

Agenda item	6.1
Report no	PLN/020/18

THE HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 17 April 2018

Report Title: 16/01842/PIP – Land 255 m East of Culcairn Farmhouse, Station Road, Evanton

Report By: Area Planning Manager – North

1. Purpose/Executive Summary

1.1 MAKAR Ltd

Formation of mixed use development, comprising 160 houses and business/community uses.

Ward 6 – Cromarty Firth

Development Category - Major Development

Reason Referred to Committee – Major Development

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

2. Recommendation

2.2 Members are asked to agree the recommendation to grant as set out in section 11 of the report.

3. PROPOSED DEVELOPMENT

- 3.1 The application is made in principle and is for a proposed mixed use development, comprising 160 houses and business/community uses on a site extending to 12.3ha on the north-east edge of the village of Evanton. The Masterplan document submitted demonstrates indicatively how the development would be laid out, to include open space, allotments, play areas and public open space/landscaping.
- 3.2 Pre-application consultation on this proposed development started almost ten years ago with a major pre-application enquiry lodged with the Council in 2009 (09/01428/PREAPP). A Proposal of Application Notice (PAN) was submitted on 12 November 2015 (15/04223/PAN).
- 3.3 It is proposed to form a new vehicular access onto the existing private estate and windfarm access track from the B817 public road to the north-east. Footpath and cycle links with the village centre are proposed through the site to link with the private lane to the south-west, emerging onto the B817 between the properties of Kilkerran and Fyrish View on Station Road. It is proposed to connect to public water and waste water networks.
- 3.4 Supporting documents submitted include Masterplan; Pre-Application Consultation Report; Habitat Survey; Mammal Survey; Green Travel Plan; Retail Assessment Report; Waste Strategy Report; Transport Assessment; Road and Pavement Assessment; Drainage Impact Assessment; Flood Risk Assessment; Photographic Record of Site.
- 3.5 **Variations:** Amended Location Plan and Access Visibility Splay Plan submitted on 01 February 2018 and indicative Site Layout Drawings section of Masterplan submitted 12 March 2018. Amended Drainage Plans submitted 03 April 2018.

4. SITE DESCRIPTION

- 4.1 The application site extends to 12.3ha of slightly undulating agricultural land, situated to the west of the B817 public road on the north-east edge of the village of Evanton. It is bounded by existing housing to the west and south; and by agricultural land to the north and north-east. A private access track serving Novar Estate forestry, quarry and windfarm forms the north-east site boundary and provides vehicular access to the site from the public road. A private lane runs along the south-western site boundary. This lane currently serves a single property (Culcairn Farmhouse) and also gives informal pedestrian access to properties on Glenglass Road.

5. PLANNING HISTORY

- 5.1 **15/04223/PAN** – Proposal of Application Notice for the erection of a mixed use development comprising 160 houses, business and community uses submitted 12 November 2015.
- 16/02954/SCRE** – Request for Screening Opinion submitted 27 June 2016. Screening Opinion issued 27 July 2016 advising Environmental Impact Assessment not required.

6. PUBLIC PARTICIPATION

6.1 Advertised : Unknown Neighbour and Schedule 3 Development

Representation deadline : 25 November 2016

Re-advertised Representation deadline : 30 March 2018

Timeous representations : 4 (3 Objections and 1 Neutral Comment)

Late representations : 0

6.2 Material considerations raised are summarised as follows:

- Concern over possible impact on flood risk increasing for adjoining properties;
- Reference is made specifically to the existing lade which runs to the west of the site, which takes drainage from adjacent fields and which runs through a culvert to a burn passing under the B817. Lack of maintenance and increased drainage has led to water backing up and affecting adjoining properties;
- Specific concern that the open drainage ditch which runs along the western boundary of Station House has within recent years over topped and flooded the grounds of this property. There is a lack of information as to how surface water discharge from the site will be managed to address this existing issue and the proposals appear to increase potential flows into this channel;
- Concerns over impact of drainage from the access road at the east end of the development and how this will affect adjoining properties;
- Excessive number of houses proposed not allowing reasonable garden sizes;
- Questions relationship of required 'affordable homes' with private houses;
- Wooden eco friendly homes look good initially but can look tired quickly unless properly maintained;
- Concern over limitations of existing infrastructure, specifically capacity of the primary school and public transport services;
- Concerns over the safety of pedestrians and cyclists, as the footpath from the village centre to Culcairn is very narrow in parts and the cycle route poorly marked;
- Plans inaccurately showing that the lane to Culcairn Farmhouse is the same width as Station Road;
- Concerns over any proposed use of the lane for vehicular access;
- Concerns over impact on the existing privacy enjoyed by Station House and particularly the proposal for two storey townhouses along the southern boundary of the site;
- Concern over increase in numbers from 160 to 172 units as shown on amended drawings.

