

**THE HIGHLAND COUNCIL**

**SOUTH PLANNING APPLICATIONS COMMITTEE**  
**27 September 2016**

Agenda Item	6.3
Report No	PLS 058/16

**16/02009/FUL: Tweed Estates and Kirkwood Homes**  
**Land at Lower Slackbuie, Inverness**

**Report by Area Planning Manager South / Major Developments**

**SUMMARY**

**Description:** Mixed use residential development and restaurant with licenced bar (Use Class 3) and associated living accommodation.

**Recommendation: GRANT**

**Ward:** 20 - Inverness South.

**Development category:** Major Development.

**Pre-determination hearing:** Not required

**Reason referred to Committee:** Major development.

**1. PROPOSED DEVELOPMENT**

- 1.1 The development is for two principal uses; a restaurant with licensed bar and 60 residential units, of which 15 are affordable houses. The restaurant will provide cover for 150 customers and include accommodation for the site manager. It also offers a small outdoor play area, a beer garden and dedicated car park for customers. The mixed use development provides both formal and informal landscaping.
- 1.2 The site will take access via the existing roundabout within Asda Supermarket retail park which is served by a roundabout from Sir Walter Scott Drive (formerly known as the Southern Distributor Road (SDR)). Access through the site has been designed to ensure that some access roads can be easily extended to accommodate future development or link with existing development to accommodate emergency vehicle access. Footpaths and cycleways will also be provided across and through the site. The layout also accommodates a Sustainable Urban Drainage scheme (SUDs) and electricity substation.
- 1.3 A total of 180 car parking spaces are proposed at the site (129 for the residential element and 51 spaces for the restaurant and licensed bar element). Cycle parking provision will also be provided.

- 1.4 The application has been informed by both a pre-application consultation exercise with the Planning Authority and a public consultation exercise in advance of submission as it is a planning application for Major development. The application is supported by a: -
- Design and Access Statement.
  - Transport Statement.
  - Drainage Impact Assessment.
  - Energy Recovery Statement.
  - Archaeology Evaluation.
  - Ecology Report
- 1.5 Included within the above reports are statements / information on sustainability, lighting and trees. Information in respect of the local ecology includes statements in respect of bats.
- 1.6 Since the initial submission and following responses from consultees a number of plans have been updated which incorporate the requirements and recommendations of key agencies. Amended plans include changes to the house position within house plots to better accord with Designing Streets guidance, road adoption needs, parking, landscaping, SUDs drainage details, maintenance strips and site ownership.

## **2. SITE DESCRIPTION**

- 2.1 The site extends to 3.9ha, the majority of which is a single field unit formerly used for agricultural purposes at Slackbuie. This flat field lies at a level higher than the current Asda retail park. It was accessed previously via the single track road that was used to serve Culduthel Cottages, which is now maintained by the Council as a cycle route. The application site includes both sides of the cycle track, although it remains as adopted road managed by the Council. To the south of the cycle track (uphill) housing development has taken place including a range of development types but generally 2 storey units terraced / semi-detached houses with pitched roofs.
- 2.2 The site of the proposed restaurant was formerly used as the Asda development site construction compound. This land sits slightly above the SDR road and the current access road into the retail park. It is on lower ground to that of the proposed housing. Included within the application site is a triangular area south of the proposed restaurant site that is steeply sloping and has been engineered to accommodate the diversion of an unnamed water course that runs through the western portion of the Asda supermarket site.
- 2.3 The site is not covered by any particular ecological or cultural designation. However the development of the retail park did uncover considerable archaeology highlighting the importance of this area in prehistoric times. In addition the trees to the northern side of the proposed housing area form part of a Council designated Tree Preservation Order covering a tree grouping that provides a strong landscape feature in the area. Development at Slackbuie has been undertaken with regard to the Council's green network policy sustaining the natural corridors, with the wider countryside around Inverness. Consequently the

area, particularly adjacent the watercourse, SUDs and informal landscaping can be used by of wildlife interest including bats, badger and numerous bird species.

- 2.4 The site falls within one of the last areas of development which forms part of the Lower Slackbuie / Slackbuie masterplan. As a consequence the shape and form of development has been guided by previous planning decisions where access arrangements in particular are dictating site layout. Community facilities have already been provided in the area including the Slackbuie kick-about pitch to the south west and Culduthel Park to the north of the SDR. The site falls within the school catchment areas of Cauldeen Primary, the Gaelic school and Inverness Royal Academy.

### **3. PLANNING HISTORY**

- 3.1 16 March 2016: Proposed mixed use residential development (60 Units) and restaurant with licensed bar (Class 3) and associated living accommodation (16/00437/PREAPP).

04 February 2016: EIA Screening – Not Required (16/00530/SCRE).

28 January 2016: Planning Application Notification for a mixed use 60 unit residential development & restaurant with licensed bar (class 3) & associated living accommodation (16/00405/PAN).

19 January 2011: Application in principle Class 1 superstore, petrol filling station, ancillary class 1 retail units, access, car parking and landscaping approved on appeal - Appeal Reference NAIHLD/037 (06/00686/OUTIN).

26 July 2010: Enabling works (09/00644/MSC) application to prepare site for development - (founded upon 03/00104/OUTIN) masterplan for housing, new school, community facilities, means of access, open space and structural landscaping at Slackbuie Farm).

9 September 2004: Outline masterplan at Slackbuie Farm granted planning permission (Ref 03/00104/OUTIN).

### **4. PUBLIC PARTICIPATION**

- 4.1 Advertised : Unknown neighbour

Representation deadline : 3 June 2016

Timeous representations : 3 objections.

Late representations : 0

- 4.2 Material considerations raised in objection are summarised as follows:

- Need to safeguard a pedestrian / cycle interests within the local road network linking housing in the north and schools in the south including provision for

drop kerbs; signalised pedestrian crossing on the SDR west of roundabout.

- Change to housing use rather than community / neighbourhood facilities is a lost opportunity / lost employment opportunity in the local area.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet [www.wam.highland.gov.uk/wam](http://www.wam.highland.gov.uk/wam). Access to computers can be made available via Planning and Development Service offices.

## 5. CONSULTATIONS

5.1 **South Inverness Community Council** does not object to the application. Concern is raised over the increased number of housing units (+36) from that set out in the Development Plan.

5.2 **THC Archaeology Officer** does not object to the application. Request is made for a condition to secure a watching brief on earthworks on this site given the valued interests found in this area.

5.3 **THC Forestry Officer** objects to the application. Conflict with existing tree resources within and adjacent to this site.

5.4 **THC Environmental Health** has no objection to the application. Such application give rise to issues of construction noise / dust, etc. and operationally "cooking" odours. Request is made for appropriate planning conditions to effective these issues.

5.5 **THC Transport Planning** has no objection to this application. A request is made for a number of specific transport and traffic matters to be addressed through developer contribution and or planning conditions. Further matters will then need to be addressed in more detail through the Road Construction Consent process.

5.6 **THC Access Officer** has no objection to this application.

5.7 **THC Head of Property Partnerships** has no objection to this application. There is agreement that affordable housing provision will be delivered on site. The developer is working with Caledonia Housing Association to deliver the affordable housing.

5.8 **THC Head of Education** has no objection to the application. A developer contribution in respect of primary education is required. The latter would comprise a contribution of £2,013 per house and £260 per flat from the developer towards primary school extension in the area.

5.9 **THC Flood Team** has no objection to this application.

5.10 **Scottish Water (SW)** has not responded to this proposal.

5.11 **Scottish Environmental Protection Agency (SEPA)** has no objection to the application. Request is made for planning conditions to be attached to any grant of planning permission.

## **6. DEVELOPMENT PLAN POLICY**

### **Highland Wide Local Development Plan (2012)**

6.1 The following policies are relevant to the assessment of the application: -

- Policy 28 Sustainable Design
- Policy 29 Design Quality and Place-Making
- Policy 30 Physical Constraints
- Policy 31 Developer Contributions
- Policy 32 Affordable Housing
- Policy 40 Retail Development
- Policy 51 Trees and Development
- Policy 56 Travel
- Policy 57 Natural, Built and Cultural Heritage
- Policy 58 Protected Species
- Policy 59 Other Protected Species
- Policy 60 Other Important Habitats and Article 10 Features
- Policy 61 Landscape
- Policy 63 Water Environment
- Policy 64 Flood Risk
- Policy 65 Waste Water Treatment
- Policy 66 Surface Water Drainage
- Policy 72 Pollution
- Policy 73 Air Quality
- Policy 74 Green Networks
- Policy 75 Open Space
- Policy 77 Public Access

### **Inner Moray Firth Local Development Plan (2015)**

6.2 The following allocations / policies are relevant to the assessment of the application: -

- IN53 - 'Land South of Asda' / Slackbuie Neighbourhood Centre.
- Policy 1 - Promoting and Protecting City and Town Centres.
- Policy 2 – Delivering Development.

## **7. OTHER MATERIAL CONSIDERATIONS**

### **Highland Council Supplementary Planning Policy Guidance**

- 7.1
- Open Space in New Residential Development.
  - Developer Contributions
    - Affordable Housing;
    - Education;
    - Infrastructure (including Transport, Flooding and Waste Management)
    - Green Infrastructure;

- Community Infrastructure; and
- Public Art.
- Sustainable Design Guide.
- Managing Waste in New Developments.
- Green Networks.

### **Scottish Government Planning Policy and Guidance**

7.2 Scottish Planning Policy (June 2014)

## **8. PLANNING APPRAISAL**

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

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

### **Development Plan Assessment**

8.4 The site has been allocated for development within the Inner Moray Firth Local Development Plan (IMFLDP). The 3.75 ha site forms the central part of the wider 9.7 ha allocation IN53 'Land South of Asda' as shown on the IMFLDP South Inverness Proposals Map. The IMFLDP also delineates the extent of the Slackbuie Neighbourhood Centre which comprises the existing retail supermarket and the eastern section of allocation IN53, which includes part of the application site. The following statements from the Local Plan are noteworthy: -

- IN53 supports the development of the following mixed uses: Business, Community, Retail and 24 homes. The allocation also requires that any retail component should be limited to neighbourhood catchment scale only and that development is setback from trees on the northern boundary of the site.
- IMFLDP Policy 1 Promoting and Protecting City and Town Centres apply to the Slackbuie Neighbourhood Centre which is promoted as a suitable location for proposals that generates footfall (visits by the general public). The Council will not support any proposals that are likely to have an adverse effect on the vitality and viability of centres listed within Policy 1.
- IMFLDP Policy 2 Delivering Development applies, where development allocation being supported subject to provision of the necessary infrastructure, services and facilities required to support new development proposed as indicated in this Plan. Larger sites must be appropriately master-planned. Each phase of development will need to show its relationship to this overall masterplan and demonstrate how the required infrastructure will be delivered.

8.5 The proposed restaurant set out in this application is consistent with the Development Plan allocation. It would serve the needs of the neighbourhood and

wider catchment, particularly given its proximity to the Southern Distributor Road and its location close to the Asda supermarket which has shoppers from afar.

- 8.6 The housing element presented within the application is not consistent with the Development Plan allocation given the number of housing units proposed. That said the ground remaining within the “land allocation” retains the potential for business and community uses to emerge in line with the allocation. This potentially includes the field to the west of the application site, granted permission in the past for housing (06/00286/REMIN) and land to the south / above the existing Asda Supermarket previously for a Health Centre development (08/00381/REMIN).
- 8.7 Having regard for the historic planning permissions, it may have been expected that the housing element of the Development Plan would be taken up on the land to the west of this site, but this is not an expectation set down in the IMFLDP. Therefore it would be important in any decision to grant planning permission for housing, to retain the prospect of community and business uses on the westernmost area of the allocation, either via an access on its own or more likely via the access road being provided by the current proposal.
- 8.8 The demand for community and business uses is not certain, with such proposals emerging in a sporadic nature. The Development Plan has a very significant land allocation for housing across the city, so there is no over-riding need in land use terms to support the housing units set out in the application. It would be highly desirable therefore to ensure that the proposed bar / restaurant was realised as part of the initial development of this site, with phasing of any housing being curtailed by delivery of this business enterprise which would be valued by the many residents who now live in wider neighbourhood. A Phasing Plan should be set by condition restricting the development of no more than 20 houses as noted in the IMFLDP, prior to a meaningful commencement of the approved pub and restaurant development. Whilst the volume of development may be needed to secure an economic package, the housing should not be pursued in the absence of the community / business development. Inverness is not short of land for housing.
- 8.9 There are many factors highlighted within the Development Plan that need to be taken into account in the determination of this application through the final planning balance which can influence the acceptability of the proposal. For example Developer Contributions, Sustainability, Master-planning Provisions, Design Quality and Place Making. These factors and many other points were highlighted to the applicant at the pre-application stage and are considered throughout this assessment. If the Council is content that there are no significant adverse impacts arising from the proposals then the application could be supported.

## **Material Considerations**

### Developer Contributions

- 8.10 Largescale development is not without constraints, not just in respect of the physical characteristics of any site but often in respect of improved public services, facilities and or infrastructure. The Council has a clear policy outlining how all developments need to be assessed against local service provision and what fair and reasonable contributions are required.
- 8.11 The current proposal falls within an area that has already been assessed for developer contributions. This has included a contribution to the Southern Distributor Road, affordable housing, kick-pitch, provision of land for a school (the Gaelic Primary School) and public park (Culduthel Park). These have been paid, with the significant contributions made in association with the initial master-plan consent for this area including this site (03/00104/OUTIN).
- 8.12 However the current application does not draw from this outline permission, and proposes development in excess of that outlined in the provisions of the initial development and the expectations of the current Development Plan. The applicant has brought forward in this application a mixture of measures including:
- Contribution to affordable housing (15 houses to be provided on site).
  - Primary education contribution.
  - Land / road provisions as per plans including emergency access, footpaths, etc. which allow for onward connectivity for further / future development.
  - Commitment to the development of “Travel Plans.”
  - SUDs.
  - Toddlers play area.
  - Open landscaping / green network / entrance stonework.
- 8.13 Policies as set out in of the Council’s HwLDP including Policy 28 Sustainable Design, Policy 29 Design Quality and Place-Making; Policy 30 Physical Constraints Policy 31 Developer Contributions all highlight the importance for new development to make a positive contribution to the quality of the place in which it is located and to creating a distinct sense of place and identity. If the application is considered to have achieved this it would comply with these key policies of the Development Plan. The offered specific measures of developer contributions are welcome and are generally consistent with expectations as set out in the Development Plan and Supplementary Guidance.
- 8.14 The more generic built-in contributions of the development such as access provisions is considered in further detail throughout this assessment and add to the overall contribution that the application would make to the area. Some short comings are highlighted within the assessment. However a driving feature of the application has been to take forward the “master-planning” provisions set out for this neighbourhood within earlier applications.



## Design and Layout

- 8.15 The Council's Sustainable Design Supplementary Guidance emphasises that *“development sites should not be viewed as a series of individual sites, but connected spaces which relate to the existing topography and setting. Developments which identify distinct land uses and make a clear distinction between public and private space will help prevent pockets of land becoming under-utilised.”*
- 8.16 This application does resonate with this guidance. It provides for the full development of two land units, the smaller site west of the Asda access road off the SDR and the field unit on higher ground west of the current retail park. It leaves as a unit the re-engineered ground which accommodates the unnamed diverted Slackbuie watercourse. It provides for a future connection to land identified for development further to the west, and also could facilitate access to land to the north. It would be important to secure by legal agreement Council ownership of routeways across the site required for future development and thereby avoid any potential of future ransom strips. The layout also provides connectivity via two access points to the cycle path – formerly the access road to Culduthel Cottages, one of which allows for an emergency access / exit linking with Knocknagael.
- 8.17 The proposed housing is entirely consistent in terms of its scale (2 storey units) with the housing units to the south. There is a mixture of styles some offering 2 storeys with roofs, with others being appearing a one story but with the upper floor having dormer windows in an extended roof. The layout is at a high density (20 houses per hectare), which might have been expected, notwithstanding the Council's Development Plan, at the heart of this local neighbourhood where many of the key community facilities lie (shops, schools and parks). The housing would be slightly apart from the proposed restaurant, with the latter being in a key position for customer access and dispersal. The restaurant seeks to provide a clear design statement to the prominent frontage of the site.
- 8.18 In design terms the application presents a range of housing types a mix of detached and terraced 3 and 4 bedroom properties. The layout draws from Scottish Government advice on 'Street Design' and 'Creating Places' for example the stepping of houses along the road line. The affordable units provide a mix of terraced housing and apartments and provide a range of 1, 2 and 3 bed properties. The design palette for the scheme provides for: -
- Steep Pitch roofs with Marley Slate tiles – Colour Smooth Grey
  - Fascias Soffits and Linings - PVC White
  - Doors – Mixture of steel Grey or White.
  - Rainwater pipes – Black.
  - Main Walls – Stonepack drydash aggregate Colour Nordioc on Snocrete backing.
  - Garage Doors – Anthracite Grey.
  - Driveways with Charcoal Block Paviours

8.19 The restaurant building presents as a single complex, part single storey and part two storeys, both elements with pitched roofing consistent with the proposed housing.

- Two roofing materials are proposed including Marely Tiles - Grey and Sandtoft Slate – Graphite;
- Facework including blockwork of Lignacite Carmine (Weathered) and 2 renders including Grey (light) and Flintry Stone (pinkish).
- Fascias and Joinery – Stained softwood Olive Green in colour
- Entrance Doors Clear Stained Oak
- Window Features – Painter Render.

8.20 The bar / restaurant, although domestic in scale, presents as a prominent block to the SDR road, with walls accommodating lettering and lighting. The highest part of the roof extends to 9.8m above ground level. At some locations on the SDR the bar / restaurant the development will appear prominent and a degree overbearing, for example from west of the Asda / Gaelic School roundabout. In other locations it will fit with retail development already in situ, for example from by the Inverness Royal Academy roundabout of the SDR. Pre-application advice highlighted concerns in respect of overdevelopment of what was seen to be a restricted site, with the potential for using land to the west of the current plot to offer a better layout with greater setback from the SDR road frontage and more parking. Unfortunately the land remains in a different ownership.

8.21 Both the restaurant and housing incorporate a mixture of boundary fencing including timber fencing, hedges and at significant locations walls, some with high timber fencing over. This together with landscaping within areas of natural open space and public open space help to finish the development in a manner consistent with the wider area. The finished treatment of these elements adds to the design quality of the whole development.

8.22 The bar / restaurant submission includes a supporting statement on energy recovery. The statement concludes that a heat pump will be utilised and that the facility is shown in planning drawing number 298-95/M/01. SEPA has requested that this plan becomes an approved plan. It has also noted its disappointment that the statement does not cover the whole site, further advancing its sustainable design credentials.

Roads / Traffic / Access Issues including: -

Accessibility

8.23 The site has good access benefiting from the existing access point that serves the Asda supermarket on Sir Walter Scott Drive / SDR at Slackbuie. It is expected that this access will also provide for all construction traffic, with other potential options e.g. via Knocknagael being used only for emergency vehicles following construction. Access via an internal roundabout will serve the whole development with expectation of serving development further to the west in due course. The proposal has been designed to accord with Scottish Government guidance 'Designing Streets' in alignment with the Council's Standards for 'Roads and

Transport Guidelines for New Developments'. Transport Planning has raised no objection to the principle of the development, but it raises a number of potential tensions / conflicts. Whilst some of these matters are reconcilable using planning conditions and the Road Construction Consent (RCC) process, not all matters are easily resolved.

