



THC - 11/2

# FIRTHVIEW-WOODSIDE

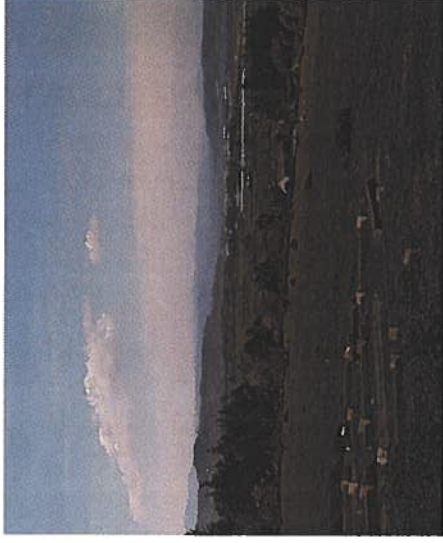
## *Development Brief*

February 2003

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Planning & Development Service

## PURPOSE

- 1.1 The subject lands at Firthview-Woodside extend to some 55 ha. located on the south-east edge of Cradlehall-Westhill, one of four neighbourhoods which comprise the substantive part of the Culloden district of Inverness (see Map 1). In accordance with the Inverness Local Plan, the purpose of this Development Brief will be to:
- co-ordinate land assembly and the layout of development with capacity for some 500 houses and related community uses;
  - identify the infrastructure and facilities essential to the functioning of the site;
  - assess the impact of development within the neighbourhood and wider district, together with any deficiencies and the possible scope for planning "gain".



*Firthview-Woodside looking north-west from Tower Road*

## BACKGROUND

- 2.1 The "new" community of Culloden was devised by the former Inverness County Council in the early 1970's. Some 4,400 houses have been supported by a substantial network of roads, infrastructure and community facilities. Guided by a Master Plan and based on expansion of four distinct neighbourhoods - Balloch, Culloden, Smithton and Cradlehall-Westhill - the district is nearing completion.
- 2.2 Land at Firthview-Woodside, now comprising part of the later phases of development, has been identified for housing and community uses in successive Development Plans over almost 25 years. The Inverness Culloden and Ardersier Local Plan (adopted 1994) extended and adjusted earlier allocations and policy.



These are further updated as part of the Inverness Local Plan (Deposit Draft 2002).

2.3 This Brief elaborates the policy framework (see Map 2) and subject to approval, will be regarded as supplementary planning guidance for consideration in respect of development proposals at Firthview-Woodside. It is without prejudice to the statutory procedures governing preparation of the Inverness Local Plan.

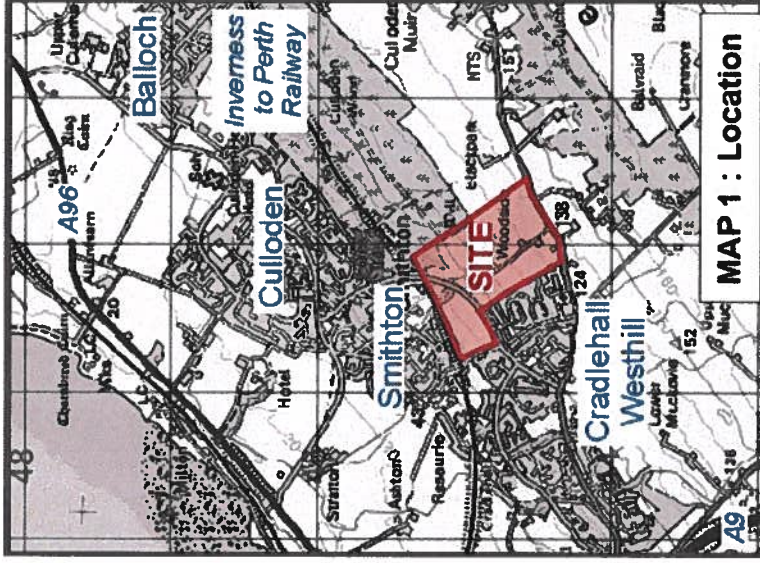
## **POLICY**

### **Inverness, Culloden and Ardersier Local Plan**

- 3.1 The Adopted Local Plan identifies 27.6 ha. of land for housing and community uses (see Map 2). This embraces:
- 17.8 ha. at Tower Road/Tower Brae and Woodside (west) with capacity for 278 houses, considered to be free of major constraints [6.1.2(a)/(b)/(d)]; and
  - 8.9 ha. at Woodside (east) for 150 houses, subject to resolution of servicing, site configuration and legal constraints [6.1.3(b)].
- 3.2 A further 2.9 ha. of land at Firthview/Woodside (west) is reserved against a possible longer term need for a Primary School [6.3.2(b)]; 0.16 ha. for a neighbourhood shop and parking [6.3.4 (b)]; and 1.54 ha. for a playing field [6.3.10(e)]. Access is proposed from Tower Road and Burnbrae with footpath links to Smithton, Burnbrae and the B9006. Safeguards are applied to adjoining forestry and open land to the south and east and parking/viewpoint facilities earmarked in association with the B9006 tourist route.

