provided up to the boundary of landownership. Careful consideration will be required to ensure cycle priority at major crossing points like at Ashton Centre and across East Link and this design work should be done in consultation with the Council's Development and Infrastructure Service.
- 35** Provision of active travel routes within development sites and connections to the wider network will be expected to be delivered by developers of the Brief area. This provision will typically be secured by planning condition. Map 3.1 'Active Travel' illustrates the key active travel routes in the Brief. It should be read alongside the Masterplan to confirm which routes within a proposed development site will require to be delivered as part of the development.


Inverness East Development Brief Active Travel



Development Brief Boundary



Active Travel

 Principal Cycling and Walking Links

 Secondary Cycling and Walking Links

 Dedicated Cycleway

Section 3: Key Infrastructure

Transport

- 36** The safe and convenient movement of people is central to the success of Inverness East as a place. The Brief references ongoing investment in new strategic road capacity, but this is only one part of the solution. The Brief seeks to facilitate a shift from car-based travel to more sustainable forms because of its multiple benefits in reducing road congestion and harmful emissions combined with the health advantages of walking or cycling.

Bus Stops and Subsidised Routes

- 37** The current provision of bus routes is limited to Barn Church Road, the Inverness Retail and Business Park, and some other routes nearby. The Main Street must be designed to accommodate a new bus route. This will include the provision of bus stops, shelters and real-time travel information to ensure that all new development is within 400 m of a bus route. The Council has secured such provision in the first phase of development at Stratton.
- 38** It is expected that once the whole Brief area is developed there will be a commercially viable route along the Main Street to the city centre that connects at Barn Church Road in the east and Inverness Business and Retail Park in the west, potentially including the new bus bridge into Inverness Campus.
- 39** In line with the [Developer Contributions Supplementary Guidance](#), the Council will seek contributions from all developers in the Brief area towards the costs of new bus route infrastructure and, in earlier phases, towards subsidising this new route until it becomes commercially viable.
- 40** Section 6: 'Infrastructure Delivery' sets out the estimated costs that will be sought from developers. This figure will be subject to review based on detailed assessment of the needs at the time of individual planning applications.

Park and Ride

- 41** A 500-space Park and Ride facility was consented as part of the Stratton permission at the northern end of Barn Church Road. This facility may be phased (in line with the planning consent) with an initial 150 spaces in the early phase and the remaining 350 spaces in the medium or long phases. This facility has the potential to enable longer distance commuters and visitors to the city to utilise a sustainable mode of transport into the city centre. Once the Brief area is fully developed, it may also act as a public and active travel transport hub for those living, working and visiting the Brief area. Key active travel links to this facility that are expected to be delivered by developers are identified in the Masterplan.

Rail Halt

- 42** Rail lines connecting to Aberdeen and Perth pass through the Brief area and offer an opportunity for a new, local rail halt to serve residents wishing to travel to the city centre and beyond but also commuters, shoppers and other visitors wishing to visit destinations within the Brief area. Over the next 10 years, both the Perth and Aberdeen lines are scheduled for major investment in line capacity and timetabling of services and therefore this an opportune time for a local connection to the rail network.

- 43** However, there are financial, physical and technical challenges to establishing a new rail halt within the Brief area. The Highland Council is working with The Highlands and Islands Regional Transport Partnership (HITRANS) to further investigate the feasibility of a rail halt at Seafield, the Campus or Stratton. This feasibility will assess: market demand for the facility; technical issues such as signalling, line curvature and gradient; the likely degree of support from funding agencies and rail operators, and; an indicative cost for the facility. This work will require to be informed by a wider appraisal based on the Scottish Transport Appraisal Guidance.

Strategic Roads

- 44** Development of the Brief area requires parallel improvement in trunk and local road networks in the eastern part of the city. There are four principal road schemes:
1. East Link (better connectivity between the A96 and A9);
 2. Barn Church Road (widening of the existing carriageway between Smithton and the A96);
 3. Inshes Corridor (widening and junction improvements between Culloden Road and Raigmore Hospital);
 4. A96 (upgrading to dual carriageway standard).
- 45** Transport Scotland are progressing and funding the East Link and A96 schemes, the Highland Council are progressing the Inshes Corridor improvements and the developers of land at Stratton are widening Barn Church Road. The schemes are at different stages and therefore contain varying levels of detail on the design of the road and its junctions. All the schemes have had public consultation separate to that on the Brief. For each scheme the Brief safeguards land required for the proposal, requires direct provision of it or seeks developer contributions towards its completion (as set out in the Section 6: 'Infrastructure Delivery' section) and ensures a pattern of adjoining land use that is compatible with it.

East Link

- 46** The A96, Barn Church Road and Inshes Corridor schemes do not have a direct influence on the pattern of land use within the Brief area. However, East Link is integral to the pattern of land use within the heart of the Brief area.
- 47** Transport Scotland has announced its preference for the East Link route option and variant, as shown in the Brief, and will now commence detailed design work. The Council are working closely with Transport Scotland in progressing their designs. Any future junctions needed to connect East Link with development land will require to be funded and delivered by the developers of that land. The Masterplan shows the location of these additional connections at the northern end of East Link.

Sports Facilities

- 48** There is a recognised deficiency in sports facilities in the east of the city and the Brief area offers multiple opportunities to address this. The provision of new sports facilities on Inverness Campus can help address this deficiency in the shorter term, whilst a new district park and future high school offer opportunities to address the issue in the medium and longer term.

Section 3: Key Infrastructure

Green Infrastructure

- 49** An extensive network of green spaces already exists across the Brief area and provides multiple benefits for biodiversity, landscape and visual amenity and for contributing to the distinctiveness of future neighbourhoods. These features, including trees, burns and wooded gullies, constrain the potential for surrounding land to be developed through the need to safeguard roots, set back development from tree shading, and avoid areas identified as at risk of flooding on the [SEPA Flood Map](#)⁽¹⁰⁾. Existing watercourses shall be maintained and development set-back to create amenity spaces and blue/green corridors. Opportunities to include water features, SUDS ponds and natural flood management are encouraged to enhance green spaces. River restoration and improvements to waterbodies to improve habitat and biodiversity are encouraged along blue/green corridors.
- 50** The Brief promotes the retention and enhancement of many existing green spaces and the creation of new ones such as parkland to facilitate active travel, recreation, biodiversity, water quality and habitat connectivity. The various elements that make up the network of green spaces are identified in Section 2: 'Indicative Masterplan' and are shown in Map 3.2 'Green Network'. The extent of each type of green space meets and exceeds that which is required under the Council's Open Space in New Residential Development Supplementary Guidance.
- 51** Ashton District Park, the proposed 12-hectare park west of Ashton Centre will provide play, recreation and sport facilities as well as less formal areas featuring biodiversity improvements and river restoration, which could include re-meandering which would have natural flood management benefits. Given its scale, it is likely that this park will require to be delivered in two phases, in line with the phasing set out in this Brief. Developer contributions will be sought for the design and layout of park facilities which the Council will deliver. The Council will work with an appropriate community association to secure funding and manage the delivery of play equipment and the establishment of community growing space and/or allotments within the park.
- 52** As well as this formal park, a less formal linear park is identified as part of the consented masterplan for Stratton along the north eastern edge of Barn Church Road. This park will be delivered as part of the on-site provision of facilities by developers of future phases of development within this character area.
- 53** A similar less formal park mirrors the Stratton linear park at 'West Ashton', following the line of the existing burn and abutting the northern edge of the Main Street and the western edge of East Link. This park should be delivered as part of the on-site provision of facilities by developers of this area. The layout of the park should be informed by a detailed Flood Risk Assessment that confirms the flood extents, flow paths and depths of water. The park shall be designed by the developers to include access and amenity provided by the developers.
- 54** Inverness Campus also features a campus green with central water features that serve as an attractive feature and innovative drainage solution. This area plays an increasing role as an urban park for the east of the city.

10 <http://map.sepa.org.uk/floodmap/map.htm>

- 55** Where new planting schemes are proposed it is the Council's preference for the careful selection of appropriate native species to be used. Applicants should discuss planting schemes, including species selection, with the Council's Forestry Team at the earliest opportunity.

Allotments and Community Growing Space

- 56** The Highland Council is currently developing a [food growing strategy](#)⁽¹¹⁾ which will include our new approach to how we identify and deliver land for community growing and allotments. The current [Allotments Policy](#)⁽¹²⁾ sets out the Council's aims to increase provision across the region.
- 57** The Brief area offers potential to deliver allotments and community growing space for new and existing communities. The Green Infrastructure Map shows four key locations where allotments and/or community growing spaces could be delivered. These include land at Milton of Culloden South, where there is scope for the delivery of an integrated green space and growing space; Stratton, where the existing planning permission includes the provision of allotments in the next phase of development; within Ashton District Park; and at Inverness Campus.
- 58** Developers of land where allotments have been identified in the Masterplan will be expected to provide these areas as part of their development, in line with Section 6:'Infrastructure Delivery' and Section 7:'Phasing' of this Brief.

11 https://www.highland.gov.uk/info/1210/environment/321/climate_change/10

12 http://www.highland.gov.uk/download/downloads/id/5884/allotments_policy.pdf

Inverness East Development Brief Green Infrastructure



Development Brief Boundary
[Thick black outline icon]

Growing Spaces/Allotments
[Circled 'A' icon]

Green Space

- [Red dashed outline icon] Ashton District Park
- [Red dotted outline icon] Linear Park
- [Yellow square icon] Public Space
- [Light green square icon] Informal Green Space
- [Dark green square icon] Retained and Increased Woodland

Energy

- 59** In promoting sustainable development The Highland Council promotes national ambitions to transform the places we live through greater energy efficiency, more local energy systems and less reliance on carbon-based fuels. Future developments provide opportunities to deliver on these ambitions and have potential to achieve low or zero carbon status. The Development Plan for Highland already sets out requirements for developments in terms of their sustainability and energy efficient design. Applicants in the Brief area are expected to demonstrate how proposals comply with these policies, including how the scheme has taken account of [Scotland's Heat Map](#)⁽¹³⁾ and the measures outlined below. We are developing new and revised policies that will respond further to national strategies and policies.
- 60** Given the current greenfield nature of much of the site, neighbouring built up areas, and the number of new homes planned and varied mix of uses, the Brief area offers potential for a wide range of measures to be considered such as:
- Local generation (capture) of energy and heat, for example taking energy and heat from waste, water, air and sunlight;
 - Local distribution of energy and heat, for example networks of pipes for heating neighbourhoods;
 - Electricity and heat storage, enabling excess generation to be stored and later released for use when demand rises;
 - Electric vehicle charging infrastructure within the residential areas, mixed use centres at West Ashton, Stratton, Ashton and Inverness Campus, and at other destination sites and uses;
 - Air cleansing structures, keeping our air clean by filtering out pollutants;
 - Water re-use and cooling networks, perhaps in association with sustainable drainage systems.
- 61** The Council expects the potential for such measures to be incorporated in the development, be it built in at the outset or safeguarded and planned for future deployment, and will welcome engagement with landowners, developers and communities to consider opportunities – including options for how they can be delivered.

Waste and Recycling

- 62** Waste management facilities should be provided in line with the [Managing Waste in New Developments Supplementary Guidance](#)⁽¹⁴⁾.

13 <http://heatmap.scotland.gov.uk/>

14 http://www.highland.gov.uk/download/downloads/id/2866/managing_waste_in_new_developments_supplementary_guidance.pdf

Section 3: Key Infrastructure

Recycling Centre

- 63** The existing Council recycling centre at Henderson Drive has the highest throughput of waste and recycling in the region and amongst the highest in Scotland. With significant growth of the city through Inverness East and other areas, like Tornagrain, it is likely that the pressures on this facility will increase. Whilst there is no current commitment to create new recycling centres in the city, it is important that appropriate land is reserved for such a use, as shown in Map 3.3'Recycling Facilities'.

Recycling Points

- 64** The Council has made a commitment to work towards the Charter for Household Recycling in Scotland and therefore seeks to meet the essential and desirable requirements set out in the [Household Recycling in Scotland Code of Practice](#)⁽¹⁵⁾.
- 65** New developments should provide glass recycling points to provide sufficient capacity for residents at a maximum travel distance of 1 km from every household. They should be sited away from sensitive uses, but near focal points of the community like retail and community uses, excluding schools (to minimise safety risks).
- 66** The Council will seek developer contributions from residential developers within the Brief area towards the cost of providing glass recycling points or equivalent gifted land. Developers of land where recycling point locations have been shown in Map 3.3'Recycling Facilities' should ensure that 20 m² of hardstanding is created and reserved within the development that is accessible to enable a refuse collection vehicle for regular servicing (e.g. within a car park). The Council will use contributions from residential developers to secure sufficient control of this land to provide and service glass recycling bins. Exact specifications and requirements for the locations shown below should be discussed with the Council's Community Services prior to submitting a planning application.
- 67** Map 3.3'Recycling Facilities' identifies the location of existing and suggested new recycling points for the Brief area.

15 <http://www.zerowastescotland.org.uk/sites/default/files/Household%20Recycling%20COP%20v2.pdf>

Inverness East Development Brief Recycling



Development Brief Boundary
[Thick black line icon]

Recycling Facilities

- [Orange polygon icon] Recycling Centre Site
- [Brown circle icon] Existing Recycling Point
- [Orange circle icon] Future Recycling Point



Character Areas | Raointean Caractair

- 68** Five character areas are identified in the Brief area, as shown in Map 4.1 'Character Areas'. These areas are distinguished by location, landscape features and transport infrastructure including East Link and are described in terms of the appearance and function of the neighbourhood once completed.
- 69** The development criteria set out for each area and in Section 5: 'Placemaking Principles' describe requirements that should be addressed in the preparation of masterplans, block and street layouts, and in the design of buildings, open space and greenspace, to achieve the [six qualities of a successful place](#) ⁽¹⁶⁾ defined in national planning policy:
1. Distinctive;
 2. Safe and pleasant;
 3. Easy to move around;
 4. Welcoming;
 5. Adaptable; and
 6. Resource-efficient.
- 70** Whilst the unique character of each area helps to define and create distinctive new places, it is essential that each area contributes to the overall 'Vision' for the Brief area, integrating well with the surrounding context, promoting strong connectivity and delivering high quality public open space.

16 <http://www.gov.scot/Topics/Built-Environment/AandP/InspirationalDesigns/6qualities>

Inverness East Development Brief Character Areas



Development Brief Boundary

Character Areas


Section 4: Character Areas

West Ashton

- 71 West Ashton will be a predominantly residential neighbourhood whose southern edge fronts onto the Main Street and incorporates employment land adjoining Inverness Campus. Its western edge will be occupied by Inverness Retail Park and includes land allocated for business use west of Eastfield Way and the site of HMP Highland, which was recently granted planning permission in principle. West Ashton's Main Street will support higher density, mixed-use development with potential for residential, business and community uses served by good public transport links. North of this street, medium density residential streets will gradually give way to lower density blocks at neighbourhood edges.

The neighbourhood will be separated from East Link by Ashton Burn Park, a large linear park that follows the line of the existing burn.



Map 4.2 West Ashton Character Area

Development Criteria specific to West Ashton

1. Ashton Burn Park will be designed to incorporate formal play areas, active travel routes and appropriate planting, including street trees and parking, including cycle parking.
2. The Main Street will be designed for safe movement with a hierarchy that begins with pedestrians, cyclists, public transport, then private vehicles.
3. Landmark buildings and boundary treatments, including gateway features to Ashton Centre, will make it easy for pedestrians, cyclists and motorists to 'read' and navigate through the neighbourhood.
4. The Dedicated Cycleway will be delivered as part of the East Link project, ensuring a seamless connection to the Prison site which will link users to the bus bridge and Inverness Retail Park.
5. The existing core path (IN08.10) will be integrated into the new block layout, safeguarding associated green infrastructure (trees, ditch, boundary hedges etc.) and improving active travel links to Inverness Retail Park.
6. The existing active travel route crossing the Highland Mainline Railway at Inverness Campus and linking to Inverness Retail Park will be retained and realigned where necessary.
7. Safe, attractive walking and cycling routes will be provided:
 1. from Inverness Retail Park to Stoneyfield Business Park.
 2. from the new primary school to East Ashton, Inverness Campus and neighbourhoods south of the rail line, including:
 - links to and under East Link where the road crosses the rail line;
 - a minimum of three crossing points on East Link in addition to those provided at road intersections.
8. Buildings and boundary treatments at Ashton Farm will be reused or redesigned so that the area continues to benefit from its distinctive character and landmark features.
9. Homes will be orientated so that as many residents as possible benefit from views of greenspace, including parks and woodland, and to ensure good passive surveillance of open space including frequently spaced building entrances and windows.
10. A new public open space will be created to form a gateway feature between the residential area/neighbourhood centre at Ashton Farm and the Main Street.
11. Car park/service areas for commercial uses will be wrapped by surrounding properties.

- 72** A new primary school is proposed close to Ashton Farm, surrounded on three sides by residential properties. The Ashton Farm buildings and boundary treatments present opportunities for adaptive reuse with potential for blocks to be developed as a medium density, local centre supporting services and community uses. This will front onto a small civic space to form a gateway from the Main Street and a focus for community activity. Vehicle access to the neighbourhood centre should incorporate a drop-off area for school traffic and service access for commercial, and school/community use. To promote a strong sense of street enclosure in this area, single storey development must be avoided. Car parking serving commercial uses must be wrapped by surrounding properties.

Section 4: Character Areas

- 73** The Main Street will present an opportunity for medium-high density development comprising 3-storey buildings with strong, continuous urban frontages. In mixed use blocks, non-residential uses should be located at street level with offices or residential uses above. In a similar way development in Inverness Retail Park should present a continuous urban frontage to Eastfield Way, strengthening the urban character of this important route.
- 74** West Ashton should feature a mix of terraced and semi-detached residential properties dropping to lower density at its edge closer to the A96. Frontages overlooking Ashton Burn Park will present an opportunity for two and three storey houses. These must feature frequently spaced building entrances and windows that provide high levels of passive surveillance (overlooking) of public space. Their design must also take advantage of park views.
- 75** The area will be well-served by existing and enhanced active travel links, respecting key desire lines to East Ashton, Inverness Campus and Inverness Retail Park, in line with Map 3.1 'Active Travel'.
- 76** Parking must include adequate provision for bicycles and on-street vehicle parking/loading areas on the Main Street and on one side of the civic space, as well as parking for people accessing Ashton Burn Park.

Ashton Burn Park

- 77** Ashton Burn Park will form a linear extension from the new Ashton District Park, defining the eastern edge of West Ashton as an area of informal public open space shaped by the route of the burn. Its design must incorporate formal play areas and feature clear, direct links to surrounding active travel routes that respect key desire lines including links to Ashton East. Conveniently located cycle and vehicle parking areas must also be provided. The park's boundary treatment to East Link must include a strong line of trees running parallel to the road.

East Ashton

- 78** East Ashton will be the most diverse neighbourhood in the Brief area, featuring a mix of uses, amenities, house types and residential densities. It will be the location of Ashton Centre, an important new mixed-use urban core serving the wider communities in the east of the city⁽¹⁷⁾. This centre will complement the consented town centre at Stratton, around 500 m to the east, with additional facilities and destinations connected by a new Main Street and high quality active travel links. North of Ashton Centre, residential streets with a strong urban character will gradually give way to lower density blocks at the neighbourhood edges. To the west, a strong urban frontage will run parallel to East Link providing good natural surveillance over the main road and Ashton Burn Park. The area will be exceptionally well served by active travel and road links to surrounding neighbourhoods. It will also contain the new Ashton District Park.



Map 4.3 East Ashton Character Area

- 17** Policy 1 of the Inner Moray Firth Local Development Plan sets out the Council's approach to promoting and protecting the vitality and viability of Inverness city centre. All footfall generating proposals in the Brief area should first consider sites within Inverness city centre taking into account their proposal's appropriateness in terms of location, type and scale relative to the primary role of the city centre.

Section 4: Character Areas

Development criteria specific to East Ashton

1. Development will contribute to East Ashton's sense of place by:
 - creating a new civic open space at the heart of Ashton Centre;
 - using higher density development to define Ashton Centre and sustain new businesses, shops, community facilities, public transport and other amenities;
 - establishing a new Main Street overlooked by active frontages, including higher density mixed-use blocks.
2. A new Ashton District Park will incorporate formal play areas, sports pitches, open parkland, paths, cycle routes, and cycle and vehicle parking.
3. Ashton Centre will be a mixed use central destination providing access to community, commercial and recreational facilities to people living and working in the wider area. Car park/service areas for mixed uses will be wrapped by surrounding properties.
4. The Main Street will be designed for safe movement with a hierarchy that begins with pedestrians, cyclists, public transport, then private vehicles.
5. The Dedicated Cycleway will extend across the character area, linking Stratton to West Ashton. This will be a direct link that prioritises active travel over motorised vehicles and provides a seamless connection for cyclists.
6. The existing core path (IN08.10) will be retained, realigned as necessary, and integrated into the block layout/design of the District Park, safeguarding its role as an important walking and cycling route.
7. A network of safe, attractive walking and cycling routes will be provided from the new secondary school to Stratton, West Ashton, Inverness Campus and neighbourhoods south of the rail line, including crossing points on East Link as shown in the Masterplan.
8. Landmark buildings and boundary treatments, including gateway features to Ashton Centre, will make it easy for pedestrians, cyclists and motorists to 'read' and navigate through the neighbourhood.
9. Homes will be orientated so that as many residents as possible benefit from views of greenspace, including parks and woodland, and to ensure good passive surveillance of open space including frequently spaced building entrances and windows.
10. East Link will be overlooked by a strong urban frontage of apartments and houses set back and separated from the main road by a parallel access road, street trees and a cycle lane.

11. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Ashton Centre

- 79 Ashton Centre will overlook the new Ashton District Park and front onto the Main Street that runs east-west through the Brief area. It will have strong active travel links to Stratton town centre as well as existing neighbourhoods south of the rail line. It will provide a convenient location for a new secondary school with community facilities and a broad mix of services and community facilities such as shops, restaurants, cafés, offices and leisure facilities. The Main Street must be well-served by public transport.
- 80 Ashton Centre presents an opportunity for higher density development facing the primary street and district park, comprising 4-storey blocks with strong, continuous urban frontages. In mixed use blocks, non-residential uses should be located at street level with offices or residential uses above. All frontages facing the park should take advantage of park views. Blocks on the north side of the primary street should take advantage of views north to the firth and mountains, including the potential for attractive penthouse accommodation.
- 81 A civic open space must be provided that can become a focus for community activity. This space must be well-overlooked and well-defined by frontages and boundaries, including the entrance to the school campus, the district park, mixed use blocks, and the primary street.
- 82 Integrating community facilities into the new secondary school campus may be an efficient way to deliver other community uses and will be supported. Recent examples like Inverness Royal Academy's demonstrate success with this type of model.
- 83 The area's legibility and distinctiveness should be underpinned by landmark buildings, entrances and corner treatments, including the built form/boundary treatment of the new secondary school campus.
- 84 Existing Core Path IN08.10 A96 to Caulfield Road North by Ashton Farm must be retained, although the southernmost section may have to be re-routed to avoid crossing the site of the new secondary school. The core path route must be defined and safeguarded where it passes through the district park, and direct new pedestrian/cycle links formed, respecting desire lines, from the path to surrounding uses.
- 85 Vehicle access to the new Ashton Centre should incorporate drop-off area(s) for school traffic and service access for commercial, and school/community use. Parking arrangements must include adequate provision for cycle parking, on-street vehicle parking/loading areas on the Main Street and on one side of the new civic space, and parking spaces for people accessing the district park.

Section 4: Character Areas

- 86** The southern part of East Ashton comprises part of the former Cradlehall Farm landholding which is affected by a still-valid legal agreement. The Council supports the development of the part of this land within the Brief area, as shown in the Masterplan. The landowner will be required to work with the Council to remove this agreement's restriction on development of this land.

District Park

- 87** The new district park must feature formal play areas, sports pitches, open parkland with riparian and wetland habitat, and active travel routes along key desire lines that include safe, segregated cycle routes, and conveniently located cycle and vehicle parking areas. The precise alignment of Main Street and adjacent blocks around the park may vary in response to detailed Flood Risk Assessment information. This is acceptable, provided the total area of district park is maintained and the principles of the Brief in terms of layout, design and frontages are followed.

East Link

- 88** Frontages facing East Link will provide opportunities for three-storey buildings, including terraced townhouses and apartments, accessed by a shared space route running parallel to the road and separated by a line of street trees. These frontages should be urban in character featuring strong, relatively continuous building lines and small front gardens, to enhance the sense of arrival at the Main Street. Main entrances and windows must face directly onto the shared space, promoting high levels of street activity and natural surveillance. The area between the shared space and East Link may accommodate small areas of perpendicular on-street parking, providing these form part of a detailed landscape plan for a high quality public realm.

Stratton

- 89** Stratton has planning permission in principle for a 'new town' including a town centre, housing, and commercial development. Development of this area will be delivered in line with the consents granted, and following more detailed masterplans. The Brief provides the Council's up to date position on how it expects the expansion of the east of the city to proceed, including the Stratton area. It is therefore essential that future planning applications for Stratton follow the original permission as well as this Brief, including its Vision and Masterplan to ensure this area is fully integrated with the wider expansion of the city and is effective as a place.
- 90** Stratton has an important role because it is likely to be the first area to be developed. This means it will set the benchmark for high quality placemaking. It will establish key connections from Barn Church Road to the communities to the south, east and west and will link new neighbourhoods to major employment destinations across the city.



Map 4.4 Stratton Character Area

Development criteria specific to Stratton

1. The block layout and street hierarchy will integrate views across the Moray Firth to the Black Isle, as indicated in the original masterplan.
2. The Dedicated Cycleway will extend to and through the area ensuring a seamless connection from Ashton Centre to Stratton Lodge and Milton of Culloden.
3. Safe walking and cycling routes will link the new primary school to all surrounding neighbourhoods, including East Ashton.
4. The design of Stratton Park (the linear park parallel to Barn Church Road) will incorporate formal play areas, active travel routes and appropriate planting including street trees.
5. Development will be sensitive to existing urban edges at Smithton and Culloden, strengthening connectivity and integrating well with the urban grain, in particular:
 - the mixed use centre at Stratton will relate well to Sinclair Park, facilitating active travel to Shackleton Park and Barn Church Road and ensuring residential amenity is respected;
 - Shackleton Park will provide a gateway and focus for integrating new development with Cranmore Drive and Sinclair Park, informing the layout of new houses, open space and active travel connections;
 - development facing towards Caulfield Road will facilitate safe, attractive routes for active travel to existing neighbourhoods in Galloway Drive.
6. Safe, convenient links will be provided for all modes of transport to the Park and Ride facility at the northern end of Barn Church Road.
7. Key routes, in particular Barn Church Road and the Main Street, and public open spaces will be lined with strong urban frontages.
8. Mixed-use development will be located at the junction of Barn Church Road and the Main Street (reflecting the mix of uses described in the consented Masterplan, including residential) forming a gateway feature, including public open space.
9. Car parking and service areas for commercial uses will be wrapped by surrounding properties.
10. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Planning Context

- 91 Planning Permission in Principle (09/00141/OUTIN) was granted in 2011 which included an indicative masterplan. Further applications were then granted that ultimately led to the area's initial phases being progressed for residential development instead of retail. The planning history is available [online](#) ⁽¹⁸⁾. The Stratton town centre has permission for a range of uses including commercial (with larger scale retail), community facilities and housing. This destination will be complemented by Ashton Centre, around 500 m to the west and provides additional facilities and destinations connected by a new Main Street and high quality active travel links.



Map 4.5 East Ashton Character Area

- 92 The detailed design and layout for each phase of development is being dealt with through Matters Specified by Condition applications. A range of uses for the area have been approved and include:
- Phased development of up to 2,500 new homes, mixed in size, type and ownership.
 - Mixed-use town centre with retail, business, community and commercial uses adjacent to Barn Church Road.
 - A new Primary Street with capacity for pedestrians, cyclists, buses and cars.

18 <http://wam.highland.gov.uk/wam/propertyDetails.do?activeTab=relatedCases&keyVal=KFPVO1IH07801>

Section 4: Character Areas

- A new primary school.
- Retail facilities and a park and ride facility adjacent to Barn Church Road.
- A new Linear Park along Barn Church Road.

Milton of Culloden South

- 93** The Milton of Culloden South area is characterised by its distinctly rural feel, created by its boundary into agriculture to the northeast and the listed Stratton Lodge and associated woodland to the southwest. Road access, pipeline safeguards, scheduled monuments, and the presence of Stratton Lodge and its mature woodland offer both constraints and opportunities for future development.
- 94** The vision for Milton of Culloden South is to create a distinctive and high quality neighbourhood that reflects the agricultural history of the land. A greenspace is identified in the Masterplan between new blocks of development and Caulfield Road. In this location an equipped park will provide residents with a walkable local destination that will facilitate integration with existing neighbourhoods. Community growing space will be encouraged in this area, as well as flexible residential units that offer opportunities to work from home.



Map 4.6 Milton of Culloden South Character Area

Development criteria specific to Milton of Culloden South

1. Sensitive re-development of Stratton Lodge will respect its historic character and landscape setting and secure the future of the listed building.
2. Safe walking and cycling routes lined by active frontages link:
 - Milton of Culloden South to Stratton Lodge and future active travel connections proposed by the A96 Dualling project.
 - all new development to Stratton primary school and existing neighbourhoods abutting Caulfield Road.
3. Medium density residential streets gradually give way to low and very low density development abutting rural land uses to the east.
4. A diverse range of house types reflect the transitional character of the area from urban to rural.
5. A greenspace at Milton of Culloden will provide a safe, attractive public open space for community activity, including play areas and planting.
6. Opportunities for public access to the amenity woodland at Stratton Lodge will be maximised.
7. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Stratton Lodge and Land to the South

- 95** Stratton Lodge is a late 18th century category B Listed Building. The setting of the Lodge is enhanced by the distinctive tree lined drive and mature policy woodland which contributes to its special interest and serves as an amenity area for nearby neighbourhoods. The building suffered extensive fire damage in 2013, but is capable of restoration and has the capacity for a sensitive and high quality extension to the rear of the building. The area to the front of the building must be preserved and enhanced as part of any redevelopment, including as much of the length of the tree lined driveway as possible. A recreation access management plan will be required along with a woodland management plan and sensitive enhancement of the existing path network.
- 96** Scottish Planning Policy allows for enabling development in order to secure the future of a heritage asset such as a Listed Building. The economic viability of the redevelopment of Stratton Lodge is tied to the land located between the Stratton development and the Lodge's tree-lined driveway. This land is suitable for medium density residential development to enable sensitive adaptive re-use of Stratton Lodge, provided it is compatible with adjacent development.

- 97** To ensure the sensitive redevelopment of Stratton Lodge, development will only be supported in this area if the future of the Listed Building is secured first, and any proposal that comes forward can demonstrate this to the satisfaction of the Council.

Milton of Culloden South

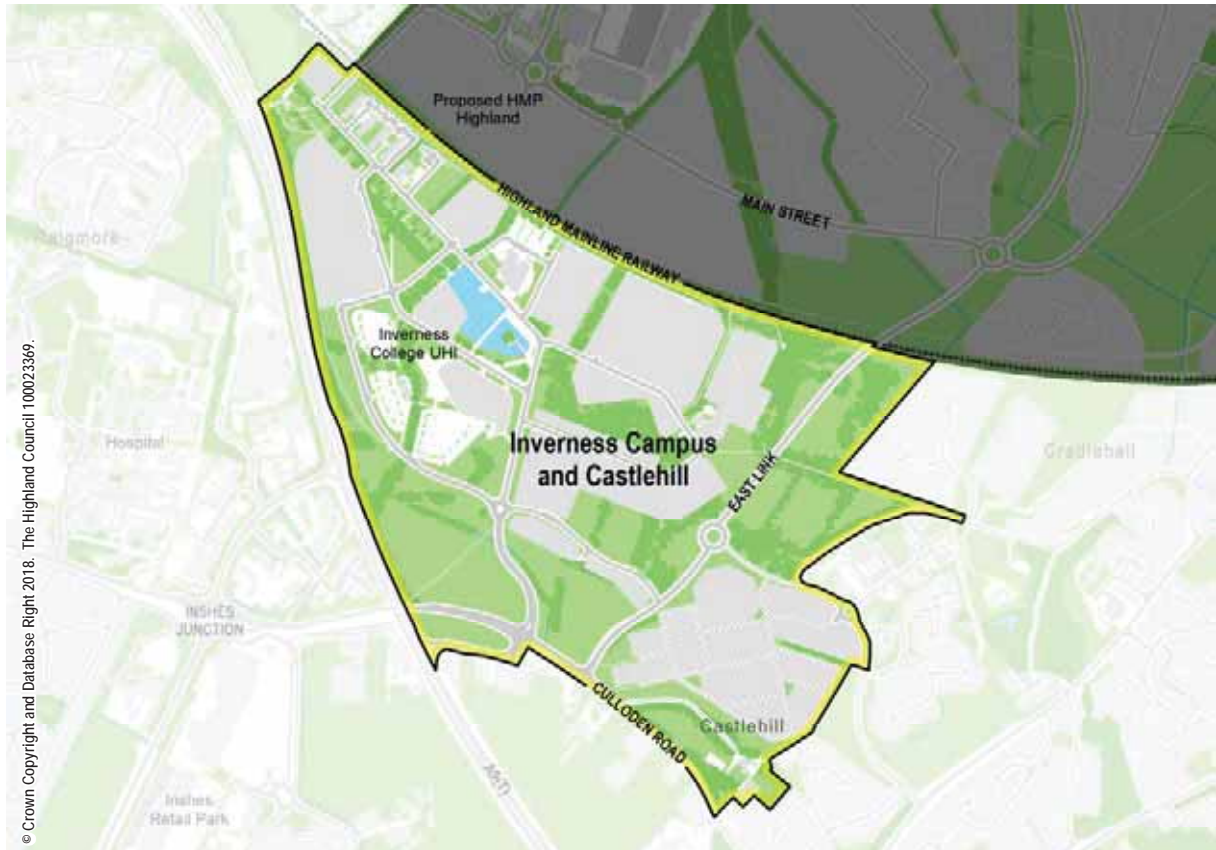
- 98** A detailed masterplan should be prepared in support of planning applications for Milton of Culloden South, following this Brief, and should address the delivery of the two green spaces identified- the less formal northern area and more formal southern open space.
- 99** Due to the presence of development constraints, lower density smallholdings and associated buildings offering agricultural or equestrian use may be appropriate for the blocks closest to the A96, identified for very low density. The presence of a high pressure gas pipeline in this area may mean developers will have to consult the Health and Safety Executive's Planning Advice Team to ensure their proposals are a safe distance from this infrastructure.
- 100** The *access road* (see character area map above) to development land east of Stratton Lodge is the new route that will be formed from Barn Church Road. As part of the A96 dualling scheme Transport Scotland's latest thinking is to close the junction to Milton of Culloden South from the existing A96 and provide a suitable alternative. The details of this scheme may change as it will be subject to Public Local Inquiry, details of which are available ⁽¹⁹⁾.
- 101** The timing of development proposals coming forward for the land at Milton of Culloden South and the junction from the A96 being closed will determine what new access arrangements will be required for existing residents, agricultural access and for new development:
- If the A96 junction is closed first, Transport Scotland will provide existing Milton of Culloden South residents and farmers with an alternative route by upgrading the existing Milton Road up to the junction at Barn Church Road. The route to serve the Milton of Culloden South Character Area will be provided on the *access road*. Once the *access road* is formed this will provide a route for existing Milton of Culloden South residents and the Council will seek to control access along Stratton Lodge Road by way of a locked gate or other appropriate solution at both the Barn Church Road end and the access track to Keppoch Road.
 - If the *access road* is delivered up to existing properties at Milton Culloden South before the A96 junction is closed, access will be along the *access road*. If this occurs, Transport Scotland may only need to provide agricultural access along Milton Road, since the *access road* will provide a route for existing and new residents. The Council will therefore seek to control access along this road as explained above.

19 [online https://www.dpea.scotland.gov.uk/CaseDetails.aspx?ID=118313](https://www.dpea.scotland.gov.uk/CaseDetails.aspx?ID=118313)

Section 4: Character Areas

Inverness Campus and Castlehill

- 102** The south west part of the Brief area comprises land bounded by the Highland Mainline railway, the A9 and the existing neighbourhood of Cradlehall. It also accommodates Inverness Campus and part of the East Link route.
- 103** The Brief proposes a consolidation of predominantly employment uses within the core of the Campus, expansion of the existing residential neighbourhood at Cradlehall and a purposeful green corridor that accommodates East Link and community facilities such as parkland and potential growing space.



Map 4.7 Inverness Campus and Castlehill Character Area

Development criteria specific to Inverness Campus and Castlehill

1. Development at Inverness Campus will follow the existing design code to deliver innovative exemplars of modern design and layout.
2. Amenity space between Inverness Campus and Cradlehall will support practical uses (e.g. allotments, parkland or community woodland) and will safeguard existing trees and provide new tree planting.
3. New active travel links along and across East Link will maximise connectivity from the road to surrounding neighbourhoods and key destinations.
4. Active travel and public transport connections between Cradlehall, Inverness Campus, the City Centre and Inverness Retail and Business Park will be improved.
5. New sports facilities at Inverness Campus will be accessible for use by local communities and the wider City.
6. Development abutting Castlehill Road will feature active frontages including high levels of transparency and frequent pedestrian entrances, focussing activity and providing passive surveillance over the main road. Frontages will be separated from the road by high quality boundary treatments (e.g. low stone walls, trees/planting) in keeping with existing boundary treatments on Culloden Road.
7. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

104 Inverness Campus is one of Highland's most important sites for learning, research, enterprise and employment. The Brief will support its continued expansion as an innovative exemplar of modern design and layout. Inverness Campus is part complete and part committed in terms of planning permissions and construction starts.