- 8.24 A key conflict with this application is with the Council's ambitions in respect of the SDR. In recent times the Council considered the SDR would form part of 'trunk link road' between the A82(T) and the A9(T), and that this route would ultimately require the existing road to be upgraded to dual carriageway standard, perhaps with some existing roundabouts being reduced to turn left junctions only. The Council's ambitions were highlighted within previous 'Development Plan' provisions, but not continued into the current plan. It has justified a set back for development along most of its length and particularly with regard to the Asda supermarket development.
- 8.25 At this location the existing development of housing and Gaelic school to the north side of the SDR, together with the changing topography, raised expectations that the dual carriage way section would be designed only from the south side of the current SDR. The current application intrudes upon this ambition, with the applicant conceding that to dual the SDR, should the need arise, could emerge on both sides of the SDR with minimal impact on the current development layout. The Council is currently realising its ambitions for the trunk link project through the West Link project that is currently under construction at Ness-side / Torvean. However the West Link Road section of the SDR is not being developed to dual carriageway standards.

#### Signalised Pedestrian Crossing

- 8.26 In addition to above concerns, Transport Planning has requested a signalised pedestrian crossing to the west side of the Asda / Gaelic school roundabout. This requested is founded on the safer routes to schools initiative, the known footfall to and from Inverness Royal Academy in particular and is highlighted within the public representations received on this application.
- 8.27 The applicant has questioned the requirement for such provision, particularly after taking into account the pedestrian infrastructure in the area including the pelican crossing within the Asda supermarket access and the signalised crossing on the SDR. Of note are the existing signalised pedestrian crossings which have been provided only to one arm of the SDR at its many roundabouts. That said the request from Transport Planning arises from the increase number of houses being advanced on this site when measured against the intent set out in the Development Plan and the increased likelihood of footfall from this site to local schools. In addition completion of the west link road, currently under construction, will change dramatically the traffic flows on this road. In view of the increased traffic flows and the additional number of school pupils expected to cross the SDR, the provision of the signalised pedestrian crossing contribution is regarded as necessary, and should be secured by legal agreement. The applicant has reluctantly agreed with this, but expects their full cost contribution to be minimised with monies being secured from others parties developing in this location.

## Travel Plans

8.28 Transport Planning has welcomed that a Travel Plan is proposed for both the residential site and the commercial site. For the residential units, positive measures are outlined that could be implemented at the site. It is considered that the following measures should definitely be progressed in order to achieve the Travel Plan aims:

- Infrastructure- footways and cycle parking.
- Travel Information.
- Mapping and leaflets during sales/ marketing stage.
- Establishing relationship with public transport operators.
- Promotion of car sharing.

8.29 The proposed measures include the promotion of car sharing. It is recommended that any permission granted is conditioned to ensure that a Travel Plan be provided for approval by the Highland Council one month prior to occupation of the first residential unit. The Travel Plan should then be re-submitted to the Council for review two weeks prior to occupation of the thirtieth residential unit. This is required to prompt active travel.

8.30 For the commercial site, there are a range of measures proposed to encourage different forms of travel to and from the site which is extremely positive. While it focuses mainly on staff, there are some measures which could also be rolled out to visitors such as the provision of public transport information. The proposed measures include the promotion of car sharing. It is recommended that any permission granted is conditioned, requiring a Travel Plan to be provided for approval by the Highland Council one month prior to opening of the commercial site. The Travel Plan should be resubmitted to the Highland Council for review six months after the opening date. This is required to prompt active travel.

## Commercial Site Servicing

8.31 The delivery entrance is to the rear of the restaurant building at the end of a parking aisle. In order to gain access delivery vehicles will have to undertake turning manoeuvres within the confines of the parking aisle and parking area to the front of the building. This is demonstrated by the swept path analyses submitted by the applicant. In the interest of road safety, Transport Planning would prefer to see delivery and customer routes segregated.

8.32 In response to these concerns the applicant has advised that the operators are committed to managing potential conflicts between customers and delivery vehicles and the following measures are common at similar sites across the UK. These include the following measures, which will be incorporated into the proposed Travel Plan submission: -

- Delivery control - deliveries are coordinated and rationalised to minimise the number of delivery vehicles required to access the site;
- Deliveries are normally undertaken outside of busy trading periods.

Undertaking deliveries during busier periods can be detrimental to the commercial operation of the pub / restaurant therefore the delivery management is self-policing;

- The use of a banksperson is common and delivery vehicles are fitted with reversing alarms; and
- The car parking spaces which may be temporarily inconvenienced by delivery vehicles are generally situated remote from the main public access areas.

### Parking

- 8.33 The applicant proposes to provide parking very slightly in excess of the Council's minimum requirements for the number of residential units proposes. This totals 105 for the proposed houses (90 within curtilage and 15 on street) and 24 spaces for the flats. Transport Planning has expressed concerns that the drawings do not highlight parking provisions at the required size. The applicant has confirmed that within curtilage provision is all either 11m by 3m or 5 m by 5.5m to accommodate two cars per plot.
- 8.34 However, the need is not just for within plot parking. It has to also provide for bin collection take and return from the roadside, spaces need increased in size if located against a boundary fence / wall. A finalised plan set as a condition demonstrating these provisions "to scale" can resolve such concerns. This can also clarify vehicular access provision for parking on Plots 8 and 9 and 37 and 38 have been fully resolved, but it is noted that larger cars may not be able to manoeuvre easily. The issue is that that the design of the road is 4.5m in width, requiring the designated parking area to be set back into the house plot to allow reversing in / out.
- 8.35 Parking guidelines for a restaurant is 1 space per 5sqm public floor area plus 1 space per 3 staff, a bar is 1 space per 10sqm public floor area plus 1 space per 3 staff and a flat is 1.5 spaces. The applicant has based the commercial site parking provision of 48 spaces on 242sqm of public floor space and 3 disabled spaces, giving a total of 51 parking spaces. This equates, in its view, to a slight shortfall against the standard or a difference of 2 spaces. The Travel Plan will provide the mechanism to support and encourage sustainable travel alternatives for staff and customers as well as manage vehicle demands.
- 8.36 Transport Planning estimates that the public floor space including the terrace to be 375sqm. Based on 1 space per 5sqm this equates to a requirement for 75 parking spaces, excluding staff and manager parking provision. This gives a short fall in provision of at least 24 parking spaces and to offset this under provision and thereby it recommends that a developer contribution be sought from the applicant.
- 8.37 The applicant has advised that the proposed pub / restaurant is primarily table service and vertical drinking at the bar is unlikely. Further, that the capacity of the kitchen to serve seated customers is limited and whilst it is accepted that an external terrace dining provision exists, this will only be available when weather conditions allow. The 'meet and greet' control manned by staff at the main door, can restrict occupancy for both inside and outside dining accordingly, so that kitchen and staff can cope efficiently with demand. The applicant considered that

including the terrace area as a mechanism to determine parking requirements is unrealistic when considering the operational characteristics of the proposed restaurant on a typical day.

- 8.38 It is clear that the development of the pub/ restaurant is tight and that there is little room in the current ownership to provide any additional parking on site or nearby. Having said that it is highly likely that the users of this facility will be by people who live, work and / or shop in the area, where parking is already available. In addition the applicant has engaged purposefully with the travel plans concept, the sole aim of which is to reduce dependency on the use of cars. In view of these circumstances the requirement for additional parking can be reasonably set aside.

#### Cycling / Cycle Parking and Pedestrians

- 8.39 The applicant has highlighted the network of core paths, cycle routes and pedestrian links across the neighbourhood which are both extensive and well used. This is particularly the case for those routes collecting and distributing pupils from local schools especially Inverness Royal Academy. The proposed application seeks to ensure its residents are linked to existing networks and that there is plenty of opportunity for pedestrians and cyclists to enter, cross and leave this development when accessing local services from surrounding residential estates parks.
- 8.40 Transport Planning recommended that any approval includes the provision of a separate 3m cycle path to the east of the development to accommodate pedestrians and cyclists already use this route. Given the existence of existing links and those proposed in the presented layout, the provision of a dedicated cycle link is not seen as essential. With regard to the provision of cycle parking there is expectation of facilities within the pub / restaurant site both for staff and customers. Customer facilities are on the south east corner of the development closed to the disabled car parking. Secure staff facilities shown on earlier plans has been lost from the design, but are expected to be contained within the cover yard. The applicant is content that the staff facilities be secured by condition.

#### Street Design / Roads Adoption

- 8.41 The application presents in many respects a traditional layout, but has sought to embrace elements of the Scottish Government's policy on designing streets. In this regard the infrastructure being provided allows for good accessibility into and across the site. The elements of roads expected to be developed to the Council's standards for adoption is as highlighted on Plan 3088:104. This will provide some roads with adjacent footpaths and other sections where a shared mix use is proposed. Incorporated within these designs will be the necessary infrastructure for water, drainage, waste water and all other utilities including street lighting. An element of on street visitor parking will be available as will an emergency vehicular access to Knocknagael.
- 8.42 The Transport Planning team has highlighted a number of concerns within the proposal, which will also require to be scrutinised through the Road Construction Consent process. The concerns relate in part to a lack of finished detailed

construction design drawings confirming how the provisions set out within the application will be achieved. For example, the application proposes to place utilities within a service strip that also forms part of the road carriage way, rather than a footpath or grass verge which is more traditional. Such infrastructure within the road carriageway will require a greater level of protection from traffic loading and collision. It will also be important at all turning areas and junctions to ensure that the designed finish in block pavements or a suitable alternative is sufficiently robust to its expected use, care and maintenance.

- 8.43 Furthermore the application highlights boundary walls adjacent to the proposed road, but design detailing is lacking on the foundations of these walls and how this may impact on the final road design. The issue of ownership of the wall and its foundations will also need to be clarified if such structures are not vested in the Council. Of similar concern is the positioning of street lighting, with the current plans highlighting these to be off set from the roadway, into individual plot boundaries. The consequence of this is that there are awkward boundary treatments around many lampposts unless alternative design arrangements can be found. A range of options are possible.
- 8.44 The above paragraphs highlight tensions in the delivery of concepts presented within Scottish Government policy Designing Streets. The Council as Roads Authority needs to be able to adopt a road that is fit for purpose and certainly robust enough to accommodate traffic. This will mean that the investment in each road, which departs from the standards set out in the Council Road and Transport Guidelines are not easily transferable and will require a level of investment in engineering design and product choice to achieve an acceptable outcome.
- 8.45 From a planning perspective the intent set out in the layout is welcomed. It will be important to ensure that the intent is continued through the Road Construction Consent (RCC) process. An informative along side any consent can request the final road design be agreed under the RCC process. This process can also include consideration in the design / material choice for people with particular visual or physical requirements. Any changes to the design require through the RCC process may require a revised planning application to secure design amendments to any approved layout.

#### Public Transport

- 8.46 The relationship of new residential development to any road used as a bus route should result in no house being more than a 400-metre walk from the nearest bus stop. Some residents from this development will have to walk from between 580 metres to 660 metres to the nearest bus stop, that's 180 metres to 220 metres further than Council and National guidelines recommend. What can be recognised with this development is that many services (i.e. Asda) for residents lie within closer proximity than the nearest bus stop. The master plan design for the road network / road hierarchy was draw up prior to current guidelines and the evolution of public transport services has developed upon the key distribution roads which are slightly apart from the current proposal.

## Water and Drainage

- 8.47 The application highlights information in respect of utility services and also surface water drainage including development of a Sustainable Urban Drainage system (SUDs) and water course protection / management. The application highlights that Scottish Water advises that there is sufficient capacity in the Inverness Water Treatment works and also in the local network to service the demands from the development. Further that foul sewers run within the footway of Sir Walter Scott Drive and the cycle path which forms the north east boundary. The sewer within the cycle path serves the houses at Knocknagael and adjacent phases. Both of these sewers connect to a foul water pump station situated immediately north of ASDA. Scottish Water was consulted, by the applicant, regarding new connections to the site. It has confirmed that there is sufficient capacity in the waste water treatment works and the local network for a foul only connection to the existing sewer.
- 8.48 Responses from Scottish Environmental Protection Agencies (SEPA) and the Council's Flood Team have raised no fundamental objections to the application but have highlighted specific detailed matters of concern and their specific requirements for planning conditions, where matters have not been fully addressed within revised drawings.
- 8.49 SEPA has welcomed the submission of a Drainage Impact Assessment (DIA) which follows the new CIRIA guidance. It has discussed the SUDS proposals directly with the applicant and agreed that the surface water drainage design would be acceptable if the filter drain running to the roadside ditch was changed to a swale. On the understanding this happens it has no objections to the drainage proposals. The applicant has confirmed the intention to accommodate a swale within the part of the design on the southern side of the proposed restaurant site. This has led to an amendment of landscape treatment.
- 8.50 The Council's Flood Team welcomes the platform provided by the developer to assist future maintenance of the Slackbuie Channel. It has considered the additional information provided concerning the drainage ditch running along the south eastern boundary and accepts that the flood risk from this source is minimal. Furthermore it accepts that the 200 year event will be contained within the onsite drainage for the commercial area. It understands that the SUDS infrastructure for the residential area and commercial area will be maintained by a factor appointed by the developer until vested by Scottish Water. It requests that if the responsibility for maintenance changes the Planning Authority should be informed in writing.

## Natural Heritage

- 8.51 The site sits within an extensive area that has been developed within the last decade, having formally been in active agricultural use. Whilst there are no statutory nature conservation sites, the area has and still continues to be used by a variety of valued species. The applicant's supporting Ecological Appraisal (EA) concludes there is only limited potential for protected species using the locality including for example bat, birds and invertebrates. Mitigation measures are outlined within the EA in line with good biodiversity / construction management



practices. This will ensure choices in plants / trees that are native and of value to wildlife; pre commencement survey's for protected species and effective site management during construction. The proposed landscape plan effectively retains existing green network links that prevail across this site.

### Trees

- 8.52 The application site and ground adjacent to it accommodates large trees, some of which form part of a Tree Preservation Order (TPO). The Order applies to the trees on the northern boundary of the housing site, west of the plot proposed for the bar and restaurant. The trees are both within (3 trees) and outwith the site boundary although the latter trees will have roots and crowns which intrude into the site. The applicant proposes to ensure development does not impact on these trees by design with plot boundaries and site infrastructure being set back.
- 8.53 The Council's Tree Officer has advised the applicant since pre-application of the need for a 20 metre separation distance between established trees and any new development. This is not fully achieved in the current layout for 6 trees which form part of the TPO. However given the topography and siting of development works the current design layout could be accommodated given appropriate tree protection measures. It would be appropriate to ensure by planning condition that all construction activity respects in full the existing tree resource in this area, applying particular investigatory and protection measures to secure all crowns and tree roots from the risk of construction activities. This would require guidance and monitoring from a competent arboricultural consultant.
- 8.54 At other locations across the site boundary, there are a small number of large isolated trees / tree groups principally associated with the adopted road / cycleway on the south side of the development site. Following a tree survey exercise, using a scale A highest quality – C low quality, the applicant intends to remove four large, mature 'B' category trees and four semi-mature groups of category 'C' trees. This includes a single tree (Beech) on the south western site boundary and trees (Wych Elm, Ash and Beech) on the southern boundary of the site, north of the cycle track.
- 8.55 The British Standard is quite clear that the tree survey should be carried out without cognisance of the development proposals, as the tree survey should help to inform the layout of the site. This is clearly not the case here. Compensatory planting across the development site is to be provided by the applicant. This can be secured by condition. Any removal of such trees however needs to be undertaken with care given the cycle way, drainage ditches and residual wall features already in situ and are to remain in effective use.

### Landscape and Open Space

- 8.56 The application presents a small amount of open space provision for residents all who have their own garden ground. This includes a small circular space within the layout, with toddle play equipment. There will also be a usable area of open ground to the north side of the development, parallel with the TPO area. Whilst a development of this nature might have been expected to provide slightly more

space cognisance is given to the existing open space areas provided for the neighbourhood in this locality which includes a kick about pitch to the south west and Culduthel Park to the north of the SDR.

- 8.57 The development includes the confines of the recently engineered watercourse between this development site and the retail park. Tree planting and walling is to be provided on the north side of this area to provide an attractive frontage to the housing site. The bar / restaurant will also provide its own within plot amenity space. All open space areas are to be managed and maintained by an appointed factor on behalf of the residents. To assist with the maintenance of the watercourse a maintenance access has been provide for to the south side of the development, from the adopted road / cycle way. In overall terms the application secures the green network connections of the area and should enhance the biodiversity of the area and provide the necessary compensatory tree planting.

#### Archaeology & Cultural Heritage

- 8.58 The application lies within a wider area where important prehistoric remains are recorded. Archaeological evaluation carried out earlier this year identified a number of features that require further examination. It is important that the nature and extent of these features are identified and recorded before destruction. Site clearance work should be done under archaeological supervision so that if necessary any recording can be done without causing undue delay or inconvenience for the development. A controlled topsoil strip will ensure that that any features uncovered will be adequately recorded, while causing minimum delay to the development. This can be secured by condition.

#### Noise / Odours

- 8.59 The development of the bar and restaurant is consistent with the Development Plan and is generally located close to a busy road and upon an access to a supermarket which is open 24hrs a day seven days a week. That said there remains the potential of noise disturbance to residents forming part of the proposed development especially through the operation of air conditioning, refrigeration and extractor systems with a need to consider impacts on neighbouring property. Given the separation of proposed housing it is likely that all such equipment properly installed and maintained should not adversely impact on nearby noise sensitive properties. The Environmental Health Officer has recommend conditions are included should any consent which be granted although some matters in respect of noise are best dealt with through other legislative powers / regulation and licensing.

#### Construction Impacts

- 8.60 The development during the construction stage has the potential to create nuisance be that noise, vibration, dust, lighting. It is expected that the developer / contractor will employ the best practicable means to reduce adverse impacts from construction activities. These can also in part be addressed through appropriately worded planning conditions or provided as informatives attached to any consent. This should include a neighbourhood liaison scheme, set as a condition.

8.61 Planning conditions are not used to control construction noise as powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. However, as the construction noise has the potential to cause disturbance, the Environmental Health Officer has recommended that a construction noise assessment is submitted. The noise assessment should be carried out in accordance with BS 5228-1 : 2009 "Code of practice for noise and vibration control on construction and open sites - Part 1: Noise". Details of any mitigation measures should be provided with in the assessment, including proposed construction working hours.

#### Other Material Considerations

8.62 There are no other relevant material factors highlighted within submissions made on this application.

#### Other Considerations – not material.

8.63 None.

#### Matters to be secured by Legal Agreement

8.64 The application presents a number of issues that required to be secured by legal agreement, particularly with regard to necessary developer contributions. For this development it includes the following matters: -

- Affordable housing - 15 houses to be provided on site.
- Primary education contribution.
- Land for the road to ensure onward connectivity for further / future development (westwards and southwards); and
- Contribution for the provision of a signalised pedestrian crossing on the SDR.