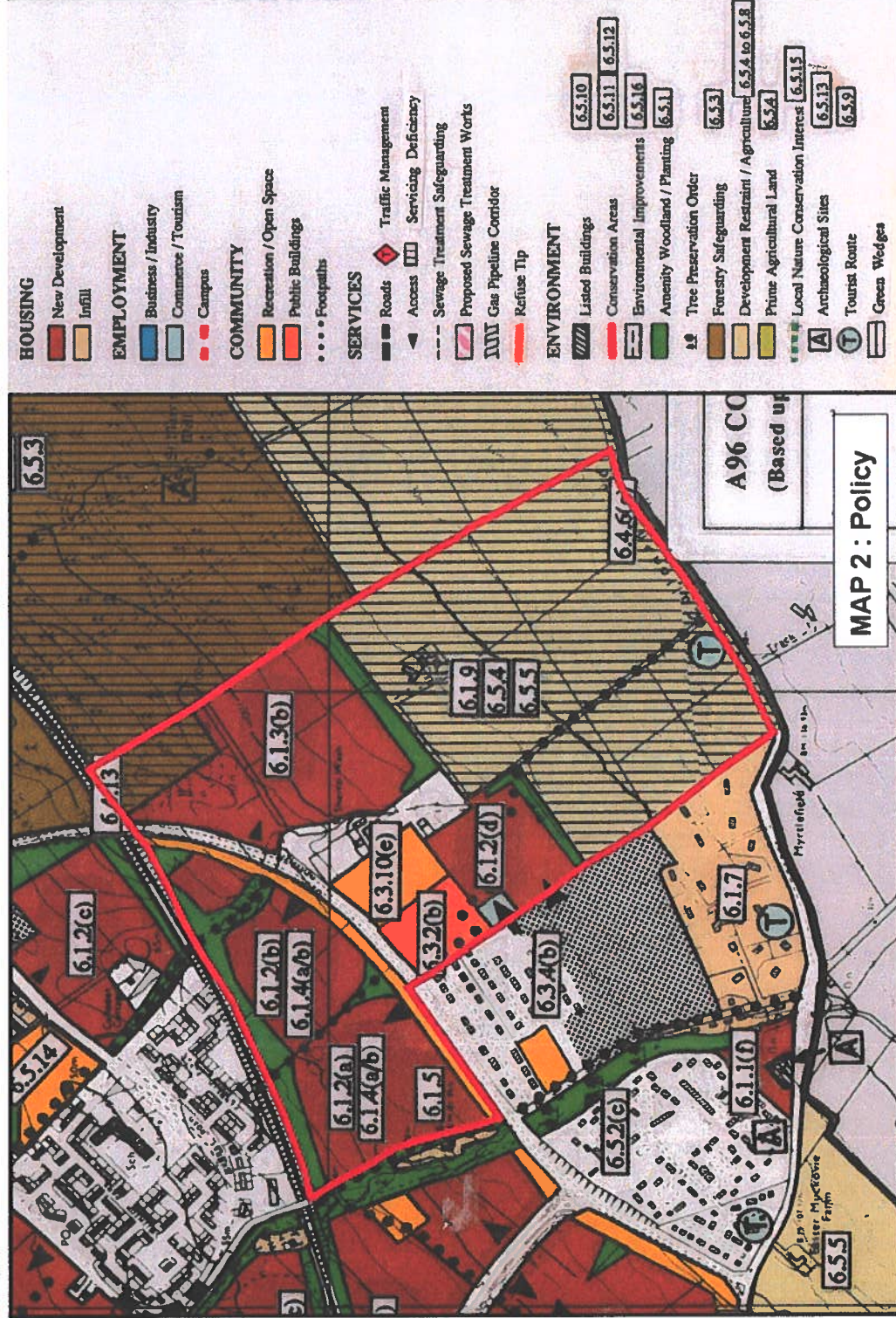
### Inverness Local Plan Deposit Draft

- 3.3 The Local Plan review identifies land at Tower Road/Tower Brae and Woodside as one of the City's main *Expansion* areas. It allocates 40 ha. of land for completion of the mixed use residential neighbourhood at Cradlehall-Westhill and encourages development subject to:
- mains foul sewer and water supply connections;
  - access primarily from Tower Road by a "loop" distributor system and reinstatement of bridges over the railway with paths for pedestrian/cycle use to connect the established network; and
  - Section 75 Agreement, if necessary, to secure 7 ha. of open ground adjoining the B9006, from which very limited access will be permitted [2. 36 (iii)].
- 3.4 The Plan states that "*Individual Expansion Areas will be subject to a detailed Development Brief/Master Plan which clearly defines the totality of planning obligations applying in each case. This will be accompanied by a protocol identifying the expected financial contributions, developer provisions and definitive land plans relating to ground for roads and other public purposes which it is anticipated will be transferred at zero consideration to the Council or other agencies as appropriate. These obligations will require to be met by individual landowners in proportion to their share of the overall development potential. All private landowners will be expected to enter into appropriate Section 75 Agreements with the Planning Authority transferring land and quantifying future financial contributions, the aim being that agreements will be in place prior to these land allocations being confirmed in the Local Plan*" [2. 37].



MAP 1 : Location





3.5 Policies set out in the Structure Plan\* and Inverness Local Plan respectively which deal with Affordable Housing [H4/5\*] [GP4], Distributor Roads [2. 25, 26, 29], Community Facilities [S1/2\*] [GP2] and Green Wedges [2. 41, 42] together with NPPG3 Land for Housing, NPPG11 Sport, Physical Recreation and Open Space, and NPPG 17 Transport and Planning underpin the terms of this Brief as appropriate.

## CONTEXT

- 4.1 Inverness is developing as a City of sustainable districts and neighbourhoods. These should be safe, attractive places with a balanced population; able to offer choice in housing, employment, core facilities, transport links and amenities.
- 4.2 Given the principle of consolidating the urban area at Cradlehall-Westhill and related infrastructure networks, development at Firthview-Woodside should “fit” and function within the neighbourhood and wider district. In this context and given changes in the population structure, social demands and traffic generation since the Master Plan was conceived, the impact of further development requires to be assessed against the capacity of education, community, transport and recreation facilities.
- 4.3 In accordance with the terms of Government Circular 12/96, deficiencies in this regard are increasingly addressed through developer contributions.

## **SITE**

### **Definition**

5.1 The provisions of this Brief extend to some 56 ha. of land straddling Tower Road on the south-east edge of Cradlehall-Westhill. This *site* is bordered by the Inverness-Aberdeen railway and the Smithton neighbourhood to the north; the B9006 - Culloden Battlefield - tourist route to the south; Culloden Wood to the east, and an adjoining, recently completed residential area at Burnbrae to the west.

### **Features**

5.2 The site comprises a moderate north facing slope with an overall south-east: north-west cross-fall of 6-7%. Exposure increases with elevation and is most pronounced in the open, upper reaches which extend above the 120m. contour. Exceptional views are enjoyed towards the Moray Firth and Ben Wyvis.

5.3 A burn cutting a pronounced, but thinly wooded gorge dissects the site. Adjoining rock outcrops and a poorly drained trough give way to a pocket of naturalised birch woodland in the centre/east of the site. An "island" of mixed vegetation lies centrally in the land north of Tower Road. Two groups of farm buildings are located within the southern part of the site and there are 3 isolated houses occupying the margins of the higher fields.



**Services**

5.4 The site enjoys a substantial frontage to Tower Road which is part of the district distributor network and a main public transport route. A foot/cycle path has been installed along its northern edge and such facilities are being extended in the southern margin of the road concurrent with development. A minor adopted road serves existing properties from the B9006, from which a private access feeds through to Tower Road. An over-bridge and under-pass of the railway, the latter relating to the course of the burn, are presently not available for public passage.

5.5 The main utilities are located off-site. A trunk sewer linking the peripheral expansion areas of Inverness and Culloden with the City's WWTW at Allanfearn, is located north of Smithton. A high pressure water main lies to the south of the B9006. Domestic connections including electricity and telecommunications are supplied to existing properties by overhead and underground services.

**Ownership**

5.6 The site consists of four main landholdings (see Map 3 and Fig. 1). The land is presently in agricultural use with parts worked under tenancy arrangements.

Fig. 1 Landholdings

holding	landowner	area (ha.)
A	THC	7.1
B	R MacLean	21.1
C	H MacLean	28.1
<b>Total</b>		<b>56.3</b>





## ASSESSMENT: DISTRICT/NEIGHBOURHOOD

6.1 The following assessment has been made of the structural components of the district and neighbourhood. The purpose is to identify any deficiencies and the potential for developer contribution towards the provision or upgrading of infrastructure and services. The basis on which an agreed developer contribution attaching to development at Firthview-Woodside will be calculated is set out in paras. 8.1-6 below.

### Housing

6.2 A population of approximately 12,000 is expected to be resident in Culloden when the district is fully developed. The existing housing stock is balanced in terms of type, size and tenure, although localised deficiencies occur. In Cradlehall-Westhill, there is a preponderance of private, family housing. With young adults and elderly people increasing, more single person and rented accommodation would broaden the choice for a growing proportion of smaller households.

6.3 The Local Housing Strategy (The Highland Council 2002) identifies a requirement for approximately 3,588 affordable homes in the Inverness Area in the period 2002-07. The supply of affordable housing through the programmes of the agencies - the Council, Communities Scotland and the Housing Associations - is expected to add a further 1,540 homes to the overall stock through a mix of new build, re-use of vacant properties and re-letting of existing public/Housing Association accommodation. A projected 2,040 shortfall of demand over supply therefore requires to be tackled. A proportion of these needs will require to be met in partnership with the private sector.