105 The land north of Castlehill Gardens has consent for a care home and the Brief promotes the rest of this area for a mix of residential use and gateway commercial uses on the East Link roundabout. The heights of buildings in this area must be sensitive to surrounding uses and a maximum of two storeys. The area should take its design cues from the adjacent Inverness Campus.

106 The relationship between new and existing neighbourhoods and Inverness Campus is important and East Link serves as a boundary for the two. The land between East Link and Caulfield Road North/ Cradlehall Meadows does not have a suitable road access and is not considered to be appropriate for built development. The Brief promotes this area as a potential community woodland, reflecting the planting scheme shown in the HIE Inverness Campus masterplan, and the potential need for mitigatory planting as part of the East Link project. There may also be potential for allotments in this area, as reflected in the Map 3.2 'Green Network'.

Section 4: Character Areas

- 107** Extant planning permissions exist at the Campus and on land south of Cradlehall Business Park. The Brief's provisions mirror the permissions for these sites.

Placemaking Principles | Prionnsapalan Dealbhadh-àite

- 108** Scottish Planning Policy defines placemaking as “a creative, collaborative process that includes design, development, renewal or regeneration of our urban or rural built environments.” It encourages the creation of high quality places through a design-led approach that emphasises the importance of the location, layout and design of new development.
- 109** The key Placemaking Principles are set out below that will shape the visual and spatial character of new development in the Brief area. These focus on achieving a successful place for living, working and leisure through ensuring an appropriate mix of uses, a diverse housing pattern, safe, attractive streets and high quality public open space, including well-connected active travel routes.
- 110** Development proposals will be assessed on the extent to which they accord with these principles.

Housing Mix and Tenure

- 111** The housing mix must address a wide range of household needs to enable multi-generational neighbourhoods that people can enjoy at all stages of life. It should meet the needs of first-time buyers, families, and people who are disabled, elderly, downsizing or retired. This includes provision of large and small flats, terraced houses, semi-detached and detached homes.
- 112** Design and layout must ensure that affordable tenures are dispersed throughout the area. Buildings and frontages must be tenure-blind so that private homes are indistinguishable from those that are rented.
- 113** A sufficient range of housing options for older people must be provided close to services and facilities.

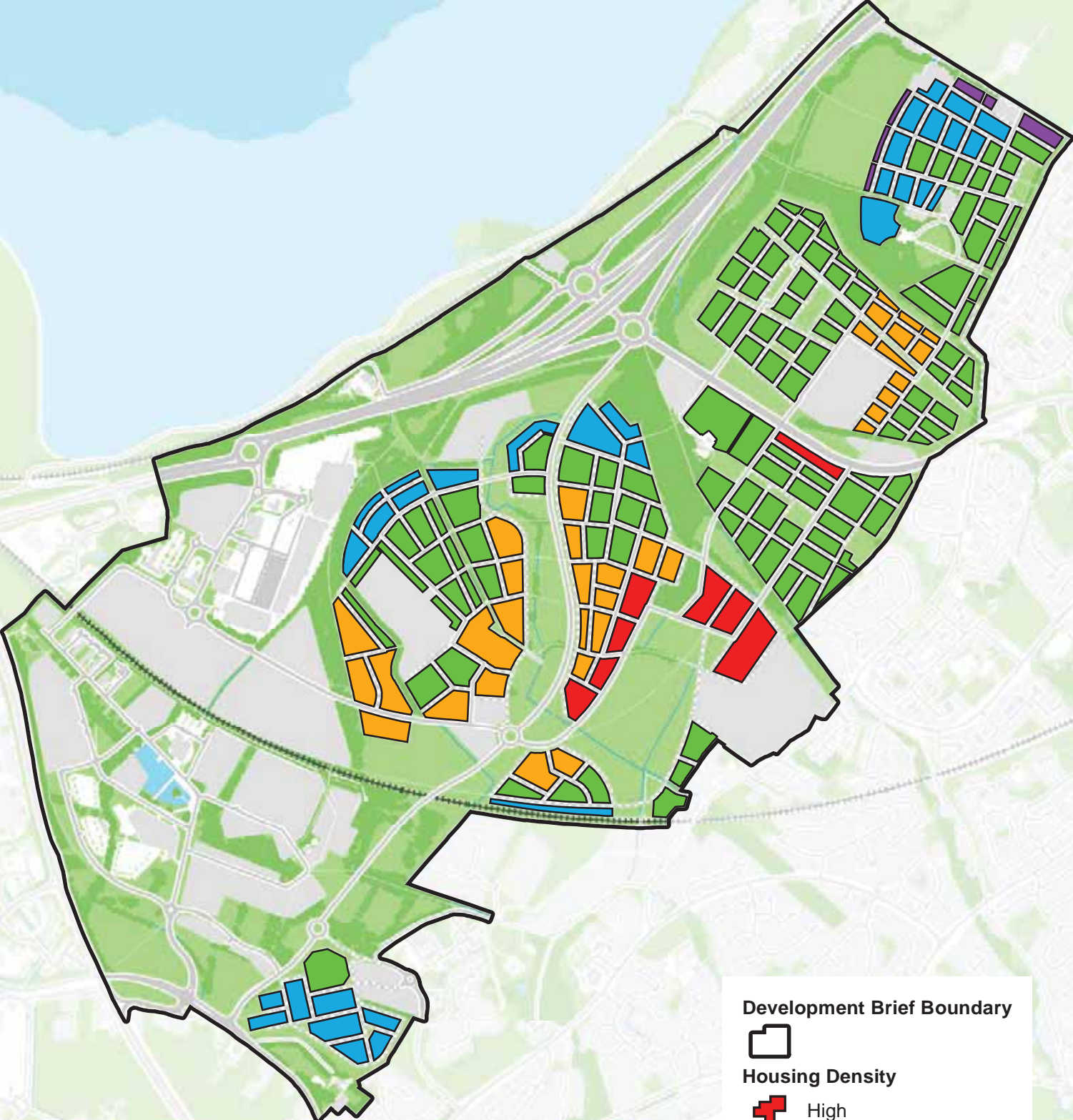
Block Structure and Density

- 114** Section 2: 'Indicative Masterplan' describes the layout of new development which is based on a perimeter block structure that contributes to a legible hierarchy of streets and spaces. While there is room for flexibility with respect to the configuration and boundary of blocks and open space, their position, form and scale should respect this layout.
- 115** Higher density blocks should be predominantly comprised of terraced townhouses and apartments fronting onto the street. Block interiors should be configured to provide private/communal open space and secure private car and cycle parking in small, communal courtyards that are well-overlooked. Mews houses, small workshops and/or live-work units can be incorporated into the interior layout of larger blocks.
- 116** Medium density blocks should be predominantly comprised of terraced or semi-detached houses fronting onto the street. They should maintain a strong building line but may have deeper setbacks from the footway and softer boundary treatments than high density blocks.

Section 5: Placemaking Principles

- 117** Low density blocks should comprise terraced, semi-detached or detached houses fronting onto a street or active travel route. These blocks have scope for greater flexibility in plot sizes, building lines and setbacks to promote or enhance a sense of space or achieve better integration with the surrounding landscape.
- 118** Map 5.1 'Housing Density' presents the indicative range and distribution of residential densities across the Brief area. Variation and gradation in density should promote an easily recognised street hierarchy and distinctive character areas. Highest density built form should be concentrated on and near the new primary street to maximise opportunities for new businesses, services and facilities to flourish and to promote public transport use. Lower densities should be located away from main routes or at neighbourhood edges. Areas of mixed-use development should include residential accommodation designed to suit the location and proposed density range.

Inverness East Development Brief Housing Density



Development Brief Boundary
[Thick black outline icon]

Housing Density

- [Red icon] High
- [Orange icon] Medium/High
- [Green icon] Medium
- [Blue icon] Low
- [Purple icon] Very Low

Street Hierarchy

119 Map 5.2 'Road Hierarchy' illustrates an indicative street hierarchy for the Brief area taking into account Transport Scotland's proposed changes to existing road infrastructure including the A96 dualling and the construction of East Link. The Main Street in this hierarchy runs east-west from Barn Church Road to Inverness Retail Park, passing through Ashton Centre and skirting the edge of the new district park. To the north, a secondary street also runs east-west linking the new neighbourhoods of East Ashton, West Ashton and Stratton. Both streets intersect East Link, creating the only direct accesses for vehicles to East Link between the A96 and bridge over the Highland Mainline railway. Tertiary streets provide access to residential blocks where it would be appropriate to use a Home Zone approach to achieve an appropriate balance between pedestrian, cycle and vehicle movement, including space for social interaction.

120 The street hierarchy must:

- make it easy and safe for pedestrians, cyclists and motorists to access, navigate and move through new neighbourhoods in the Brief area;
- promote use of active travel and public transport by enabling convenient, all-abilities access.

Inverness East Development Brief Road Hierarchy



Development Brief Boundary
[Icon: Black outline]

Street Hierarchy

- [Icon: Thick black line] Main Road
- [Icon: Red line] Primary (Main) Street
- [Icon: Orange line] Secondary Street
- [Icon: Green line] Tertiary Street

Street Section
[Icon: Arrow]

Section 5: Placemaking Principles

Street Design

- 121** All street design must accord with policies and principles set out in national guidance in [Designing Streets](#)⁽²⁰⁾ and [The National Roads Development Guide](#)⁽²¹⁾. All streets must be well-overlooked to ensure high levels of passive surveillance.
- 122** Street design should reinforce the distinctive character of individual neighbourhoods.
- 123** The layout of the Main Street must be configured so that geometry and junction arrangements control speed and movement, enabling pedestrians, cyclists and vehicles to travel through in safety.
- 124** Residential streets should make use of tight geometry and sensitive junction arrangements to limit vehicle speeds to 20 mph or less, discourage rat-runs and prioritise safe movement for pedestrians and cyclists. Incidental narrowing of the carriageway by means of built form, street trees, soft landscaping or areas of discreet on-street parking is encouraged. Shared surface streets should use variation in surface materials and colours, as appropriate, to create a safe, attractive pedestrian environment that demarcates, for example, vehicle routes, junctions and parking space.
- 125** The design of East Link should allow for variation in road character between semi-rural and urban surroundings. The route must have a high place function and a medium movement function where it passes between East and West Ashton. Intersections with the Main Street and Secondary Street must ensure that space is principally defined by the position of buildings, landscape and boundary features, rather than the route of the carriageway. Safe crossing points for pedestrians and cyclists must be provided at these intersections and at least three intermediary points between East Ashton and Ashton Burn Park as shown in Map 2.1 'Indicative Masterplan'.
- 126** Streets should be defined by appropriately scaled buildings and/or trees to achieve a comfortable sense of enclosure. As a general guide, the height to width ratio should not exceed 1:3. At mews lanes, the ratio should be closer to 1:1.
- 127** The following figures show a range of indicative street sections:

20 <http://www.gov.scot/Publications/2010/03/22120652/0>

21 <http://www.scotsnet.org.uk/phone/national-roads-development-guide.html>

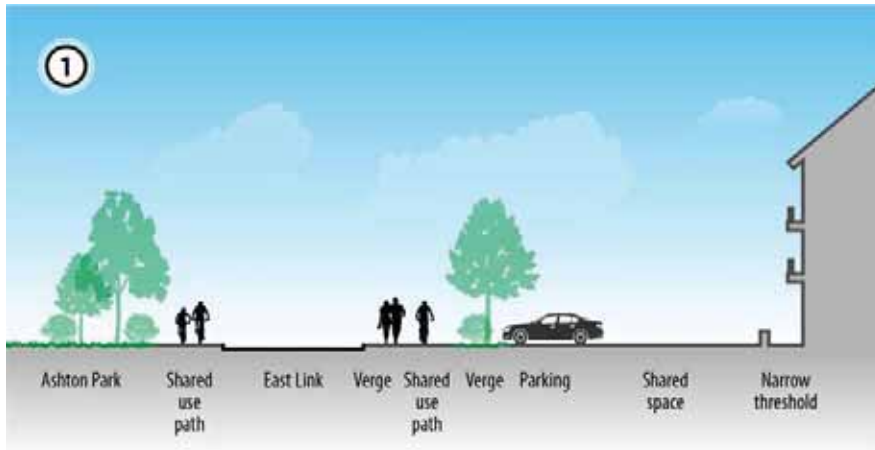


Figure 5.1 Indicative Street Section 1: East Link facing Ashton Burn Park.

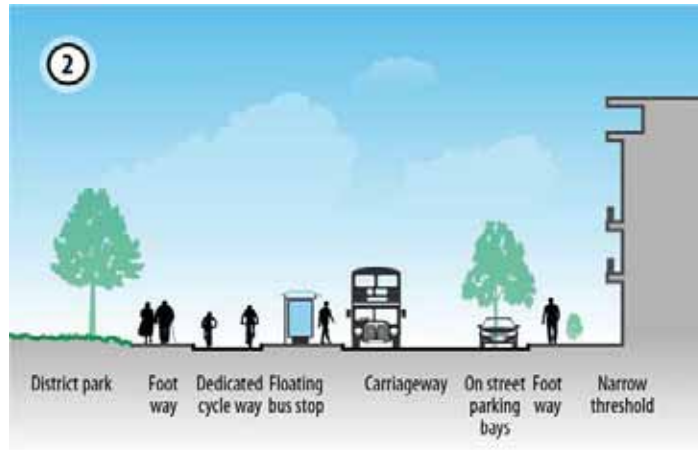


Figure 5.2 Indicative Street Section 2: Primary Street overlooking Ashton District Park.

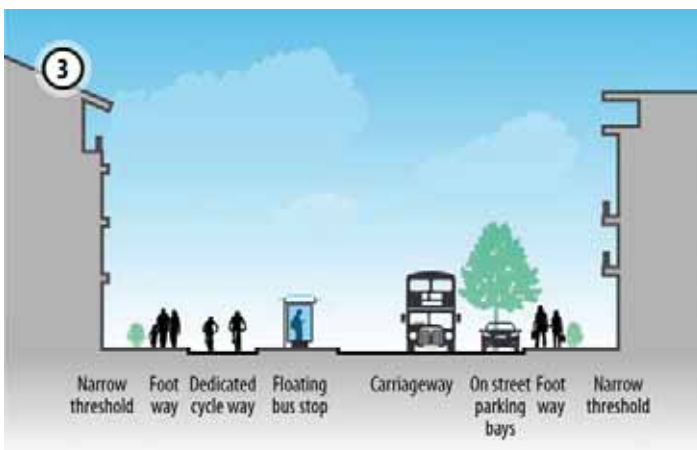


Figure 5.3 Indicative Street Section 3: Primary Street, West Ashton.

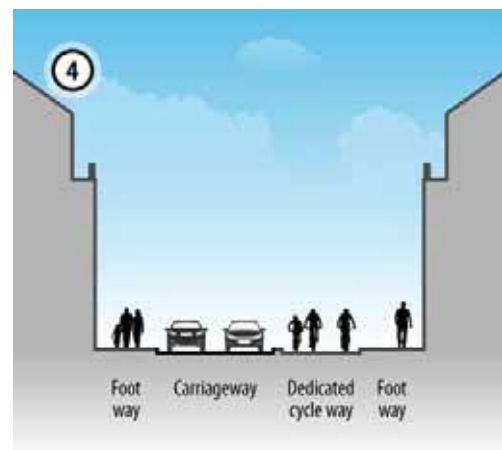


Figure 5.4 Indicative Street Section 4: Primary Street, Ashton Centre.

Section 5: Placemaking Principles

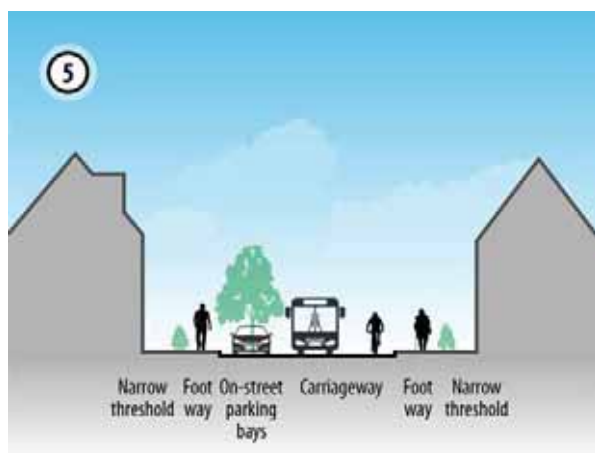


Figure 5.5 Indicative Street Section 5: Secondary Street.

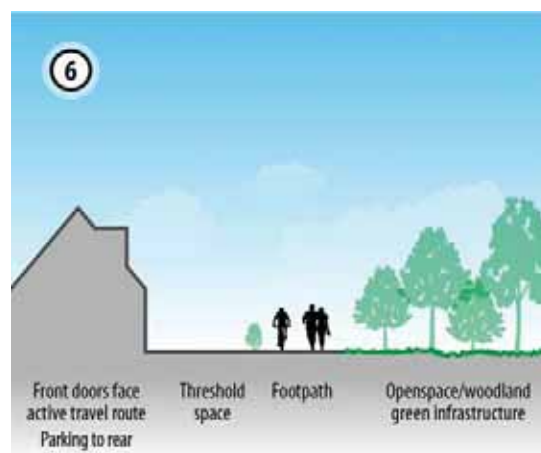


Figure 5.6 Indicative Street Section 6: Edge frontage overlooking active travel route/green infrastructure.

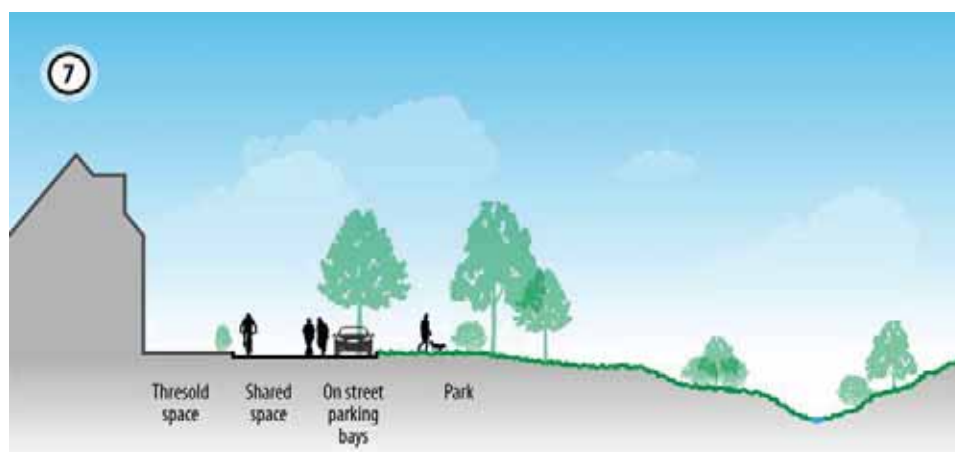


Figure 5.7 Indicative Street Section 7: Tertiary Street overlooking park.

Mixed Use

128 A mix of retail, commercial, leisure and community uses must be conveniently located on or near the Main Street/school sites to achieve a concentration of complementary footfall-generating uses. Mixed use development must present a continuous active frontage to prominent streets and spaces, featuring pedestrian entrances at frequent intervals, high levels of ground floor transparency and good natural surveillance. Mixed use blocks should also achieve a varied vertical mix with potential for upper floor residential development. Cafés and restaurants that make use of spill out space are encouraged at sites fronting onto open space and where orientation is appropriate. Pavement/threshold space must be sufficiently wide to accommodate pedestrian movement. The development of single storey/single use buildings, including retail units, should be avoided.

Active Travel

129 Development must provide for and integrate with new and enhanced active travel routes shown on Map 3.1 'Active Travel'. These include a selection of cycle routes and shared use paths that respect key desire lines to surrounding destinations, including crossing points along East Link. Existing Core Path (IN08.10) and the active travel route from Inverness Campus to Inverness Retail and Business Park must be retained and, where necessary, re-aligned.

Frontages

Frontages

130 Four types of key frontage occur within the Brief area:

1. Urban
 - 2-4-storey, by density.
 - Urban in character featuring strong, relatively continuous building lines that provide good definition and enclosure to streets and spaces.
 - Front doors open onto street.
 - Windows overlook street providing high levels of passive surveillance of public space.
 - No blank walls.
 - Residential blocks predominantly made of apartments and terraces, including townhouses. Limited or no threshold space.
 - Mixed use blocks have taller ground floors with high levels of transparency, including frequently spaced entrances and windows, making internal uses visible from outside.
 - Landmark buildings, entrances and corner treatments at key locations enhance neighbourhood legibility.
2. Park
 - 2-3-storey buildings, by density, including terraced townhouses.
 - Strong building line providing good definition to edge of park/greenspace.
 - Access via shared space route running parallel to the park.
 - Main entrances and windows face directly onto park, promoting high levels of street activity and natural surveillance.
 - The potential for balconies and roof terraces that take advantage of park views must be considered.
 - Absence of side gables and rear garden fences.
3. East Link
 - 2-4-storey buildings, by density, including terraced townhouses.
 - Urban in character featuring strong, relatively continuous building lines that define public space. Narrow threshold space.
 - Access via shared space route or footpath running parallel to East Link and separated from the main road by a strong line of street trees.

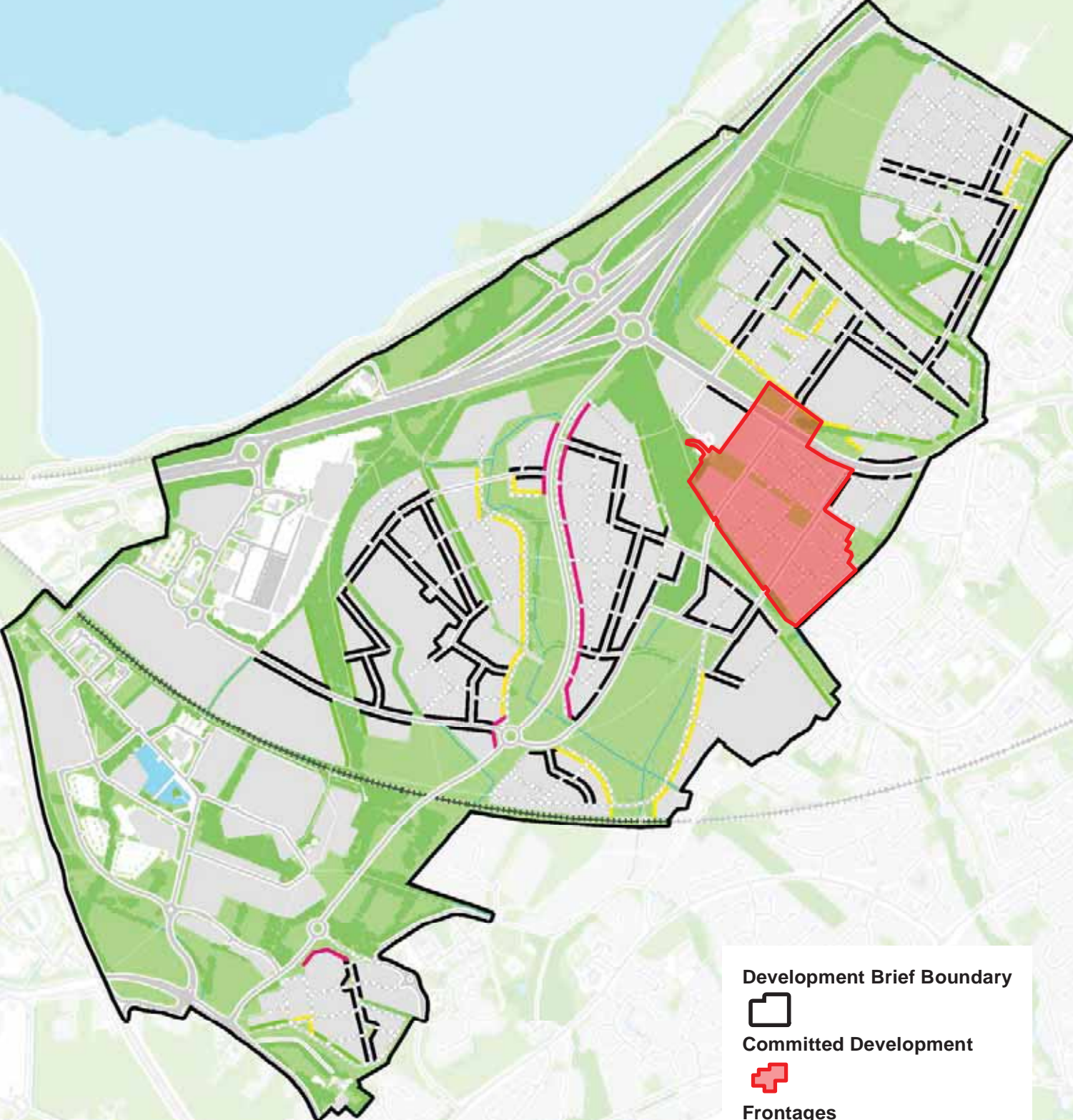
Section 5: Placemaking Principles

- Main entrances and windows face directly onto the shared space/footpath promoting high levels of street activity and natural surveillance.
- Small groups of perpendicular on-street parking spaces located between shared space and East Link, punctuated by street trees (all forming part of a detailed landscape plan).
- In-curtilage parking acceptable if accommodated to one side of the house, avoiding the front garden.

4. Edge

- 1½-2-storey detached, semi-detached or terraced houses, by density.
- Shared-use path or shared space located between plot boundaries and greenspace/woodland.
- A flexible pattern of building setbacks should contrast with a strong, consistent boundary treatment to plots.
- Entrances and windows face onto the active travel route, focusing activity and providing good passive surveillance over greenspace/woodland.
- A mix of in-curtilage, rear parking, and small areas of on-street parking articulated by planting (all forming part of a detailed landscape plan). In-curtilage parking should be located to one side of houses to avoid encroaching on front gardens.

Inverness East Development Brief Frontages



Development Brief Boundary
[Black outline icon]

Committed Development
[Red outline icon]

Frontages

- [Pink line icon] East Link
- [Black line icon] Urban
- [Green line icon] Edge
- [Yellow line icon] Overlooking Park

Section 5: Placemaking Principles

Other Design Considerations

Parking

- 131** Car, cycle and motorbike parking provision must be in accordance with the Council's [Roads and Transport Guidelines for New Development](#) ⁽²²⁾.
- 132** In high density areas, parking should be provided in secure, rear courtyards that are well-overlooked. On-street car parking is also acceptable provided this is designed as an integral part of the public realm and does not inhibit cycle or pedestrian movement, or public transport use. Parking bays should be arranged in small groups punctuated, where possible, by trees, planting or hard landscaping to balance their visual impact. Parking bays for shared cars must be provided to enable the introduction of car clubs or other car sharing schemes. There should be no frontage access to car parking spaces. Parking for business/commercial use should be wrapped by surrounding development and should not occupy the street frontage.
- 133** Medium and low-density areas should feature a mix of sensitively designed in-curtilage, rear court and on-street car-parking. The layout and landscaping of on-street parking must avoid dominating the public realm and should instead be carefully integrated into its design.
- 134** Park users may be provided with on-street perpendicular or angled car-parking spaces providing these are integrated into a high quality landscape design and do not conflict with or inhibit cycle, pedestrian or vehicle movement.

Trees

- 135** Development must respect and safeguard existing trees and woodland throughout the Brief area, in accordance with the Council's Supplementary Guidance on Trees, Woodland and Development. A six meter riparian buffer zone should be maintained where watercourses are present, as set out in the [Flood Risk and Drainage Impact Assessment Supplementary Guidance](#) ⁽²³⁾
- 136** Where the removal of trees is unavoidable, adequate compensatory planting must be provided at an appropriate location(s) including appropriately sited street trees forming part of a detailed landscape design for greenspace and the public realm. The design and layout of development should promote a positive relationship between local communities and existing woodland ensuring, as far as possible, this is overlooked by active frontages. Back gardens abutting existing trees/woodland must have well-defined boundaries and be sufficiently deep, or buffered, to avoid overshadowing or the potential effect of wind throw.

Sustainable Drainage Systems (SuDS)

- 137** Mechanisms for managing surface water run-off must be considered and integrated into the design and layout of streets, paths, open space and amenity areas at an early stage in the design process. The appearance and form of overground SuDS features should make a

22 http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

23 http://www.highland.gov.uk/download/downloads/id/2954/flood_risk_and_drainage_impact_assessment_supplementary_guidance.pdf

positive contribution to general amenity, ecology and landscape character. Examples include sensitively-designed detention basins, swales, and ponds that provide habitats for wildlife. Opportunities to integrate public art into the design of SuDS features should be explored, along with the potential to involve local communities in their design, development and operation. Inverness Campus provides examples of good practice. There may be information of relevance in the [RSPB/WWT 2013 guidance document](#) ⁽²⁴⁾

Building Design

- 138** Building design should contribute to the character and distinctiveness of individual neighbourhoods.
- 139** Buildings should demonstrate high quality, contemporary design that is context sensitive. This includes designing from the inside out so that orientation, layout and windows take account of daylight, solar gain, amenity and views.
- 140** Building design must make a positive contribution to the public realm, facing and animating streets and ensuring surrounding public open space has a positive use. Landmark buildings, prominent entrances and corner treatments, including additional height, should contribute to the legibility of the street hierarchy.
- 141** Elevational and boundary treatments should add visual quality and interest to streets and spaces having regard for the vertical rhythm, diverse plot widths, proportions and geometry of traditional Highland streetscapes. Variation in elevational treatment should be achieved using, for example, projections, recesses and articulation of entrances, windows and rooflines. Long elevations should incorporate entrances at frequent intervals to maximise interaction between the building and the street.
- 142** In general, large building masses of uniform height, high rooftop plant and extensive areas of flat roof are unacceptable.
- 143** All homes must be provided with a high quality living environment both internally and externally including easy access to attractive community or shared amenity/recreational space as well as private open space such as gardens, patios or balconies. Apartment buildings should take advantage of Firth views incorporating, for example, roof terraces or penthouses.
- 144** Residential design/layouts that promote flexible use and/or generational change are encouraged, such as potential to accommodate a home-office, multi-generational living (e.g. 'granny flats'), or work studio.
- 145** Extensive use of uniform house types is unacceptable, except where this can be justified in terms of architectural integrity (e.g. a formal terrace) or streetscape benefit.

24 <https://www.rspb.org.uk/globalassets/downloads/documents/positions/planning/sustainable-drainage-systems.pdf>

Section 5: Placemaking Principles

Waste Storage

- 146** Suitable, sufficient waste collection points and off-street bin storage must be provided at ground floor level for all types of development. Storage areas must have adequate capacity to service the development and meet Council requirements for disposal of refuse and recyclable materials. No refuse or recycling material can be stored or placed for collection on the pavement or public highway except on waste collection day.
- 147** Bin storage areas must be positioned and designed to avoid dominating the public realm or detracting from the visual and spatial character of their surroundings. In high density areas, bin storage should be provided in secure, rear courtyards that are well-overlooked. The design and layout of these areas should make use of trees and/or planting to balance visual impact.

Public Realm Design

- 148** Public realm design should contribute to the character and distinctiveness of individual neighbourhoods.
- 149** Areas of hard and soft public open space must be integrated into the design and layout of public space to create frequent nodes of activity (e.g. spillout space for cafes, formal play areas) and quieter areas for people to linger, rest and observe. The design of these spaces should take account of the social and recreational needs of all generations living in the community. Spaces should be sheltered and, as far as possible, south-facing. They should feature appropriate planting, street furniture such as seating, signage and lighting. Their location should align with desire lines and important walking and cycling routes.
- 150** All public open space must be well-overlooked by building entrances and windows to maximise levels of passive surveillance.
- 151** Public realm design for new housing must achieve a clear articulation between public, private and semi-private space using appropriate boundary treatments.
- 152** Public art must be incorporated into all major or significant developments, in line with the [Council's Public Art Strategy Supplementary Guidance](#)⁽²⁵⁾. This should contribute to the creation of a strong sense of place by, for example, integration of public art into the design of building features and/or external works (e.g. SuDS features, lighting, street furniture, planting, and surface and boundary treatments). Mechanisms for involving the local community in developing and producing public art should also be explored.

25 https://www.highland.gov.uk/downloads/file/2387/public_art_strategy_supplementary_guidance

Infrastructure delivery | Lìbhrigeadh Bun-structair

Financial Contributions

- 153** Table 1 'Financial Contributions' sets out the starting point for negotiation of financial contributions the Council will seek from developers to offset the impacts of their proposal on infrastructure in the area. It should be read alongside the [Developer Contributions Supplementary Guidance](#) ⁽²⁶⁾ and the Notes included in Appendix 1: 'Developer Contributions Note'.
- 154** The viability of a development proposal may be affected by a range of economic factors including prevailing housing market conditions. The Developer Contributions Supplementary Guidance sets out the Council's position on how it will strike a careful balance between securing contributions that effectively mitigate the impacts of development whilst ensuring developments remain financially viable.
- 155** Unless otherwise stated, the contributions listed in Table 1 'Financial Contributions' include land acquisition costs. This approach ensures that no landowner is unfairly burdened by a lower value land use but will be paid the appropriate market value for the land required that is identified within their ownership. The figures provided are based on assumed land values and will require confirmation by the District Valuer at the time of negotiation for land acquisition.
- 156** Figures are based on a standard size residential unit equivalent (three bedroom home) and for uses other than residential, 100 m² gross floor area. All figures should be index linked from Q4 2017 to the current financial quarter using the Building Cost Information Service All-in Tender Price Index.

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
Community Facilities				
Sports Facilities	Whole Brief area	On completion of first unit	At the end of each phase of development set out in this Brief	£164
Pitch upgrade at Culloden Academy	Residential uses			Cost to be refined based upon detailed design and land valuation
Inverness Campus Sports Facility				
Recycling Points	Whole Brief area	On completion of first unit	At the end of each phase of development set out in this Brief	£7 or onsite provision
Cost of land and glass bins for five locations	Residential uses			

26 https://www.highland.gov.uk/downloads/file/2580/developer_contributions_supplementary_guidance

Section 6: Infrastructure Delivery

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
Ashton District Park Development of 12 ha district park: natural wetland features, paths, groundworks for sports, play and recreation facilities.	Whole Brief area Residential uses	On completion of first unit	At the end of each phase of development set out in this Brief	£1,369 Cost to be refined based upon detailed design and land valuation
Coastal and Landward Trails	Whole Brief area Residential uses	On completion of first unit	At the end of each phase of development set out in this Brief	In line with costs set out in the Green Networks Supplementary Guidance
Travel Network				
Public transport infrastructure (to include new bus shelters and real-time travel infrastructure and subsidised bus route)	Whole Brief area All uses	On completion of first unit	None, unless justified by developer Transport Assessment	Detailed costs to be calculated in consultation with Council Public Transport Team
East Link and Inshes Corridor Residential development	Whole Brief area Residential uses	On completion of first unit	None, unless justified by developer Transport Assessment	£2,734 Final cost to be refined based on detailed design and land valuation
East Link and Inshes Corridor Retail development	Whole Brief area Retail uses	On completion of first retail unit	None, unless justified by developer Transport Assessment	£42,004 (per 100 m ²) Final cost to be refined based on detailed design and land valuation

Section 6: Infrastructure Delivery

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
East Link and Inshes Corridor Office/Business development	Whole Brief area Office/Business uses	On completion of first unit	None, unless justified by developer Transport Assessment	£3,518 (per 100 m ²) Final cost to be refined based on detailed design and land valuation
A96 Inverness to Nairn Corridor	Whole Brief area All uses	On completion of first unit	None, unless justified by developer Transport Assessment	In line with methodology set out in the Developer Contributions Supplementary Guidance
Education				
Primary (costs as set out in the Developer Contributions Supplementary Guidance ⁽¹⁾)	Whole Brief area Residential uses	On completion of first unit	In line with the Developer Contributions Supplementary Guidance	£7,289 ⁽²⁾
Secondary (costs as set out in the Developer Contributions Supplementary Guidance ⁽¹⁾)	Whole Brief area Residential uses	On completion of first unit	In line with the Developer Contributions Supplementary Guidance	£3,449 ⁽²⁾

Table 1 Financial Contributions

- https://www.highland.gov.uk/download/meetings/id/72729/item_15_draft_developer_contributions_supplementary_guidance
- This figure does not include land acquisition for school sites, which should be added at the time of negotiating a legal agreement, based on the District Valuer's land valuation.

Section 6: Infrastructure Delivery

On-site Infrastructure Provision

- 157** Table 2'Onsite Infrastructure Provision' sets out the infrastructure in the Brief area that the Council expects developers to fund and deliver, these will typically be secured by Planning Condition.
- 158** The Council will require developers to provide all roads and active travel routes that are intended to link to future phases of development up to and including any mutual boundary with adjoining land without impediment to ensure that future routes can be provided.
- 159** As well as on-site provision of the infrastructure set out below, there are a range of Developer Requirements (e.g. Protected Species Survey, Flood Risk Assessment etc.) set out in [Inner Moray Firth Local Development Plan](#) ⁽²⁷⁾ specific to allocated sites that make up the Brief area. These requirements must be followed to be in line with the Local Development Plan.
- 160** The long settled nature of the area means it is highly likely that some degree of archaeological survey work will require to be undertaken and this will typically be secured by Planning Condition.