8.65 The applicant will be given four months following the date of the decision of the committee to deliver the required legal agreement / developer contributions. Should an agreement not have been concluded within four months the application will be refused.

## **9. CONCLUSION**

9.1 The application presents a final phase of development within the Lower Slackbuie area of Inverness. It brings forward some of the ambitions expected by the community and delivers on the final phase of master-planning of this area. In this regard the investment that the application brings forward is to be welcomed not just during construction (jobs) but also much needed housing, particularly affordable housing. The limited number of public representations against the development in part demonstrates the acceptability of the application, which underwent pre-application consultations locally.

9.2 However the application has drawn three objections, which are focused upon the number of houses in excess of the Development Plan allocation and requested

the provision of a signalised pedestrian crossing provision on the SDR / Sir Walter Scott Road west of the current Asda / Gaelic School roundabout. These issues were highlighted within responses from consultees. Whilst most consultees were content not to object to the principal elements of the application, there remain a number of detailed considerations that conflict with pre application advice and guidance given. The applicant has responded positively to some of the concerns raised but maintained its own stance in respect to others.

- 9.3 Many concerns raised by consultees can be addressed appropriately through the use of planning conditions but there also has to be some judgement made on the latitude given in the final requirements of development on this site. The underlying fact is that the application presents a compact development proposal, which tests many policy provisions, guidance and advice. The acceptability of the proposal hinges on interpretation of Council policy and other advice, but also the very specific characteristics of this site given its location at the heart of this local neighbourhood.
- 9.4 Whilst the application presents proposals which can, with planning conditions attached, safeguard the Tree Preservation Order interests on the north of the site, it does result in the loss of eight semi mature / mature trees elsewhere which are not covered by any designation. Whilst the loss of these trees is regrettable there is a good degree of replacement planting to be realised elsewhere in the layout. On balance the application can be supported in respect of its impact on local trees and the mitigation proposed.
- 9.5 In a similar manner the open space provision on site is limited, but can be regarded as acceptable given the wider provision of park and kick about pitch provision through earlier phases of the development in this locality. A key success with this application will be to ensure that the design features offered on many plot boundaries and entrances is delivered in full at a high design quality. This includes a mixture of masonry walls with fences over, fences, hedges and feature walls.
- 9.6 The application offers the development of a street network with the intention that it will be adopted by the Council. The acceptability of a road including associated footpaths, service strips and lighting depends on a deliverable build that meets the robust requirements of the Council through the Road Construction Consent (RCC) process. The offered layout is not fully consistent with Council guidance, having adopted elements of the Scottish Governments advice on Designing Streets. The intent of the layout is good in that it provides good connectivity to adjacent areas. It can be supported by the Council but its final acceptance for adoption will require additional and specific construction to be set out. For example the provision of a service strip within the roadway, not a footpath, will require an appropriate build design to ensure adequate protection of the services and offer easy access for long-term maintenance.
- 9.7 Transport Planning has made it clear there are some specific design standards which must be met to make the application fully acceptable. For example the dimension of parking bays within house plots must be provide to accord with Council standards. Further, that at key plots, parking bays will have to be

recessed further into plots where the proposed shared surface road way is narrow, in order to allow for reverse accessing or exiting. On some other matters it has made only recommendations for example a request for the provision of a separate 3m cycleway footpath to the east side of the housing development to allow for better connectivity. On balance the provision of this latter footpath is considered unnecessary with the expectation that there should be good footfall through this site via the two provided links connecting with the existing cycleway to the south of the development (inclusive neighbourhoods). No agreement has been made with regard to the request for the developer to meet the cost for the Council to develop a signalised crossing within the SDR road west of Asda / Gaelic roundabout. Subject to its provision via legal agreement, the application would be acceptable in transport planning terms.

- 9.8 The site can be accommodated with regard to water, waste water services and on-site drainage and the provision of the proposed SUDs and water course buffers. Conditions can ensure the finalisations of agreed amendments, in particular the preferred section of drainage to SEPA from the SUDs to be developed as an open swale as opposed to pipework across a short section of the proposed bar and restaurant site.
- 9.9 Of importance to the determination of this application is the proposed bar and restaurant. It is this element of the application that delivers the anticipated community / business use within the Slackbuie neighbourhood centre. Whilst the proposed use is beneficially separate to the housing element of the layout, it utilises ground that is tight in terms of ownership and size for what is proposed. It results in a layout that mixes customer parking with service delivery, but management solutions are as set out in the report. It is short of parking provision as set out in Council standards, but could be considered acceptable given its likely use by residents, shoppers and workers with their own nearby parking provisions. In design terms the bar and restaurant is considered acceptable, although there remains some details to be finalised through conditions to ensure provision of services such as staff cycle parking, external lighting, standing stone feature, drainage swale and amended landscaping.
- 9.10 With regard to the policies of the Council's Development Plan the application has an element of conflict with the expectations set out in the IMFLDP. Whilst it provides for a community / business use through the bar restaurant element of the proposal it provides housing in excess of expectations. That said the housing element of the application does provide an element of affordable housing; there is some developer contribution offered for primary education in particular; and the design of the housing is consistent with the surrounding neighbourhood. There remain other pockets of undeveloped land within the wider Development Plan allocation where further community and business uses could be accommodated. In balancing these factors, a view is taken that provided the business use project is delivered as part of an early phase of development then the proposed housing could be accepted in full.
- 9.11 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable subject to the

provision of appropriate planning conditions as listed below in terms of all other material considerations.

## 10. RECOMMENDATION

### Action required before decision issued Y

Notification to Scottish Ministers N

Notification to Historic Scotland N

Conclusion of Section 75 Agreement Y See Para 8.65 above.

Revocation of previous permission N

10.1 It is recommended the planning permission be **GRANTED** subject to the following conditions and reasons:

### CONDITIONS

1. No development shall commence on site until a Phasing Plan outlining details of the phasing of the development has been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt the Phasing Plan shall ensure: -

- I. Timeous development of the bar and restaurant development with the first phase of housing (maximum 20 non affordable houses occupied only in advance of a meaningful commencement of the bar / restaurant project with an estimated opening date);
- II. Provision of open space concurrently with housing occupation; and
- III. Timeous provision of road infrastructure to a standard capable of adoption concurrently with housing occupation.

Thereafter, the development shall be undertaken in accordance with the approved Phasing Plan.

**Reason:** To ensure the principal elements of the development are secured on an agreed timetable relative to the occupation of the approved housing units.

2. No development shall commence on site until proposals for an archaeological watching brief to be carried out during site clearance and excavation works, has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the watching brief shall be implemented as approved.

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

3. No development, site excavation or groundwork shall commence until a suitably qualified Arboricultural Consultant has been appointed by the developer. Their appointment and remit shall first be approved in writing by the Planning Authority. For the avoidance of doubt, the Arboricultural Consultant shall be appointed prior

to the commencement of the development and as a minimum retained until the completion of the development and their remit shall, in addition to any functions approved in writing by the Planning Authority, include:

- i. Ensuring that the Tree Protection Plan (ref. 00001) and its supporting Tree Survey Report (June 2016) with its Arboricultural Method Statements are implemented to the agreed standard; and
- ii. The preparation of Certificates of Compliance for each stage of work involved in the development, which shall be submitted to the Planning Authority upon completion of the stage to which they relate. Prior to development, site excavation or groundwork commencing, details of each stage of work (including a general description of the type and extent of work to be carried out within that stage) shall be submitted to, and approved in writing by the Planning Authority.

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

4 No development shall commence until a Construction Environmental Management Document (CEMD), in accordance with The Highland Council's Guidance Note on Construction Environmental Management Process for Large Scale Projects (August 2010) (as amended, revoked or re-enacted; with or without modification), has been submitted to, and approved in writing by, the Planning Authority. The CEMD shall be submitted at least two months prior to the intended start date on site and shall include the following:

- i. An Schedule of Mitigation (SM) drawing together all mitigation proposed in support of the application and other agreed mitigation (including that required by agencies and relevant planning conditions attached to this permission);
- ii. Change control procedures to manage/action changes from the approved SM, CEMD and Construction Environmental Management Plans;
- iii. Construction Environmental Management Plans (CEMPs) for the construction phase, covering: -
  - a) Species Protection including pre- commencement surveys;
  - b) Pollution Prevention and Control;
  - c) Dust Management;
  - d) Lighting Mitigation.
  - e) Noise and Vibration Mitigation;
  - f) Site Waste Management;
  - g) Surface and Ground Water Management;
  - h) Drainage / sediment management measures from all construction areas;
  - i) Community / Neighbour liaison measures including effective management of public access infrastructure adjacent to / within the site.

- iv. Methods for monitoring, auditing, reporting and the communication of environmental management on site and with client, Planning Authority and other relevant parties.

Thereafter, development shall be carried out in accordance with the finalised Schedule of Mitigation, Construction Environmental Management Document and any Construction Environmental Management Plans approved thereunder.

**Reason:** To protect the environment and amenity from the construction of the development.

5. No development shall commence until full details of any external lighting to be provided within the site and / or along its boundaries and / or access have been submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

**Reason:** To ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of adjacent properties and does not result in significant additional 'sky glow'.

6. All landscaping works shall be carried out in accordance with the scheme and plans approved as part of this permission. All planting, seeding or turfing as may be comprised in the approved scheme and plans shall be carried out in the first planting and seeding seasons following the commencement of the development, unless otherwise stated in the approved scheme or the agree Phasing Plan highlighted with Condition 1 above. Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

**Reason:** To ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

7. Prior to commencement of any development on the site a management and maintenance scheme in perpetuity for any roads, footpaths or parking spaces which are not to be adopted as part of the public road network and for all areas of open space including the Sustainable Urban Drainage System (SUDS) which are not explicitly shown on the submitted plans as forming part of private garden areas, shall be submitted for the written approval of the Planning Authority.

**Reason:** In the interests of amenity.

8. A kitchen extraction system for the effective removal and dispersal of cooking odours from the premises requires to be designed, installed, effectively operated and maintained in order that cooking odours are minimise as far as possible, at any neighbouring premises. Details of the proposed ventilation system shall be



submitted to, and approved in writing by, the Planning Authority prior to commencement of the development. Thereafter, development and installation shall progress in accordance with the approved details.

**Reason:** To minimise potential disturbance to neighbouring residents.

9. A Travel Plan for the housing element of this permission shall be submitted to and approved in writing by the Planning Authority one month prior to occupation of the first residential unit. The Travel Plan should then be re-submitted to the Council for review two weeks prior to occupation of the thirtieth residential unit. The Travel Plan is expected to deliver / achieve the following active travel aims:

- Infrastructure- footways and cycle parking including secure staff cycle parking.
- Travel Information.
- Mapping and leaflets during sales/ marketing stage.
- Establishing relationship with public transport operators.
- Promotion of car sharing.

**Reason:** In the interests of promoting sustainable active travel.

10. A Travel Plan for the Bar and Restaurant shall be submitted to and approved in writing by the Planning Authority one month prior to opening of the commercial site. The Travel Plan should be resubmitted to the Highland Council for review six months after the opening date. The Travel Plan is expected to deliver / achieve the following active travel aims:

- Infrastructure- footways and cycle parking.
- Travel Information.
- Mapping and leaflets during sales/ marketing stage.
- Establishing relationship with public transport operators.
- Promotion of car sharing.

**Reason:** In the interests of promoting sustainable active travel.

11. Prior to the occupation of the first house detailed plans must be submitted for the approval of the Planning Authority of the following elements: -

- a) Toddlers Play Area and equipment provision;
- b) Stone wall features within all open space areas; and
- c) Standing stone feature at entrance to bar / restaurant.
- d) Revised Landscape Plan with Swale at entrance to bar / restaurant.
- e) Tree species plan for all new plantings.

Thereafter, the development shall be undertaken in accordance with the approved Plans.

**Reason:** No information was submitted on these details and the need to achieve provision of a high design standard product.

12. Not the avoidance of any doubt, all car parking shall be provide in accordance with the Council's Standards as set out in its Roads and Transport Guidance for New Development generally as shown on the approved plans. For the avoidance of any doubt, car parking provision must be set back within any plot, where access is obtained from an adopted road of reduced width to ensure reversing in and out without additional manoeuvring.

**Reason:** To ensure house plots 8, 9, 37 and 38 have adequate within plot parking.

### **REASON FOR DECISION**

The proposals accords with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

### **FOOTNOTE TO APPLICANT**

#### **Initiation and Completion Notices**

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

The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

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

#### **Accordance with Approved Plans & Conditions**

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

#### **Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

### **Scottish Water**

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

### **SUDS**

Details of the party responsible for the maintenance of the on site SUDS infrastructure (in both the residential and commercial areas) until such time as it is vested by Scottish Water should be forwarded to the Planning Authority prior to construction commencing. Any SUDS not vested by Scottish Water will remain the responsibility of the developer.

### **Local Roads Authority Consent**

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

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

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

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

<http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

### **Mud & Debris on Road**

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

place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

### **Street Names**

In line with the Council's Gaelic Language Plan and Policies, you are encouraged to consider the adoption of Gaelic or Gaelic-influenced street names in this development. For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

### **Bilingual Signage**

In line with the Council's Gaelic Language Plan and policies, you are encouraged to consider the use of both Gaelic and English on signage within in this development (both internal and external signs). For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

Signature: Nicola Drummond

Designation: Area Planning Manager - South / Major Developments.

Author: Ken McCorquodale

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

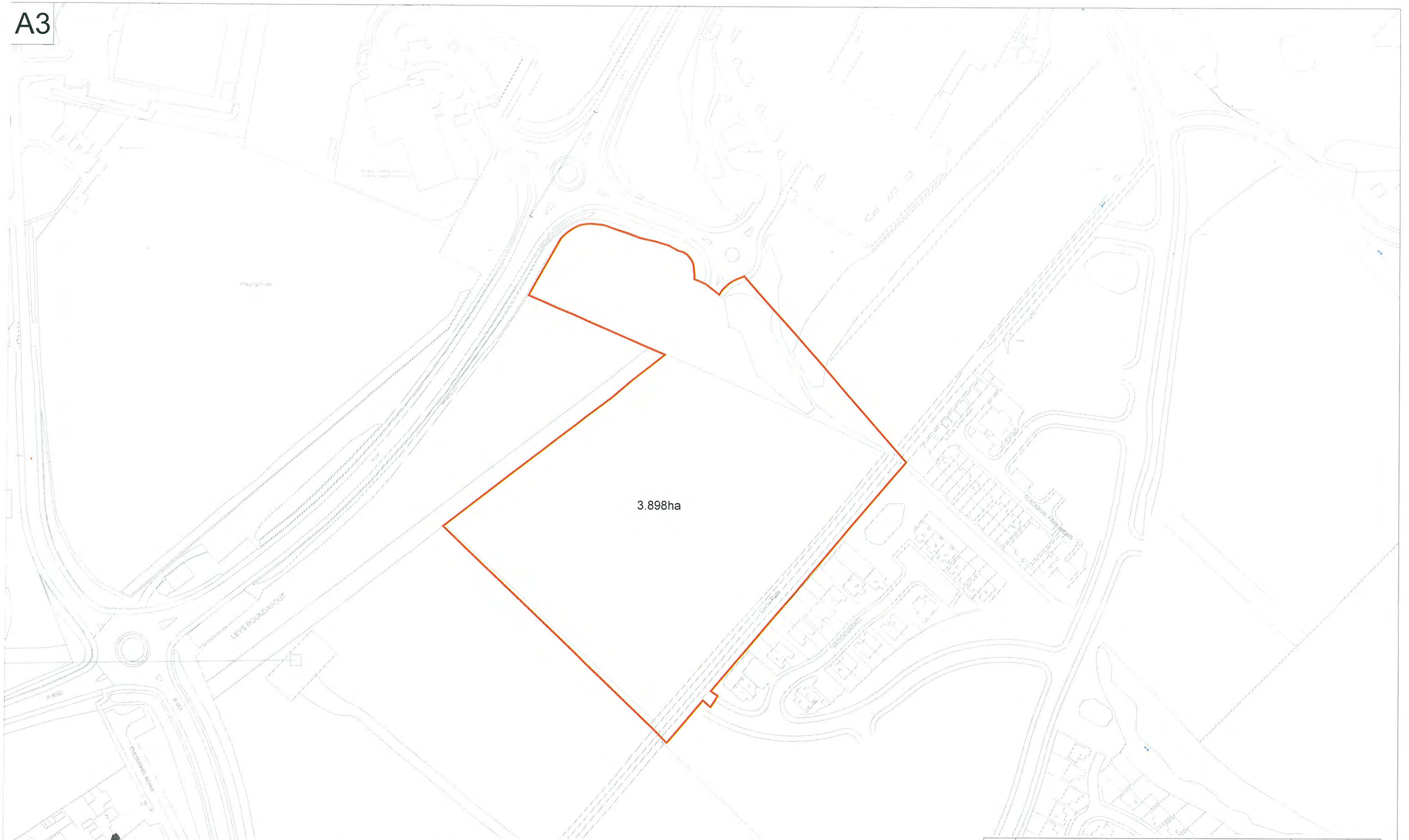
Key Plans for approval: -

Plan 1 – 1371-P-000-02 Site Plan Rev D dated 1 September 2016

Plan 2 – 3088:104 REV A – Plan highlighting adopted road

Plans for Housing Units – various including materials

Plans for Pub / Restaurant – various including materials



3.898ha



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
 T 01330 833595 F 01330 833625  
 info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
 Slackbuie, Inverness

CONTENT  
 Location Plan

COPYRIGHT  
 © Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

C	Site Area updated	29.04.2016	CJM
B	Boundary line amended.	19.02.2016	SJF
A	Boundary line amended.	26.01.2016	SJF
REV.	DESCRIPTION	DATE	BY

DATE	SCALE	DRAWN	CHECKED	STATUS
25.01.2016	1:2000	SJF	AJR	Planning

PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	000	-	01	C

A1 DEVELOPMENT SCHEDULE

Unit Reference	Unit Name	Unit Type	Plot Nos.		Accommodation		No. of stores	Total No. off.	Total floor area		Reqd. parking spaces
			LH	RH	Bedrooms	Parking spaces			m <sup>2</sup>	sq. ft.	
46	LCHO	Ground floor apartment	48, 58	52	1	1.2	1	3	138	1,495	4
58	LCHO	First floor apartment	48, 58	53	1	1.2	2	3	174	1,873	4
82	LCHO	Terraced house	54, 56	55, 57	2	1.2	2	4	328	3,531	5
95	LCHO	Terraced house	46	47	3	1.2	2	2	190	2,045	2
99	LCHO	Terraced house	50, 60	51	3	1.2	2	3	297	3,197	4
89	Keir	Semi-detached house	17, 22, 24, 44	16, 21, 23, 43	3	2	1.75	8	712	7,664	16
100	Tewel	Semi-detached house	15, 29, 31, 34, 40	14, 28, 30, 33, 39	3	2	1.75	10	1,000	10,764	20
113	Struan	Detached house	7, 10, 32, 37	6, 45	3	2	2	6	678	7,298	12
118	Craig	Detached house	1, 2, 3, 8, 27, 41	4, 9, 13, 18, 35	3	2	1.5	11	1,298	13,972	22
128	Morven	Detached house	12, 19	11, 25, 35	4	2	1.5	5	640	6,889	10
133	Atholl	Detached house	5, 25, 42	25, 38	4	2	2	5	665	7,158	10
					<b>Total</b>	<b>60</b>	<b>6,120</b>	<b>65,875</b>	<b>108</b>		