*district recreation and housing facilities at Culloden*

6.4 Approximately 3,600-3,800 dwellings are expected to be built in Inverness and Culloden during the next decade. With a major bank of land being opened up for residential development, as much as 80% of projected house-building could take place on the periphery of the City. Remaining land stocks in Culloden have capacity for some 600-700 homes. In accordance with its Draft Development Plan Policy Guideline: Affordable Housing (August 2002), the Council will seek developer contribution towards the provision of affordable homes at a rate of 25% of private sector completions. This rate will be applied to the number of units capable of being developed at standard density levels. Accordingly, within the City of Inverness (including Culloden) between 900-950 affordable homes will be expected to be secured through private sector contribution.

6.5 Current needs in Culloden are represented by 345 households on the Council's waiting list for accommodation. Given an indicative capacity of 500 houses on land at Firthview-Woodside, 130 affordable homes will be expected to be provided at this location by developer contribution. This will be secured by Section 75 or other agreement, and will involve either the transfer of serviced land at zero consideration or provision of an agreed number, type and mix of units in accordance with the above Guideline and estimate of needs (see para. 7.6).

## Education

6.6 The site is located within the catchment area of Culloden Academy and at present straddles those of Cradlehall and Smithton Primary Schools. A very small proportion of the site - not considered to have potential for further building - comprises part of the catchment of Duncan Forbes Primary School. When fully developed land at Firthview-Woodside will be expected to accommodate some 500 houses, generating approximately 100 secondary school pupils and 150-200 primary/pre-school pupils. Fig. 2 sets the projected rolls for Culloden Academy and



Culloden Academy

Cradlehall and Smithton Primary Schools for the 10-15 year period against their respective capacities.

- 6.7 Future arrangements for primary education are determined in part by:
- (i) high pupil numbers at Cradlehall Primary School sustained over the next decade and a lack of scope for expansion;
  - (ii) a falling roll at Smithton Primary School and - should it become necessary - available space for additional accommodation.

Accordingly, it is proposed that the catchment boundaries of the primary schools are adjusted to embrace the entirety of land at Firthview-Woodside within the catchment of Smithton Primary School. Refurbishment work needs to be undertaken at Smithton Primary School in order to improve the fabric of the building. £20,000 has been allocated from the City of Inverness and Area ECS delegated capital funds by way of commencing a rolling programme of improvements. However, setting aside 500 additional houses at Firthview-Woodside, the roll projection indicates spare capacity at Smithton Primary School for approximately 140 pupils at the mid-term and 190 pupils at the end of the 10 year period to 2011, equivalent to 350 and 475 additional houses respectively. Given a measure of elasticity including factors such as parental choice, it is expected that an average of 50 new dwellings per annum at Firthview-Woodside would maintain house-building at a rate commensurate with the capacity of the school. In the event that this is not the case, additional dedicated pre-school facilities could be added, allowing accommodation presently used for this purpose to revert to mainstream primary use. Since such works would arise from the proposed delineation of the catchment boundaries, they would require an appropriate allocation from the Council's capital programme. Notwithstanding, with the combined capacities of Cradlehall and Smithton Primary Schools likely to offer an estimated 280 places by 2011, there is no requirement to continue the allocation of land for a further primary school at Firthview-Woodside.



6.8 Culloden Academy is currently operating beyond capacity and is being extended in 2002. The roll is projected to remain high and in excess of capacity beyond the current decade, reaching a peak at some +15% (150 pupils) towards the end of the 10-year period. Additional classrooms, core facilities, parking and servicing, and open space provisionally costed at £1.5m. will require an additional 1.0 ha. of land. Although the projected roll beyond 2011 shows the number of secondary pupils within the Academy's current capacity, changes in the curriculum and teaching methods together with the its function as a *community school*, is justification for a long term investment in extra permanent accommodation. With no funding allocated, this work will be expected to be met in part by developer contributions. The Council will require to consider the priority to be given to Culloden Academy as part of the review of its capital programme.

Fig. 2 Projected House-building and Pupils to 2011: Total for Existing Catchments

	<b>Culloden Academy</b>	<b>Smithton Primary School</b>	<b>Cradlehall Primary School</b>
<b>projected house-building</b>	850	370	320
<b>estimated pupils generated</b>	170	110-140	90-125

6.9 Significant conflicts arise from present arrangements for access to Cradlehall Primary School via the adjacent cul-de-sac at Cradlehall Park. Related traffic congestion/maneuvering, on-street/pavement parking and children crossing creates a hazard which requires urgent action irrespective of any increase in patronage. Four options for improving access, parking and servicing involving a new link to Caulfield Road and surplus land within the school curtilage, have been provisionally costed at some £70-140,000. The Council intends to discuss these

options with the School Board initially and will give early consideration to the scope for funding an agreed scheme. Given proposed changes in the Primary Schools catchment areas it would not be appropriate to seek developer contribution towards these works.

**Community Facilities**

6.10 Fig 3 indicates the range of community/social facilities expected to be supported/or provided at district and neighbourhood level by 12,000 and 3-4,000 people respectively. Most exist as modern, accessible facilities, located at the district centre in Culloden or the neighbourhood centre at Cradlehall which lie within 1500m of the site. Opportunities might arise to supplement these activities with neighbourhood commercial uses including a restaurant/public house, subject to planning permission. However in Cradlehall-Westhill there is no dedicated community hall or local shop. Land is reserved as part of the planning permission OUTIN/01/0020 for community use at Cradlehall Farm.



neighbourhood facilities: Cradlehall shops

Fig. 3 District/Neighbourhood Facilities

DISTRICT FACILITIES	NEIGHBOURHOOD FACILITIES
Business Park	Shops/PO
Supermarket/PFS	Public House/Hotel
Secondary School	Primary School
Health Centre	Day Care/Surgery
Library/Police	Park Playing Fields
District Park	Community Hall/Church
Rail Halt	Bus Route