6.3 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. Access to computers can be made available via Planning and Development Service offices.

7. CONSULTATIONS

7.1 **Transport Planning:** Objections now resolved, subject to conditions covering the following matters, most of which refer to further information required to be submitted with any subsequent Matters Specified in Conditions (MSC) application:

1. Provision of a phasing plan to be submitted with the MSC application/s.
2. Submission of detailed and dimensioned plans showing a strategy for provision of an active travel link for pedestrians and cyclists for each phase of the development internal to the site and linking to the B817 via the lane at the western boundary of the site to be submitted with the MSC application/s.
3. Submission of detailed and dimensioned plans showing upgrading of the footway along the north-western side of the B817 between the lane forming the main active travel link from the development to the junction with Camden Street to be submitted with the MSC application/s.
4. In conjunction with the footway improvements, detailed plans shall be submitted for a traffic calming and traffic management scheme along the B817 between the main vehicular access to the site and the junction with Camden Street to be submitted with the MSC application/s.
5. A combined Stage 1 and 2 Safety Audit of the proposals for the footway upgrading, associated carriageway narrowing and the proposed traffic calming and management scheme along the B817 between the main vehicular site access and the Camden Street junction shall be submitted with the MSC application/s.
6. Provision and agreement in writing of a Travel Plan to be updated for each phase of the development.
7. Detailed and dimensioned plans showing a bus stop and shelter on the B817 on the frontage of the site with the B817 to be submitted with the MSC application/s.
8. Detailed plans and related signage and traffic calming associated with provision of a 20mph Speed Limit within the development for each phase to be submitted with the MSC application/s.
9. Provision and maintenance in perpetuity of visibility splays of 4.5x120m to the north and 4.5x90m to the south from the main vehicular access to the site to the B817.
10. Provision of a road rather than a private access to service the site (and hence the requirement for Road Construction Consent). Dimensioned and detailed layout plans of the road layout to be submitted with the MSC application/s including visibility requirements at junctions and bends.
11. Dimensioned and detailed drawings showing suitable access, visibility requirements, parking provision and refuse collection proposals for each plot in accordance with Council Guidelines to be submitted with the MSC application/s.
12. A surface water drainage masterplan to be submitted with the MSC application/s. A joint surface water drainage system (dealing with both curtilage and roads surface water) is required and shall be designed to comply with the requirements of 'Sewers

for Scotland' and shall be proposed for public adoption by the developer. Suitable proposals for maintenance of the system shall be submitted with the MSC application/s.

13. A land drainage masterplan to be submitted with the MSC application/s including detailed design and a maintenance schedule together with proposals for the body to be responsible in perpetuity for maintenance of this system.

14. Provision and agreement of a Construction Phase Traffic Management Plan at each phase of the development.

7.2 **Flood Risk Management Team:** Objections now resolved, subject to conditions. Additional work has been undertaken to address the initial objection on flood risk grounds which demonstrates that there will be no development within the predicted 1 in 200 year plus climate change fluvial flood plain. The fluvial overland flow routing and storage areas have been carefully managed through the site so as to contain the overland flows without affecting existing or proposed development. Due to amendments to the property boundaries, no houses or private gardens will lie within the predicted flood extents. Conditions with regard to flood risk should cover the following:

1. The development layout should be in accordance with the amended Site Plan drawing 1340/FL-01 to ensure that properties and private gardens are located outwith the predicated fluvial overland flow routes and flood storage areas.

2. A minimum 6m buffer strip from the top of bank of the Culcairn Drain shall remain free from any development to maintain bank stability, to safeguard future maintenance access and to allow natural watercourse migration.

3. A minimum buffer strip of 4m from the top of both banks of the flood channels should remain free from development to allow for future maintenance access. All property boundaries should lie out with the flood channels.

4. Minimum finished floor levels of 300mm above the 1 in 200 year plus climate change flood level should be applied to all properties which lie adjacent to the Culcairn Drain, the flood channels or the predicted flood extents, in order to protect against the residual risk associated with overland flow.