Development		Public Open Space (ha)			Residential Parking spaces									
Commercial	Residential	Required On Site	Provided On Site	Required	Provided									
Area (ha)	Area (ha)	Density (dph)	Amenity greenspace	Natural greenspace	Total	Residents	Visitors							
0.451	-0.451	-11.1	0.1338	0.1505	0.2843	#####	0.4301	0.4301	10	200	210	90	39	129

© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

LEGEND

- Soft landscaping**
  - Proposed trees
  - Proposed hedge
  - Public open space (factored)
  - Private garden space (planted/turfed)
  - Natural open space (factored)
- UPOS Usable Public Open Space**
- POS Public Open Space**
- Refer to landscaping drgs. nos. TBC.
- Hard landscaping**
  - Hot rolled asphalt (standard road to be adopted)
  - Dense bitmac (footways, footpaths)
  - Hot rolled asphalt (shared surface to be adopted)
  - Block pavings - brown (junctions / deflections)
  - Block pavings - charcoal (parking bays / driveways)
  - 2.0 / 3.0m wide countryside footpath
- Boundary treatments**
  - Type A: 0.9m high timber fence
  - Type B: 1.8m high timber fence
  - Type C: 1.8m high (masonry wall & fence - i.e. - 900 wall + 900 fence)
  - 1.8m high timber ledged and braced gate
- Refer to Boundary Treatments Details, drg. no. TBC.
- Other amenities**
  - Rotary diner location
  - 0.6x1.8m bin stance (adjacent to driveway/path)
  - Refuse bin collection point (terraced/flatted dwellings)

EXTERNAL FINISHES

- External walls**  
Drydash: Stonepack drydash aggregate, colour: Nordic, on Snocrete backing
- Front entrance and Utility doors**  
Front door: Russell Timber door with chrome ironmongery, or similar. Colour: Steel Grey  
Utility Door: Russell Timber with chrome ironmongery, or similar. White (NSC S0502Y)
- French doors and windows**  
PVC-U double-glazed, tilt and turn units, colour: white.
- Sills**  
Stooled precast concrete sills, colour: grey.
- Rainwater goods**  
PVC-U, colour: black.
- Fascias, soffits and feature linings**  
PVC-U - colour white.
- Roofs**  
Marley Eternit Duo Edgemark slate tiles, colour: Smooth Grey. Dormer halves and bay windows: small plain tiles.
- Driveways**  
Marshall's Keyblok, 80mm paviours (dark grey to main area in herringbone pattern with light grey double paviour borders).
- OPEN SPACE MAINTENANCE & MANAGEMENT**  
All open space areas (as per Landscape Design) - to be managed & maintained by an Appointed Factor on behalf of all the residents.
- WASTE STORAGE & COLLECTION**  
All Dwellings to be supplied with Refuse Bins as required to comply with Council requirements.
- BOUNDARY DISTANCES**  
All plots are to be generally a minimum of 1500mm to the party boundary fence and an absolute minimum of 1000mm. Any glazing facing a party boundary is to be a maximum 6x the distance to the boundary i.e. 6 x 1000mm = A maximum of 6m of glazing. All properties comply with the above.  
Privacy - Plots have a minimum of 18m between the facing windows of habitable rooms.

REV	DESCRIPTION	DATE	BY
E	Swale south of restaurant car parking incorporated. Landscaping adjusted to suit	13-09-2016	CJM
D	Boundary treatments updated along plots 46, 55 & 56. Plot 10 East Boundary altered. Road and (hatching) shared to tally with adaptable roads layout. Green space hatching adjusted to allow boundary treatments to be visible. Note re boundary distances added to legend.	01-09-16	CJM
C	Material finishes revised to tally with 1371-P-000-XX-10 and bin stances for plots 46-60 revised to suit remix	24-06-16	AM
B	SUDS design layout out with tree root protection and landscaping layout updated	21-01-16	LMS
A	Driveways adjusted LCHO mix revised and gardens adjusted. Steps and access link to restaurant car park removed. All changes indicated in red revision clouds.	16-06-16	LMS
-	Taken from Sketch 10 feasibility study		



KIRKWOOD HOMES  
1371 P 000 XX 02 E

PROJECT  
Land at Slackbuie, Inverness

DATE: 29.04.2016 1:500  
DRAWN: CJM  
CHECKED: AJR  
DISCIPLINE: Planning

PROJECT NO: 1371 / P / 000 / XX / 02 / E



Tree Protection Barriers / site hoarding erected along edge.  
Plot Boundary Timber Fence to be hand dug

Existing trees. Please see Tree survey report for details.

Tree Route Protection circumference

Potential future access to adjacent land

Tree Protection Barriers / site hoarding erected along edge.

Existing trees. Please see Tree survey report for details.

Staggered access barriers

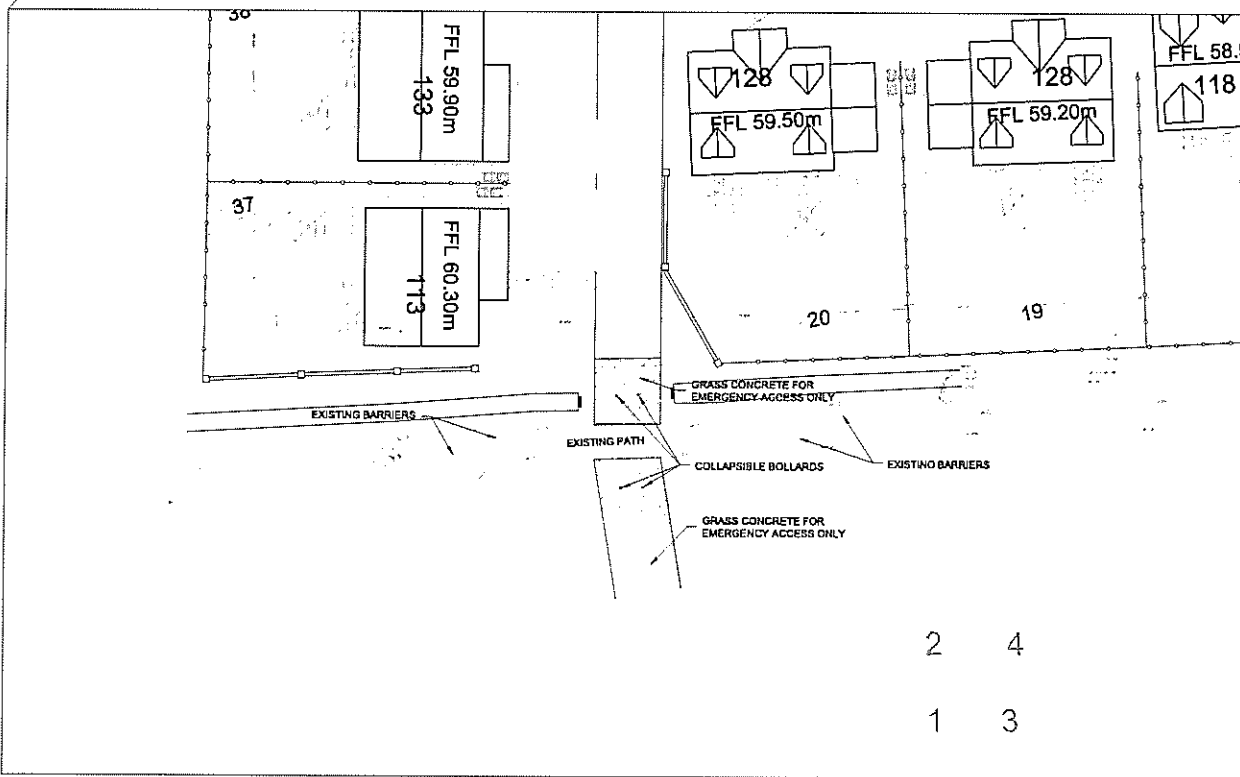
Maintenance Platt



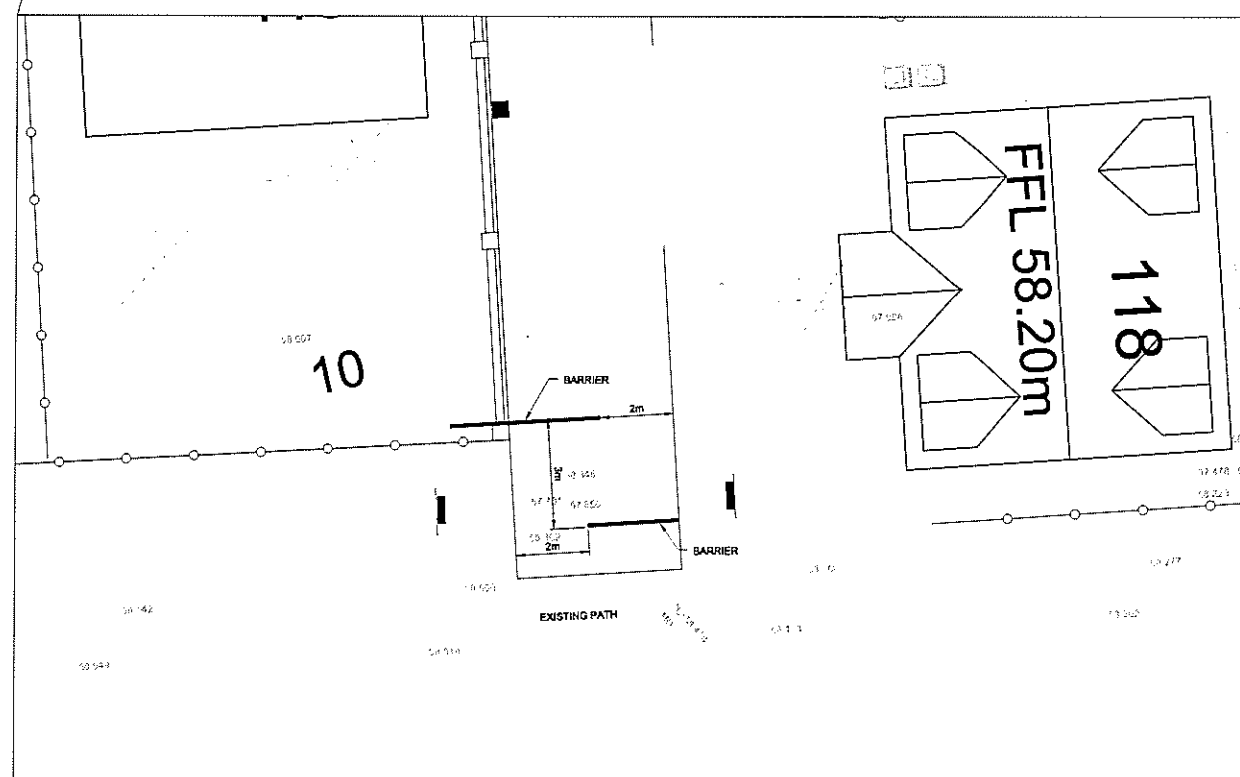
Cycle Path

SLACKBUIE PARK MEWS

LAYOUT  
SCALE 1:500



EMERGENCY VEHICLE ACCESS  
SCALE 1:250



CYCLE / PEDESTRIAN ACCESS  
SCALE 1:100

Drawing No <b>3088:114</b>		Revision <b>A</b>	
Revisions	Date	Dm	
A MINOR HOUSE REVISIONS.	23.06.16	PJ	

**APPROVAL  
DRAWING**

**KIRKWOOD HOMES LTD.  
TWEED ESTATES LTD.**

**HOUSING DEVELOPMENT,  
SLACKBUIE, INVERNESS**





**DETAILS AT EXISTING  
FOOTPATH LINK**

Drawn PJ	Cr'd Date	Scale AS NOTED (A1)
Date APR 2016	Date	DO NOT SCALE



Drawing No <b>3088:114</b>		Revision <b>A</b>	
-------------------------------	--	----------------------	--

B 8082

- LEGEND
-  ROAD CONSTRUCTION
  -  FOOTWAY CONSTRUCTION
  -  ROAD VERGE
  -  VISIBILITY SPLAYS



Drawing No <b>3088:104</b>		Revision
Revisions	Date	Drn
A MINOR HOUSE REVISIONS.	23.06.16	PJ

**APPROVAL  
DRAWING**

**KIRKWOOD HOMES LTD.  
TWEED ESTATES LTD.**

**HOUSING DEVELOPMENT,  
SLACKBUIE, INVERNESS**

**ROAD ADOPTION AREAS**

Drawn PJ	Checked	Scale 1:500 (A1)
Date APR 2016	Date	DO NOT SCALE

consulting engineers

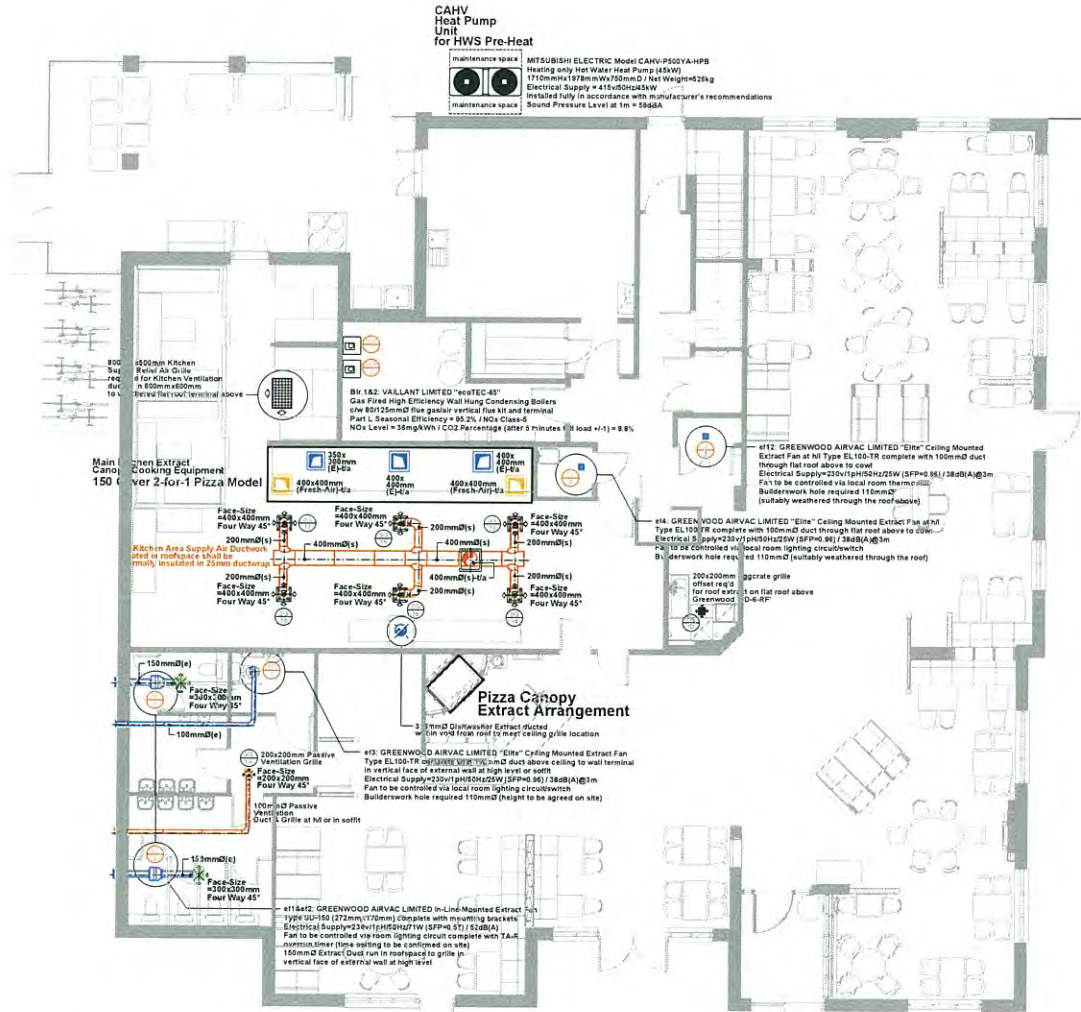


HGA(UK) Ltd  
Dunelm House  
Stoneyfield Business Park  
Inverness IV2 7PA  
T: 01463 221717  
F: 01463 224275  
email: hga@hgagroup.co.uk

Drawing No <b>3088:104</b>		Revision
-------------------------------	--	----------