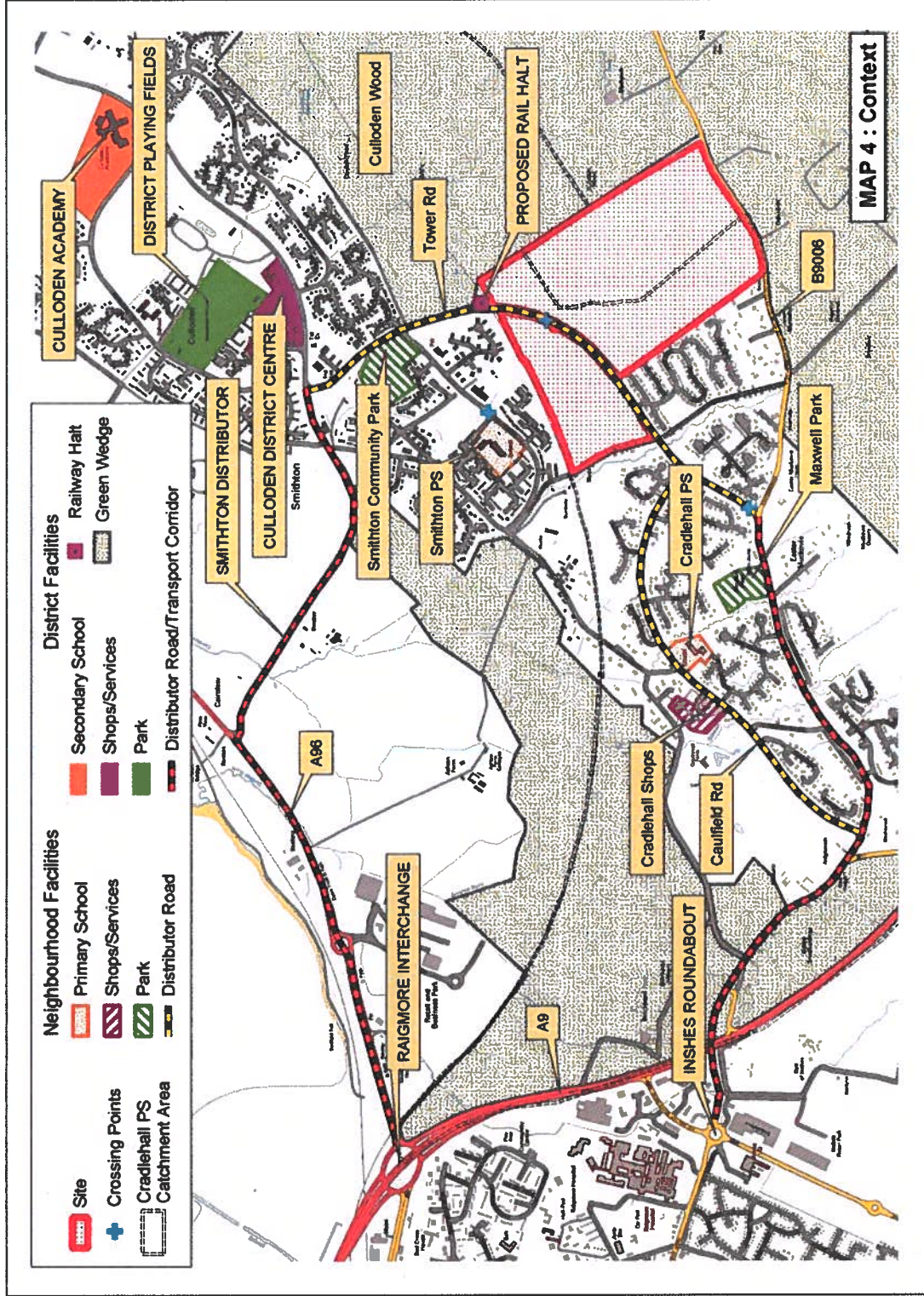
## Recreation

- 6.11 There is a substantial shortfall in the overall requirement for some 20-21 ha. of land for playing fields/courts and greens for youth/adult use, as referred in the NPPG 11 Sports, Physical Recreation and Open Space and the National Playing Fields Association Standards. Existing provision amounts to 12.83 ha. and there are no such facilities at Cradlehall-Westhill. This deficiency in the amount and distribution of open space should be urgently addressed and is appropriate for consideration as a possible developer contribution.
- 6.12 Further to NPPG 11 it would be appropriate to seek developer contribution pro-rata with the demand generated by new development. Given that land at Woodside may create 800-1000 residents, any such contribution should not exceed the equivalent provision of 1.6-1.8 ha. of additional playing fields, courts or greens. This will require to be laid out to adoptable standards and vested with the Council together with an appropriate financial contribution (currently a capitalised sum equivalent to 18x the annual maintenance cost). This will be subject to a bond to be held pending the availability of land for open space purposes.
- 6.13 The location of land at Firthview-Woodside together with certain physical characteristics (see para. 5.2 above) indicates that such facilities might be located off-site, at a lower level and in a position more accessible to the wider neighbourhood. Land north of Smithton and west of Cradlehall could provide a suitable location (see paras. 6.17 and 18 below).



major "Green Wedge" at Beechwood

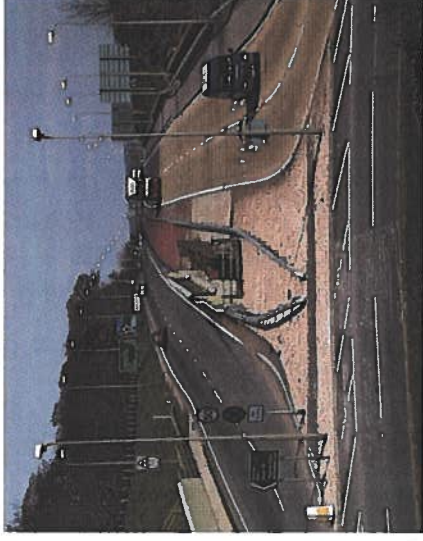




## Distributor Roads

6.14 Major deficiencies have been identified in the urban trunk and distributor road network. The A96(T) and connecting routes notably via Barn Church Road/Smithton Distributor and the B9006/Old Perth Road provide for the bulk of traffic flowing from Culloden/Cradlehall-Westhill into the City. These transport "corridors" are deficient in terms of the capacity of roads and junctions, provision for cyclists/pedestrians and public transport. Further investigation of the scope for upgrading and improvement reveals a requirement for the following works, including where appropriate, bus stops/shelters, strategic footpaths and cycleways:

- Smithton Distributor - upgrading to dual carriageway standard between the Tower Road/Barn Church Road junction and the A96 including ultimately, the provision of a roundabout at the intersection with the trunk road. These works are likely to be dependent on developer contribution attaching to the allocation of land for campus/business uses at Stratton and Ashton;
- B9006/Inshes/Southern Distributor Road junction with Old Perth Road - upgrading Inshes Roundabout and cycle provision including a cycle lane, multi-user path and a Toucan crossing. These works will be given high priority. Upgrading the Inshes roundabout could be carried out in phases ie.
  - (i) a fully signalised roundabout with minor "flairing" of the carriageway approaches; followed by (ii) re-configuration of the roundabout with dedicated access links to the Inshes Retail Park and the Police HQ, thereby eliminating or reducing traffic using these existing "spokes". Given the completion of phases III and IV of the SDR, important changes in traffic movements are occurring on the fringe of Inverness. Traffic Assessment has been sought to enable the Council to determine whether the works at (i) and (ii) above are



*priority upgrading of the A96*



both required immediately to deal with present and projected traffic. The total cost of these works is expected to be in the order of £700,000. Approximately 25% has been committed or is in the process of being negotiated as part of recent development proposals. It is intended that a contribution arising from land at Firthview-Woodside would amass 50% of the necessary funding and would enable a first phase of works. The balance will derive either from developer contributions or from future allocations in the Council's Capital Plan. In the event that monies can be identified by the Council, it may seek to recoup its investment. Traffic flows on the B9006 in the vicinity of its junction with the B9177(Drumossie) presently create delays at peak times for merging traffic. This is expected to be alleviated by the measures to upgrade Inshes roundabout (above); traffic lights at the C14 (Caulfield Road North) junction (provisionally agreed as part of development at Cradlehall Farm) and improved synchronisation of light controls at the sequence of junctions between Caulfield Road and Inshes. These measures will be the subject of monitoring by the Council and subsequent action in the event that this is deemed necessary. Flows will be monitored to determine any future requirement for upgrading the Tower Road/B9006 junction;

- A96 (T) - upgrading to dual carriageway standard between the junctions of Smithton distributor road and Inverness Retail and Business Park. The Scottish Executive is encouraged to give high priority to these works. As regards the A96/Barn Church Road junction, it is for the Executive to ascertain the nature and extent of improvements and the phasing of works. Given that the options which would increase the capacity of the junction involve installation of (i) traffic lights at lesser cost; or (ii) a roundabout at greater cost; it is for consideration by the Executive whether the balance lies in (i) early works and expenditure which may become obsolete; or in (ii) later works and a more prudent approach which could considerably extend the design "life" of the junction. To assist its decision and evaluate the additional



contribution to negotiated by independently with developers at Firthview-Woodside, the Executive's requirement for a Traffic Assessment is set out in the Brief. This contribution will be secured prior to the issue of planning permission and the Council will be a party to any formal agreement necessary;

- A96/Raigmore Interchange - full signalisation and cycle/pedestrian facilities. This is expected to be given high priority by the Executive.