Contribution	Brief Location and Uses	Delivery	Review
Community Facilities			
Allotments/Community Growing Space Provision in line with Open Space in New Residential Development Supplementary Guidance ⁽¹⁾ and Open Space Requirements Calculator ⁽²⁾ .	As shown on Masterplan Applies to Whole Brief area Residential uses	By completion of each Phase	None
Green Infrastructure Development of high quality integrated green corridors connected to active travel network identified on Masterplan	As shown on Masterplan Applies to Whole Brief area- All uses	By completion of each Phase	None
Travel Network			

27 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

Section 6: Infrastructure Delivery

<p>Dedicated Cycleway delivered to specification set out in this Brief</p> <p>Active travel network (including non-residential uses)</p> <p>Connections to facilitate active travel network</p> <p>(Reference to Figure 3.1 'Dedicated Cycleway' should be made for these contributions)</p>	<p>Dedicated Cycleway - On-site provision (where route is within proposed development site)</p> <p>On-site provision of active travel network</p> <p>On-site provision of links to facilitate wider active travel network as defined on Masterplan</p> <p>All uses</p>	<p>By completion of each Phase</p>	<p>Review upon completion of each transport Assessment</p>
<h3>Affordable Housing</h3>			
<p>25 % of housing developed</p> <p>In line with affordable housing guidance in the Developer Contributions Supplementary Guidance</p> <p>Preference for on-site provision</p>	<p>On-site Provision</p> <p>Residential uses</p>	<p>By completion of each Phase</p>	<p>None</p>
<h3>Public Art</h3>			
<p>Provision in line with Public Art Strategy: Supplementary Guidance</p>	<p>On-site Provision</p> <p>All uses</p>	<p>By completion of each Phase</p>	<p>None</p>

Table 2 Onsite Infrastructure Provision

1. http://www.highland.gov.uk/downloads/file/2966/open_space_in_new_residential_development_supplementary_guidance
2. http://www.highland.gov.uk/download/downloads/id/2965/open_space_requirements_calculator.xls

Section 7: Phasing

Phasing| Mean air Mhean

- 161** Table 3'Expected Phasing' and Map 7.1'Phasing' set out the expected phasing of development in the Brief area at the anticipated time of adoption. The phasing is divided into early, middle and late phases. Sub-areas are identified for each phase and link specific parcels of development land with infrastructure that is required to be delivered in tandem.
- 162** The early phase relates to development deliverable within the lifespan of the Council's current Capital Programme (2015-2025). The middle phase describes development that will require major infrastructure investment to become feasible and the late phase describes development that will also require major investment and the completion of the East Link road.
- 163** Certain elements like schools and other community facilities may secure funding earlier than anticipated here and will therefore have potential to be delivered earlier, this would be acceptable.
- 164** It is assumed that the scope and extent of many infrastructure requirements will be developed through the master planning process, planning applications and legal agreements for financial contributions between the Council and Developers (section 75 agreements). Since site-specific infrastructure requirements are further developed at the point of delivery, Table 3'Expected Phasing' is not exhaustive, and the [Action Programme](#)⁽²⁸⁾ together with the Developer Contributions Supplementary Guidance will provide the up to date position about the needs, timing and delivery of infrastructure required for the Brief area.
- 165** For the avoidance of doubt, ransom free access up to the boundary of land ownership, active travel links, recycling points and other infrastructure assessed at the point of delivery or included in this Brief must also be delivered in accordance with masterplans, section 75 agreements and/or planning applications.

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
Early Phase			
Stratton			
S1	400 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
	Main Street with cycle superhighway delivering access to A1	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers

28 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
S2	Mixed use including up to 65 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
	Community growing space	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
S3	190 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Highland Council, developers
	Lower linear park (Stratton)	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Highland Council, developers
	Primary school	To be enabled at an early stage of S3 and delivered prior to the development of S5.	Highland Council
	Access street to M1	Ransom free access up to boundary of ownership to connect to M1.	Highland Council
S4	Mixed use including 45 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
Inverness Campus			
C1	Employment and student accommodation	To be delivered independently of other Inverness East development, in accordance with 09/00887/PIPIN and associated consents.	Highlands and Islands Enterprise, University of Highlands and Islands, Developers, Highland Council
	Campus bus bridge	To be delivered in accordance with 09/00887/PIPIN and associated consents.	Highlands and Islands Enterprise, Scottish Prison Service
	Sports facilities	To be enabled in the development of C1. Delivery is contingent on available funding.	Highland Council, Highlands and Islands Enterprise, High Life Highland, Inverness College UHI, Other Parties
C2	Mixed use	Ransom free access up to boundary of ownership required.	Landowner/developers

Section 7: Phasing

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
Retail and Business Park			
R1	Business	Can be delivered at an early stage, independently of other Brief sites.	Landowners/developers
R2	Institutional	Can be delivered at an early stage, subject to the construction of the bus bridge.	Scottish Prison Service
Inverness Campus and Castlehill			
C3	125 homes	Subject to road access through C2, otherwise area dependent of delivery of East Link (Late Phase).	Landowners/developers
Middle Phase			
Stratton			
S5	295 homes	To be delivered following the completion of S1 and S3.	Landowners/developers
S6	Park and ride	To be delivered in accordance with 09/00141/OUTIN and associated consents but can be delivered at an early stage, independently of other Brief sites.	Landowners/developers
	Mixed use including 60 homes		
Ashton East			
A1	175 homes		Landowners/developers
	Cycle superhighway	To be enabled as a component of A1 and fully delivered concurrently with the active travel components of EastLink.	Landowners/developers
	Main Street	To be delivered at an early stage of A1 and prior to the development of A2.	Landowners/developers
	Allotments	To be delivered as a component of the District Park Phase 1.	Highland Council, allotment association
	Secondary School	To be enabled at an early stage of A1. Delivery is contingent on available funding.	Highland Council

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	District Park Phase 1	To be enabled at an early stage of A1. Delivery is contingent on available funding and infrastructure is to be delivered in partnership with a community association.	Highland Council, community association
A2	230 homes		Landowners/developers
	Secondary Street	To be delivered at an early stage and connected to the Primary Street.	Landowners/developers
A3	45 homes	To be delivered concurrently or after the construction of the Secondary School.	Landowners/developers
Milton of Culloden			
M1	90 homes	To be delivered following the completion of S3.	Landowners/developers
	Access to Milton of Culloden	Ransom free access up to boundary of ownership to connect to M2 required.	Landowners/developers
M2	260 homes	To be delivered concurrently with or after the completion of M1.	Landowners/developers
	Access to Stratton Lodge	Ransom free access up to boundary of ownership to connect to the Stratton Lodge development of M1 required.	Landowners/developers
	Village Green	To be delivered at an early stage of M2.	Landowners/developers
	Community Growing Space	To be enabled by the development of the Village Green and delivered by a community association.	Landowners/developers, community association
Late Phase (East Link Dependent)			
Ashton West			
A4	110 homes	To be delivered after the completion of A1.	Landowners/developers
	District Park Phase 2	To be enabled at an early stage of A4. Delivery is contingent on available funding.	Highland Council

Section 7: Phasing

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	Main Street with cycle superhighway delivering access to East Link for A7	To be delivered after the completion of A1 if this area comes forward before A4	Landowners/developers
A5	250 homes	To be delivered after the completion of A2.	Landowners/developers
Ashton West			
A6	Secondary through street connecting A6 to A8 Retail Park link	A secondary through street should be delivered at an early stage of development connecting A6 to the Retail Park East Link connection through A8.	Landowners/developers
	270 homes	Units adjacent to EastLink and the linear park may be delivered prior to the the completion of the secondary street. All other units are dependent on the completion of the secondary through road ⁽²⁹⁾ .	Landowners/developers
	Linear Park	To be delivered at an early stage of A6.	Landowners/developers
A7	Mixed use including 145 homes	To be delivered after the East Link Retail Park link road is complete. ⁽³⁰⁾ .	Landowners/developers
A8	270 homes	To be delivered after secondary through street is complete.	Landowners/developers
	Secondary through street connecting to A6 and A7	To be delivered during the development of A6 and A7 ⁽³¹⁾ .	Landowners/developers
	Primary school	To be enabled at an early stage of A6. Delivery is contingent on available funding.	Highland Council

29 The current landowners of this sub-area do not wish to release the land in their lifetimes

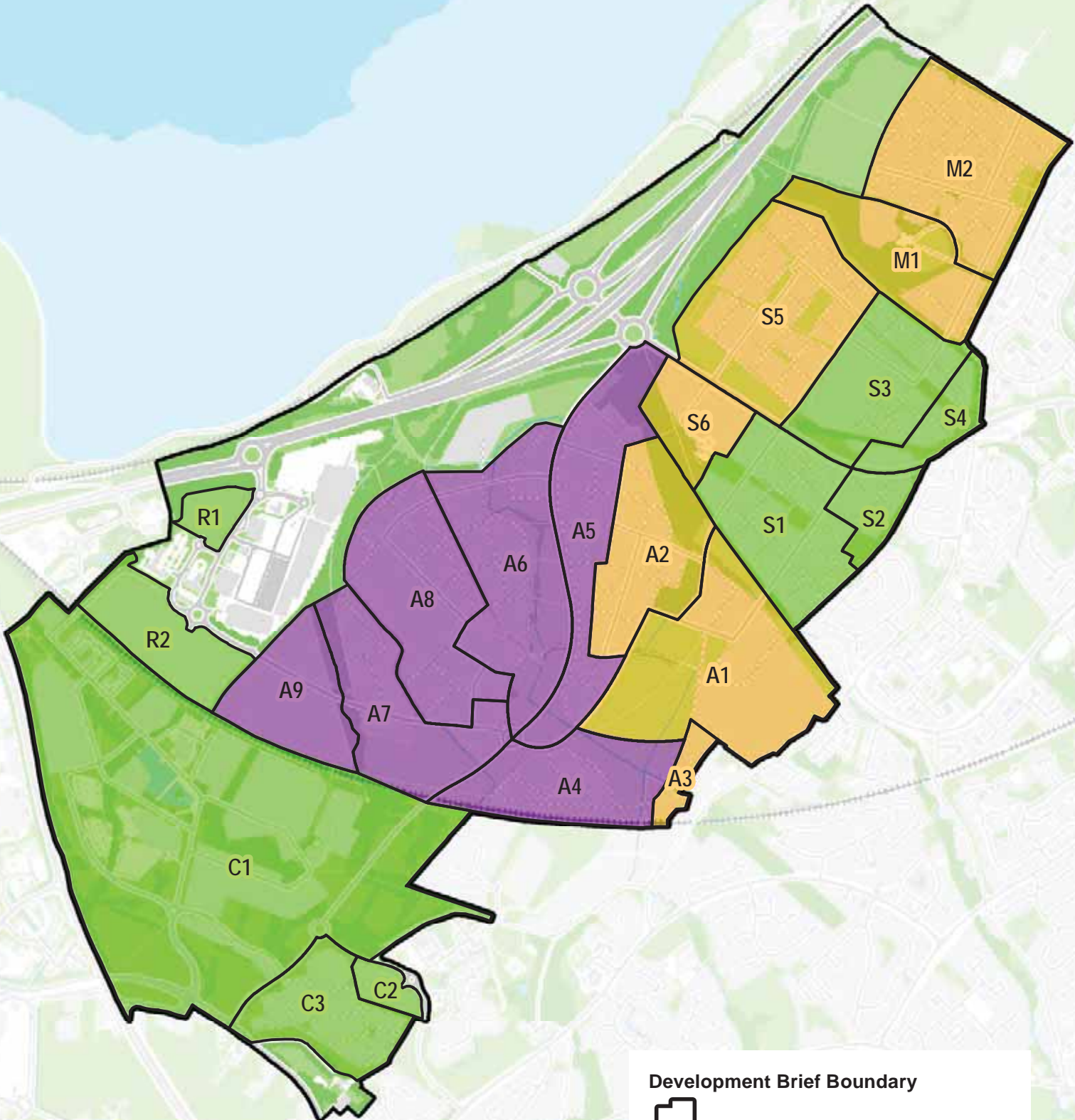
30 The current landowners of this sub-area (north of the Main Street) do not wish to release the land in their lifetimes

31 The current landowners of this sub-area do not wish to release the land in their lifetimes

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
A9	Employment	To be delivered independently of other Inverness East development.	Highlands and Islands Enterprise

Table 3 Expected Phasing

Inverness East Development Brief Phasing



Development Brief Boundary
[Icon: Black outline]

Phasing

- [Icon: Green square] Early Phase
- [Icon: Orange square] Middle Phase
- [Icon: Purple square] Late Phase (East Link Dependent)

East Link and Inshes Corridor

It is assumed that only 50 % of total trips on East Link and/ or on the Inshes Corridor will start or end in the Brief area. This is based upon comparing projected trips on East Link at 2036 (AM/PM peaks published by Transport Scotland) and on the Inshes Corridor with the number of trips generated by the development of the land in the Brief area using TRICS³² trip rates. Therefore only 50 % of the cost of the strategic road improvements should be sought from developers⁽³²⁾. The estimated cost of East Link is £35 million and for the Inshes Corridor £6.5 million and 50 % of this cost (£20.75 million) was used to calculate developer contributions. It assumes land acquisition costs are included for the road schemes.

The total floor space of applicable development types (see note below) was calculated and the TRICS³² database used to provide trip rates for each land use type. These rates were then used to estimate the proportion of total trips by use.

Based on the proportion of total trips by use, the £20.75 million cost was divided and the figures expressed as a cost per house (100 m² GEA) or 100 m² equivalent floorspace.

Sports Facilities

Recent feasibility research was undertaken into the potential for new sports facilities at Inverness Campus. An estimate of £4.7 million was suggested as the cost to provide an outdoor 3G pitch, covered half 3G pitch and associated buildings. This estimate was used to calculate the contribution towards community sports facilities for Inverness East. Additional formal and informal outdoor sports facilities will be delivered across the site in the linear and district parks.

Ashton District Park

The Inner Moray Firth Local Development Plan commits to the delivery of a new district park at Ashton Farm. A comparable facility was created at Inshes District Park. The costs of this recent facility were used to estimate the cost of an equivalent 12 ha park for the Brief area. The costs for the Inshes park were index linked, assumptions made about land values and a per-house cost calculated.

Applicable Development Types:

For all developer contributions listed, community uses (e.g. Education) are exempt because their inclusion would inflate costs for that developer contribution.

32 For applicable land uses other than residential, it was assumed that 25 % of the total area of the site would be developed for that use based on a review of recent developments of similar office and retail developments in Inverness which confirmed the the typical proportion of a site developed as floorspace was around 25 %.

Appendix 2: Developer Masterplan Content

Issues to be addressed in a detailed masterplan include:

Background information:	Development, applicant, team/specialists, brief.
Site details:	Location and site plan, description, history, ownership.
Site and area analysis:	Context, identity, connections, constraints- including flood risk and the extent of the functional floodplain.
Key design principles:	National and local policy (including policy set out in this Brief) and how this will be addressed.
Public feedback:	Outcome of public consultation.
Buildings:	<p>Layout and elevations.</p> <p>Scale, mix, height and massing.</p> <p>Details and materials.</p> <p>Resource efficiency.</p>
Movement:	<p>Connectivity and access.</p> <p>Street hierarchy and spaces.</p> <p>Street design.</p> <p>Parking.</p> <p>Traffic speed/safety.</p> <p>Signage.</p> <p>Street furniture and materials.</p> <p>Utilities and services.</p> <p>Access to public transport.</p>
Landscape:	<p>Sustainable Urban Drainage Systems.</p> <p>Retained and new planting.</p> <p>Park design.</p> <p>Ecology and biodiversity.</p> <p>Landscape strategy and management.</p>

Appendix 2: Developer Masterplan Content

Open space:	Public space. Public Art. Play and recreation space. Community growing areas/allotments. Maintenance.
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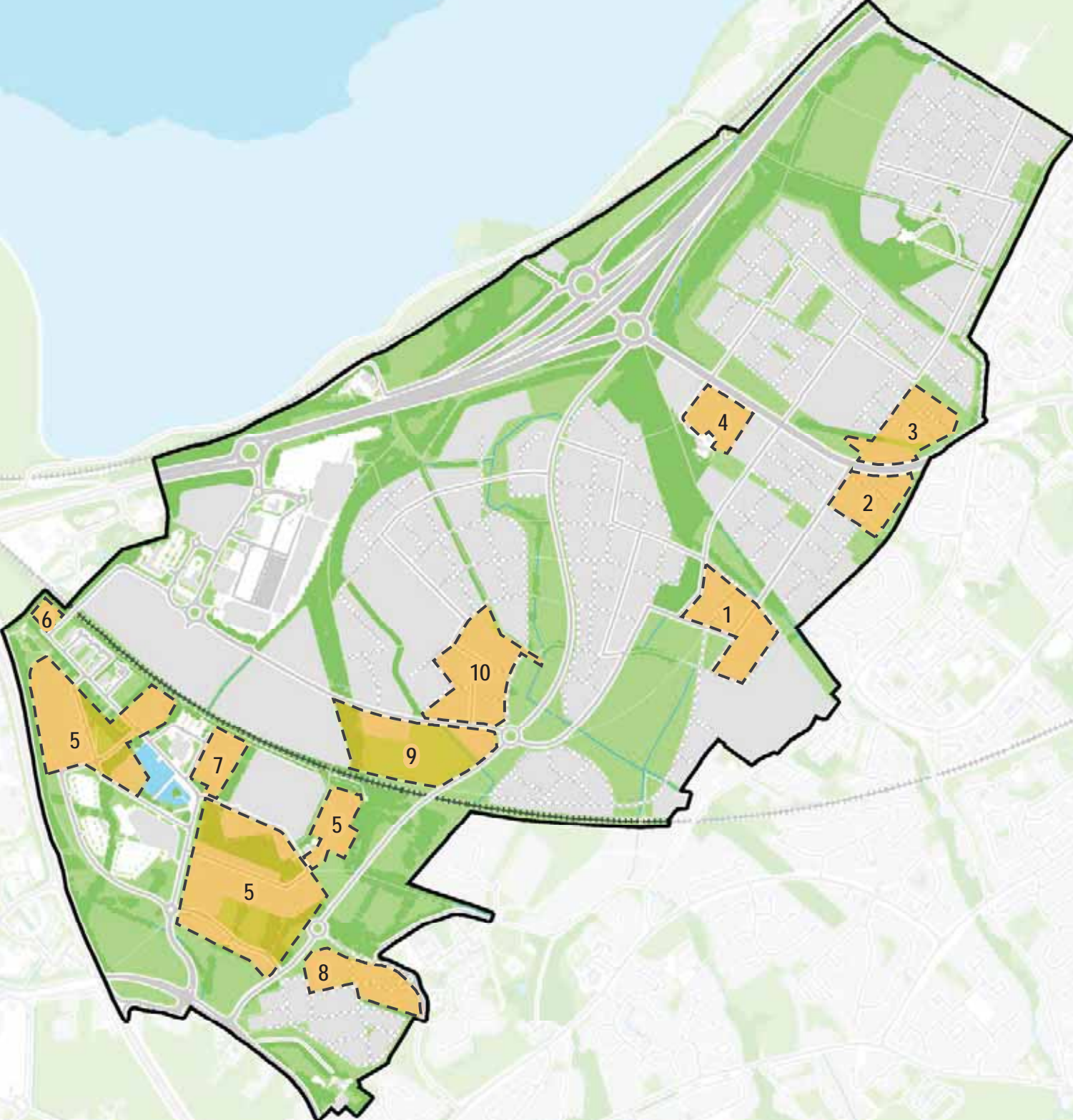
Table 4 Masterplan Issues

Appendix 3: Definition of Acceptable Land Uses

Character Area	Site Number	Acceptable Land Uses
West Ashton	-	Default position explained above.
East Ashton	-	Default position explained above except:
	1	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).
Stratton	-	Default position explained above except:
	2	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).
	9	Use Classes 2 (Financial, professional and other services), 4 (Business), 9 (Houses) and 10 (Non-residential institutions).
	10	Use Classes 2 (Financial, professional and other services), 4 (Business) and 9 (Houses).
	3	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions), 9 (Houses) and 10 (Non-residential institutions).
	4	Use Classes 1 (Shops), 3 (Food and drink), 4 (Business) and 9 (Houses).
Inverness Campus and Castlehill	5	Use Classes 4 (Business) and 10 (Non residential institutions).
	6	Use Classes 4 (Business) and 8 (Residential Institutions).
	7	Use Classes 4 (Business) 7 (Hotels and hostels) and 10 (Non residential institutions).
	8	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).

Table 5 Definition of Acceptable Land Uses

Inverness East Development Brief Definition of Acceptable Land Uses



Development Brief Boundary

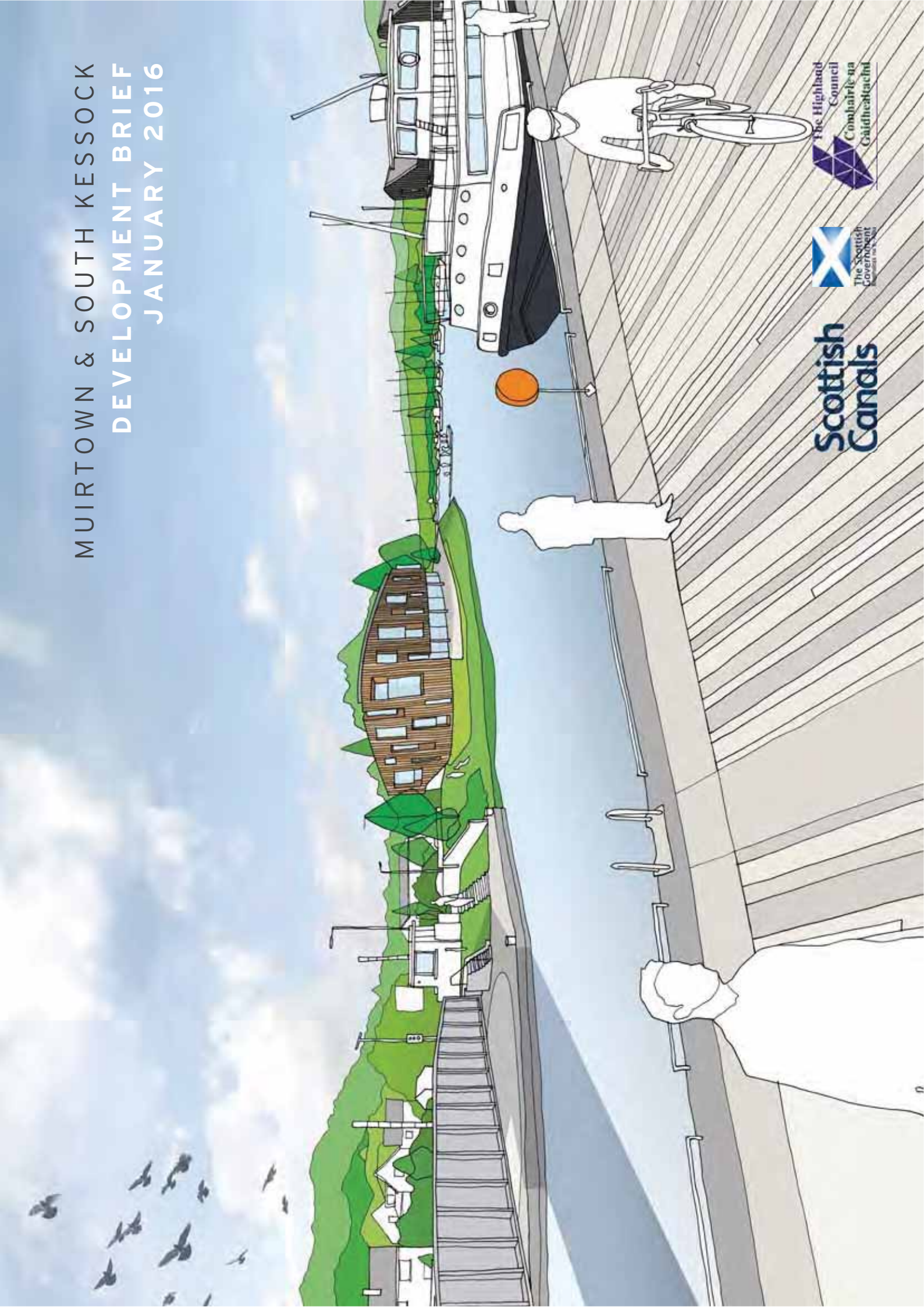
Mixed Use Block


Policy 15(d)

Muirtown and South Kessock Development Brief



MUIRTOWN & SOUTH KESSOCK
DEVELOPMENT BRIEF
JANUARY 2016



Scottish
Canals



The Highland
Council
Comhairle na
Gaidhealtachd

BRIEF BOUNDARY



INTRODUCTION

This development brief for the Muirtown and South Kessoock area of Inverness has been prepared to guide future development in the area and to assist the Council, partners and community organisations in making any bids for funding to help regenerate the wider brief area. It reflects the outcomes of the charrette workshops with the community and stakeholders that took place in February and April, 2014. Scottish Canals and The Highland Council sponsored the charrette jointly with support from the Scottish Government as part of its Charrette Mainstreaming Programme 2014.

The spatial focus of the brief is an area in the north of Inverness and includes the Muirtown Basin eastwards to the mouth of the River Ness. Scottish Canals have interest in developing the Muirtown Basin area with the Highland Council having an ongoing interest in the regeneration of the South Kessoock area. A holistic approach was taken to the future development of the area considering how to strengthen connections within the area and more widely to other parts of the city and in particular the City centre.

Section 2 of this document sets out an analysis of the area and Section 4 setting out the regeneration strategy with a series of projects identified through the charrette process that were considered appropriate to carry this forward. These projects range from shorter term projects, some of which are already being delivered, alongside some larger scale and longer term aspirations and aims.

In preparing this Development Brief the Council has had significant input from members of the public through intensive and collaborative workshop events held over 4 days during the Spring of 2014. The outcome of these events informed the preparation of a draft brief and was the subject of consultation on its content in March 2015. The feedback from the consultation has been considered in the preparation of this document.

This Development Brief is a material planning consideration for development management and investment. The Brief is statutory Supplementary Guidance to the Development Plan.

This guidance will not be applied retrospectively to applications which have already received planning permission (unless a new application is brought forward for the site in whole, or part, in the future) or those which are currently approved subject to the conclusion of a legal agreement.

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INTRODUCTION BACKGROUND

The Muirtown - South Kessock area has the ability to strengthen its role in the city and the Highlands and develop its role in the provision of recreational opportunities and activities (including water based), as well as providing new homes for people to live. The South Kessock area is a unique location being the only part of the City that has a close relationship with the coast. This provides significant opportunities to develop a stronger link with the Firth and the River Ness through the enhancement of existing infrastructure. In the Carse the main emphasis is in employment based activities, whilst the Muirtown Basin area is an important marine gateway with potential to develop as a tourism hub providing leisure and recreational space alongside providing commercial, community and housing opportunities.

Scottish Canals and Highland Council have established a joint venture relationship which aims to maximise the tourism, leisure and regeneration potential of the Caledonian Canal and to pull resources and land together to facilitate this. Scottish Canals has highlighted Muirtown Basin as a key tourism, leisure and development opportunity and Highland Council have also long recognised the need for regeneration of the South Kessock area. Funding was secured from the Scottish Government's Charrette Mainstreaming programme to facilitate the delivery of this Development Brief for the Muirtown and South Kessock area. The charrette resulted in a series of plans and proposals for the area which have now been pulled into this Development Brief.

PLAN OF BRIEF BOUNDARY



INTRODUCTION POLICY CONTEXT

Reinforcing Inverness' Regeneration Strategy

The City of Inverness has a major role to play in delivering the vision as set out in the Highland-wide Local Development Plan for the Inner Moray Firth area. While consolidation of the City continues through development around the southern edge of the City there is a need to look to the regeneration and renewal of specific areas of the City. The Highland-wide Local Development Plan sets out four regeneration priorities in the City. Muirtown and South Kessoock is identified as one of these strategic regeneration areas. The boundary for the proposed project has been discussed with local members and amended following their comments. The final boundary of the Development Brief has been amended to take account of the outcomes of the charrette process.

Policy Context

The area covered by this Development Brief has been identified as an area for change in the City for a number of years. The Highland-wide Local Development Plan which was adopted in April 2012 supports development of the area to meet the aspirations of the Inverness City Vision and to consolidate the City. For this brief area the Development Plan comprises the Highland-wide Local Development Plan and the Inner Moray Firth Local Development Plan.

The Highland-wide Local Development Plan 2012 allocates an area at Muirtown - South Kessoock to have the delivery of development and regeneration opportunities identified and coordinated through a masterplan led approach.

POLICY 6 Muirtown and South Kessoock

The Council will support masterplan led development proposals for the Muirtown/South Kessoock area (as indicated on Map 3) in the short term which fit with the provisions of the existing Inverness Local Plan for the development of the area, whilst seeking to ensure that they deliver improvements to the transport network, including improvements at the Telford Street Retail Park roundabout, and do not result in adverse effects on the integrity of the Moray Firth SAC.

The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for part or all of the area. This masterplan or brief will be guided by the following principles and objectives:

- net improvement of the local transport network including the junction at Telford Street Retail Park;
- maximum employment potential from commercial use of the waterfront frontage at the Muirtown Basin;
- safeguarding and if possible enhancement of navigation, water based recreation facilities, heritage features, and public pedestrian access, including the avoidance of any adverse effect on the integrity of the Moray Firth SAC;
- and
- greater diversification of housing tenure and renewal of housing stock within the area.

Muirtown – South Kessoock



INTRODUCTION PLANNING

The Highland-wide Local Development Plan (HwLDP) contains the requirement for the Council to deliver masterplan led development proposals. The Inner Moray Firth Local Development Plan identifies for development, two infill housing sites in Merkinch and the potential for housing development at the former quarry site in Clachnaharry. These sites form an integral part of the setting for the wider development area and have as such been included in the core of the development brief.

The Inner Moray Firth Local Development Plan (IMFLDP) confirms the key built development sites within the area, at Muirtown Basin, Carse Industrial Estate, Carse Road and Glendoe Terrace.

The IMFLDP also includes the potential for the improvement of sporting and recreational facilities on land adjacent to Merkinch Primary School and the protection of the valuable amenity areas within the area. The approach taken by the IMFLDP does also allow for the potential for the delivery of infill development within the defined settlement development area where proposals are compatible with existing adjacent land uses.



Mixed Use

Site: IN21 Muirtown Basin

Area (ha): 16.3 **Uses:** Business, Community, Tourism, Leisure, 30 homes.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as **Supplementary Guidance**. This should address: no net detriment to the local transport network including the adjacent Teiford Street Retail Park and King Brude Road A862 road junctions; maximum employment potential from commercial use of the waterfront at Muirtown Basin; safeguarding and if possible enhancement of navigation, recreation facilities, heritage features, existing woodland and public pedestrian access; avoidance of any adverse effect on the integrity of the Moray Firth SAC (any water borne access in accordance with the **Scottish Marine Wildlife Watching Code** and the **Dolphin Space Programme** as well as avoidance of any cumulative impact of boat traffic as assessed according to 'Dolphins and Development'); other survey and any resultant mitigation.

Community

Site: IN27 West of Merkinch Primary School

Area (ha): 2.6 **Uses:** Sporting/ recreational facilities connected to school and wider community.

Requirements: Safeguarding and improvement of existing uses.

Industry

Site: IN34 Carse Industrial Estate

Area (ha): 3.2 **Uses:** Industrial.

Requirements: Development in accordance with planning permissions 12/04705/FUL, 13/00338/FUL and 13/01828/FUL. Flood Risk Assessment (may affect developable area).

Housing

Site: IN17 Carse Road

Area (ha): 0.4 **Housing Capacity:** 16

Requirements: Local traffic management measures; Flood Risk Assessment (may affect developable area).

Site: IN18 Glendoe Terrace

Area (ha): 1.1 **Housing Capacity:** 50

Requirements: Local traffic management measures; Flood Risk Assessment (may affect developable area).

Site: IN19 Clachnaharry Quarry

Area (ha): 0.3 **Housing Capacity:** 16

Requirements: Adequate visibility for access onto A862; implementation of a suitable scheme to reduce vehicle speeds on the A862; consideration of underground services in the site's frontage; setback from the quarry face and its woodland cover for safety and shading reasons; improved footpath provision.



2

AREA ANALYSIS
DESTINATIONS
OPPORTUNITIES
PUBLIC USE & CONNECTIONS

AREA ANALYSIS DESTINATIONS

This Development Brief covers the part of the City of Inverness. Development in this area needs to consider impacts on some very important natural and built heritage features including:

- Caledonian Canal Scheduled Monument
- Moray Firth Special Area of Conservation
- Clachnaharry Conservation Area

Of equal importance to the City are the recreation areas in the brief area which include the Local Nature Reserve and football pitches as well as extensive opportunities for walking and cycling..

The brief area is within the catchment area of Inverness High School (secondary school) and the primary school catchment area for Muirtown and Merkinch Primary Schools. The lack of capacity at Merkinch Primary is an existing issue with temporary accommodation being provided on site. The development of further housing in the catchment will place further pressure on the existing school accommodation. New development in the development brief area is likely to push the Merkinch Primary School over capacity. It is therefore important to consider the need for school expansion, options include provision of a new school with resultant sale of the existing primary or the extension of the existing school.

Utilities and public transport

The bulk of development opportunities identified within the Brief area are identified on brownfield sites and capacity already exists to service most of the development opportunities identified. There will, however, be a need to upgrade some services to build in capacity to accommodate intensification of use. Developer obligations will be sought from developers towards the costs of improvements.

Public transport (bus) connections to the wider area are largely in place serving existing communities within the brief area, given the range of development uses identified extension of these services may be required.

Constraints and Sensitivities

There are very few sites which come forward for development which are completely constraint or sensitivity free. Constraints and sensitivities do not always hinder development on a site, they just mean you have to work with them rather than against them to produce a high quality development.

The brief has identified several areas within the brief area where transport and active travel connections are viewed as a constraint to regeneration and growth, these are highlighted within the individual sections of the document with a consideration of actions required to address them. The Council will undertake a Transport Appraisal to identify measures required to address any transport, active travel or road safety issues. Developer contributions may be required towards identified improvements.

Flood Risk is an issue for extensive areas within the brief area. Proposals for built development will consider this issue in moving forward. A strategic Flood Risk Assessment has been prepared which demonstrates the areas of the South Kessoock and Muirtown area that lie within areas of Low to Medium Risk and being suitable for most forms of development, excluding essential civil infrastructure (e.g. schools) where a higher level of protection is generally required. Detailed Flood Risk Assessments may be required for individual proposals within the area to confirm the level of protection and mitigation measures required. The study also confirms the level of protection to the area from flood risk provided from the Firth (coastal) by the existing Coastal Flood embankment. The completion of the River Ness flood alleviation works will provide protection from the River Ness (fluvial) flood risk.

All development must connect to the public water and waste water networks, which will require to have sufficient capacity to avoid impacts on the River Moriston SAC and Moray Firth SAC.

Destinations

The project area covers a large swathe of Inverness including several destinations (see map opposite) which each have their own identity and character. The area includes:

Muirtown Basin is already recognised as an international gateway for European boating visitors. It presents a fantastic opportunity for both land and water based development which could lead to a new waterfront city quarter with a cultural and civic extension of Inverness City Centre. It is already used for berthing leisure craft and as a place of residence for boaters and it is a safe haven for many large commercial craft including the Floating Hotel - the Lord of the Glens.

At Clachnaharry, many proposals relate directly to the Muirtown Basin and providing further connections through pedestrian, canal

and road crossings to the west of the city.

The South Kessoock residential area sits to the north of Merkinch, is also known as the Ferry since prior to the construction of the Kessoock Bridge the Kessoock Ferry sailed to North Kessoock from the pier. This area is considered isolated from the Merkinch and City Centre areas due to the railway line passing through the area. At Muirtown, the Telford Retail Park and the Carse Industrial Estate are nestled between South Kessoock / Merkinch and Muirtown Basin. The area lies several metres below the level of Muirtown Basin which presents a challenge in terms of connectivity. In recent years, several retail outlet operations have ceased in the retail side of the estate. These sites represent key opportunities for change.

The Merkinch Local Nature Reserve (LNR) sits between South Kessoock and the Beauty Firth. The area has a diverse set of wildlife habitats with a wide variety of plants and animals and as such was designated as a LNR in 2007. The LNR is the 50th local nature reserve in Scotland and is the only one in the Highlands.

The Merkinch area skirts the edge of the study area to the south. Recent regeneration efforts have seen vacant sites being promoted for affordable and social housing. It is essential that these regeneration efforts are reinforced by the development brief or the Muirtown / South Kessoock area.

The key challenges and opportunities in the area are:

- Delivery of leisure, tourism and housing led regeneration around Muirtown Basin;
- The need to address complex movement patterns in the area on both land and water;
- The need to improve walking and cycling connections to, from, and within the area;
- The protection and enhancement of the natural, built and cultural heritage of the area;
- the regeneration of the South Kessoock area and the opportunity to improve connections between Muirtown and South Kessoock;
- the opportunity to create an internationally recognised water-side destination at Muirtown Basin



AREA ANALYSIS OPPORTUNITIES



MUIRTOWN BASIN

The opportunities map highlights some of the key sites and opportunities across the brief area which were highlighted and discussed at the charrette. This recognises a range of uses or driving themes emerging which will dictate their future. This brief also recognises a series of opportunity sites including residential infill opportunities in South Kessock, employment opportunity sites in Carse Industrial Estate and a concentration of potential sites to the south of Muirtown Basin which could be brought forward for a range of uses including residential and a range of other uses such as tourism, leisure and culture.

This brief also presents the opportunity to reinforce the physical connections between these locations and their attractiveness which will help increase use. Some of these routes or sections of them are not pleasant for pedestrian and cycling at present and improvements need to be provided to enhance this aspect. The plan also identifies some key 'pinch points' which act as gateways into areas which need to be improved.