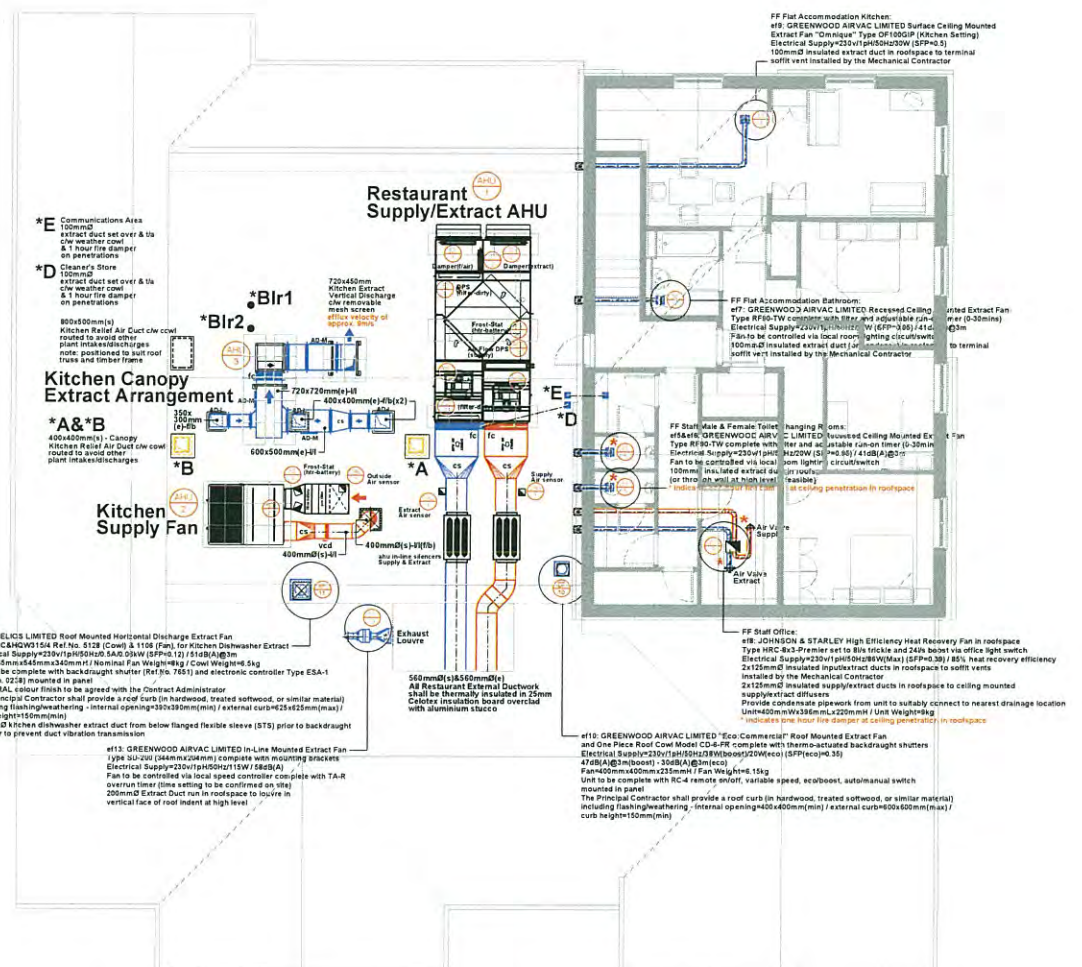
SLACKBUIE PARK MEWS





# GROUND FLOOR PLAN

GROSS EXTERNAL AREA = 558.1 sq m  
GROSS INTERNAL AREA = 523.4 sq m



# FIRST FLOOR PLAN

**Kitchen Supply Unit:**  
DAIKIN AIR CONDITIONING (UK) LIMITED R410A Rooftop Packaged Air Conditioning Unit - Model UATYQ-250-MC1  
Nominal Cooling Capacity=27.34kW / Nominal Heating Capacity=24.91kW  
Unit EER=3.36 / Unit COP=3.40 / Unit=1430mmWx2030mmLx1150mmH  
Unit Weight=445kg / Casing Colour=Light Grey (Electro-Galvanized Mild Steel) / Refrigerant Charge=6.1kg (R410A)  
Electrical Supply: 380-415V/3pH/50Hz/3c/nc/pe/16.6A/Heating=14.8A  
Nominal Sound Power Level: 82dBA (measured according to ISO-8816 Standard)  
Sound Pressure Spectrum - sound pressure levels (dB, ref 20 Pa)  
63Hz-77dB / 125Hz-76dB / 250Hz-64dB / 500Hz-45dB / 1000Hz-43dB / 2000Hz-60dB / 4000Hz-55dB / 8000Hz-48dB / Overall-68dB(A)  
Sound Pressure Spectrum - sound power levels (dB, ref 1pW)  
63Hz-91dB / 125Hz-91dB / 250Hz-79dB / 500Hz-78dB / 1000Hz-78dB / 2000Hz-72dB / 4000Hz-68dB / 8000Hz-61dB / Overall-82dB(A)

Fresh Air In Spigot=544mmWx405mmH  
Conditioned Air to Kitchen Spigot=513mmWx778mmH  
Condensate Drain Size=25.4mmD  
Unit to be installed in full compliance with the manufacturer's recommendations and complete with basic BMS connection PCB board and optional air filter  
Unit is to be installed on 12no. 600x600x50mm paving slabs on flat roof (or equivalent suitable surface)

**Kitchen Extract Unit:**  
WOODS LIMITED Kitchen Canopy Extract AHU/Ventilation Arrangement Type ESTOC TARGE (Power Box GF) 80-630-3 (3.25m cu/s)  
Unit=800mmWx800mmLx800mmH / Unit Weight=140kg  
Unit is to be installed on 600x600x50mm paving slabs on flat roof (or equivalent suitable surface)  
Octave Band Centre Frequency  
63Hz-100dB / 125Hz-98dB / 250Hz-95dB / 500Hz-87dB / 1000Hz-84dB / 2000Hz-80dB / 4000Hz-76dB / 8000Hz-69dB

Unit to be constructed using 25mm square tubular framed casing with flush fitting 25mm thick double skinned panels and external powder coated paint finish (colour-RAL7004)  
Casing Noise Breakout Spectrum at 3m Distance:  
63Hz-46dB / 125Hz-44dB / 250Hz-51dB / 500Hz-36dB / 1000Hz-32dB / 2000Hz-29dB / 4000Hz-25dB / 8000Hz-22dB  
Unit=2800mmWx4200mmLx1175mmH  
Unit Weight=1140kg+160kg (alternators)  
Required Duty=1.8mcu/s@250Pa / SFP=1.76W/US  
Electrical Supply (Supply Fan): 380-415V/3pH/50Hz/16.6A/3.39A  
Electrical Supply (Extract Fan): 380-415V/3pH/50Hz/16.6A/3.39A  
Unit is to be installed on 600x600x50mm paving slabs on flat roof (or equivalent suitable surface) - located to suit base frame

**Restaurant Air Handling Unit:**  
VES LIMITED Restaurant Supply/Extract Air Handling Unit Type MAX29/A/FWS complete with heat exchange section/recuperator (c/w bypass), G4 integral filters, LTHW heater battery, weatherproof unit, supply/extract fan sections, mixing box c/w inlet, outlet, & re-circulation modulating dampers, and pre-wired isolator

**Planning**

DO NOT SCALE OFF THIS DRAWING  
Copyright of Jenks Associates Limited. This drawing is not to be copied or reproduced without the consent of Jenks Associates Limited. Any information or query regarding this drawing must be submitted to Jenks Associates Limited.

CLIENT TITLE: **MARSTON'S**

P1 31.03.16 AJK Planning Issue  
REV DATE BY AMENDMENTS

DRAWN BY: **AJK**

CHECKED BY: **LMG**

SCALE: **1:100**

DATE: **31.03.16**

DRAWING TITLE: **Mechanical Services Ground & First Floors / Roof Ventilation/Plant Details**

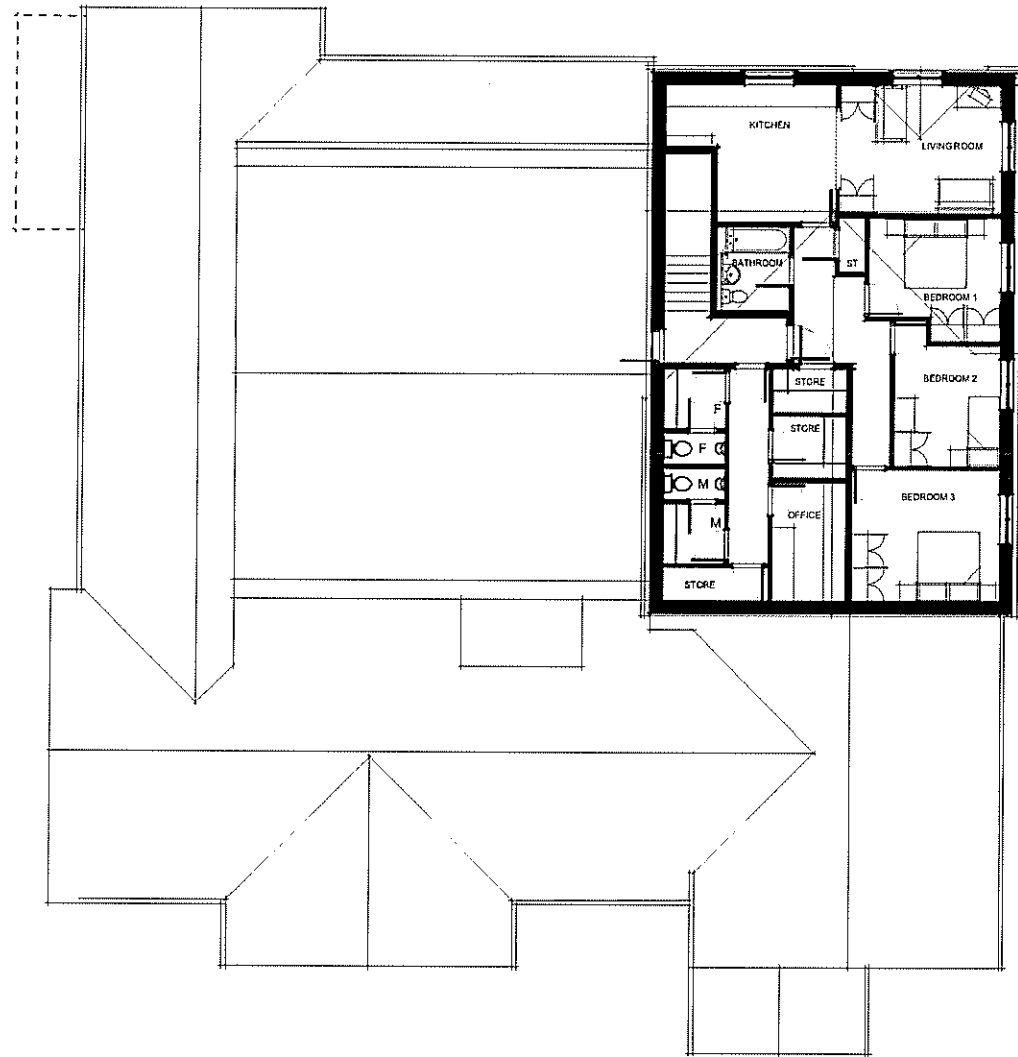
PROJECT TITLE: **Sir Walter Scott Drive Slackbuie - Scotland Marston's PLC 150 Cover 2-for-1 Pizza**

**JENKS ASSOCIATES LIMITED**

Ennis Centre  
Northfields Industrial Estate  
Lurgan Road  
Lurgan, Co. Down  
Belfast, Co. Down  
Tel: 01773 32219  
Email: office@jenksassociates.co.uk  
Building Services | Consultants | Managers | Environmental Engineers

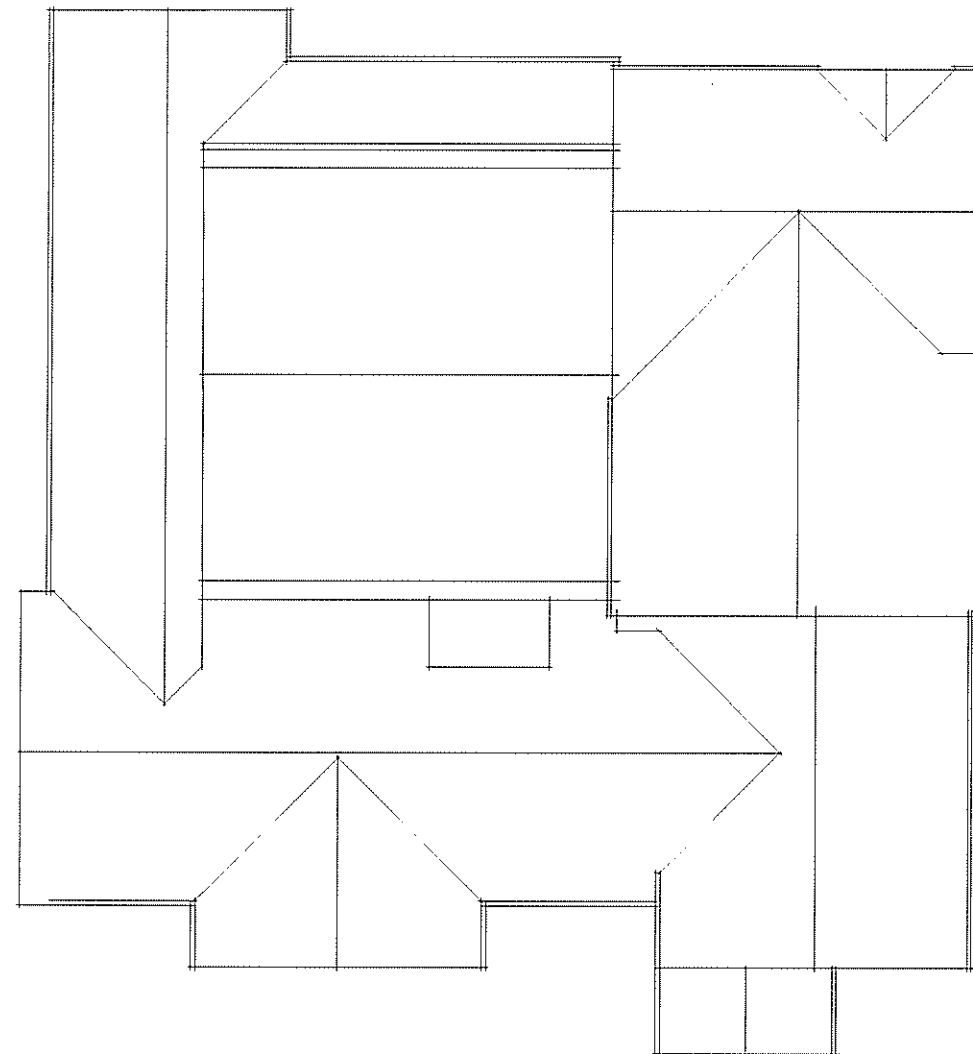
DRAWING TITLE: **298-95-M-01**

REV: **P1**



**FIRST FLOOR**

GROSS EXTERNAL AREA = 145 sq m  
 GROSS INTERNAL AREA = 127.7 sq m



**ROOF PLAN**

Rev	Date	Description	By
A	27.04.16	Roofplan updated	ACR

Brooklands Yard  
 Southover High Street  
 Lewes  
 East Sussex  
 BN7 1HU

Tel. 01273 470269  
 www.axiomarchitects.co.uk  
 Client



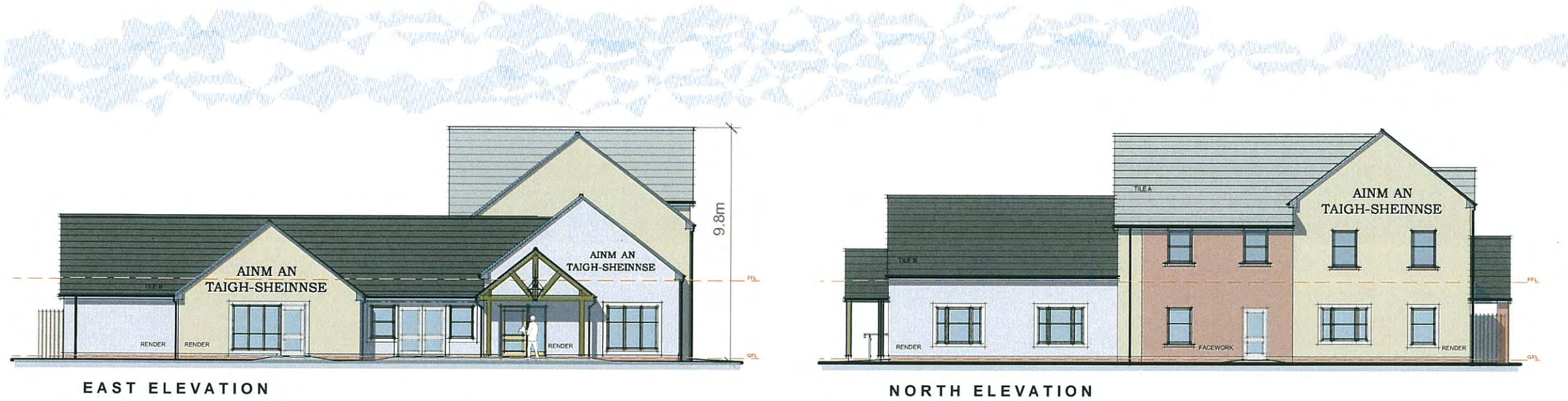
Project  
 150 COVER PUB / RESTAURANT  
 ASDA  
 SLACKBUJIE 2





Drawing  
**FIRST FLOOR LAYOUT**

Scale	Status	Date	Drawn	Checked
1:200 @ A3	PRELIMINARY	25/01/16	MG	ACR

Drawing No. **3886/P106** Revision **A**

This drawing is the copyright of Axiom Architects. It is for planning application purposes only & may not be reproduced in whole or in part without permission. Drawings lodged for planning approval may be reproduced by the Planning Authority in accordance with the Copyright (Material Open to Public Inspection) (Marking of Copies of Plans and Drawings) Order 1990 and must carry the relevant copyright restriction note. Do not scale from drawings.



-  ROOF TILE A  
Marley Edgemere  
Colour - Smooth Grey
-  ROOF TILE B  
Sandtoft Britlock Slate  
Colour - Graphite
-  FACEWORK  
LIGNACITE CARMINE WEATHERED  
BLOCKWORK
-  RENDER 1  
Colour - K-REND : GREY
-  RENDER 2  
Colour - K-REND : FLINTRY STONE
-  FASCIAS & JOINERY  
Stained softwood  
Colour - RAL 7033
-  PUBLIC ENTRANCE DOORS  
Clear Stained Oak
-  RAINWATER GOODS  
Black UPVC
-  WINDOW FEATURE SURROUNDS  
Painted Render



C	27.4.16	Elevations redrawn	ACR
B	28.3.16	MATERIALS SHOWN AND ELEVATIONS RENDERED	ACR
Rev	Date	Description	By

Brooklands Yard  
Southover High Street  
Lewes  
East Sussex  
BN7 1HU

Tel. 01273 470269  
www.axiomarchitects.co.uk

Client



Project  
150 COVER PUB / RESTAURANT  
ASDA  
SLACKBUIE 2

Drawing  
**ELEVATIONS**

Scale	Status	Date	Drawn	Checked
1:200 @ A3	PLANNING	22/01/16	MG	ACR
Drawing No.	Revision			
<b>3886/P107</b>	<b>C</b>			



12m RIGID VEHICLE - IN



12m RIGID VEHICLE - OUT



16.5m MAX LEGAL ARTICULATED VEHICLE - IN



16.5m MAX LEGAL ARTICULATED VEHICLE - OUT

**VEHICLE GUIDE**



Rig. Vehicle (12m)  
 Overall Length 12.000m  
 Overall Width 2.550m  
 Overall Body Height 1.000m

FORWARD (blue dashed line)  
 REVERSE (orange dashed line)

---

**VEHICLE GUIDE**



Max. Legal Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.250m

FORWARD (blue dashed line)  
 REVERSE (orange dashed line)

NO.	DESCRIPTION	DATE
4	UPDATED TO SUIT LATEST ARCHITECTS PLAN	16.04.16
MK	REVISION	BY DATE

DRAWING STATUS  
**PRELIMINARY**

DRAWING TITLE  
**VEHICLE SWEEP PATH ANALYSIS**

PROJECT Project Number 13985

**MARSTON'S 150 COVER PUB RESTAURANT SLACKBUIE**



8 Fiddly Street  
 Henley-on-Thames  
 Oxfordshire RG9 1AH  
 T.01491 576221

London, Henley-on-Thames and Gloucester

Drawn PB	Ch'kd J.J.H	Scales 1:25@A1	Date MARCH'16
-------------	----------------	-------------------	------------------

Purpose of Issue  
**PLANNING APPLICATION**

Drawing Number 13985-SK04	Revision A
------------------------------	---------------



REV	DESCRIPTION	DATE	BY
-----	-------------	------	----



KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
 T 01330 833595 F 01330 833625  
 info@kirkwood-homes.com www.kirkwood-homes.co.uk