6.15 The above routes link with a wider network of distributor roads serving the district and neighbourhood, notably Tower Road and Caulfield Road. Significant local traffic speed and pedestrian safety concerns - including congestion close to Cradlehall Primary School - are being addressed incrementally as part of a "Safer Routes" initiative. This embraces the main pedestrian/pupil desire lines, crossing points of Caulfield Road and other traffic management measures, already secured as part of developer commitments attaching to the grant of planning permission for development at Cradlehall Farm (OUTIN/01/0020). Further works attaching to development at Firthview-Woodside are dealt with in para. 7.18-20 below.

6.16 The necessary funding for upgrading of the trunk and distributor road network to dual carriageway standard must be accumulated at least in part, in association with development of allocated land in this part of the City. These circumstances create uncertainty about the timing and phasing of works, and place a responsibility on the Scottish Executive and the Council to ensure that such monies are "topped-up" as necessary. Upgrading of the A96 and the Barn Church Road must be co-ordinated and the trunk road which handles a substantially greater volume of traffic, dualled first. A comprehensive Traffic Assessment will be required to establish the timing and phasing of improvements in relation to traffic generated by development at Firthview-Woodside and other relevant considerations. This will take into account the principle that the remaining

allocations of land for housing and community uses within Culloden will be served by the existing distributor road network, upgraded in accordance with the terms set out above. This will also assist discussion with the Scottish Executive in respect of its responsibility for the A96(T).

### **Green Wedges**

6.17 Major "buffers" separating the City's districts are identified as *Green Wedges*, protected from development. Those adjoining Cradlehall-Westhill flank the A9 and A96 and the major business and campus parks at Ashton/Stratton and Beechwood. In accordance with policy, the Council expects to secure such tracts of land as part of the City's landscape setting and to provide for its long term recreation and amenity needs. This proposal is to be taken forward under the auspices of a Community Trust and as part of the Scottish Executive's *Cities Review*. It is proposed that such land will be secured incrementally concurrent with development proposals which accord with the Local Plan and through the activities of the proposed Trust. A *City Common* and major district park in these locations could also accommodate the formal recreation facilities identified at above.

6.18 The open upper reaches of land at Firthview-Woodside will be safeguarded from development to enable enjoyment of views from the B9006. This land could provide for visitor/community parking, picnic and viewpoint facilities together with additional public access into Culloden Wood. Section 75 Agreement will be sought to retain the open character and amenity value of the fields between the southern limits of development and this route. There will be no requirement for substantial tree planting in this area. Continuation of agriculture/grazings, public use or inclusion as part a limited number of paddock style plots present acceptable alternative management regimes for this land.

6.19 Further to the Inverness Local Plan [2. 36], the Council and Scottish Natural Heritage are to undertake a comprehensive badger survey of the urban fringe and the A96 "corridor". This will take place during winter/spring 2002/3 at a total cost of £30,000 of which 50% will be expected to be met initially by developer contribution associated with the City's main expansion areas. Land at Firthview-Woodside is strategically placed in this context. The purpose is to inform measures for the protection and management of the species and its habitat.

### **Multi-User Routes**

6.20 The National Cycle Routes 1 and 7 pass through the District and provide the framework for extending a network of routes. In addition, the "Paths Around Inverness" initiative aims to integrate the wider access network with a system of structural multi-user routes. This is a partnership project funded through Inverness and Nairn Enterprise, Forest Enterprise, Scottish Natural Heritage and the Council. In Culloden there are established links from:

- Balloch to Culloden Wood and Cradlehall-Westhill; and
- Cradlehall-Westhill by Smithton and Culloden to Balloch.

Funding for further routes between Cradlehall and West Seafield (Scretan Burn) and between Smithton/Culloden and the A96 to Raigmore (on the seaward side of the trunk road) estimated to cost £240,000 and £150,000 respectively, is identified. Opportunities arise in association with development at Firthview Woodside to link the neighbourhood at Cradlehall-Westhill to these routes notably via a car park/viewpoint off the B9006 and connections into Culloden Wood and by Tower Road to Smithton/Culloden (see 7.19).



## FRAMEWORK: DEVELOPMENT AND LAND USES

7.1 The following planning requirements - including works on and off-site - are considered integral to the development and will be expected to be addressed by developers as part of any proposal(s). These matters are not regarded as potential elements of *planning gain*.

### Housing

#### Capacity

7.2 Applying densities consistent with the adopted Local Plan, the site offers scope for approximately 500 houses. The *indicative* capacity in respect of several parcels of land considered to have potential for housing, is set out in Fig. 4 below. This is intended as a baseline for the apportionment of developer contributions. The actual capacity of the site will be determined by layout and design of development which should accord with the following principles, subject to the grant of planning permission. Developers will be expected to demonstrate as part of a comprehensive *Design Statement* that the tenets of sustainability and good design are applied in all aspects of the site's layout and construction.

### Phasing

7.3 With the mains utility connections into the site required from the outset, development may proceed from Tower Road in both the north and southerly directions. Given the configuration of the site and the existing pattern of land ownership, development of landholdings B and C will be dependent upon a legal



new house-building at Cradlehall-Westhill

agreement between the landowners and the Planning Authority to secure unimpeded access to each holding from Tower Road or confirmation that these holdings have been assembled in the ownership of one party.

Fig. 4 Indicative Capacity: Housing and Community Use

owner	total area (ha.)	parcel	housing (ha.)	indicative capacity	community use (ha.)
A	7.1	1	7.1	106	
B	21.1	2	6.9	104	0.8*
		3	6.0	90	
		4	0.1	2	
		5	1.0	16	
C	28.1	6	11.8	178	
		7	0.2	4	
<b>Total</b>			<b>33.1</b>		

\*subject to layout

## Form

7.4 More intensive building - higher density/tighter form - should be located towards the main axes: Tower Road and the burn; with less intensive development - lower density/looser form - towards the south and eastern fringes of the site. There should be legibility and hierarchy in the layout. Given the pronounced slope and outlook, the tendency may be to arrange buildings predominantly east-west with the contours. This grain should be punctuated by focal points created by groups of buildings turned north-south and stepped up and down the slope. These nodes might associate for example with key entry points, buildings which exceed 2-storey height and "public" buildings or spaces. Changes in level either side of Tower Road enables some flexibility in respect of building height and scope to

take into account the amenity of existing occupiers, where such considerations are consistent with housing needs and the viability of a development proposal.

7.5 The layout of housing development served from a distributor “loop” system should embrace 20mph *Home Zone* design principles to enable streets to function as safe places suitable for a variety of activities. There will be a requirement for developers to provide sheltered cycle storage facilities within flatted developments for residents.

7.6 A good distribution of houses - by type, size and tenure (see Fig. 5) - should be secured within each landholding. Affordable housing will be expected to be completed evenly across the site and to a standard and annual rate comparable and concurrent with private sector building. A tenure mix of some 75% in the social rented and 25% in the low cost owner occupation sectors will be expected for affordable homes.

Fig. 5 Affordable Homes: Preferred Mix

	1-bed	2-bed	3-bed	4+ bed	total
<b>units to be built</b>	20	65	32	13	130
<b>% mix</b>	15%	50%	25%	10%	

Source: Local Housing Strategy

7.7 Specifically, land above the 120m. contour is not considered suitable for “mainstream” residential purposes (see para. 6.18 above). In order to protect views, very limited development in this part of the site may be permitted in the form of up to 6 paddock style plots extending to some 1.0 ha. each, wherein buildings should be held well down the slope. This will require any access to the B9006 to be constructed in accordance with the Council’s *Road Guidelines for New Development*. Related provisions will include sight lines at the junction in both



directions comprising either 4.5 x 180m or 4.5 x 120m, the latter dependent upon extension of the 40mph limit subject to the necessary Traffic Orders at developer expense; together with passing places on the public road to Woodside and reinstatement of any perimeter walls which may require to be set back.