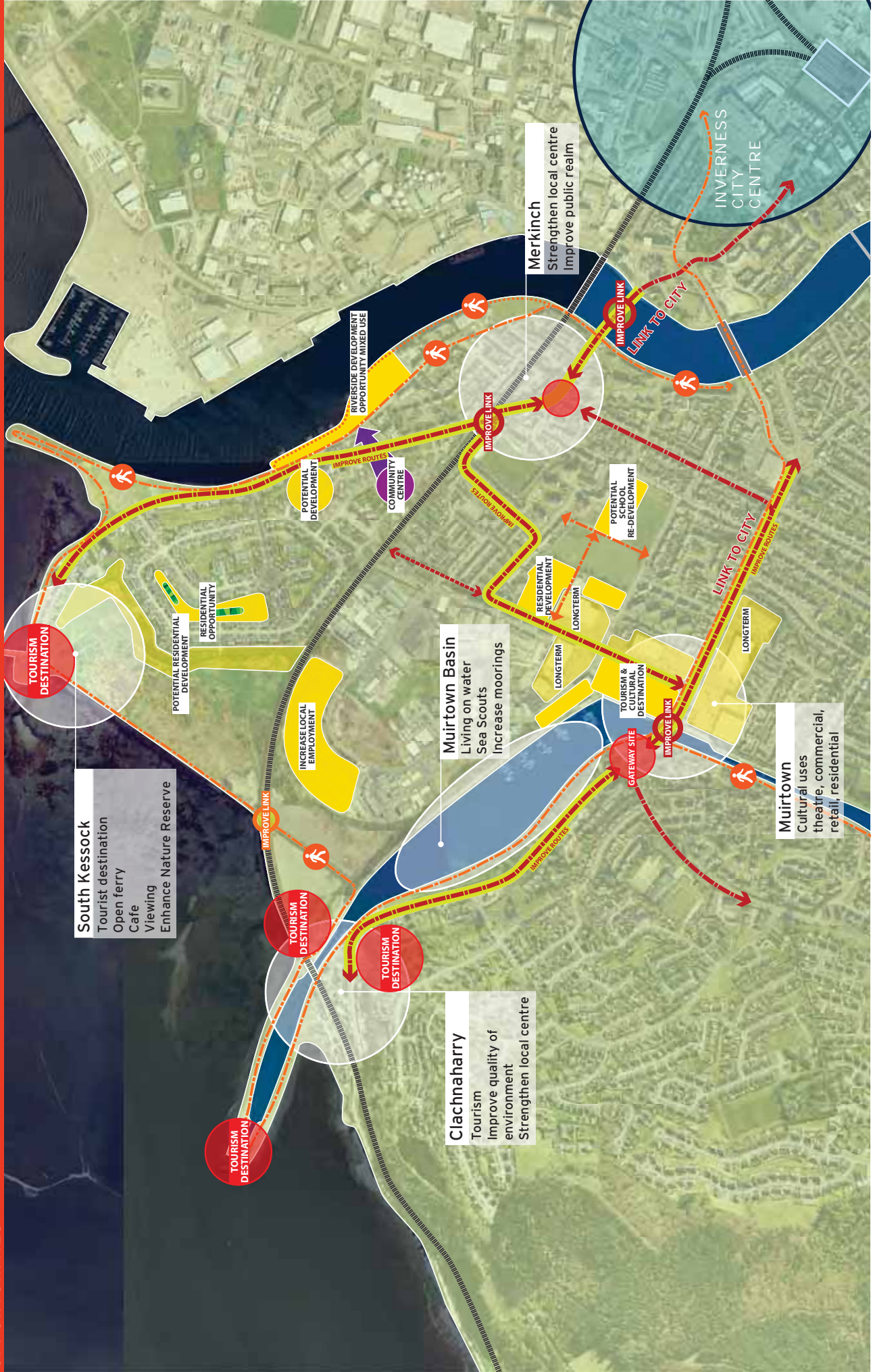
There are several traffic bottlenecks within the Muirtown / Merkinch / South Kessock that need further assessment for the wider Inverness North area. Traffic assessments may be required to assess current congestion and identify opportunities for improvements particularly at Clachnaharry Road, Telford Street / Muirtown Bridge Roundabout and the Academy Street / Blackbridge / Grant Street corridor. Any improvements would integrate the adjacent traffic and pedestrian corridors to provide high quality environmental and amenity benefits. Highland Council also have aspirations to carry out a traffic assessment of the study area and hence other improvements may be identified through a co-ordinated approach.



MUIRTOWN



MERKINCH



AREA ANALYSIS PUBLIC USE & CONNECTIONS



CLACHNAHARRY



MUIRTOWN SWING BRIDGE



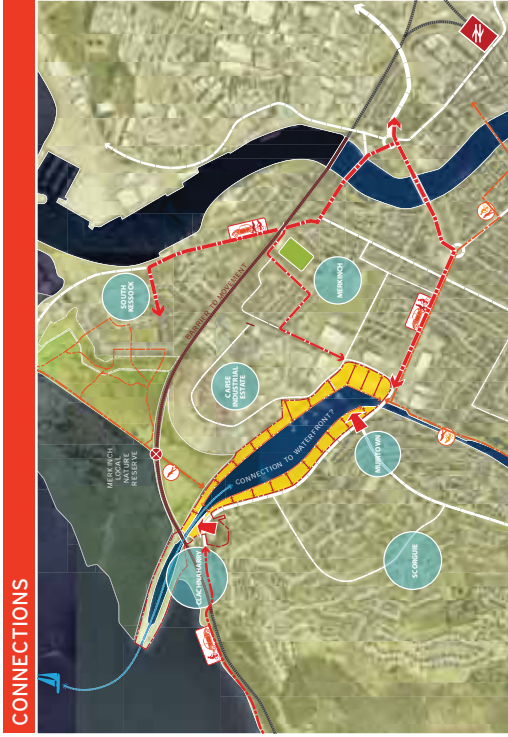
KESOCK NATURE RESERVE

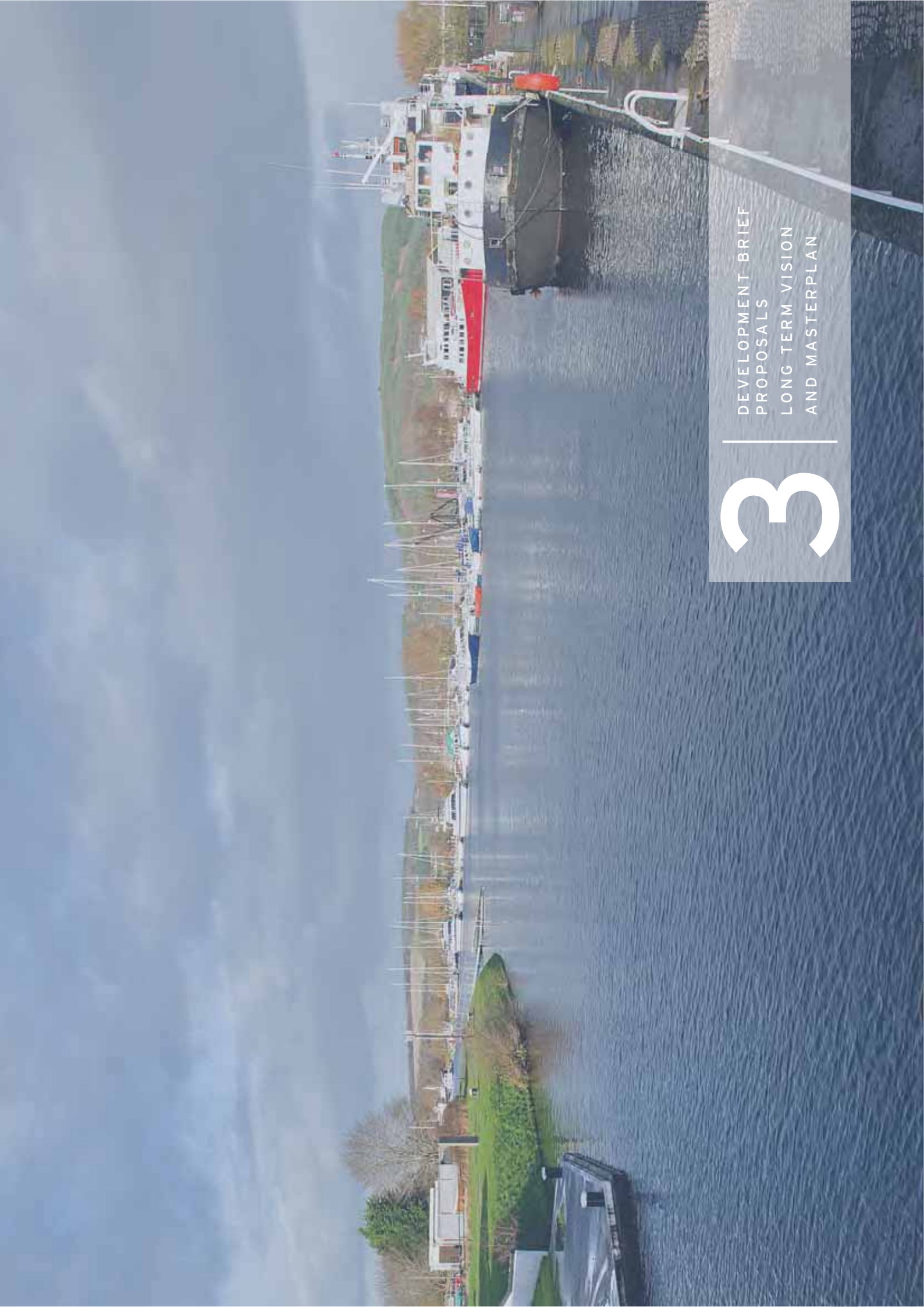
The public use & connections map shows an overview of the various areas of land within the study area where the public can access waterfront or parkland or where there are other public uses such as schools or leisure uses. This map highlights the existing provision of waterfront amenity within this area. Whilst there is already good coverage for people accessing open spaces and waterside areas, the framework highlights an opportunity to reinforce this further and create a joined up series of spaces along the waterfronts for local residents but also to appeal to the wider city residents and visitors. This appeal is enhanced by the fact that green routes connect the canal basin with the river with the local nature reserve and have the potential to connect into a wider, strategic network of walking and cycling routes. The map identifies a number of key routes which need to be enhanced for public enjoyment and particularly for pedestrian and cycle use which could further strengthen the city's position as a people friendly, healthy place.

One of the key issues which was discussed at the charrette was the disconnected nature of South Kessoock which is largely cut off from the surrounding city by the River, Canal and the railway line. At present, the main access route that enters the South Kessoock area under the railway line at Lower Kessoock St / Wyvis Place. Whilst the charrette explored the idea of extending the route of Glendoe Terrace across the railway line to provide another access route, upon further investigation it was decided that this would be too expensive and unfeasible since it would need a lifting mechanism to get people over the railway line. In addition to the desire to maximise the routes between the different locations within the study area the map opposite also shows opportunities where these routes could be further enhanced.



AREA ANALYSIS PHYSICAL BARRIERS AND OPPORTUNITIES





3

DEVELOPMENT BRIEF
PROPOSALS
LONG TERM VISION
AND MASTERPLAN

DEVELOPMENT BRIEF SUMMARY DEVELOPMENT BRIEF

The Vision map presents an overview of all the project ideas and design concepts that were discussed at the charrette which should now form the basis of an Action Plan for the Caledonian Canal Partnership (Scottish Canals and Highland Council) to focus upon with other stakeholders and delivery groups.

This plan sets out development opportunities, access improvements, enhanced greenspaces, tourism and leisure opportunities which were explored as part of the charrette process.

The following sections of the Development Brief set out the proposals and regeneration initiatives sought to be delivered in each part of the area:

- Clachnaharry
- South Kessock and Local Nature Reserve
- Merkinch
- Muirtown Basin
- Muirtown

This list includes projects identified at the charrette event, through the consultation periods and also in discussion with interested parties.

It is worth noting that these projects now extend beyond the original boundary of the charrette project such is the importance of connecting to closely related areas outwith the original defined boundary. The Vision map and the associated masterplan diagram have helped underpin a subsequent bid to enhance strategic access and greenspace improvements in the area.

The overall masterplan encapsulates the main themes for each of the individual areas within the wider area.

The Consultation events have highlighted the main priorities for development and regeneration of the area as well as the potential for enhancing and developing existing facilities and employment generating areas. The following sections provide more context as the history of each of the areas.

The emerging masterplan map illustrates the main themes for each

of the individual destinations within the brief area. The following sections highlight the various proposals identified at the workshop sessions in more detail along with a consideration of the next steps/ actions that need to be delivered to assist in the delivery of each proposal.

Each individual area within the brief sets out the Opportunities and Actions identified through the consultation process, along with identified development requirements and next steps. There is potential for development sites identified within this Brief to have an adverse effect on qualifying natural heritage interests alone or in combination, any proposals should avoid any adverse impact on the integrity of these sites.

Diagrams and illustrations have also been included within each section to highlight design ideas and potential solutions for each of the areas.





CLACHNACHARRY

Area Analysis

Clachnaharry village lies to the west of the Caledonian Canal at the mouth of the Muirtown Basin. The part of the village to the north of the Far North Rail line forms part of a designated conservation area which also includes the sea locks at the mouth of the Beauty Firth of the Caledonian Canal (Scheduled Monument).

There is an ongoing concern in Clachnaharry with high traffic speeds through this historic village which was also raised as a concern at the workshops.

The quarry site which has been vacant and derelict land for some time had previously been identified as a development opportunity for the village by Scottish Canals through the Local Development Plan process. Detailed proposals were developed and an appropriate access solution had previously been agreed (in principle) with Highland Council requirements. Due to the topography of parts of the site it is anticipated that there would also be a landscape buffer to the rear of the site.

Opportunities & Actions

Opportunity exists to create a 'gateway or entrance' features either on or adjacent to the roadway at either end of the village as well as appropriate traffic management measures to help slow traffic down upon entering the village. Development of the former quarry site could be linked to the historic cluster of canal-side buildings at Clachnaharry. The functional and physical link between the two areas reinforced by traffic management measures on the main road and appropriate access solutions. Road treatments to slow-down general traffic and improve cycle and pedestrian movements between

the quarry site and the canal-side buildings will further reinforce the 'gateway' feature at this end of the village. This would help to reduce traffic speeds and in line with Scottish Planning Policy promotes a design and 'place' lead approach towards new development in what is an important and special, historic location.

This would utilise existing assets and vacant / derelict land in the area to enhance the visual and historic appeal of the village, much of which falls within a Conservation Area. Development here linked to the Canal will also increase economic and tourism opportunities in the village and allow it to benefit from proposed canal-side improvements, facilities and amenity.

Scope is identified for additional parking (for the Clachnaharry canal-side buildings) to be provided on the quarry site as part of a complementary development.

The improvement of footpath connections to wider development brief area, Muirtown and Merkinch Local Nature Reserve as well as footpath linkage to Craig Phadrig are identified as key areas of improvement.

CLACHNAHARRY - OPPORTUNITIES AND ACTIONS

	PROPOSALS	DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1	Development Opportunity; Clachnaharry Quarry site, tourist and residential opportunity.	Set-back of development from quarry face and woodland.	Scottish Canals funded Feasibility Study to consider an integrated urban design approach to development at the canal and the village.
2	Improved parking at Clachnaharry within the Quarry site.		Consider funding opportunities to improve the approaches to Inverness
3	Development Opportunity; old sawmill site potential for restaurant, leisure heritage and wildlife.	Need for proposals to consider improved local pedestrian connectivity and traffic management in the village. Direct delivery or developer contributions to deliver improvements to any deficiencies in services in infrastructure.	Council to investigate opportunities to make small scale improvements through the Approaching Inverness project.
4	Traffic calming at Clachnaharry; potential signalised crossing		
5	Delivery of a new heritage centre; utilise existing Scottish Canals buildings on Clachnaharry side of basin.		
6	Inclusion of road network / access improvements.		
7	Improve paths /wider linkages.	Improvements required to existing access networks through work on the ground for signage improvements	The Council is hopeful of securing funding from the European Regional Development Funding, to facilitate improvements to existing access networks through work on the ground for signage and foot/cycleway improvements.
8	Highlight and improve access route from Clachnaharry to Craig Phadraig footpath.	Provision of better access to all routes including providing access to view a wide variety of wildlife. Consideration to be given to delivering improved access from A862/ Clachnaharry Road given constraints to road width and limited potential for improvement.	As part of Green Infrastructure Fund bid and/or developer contributions seek delivery of signage improvements and path works. To provide better access to route providing access to view a wide variety of wildlife.

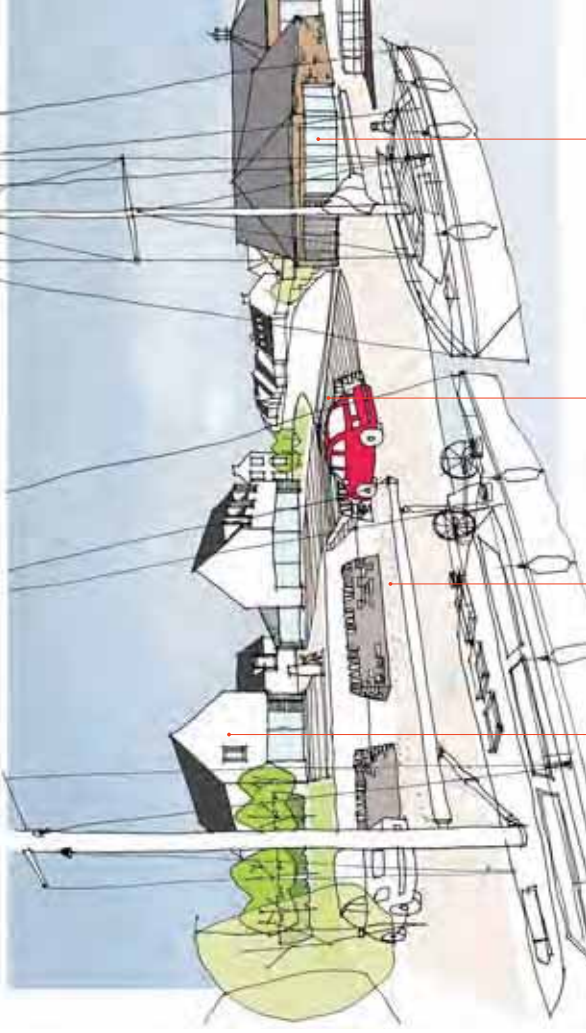
CLACHNAHARRY

OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



CLACHNA HARRY - CONCEPT DIAGRAMS

1, 2 & 4: QUARRY SITE - KEY CONNECTION TO CANAL SIDE



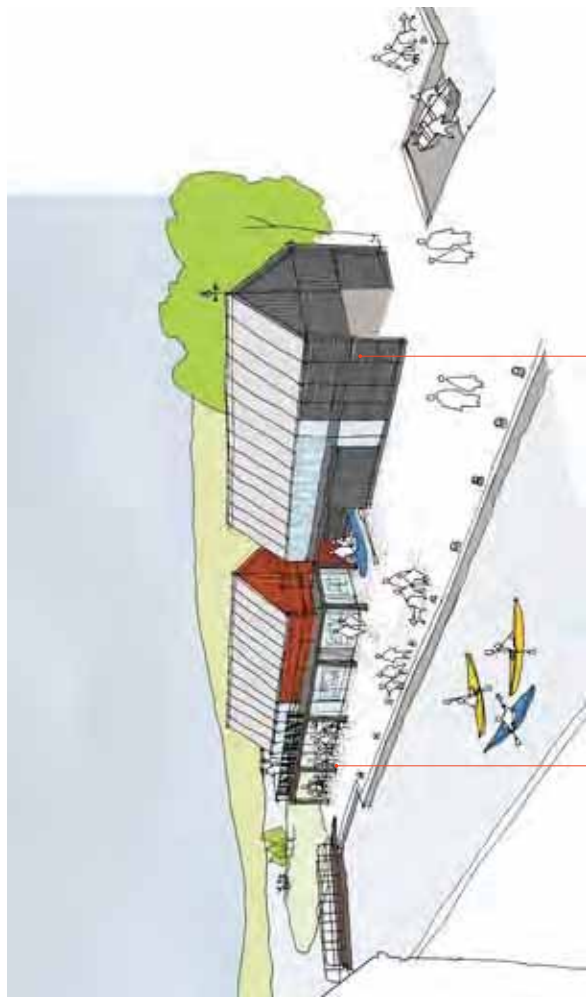
MIXED USE DEVELOPMENT

NEW HARD LANDSCAPING AND PARKING

TRAFFIC CALMING AND
OPENING TO CANAL SIDE

HERITAGE
DEVELOPMENT

3: SPORTING & LEISURE FACILITIES - TOURISM DESTINATION



NEW CANAL SIDE RESTAURANT

CLUB AND BOAT HOUSE

CLACHNAHARRY - CONCEPT DIAGRAMS

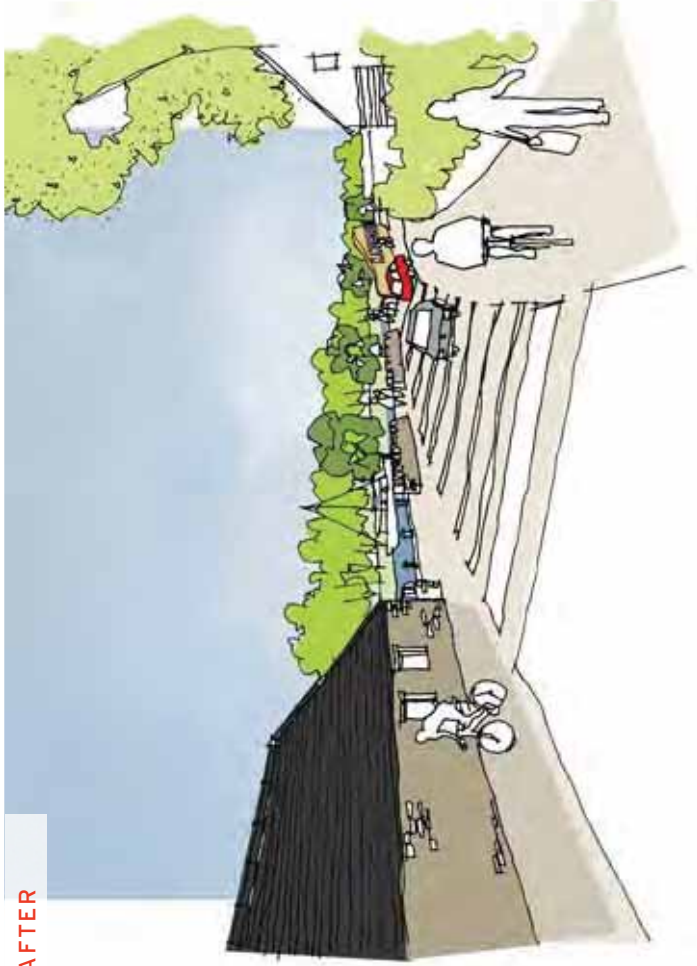
4: VIEW FROM CLACHNAHARRY ROAD

BEFORE



- Improvement of pedestrian / cycle pathway with re-aligned kerb.
- Road surface treated with applied resin bonded aggregate to encourage awareness of approach to village.

AFTER



SOUTH KESSOCK AND LOCAL NATURAL RESERVE

Area Analysis

The area of South Kessock form the northern part of the wider Merkinch area, separated by the Far North Rail Line. The area was developed largely in the period between 1930 and 1940 when 490 dwellings were built in the South Kessock area. The Kessock Ferry had, until the opening of the Kessock Bridge in 1982, provided a direct connection from Inverness to the Black Isle sailing across the Beaully/Moray Firth from the pier at South Kessock. The area contains a mix of predominately housing, retail and business uses.

Opportunities & Actions

To make the area more accessible, welcoming and attractive to locals and visitors a range of measures are proposed. Improvements to road and footpaths included general surface improvements and improved directional signage will make access to the area easier and also inform visitors of the attractions of the area as part of a wider recreational area encompassing footpaths along the River Ness. The proposed improvements will highlight the availability of views across the Beaully Firth and to waymark the footpath links to the Merkinch Local Nature Reserve and the opportunity to view a variety of wildlife species and habitats, both landward and seaward while following the paths and trails within the nature reserve.

Proposals also support the delivery of further housing opportunities promoting a greater tenure mix in the area and opportunities for people to access housing in the area.

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Proposals also support the delivery of further housing opportunities promoting a greater tenure mix in the area and opportunities for people to access housing in the area.

SOUTH KESSOCK - OPPORTUNITIES AND ACTIONS

PROPOSALS		DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1	Road /pedestrian/cycle improvements to Kessoek Road.	Provision of interpretative and directional signage providing context and user understanding.	Bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund to provide improvements to
2	Tourist led development opportunity; South Kessoek Ferry terminus. Opportunities for tourism /leisure related uses. Increase and improve parking. Potential for delivery of coastal path and view areas to Beaulay Firth and delivery of coastal path.	Any vessel movement utilising the South Kessoek slipway must not have an adverse effect on the integrity of Moray Firth Special Area of Conservation through disturbance to bottlenose dolphin (alone or in combination with other plans or projects). Development proposals that would increase boat hours spent in the Moray Firth SAC will require to be subject to Habitats Appraisal.	standard of footways including surface improvements to standard to permit use by cyclists and pedestrians. Provision of interpretative and directional signage providing context and user understanding.
3	Redevelopment opportunities at existing business units retaining traditional stone buildings around junction of Kessoek Road/Thornbush Road/Anderson Street, including strategic and public realm linkage improvements.	Further investigation required of potential relocation of existing business/light industrial uses and redevelopment for community/retail/office/residential. Improvements to pedestrian footpath. Flood Risk Assessment, Residential uses would require Affordable Housing contribution.	Further investigation required of potential for relocation of existing business/light industrial uses and redevelopment for community/retail/office/residential. Footpath improvements to Anderson Street forms part of bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund
4	Improve retail opportunity.		
5	Development opportunity at Gael Force Marine site for residential led and mixed use development.	Requirements for delivery of development relate to provision of open/play space, education capacity, affordable housing provision, and public art. Flood Risk and Transport Assessments required. Given the previous use as a shipyard there is potential for contamination issues to be present on site. Consideration should be given to the reinstatement and integration of the Category B Listed Sheer Lags Crane. Development proposals must provide surface water drainage and an appropriate SUDS solution and also connect to the public water and waste water networks, to avoid impacts on the River Morriston SAC and Moray Firth SAC	Planning application for 38 flats pending completion of River Ness Flood Alleviation scheme and confirmation of the Flood Risk Assessment.
6	Potential development; Housing fronting on to the nature reserve. Understand potential impact.	Need to carefully consider wider amenity of area in particular existing housing, footpath connections and impact on the Merkinch Local Nature reserve.	Site considered as having longer term potential,
7	Potential Development; Infill Carnac Crescent and Craighton Avenue. Consider potential impact.	Consider compatibility of development with loss of greenspace and potential mitigation through delivery of adequate open space including space for community uses. Flood Risk Assessment to support development of specific proposals and mitigation measures. Transport Assessment may be required.	Pending planning application for 24 unit housing development and community facility, with enhanced play and recreation area. Intended to deliver a range of housing tenure options

Area Analysis

The Merkinch Local Nature Reserve (MLNR) was declared as such in November 2007 under the National Parks & Access to the Countryside Act 1949. The area extends to over 54 ha of land across the Carse and South Kessock and includes a variety of habitat areas including grassland, mudflat, saltmarsh, brackish pools, wet heath, scrub and woodland. The creation of the Local Nature Reserve was to conserve and restore natural habitats and maximising biodiversity of these areas. The provision of access to the site to encourage opportunity for community involvement in the management of the area and provide learning opportunities was central to the aims of the reserve. It was also considered that the value of the reserve to the wider area and tourist should be highlighted through its development.

Opportunities & Actions

The potential exists for the development of a Green Network clearly promoting the MLNR as a destination within the town and linking the area closely with other areas of attraction (e.g. Muirtown Basin and Clachnaharry) as being of interest to both locals and tourists alike and also forming part of a wider walking network around the Inverness area. Physical improvements to the surface and signage of footpath links to the area as well as improvements to the MLNR facilities in the general area and that of the Nature reserve would improve the quality and perception of the route to the area.

PROPOSALS	DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1 Improve connectivity between South Kessock and Carse. Improve the pedestrian crossing over the railway.	Consideration of new path link to the South Kessock Pier. Further community consultation required on the delivery of proposals	Further investigations required on improvements the level-crossing within the reserve, considering delivery of improved fencing providing better sightlines along the rail line. Also potential for new surface treatment at crossing point.
2 Improve pedestrian linkages from South Kessock to Clachnaharry along the coastal path. Potential for viewing platforms and recreation etc.		The updating of the Reserve Management Plan to review and refresh the aims and objectives of the reserve, this will include consideration of potential for improvements to existing recreational and leisure aspects. The Highland Council/ Scottish Canals to Scottish Government bid for European Regional Development Fund seeks funding for a project towards improving walking and cycling in the wider area. This may also provide improvements to seawall walkway, provision of a central viewing platform, interpretation boards and additional sheltered seating.
3 Consider proposals for the LNR in terms of better recreational value.		Management Plan review to also consider potential positive/ negative impacts of proposed development site proposed adjacent to the nature reserve
4 Investigate the incorporation of picnic areas, zones for benches /sitting,		Review of Reserve Management Plan to consider potential of expansion of LNR in consultation with the Port of Inverness.
5 Consider potential for the LNR area in the future to extend to Carnarc Point.		

SOUTH KESSOCK AND LOCAL NATURE RESERVE

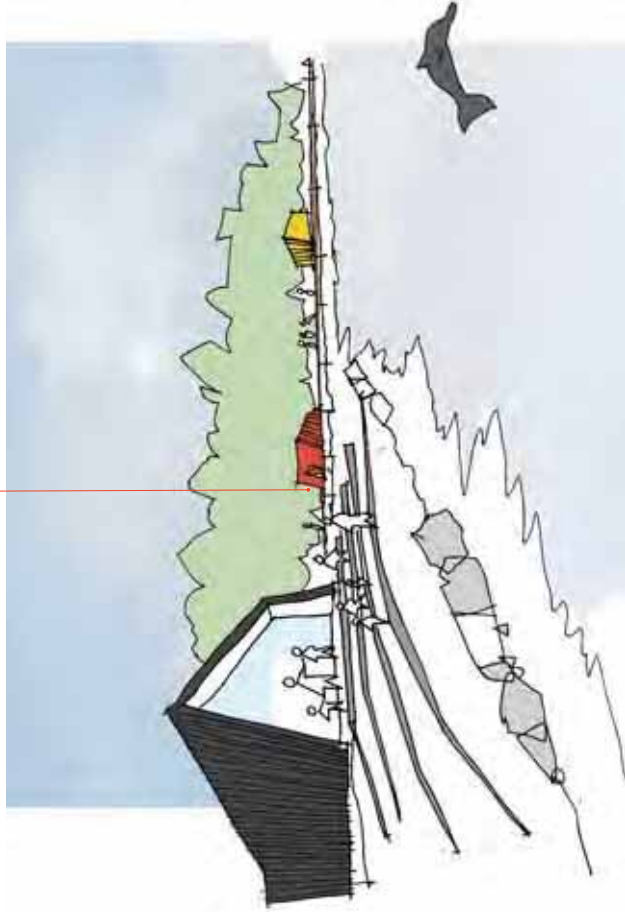
OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



CONCEPT DIAGRAMS

4: WATERS EDGE SHELTERS/SEA CABINS

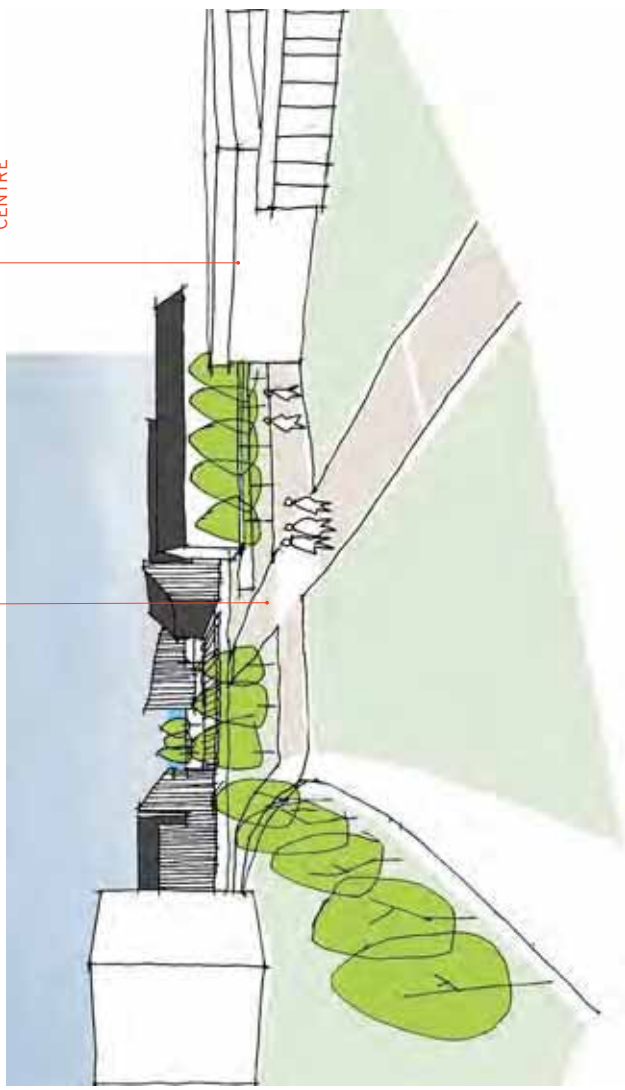
PROPOSED VIEW POINT LANDSCAPE SHELTERS



1: IMPROVED LINKS TO COMMUNITY CENTRE

THERE IS POTENTIAL FOR A NEW PEDESTRIAN LINK BETWEEN THE COMMUNITY CENTRE AND WATERFRONT

COMMUNITY CENTRE

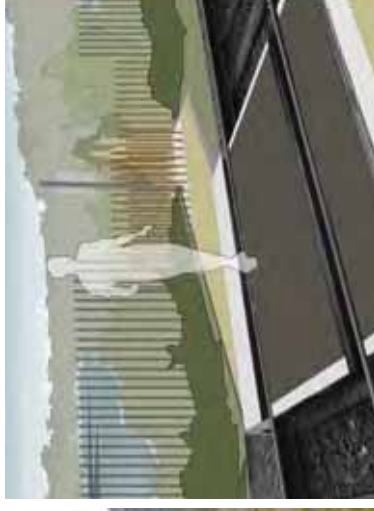


CONCEPT DIAGRAMS

SOUTH KESSECK LANDSCAPE PLAN



1. Proposed viewpoints and landscape shelters
2. Picnic areas set into landscape edge
3. Improve connections from residential areas to waterfront
4. Recreational zones
5. Improvements to linear footpath along waterfront
6. Improve visibility at rail crossing.



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MERKINCH

Area Analysis

Merkinch forms one of the Inverness's oldest areas located in the north-west of the city, flanked by the Caledonian Canal to the west and the River Ness to the east.

The Grant Street area provides the focal point for service provision for the area providing a range of retail, service and community and training facilities to serve the local community. Employment is focussed on business and light industrial activities in the Carse Industrial Estate and retailing at the Telford Retail Park.

There a number of vacant units on Grant Street, the most long standing vacant buildings includes the Welfare Hall, which has lain empty for over 20 years and whose condition has declined as a consequence. Proposals are forming to restore and convert the building into an employment support centre, office space and amateur boxing club. The reuse and renovation of one the major landmark buildings in the area would help invigorate the wider area.

Primary School provision is met at Merkinch Primary School, an increasing schoolroll will require consideration of the expansion of the Catgory B listed building or potentially the delivery of a new primary school campus.

Access to the area to and from Inverness City centre is across the Black Bridge to Grant Street provides one the primary access points to the wider Merkinch and South Kessoock area. Existing pedestrian access onto and along the Black Bridge is significantly constrained particularly due to the narrow width of existing footpath on the bridge and on footway approaches to the bridge.

Opportunities and Actions

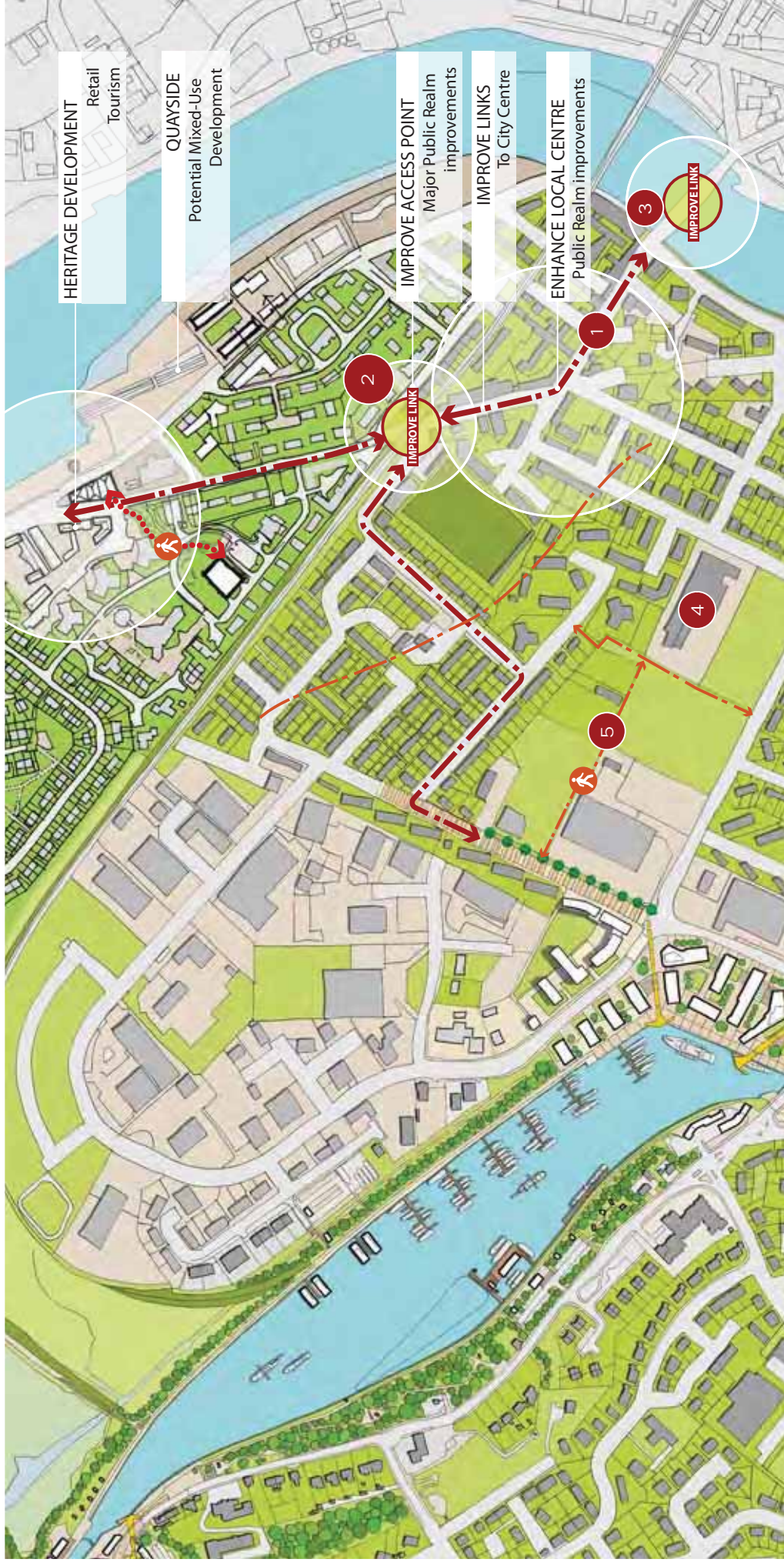
Proposals aim to improve pedestrian linkage from the local footpath network onto the bridge. Pedestrian access along the bridge could be improved by switching footpath provision to a single pedestrian friendly access rather than 2 non-pedestrian friendly footpaths. This proposal includes the possibility of installing a separate attached footbridge to the existing Black Bridge for dedicated pedestrian use to be either bolted on to the existing bridge structure or stand alone structure. This option however has an estimated construction cost of £1M +. The potential for improving pedestrian access on the Black Bridge needs to be confirmed by an appropriate connectivity study.