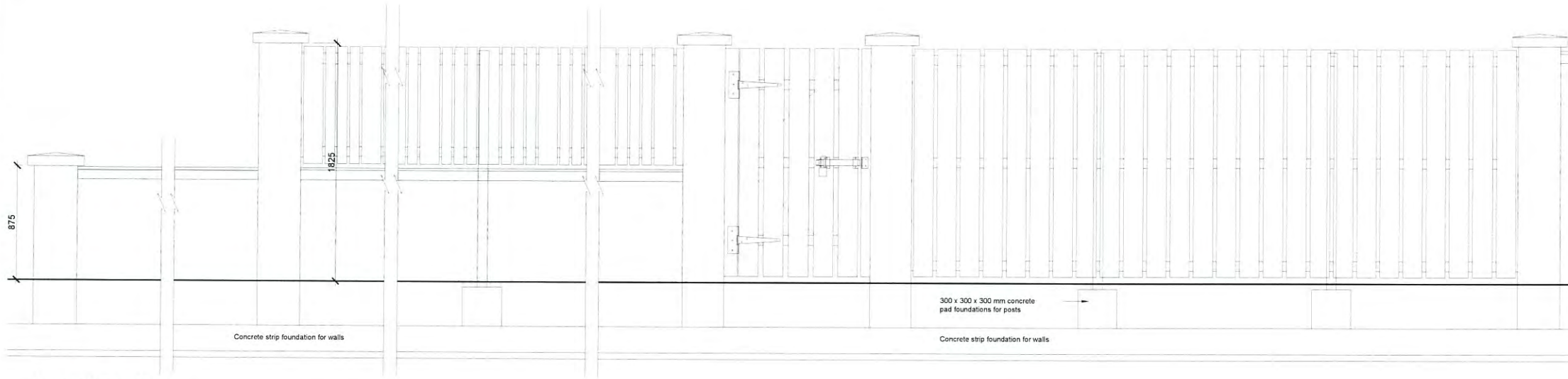
PROJECT  
 Land at Stackbue, Inverness

CONTENT  
 Proposed Site Elevations

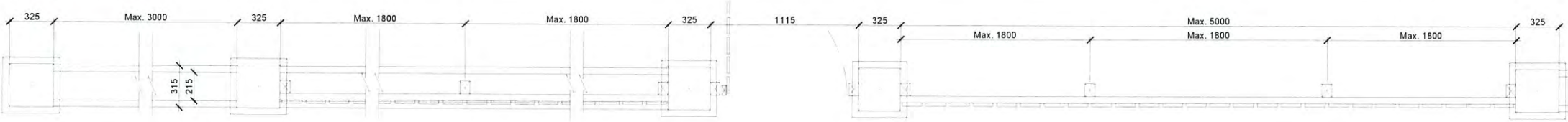
DATE	SCALE	DRAWN	CHECKED	STATUS
29.04.2016	1:250 & 1:1000 JM	CJM	Planning	

PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	000	-	03	





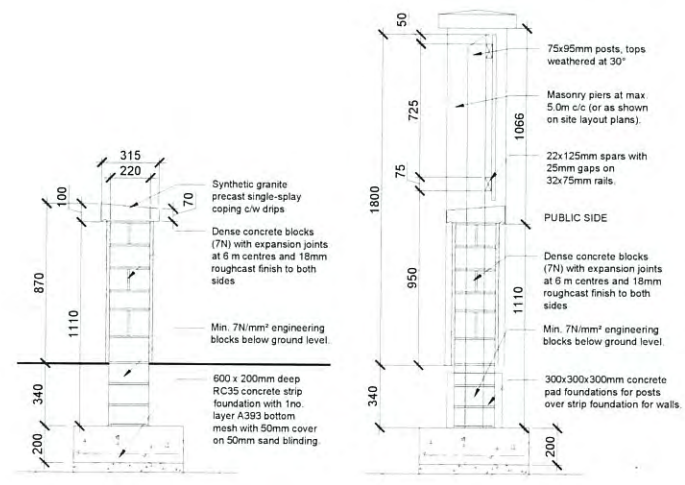
Typical elevation



Typical plan

**TYPE A**

900mm high masonry wall with 900mm timber palisade fence over

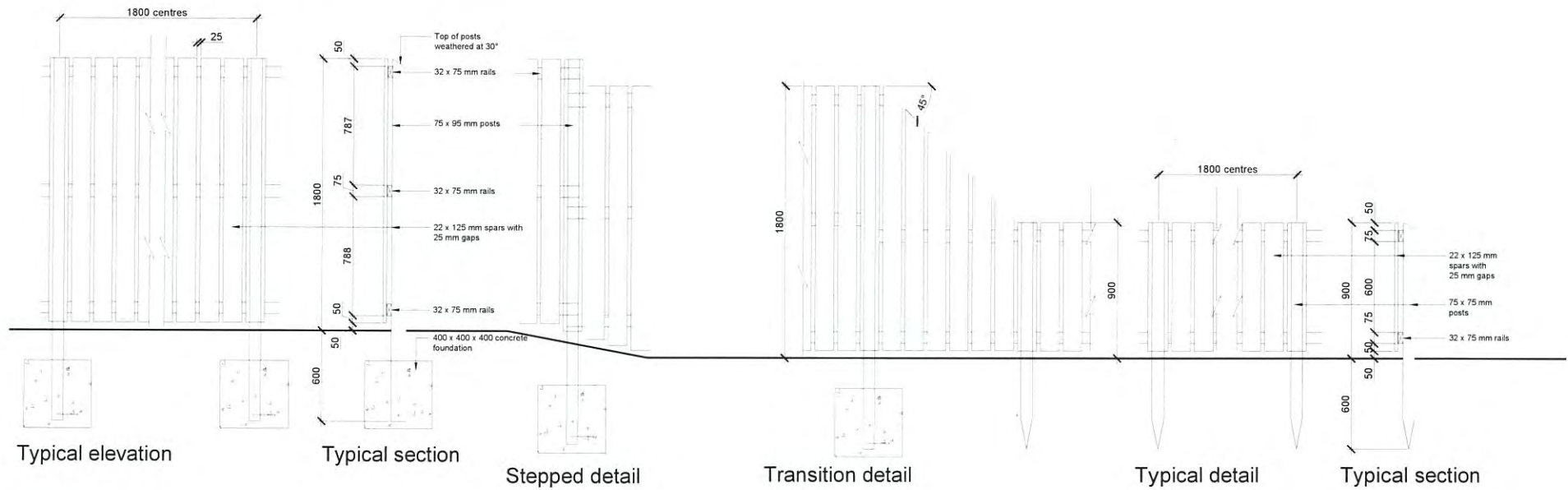


Typical section

Typical section

**TYPE B**

Masonry wall Sections



Typical elevation

Typical section

Stepped detail

Transition detail

Typical detail

Typical section

**TYPE B**

1800mm high timber palisade fence

**TYPE C**

1800mm high timber palisade fence transition to 900mm high timber palisade fence

NOTES

**Close-boarded Timber Fencing Specification**  
 Posts: 75 x 95 x 2400 mm off saw WW top weathered pressure treated with timber preservative, concreted into ground with 1 no. 150 mm nail driven into bottom end.  
 Rails: 32 x 75 mm off saw WW treated with preservative. Nailed to posts with 100 mm galvanised nails.  
 Spars: 22 x 125 mm off saw Baltic Redwood spars (min. 3.5kg/m<sup>2</sup> mass) treated with preservative. Fixed to rails with 25 mm maximum gaps and 2no. layers lapped.  
 Spars are to extend fully down to ground level with no horizontal gap along the bottom of the fence.  
 Foundations: 400x400x400mm mass concrete pad, 1:3:5 mix

**Palisade Timber Fencing Specification**  
 Posts: 75 x 95 x 2400 mm (1800 mm high fencing) OR 75 x 75 x 1500 mm (900 mm high fencing) off saw WW top weathered pressure treated with timber preservative, concreted into ground with 1 no. 150 mm nail driven into bottom end.  
 Rails: 32 x 75 mm off saw WW treated with preservative. Nailed to posts with 100 mm galvanised nails.  
 Spars: 22 x 125 mm off saw WW treated with preservative. Fixed to rails with 25 mm maximum gaps.  
 Foundations: 400x400x400mm mass concrete pad, 1:3:5 mix

**Masonry Wall Specification**  
 Blocks: 450 x 215 x 100 mm dense concrete blocks (7 N/mm<sup>2</sup> compressive strength). 215 mm thick walls to have alternate courses laid flat as indicated.  
 Expansion joints required at 6 m c/c.  
 Finish: 18 mm thick dry dash roughcast to both sides of wall.  
 Coping: Synthetic granite pre-cast single-splay coping, complete with drips, nom. 300 / 440mm lengths.  
 Foundations: 200mm deep RC35 concrete strip foundations with 1no. layer A393 bottom mesh with 50mm cover, on 50mm blinding concrete bearing on suitable natural material.

**Spar Fencing Specification**  
 Posts: 75 x 75mm W.W. off saw timber treated with preservative and driven into ground at 1800mm centres, treated with timber preservative.  
 Spar: 22 x 150mm off saw treated with preservative, nailed to posts with 3no. 63 galvanised nails.

REV	DESCRIPTION	DATE	BY
-----	-------------	------	----



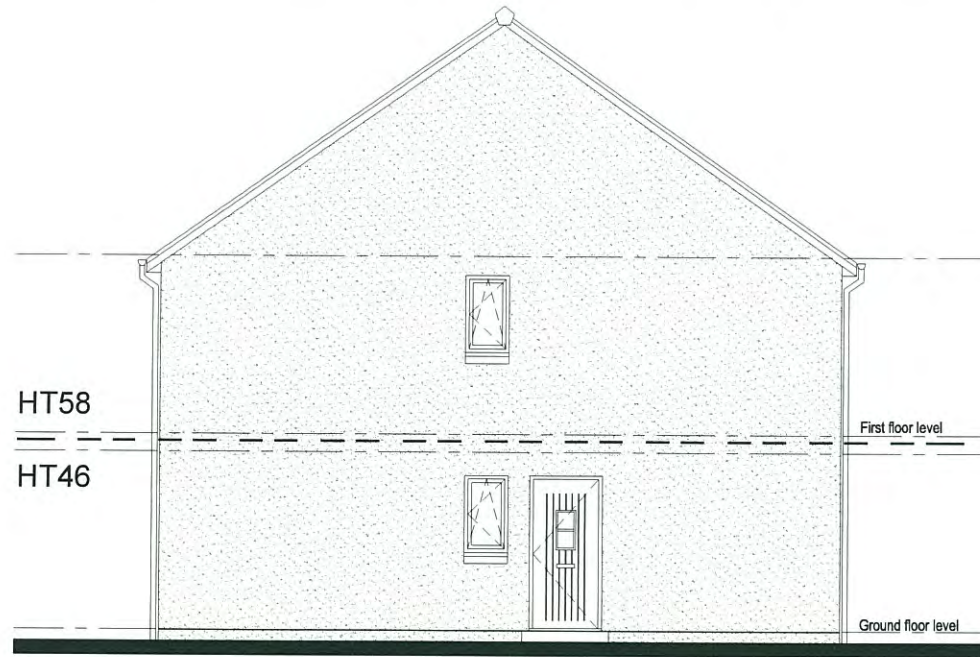
KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
 T 01330 833595 F 01330 833625  
 info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
Proposed Site Boundary Treatment Details

DATE	SCALE	DRAWN	CHECKED	STATUS
01.09.2016	1:500	LMS		Planning

PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	000	XX	12	-



Side Elevation



Front Elevation



Ground Floor Plan



Rear Elevation



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Slackbuie, Inverness

CONTENT  
HT46 - Affordable - 1-Bed Flat - Ground Floor - Left Hand  
Proposed Floor Plans and Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

B	Elevations amended due to site reconfiguration	23.06.2016	JM
A	Redesigned as HT46. Floor plans and elevations updated.	22.03.2016	SJF
REV.	DESCRIPTION	DATE	BY

DATE	SCALE	DRAWN	CHECKED	STATUS
19.02.2016	1:100	SJF		Planning

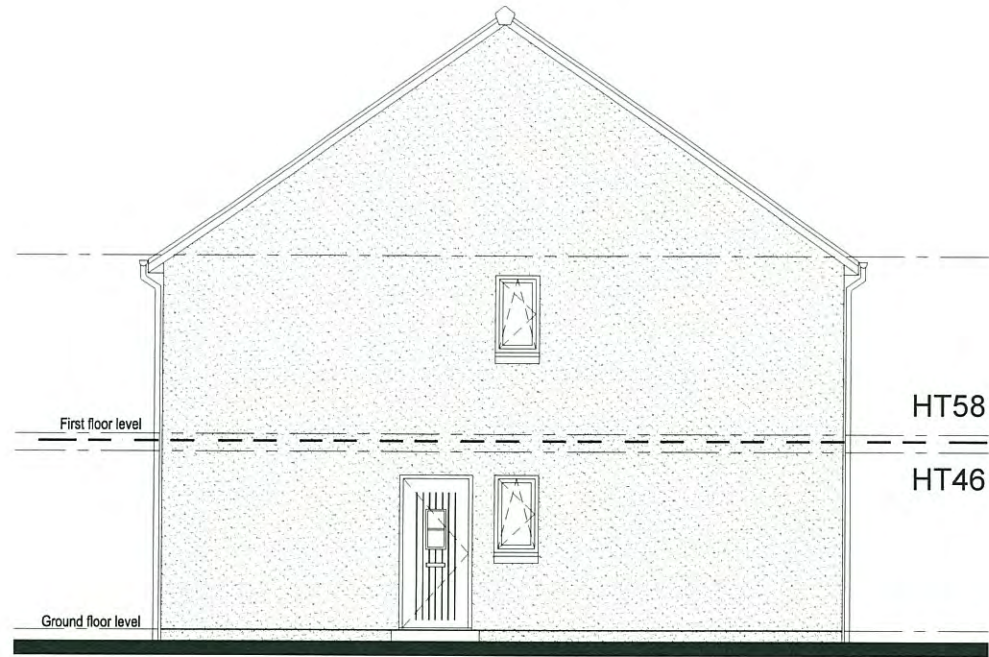
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	046	LH	01	B



A3

0 1 2 3 4 5 m  
Scale 1:100

Please refer to drawing 1371/P/000/XX/10 for Material Finishes



Side Elevation



Front Elevation



Ground Floor Plan



Rear Elevation



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Slackbuie, Inverness

CONTENT  
HT46 - Affordable - 1-Bed Flat - Ground Floor - Right Hand  
Proposed Floor Plans and Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

B	Elevations amended due to site reconfiguration	23.06.2016	JM
A	Redesigned as HT46. Floor plans and elevations updated.	22.03.2016	SJF
REV.	DESCRIPTION	DATE	BY

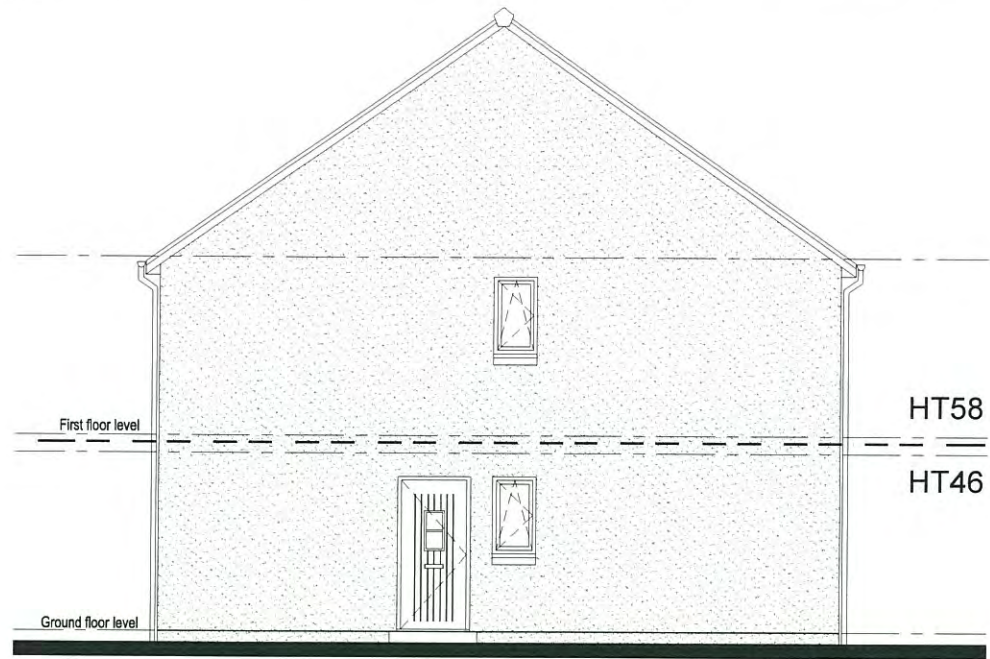
DATE	SCALE	DRAWN	CHECKED	STATUS
19.02.2016	1:100	SJF		Planning

PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	046	RH	01	B

A3

0 1 2 3 4 5 m  
Scale 1:100

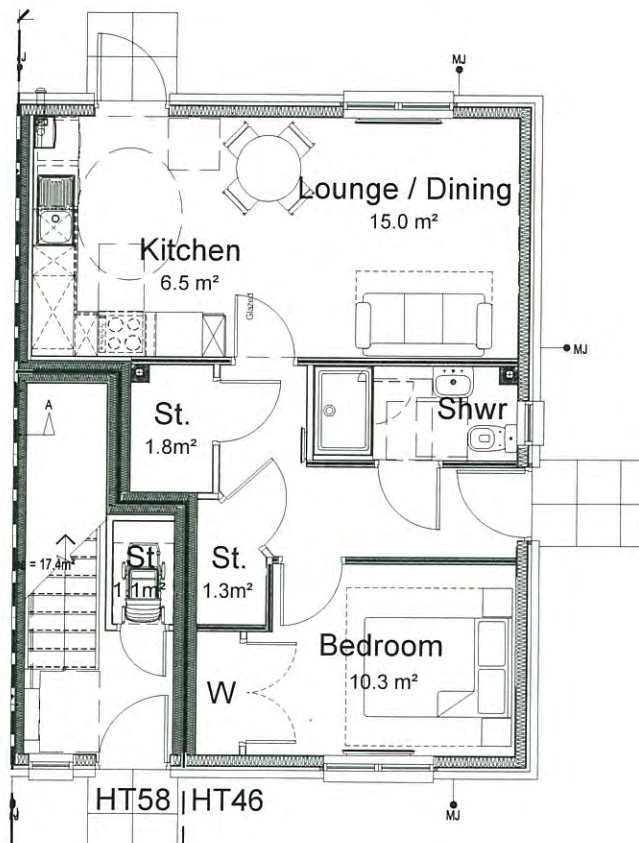
Please refer to drawing 1371/P/000/XX/10 for Material Finishes