### Community Use

7.8 The reservation of land for community use should continue. Land adjoining Tower Road would be readily accessible and central to the development area, and could offer scope to create a focal point combining community/commercial buildings and open space. 0.3 ha. of land will therefore be expected to be committed by developer agreement in this location for a hall, church and/or similar community facilities. A further 0.5 ha. of adjoining land could be suitable for other social/commercial, local employment or alternatively housing use, provided that the residential option is commensurate with the final phases of development or any relevant planning decision prior to that. Pending a development proposal and for the purposes of maintenance in the interim, this land should be encompassed within the open space provisions at paras. 7.10-12 below.

7.9 A community initiative is required to assemble funding to underpin a bid for grant assistance from the Council and the relevant agencies for construction of a hall or similar facility. This will require to progress timeous with the terms of any developer agreement in respect of the commitment of land for this purpose. There may be a preference in the fullness of time to attach such facilities to the existing primary schools. In this event, and on the understanding that land identified for such purposes would be rescinded and developed for some other appropriate use, a commitment in kind, amounting to an agreed financial sum and the residual site value, would be transferable. However, such arrangements would not generate



*recreation facilities at Culloden*

grant contributions from the same sources and any overall shortfall in funding would not be a matter for which the developer is responsible.

### Open Space

7.10 Small parks comprising 0.8 ha. and 1.3 ha. to the north and south of Tower Road respectively, should be provided in locations which achieve a convenient distribution of open space across the site as a whole and where possible, close association with other community facilities.

7.11 Play facilities should be provided convenient and accessible within housing areas, as follows:

- 2 LEAP (Local Equipped Area for Play) within 5 minutes/400 m. of every house extending to 400 sq. m. with 5 types of play equipment (to be agreed) and seating. These should be located within the above open spaces;
- LAPS (Local Area for Play) within one minute/100 m. of every house extending to 100 sq. m. comprising grass/hard surface with seating. These should be located centrally within groups of 25-50 houses to be completed with the respective phase of development.

7.12 These park and LEAP facilities will be laid out to adoptable standards and vested with the Council in similar terms to those set out at para. 6.12 above. They will be expected to be provided on land either side of Tower Road on completion of 50% of the development capacity of that land.



local recreation attraction: public access to Culloden Wood

Fig. 6 Capacity: Open Space and Landscaping

owner	total area (ha.)	parcel	landscaping	open space (ha.)
A THC	7.1	1	0.4	0.4*
B R MacLean	21.1	2	0.6	0.4*
		3		0.5*
		4		
		5	2.7	
C H MacLean	28.1	6	0.5	0.8*
		7		
<b>Total</b>	<b>56.3</b>		<b>4.2</b>	<b>2.1</b>

\*equivalent, subject to layout excludes 11.6 ha. (B9006 "buffer") 4.5 ha. services/ancillary open space



Inverness-Perth railway alongside the site boundary to Smithton

### Landscaping

- 7.13 Structural tree and shrub planting of mixed native species should integrate development in the setting. This should provide a strong north-south belt up to 25m wide, reinforcing the burn as a key feature, to be implemented prior to development commencing. Intermittent, clumps of trees held well down the slope would reflect existing planting and tie the site into the established forest areas which adjoin to the east.
- 7.14 A landscape structure for the development area should be based upon the principle of consolidating and connecting open land and routes, in preference to



fragmenting such features. Opportunities to define segregated foot/cycle routes as “greenways” should be taken by emphasizing the main axes:

- north-south: with taller trees/more dense planting; and
- east-west: with smaller trees and hedging/lighter, intermittent planting, although changes level enable stronger planting and retention of existing vegetation alongside Tower Road; together with the birch woodland to the east.

### Edges

7.15 There will be a requirement for adequate security fencing on the southern boundary of the site to the railway. Consideration should be given to the provision of deer fencing on the eastern edge towards Culloden Wood. Housing should not encroach within 25-30m. of this boundary. Given the value of Culloden Wood as an amenity and - in view of recent flood events - the desirability of a stable land use regime, Forest Enterprise are encouraged to have regard to the scale of any felling operations which might be part of its long term restructuring and Management Plan.

7.16 Measures will be required to control the location of ancillary buildings, the treatment of boundaries and avoid significant tree planting in association with any large plots occupying the more elevated lands; and to establish a firm building line to Culloden Wood to the east.



*district bus route through Culloden*

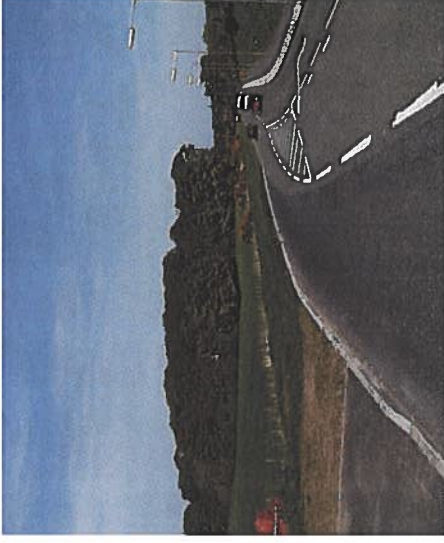
## Archaeology

7.17 One recorded archaeological feature - a farmstead - is located within the open fields to the south of the site. Investigations in the wider locality have revealed a number of important prehistoric sites and potential exists for sub-surface remains to be discovered within land at Firthview-Woodside. Accordingly, the Council will require the developer to undertake site evaluation and recording prior to development commencing. Subject to findings, it may be appropriate to consider the scope for integrating features within the layout and design of the site or any necessary mitigation measures.