There is an identified need for improvements to provide a safer pedestrian environment at the Lower Kessoock Street/Thornbush Road junction with the rail bridge.

Redevelopment of vacant buildings in the area should be encouraged to be reused, in particular the Welfare Hall is seen as a key candidate for reuse in Grant Street. The project seeks inclusion of accommodation for community learning and development as well as space for recreational / leisure uses.

MERKINCH - OPPORTUNITIES AND ACTIONS

	PROPOSALS	DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1	Road /pedestrian improvements to Grant Street; public realm improvements	Developer contributions may be sought from new developments to fund pedestrian/cycle improvements.	Highland Council to undertake transport study across wider brief area to identify strategic and local objectives and defining potential design solutions and costs..
2	Road / pedestrian Improvements at the rail bridge junction of; Wyvis Place/Kilmuir Road / Thornbush Road / India Street/Lower Kessock Street		Application has been made by Merkinch Enterprise for Regeneration and Heritage Lottery Funding to refurbish the Welfare Hall and delivering capacity for community learning and development and also leisure uses. This will bring a general uplift the the fabric of the area.
3	Improvements to Black Bridge; improve public realm, pedestrian/ cycle access	Further work required to consider feasibility and potential funding. Connectivity Study required to inform potential solution. Water quality of River Ness to be protected during any construction works likely to impact on the water environment by production and approval of a Construction Method Statement to avoid pollution and sediment run-off and avoidance of any construction that would impact on seasonal migration of Salmon. The passage of salmon along the River Ness to and from the River Moriston Special Area of Conservation must be safeguarded to avoid significant effects on the qualifying interests of the River Moriston SAC.	Initial consultant work has considered broadly potential improvements to pedestrian footways on the Black Bridge. Options include surface improvements and traffic calming; loss of one pedestrian walkway and increase of width of remaining or; pedestrian attachment to side of existing bridge.
4	Requirement for extension to Merkinch Primary School, preferable to newly built school	Consideration will be required of the schools status as a Category B Listed Building. Delivery of safer routes to school scheme. Flood Risk Assessment will be required to support any emerging proposals.	Council review of Inverness school estate to establish clearer picture of overall estate requirement. THC Care and Learning Service to consider the potential for redevelopment of site as the preferred option to accommodate additional class space.
5	Incorporate traffic free route from Merkinch Primary to Glendoe Terrace		



MERKINCH - CONCEPT DIAGRAMS

3: VIEW OF JUNCTION FROM THE BLACK BRIDGE

BEFORE



- Pedestrian movement promoted with new surface treatment.
- Threshold between Grant St, Gilbert St and Anderson Street emphasised.

AFTER



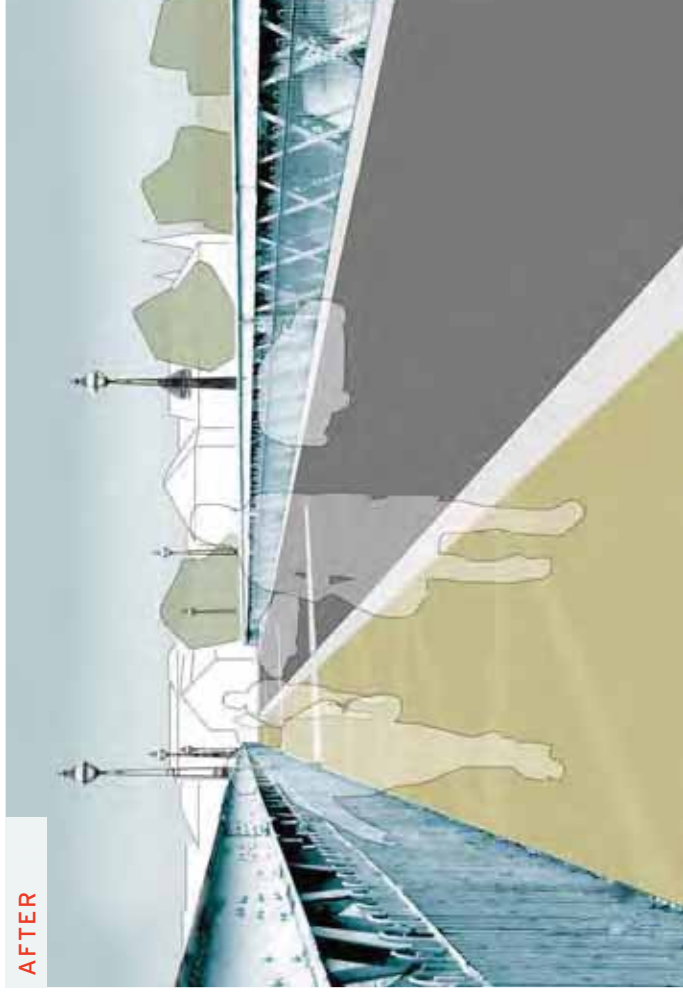
3: VIEW ALONG THE BLACK BRIDGE

BEFORE



- Footpath and road proportions adjusted to promote pedestrian movement and encourage slowing of traffic.
- Bridge aesthetic improved by painting of the structure.
- Bridge structure and lighting features emphasised by surface details.

AFTER



MERKINCH - CONCEPT DIAGRAMS

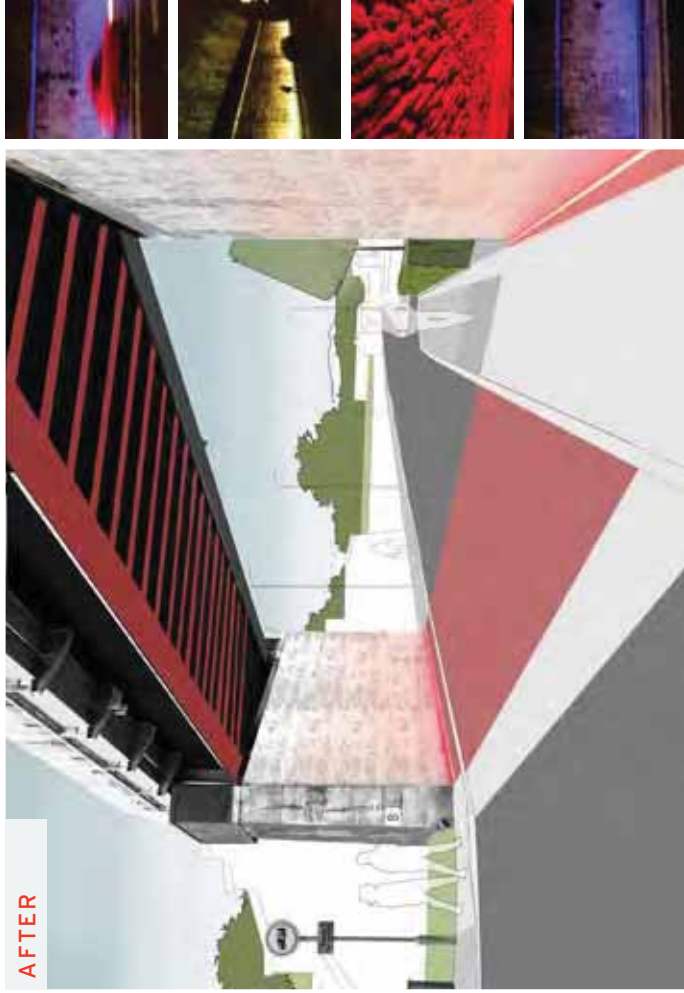
2: VIEW OF LOWER KESSOCK STREET RAIL BRIDGE

BEFORE



- Bridge improved with new paintwork and lighting.
- Pedestrian movement emphasised with surface treatment.

AFTER



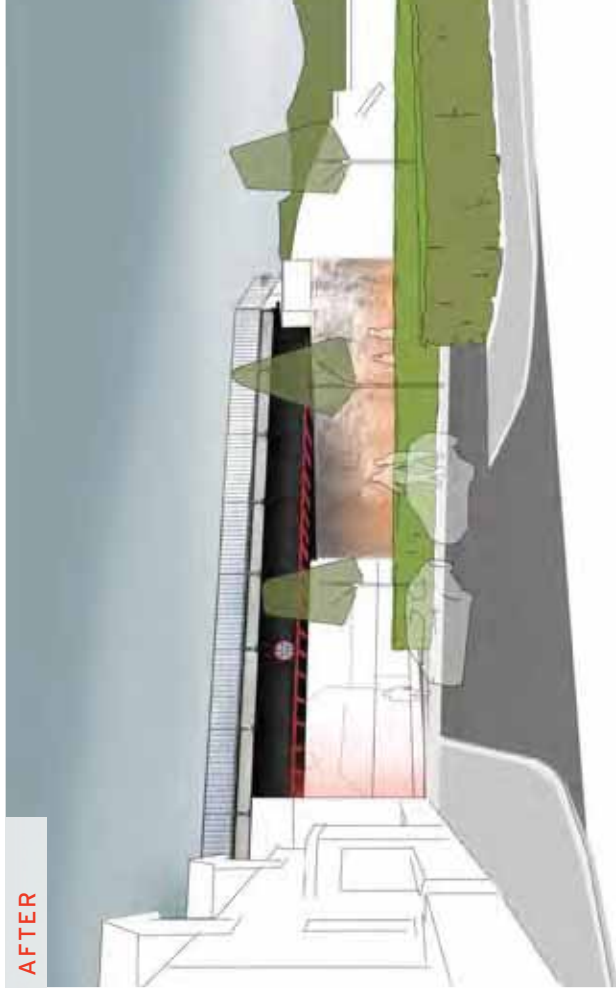
2: VIEW OF RAIL BRIDGE FROM INDIA STREET

BEFORE



- Strengthening of edge between India Street and Lower Kessock Street.
- Replacement of galvanised fencing with hedging.
- Resurfaced pathways connecting Wyvis Place Lower Kessock Street and India Street.

AFTER



M U I R T O W N B A S I N

Analysis

Muirtown Basin is a key arrival and destination point on the Caledonian Canal. It already hosts a number of large craft, visiting vessels and is home to a growing number of people living on the water. The area is dominated between the interface to the Canal and Basin and is considered as an underutilised asset for the wider City.

The canal was historically built to provide safe passage for ships from the North Sea to the Atlantic and was completed in 1822. Today the Basin is used primarily for leisure sailing vessels who experience the Great Glen from the canal and associated lochs.

The basin is home to the Sea Cadets/Scouts and Inverness Canoe Club both of which seek high quality, modern facilities at an appropriate site on or around the basin edge

The paths around the basin are in need of further investment to bring them up to a standard.

Opportunities and Actions

The potential development opportunities within the Muirtown Basin area relate to the enhancement of the basin to accommodate a wide range of activities and uses.

The redevelopment of the Basin area will underpin existing activities and stimulate investment in the surrounding area.

The Basin is expansive and can host further activities to promote uses on and around the water's edge and increase the number of people living and even working on the basin.

Key development proposals to incorporate gateway features at the entrance to the sea lock and also at the current site of the Sea Cadets/Canoe Club will increase the attractiveness and interest to the wider public and visitors alike.

Providing better access to the basin through the provision of pedestrian and cycle access from other areas of the City will be delivered alongside the delivery of proposals identified elsewhere in the Brief, putting the basin at the heart of a much higher quality network for walking and cycling routes for the benefit of neighbouring communities and visitors.

The provision of further car parking will also assist in accommodating visitors from further afield.

Areas of development proposed for the basin would have a synergy with proposals considered in the Muirtown section of the Brief.

MUIRTOWN BASIN - OPPORTUNITIES AND ACTIONS

PROPOSALS		DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1	Road improvement scheme along High St / Clachnaharry Rd / Telford St.	Provision of greater safety / pedestrian and cycling measures	The Highland Council (THC) roads to begin this study in partnership with Scottish Canals and local community.
2	Landscape / parking around Muirtown Basin	Delivery of additional visitor parking facilities and enhanced landscaping to be provided around basin.	Scottish Canals to investigate in partnership with THC
3	Potential basin entrance feature - Mackenzie Joinery site	Access and parking improvements. Consider impact of any development on the Muirtown Basin Scheduled Monument.	Scottish Canals to investigate potential development or this area for further leisure uses.
4	Development Opportunity: Floating offices and holiday homes (Muirtown Basin, Workshops area and canal 'spit' to sea lock.		Scottish Canals to undertake feasibility study and future planning applications for these opportunities on and off the water.
5	Water-based leisure activities: Sea Scouts, cable wakeboard park, small boat hire, swimming		Scottish Canals to undertake feasibility study of most suitable locations for these activities in partnership with Sea Scouts, Canoe Clubs and others e.g. community.
6	Development Opportunity: Residential-led or tourism related development on Gateway Site, possibly including adjacent cottage.	Relocation of Sea Scouts to new site. Access and parking improvements.	Scottish Canals to bring forward planning application for site in discussion with THC Roads / Planning/ Historic Scotland/community. Design work underway with Sea Scouts for new base.
7	Proposal for additional moorings in Marina, with potential impact on Scheduled Ancient Monument	Subject to no adverse effect on the integrity of Moray Firth SAC (bottlenose dolphin interest) through increased recreational boat movements (alone or in combination with other plans or projects). Development proposals that would increase boat hours spent in the Moray Firth SAC will require to be subject to Habitats Appraisal.	Scottish Canals to take forward further moorings on basin in consultation with Historic Scotland.
8	Development Opportunity - Potential Restaurant	Access and parking improvements. Seek retention of existing native woodland resource as far as practical. Maintain pedestrian linkage with Clachnaharry Road. Consider impact on Scheduled Monument.	Scottish Canals to investigate feasibility of conversion of Sea Lock buildings to restaurant.
9	Gateway Structure		Scottish Canals /THC to scope out mini-brief for design ideas / concepts to be brought forward
10	Car park adjacent to Carse Rd		Scottish Canals / THC to jointly bring forward development opportunities along this edge which maximise links to and frontage of basin or serve basin's future operational needs.
11	Improvement of links to Muirtown locks and wider footpath/cycleways. Enhance visitor attraction and interpretation at lock gates.		Scottish Canals to investigate potential development or this area for further leisure uses.

MUIRTOWN BASIN - CONCEPT DIAGRAMS

OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



MUIRTOWN BASIN - CONCEPT DIAGRAMS

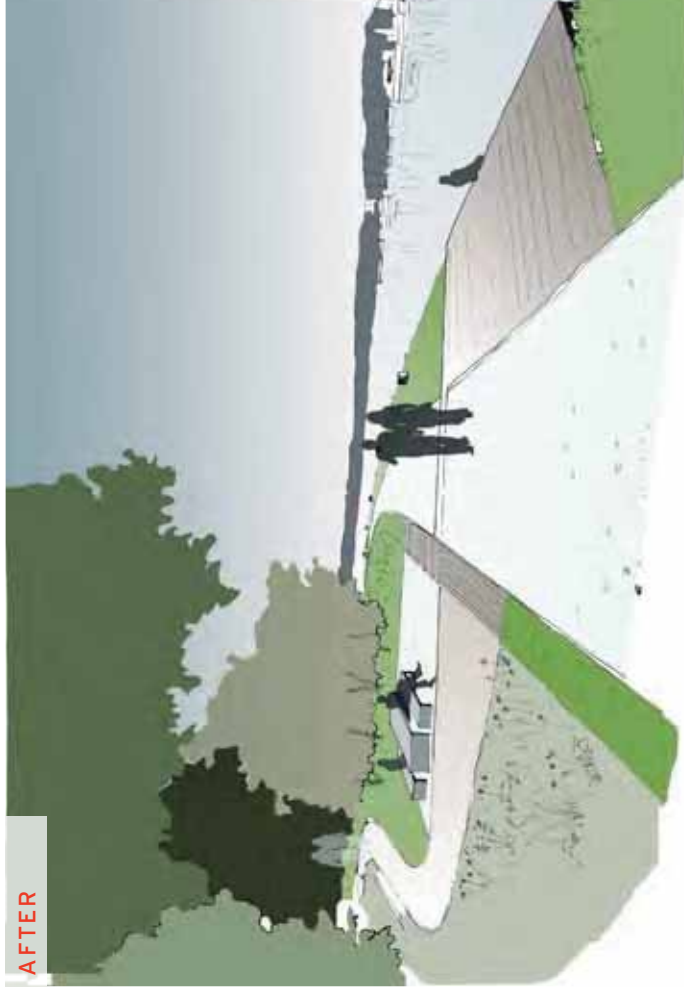
2: VIEW LOOKING NORTH WEST OF BASIN FROM FOOTPATH

BEFORE



- Improvement to linear footpath along west side of Muirtown Basin.
- Seating spaces created at key points.

AFTER



9: GATEWAY TO THE CALEDONIAN CANAL

BEFORE



- Gateway feature.

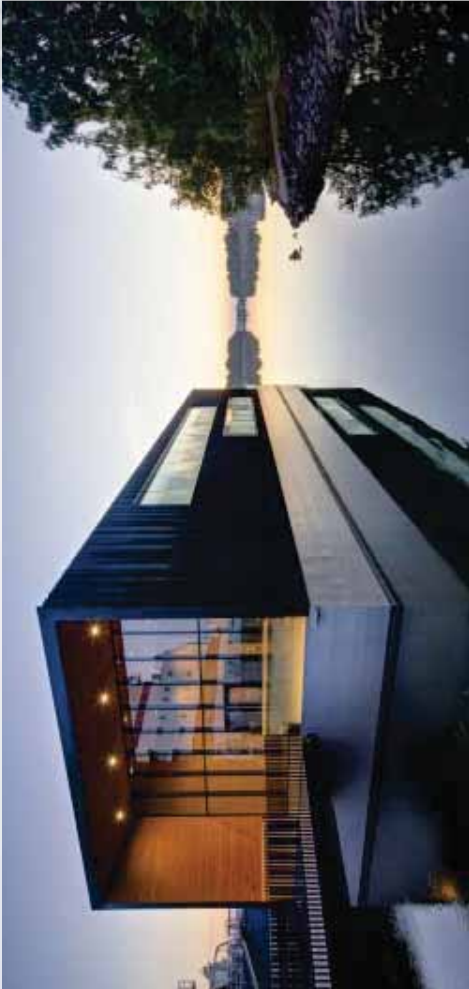
AFTER



MUIRTOWN BASIN - CONCEPT DIAGRAMS

4: FLOATING HOMES & OFFICES

FLOATING STRUCTURES



WHARFS/JETTYS



OFFICE/COMMERCIAL



INCREASED MOORINGS



5: RECREATIONAL FACILITIES

SPORTING ACTIVITIES



WOODLAND WALKS



ACTIVE HARBOUR AREA



POTENTIAL WAKEBOARD PARK



COMMUNITY ACTIVITIES



M U I R T O W N

Area Analysis

The Muirtown area accommodates land immediately adjacent to the Muirtown Basin on the Telford Retail Park extending into the Carse Industrial Estate.

The area was previously occupied by the Glen Albyn Whisky Distillery, as recently as the mid-80's and now occupied by large retail warehouses is identified as being key to providing development that would support and enhance proposals for the adjoining Muirtown Basin.

Constraints to development relate to land ownership and to concerns relating to increased traffic movements and impacts in the general area, in particular of the roundabout junction of Telford Street / Carsegate Road and also potential need to manage traffic speed on the Muirtown swing bridge.

The basin holds the potential to augment it's attraction to visitors and locals alike through the provision of a range of services, activities and employment opportunities.

Opportunities and Actions

Future development of the area should deliver a mix of uses incorporating civic, retail residential and leisure uses. Proposals should ensure significantly enhanced connectivity to the Muirtown Basin from Telford St / Carse Rd with dual frontage development to both the Basin and Carse Road, with a focus on creating an attractive location that would link closely to the adjoining assets of the canal and basin.

Development opportunities considered a tourism and cultural hub could be developed linked strongly to the adjacent assets offering recreation and leisure activities. The area is well placed to provide a wider mix of uses incorporating residential, retail, restaurants and cafés providing a variety of sympathetic uses that will enable delivery of a vibrant development that fulfills a variety of attractions and services for local and visitors alike

The main opportunity sites identified including the former B&Q and Texstyle World sites

The B&Q site is no longer available for redevelopment in the short term having being re-occupied for retail purposes and there is retail interest in the reuse of the Texstyle World site. As a key site for the regeneration of the area the opportunity to redevelop on this site is maintained in the Brief and the future availability of the site.

Development proposals in the Muirtown area would need to be supported by a Transport Assessment and identification of improvement and mitigation measures required.

MUIRTOWN - OPPORTUNITIES AND ACTIONS

PROPOSALS		DEVELOPMENT GUIDELINES / REQUIREMENTS	NEXT STEPS/STATUS
1	Road improved scheme along High street/ Clachnaharry Road/ Telford Street. Alternative / Preferred option to replace Telford Street / Carsegate Road roundabout with signalised junction.	Transport appraisal to identify strategic and local objectives and defining potential design solutions and costs	Transport study required across the wider brief area to identify strategic and local objectives and defining potential design solutions and costs use of developer contributions in growth areas. Scottish Canals advise that whilst it would be possible to change the surface of the Muirtown swing bridge to help reduce traffic speed, further evidence is required that this is a major problem. If surface treatments on the bridge are to be introduced this would need to take into account a technical appraisal of the bridge, particularly its capability of taking further weight.
2	Links between Telford Street / Balnacraig Road/ Fairfield Road could be better		
3	Road/ pedestrian improvements; Carse Road / Benula Road / Kilmuir Road		
4	Muirtown swing bridge; Road / Pedestrian improvements.		
5	Development Opportunity; B&Q site strategic development site, mixed use cultural / residential development.	Business, Community, Tourism, Leisure and residential uses (30 homes). No net detriment to local transport network. Consider impact of any development on the Muirtown Basin Scheduled Monument. Safeguarding and if possible enhancement of navigation, recreation facilities, heritage features, existing woodland and public pedestrian access; avoidance of any adverse effect on the integrity of the Moray Firth SAC	The Highland Council and Scottish Canals to maintain watching brief on availability of sites and continue to negotiate with landlords/owners to secure control of sites and delivery for development.
6	Development Opportunity; Textile World site, potential for mixed use cultural / residential development.		
7	Carsegate; Development of car park and ancillary storage for residential moorings at Muirtown.	Provision of footpath and access improvements	Scottish Canals have secured the landownership required to progress development of car park and ancillary storage to support development in the Muirtown Basin.
8	Strategic links to be incorporate though B&Q and Textile World site to connect the basin with Carse		Bid by Highland Council/Scottish Canals to European Regional Development Fund to provide improvement to existing footpaths and cycleway networks Delivery of a number of small scale improvements alongside the improved steps and ramps at Muirtown Basin alongside the path improvements on Carse Road.
9	Increase parking around the basin; Gateway site, Titanic site/ Sea Scouts, Clachnaharry, B&Q/Textile World sites, Carsegate.	Proposals will need to consider impact on habitats on sites adjacent the basin and potential transport impacts of intensification of access points.	Provision of further parking around the basin will facilitate wider use of the area. Scottish Canals have secured the landownership at Carsegate Road required to progress development of car park and ancillary storage to support development in the Muirtown Basin.
10	Woodland strip West side of Muirtown Basin; Enhance the woodland experience between the Swing bridge and Clachnaharry. Picnic area, integrating car parking. Increased access from the adjacent residential development to the basin.	Seek retention of existing native woodland resource as far as practical. Maintain pedestrian linkage with Clachnaharry Road.	
11	Development Opportunity - Long term Mixed Use	Delivery of mixed use development to complement redevelopment opportunities at former B&Q/Textile World site.	Longer term development proposal to be considered subsequent to progression with B&Q(3) and Textile World (4).

MUIRTOWN - CONCEPT DIAGRAMS

The longer term development of the Muirtown Basin requires related development at the Telford Street Retail Park and the strengthening of the linkages between the 2 areas as can be seen from the adjacent diagram. Currently development at the Telford Street Retail Park turns its back on the Muirtown Basin and the potential exists for development to re-orientate and provide double fronted development opportunities.



MUIRTOWN

OPPORTUNITIES AND ACTIONS



MUIRTOWN - CONCEPT DIAGRAMS

5: OPPORTUNITY - FORMER B&Q SITE



DEVELOPMENT PROVIDES PERMEABLE LAYOUT WITH MULTIPLE LINKAGES TO THE BASIN

MUIRTOWN - CONCEPT DIAGRAMS

8: OPPORTUNITY - ENHANCED PUBLIC REALM



OPENS UP KEY VIEWS THROUGH TO THE QUAYSIDE

9: OPPORTUNITY - GATEWAY SITE



MUIRTOWN - CONCEPT DIAGRAMS

1: TELFORD STREET LOOKING TOWARDS THE MUIRTOWN SWING BRIDGE

BEFORE



- Enhancements for pedestrian / cycle movements.
- Thresholds marked with surface treatment.

AFTER



1: VIEW LOOKING AT MUIRTOWN SWING BRIDGE

BEFORE



- Improvement of movement at bridge with a new single surface for pedestrians and carriageway.
- Bridge aesthetics improvement with a black & white painting theme.

AFTER



MUIRTOWN - CONCEPT DIAGRAMS

3: VIEW FROM GLENDOE TERRACE LOOKING NORTH EAST



BEFORE

- Improvement of public realm along Glendoe Terrace with surface treatments and additional tree and hedge planting.



AFTER

5: CIVIC & CULTURAL PRECEDENT

CULTURAL BUILDINGS



CULTURAL CENTRE



LANDMARK BUILDINGS



SOCIAL BUILDINGS



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4

PROJECT ACTION
PLAN

PROJECT ACTION PLAN STRATEGIC PROJECTS

CLACHNAHARRY; STRATEGIC PROJECTS	
1	Development Opportunity; Clachnaharry Quarry site, tourist and residential opportunity.
2	Improved parking at Clachnaharry within the Quarry site.
3	Development Opportunity; old sawmill site potential for restaurant, leisure heritage and wildlife.
4	Traffic calming at Clachnaharry; potential signalised crossing
5	Delivery of a new heritage centre; utilise existing Scottish Canals buildings on Clachnaharry side of basin.
6	Inclusion of road network / access improvements.
7	Improve paths /wider linkages.
8	Highlight and improve access route from Clachnaharry to Craig Phadraig footpath.
SOUTH KESSECK; STRATEGIC PROJECTS	
1	Road /pedestrian/cycle improvements to Kessoek Road.
2	Tourist led development opportunity; South Kessoek Ferry terminus. Opportunities for tourism /leisure related uses. Increase and improve parking. Potential for delivery of coastal path and view areas to Beaully Firth and delivery of coastal path.
3	Redevelopment opportunities at existing business units retaining traditional stone buildings around junction of Kessoek Road/Thornbush Road/Anderson Street, including strategic and public realm linkage improvements.
4	Improve retail opportunity.
5	Development opportunity at Gael Force Marine site for residential led and mixed use development.
6	Potential development; Housing fronting on to the nature reserve. Understand potential impact.
7	Potential Development; Infill Carnac Crescent and Craighton Avenue. Consider potential impact.

LOCAL NATURE RESERVE; STRATEGIC PROJECTS	
1	Improve connectivity between South Kessoek and Carse. Improve the pedestrian crossing over the railway.
2	Improve pedestrian linkages from South Kessoek to Clachnaharry along the coastal path. Potential for viewing platforms and recreation etc.
3	Consider proposals for the LNR in terms of better recreational value.
4	Investigate the incorporation of picnic areas, zones for benches /sitting,
5	Consider potential for the LNR area in the future to extend to Carnac Point.
MUIRTOWN; STRATEGIC PROJECTS	
1	Road improved scheme along High street/ Clachnaharry Road/ Telford Street. Alternative / Preferred option to replace Telford Street / Carsegate Road roundabout with signalised junction.
2	Links between Telford Street / Balnacraig Road/ Fairfield Road could be better
3	Road/ pedestrian improvements; Carse Road / Benuia Road / Kilmuir Road
4	Muirtown swing bridge; Road / Pedestrian improvements.
5	Development Opportunity; B&Q site strategic development site, mixed use cultural / residential development.
6	Development Opportunity; Textile World site, potential for mixed use cultural / residential development.
7	Carsegate; Development of car park and ancillary storage for residential moorings at Muirtown.
8	Strategic links to be incorporate though B&Q and Textile World site to connect the basin with Carse
9	Increase parking around the basin; Gateway site, Titanic site/ Sea Scouts, Clachnaharry, B&Q/Textile World sites, Carsegate.
10	Woodland strip West side of Muirtown Basin; Enhance the woodland experience between the Swing bridge and Clachnaharry. Picnic area, integrating car parking. Increased access from the adjacent residential development to the basin.
11	Development Opportunity - Long term Mixed Use

MERKINCH; STRATEGIC PROJECTS	
1	Road /pedestrian improvements to Grant Street; public realm improvements
2	Road / pedestrian Improvements at the rail bridge junction of; Wyvis Place/Kilmuir Road / Thornbush Road / India Street/ Lower Kessoek Street
3	Improvements to Black Bridge; improve public realm, pedestrian/ cycle access
4	Requirement for extension to Merkinch Primary School, preferable to newly built school
5	Incorporate traffic free route from Merkinch Primary to Glendoe Terrace
MUIRTOWN BASIN; STRATEGIC PROJECTS	
1	Road improvement scheme along High St / Clachnaharry Rd / Telford St.
2	Landscape / parking around Muirtown Basin
3	Potential basin entrance feature - Mackenzie Joinery site
4	Development Opportunity: Floating offices and holiday homes (Muirtown Basin, Workshops area and canal 'spit' to sea lock.
5	Water-based leisure activities: Sea Scouts, cable wakeboard park, small boat hire, swimming
6	Development Opportunity: Residential-led development on Gateway Site, possibly including adjacent cottage.
7	Proposal for additional moorings in Marina, with potential impact on Scheduled Ancient Monument
8	Development Opportunity - Potential Restaurant
9	Gateway Structure
10	Car park adjacent to Carse Rd
11	Improvement of links to Muirtown locks and wider footpath/ cycleways. Enhance visitor attraction and interpretation at lock gates.



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CHARTER PROCESS AND
CONSULTATION SUMMARY

APPENDIX

CHARRETTE PROCESS SUMMARY

MUIRTOWN AND SOUTH KESSOCK DRAFT DEVELOPMENT BRIEF

This Appendix sets out the steps undertaken in preparing the Development Brief and the various stages of consultation undertaken to engage with local communities, businesses, wider public and other interested parties.

EARLIER STAGES OF THE DEVELOPMENT BRIEF

Parts of Muirtown and South Kessoock are identified as having potential for future development in the Highland-wide Local Development Plan, Inverness Local Plan and the emerging Inner Moray Firth Local Development Plan.

- The area to be included within the Brief is the part of the city shown on the map above as originally defined in the Highland-wide Local Development Plan.

REASONS FOR PREPARING THE DEVELOPMENT BRIEF

- To identify and support the delivery of improvements to the area
- To include the net improvement of the local transport network
- The delivery of a greater diversification of housing tenure and renewal of housing stock in the area
- The opportunities for development at and around the Muirtown Basin and improvements to water and land based recreation opportunities and pedestrian access to the area

Draft Development Brief February 2015

The draft Development Brief was prepared for the Muirtown and South Kessoock area of Inverness after analysing the comments a series of consultation events that took place in February and April of 2014.

The content of the Brief set out the opportunities and challenges identified during the consultation for each of the locations within the wider brief area. The geographical area covered by the brief had been enlarged reflecting the discussions at the workshops and the identification of the key linkages and relationships across the area. As a consequence the Development Brief encompassed a larger geographical area to now include Clachnaharry and a wider area of Merkinch.

Public consultation on the draft Development Brief took place in the period from 27 February to 2 April 2015 to gather views on the content of the draft document. The consultation included 2 drop-in exhibition and discussion sessions where the public could discuss the draft brief contents with staff in attendance. Comments on the draft brief were invited to be submitted on the Council website either online or by filling in the feedback form made available at the exhibitions.

Over 1000 letters of notification were sent out to residential and business properties across the Brief area in February 2015 to highlight the consultation on the draft Brief. Additionally the consultation was publicised in the local press through issuing a press release and the placing of an advert in the Inverness Courier on 27th February to highlight the time and venue of the consultation events.

Consultation events took place in Muirtown Primary School on Wednesday 11 March and Merkinch Community Centre (Corbett Room) on Thursday 12 March. The events took the form of drop-in exhibitions in the afternoon followed by evening presentation and workshops sessions in the evening.

The consultation invited comments on the content of the draft Brief. After considering comments made and making any appropriate changes based on the comments received on the public consultation a final version would be presented to committee to be adopted as Supplementary Guidance to the Development Plan.

Comments on the draft brief were invited to be submitted on the Council website either online or by filling in the feedback form made available at the exhibitions.

CHARRETTE EVENTS 2014

The Muirtown Basin and South Kessoock event was split between stage one on 26-27 February, with a stage two follow-up event on 1-2 April.

STAGE 1: 26-27 FEBRUARY 2014

Stage one, which took place over two days, was built around a public working-session on day one, followed by technical sessions and drawing time on day two. In the evening of day one the public working-session was repeated in a compressed format to accommodate members of the community unavailable during working hours. At the end of the two days the design team had produced design approaches for the area and detailed studies on key sites that were displayed for a public event at which attendees had the opportunity to give feedback.

The following is a summary of the responses from attendees on the work completed by the end of stage 1:

- Muirtown Basin should be a high-quality destination for visitors, boaters and residents with support facilities
- Clachnaharry traffic calming needs a solution - design led to affect driver behaviour
- Improved connection to the Basin - including visual - is desirable
- B+Q site is a key opportunity for improving the area and reconnecting with the water
- Environmental improvements around the canal basin - tree management, lighting and de-clutter
- Connections that make South Kessoock less isolated are important for this community
- Make the most of proximity to city centre - this area is the connection between city and sea

STAGE 2: 1-2 APRIL 2014

The second stage presented material that had been developed in the interim period and provided an opportunity for the community and stakeholders to discuss the proposals and provide comments. The format was of 3 repeating sessions, Tuesday evening, Wednesday afternoon and Wednesday evening. The sessions provided attendees with an opportunity to view the work that had been prepared for stage 2, followed by a presentation that summarised stage 1 and gave an explanation of the work that was being presented. Group discussions based on the work gave an opportunity for the public and agencies to respond to what had been presented and to make further suggestions. An evening session was held at Muirtown Primary School, followed by an afternoon and evening session at the Merkinch Community Centre. The following is a summary from the feedback and suggestions gathered across the three sessions.

Muirtown Basin

- Strike a balance between the uses both on and off the water while retaining 'destination' factor.
- Water uses need to have a level of compatibility - for example, how would swimming work alongside the movement of large yachts?
- Work may need to be done on the impact increased boat traffic would have on dolphins and other wildlife in the Beauty Firth.
- Sea Scouts HQ would be an important aspect of improvements - provide options for their relocation.

Circular Pedestrian and Cycle Route and other paths

- The proposed circular route was popular, especially the thought that it could connect distinct hubs with different attractions.
- Lighting on the towpaths should be improved to make them safer and more useable for longer periods.
- Improved signage and even coloured paving to guide people to the different attractions along the proposed circular route were suggested.
- Wheelchair access would be very important. Improved pedestrian 'pinch points'
- Key points to improve are Muirtown Swing Bridge, Black Bridge and Kessoock Railway Bridge.
- A pinch point that can be exasperated by the operation of the bridge.
- Improved pedestrian environment and public art welcomed.
- Provide live information on operation for journey planning at the swing bridge

Clachnaharry

- Improve perception of the place as a 'village'
- Enhance the connections for pedestrians and cyclists.
- Sensitive development in the quarry would be ok - it could be used to fund further improvements.
- Development of a destination by the canal would be good, provided the restaurant was not too 'posh'.

Local Nature Reserve (LNR)

- A very important amenity for the local community.
- The wetlands are part of a soft flooding strategy, and if it were to dry out (due to a changed flood defence strategy) it would have a negative impact.
- Carnac Point is a very popular area and calls for the extension of the LNR to include this were made.
- South Kessoock needs renewed play that is accessible for all ages and all abilities - this could be complementary to the Local Nature Reserve and the aspiration to increase user participation.
- Balance between light pollution on the LNR and improved lighting for safety needs to be found.