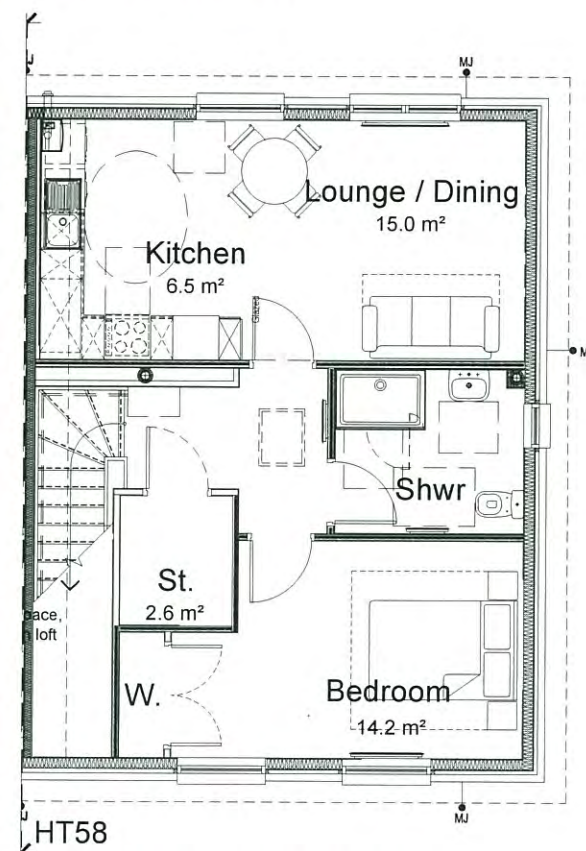
Side Elevation



Front Elevation



Ground Floor Plan



First Floor Plan



Rear Elevation



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Slackbuie, Inverness

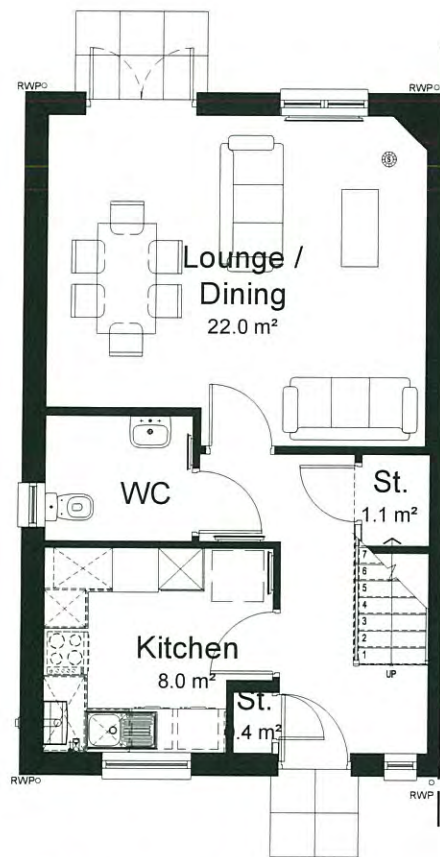
CONTENT  
HT58 - Affordable - 1-Bed Flat - First Floor - Right Hand  
Proposed Floor Plans and Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	BY
B	Elevations amended due to site reconfiguration	23.06.2016	JM
A	Redesigned as HT58. Floor plans and elevations updated.	22.03.2016	SJF

DATE	SCALE	DRAWN	CHECKED	STATUS
19.02.2016	1:100	SJF		Planning

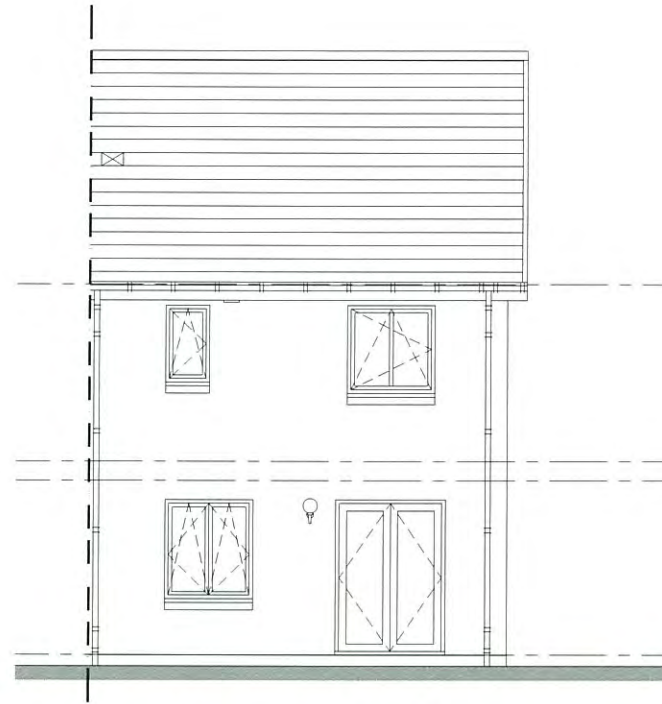
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	058	RH	01	B



Ground Floor Plan



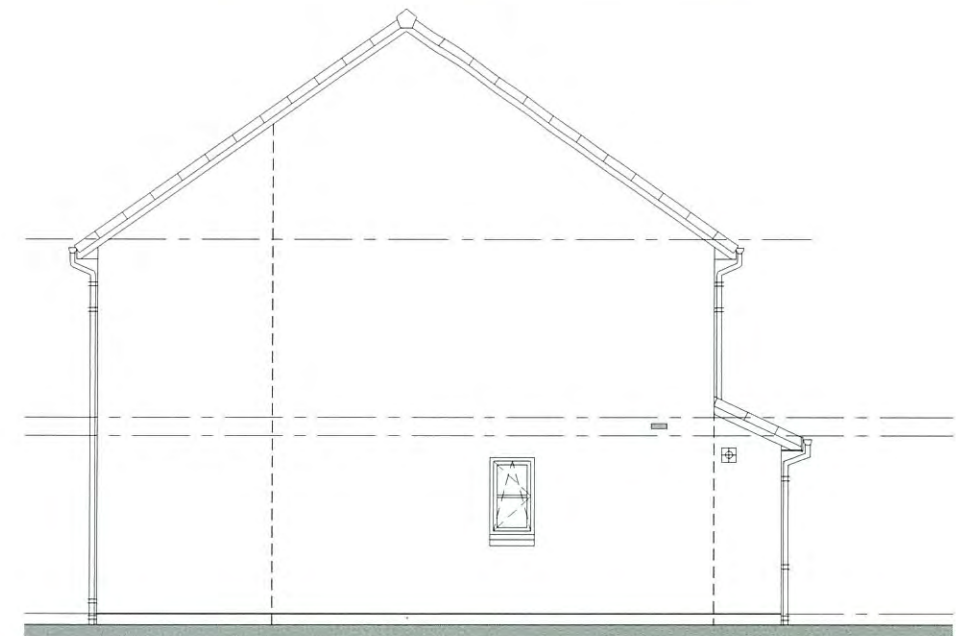
First Floor Plan



Rear Elevation



Front Elevation



Side Elevation



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Slackbuie, Inverness

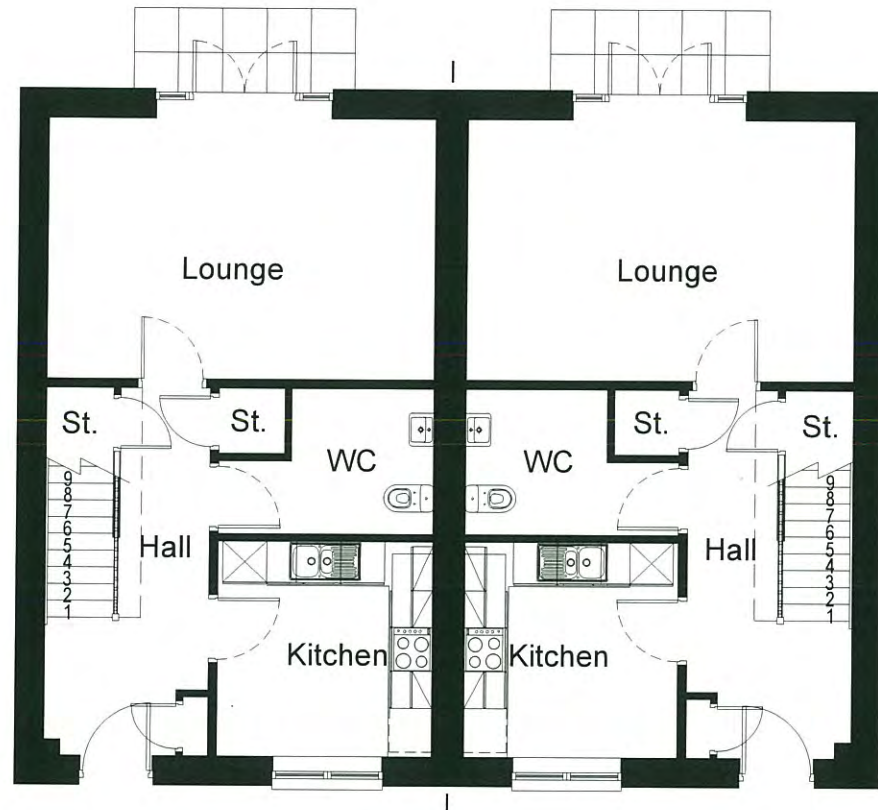
CONTENT  
HT82 - Affordable - 2-Bed House - Left Hand  
Proposed Floor Plans and Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

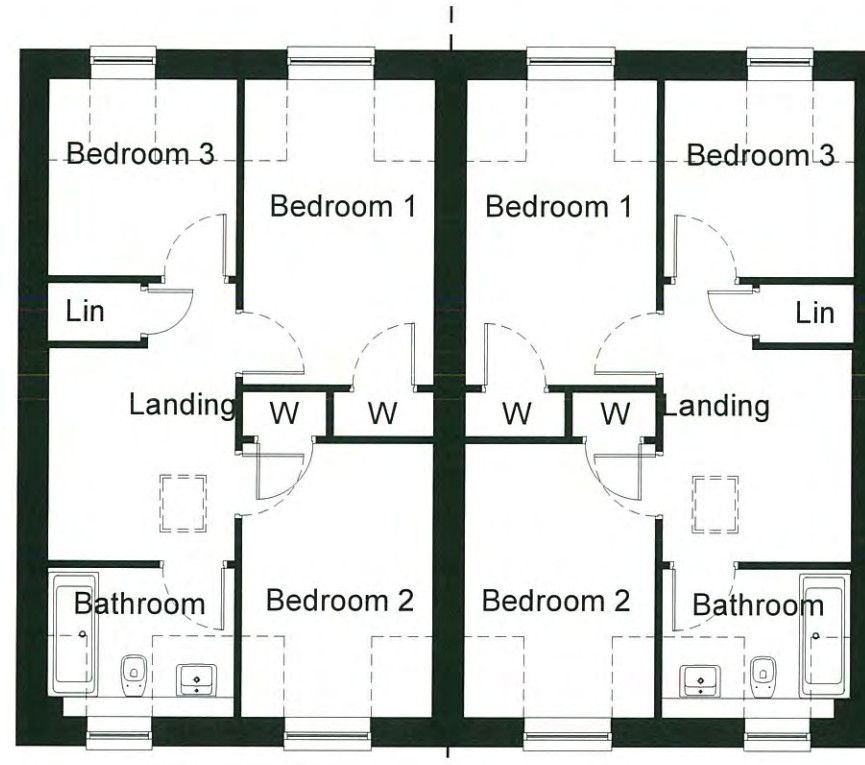
REV.	DESCRIPTION	DATE	BY
A	Redesigned as HT82. Floor plans and elevations updated.	22.03.2016	SJF

DATE	SCALE	DRAWN	CHECKED	STATUS
19.02.2016	1:100	SJF		Planning

PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	082	LH	01	A



Ground Floor Plan



First Floor Plan



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
HT89 - Semi Detached House  
Proposed Floor Plans

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	SCALE	DRAWN	CHECKED	STATUS	BY
		23.06.2016	1:100	JM		Planning	
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.		
1371	P	089	XX	01			

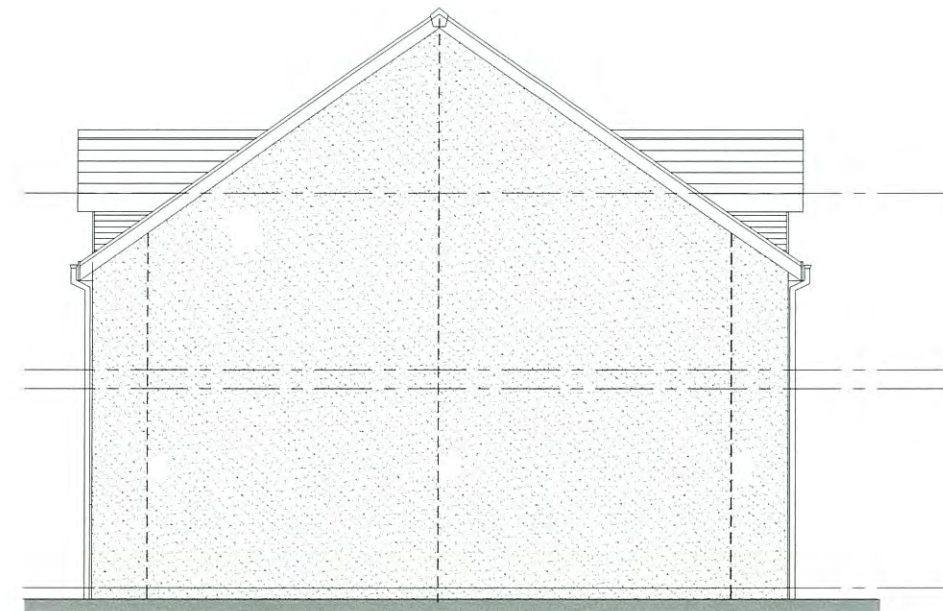
A3

0 1 2 3 4 5 m  
Scale 1:100

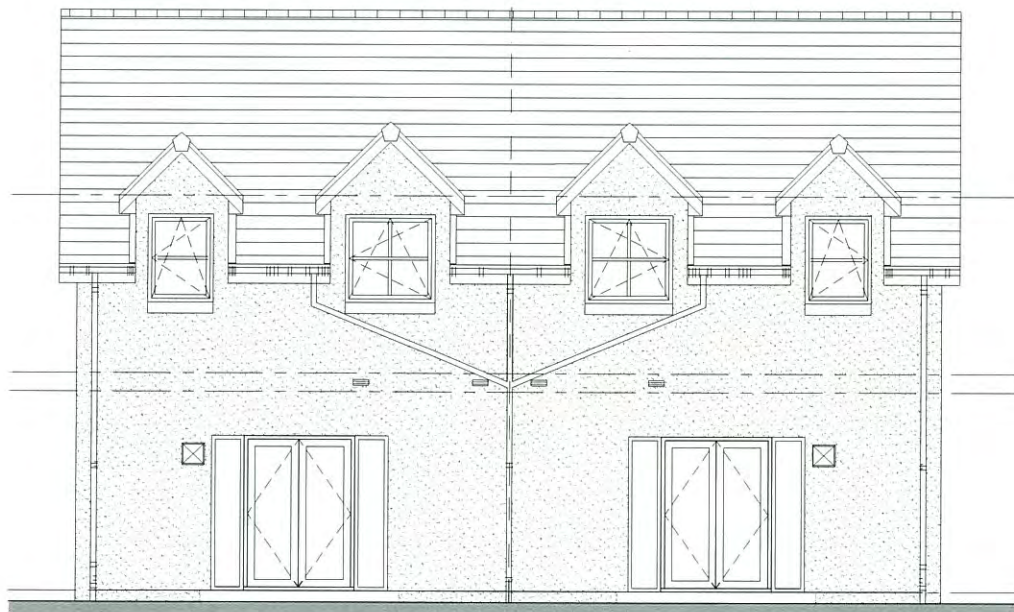
Please refer to drawing 1371/P/000/XX/10 for Material Finishes



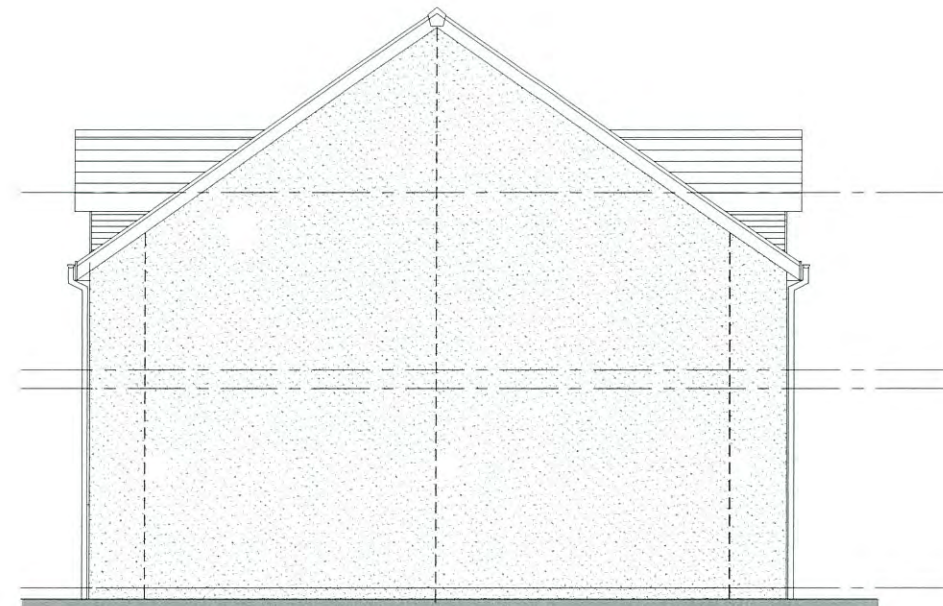
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
HT89 - Semi Detached House  
Proposed Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	BY		
DATE	SCALE	DRAWN	CHECKED	STATUS	
23.06.2016	1:100	JM		Planning	
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	089	XX	02	