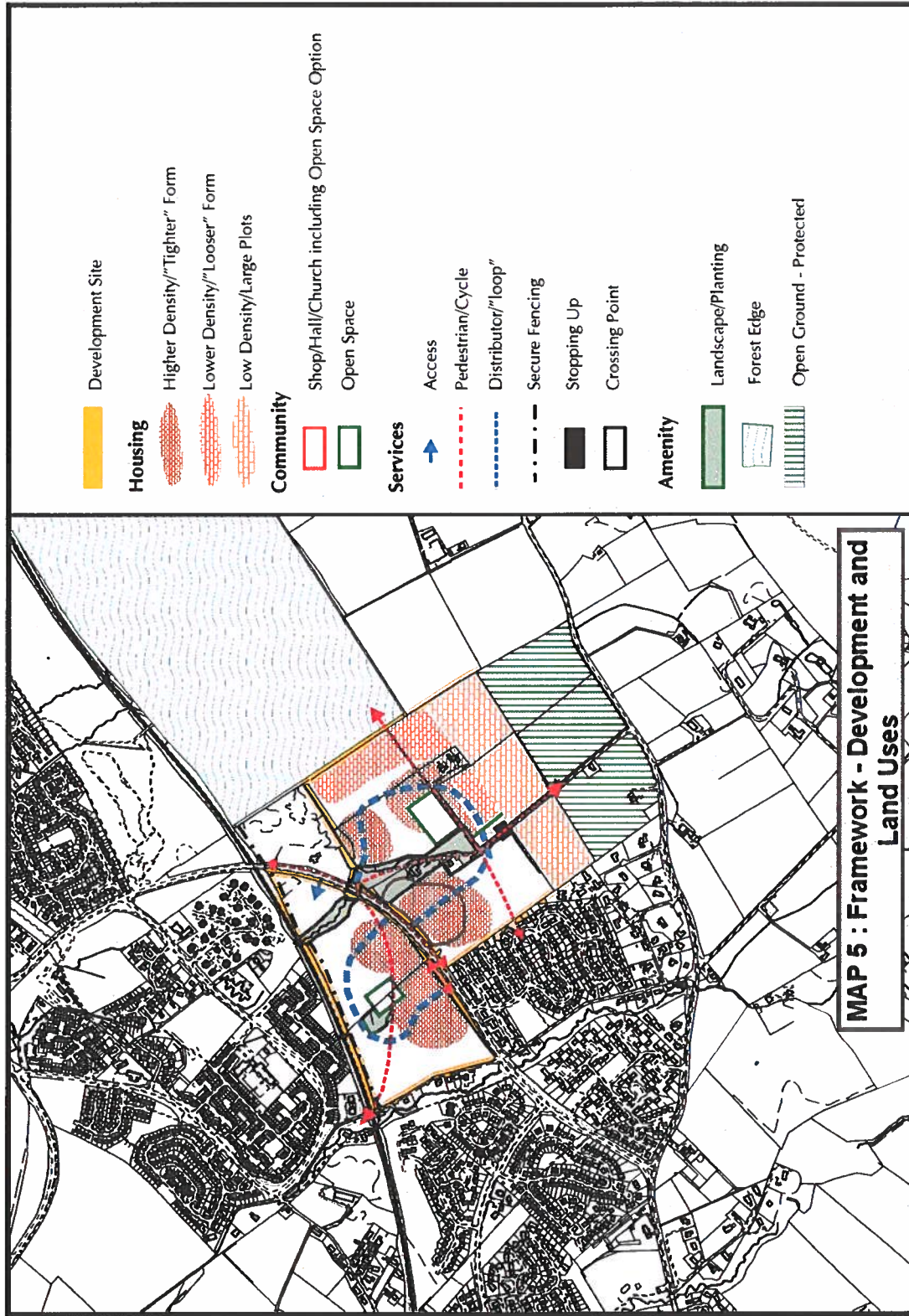
## SERVICES AND UTILITIES

### Access

7.18 Access to the site will be taken primarily from Tower Road by 6.0m distributor "loop" roads serving land either side and not exceeding 400 dwellings in either case. Land lying east of the burn and to the north of Tower Road will be served by a dedicated cul-de-sac to avoid encroaching within the burn gorge. Such standards will enable access by public transport, emergency and other public service vehicles. The junctions of these roads with Tower Road will be located a minimum of 210m apart. Where community facilities generate significant traffic, junctions should incorporate right-turning "ghost islands". The specification for access construction will be consistent with the Council's approved *Guidelines*. There should be no vehicular link from this "loop" network to the B9006 or to Burn Brae.



neighbourhood distributor road at  
Cradlehall





## **Pedestrians/Cyclists**

7.19 Pedestrian/cyclist movements should gravitate principally to Tower Road and north to Smithton. Given the need to ensure safe, convenient and secure linkages with the wider neighbourhood and adjoining amenities, provision requires to be made to “channel” public access within and through Firthview-Woodside.

Particular emphasis is placed on the design quality of routes as attractive, lit “greenways” linking community facilities and the main open spaces. The following 3m. wide multi-user routes should be formed:

- along the southern margin of Tower Road, contiguous with the site boundary and linking with the National Cycle Routes 1 and 7 which intersect some 500m. north of the site;
- segregated, and running northwards and parallel with the burn as far as Tower Road. This will comprise part of a wider amenity feature (see para. 7.13 above) incorporating any required safety or anti-flood/erosion measures;
- east-west across the land south of Tower Road, linking Burn Brae to Culloden Wood;
- diagonally across the land south of Tower Road through the north west corner of the site to join the existing Westhill-Smithton route and to link with the wider Smithton network in this vicinity.

Traffic flows at the junctions of Tower Road with the B9006 and Murray Road will be the subject of monitoring by the Council and subsequent action in the event that this is deemed necessary.

7.20 As part of any proposed development at Woodside-Firthview, additional light controlled crossing points of Tower Road, Caulfield Road (close to Tower Road) and Murray Road (to Smithton Primary School) are identified. The location

of these will be subject to be confirmation of the above multi-user routes. In addition, bus lay-bys/shelters should be formed onto Tower Road, some 200m east of existing stops.

### **Foul Drainage**

7.21 An off-site connection requires to be made to the main trunk sewer at Smithton via a bore beneath the railway. This may require pumping of sewage from the lower parts of the development area. On and off-site works in excess of the Scottish Water reasonable cost limits, will be expected to be met by developers. Priority will be given by the agency to off-site works with any shortfall to be met by developers. Legislation governing such cost contributions is expected to be reviewed in the near future.

### **Water**

7.22 The main off-site requirements involve connection to the high pressure main to the south and additional storage. Scottish Water expect the timing of the former to take account of an agreed phasing plan for the provision of utilities to the site and that the latter should coincide with the early phases of development to ensure security of supply. Water services to the initial phases of development are expected to be taken from the mains network in Tower Road. Scottish Water expect this to be linked to the high pressure main to the south of the site as development proceeds.

## Surface Water Drainage

7.23 Provision should be made consistent with SUDS (Sustainable Urban Drainage Systems) and in agreement with SEPA for disposal of surface water within the site. This will include any necessary means of attenuation on the lower reaches of the land either side of Tower Road and at locations which relate to the natural pattern of drainage. Specifically, the discharge of surface water to the existing burns within or adjoining the site must not exceed the capacity of watercourses, or increase the risk of flooding or erosion downstream. A SUDS strategy for the site will be founded on the 200 year flood return period and will be expected to be designed with 30% additional capacity and must be consistent with the Council's wider anti-flood objectives. SUDS which fail to meet these design standards will not comply with the Development Brief. At Fithview-Woodside, the lack of porosity in ground conditions indicates that SUDS measures will, in all probability, involve attenuation of storm water on site, released to the burn as its capacity permits. Albeit that such "holding" ponds will be dry landscape features for the majority of the time, safety considerations are paramount in their design. The Council will require that these be enclosed by secure fencing.

7.24 Such measures will be expected to be designed in accordance with the CIRIA Manual\*. In accordance with PAN 61, any development proposal will be subject to a comprehensive hydrological study and a drainage strategy. This will be expected to indicate the types of measures to be used and how these will be integrated into the site and its surroundings together with evidence of sub-soil conditions, run-off calculations and good ecological practice. This will require to demonstrate the suitability of sub-soil conditions for appropriate SUDS. Those such as swales, holding ponds and detention basins which will be constructed on the ground and as part of the topography of the site will require to be designed as safe, secure and ecologically compatible features. Provision for access to these



features and to the margins of the burn for drainage maintenance purposes will be required. Culverting or division of watercourses should be avoided. Detailed discussions will be required with SEPA.

7.25 Further to the flood event of September 2002, its impact on properties downstream and priority discussions with SEPA, Scottish Water, and Forest Enterprise; the Council has commissioned a Consultants study to investigate the existing drainage regime within the District. This will assess the capacity of water courses and culverts in the context of the 1 in 100 year flood return period, identify deficiencies and recommend any necessary action.

7.26 Details of the maintenance of SUDS will be agreed with the developer as part of any planning permission given. Provisions must be designed to meet the Council's requirements and those of Scottish Water in order to secure a comprehensive maintenance arrangement vested with the respective bodies according to their statutory responsibilities."