B+Q site

- Proposals were considered attractive, particularly the visual and physical connections created to the canal.
- Preference for mixed use - residential plus cultural and tourism development.
- A negotiation with the owners is an early priority.
- Any development on this gateway site would need to be commercially viable.

CHARENTE PROCESS SUMMARY

STAGE ONE CHARENTE

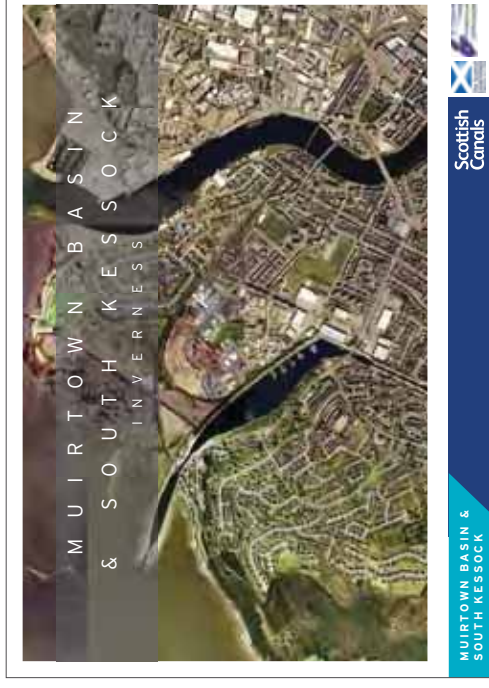
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STAGE 1: 26-27 FEBRUARY 2014

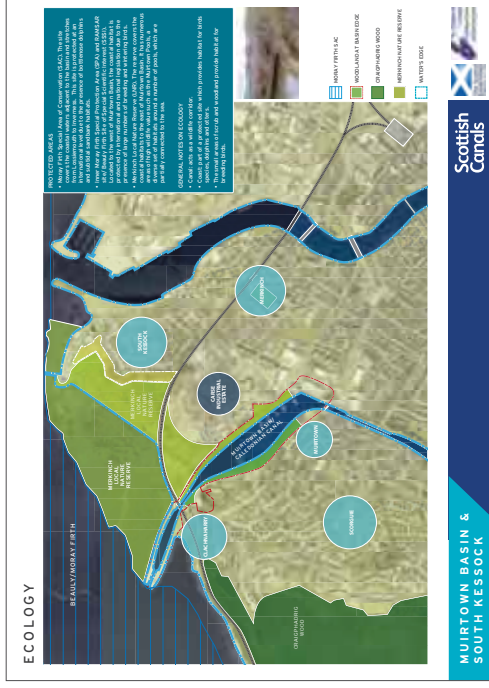
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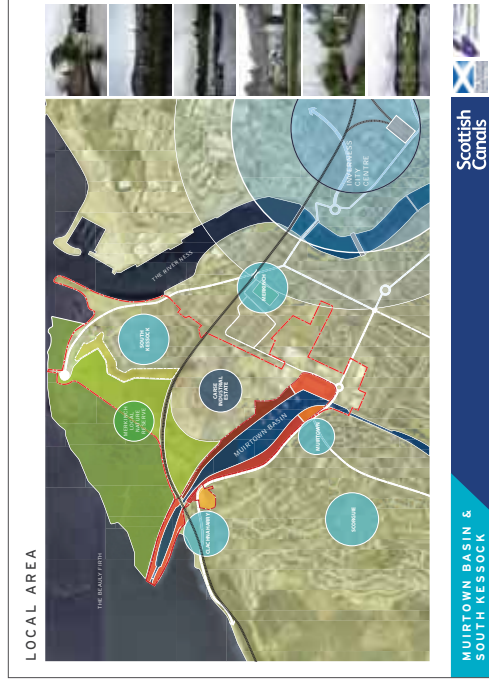
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MUIRTOWN BASIN & SOUTH KESSOCK



MUIRTOWN BASIN & SOUTH KESSOCK



MUIRTOWN BASIN & SOUTH KESSOCK



MUIRTOWN BASIN & SOUTH KESSOCK

STAGE ONE CHARETTE - EVENT



CHARENTE PROCES SUMMARY

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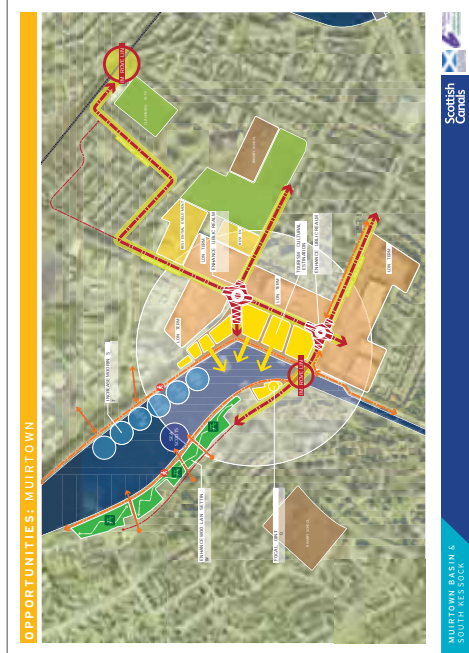
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B+Q site

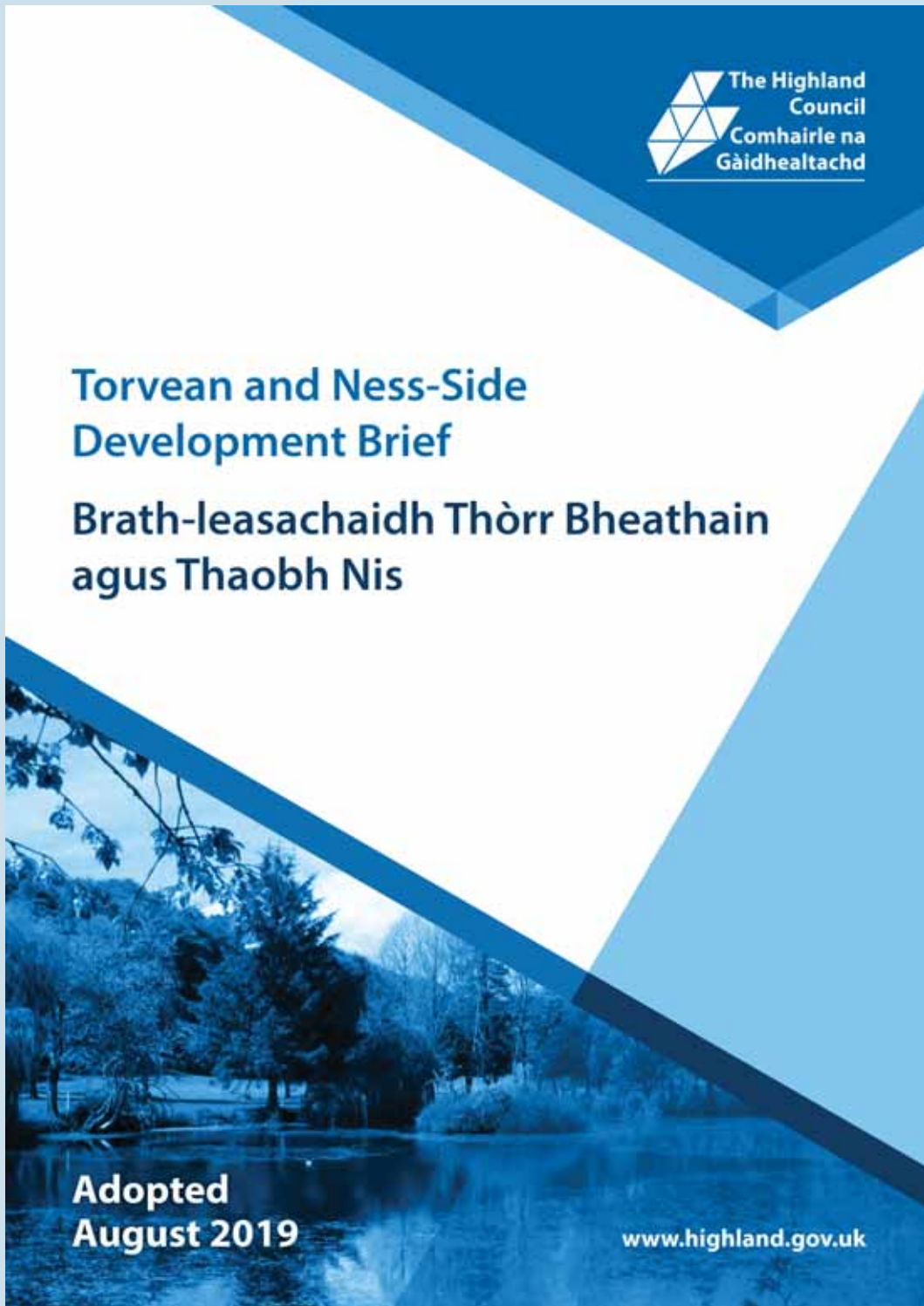
- Proposals were considered attractive, particularly the visual and physical connections created to the canal.
- Preference for mixed use - residential plus cultural and tourism development.
- A negotiation with the owners is an early priority.
- Any development on this gateway site would need to be commercially viable.

EXTRACTS FROM STAGE TWO CHARETTE



Policy 15(e)

Torvean and Ness-side Development Brief



Torvean and Ness-Side Development Brief

Brath-leasachaidh Thòrr Bheathain agus Thaobh Nis



**Adopted
August 2019**

Part 1:

Updated 2013 Torvean and Ness-Side Development Brief



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Status

This Development Brief is part of the Council's statutory development plan following clearance by Scottish Ministers and adoption by the Planning, Environment and Development Committee in November 2013.

This guidance will not be applied retrospectively to applications which have already received planning consent (unless a new applications is brought forward for the site in whole, or part, in the future) or those which are currently approved subject to the conclusion of a legal agreement.

1. Introduction // Ro-ràdh

Purpose of the Brief

1.1 This Development Brief covers two areas (shown on Map 1) that play an important role in the future growth of the City of Inverness. In the past the development of this area has been held back because there has not been enough capacity on the local roads and other infrastructure. However, with significant progress being made to deliver the Inverness West Link Road, a new connection between the east and west of the city crossing both the River Ness and the Caledonian Canal, will enable the delivery of the development potential in this area.



1.2 In preparing this Development Brief the Council has had significant input from members of the public through an intensive and collaborative workshop event known as a “Charrette”. This event was held over 4 days in September 2012 and empowered local communities to help design the future of the Torvean and Ness-side areas. Consultation on a draft version of this development brief took place between April and May 2013. You can find out more about the Charrette and consultation processes on our website:

<http://www.highland.gov.uk/tndb>

1.3 One of the outcomes from the Charrette was a shared vision for Torvean and Ness-side which is shown below. This Development Brief builds on the outcomes of the Charrette and sets out the land use planning framework to deliver that vision.

The Shared Vision for Torvean and Ness-side:

A green gateway with a clear identity that is distinctive and vibrant. A successful place that builds on the heritage of the area and revitalises the canal and the river for both locals and tourists. A safe place that provides for new communities and businesses that is well connected to the city. An enhanced sporting hub for the city that can be used by a wide range of users. A place that respects and preserves the existing special qualities.



2. Policy Context / / Co-theacsa Poileasaidh

2.1 The area covered by this Development Brief has been identified as an area for change in the City for a number of years. The [Highland-wide Local Development Plan](#) which was adopted in April 2012 supports development of the area to meet the aspirations of the Inverness City Vision and to consolidate the City. Policy 8 of the Highland-wide Local Development Plan identifies the area for mixed use development and states:

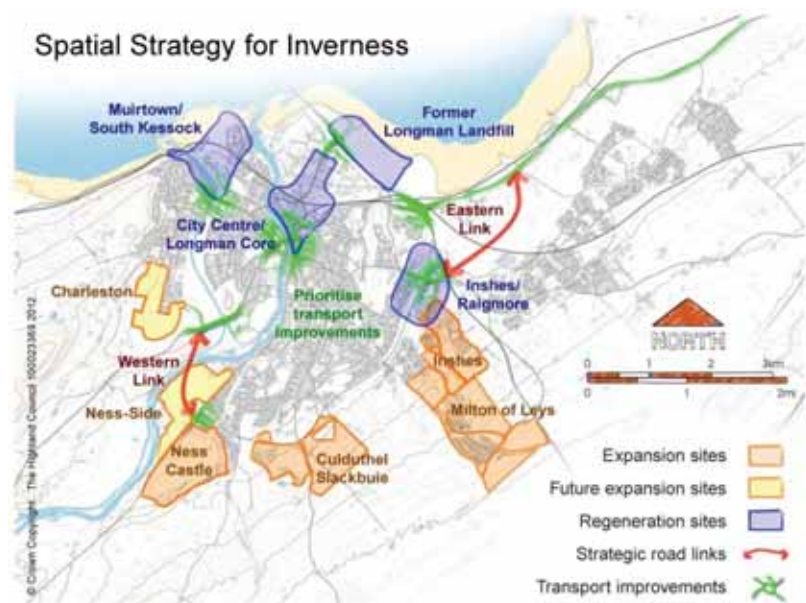
Policy 8 Ness-side and Charleston

The Council will support the master planning of land allocated at Ness-side and Charleston in tandem with the work carried out to identify options for the river and canal crossings that do not adversely affect the integrity of the River Moriston SAC. The Council will produce a development framework for land at Ness-side and Charleston (as identified on Map 5), which will be brought forward as supplementary guidance. The guiding principles for such guidance will be:

- to provide a land use context for the current assessment of transport solutions for this part of the City, taking into account the need to protect the River Moriston SAC;
- to determine the best mix, arrangement, design and servicing of future land uses compatible with whichever alignment and type of river and canal crossings are confirmed;
- to include within this mix:
 - retention and completion of the district retail and community centre at Dores Road;
 - retention and expansion of the district employment centre at Holm Mills;
 - retention and enhancement of a riverside green corridor at Ness-side including land within the confirmed flood plain;
 - a distributor road connection between Leachkin and General Booth Roads at Charleston; and
 - completion of residential neighbourhoods at Ness-side and Charleston.

2.2 The [Inverness Local Plan \(As Continued in Force\) \(2012\)](#) forms part of the Development Plan and also supports the development of this area and delivery of the Inverness West Link Road.

2.3 The Council is preparing a new Inner Moray Firth Local Development Plan which will replace the Inverness Local Plan. The next stage for this Local Development Plan is the Proposed Plan which will be published in Autumn 2013. This will include a land use allocation for the development brief area. The detail of developer requirements and land uses can be found in this Development Brief.





Map 1 – Development Brief Area and Route of West Link

3. West Link / / Ceangal an Iar

- 3.1 Historically access to and from the southern and western parts of Inverness without driving through the centre of the City has been difficult. For many years the Council's Development Plan has set out a commitment to the principle of a link road between the A9 and A82. The majority of this link road, known as the Southern Distributor Road, has been completed and runs from Inshes Roundabout to Dores Road Roundabout. The final section of the link is to cross the River Ness and Caledonian Canal. The Council's agreed route is shown on Map 1.
- 3.2 Following public consultation, The Council are progressing planning applications for the West Link Road (to be submitted September 2013 following confirmation of the detailed design of the road at the meeting of Full Council on September 5th 2013) and for Torvean Golf Course, Sports Hub, Kilvean Cemetery extension and Parkland (following further public consultation this application is likely to be submitted in November 2013). These applications will run in parallel with compulsory purchase orders for the necessary land required to deliver these strategically important schemes.

4. Area Analysis / / Mion-sgrùdadh Sgìre

- 4.1 This Development Brief covers the south west part of the City of Inverness, an area of around 300 hectares (as shown on Map 1). The Southern Distributor Road stretches through the south of the City and, with completion of the West Link, will join it up with the A82 on the north side of the River Ness.
- 4.2 Development in this area needs to consider impacts on some very important natural and built heritage features including:
- Caledonian Canal Scheduled Monument
 - Torvean Landforms Site of Special Scientific Interest
 - River Moriston Special Area of Conservation
 - Tomnahurich Cemetery Garden and Designed Landscape.
- 4.3 Of equal importance to the City are the recreation and leisure facilities in and around the development brief area which include:
- Rugby Pitches at the Canal Park
 - Torvean Golf Course
 - Whin Park
 - Caledonian Canal
 - Great Glen Way.

Facilities

- 4.4 Understanding the area's current facilities is an important first step in developing a framework for change in this relatively new part of the City. By doing this it will help new development to complement and integrate with existing areas of the city.
- 4.5 To do this we have undertaken an audit of all the facilities within and surrounding the development brief area (illustrated on Map 2). This has shown that the areas north and south of the river are currently well served by local shops, post offices and local open space. On completion of the West Link, the sports facilities and district park at the Bught area will become much more accessible for people living on the south side of the river. There will also be improved opportunities for access to the City Centre particularly by walking and cycling from these new communities by providing attractive routes through these new developments.. Equally those who live on the north side of the River will have better access to shops such as ASDA and Tesco to the south side of the river. The audit has shown that residential areas have poor access to medical centres. The closest from the Torvean area is at Ballifeary and from Ness-side it is in the Hilton area.
- 4.6 The development brief area is within the catchment area of two secondary schools and two primary school catchment areas: Charleston Academy and Kinmylies Primary to the north of the river, and Inverness Royal Academy and Holm Primary to the south of the river. Current rates of development within these catchment areas combined with any new development in the development brief area will push these schools over capacity. It is therefore important to consider the need for school expansion when planning for a growing population in this part of the city. Although Inverness Royal Academy is going to be replaced with a school of slightly larger capacity by 2016/17 and a new primary school is expected to be built to support the Ness Castle development on the south side of the river, developers will be required to contribute towards the expansion and improvement of the existing and new facilities to increase their capacity.

Public transport

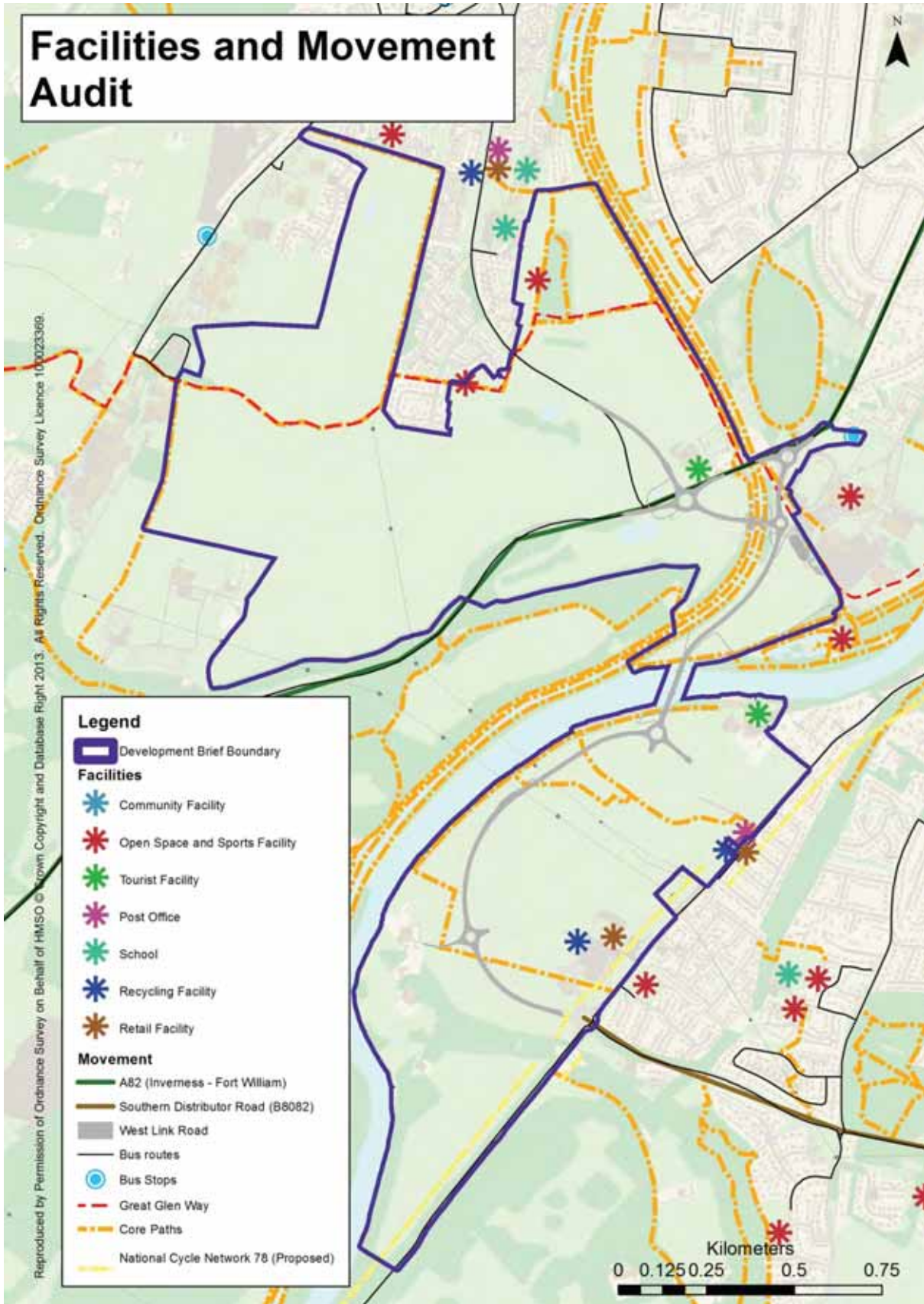
- 4.7 Public transport is vital to help new developments connect to existing and new households across the City. The main bus routes are shown on Map 2. At the north side of the river there are frequent bus services helping people go to and from the City Centre and areas of employment. At this time it is not considered that new services will be needed in the Torvean area if more development takes place in the development brief area. However new bus stops at key points on the existing routes through new developments will be needed.
- 4.8 On the south side of the river at Ness-side there is already an effective, frequent bus service. Nevertheless, it will be necessary to extend this and provide new bus stops to serve any new development.

Utilities

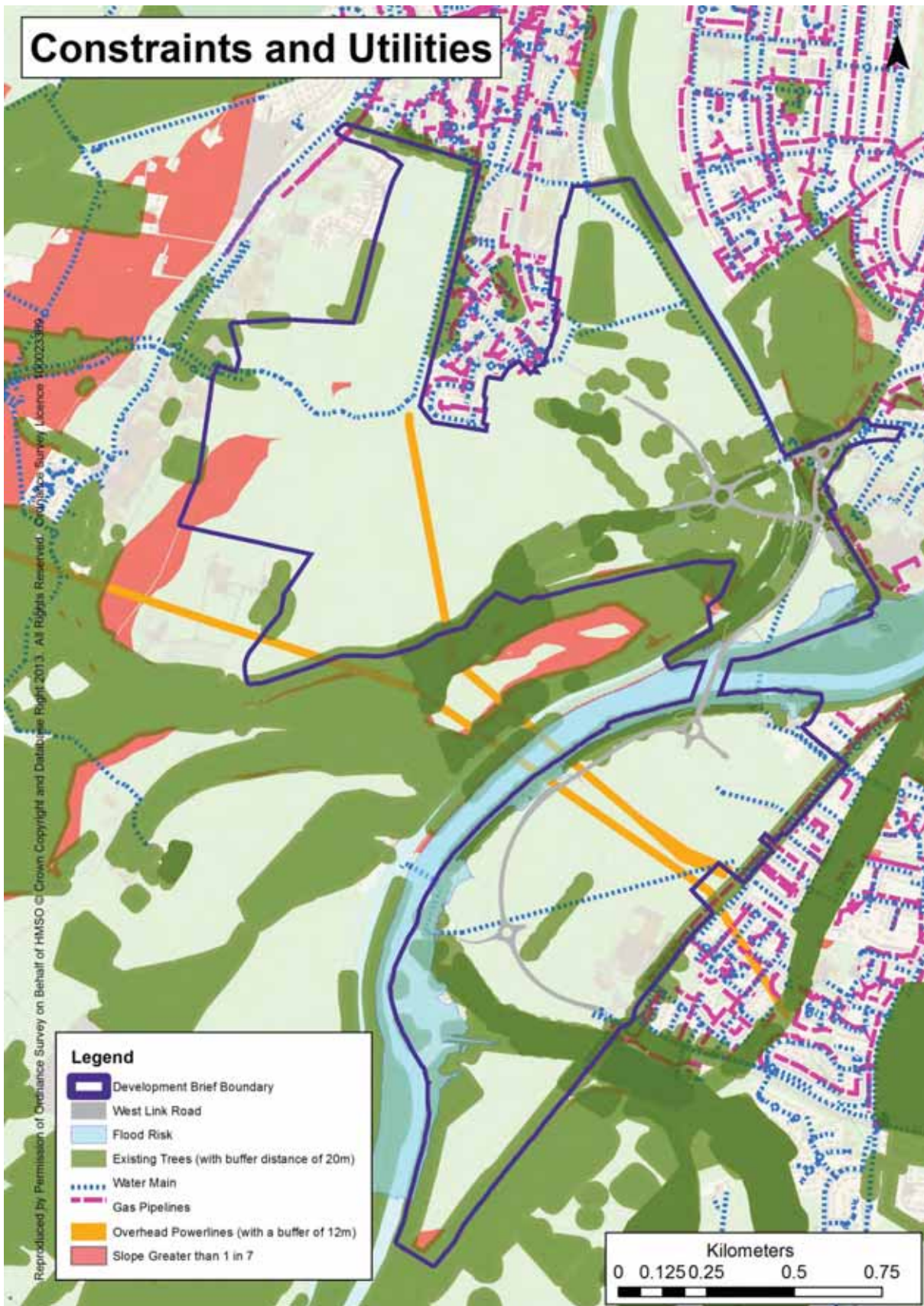
- 4.9 In preparing this brief we have worked with the main utility providers to determine capacity in the water, waste water and gas networks for new development. The main infrastructure for these utilities are shown on Map 3.
- 4.10 Scottish Water have advised that although there is currently capacity in the water network and that the necessary upgrades will need to be undertaken to enhance the network when new development is brought forward. This will partly be paid for by developers.
- 4.11 Scotia Gas Networks have suggested that at present there is insufficient capacity in the gas network for the level of development envisaged in this area. There will need to be enhancements to the gas network some of which are planned for 2015/16 period. This will be partly paid for by developers.

Constraints

- 4.12 There are very few sites which come forward for development which are completely constraint free. Constraints do not always have to hinder development on a site, they just mean you have to work with them rather than against them to produce a high quality development.
- 4.13 There are other constraints which mean that development shouldn't take place in an area, such as flood risk. Others constraints exist, such as overhead powerlines, which mean that an area has to be designed around that feature.
- 4.14 Map 3 shows all of the main constraints which we have identified in the area. The areas in between these constraints are the ones which could be taken forward for development and we will identify particular land uses for them in the development brief.



Map 2: Facilities and Movement Audit



Map 3: Constraints and Utilities

5. Development Framework / / Frèam Leasachaidh

5.1 This chapter builds upon the context described in previous chapters, and presents the development framework for the area. This reflects the shared vision agreed for the area at the Torvean and Ness-side Charrette in September 2012. In developing this framework (as indicatively shown on Map 5) we have interpreted the vision into a set of key guiding principles that will need to be delivered through the development brief:

Green Gateway with an enhanced sporting hub

5.2 At present the Torvean and Ness-side areas are dominated by green space, including formal recreation facilities at Torvean Golf Club and Canal Parks, and agricultural land at Ness-side and Charleston. Development in this area will undoubtedly change its character but by incorporating the following features it will be possible to retain and enhance this green gateway to the City:

- 3 pitches will be retained at the Canal Parks;
- A reconfigured golf course will allow for a better playing experience;
- Retained green corridors through the heart of developments to maintain connections for wildlife and people;
- Improved access to the riverside greenspace, helping residents and visitors enjoy the natural and built environment by the river and canal;
- Delivery of an underpass of the A82 providing safe access to existing and future recreational routes and trails in the area;
- Strategic landscaping to help integrate development into the landscape, including planting along the West Link Road.

5.3 Development in this part of the City gives us a great opportunity to develop a national and international centre for sporting and tourism activity (shown on Map 4). The features listed here should be incorporated into future development to further enhance the reputation of Inverness for recreational tourism. These include:

- Improving access to an ideal stretch of water for rowing and canoeing with a better accessed base for Inverness Rowing Club and increased use of the Great Glen Canoe Trail;
- Potential for International Standard Cross Country Running Routes around Torvean Quarry and Craig Dunain as well as more informal running and mountain bike trails;
- Opportunities to create a fitness trail at Torvean;
- A more accessible Great Glen Canoe Trail; and
- An attractive and welcoming gateway to Inverness.

Well Connected Place

5.6 It is essential that new communities at Torvean and Ness-side are well connected to services and facilities and integrated with existing neighbourhoods. The following features must be incorporated into any development in the area:

- Enhance bus provision connecting the new neighbourhoods with the City Centre and beyond;
- Provision of an indirect road connection between Dores Road and the new West Link Mill Lade Roundabout at Ness-side. This road should be of a standard suitable to accommodate buses and other service vehicles and its middle section should be for service vehicles (buses, refuse vehicles etc) only – this restriction implemented via a traffic order or similar mechanism;
- Provision of a direct walking and cycling route between Dores Road and the new Mill Lade Roundabout;
- Create new walking and cycling routes through the developments which connect to existing path networks. This will include a safe walking and cycling route along Dores Road and connections to West Link foot /cycleways which provide linkage to Bught Road and other routes into the City Centre;
- Within Ness-side provide an internal local distributor road which will function as the primary bus route through the area;
- Improve access across the river and canal to provide opportunities to access sport and recreational facilities across the city alongside the West Link Road;
- Provide a section of the new National Cycle Network 78 from Oban to Inverness segregated from the road through Ness-side.

5.7 Alongside the provision of physical infrastructure and improvements to transport services, delivery of high quality design and layout of development is just as important to create efficient travel to and from new development areas. All development which takes place within the Development Brief boundary must reflect the principles from the Scottish Government's Designing Streets. This will mean:

- The creation of a place is more important than car movement;
- Land within the Development Brief area will be distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient;
- Connections to the wider network will allow for future changes in the way people travel; and
- Landmarks and vistas will be created to help people navigate the area, and this will include the use of public art.



Images from [Polnoon Masterplan](#)

Respects and preserves the existing special qualities

5.8 This part of Inverness has distinctive qualities that help give it character, such as from the views down the river bank and across the city from Charleston, to the enclosed tree lined road at Milton of Ness-side. These special qualities must be preserved and wherever possible enhanced to help create new neighbourhoods with a sense of place which reflect, but do not replicate, surrounding areas. To achieve this, all development in the area will be required to:

- Maintain key vistas within and across the site;
- Retain as much woodland as possible and where woodland is lost compensatory planting will be required;
- Integrate public art to give the area a unique sense of place and identity, together with the use of public art to help connect people with the natural and built heritage of the area through bespoke projects; and
- Continue the frontage features along Dores Road with the provision or retention/enhancement of drystone walls and beech hedging.



Densities and Design

5.9 The principal land uses in the Development Brief area will be recreational facilities and housing. To create a sustainable place which is adaptable to change a degree of flexibility is proposed for the amount of housing that can be delivered on site - between 689 and 829 homes at Ness-side. While we seek to deliver flexibility in the housing numbers we consider that the level of greenspace in the area should remain a constant to help create attractive places.

5.10 Across the development brief area we have identified indicative areas for housing at high, medium and low densities which equate approximately to:

Low Density Housing	Medium Density Housing	High Density Housing
15-20 dwellings per hectare	25-30 dwellings per hectare	30-35 dwellings per hectare

5.11 We have identified the areas where these housing densities would be best suited on the site. Generally, land for high density developments should be located along main roads and at key nodal points such as bus stops. Medium density developments have been located in the centre of the development areas and low density development at the fringes of the development brief area such as at Milton of Ness-side.

5.12 As development in this area will create a new community for Inverness and a gateway to the City, we will expect innovative, modern design which reflects the unique characteristics of the site. This will ensure a sustainable community and enable the creation of a place with its own identity and sense of place.



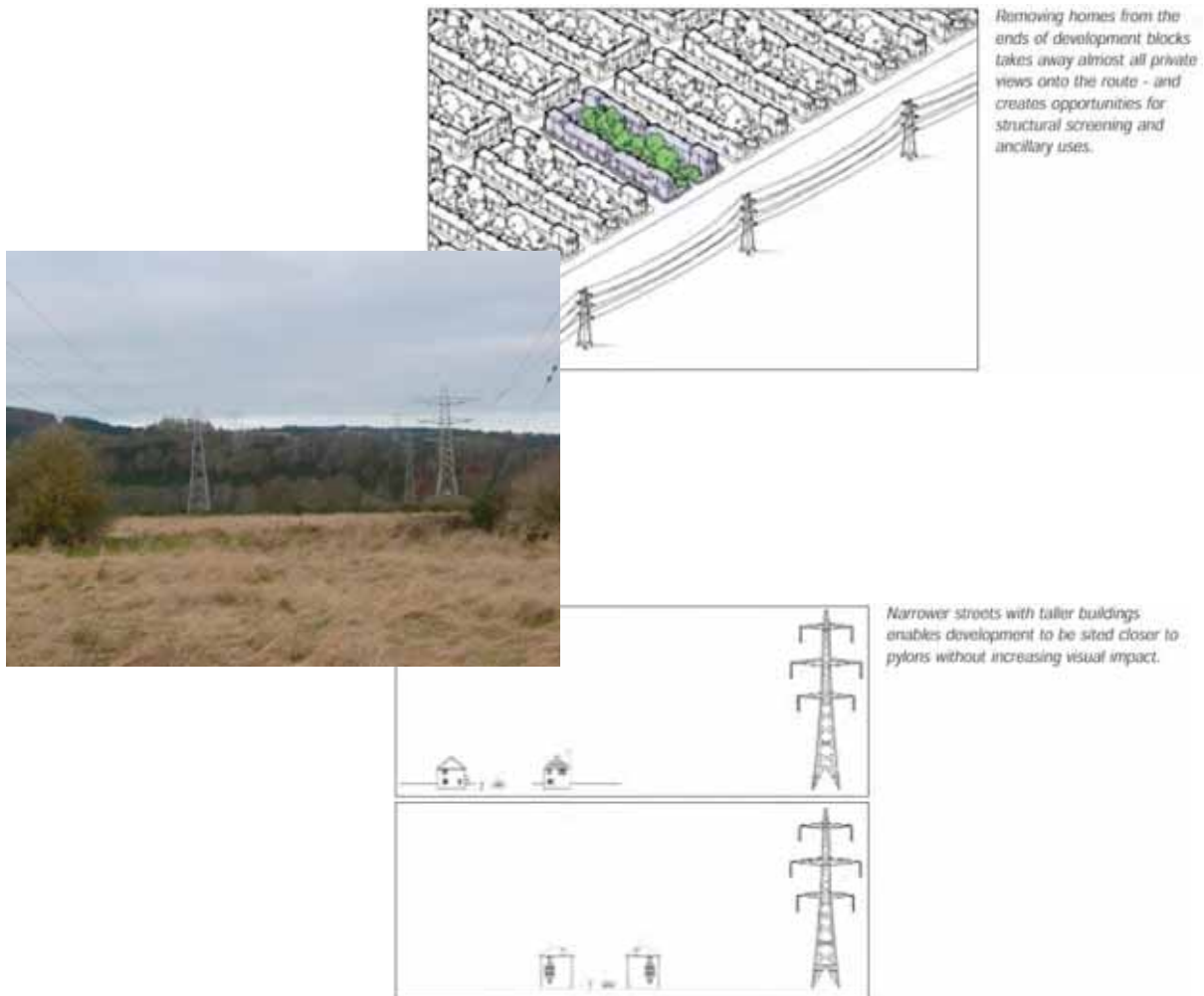
Scotland's Housing Expo (Left) and Maryhill Locks, Glasgow (Right)

Development Around Powerlines

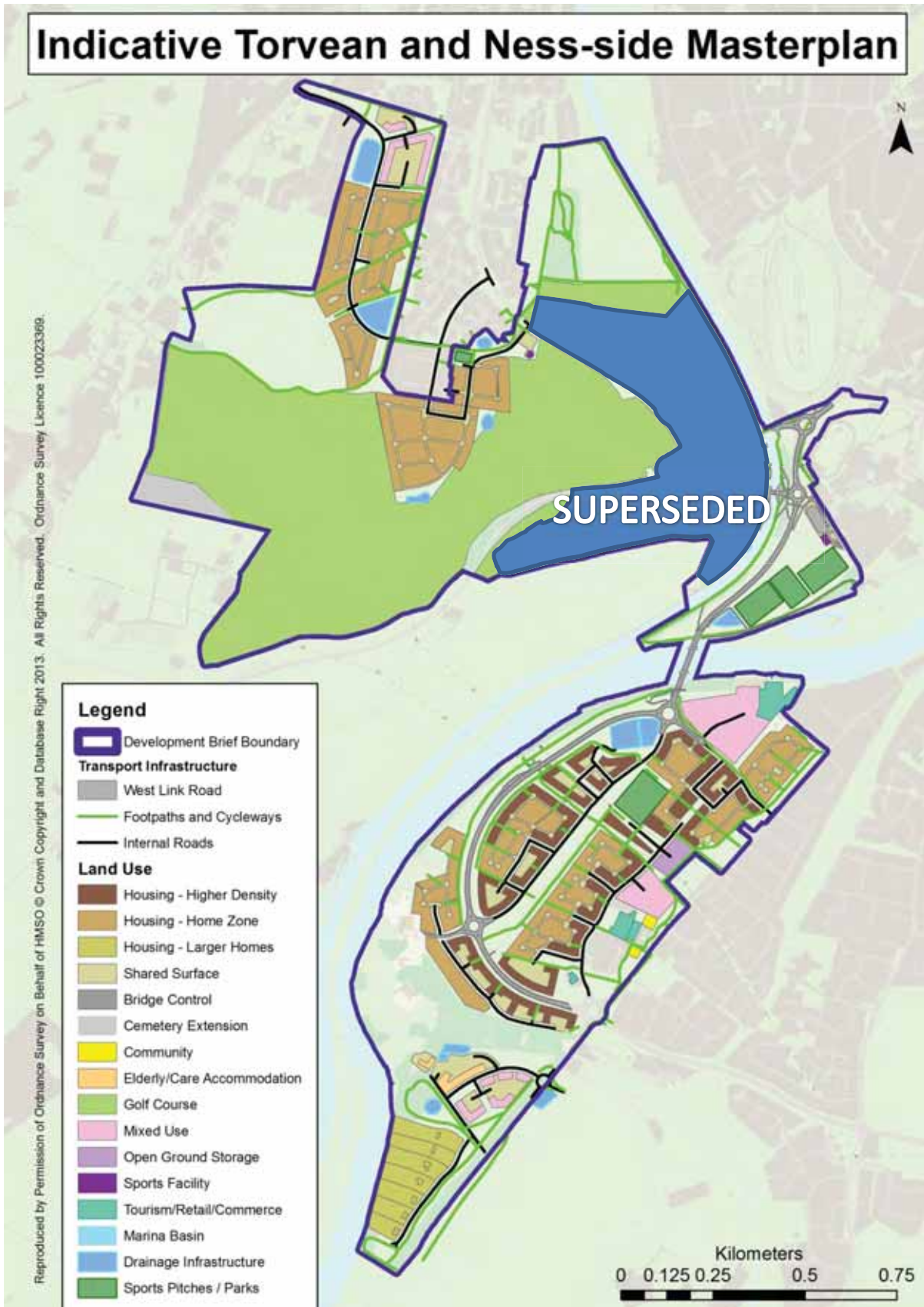
5.14 In the Ness-side development area there are a number of overhead powerlines running through the centre of the site. Following National Grid guidance on designing development near high voltage overhead powerlines called "[Sense of Place](#)" we have been able to identify some opportunities around these areas that would be suitable for development. In these areas the following principles must be applied to development:

- Streets should be narrower with taller buildings but no taller than 4 storeys;
- Streets should be off set from the pylons to make them less prominent and blocks should be orientated perpendicular to the route;
- Development should be designed not to reinforce the linear nature of the overhead lines;
- A strong mix of greenspace and housing should be brought forward;
- Closer to the substation non-residential uses such as storage and warehousing should be brought forward;
- Development should be at least 12m away from the centreline of the overhead lines.