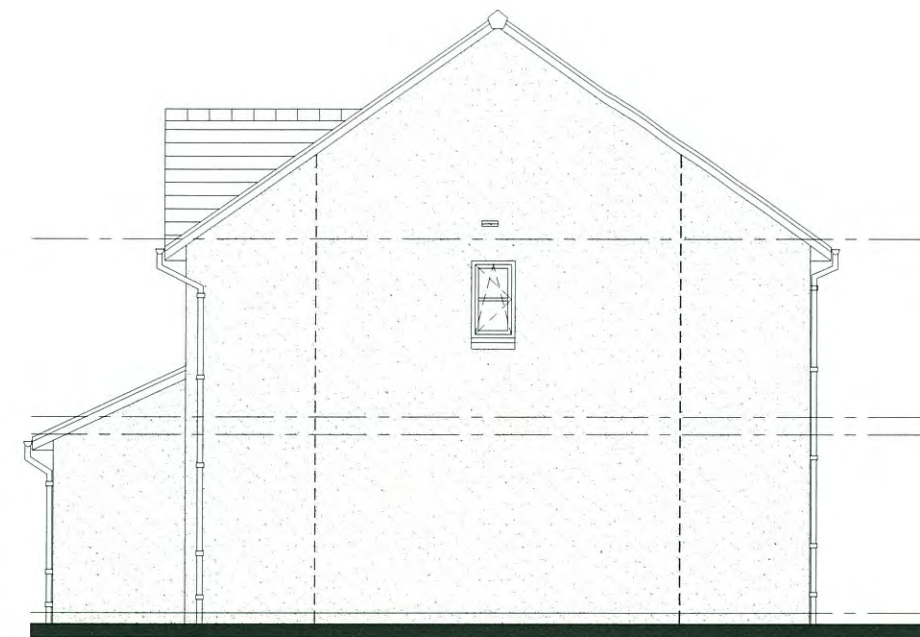
A3

0 1 2 3 4 5 m  
Scale 1:100

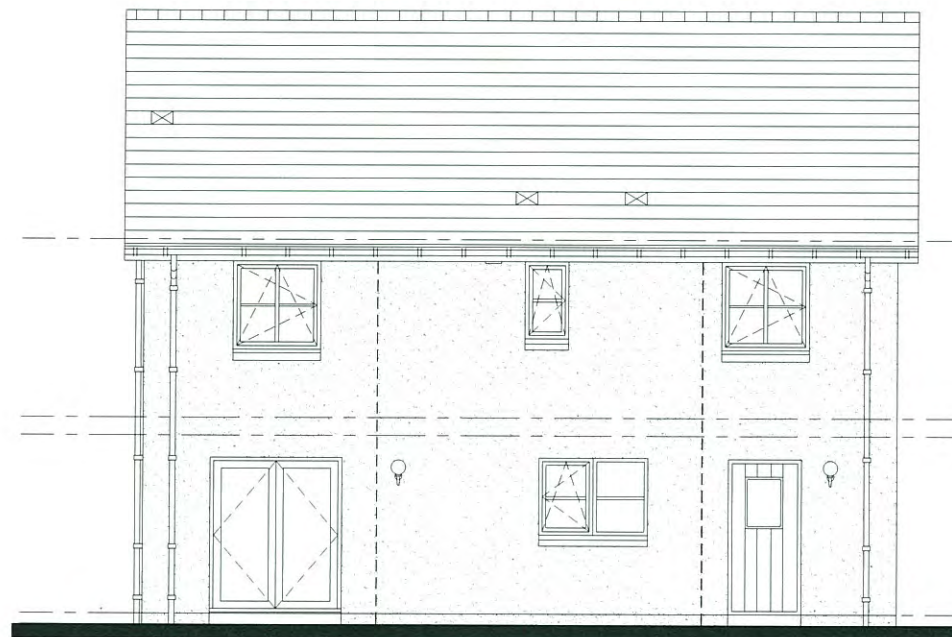
Please refer to drawing 1371/P/000/XX/10 for Material Finishes



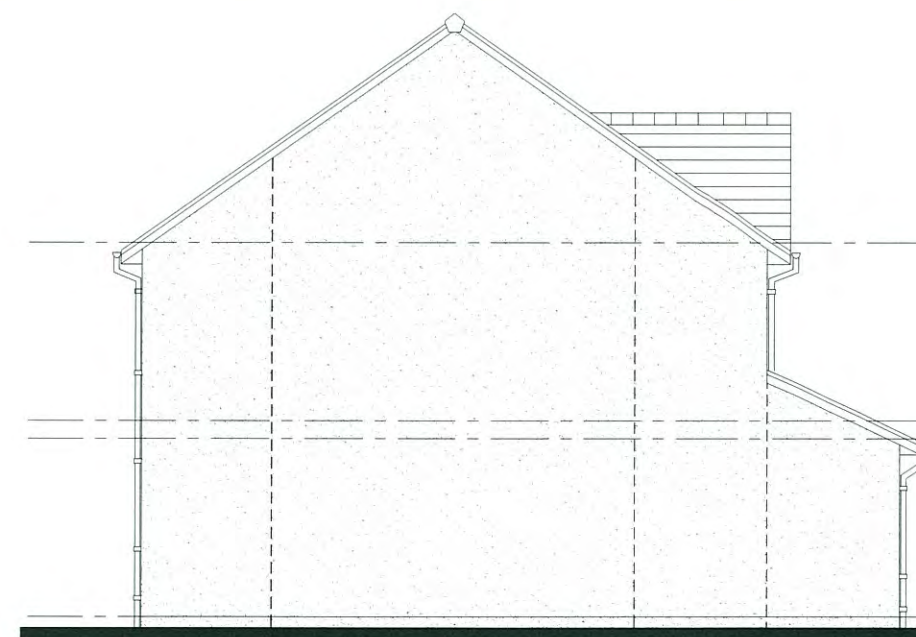
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



**KIRKWOOD  
HOMES**

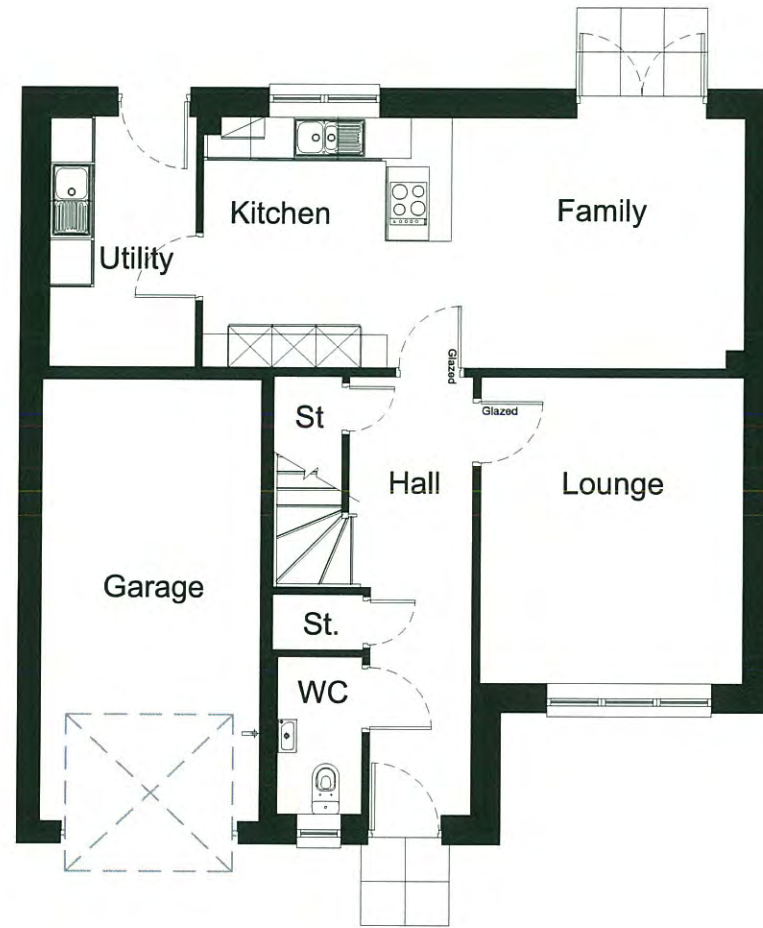
KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
HT133 - Athol - Right Hand  
Proposed Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	BY		
DATE	SCALE	DRAWN	CHECKED	STATUS	
28.04.2016	1:100	AM		Planning	
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	133	RH	02	



Ground floor plan



First floor plan



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

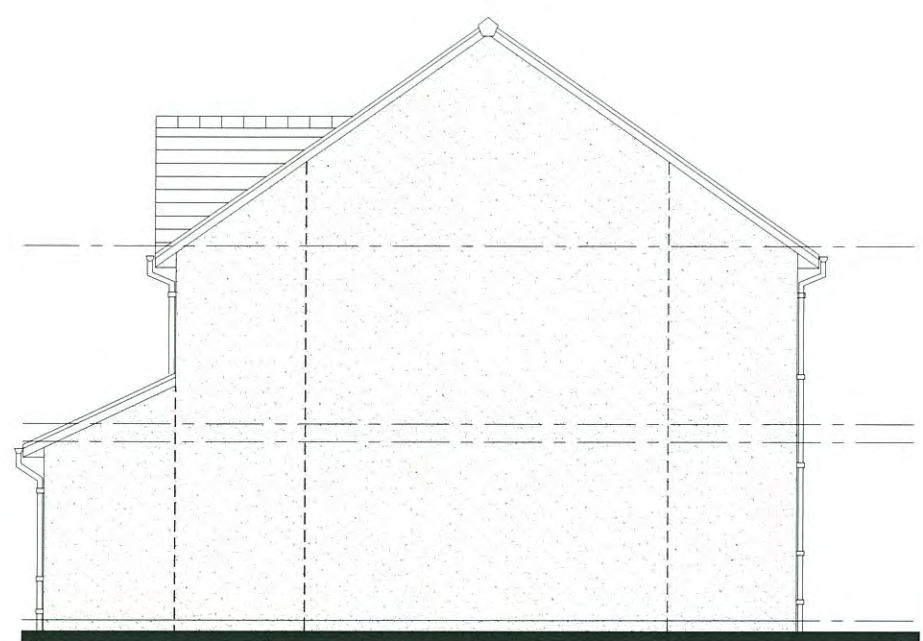
CONTENT  
HT133 - Athol - Right Hand  
Proposed Floor Plans

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	SCALE	DRAWN	CHECKED	STATUS	BY
		28.04.2016	1:100	AM		Planning	
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.		
1371	P	133	RH	01			



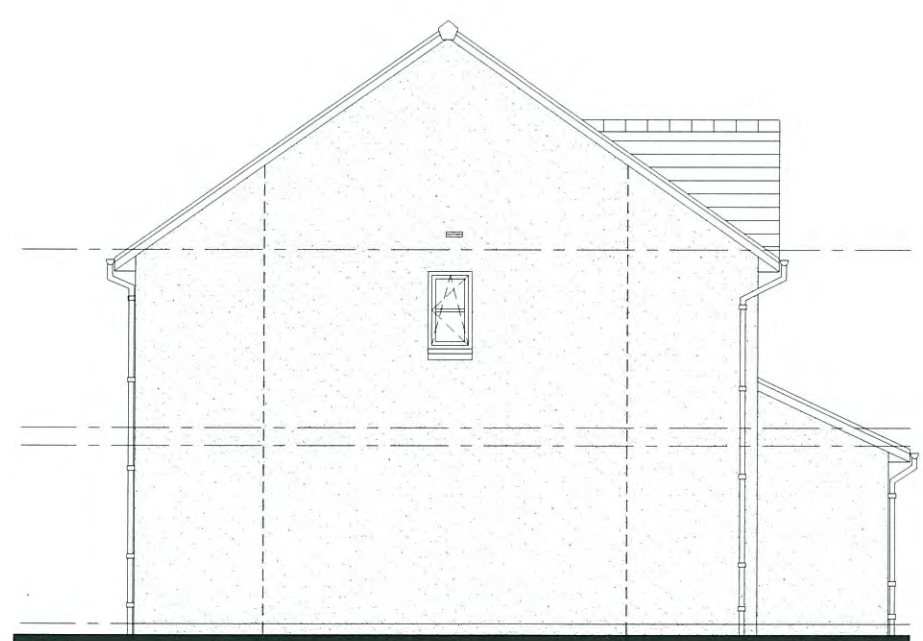
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

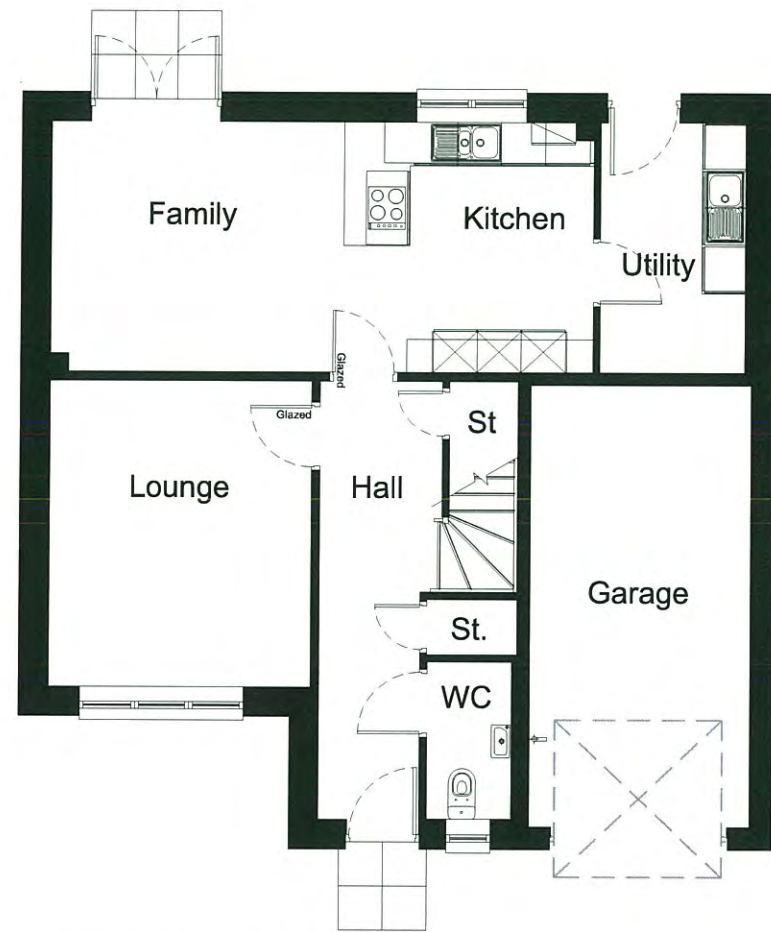
PROJECT  
Land at Slackbuie, Inverness

CONTENT  
HT133 - Athol - Left Hand  
Proposed Elevations

COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	BY		
28.04.2016	SCALE 1:100 DRAWN AM CHECKED	STATUS Planning			
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	133	LH	02	





Ground floor plan



First floor plan



**KIRKWOOD  
HOMES**

KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
HT133 - Athol - Left Hand  
Proposed Floor Plans

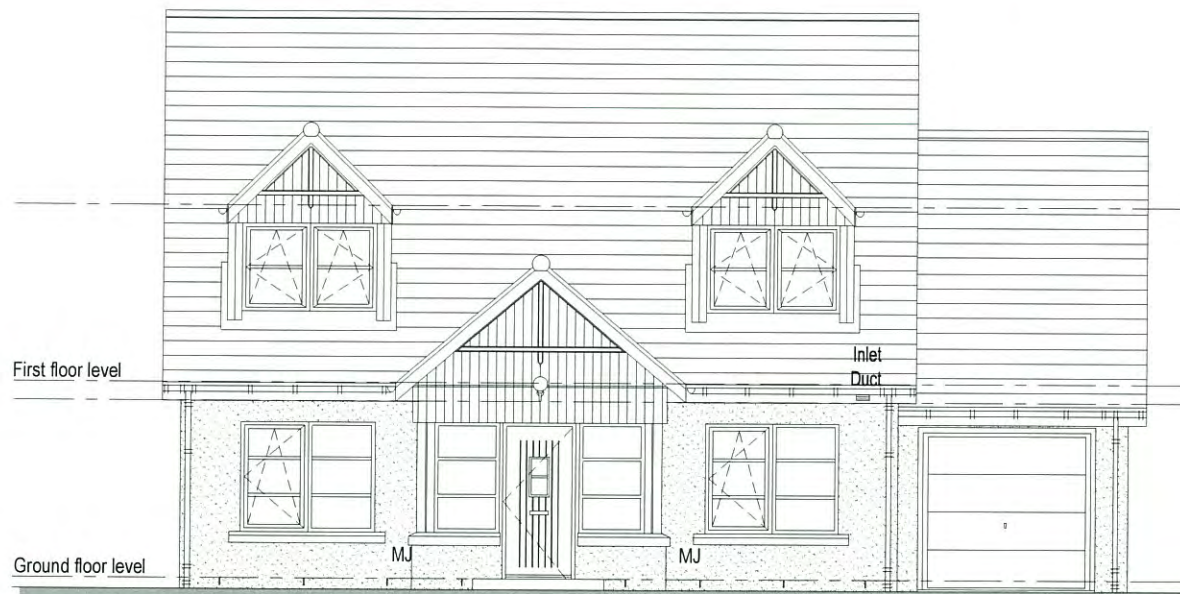
COPYRIGHT  
© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.

REV.	DESCRIPTION	DATE	SCALE	DRAWN	CHECKED	STATUS	BY
		28.04.2016	1:100	AM		Planning	
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.		
1371	P	133	LH	01			

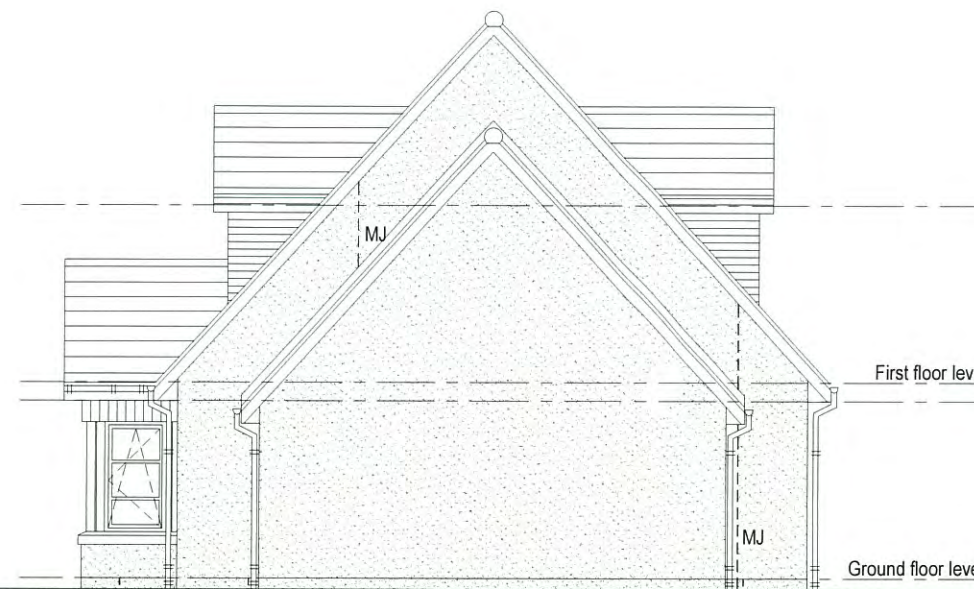
A3

0 1 2 3 4 5 m  
Scale 1:100

Please refer to drawing 1371/P/000/XX/10 for Material Finishes



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

NOTES

COPYRIGHT

© Copyright Kirkwood Homes Ltd. This drawing and its contents may not be copied or reproduced in any way without express consent of Kirkwood Homes Ltd. No liability will be accepted for amendments made by others.



KIRKWOOD BUSINESS PARK, SAUCHEN, INVERURIE, ABERDEENSHIRE, AB51 7LE  
T 01330 833595 F 01330 833625  
info@kirkwood-homes.com www.kirkwoodhomes.co.uk

PROJECT  
Land at Slackbuie, Inverness

CONTENT  
House Type 128 - Morven - LH  
Proposed Elevations

REV.	DESCRIPTION	DATE	BY		
-	-	-	-		
DATE	SCALE	DRAWN	CHECKED		
27.04.2016	1:100	AM			
STATUS			Planning		
PROJECT NO.	SET	REFERENCE	PLOT NO.	SHEET NO.	REV.
1371	P	128	LH	02	-