## Electricity

- 7.27 Overhead circuits run through the site. These comprise:
- a 33 kv line towards the centre is a primary feed to the substation supplying a substantial part of the District and outlying areas; and
  - two 11 kv lines towards the west and east of the site supplying Westhill and Cradlehall as well as other adjoining localities.

It is likely that these services will require to be under-grounded at developer expense. Poles and stays will be required to support these lines where they cross the railway. Any works within 15 m. of existing services require consultation with Scottish and Southern Electricity and must accord with Health and Safety Guidance requirements. Development proposals will require detailed discussion

with SSE to determine any effects on the network. However, given the possibility of gas services to the site, SSE anticipate sufficient capacity to serve 500 additional houses. Ground mounted secondary substations will be required to serve new and existing development. Each will require 25 sq. metres of land.

## **PLANNING GAIN: DEVELOPER OBLIGATIONS**

### **Section 75 Agreement**

- 8.1 The Appendix: Schedule A sets out the obligations on developers of land at Firthview-Woodside in order to secure their contribution towards the provision or upgrading of infrastructure and services in respect of roads, school accommodation, sports fields and community facilities. This excludes contributions in relation to the A96 Trunk Road and affordable housing for which the developer(s) will be expected to negotiate separately with the appropriate agencies. These calculations are indicative and actual developer contributions, index linked to any agreed date of receipt, will be the subject of negotiations attaching to the specific grant of planning permission.
- 8.2 Further, these developer obligations do not include the provision or upgrading of infrastructure and services (including structural multi-user routes, open space, bus lay-by and road crossing facilities itemised in this Brief) for which the developer(s) of land at Firthview-Woodside will be wholly and entirely responsible and which the Council will expect to be implemented as an integral part of development proposals, subject to planning permission.
- 8.3 The Council will normally expect to negotiate and secure developer contributions by Section 75 Agreement with other landowner/developer(s) and any

relevant third parties, prior to the grant of planning permission. Consistent with Circular 12/96\* and this Development Brief, the Council considers that such Agreement is required to make the development of land at Firthview-Woodside acceptable in land use terms and essential to the grant of planning permission. The purpose of Section 75 Agreement is to enable development to proceed, and reduce, eliminate or compensate for any negative impacts on infrastructure, services and the environment.

8.4 The Council will expect to assemble funds to carry out and complete Schedule A related works in similar terms and in association with proposals to develop all land in and adjoining Culloeden, allocated for housing, business/industry, special and community uses in the Inverness Local Plan and in other circumstances where the Council is minded to grant planning permission. Whilst negotiated Agreements must enable some flexibility in the composition of future infrastructure/service projects, related contributions will require to be "ring-fenced" for the purposes set out in the Development Brief. It will be incumbent on the Council however, to monitor the aggregation of monies over time and to consider whether it requires to make provision within its capital programme to ensure that deficiencies are timeously met.

8.5 All developer obligations will be expected to be apportioned on a fair and equitable basis against each landholding, according to its potential for development. The Council has prepared a *Protocol* governing developer contributions. This includes referral to the District Valuer in the event that the Planning Authority and relevant other interests are unable to reach agreement in respect of the stated developer obligations or those required in relation to specific development proposals.

8.6 Section 75 Agreement will be accompanied, as necessary, by land plans which will delineate all land to be transferred to the Council or other agency(ies)



for the purposes of *securing* infrastructure and services and the maintenance thereof. This will include all distributor roads and structural cycle/pedestrian routes; all public open space and land for affordable housing.

**APPENDIX**

**SCHEDULE A: PLANNING GAIN: DEVELOPER OBLIGATIONS**

**1. INFRASTRUCTURE/SERVICES: DISTRIBUTOR ROADS**

INFRASTRUCTURE/SERVICES: DISTRIBUTOR ROADS			
Location	Nature of Works	Standard/Rate	Estimated Cost
Smithton Distributor	dual carriageway	700m@ £1,700 per m.	£1,200,000
B9006/Inshes Roundabout	multi user/cycle route upgrade and full signalisation	1600m@ £150 per m	£240,000#
various	multi user/cycle route public transport	1000m@ £150 per m 3 bus bays/10 shelters@ £45,000/50,000	£150,000 £95,000
<b>Total Cost</b>			<b>2,205,000</b>

#75% committed from other sources  
Jan 2003

FIRTHVIEW-WOODSIDE: DEVELOPER CONTRIBUTION					
infrastructure/ service	% total estimated cost	total negotiable contribution	method	timing	recipient /agency
distributor roads; cycle/pedestrian facilities	see below	£287,735	financial payment	on commencement of development	THC

## 2. INFRASTRUCTURE/SERVICES: RECREATION

INFRASTRUCTURE/SERVICES: RECREATION			
Location	Nature of Works	Standard/Rate	Estimated Cost
Green Wedge	provision of sports fields or equivalent	8.0 ha. @£130,000 per ha. (grant/community contribution 50%)	£1,040,000
	maintenance	18 x annual costs £51-81 per ha. x12	£138,240
	changing facilities	3 rooms (incl. Annualised maintenance @1%)	£252,000
<b>Total Cost</b>			<b>£1,430,240</b>

Jan 2003

FIRTHVIEW-WOODSIDE: DEVELOPER CONTRIBUTION					
infrastructure /service	% total estimated cost	total negotiable contribution	method	timing	recipient /agency
sports fields	9.7%	£138,733	financial payment	on completion of 250 houses	THC



**3. INFRASTRUCTURE/SERVICES: COMMUNITY USE**

INFRASTRUCTURE/SERVICES: COMMUNITY USE			
Location	Nature of Works	Standard/Rate	Estimated Cost
Firthview - Woodside	community hall or equivalent	£1000 per sq. m @ 300 sq. m.	£300,000
<b>Total Cost</b>			<b>£300,000</b>

Jan 2003

FIRTHVIEW-WOODSIDE: DEVELOPER CONTRIBUTION					
infrastructure /service	% total estimated cost	total negotiable contribution	method	timing	recipient /agency
Community Hall	24.2%	£26,136	serviced site	on completion of 250 houses	THC

# 90% grant funded: developer contribution 40%

**4. INFRASTRUCTURE/SERVICES: EDUCATION/LEISURE**

INFRASTRUCTURE/SERVICES: EDUCATION/LEISURE			
Location	Nature of Works	Standard/Rate	Estimated Cost
Culloden Academy	extension of classrooms, core facilities, playing fields and parking/hardstanding site	£1300 per sq. m. @994 sq. m.	£1,292,000
<b>Total Costs</b>			<b>£250,000</b>
Jan 2003			<b>£1,542,000</b>

FIRTHVIEW-WOODSIDE: DEVELOPER CONTRIBUTION					
infrastructure /service	% total estimated cost	total negotiable contribution	method	timing	recipient /agency
Culloden Academy	see below	£185,040	financial payment	on completion of 250 houses	THC

**FIRTHVIEW-WOODSIDE: SUMMARY OF INDICATIVE DEVELOPER CONTRIBUTIONS**

Firthview-Woodside: Summary of Indicative Developer Contributions : Jan 2003

	total developer contribution	total developer contribution per house
1. distributor roads	£287,735	£575.47
2. recreation	£138,733	£277.45
3. community use	£26,136	£52.30
4. education/leisure	£185,040	£370.08
<b>total</b>	<b>£637,644</b>	<b>£1,275.30</b>

\*excludes A96/Affordable Housing