5.15 Overhead powerlines are also a feature of the land to the West of the Canal at Torvean. It is anticipated that no built development would take place here and any golf course design should ensure a buffer to these lines.



Indicative Torvean and Ness-side Masterplan



Map 5: Indicative Masterplan for Torvean and Ness-side

Ness-side

- 5.23 The indicative masterplan for the Ness-side area is shown on Map 7. At Ness-side some development has already begun including the first part of the new district centre which in time will comprise of the existing Tesco Dores Road Store, smaller retail provision and community facilities. The development of the rest of the Ness-side area can be categorised into two areas – Ness-side covering the majority of the site closest to the City Centre, and Milton of Ness-side situated south of Holm Burn.
- 5.24 At Milton of Ness-side the land uses could comprise lower density housing, a residential care home and other care accommodation. Much of the existing landscape would be retained in this development. In the short term access to the residential care home only may be acceptable from the existing access into the land off Dores Road. In the longer term, access to development at Milton of Ness-side would be taken from a roundabout which would also serve the Ness-Castle Development to the east.
- 5.25 In the rest of the Ness-side area, north of the Dores Road Roundabout, there will be a mix of uses across the site but housing and open space will be the most dominant uses. The table below sets out the land ownerships in this area and the potential level of housing development:

Table 2: Indicative future housing stock at Ness-side ¹

Landowner	Houses Low	Houses High
Burt Boulton	184	216
Clunas	110	131
Cardrona Trust	10	20
MacDonald Family	88	106
Macrae Family	15	20
Tulloch	282	336
Total	689	829

- 5.26 The total housing numbers in the table above reflect the high, medium and low density areas set out on the Indicative Ness-side Development Framework map (Map 7), the densities discussed earlier in this document and landowner aspirations for development. They have been balanced to ensure that where a landowner will be required to deliver a larger proportion of the shared infrastructure (i.e. strategic sustainable drainage infrastructure and playing fields) then they are able to develop at a higher density.
- 5.27 It is anticipated that in addition to housing there may be an expansion of the business/tourism facilities at Holm Mills Shopping Centre which is an important retail and tourism destination for the City. We have also identified land for other employment generating uses including a small area of light industrial storage uses and/or warehousing near the electricity substation.
- 5.28 Open space and improved access to the outdoors is a key feature of this area and three green corridors are proposed through Ness-side. A new playing field will also be located in this area supplementing the facilities already available in the wider area. This will serve the new and existing households and will be available both for formal and informal use.

¹ All housing numbers are indicative and may rise or fall subject to detailed design through the Planning Application Process.

Indicative Masterplan Ness-side



Map7: Indicative Masterplan Ness-side

6. Delivery / / Libhrigeadh

- 6.1 Creating a balanced and sustainable community with its own identity and sense of place will require developer contributions to mitigate any impacts generated or amplified by new development. Table 3 sets out the number of new residential units envisaged in each of the development areas.
- 6.2 Only contributions arising from residential development have been set out in this development brief as this will be the predominant land use across the Torvean and Ness-side areas. However, all uses (except community uses such as churches, community centres etc) will be required to make developer contributions proportionate to their impact. Where uses other than housing are proposed we will use the per house equivalent for the use proposed as set out in the Developer Contributions Supplementary Guidance. This figure will be based upon the principles set out in this section. For an indication of what type contribution will be sought for different uses please see the Developer Contributions: Supplementary Guidance.
- 6.3 It should be noted that other recent developments in and adjacent to the development brief area have been required to contribute towards the required infrastructure. This includes development at Ness Castle and the District Centre (i.e. Tesco).

Table 3: Estimated Future Housing Stock

Development Brief Area	Total number of mainstream residential units envisaged
Torvean	466 – 603
Ness-side	689 – 829
Total	1155 – 1432

Developer Contributions

- 6.4 The table below outlines the methodology for developer contributions required from housing developments across the development brief area. These figures have been calculated based on the cost of providing the required infrastructure divided by the mid-point average in the number of new homes (of an average 100m² floorspace) we expect to be delivered across Torvean and Ness-side.

Table 4: Developer/Landowner Contributions

Contribution	Applicable Area	Trigger	Review	Cost
Affordable Housing				
25% Affordable Housing contribution	Ness-side Torvean	Completion of first unit	No Review	The Council's preference is for on-site provision of

Contribution	Applicable Area	Trigger	Review	Cost
				affordable housing. Benchmark figures are included in the Developer Contributions: Supplementary Guidance.
Education				
<p>Primary and Secondary School</p> <p>Contribution at Torvean to go towards enhanced provision at Charleston Academy and Kinmylies Primary</p> <p>Contribution at Ness-side initially towards enhanced provision at Holm Primary followed by contribution to new school. Contribution to secondary provision based upon new pupils above the existing capacity of Inverness Royal Academy at a total build cost rate of £1900/m²</p>	Ness-side Torvean	Completion of first unit	Pause and review prior to commencement of each subsequent phase.	<p>Ness-side £4483 per house</p> <p>Torvean £3052 per house</p> <p>£325 per flat</p>
Transport				
<p>West Link Road. This is based upon the following formula:</p> <p>Contribution from Development site(£) = Total cost of west link X Average Annual Daily Trips (AADT) generated by development site taking access along any part of west link / AADT along busiest part of west link when all allocated and consented development complete.</p>	Ness-side Torvean	Completion of first unit	Review on outcomes of each transport assessment. All developments will be required to contribute.	<p>Estimated £2,500 per house.</p> <p>(to be confirmed by traffic modelling assessment at time of application / pre-application stage)</p>

Contribution	Applicable Area	Trigger	Review	Cost
Contributions towards provision of public transport – subsidised bus route and provision of bus stops (including provision of real-time information infrastructure)	Ness-side	Completion of first unit	Review on outcomes of each transport assessment. All developments will be required to contribute.	£370.23 per dwelling at Ness-side
	Ness-side (Provision of 6 bus stops and subsidised bus route)			£123.36 per dwelling at Torvean
	Torvean (Provision of 6 new bus stops only)			
Open Space				
Development of strategic open space (riverside park)	Ness-side	Completion of first unit	At end of each phase of development	£153.78 Cost to be refined based upon detailed design of facilities.
Outdoor Access				
Existing Footpaths to be retained and upgraded to 2m absolute minimum 3m desirable shared cycleway/footpaths wherever possible at cost of £66,025 per kilometre of path required. Direct provision will be deducted from contribution	Ness-side	Commencement of Development	No review	£271.81 per dwelling
Community Infrastructure				
1 playing field	Ness-side	Completion first phase of development	No review	£362.32 per dwelling Cost to be refined based upon detailed design of facilities.
Sports Hub – Based upon 4 new turf pitches, changing facilities, access car parking and fitness trails.	Ness-side Torvean	Completion first phase of development	No review	Ness-side £311.59 per dwelling

Contribution	Applicable Area	Trigger	Review	Cost
Cost has been apportioned between Torvean and Ness-side to reflect the levels of development and access to other sporting facilities.				Torvean £585.98 per dwelling Cost to be refined based upon detailed design of facilities.
Public Art				
Development and delivery of public art in line with the Public Art Strategy: Supplementary Guidance. The Council's preference is that delivery of public art should be made by the developer. However, if this is not forthcoming then the developer contributions in this table will apply.	Ness-side Torvean	Completion first phase of development	No Review	£57.96 per dwelling
Total Cost Per Unit			Ness-side	£8510.69
			Torvean	£6319.30

Assumptions

The above represents an assessment of the requirements based upon the best available information at the time. Development may be subject to further developer contributions and requirements which can only be determined through the planning application process.

- The developer contributions are based upon an average residential unit having 100m² gross (all floors) floorspace. Actual contributions will vary on a pro-rata basis according to the floorspace consented.
- Negotiation of individual planning applications and related agreements will take account of the total development costs, including contributions, on the economic viability of delivering a high quality development in this area.
- The development will lead to Kinmylies Primary School, Holm Primary School, Charleston Academy and Inverness Royal Academy being over capacity in the short – medium term. These capacity issues will be dealt with primarily through expansion of the existing facilities. A serviced site for a new primary school has been secured through the planning permission at Ness Castle. A pause and review will be used after each phase of development at Ness-side to determine whether developer contributions will be sought to the expansion of existing facilities or the provision of the new school.

- Any “windfall” housing in excess of these capacities within either the Ness-side or Torvean area will be required to make an equal contribution per unit.
- Any uses other than housing will be required to make a proportionate contribution towards the provision of infrastructure in the following table based upon a per house equivalent rate which is set out in the Developer Contributions: Supplementary Guidance.
- Contributions will be secured by signing of individual land planning agreements with developers/landowners in the context of each grant of an applicable planning permission within the development brief area.
- It will be for The Council to identify from its own capital programme or other sources, where they are required to contribute towards the necessary infrastructure for development within their landownership.
- Direct developer provision of the facility or improvement may be appropriate. An agreed cost for such provision would then be deducted from that developer’s contribution.
- Any non-child generating use such as the development of uses other than mainstream housing will not be required to make contributions towards education.

6.5 The costs for provision of facilities in the development brief area are assumed as follows:

Table 5: Indicative costs of required infrastructure

Requirement	Ness-side (£)	Torvean (£)	Cost Per Unit Ness-side (£)	Cost Per Unit Torvean (£)
Subsidised bus route	215000	0	283.27	0
Bus Stops	66000	66000	86.96	123.36
Riverside Path 1097m				0
Central Green Finger and Dores Road Connection Paths 1176m				0
Dores Road Green Finger Path 841m	206302.5	0	271.81	0
1 turf pitch at Ness-side ²	275,000	0	362.32	0
Sports Hub (4 turf pitches and 4 team changing room, fitness trails and access) ³	550,000		311.59	585.98
Public Art ⁴	75000		57.96	57.96
West Link (per dwelling)	2500	2500	2500	2500
Education (per dwelling)	4483 ⁵	3052	4483	3052
Ness-side Riverside Park ⁶	116,566	0	153.78	0
Total Contribution			8510.69	6319.30

The above represents an assessment of the requirements based upon the best available information at the time. Development may be subject to further developer contributions and requirements which can only be determined through the planning application process.

² Cost based upon provision of 1 turf pitch. Indicative costs to be subject to further design work.

³ Cost Based upon assumption of £550,000 to be accrued towards the sports hub via developer contributions. This is based on the assumption made in The Highland Council’s Capital Programme, which allocates a total of £3.874m towards delivery of enhanced recreational facilities including delivery of the sports hub.

⁴ Based upon cost for delivering a bespoke art trail and seating areas throughout the brief area exploring the natural and built heritage of the area.

⁵ Increased figure at Ness-side due to construction of new Inverness Royal Academy with build cost of £1900 per m², which is higher than standard cost of providing additional temporary class rooms at existing schools.

⁶ Based upon cost of delivering Phase 1 of Inshes District Park.

Developer Requirements

6.6 In determining any future planning applications for development in the Development Brief area the Council will expect the following issues to be reflected and incorporated in any development proposals:

General

- Proposals will reflect the pattern of land uses shown on the indicative Masterplans for the area. This includes the presumption against piecemeal development that would undermine this arrangement;
- Integrate the key design features as set out in Section 5 of this Development Brief;
- All services (including but not limited to internal roads, water and waste water networks), to be provided to the edge of the individual developers landownership to secure timeous development of the whole of the development and avoid any ransoming of land or related accesses;
- Deliver sufficient land on the site to meet the Council's requirements for waste management as set out in the Managing Waste in New Developments: Supplementary Guidance;
- All costs to the Council of all additional consents, orders and legal agreements to be reimbursed to the Council which are required solely as a result of the development;
- Delivery of infrastructure in the development brief area (including but not limited to internal roads, water and waste water infrastructure) such as water/waste water infrastructure), should be delivered in partnership between the developers/landowners in the development brief area. Alternative arrangements to the delivery of strategic infrastructure will only be accepted where a developer/landowner can provide evidence of unreasonable non co-operation by another landowner(s) and these arrangements are acceptable to the relevant agencies such as SEPA, Scottish Water and the Council's Flood Team.

Transport (including Active Travel)

- All land required for the provision of the Inverness West Link Road and accommodation works is to be safeguarded from development;
- In the first instance, any land which will be required for the delivery of the Inverness West Link Road will be secured by agreement using established valuation principles;
- Delivery of internal road network (including internal distributor road at Ness-side following approximate alignment as shown on Map 9) up to boundaries of each landholding;
- Produce a Green Travel Plan;
- Accord with the principles and policies of The Highland Council's Roads Guidelines for New Development;
- Land should be safeguarded and provision made for additional pedestrian crossings of the Inverness West Link Road through developments. A contribution towards the delivery of these may be sought;
- Safeguard and deliver a secondary distributor connection between Dores Road and the new Mill Lade Roundabout at Ness-side. The middle section of this should be for service vehicles only and will be enforced via a Traffic Order;
- Safeguard land for the provision of a direct walking and cycling route between Dores Road and the new Mill Lade Roundabout;
- At Milton of Ness-side, developer funded 30mph countdown markers should be provided;

Green Infrastructure and Recreation

- Deliver on-site open space in line with the Open Space in New Residential Developments: Supplementary Guidance;
- Safeguarding of existing green network features (people and wildlife), and linkage of greenspaces within the development to the green network both within the site and linking to the wider green network of adjacent sites;
- Safeguard of land for the linear riverside greenspace to the west of the Link Road;

Natural, Built and Cultural Heritage

- Provide an archaeological evaluation and carry out any necessary mitigation;
- Safeguard the passage of salmon along the River Ness to and from the River Moriston Special Area of Conservation to avoid significant effects on the qualifying interests of the River Moriston SAC;
- Produce a Badger Protection Plan and carry out necessary mitigation;
- Produce a Protected Species Survey and carry out necessary mitigation;
- Produce a Landscape Management Plan to include woodland safeguards, appropriate tree hold backs & protection areas, and details of felling and replanting;
- Any proposal which involves the development of additional trails in and around Torvean Landforms SSSI will require to be accompanied by a Recreational Access Management Plan;
- Avoidance of any adverse effects on the adjacent Torvean Landforms Site of Special Scientific Interest;

Water Environment

- Produce a Flood Risk Assessment for any development within or adjacent to the 1 in 200 year indicative flood risk areas as shown on the Indicative River & Coastal Flood Map (Scotland) or any other more up to date information and demonstrate that the proposal comply with Scottish Planning Policy;
- Produce a revised strategic Drainage Impact Assessment to enable the development of a strategic approach to sustainable drainage across Ness-side, and to safeguard the water quality of the River Ness;
- No further culverting of watercourses;
- There may be culverts present which could restrict the area of land available for development. A survey of existing culverts should be submitted in support of any planning application which demonstrates a minimum buffer of 6m to the culverts or other suitable mitigation which protects the watercourse whilst protecting the proposed and any existing development from flood risk.
- A minimum set back of 6m between the top of the bank of any water body and any proposed new development. This may be increased depending on site specific constraints including river morphology and flood risk;
- Where a development impacts upon an existing groundwater abstraction or water supply then suitable mitigation will be required;
- Any redevelopment of the land at Holm Mills Shopping Village should be no more sensitive to flooding than it's current use;

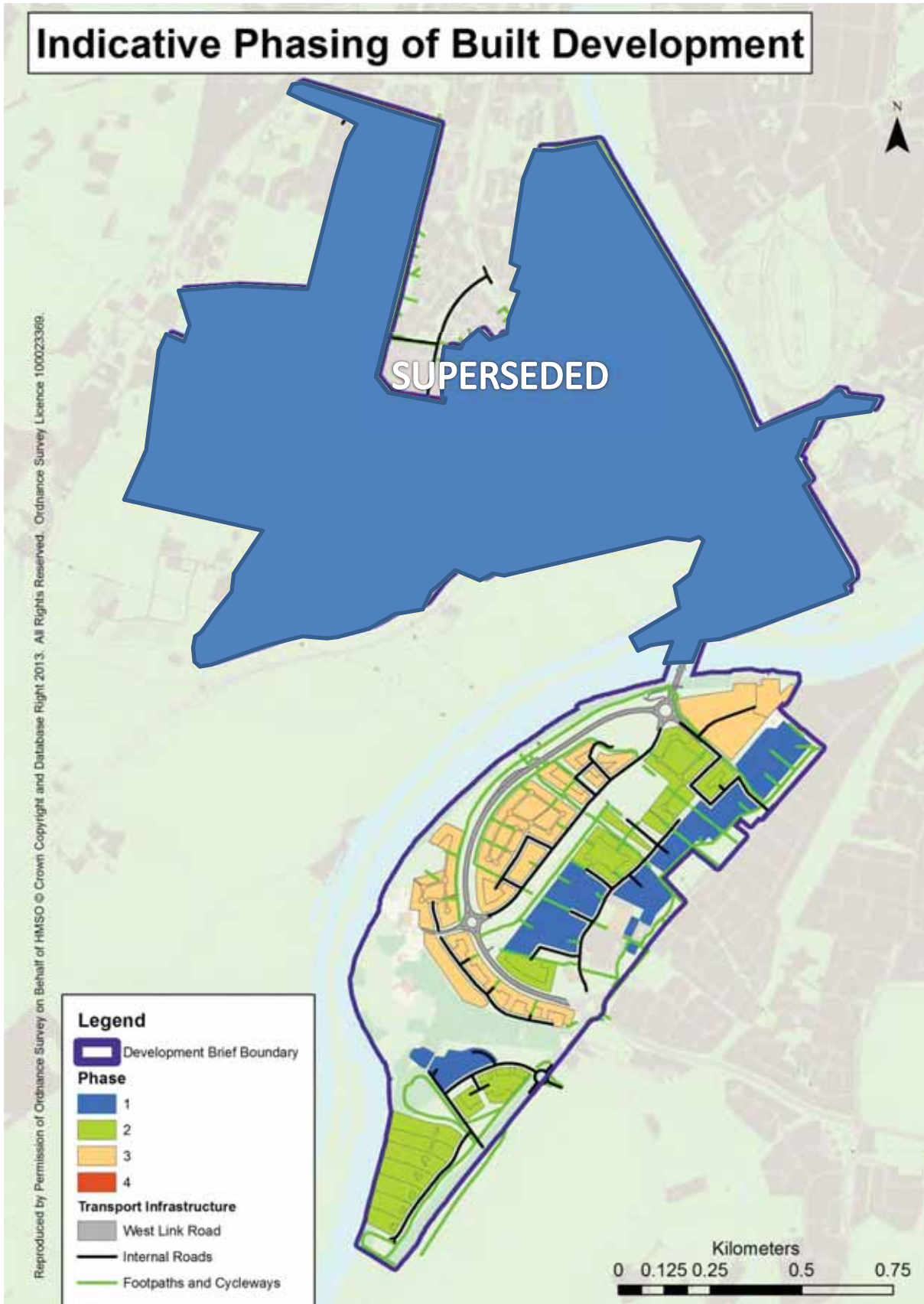
- All development must connect to the public water and waste water networks, which will require to have sufficient capacity to avoid impacts on the River Moriston SAC and Moray Firth SAC;
- Water quality of River Ness to be protected during construction works (particularly at Ness-side) by production and approval of a Construction Method Statement to avoid pollution and sediment run-off;

Design and Place-making

- Provide strategic landscaping including a beech hedge or stone wall along the Dores Road Frontage at Ness-side;
- Delivery of public art in line with the Public Art Strategy: Supplementary Guidance.

Phasing

- 6.7 Delivery of development in this area is heavily dependent on delivery of the West Link Road. It may be possible to bring forward a level of development prior to the completion of the road however this must be demonstrated through a developer funded Transport Assessment for each proposal.
- 6.8 Indicated on the following map is what we envisage as the broad phasing of development at Torvean and Ness-side. This is based around the principle that development which can be accessed from the existing road network or more minor improvements to the existing network can progress at an earlier stage and those which will take access from the internal distributor road will come in later phases. This approach also ensures that all land owners in the development brief area can get a proportionate amount of development of their land holding within early phases.
- 6.9 Phasing at Torvean/Charleston is largely dependent on the crossing of the canal. However land at Torvean Caravan Park has a “minded to grant” decision in its favour for around 80 new homes.
- 6.10 Given the development of West Link is the determining factor in enabling development in this area the phasing of development has taken account of the phasing of the road. Stage 1 of the West Link will not be subject to phased opening. Indicative phasing of development is described below and shown on Map 9:
- Phase 1 – Once the West Link is legally committed and all necessary consents are in place
 - Phase 2 – Following commencement of construction of West Link and up to its connection with the A82 at the Tomnahurich Roundabout and opening of Stage 1 of the West Link Road
 - Phase 3 – Post completion of the A82 connection at the Tomnahurich Roundabout
 - Phase 4 – Post completion of the canal crossing and connection to the A82 at Torvean.
- It is not necessary for all houses to be complete in a previous phase for a next phase development to commence. Phasing is dependent upon infrastructure timing not completion of housing.
- 6.11 The delivery of sport and recreation facilities is also determined by the phasing and delivery of the road. Indicative phasing of the sport and recreation uses is described below:
- Phase 1 – Reconfiguration of the Canal Parks and relocation of Inverness Blitz to Bught Park to be completed prior to commencement of Stage 1 of West Link;
 - Phase 2 – Reconfiguration of the Golf Course to be completed prior to construction of Stage 2 of West Link (Appendix 1 provides a justification for private land acquisition connected with this reconfiguration);



Map 9: Indicative Phasing of built development

7. Appendix 1: Torvean Golf Course Reconfiguration: Justification For Location And Area Of Land To Be Acquired

1 The Need for Land at Torvean

- 1.1 The land to be acquired is to allow the reconfiguration of an existing golf course not a new course for Inverness or the surrounding area. Torvean Golf Club serves this south and west part of the City, draws the majority of its members from the local area and does not wish to relocate. It has a relatively long history in this area, opening in 1961 as a 9 hole course and was extended in 1979 to 18 holes by utilising land north of the A82. Torvean Golf Club has undertaken various improvements to the course since taking a lease from the Highland Council in 2002 including establishing the practice area on adjacent land which is in private ownership. The Club and the Council wish to retain and ideally enhance facilities at this location.
- 1.2 A formal planning policy commitment to reconfigure Torvean Golf Course in this area was made during the Inverness Local Plan process, which culminated in the adoption of the plan in 2006. This envisaged 55ha. of land north of A82 for an 18 hole golf course and a new clubhouse. The 2006 Plan recognised the need to secure that part of the reconfigured course area that lay in private ownership. The formal commitment to progress the golf course reconfiguration at that time stemmed from a commitment to progress a road scheme that linked across the south west part of the City. The 2006 Plan remains the approved development plan for part of the land area to be acquired. The balance of the land to be acquired is allocated in the Highland wide Local Development Plan (Adopted 2012) as part of completion of a residential neighbourhood at Charleston.
- 1.3 By reason to the matters referred to 1.1 and 1.2 above, the Council does not believe that there is any credible alternative to acquiring land at Torvean. Further, wholesale relocation would cause significant disruption to existing Members, would not retain any existing, mature sections of the golf course, would be prejudicial to investment made to date, and may open up the possibility of built development within a presently attractive green corridor gateway to the City. This green gateway is embodied within the approved development plan via Policy 2:41(ii) Torvean/Muirtown Green Wedge of the Inverness Local Plan 2006. The nearest alternative site that benefits from either a planning application or a development plan allocation is at North Kessock across the Beaully Firth but this is distant from the Torvean area and the base of the existing Club's membership.

2 The Need for the Particular Land Identified

- 2.1 Policies 2:29 and 2:43 of the adopted Inverness local Plan 2006 establish the principle of reconfiguration of Torvean Golf Course and other recreational facilities in this part of the City. The related road project causes the displacement of a minimum of 6 existing holes, club house and car parking. This is the bare minimum requirement for acquiring additional land for golfing use. Options for acquiring land for this use are limited by the physical and existing use characteristics of land adjoining the existing course. The Council believes it is reasonable

to assume that reconfiguration must be provided on contiguous or closely adjacent and accessible land. On this basis, steeper wooded slopes to the south and south west are inaccessible and form part of a geological site of special scientific interest, land to the east is already developed and severed by the Caledonian Canal, land to the north is developed for housing or occupied by established recreational uses (the Charleston Academy sports pitches and the Highland Football Academy pitch). Accordingly, land to the north west of the existing course presents the only credible, alternative location for a reconfigured course. It is particularly suitable for golfing use because it is: contiguous to the existing course and not severed from it; gently rolling – i.e. has no insurmountable gradient issues; by reason of its ground conditions is conducive to golf course construction albeit surface water drainage works will be required; already partly in golfing use as a practice area, and; relatively insulated from neighbouring uses – i.e. errant golf shots can be contained by boundary woodland, steeper slopes and a new development setback. The credible alternatives relate to how much of this should be acquired.

3 Why The Land to be Acquired is Better Than Credible Alternatives

- 3.1 Although land for 6 holes, club house and car parking is the bare minimum requirement, this would not deliver an equivalent quality of course to that existing. Retaining holes east of General Booth Road would result in longer green to tee walking distances if the existing underpass is used and would not enable the delivery of the expanded sports hub, which is vital to the proper planning of the area. The reconfiguration of the whole course, its club house and car parking to land north of the A82 and west of General Booth Road would avoid any major road severance and the consequent need for underpasses and longer green to tee walking distances. A credible alternative would be to retain the area covered by existing holes 5-8 south of the A82 with the balance of the course to the north of the A82. Both of these alternatives are safeguarded within the Brief. The Council and the Club believe that these enhanced facilities will be vital to the playability of the course and its future success in retaining existing and attracting new members.
- 3.2 The Council commissioned a golf course architect to test potential layouts for their playability and other suitability with the aim of delivering equivalent or enhanced provision to that of the existing course. These test layouts revealed that the 55ha. land area and shape reserved for golf course reconfiguration in the Adopted Inverness Local Plan 2006 would not deliver a course of equivalent quality. This is due to the steep gradient of the slopes below the Westercraigs development, the constrained width of the area which would compromise player safety (i.e. two adjacent fairways would be too close to each other), the length of the common boundary between proposed housing and golf course which would necessitate visually intrusive high fencing, and the fact that 6ha. of the available land had since (2009) been lost to the golf practice area.
- 3.3 Moreover, the bare minimum land area would not allow the proper planning of the wider area if the West Link road scheme is implemented. The scheme impinges upon other recreational facilities which could be enhanced through reconfiguration or relocation. In particular, there is a net loss of one sports pitch at the Canal Parks and the Council wishes to ensure replacement provision for this pitch in this locality. Existing golf holes 10-14 (east of General Booth Road) represent the most suitable land for replacement and additional sports pitch provision, being flat, well drained and within Highland Council ownership. Accordingly,

acquiring a larger area of land west of General Booth Road for golf course use would release this land east of General Booth Road for enhanced recreational provision. The Council believes this pattern of land use is consistent with the proper planning of this part of the City because it retains and enhances a hub of sports facilities in this locality and with it the open, green character of this vital tourist, Great Glen entrance to the City. As stated above, the principle of this mix of uses (if not its precise pattern) is already established in the approved development plan (Policies 2:29, 2:41(ii) and 2:43 of the adopted Inverness Local Plan 2006). The proposed pattern is also complementary to existing, adjoining uses. For example, the proposed sports hub changing facilities will lie close to the existing Highland Football Academy pitch and offer the prospect of shared use. The West Link road scheme will also leave part of existing golf holes 2-4 as surplus. Theoretically, these could be retained as part of the reconfigured golf course but the land area remaining is of an awkward size and shape in terms of golf hole design. The Council believes this land would better be suited to canal related tourism development and has been working with Scottish Canals to achieve this aim.

4 Environmental and Land Use Implications

4.1 Golf courses are generally considered as an environmentally benign or even beneficial use in terms of effects. Use of fertilisers and their potential leakage into the water environment is one issue of concern but this and other effects will be assessed through a formal Environmental Impact Assessment process associated with the planning application the Council is progressing for this and adjoining land. Suitable mitigation will be incorporated within the application.

4.2 The alternative, part allocated use is residential development serviced by a new distributor road. The Council believes that this use of the same land would be likely to have greater adverse environmental effects than golf course use. Indeed, the Council's Development Brief reduces the area allocated for housing development to reduce potential adverse effects. Principally these are visual – e.g. the loss of views from the Great Glen Way long distance footpath, the unnatural landform cut and fill necessary for a distributor road on this sloping site, and the incursion into a presently green, open area at this principal tourist gateway into the City. The loss of the existing agricultural use is not seen as significant relative to the newly proposed land use arrangement because the land is used for informal grazing, is not prime farm land and not vital to the viability of the unit concerned. Similarly, the loss of some allocated residential use is not seen as significant because there are sufficient, allocated and permitted housing site alternatives closeby and elsewhere within the City. 6.0ha of the land to be acquired is already in golf course practice area use and is currently leased by Torvean Golf Club.

5 Evidence of Funding and Council Commitment

5.5 It is expected that a Planning Permission in Principle application for the golf course reconfiguration and other associated recreational improvements will be lodged in November 2013 and determined in Spring 2014. A £3.874M Highland Council capital programme commitment has been made to implement this application. The Council are also investigating third party funding opportunities.

6 Community and Landowner Consultation

- 6.1 A September 2012 Charrette (a public, sports clubs and agency design workshop) produced an optimum 18 golf course location west of General Booth Road and north of the A82. The April 2013 Draft Torvean and Ness-side Development Brief consulted on three possible alternative layouts for the 18 holes. Responses received on the Brief favoured the layout comprising land wholly north of the A82 and west of General Booth Road.
- 6.2 The Council has contacted and discussed the golf course reconfiguration proposal with the only directly affected owner (The Barron Family) and with Torvean Golf Club as the only directly affected existing tenant and intended future tenant of the land to be acquired.
- 6.3 Several options have been prepared for the reconfigured course and discussed with representatives of Torvean Golf Club, the landowner's agents and the general public through the Charrette process, the Torvean and Ness-side Development Brief process and initial pre-application consultation. A Planning in Principle application for the reconfigured course and other facilities will be lodged in November 2013 including further opportunities for pre and post application representations.
- 6.4 The Council has attempted to reach a compromise solution between the legitimate development interests of the landowner who benefits from part allocation of its landholding for residential development and the desire of Torvean Golf Club to achieve a much enhanced course and facilities. The land to be acquired will be in the interests of the proper planning of the area in representing a compromise between the desire to deliver an equivalent or enhanced golf course whilst also excluding land which would most appropriately be developed for housing. Negotiations with the landowner to date have indicated no objection in principle to at least part of its landholding accommodating the reconfigured golf course. Disputed matters relate to boundaries and value.

Part 2:

Torvean Gateway



The Torvean and Ness-side Development Brief (The original Brief) was adopted in March 2013. This document (the Brief) updates the Torvean elements of the original Brief to reflect the latest development context and Council aspirations for most of the area.

The West Link Road is being delivered in two stages, the first is complete and the second commenced in Spring 2019. To facilitate construction of the West Link Road various sports facilities were relocated and, where required, replacement facilities were provided. This included Highland Rugby Club and Torvean Golf Club. The new Golf Course is complete and construction of Stage 2 of West Link will open up the previously used vacant golf course land for redevelopment.

What status does this document have?

This document supersedes the Torvean parts of the original Brief. It is Supplementary Guidance to the Inner Moray Firth Local Development Plan.

The Brief is divided into the following sections:

- **Section 1: Introduction** - sets out the context the Brief sits within, the Vision of the future development of the area and shows the Indicative Masterplan for development of the area.
- **Section 2: Key Infrastructure** - describes the key natural and man-made infrastructure that currently contribute to the area, or are required to deliver the Vision.
- **Section 3: Character Areas** - provides area-specific guidance and development criteria to help explain how the Brief expects the area to be developed.
- **Section 4: Infrastructure Delivery** - signposts the reader to how the Council will recover the cost of mitigating impacts of new development .

Development Brief

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- 3 This Brief relates to the redevelopment of the vacated Torvean Golf Course land to the south and north of the A82 trunk road.

This land is being opened up for development as a result of the West Link Stage 2 project. Stage 1 was completed in December 2017 and Stage 2 commenced in Spring 2019. This document provides the up to date land use planning framework for development on land surrounding and adjacent to the new road.

- 4 The combination of uses identified on well-connected sites at the edge of the Caledonian Canal will be a complement to the city's existing destinations and will provide a new and exciting place for both visitors and local people to enjoy.

Vision

Vision

- 5 Land to the south (Torvean South) of the A82 will be transformed into a new gateway for visitors and locals in the city through a combination of Council and developer-led projects. Future development will welcome people to a new canal-side destination that provides places to meet and enjoy a new park and sport and leisure uses. It will provide places for food and drink, retail and tourist opportunities, and will be woven together by a high quality public realm.
- 6 Land to the north of the A82 (Torvean North) provides an opportunity to deliver a neighbourhood, including much-needed housing for our growing city, and a land for a potential new school. A new neighbourhood in this location will connect seamlessly to the existing and consented uses to the south. It will enjoy a local park to the north, the Caledonian Canal to the east and a green corridor to the west.

Indicative Masterplan

- 7 The Indicative Masterplan shown overleaf sets out what the acceptable land uses are for future development in this area, which is owned by The Highland Council.
- 8 The Council is currently undertaking further detailed design work for this area that will enable the marketing of the site for private sale(s). All development proposals will require planning permission and will be assessed against this Development Brief and, in particular, how they:
 - accord with the Vision, policies, Indicative Masterplan and other criteria set out in this Brief;
 - prioritise place quality over the movement of motor vehicles;
 - can deliver a well-maintained, high quality public realm;

Section 1: Introduction | Ro-ràdh

- demonstrate the [six qualities of a successful place](#) ⁽²⁾, as defined in national planning policy (Distinctive; Safe and Pleasant; Easy to move around; Welcoming; Adaptable, Resource-efficient);
- accord with National planning guidance (e.g. PAN 83 *Master Planning*), including best practice examples.

From this point, references to 'the masterplan' in the Brief include reference to all of the maps, illustrations and information presented in the document, which will be used to assess future planning applications in the Brief area.

2 <https://www.webarchive.org.uk/wayback/archive/20161201151506/https://beta.gov.scot/policies?topics=Building%20planning%20and%20design>

Torvean Gateway Indicative Masterplan

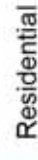
Revised Brief Boundary



Growing Spaces/Allotments

Ⓐ

Proposed Landuse



Residential



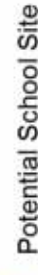
Mixed Use



Community



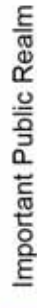
Hotel



Potential School Site



Committed Development



Important Public Realm



Park

Proposed Access and Parking



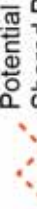
Parking



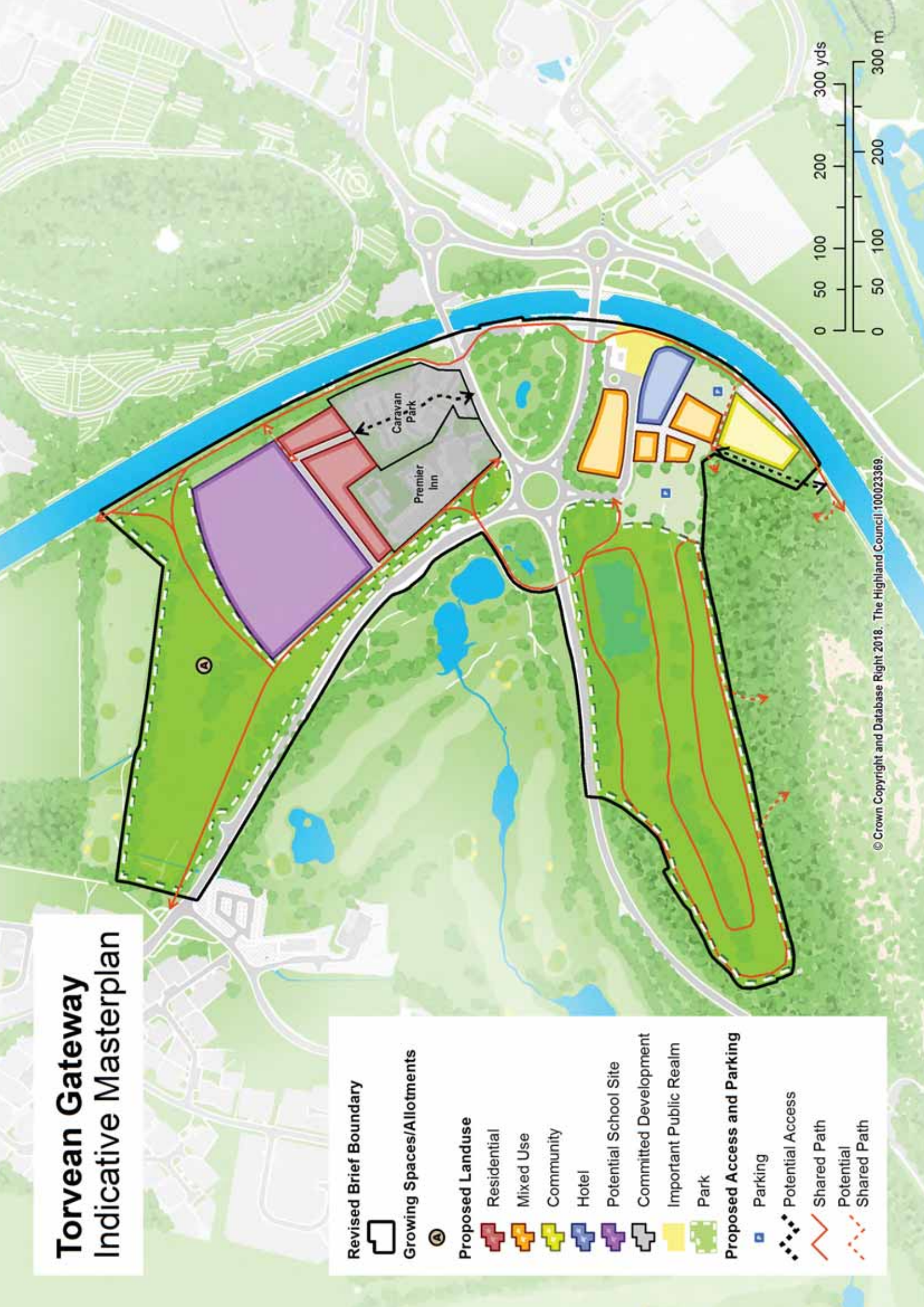
Potential Access



Shared Path



Potential Shared Path



West Link

- 9 The 'West Link Road' is a key infrastructure component in the area. Stage 1 of this project now connects pedestrians, cyclists and vehicles from Holm Roundabout on Dores Road over the River Ness to the A82, Glenurquhart Road. With Stage 1 complete and consent granted for Stage 2, construction of a new roundabout, realignment of the A82 and General Booth Road, and a second canal swing bridge is underway (find out more on the [West Link webpage](#))⁽³⁾.



West Link Road

3 https://www.highland.gov.uk/info/1523/transport_and_streets/128/the_inverness_west_link

Torvean Park

- 10** Once land becomes available after the contractors constructing Stage 2 of West Link vacate the site there is an early opportunity to deliver a new city park at Torvean. The former land use as a golf course means that, with the addition of a new path network and appropriate future maintenance, this area can be made available to the public for play and recreation. It also offers the opportunity to facilitate the relocation of [Inverness Parkrun](#) which often experiences conflicts between their regular events and major events at its current location at Bught Park.
- 11** The design of this park will deliver benefits for both people and nature. The Council will prepare a detailed design for the park, which will include areas set aside for nature and biodiversity benefits, for example areas of wildflower meadow planting. This will enable the Council to contribute in its duty to further the conservation of biodiversity and will contribute to supporting and enhancing the wider green infrastructure and active travel network described below.

Green Infrastructure

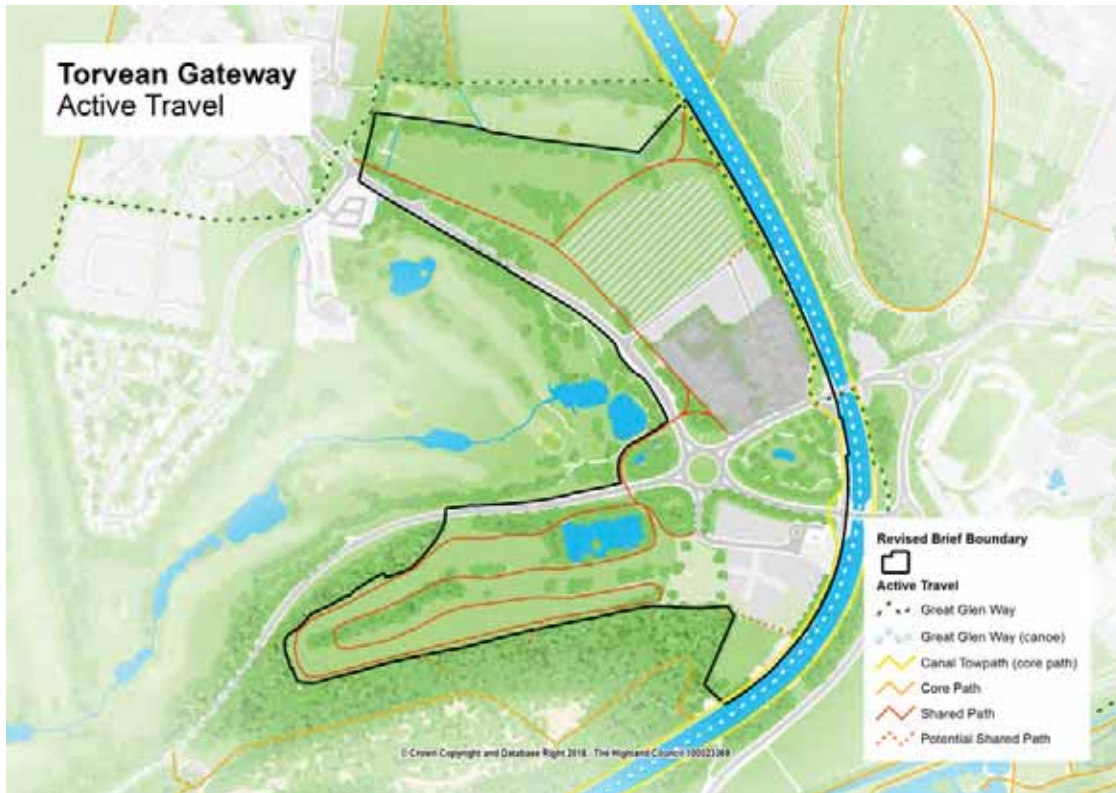
- 12** The former use of the development area as a golf course means there are attractive green and blue (water) spaces across the area. The planting on the new Golf Course, around Stage 2 of West Link, and the existing trees and woodland along the Canal tow paths and adjacent Torvean Quarry mean that this area is well served by generous green and blue infrastructure. The golf course and new roads drainage ponds that manage surface water provide opportunities for nature as well as being attractive landscape features. Balancing these natural assets with the need to deliver new places has been carefully considered in preparing this Brief.
- 13** The Green Infrastructure map below shows the assets and features that exist or are planned in the area. Any areas where new tree and plant species are proposed should feature a variety of predominantly native species suitable for climate, exposure and location.



Green Infrastructure

Active Travel

- 14** The green infrastructure also provides a high quality setting for many of the surrounding active travel network routes that exist in the area. There are various popular and well-used routes. Future development should integrate with these routes and improve active travel connectivity, including connections into Torvean Quarry and the Canal tow paths. The Active Travel map below highlights existing and proposed active travel routes. Developers will be expected to contribute to or deliver the network of active travel routes within the Brief area.

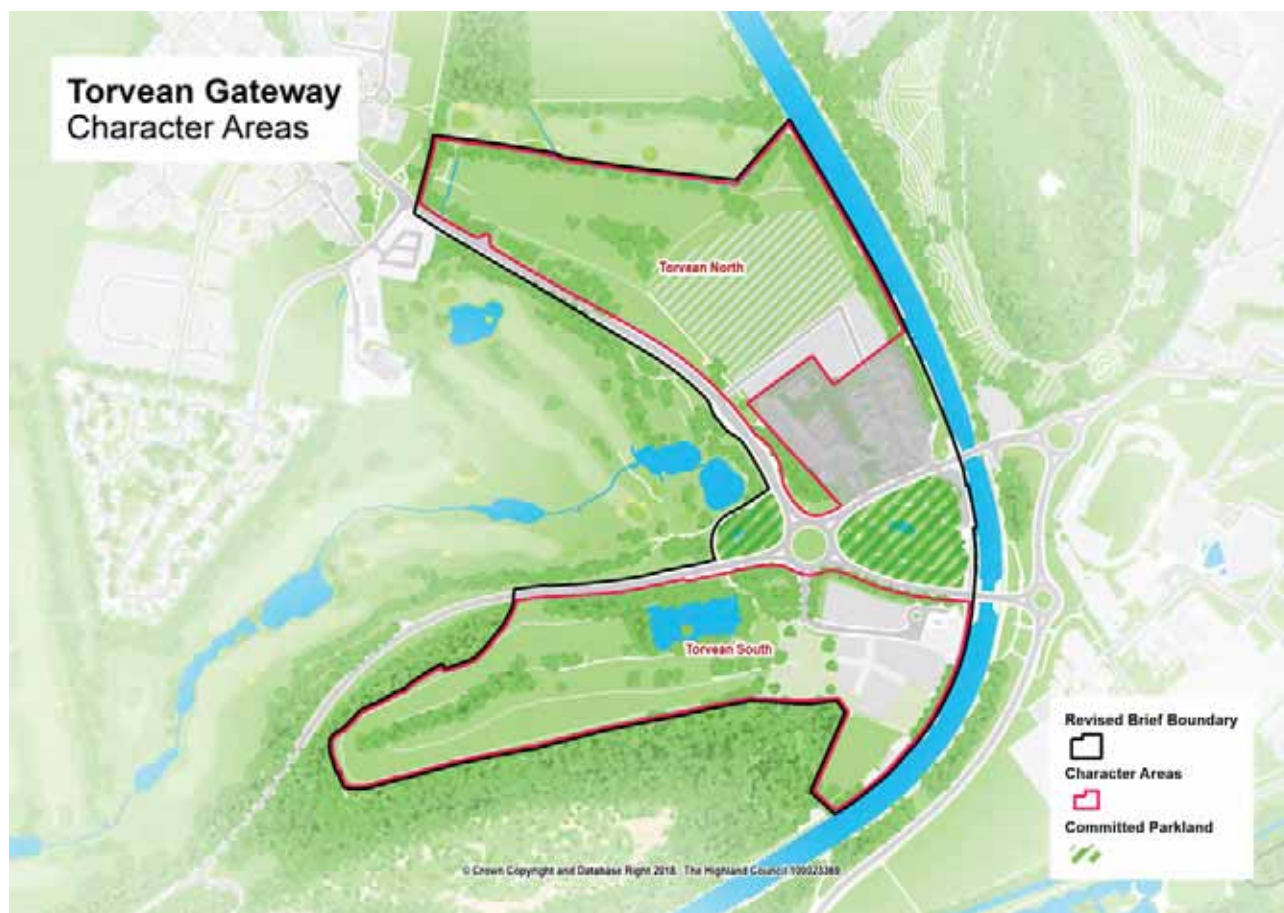


Energy

- 15** The Highland Council promotes national ambitions to transform the places we create through greater energy efficiency, local energy systems and less reliance on carbon-based fuels. The Torvean Gateway area has potential to deliver on these ambitions and to achieve low or zero carbon status. The Development Plan for Highland sets out requirements for sustainability and energy efficient design.
- 16** Applicants in the Torvean Gateway area are expected to demonstrate how their proposals comply with these policies, including how the scheme has taken account of Scotland's Heat Map and the following measures. The Council expects these measures to be incorporated into developments at the outset or safeguarded and planned for future deployment and will welcome engagement with applicants to consider opportunities and their delivery:
- electric vehicle charging infrastructure;
 - Local generation (capture) and distribution of energy and heat;
 - Local electricity and heat storage, enabling excess generation to be stored and later release when demand arises;
 - Air cleansing structures, keeping air clean by filtering out pollutants;
 - Water re-use and cooling networks, perhaps in association with sustainable drainage systems.

Section 3: Character Areas | Raointean Caractair

- 17 The Brief is divided into the two character areas as shown in the map below. These areas are distinguished by their location, land uses and surrounding character. The details that follow explain the 'Indicative Masterplan'. Development criteria for each character area are described and should be addressed when preparing development proposals.



Character Areas

Torvean South

- 18 Torvean South will be a new destination that provides an attractive park and a canal-side open space where pedestrians, cyclists and outdoor activity take priority over the movement of vehicles. It will be easy to walk and cycle to, facilitated by the active travel routes planned or being delivered in and around the area. It will be diverse in uses that provide for both visitors to the city and local people.
- 19 To the west of this character area a new active park will replace the existing golf course. To the east will be a new mixed used commercial and leisure destination adjacent to the Caledonian Canal served by a Primary Street with an important function as a *place* for people to enjoy. Within two of the mixed-use blocks there is opportunity for single-bed homes above ground floor commercial uses. Between these two sites will be an attractive and generous area for parking that will be safely accessible.

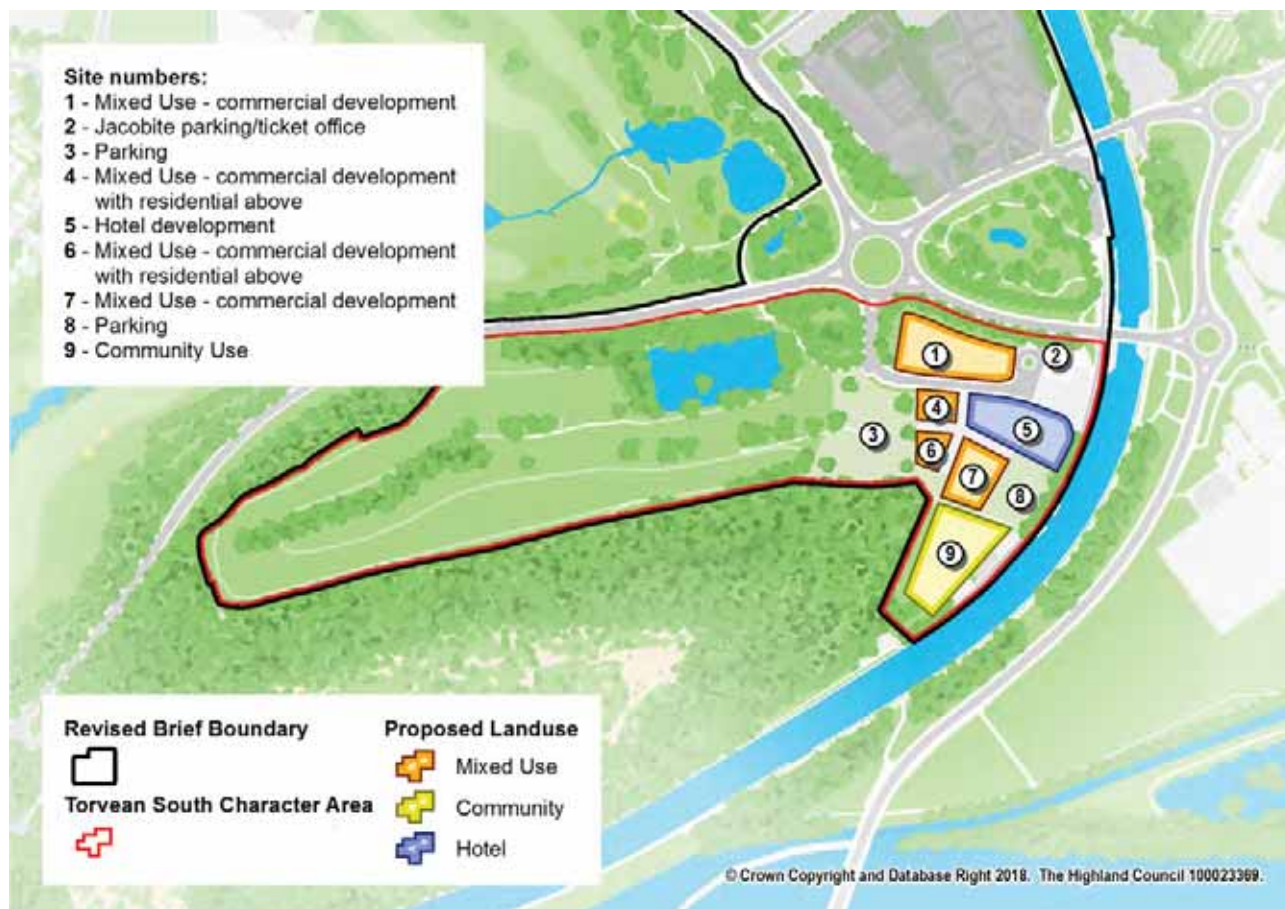
- 20 The wider area is rich in sports and recreation opportunities and will serve as a hub for the city. The existing range of sports can be further expanded to embed this area as a diverse and active place. This can be achieved by connecting new routes to those existing, creating new spaces (park) and places (canal-side public realm) to enjoy sport and recreation, and enabling land uses (mixed use commercial development land) that support such activities.
- 21 Should a city-wide strategy emerge in future that identifies sites for Park and Choose facilities, this area may offer potential, given its location on the trunk road network and generous parking provision.
- 22 Early proposals are underway for a dry snow sports centre in the former Torvean Quarry. Whilst these are still at a very early stage and are outwith the Brief area, there is potential for these proposals to complement uses at Torvean South and help deliver the vision for the area. There may be potential for sites in Torvean South to share infrastructure connections (e.g. water and sewerage connections) with proposals in the former Torvean Quarry.
- 23 Where a block is shown as mixed use the following Use Classes are considered acceptable:

Acceptable Use Classes for Mixed Use Blocks

- 1 (Shops),
- 2 (Financial, professional and other services),
- 3 (Food and Drink),
- 4 (Business),
- 7 (Hotels and Hostels)
- 10 Non-residential institutions.

For Blocks 4 and 6, as well as the above uses, Use Class 9 Houses is also considered acceptable, **restricted to one bedroom homes.**

- 24 The 'Torvean South Sites' map shows nine sites that will deliver the 'Vision'. The Brief sets out guidelines that developers are expected to follow in preparing their proposals. These guidelines, including the 'Torvean Frontages' drawing, will be used to assess future planning applications.
- 25 To enable Jacobite Cruises to continue operating from Torvean, a replacement car parking area, ticket office and access for cars and buses close to the canal are required. Limited car parking and bus drop-off uses are acceptable at site two, but should be sensitively designed to enhance and avoid impact on the important canal-side public realm.
- 26 Community-led proposals to introduce play, recreation and learning facilities to the park will be considered on a case-by-case basis. Support for specific proposals will be based on the conformity with the 'Vision', 'Indicative Masterplan' and Development Criteria where relevant.

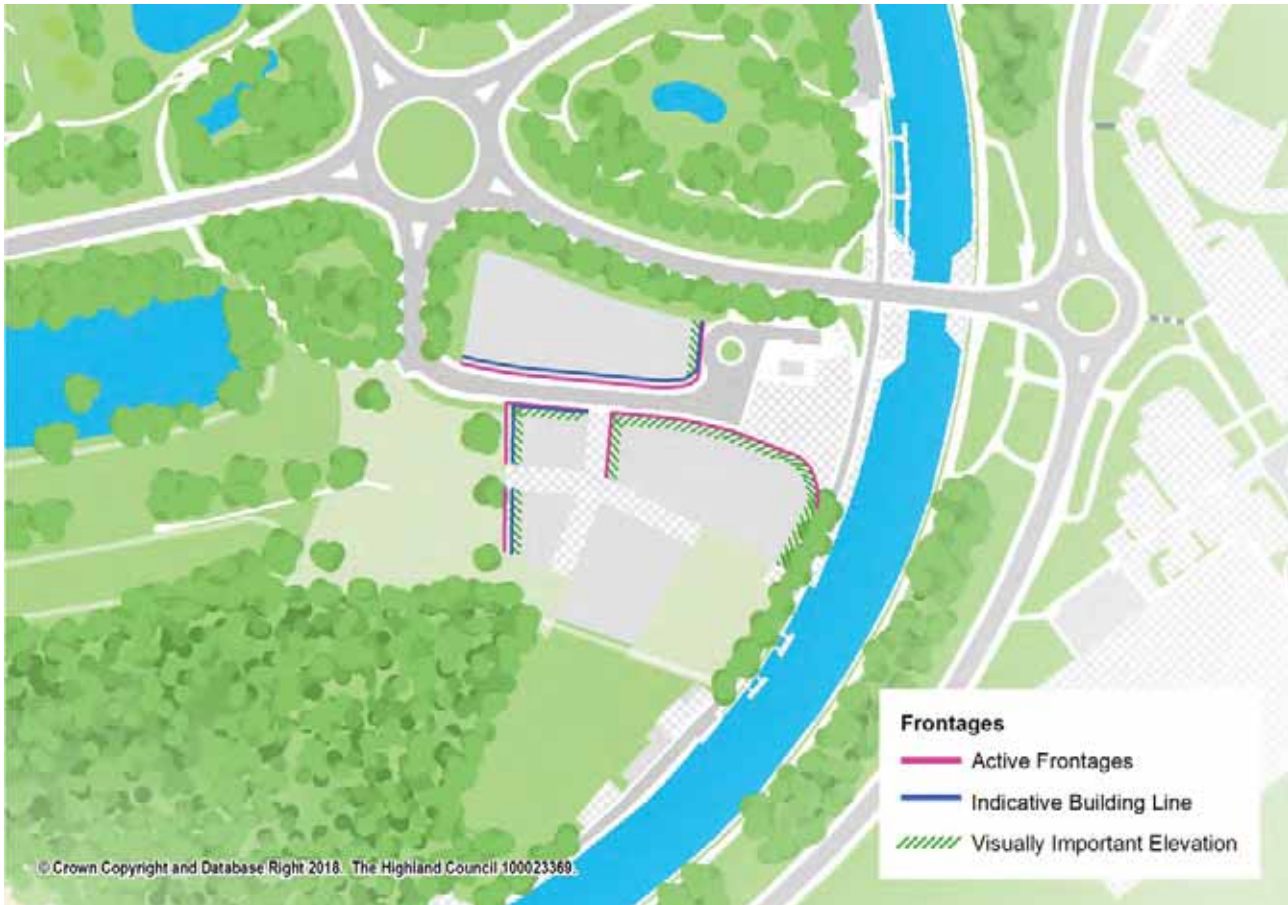


Torvean South Sites

Street design

- 27** All streets will be designed with a hierarchy that starts with pedestrians, cyclists, public transport then private vehicles. Streets will be designed to encourage low vehicle speed so that they can function primarily as social space. Design will include features that slow traffic such as 'pinch points', hard and soft landscaping (including trees), vertical calming and appropriate use of on-street parking. The Primary Street leading to the canal-side will be defined by strong, relatively continuous building lines providing a good sense of visual enclosure.
- 28** Development must respect and enhance the gateway qualities of the A82 and canal swing bridges as an important approach to the city (see for example: [Approaching Inverness Strategy and Design Guide](#)).
- 29** The Torvean Frontages diagram below indicates how future development should be designed to give prominence to the primary street within the Torvean South character area. the blue 'Indicative Building Line' shows where the built forms within the blocks are expected to be located. The pink 'Active Frontages' lines show where the primary elevations of buildings should face and where areas of pedestrian activity and interest should be located (for example street-side terraces for eating and drinking). The green 'Visually Important Elevation' hatching

highlights where it is expected that particular attention will be paid to create prominent elevations of key buildings that will be designed to form positive contributions to the landscape and streetscape.



Torvean Frontages

Sites 1, 4, 6 & 7: Mixed use - commercial development

- 30 Site 1** is an important gateway into Torvean South. The route linking the new roundabout to the canal as part of Stage 2 of West Link will form the basis of a new Primary Street. In the short term most of Site 1 will be made available as a temporary car park for the wider area. Once this site is developed, the Council will provide alternative parking on Site 3.
- 31 Sites 4 and 6:** Facilities that attract, retain and entertain visitors are crucial to the success of this new destination because they help to support the viability and vibrancy of the place. The grouping of commercial, sports and visitor uses on these sites give the opportunity to deliver diverse uses that create a critical mass of activities. To ensure the delivery of commercial uses that will deliver the vision for this area, small-scale residential development is permitted on Sites 4 and 6. The only acceptable residential development will be above commercial ground floor uses. The residential development is restricted to single-bed homes to ensure that development does not create unacceptable car-dependence e.g. families with young

Section 3: Character Areas | Raointean Caractair

children that would be encouraged to drive regularly (e.g. for school drop-off). These sites also present opportunities to accommodate visitor services including Scottish Canals, public conveniences and other recreation and sports facilities.

Sites 1,4, 6 & 7 Development guidelines:

- Development must demonstrate exemplary standards of contemporary design. Design, layout and choice of materials must respect and enhance the visual and spatial character of this important canal-side setting.
- Development must present active frontages to the Primary Street and canal-side open space, including pedestrian entrances and high levels of transparency. Active frontages should wrap around corners at key intersections. There should be no blank walls fronting onto public areas.
- Pedestrian entrances, outdoor seating and occasional on-street public parking should be used to attract footfall, promote outdoor activity and provide interest for people visiting the area.
- To support active travel users, specific attention should be afforded in terms of facilities (e.g. bike shelters/parking) and connections, both within the area and to the surrounding active travel network.
- Vehicle access and parking serving buildings on these blocks should be restricted to the rear of buildings, except on the primary street where occasional on street public parking will be supported. Service delivery bays/infrastructure and bin storage should be located to the rear or the side where appropriate. High quality landscaping and planting should be used to screen/soften these areas and minimise their visual impact.
- Insensitive over-sized signage will not be supported.
- Residential development restricted to single-bed homes on upper floors of sites 4 and 6 only.
- Building height should not exceed 2 storeys.

Site 2: Jacobite Cruises and important public realm

- 32** Stage 2 of West Link will provide new canal-side infrastructure for boats, including the relocation of Jacobite Cruises' facilities. Site 2 provides this opportunity as well as facilitating a high degree of interest and activity for the public to congregate and enjoy the new swing bridge and in-canal activities. The provision of a high quality public realm is therefore key for this site and to the success of the Torvean South Character Area.

Site 2 development criteria

- High quality appropriate building and surface finishes that respect the historic character of the canal-side setting. Where necessary surface finishes should distinguish where restricted vehicle access is permitted to, for example, the tow path. Design should achieve a simple, uncluttered appearance.
- Ground level should match that of the canal tow path, making use of fill to raise levels where appropriate or necessary.
- Development should retain existing or provide new connections to the active travel routes identified in this Brief and in the wider area.
- Development related to the relocation of Jacobite Cruises and its setting should be sensitively designed to reflect the prominent and public canal-side location. No set-down of plant or other equipment will be permitted within this site.
- In the long term bus drop off should be limited to the eastern end of the Primary Street shown in the Indicative Masterplan, and not into the area identified as important public realm. Bus parking opportunities may also be available in Sites 3 and 8.

Sites 3 and 8: Parking

- 33** Visitors driving into the area may require vehicle parking. There is opportunity to combine this provision with major events parking, for example at Bught Park, where current provision can be inadequate. There may also be potential for coach and trailer parking to be accommodated within these sites only.
- 34 Site 3:** Design, layout and materials must reflect the sensitivity of the setting including its visual impact on the new park and views from the A82 at this important city gateway.
- 35 Site 8:** This area, which is subject to flooding, presents an opportunity for visitor parking to the immediate area as well as parking for major events at, for example, Bught Park where current provision is inadequate. Given its proximity to the Caledonian Canal and tree-lined tow path, the design and layout of this parking area must be sensitive to and integrate well with adjacent uses.

Sites 3 & 8 Development guidelines

- The design and layout of parking bays should be informal, with sensitive demarcation and should avoid the use of impermeable surfaces (e.g. tarmac). Preference should be given to permeable surfaces that allow water to permeate the ground to help address potential flood issues and that can contribute positively to the natural and visual environment (e.g. grass matting) ;
- Planting and landscaping, including new trees, should be used to break up parking areas into small bays (around 6-8 cars) and soften the visual impact of parked cars.

Site 5: Hotel development

- 36** Tourist accommodation continues to remain in high demand in the city and there is a good opportunity at Torvean to realise potential to help meet this demand. As well as providing an anchor use of the site, it may also add to the mix, helping to create vibrancy to this new city destination.

Site 5 development guidelines:

- The primary elevation, including the hotel entrance, must face the Primary Street.
- Hotel accommodation must present active frontages to this street, the canal-side important public realm and the towpath, including spill-out space as appropriate.
- Design and layout must respond sensitively to the setting of the adjacent Caledonian Canal and must capitalise on this historic asset as a positive neighbour.
- Taller building heights may be acceptable at the western end of the site but at the eastern end, adjacent to the canal, the height should be restricted to avoid significant overshadowing of the adjacent canal-side important public realm. Opportunities to create a roof terrace overlooking the canal should be explored.
- Car parking and service access should be restricted to the rear of the site (on the south side of the building). Use of Site 8 for a Hotel's parking needs would be acceptable. Safe, attractive pedestrian routes must be provided between all parking areas and the principal entrance/hotel lobby/ Primary Street.
- Opportunities for ground floor mixed uses include retail and food and drink, for example restaurant space overlooking the canal and canal-side important public realm.

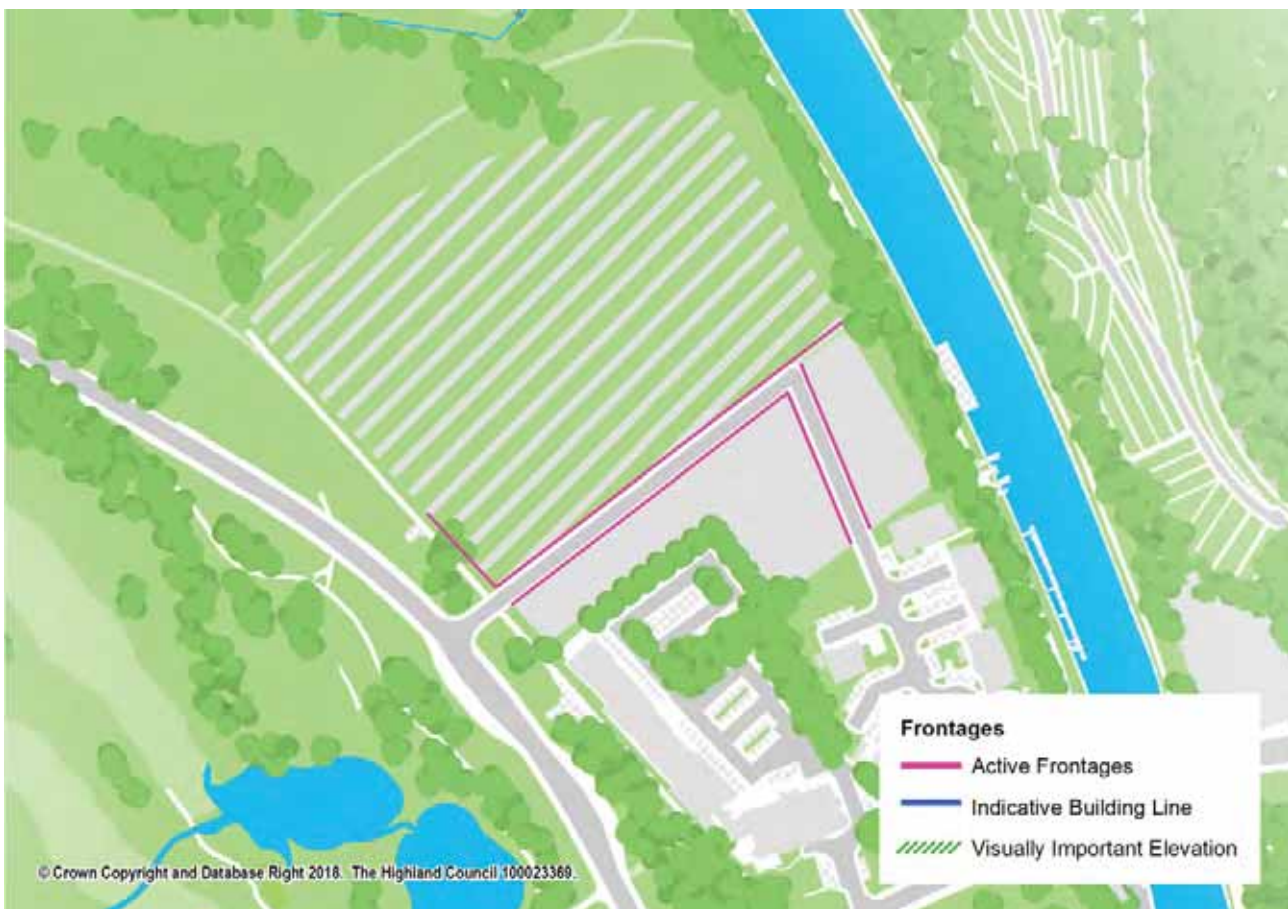
Site 9: Community use

- 37** Inverness Rowing Club has a long-established presence on the banks of the Caledonian Canal. This contributes to the vibrancy and diversity of uses in the area and the Club will continue to be an important user while Torvean South is re-developed as a city destination. The rowing club is scoping options to expand their existing facility and sufficient land is available in the southern corner of the site to support future plans. This area may also be suitable for meeting the needs of the wider site in terms of flood risk and potential SUDS.

Torvean North

- 38** Torvean North will provide a new neighbourhood with great active travel connections to local services at Charleston, as well as active travel and vehicle links to the rest of the city. It will safeguard the setting of the Caledonian Canal and be set back from General Booth Road. A generous provision of open space between the area and the new golf practice course will provide play and recreation space and help to maintain a high quality green network.

- 39** As the Council develops their strategy for education provision in the city it is important that Council-owned land is considered as an option for future school and nursery use. Should the Council conclude that there is not a requirement for this land to be used for a school, it can be developed for residential use, subject to alternative school capacity being in place. For avoidance of doubt, acceptable Use Classes for the Potential School Site at Torvean North include Class 10 Non-residential institutions and, in the case of a school not being required, Class 9 Houses.
- 40** The area identified for a potential school lies south of the parkland area that is adjacent to the Torvean Golf Practice Holes and will be visually connected to the existing developed area (Premier Inn and Torvean Caravan Park) by a new city neighbourhood.
- 41** All planning applications proposed in this area will be assessed against the extent to which they conform with this Brief, including the Development Criteria and the 'Torvean North Active Frontages' diagram below. The pink 'Active Frontages' lines show where the primary elevations of buildings should face and where areas of pedestrian activity and interest should be located.
- 42** Community-led proposals to introduce play, recreation and learning facilities to the park will be considered on a case-by-case basis. Support for specific proposals will be based on the conformity with the 'Vision', 'Indicative Masterplan' and Development Criteria where relevant.



Torvean North Active Frontages

Section 3: Character Areas | Raointean Caractair

43 Planning Context

- 44 The Torvean Caravan Park has planning permission (reference: 16/03534/FUL) for 48 flats and 400 square meters of convenience retail (in the ground floors of two of the blocks that front the A82).
- 45 The Premier Inn has applied for permission (reference: 18/03507/FUL) to extend their hotel and car park to the north west. The principle of development in the area is therefore established.



Torvean North Sites

Torvean North Development Criteria

- The layout of this new neighbourhood and potential school should follow an urban street pattern with perimeter blocks that allow an efficient use of land and maximise the creation of safe well-overlooked streets; blocks should:
 - Provide strong, relatively continuous building lines creating well-defined streets and spaces with a good sense of spatial enclosure;
 - Ensure streets, paths and public open space are well-overlooked by frequently spaced pedestrian entrances and high levels of transparency at ground floor level;
 - Achieve a clear definition between public and private space, including shared areas such as semi-private communal gardens, service areas, waste storage, cycle parking etc.;
 - Locate some parking in secure, rear courtyards that are well-overlooked;
- The movement network should maximise connectivity for pedestrians and cyclists within the area and to the surrounding street and path network, including the canal towpath. Design of vehicle routes should encourage low vehicle speed so that streets function primarily as a social space – including features that slow traffic such as ‘pinch points’, hard and soft landscaping (including trees), vertical calming and appropriate use of on-street parking.
- Car-parking should not dominate the public realm. On-street parking should be designed to be an integral part of the streetscape using trees, planting or hard landscaping to arrange parking in small groups and balance visual impact.
- SUDS features should be designed to integrate with and make a positive contribution to open space provision.
- All homes should be provided with fit-for-purpose outdoor private or communal amenity space that benefits from direct sunlight (e.g. gardens, balconies, roof terraces, patios or communal courtyards) and bicycle parking for residents.
- Opportunities for canal-side housing should be explored, where buildings are sensitive to, but overlook the Caledonian Canal;
- If a school is required in this area, the primary elevation of the building should be used to define a new street. Tall perimeter fencing of the school will not be acceptable. Feature walling, planting, landscaping and building edges should be used as secure boundaries where they are required.

Section 4: Infrastructure delivery | Lìbhrigeadh Bun-structair

- 46** Developer contributions towards infrastructure in this area are set out in the original Brief and are updated, where relevant, by the Developer Contributions Supplementary Guidance (DCSG).



**The Highland
Council
Comhairle na
Gàidhealtachd**