With regard to surface water drainage, it is acknowledged that the SUDS detention basins have been designed and located to avoid the overland flood routes and storage areas. The discharge of surface water from the site needs to be agreed with both the Council's Transport Planning team as well as the Flood Team. The Flood Team accepts the system in principle subject to the replacement of the 500mm x 500mm stone culvert, with a like-for-like culvert, under the B817. The applicant is responsible for ensuring that the system downstream of the discharge point is of a suitable condition to accept the site runoff. Further works should be undertaken to demonstrate the condition/suitability of the downstream system (i.e. beyond Fyrish Crescent) until it outfalls into a local watercourse. It is acknowledged that it lies on land out with the applicant's control, therefore agreement for access and survey will need to be reached with the landowner(s), and details should be provided at the next stage of planning. Where the system is found not to be suitable, appropriate upgrade works may be required. Conditions are requested to cover the following:

1. Full details of the design of the surface water drainage system, including cross sections through all of the SUDS basins should be provided with the MSC application/s. Surface water discharge exiting the site should be restricted to the 1 in 2 year flow for all rainfall events up to and including the 1 in 200 year plus climate change event so as to avoid increasing flood risk downstream.
2. Details of the party responsible for the future maintenance of the surface water drainage system, including SUDS, until such time as it is formally vested by Scottish Water, should be provided prior to occupation of the first property.
3. The culvert under Fyrish Crescent requires upgrading prior to first use of the drainage system. Full details of the proposals should be submitted with the MSC application/s.
4. For the eastern drainage network, the condition of the downstream surface water system to the point at which it outfalls into the existing drainage ditch on the south side of the railway should be fully investigated to ensure it can convey site runoff without causing flooding. Evidence of a free flowing system or details of any proposed works should be submitted with the MSC application/s.

7.3 **Development Plans:** No objections. Overall the application conforms with the Development Plan. The Masterplan covers a range of key aspects of siting and design ethos of the development. The application is for Planning Permission In Principle and as such does not contain all of the details of development. The application has been supported by assessments on a range of issues (including matters identified in the IMFLDP) and it is noted that additional information submitted has sought to address initial deficiencies and matters of concern raised by a number of parties. This has refined the Masterplan such that, subject to conditions and planning obligations, it may be capable of providing a suitable framework to guide the preparation of detailed proposals and subsequent implementation of the scheme.

It is understood that the development proposals are intended to include 25% affordable housing in line with the policy. Developer contributions towards primary education and community use will be required in accordance with the approved Supplementary Guidance.

7.4 **Access Officer:** No objections. In general, the paths and access routes proposed for this development both within and connecting outwith are extensive and appropriate for the site. There are no existing Core paths or public rights of way within the proposed site but it is on land that would have public access rights. In agreement with colleagues in Transport Planning, it is considered that inclusion of the track to the west ensures that any necessary upgrading of this route can be considered as part of the development. It is further suggested that consideration be given to a connecting route to the footbridge and path into Glenglass Road. This route has the potential to create a route to the village and school that has less vehicle traffic. Connections to the track to the north east, the north east of 20 Fyrish Crescent and to the playground are welcome. These will help to connect to the national cycleway and Core path between Evanton and Alness, and to paths to the north on Novar Estate. With regard to the phasing of the development, it is expected that path infrastructure would be developed ahead of the next phase and ensure that each phase is connected to the path network outwith the development.

7.5 **Housing Development Management:** No objections. The proposed development triggers the affordable housing policy. Therefore 25% of the units require to be affordable. The application is for 160 units so a minimum of 40 of these require to be

affordable. Evanton is an area of identified housing need. Therefore the Council's preferred method of delivery, in line with supplementary guidance, is to seek units delivered on site, secured through the use of a Section 75 obligation.

- 7.6 **Landscape Officer:** No objections. Suggestions are made to better align the stated principles of the proposed development with the finished design, such as adjusting the proposed terraces to create a unified street frontage; and considering orientation of houses in relation to contours as well as to the sun. The scheme concept carry-through to layout is not clear, as the indicative housing layout does not appear to respond to either the historic patterns discussed at length in the Masterplan, or to the landform. Shared surfaces need to be designed to work for all users including visually impaired people.

The Masterplan discussion on massing and space between buildings discusses closeness of grain of development, but the proposed layout seems to focus on distance between building lines across streets, and disregard longitudinal spacing. ie how wide the street is as opposed to how closely spaced buildings are along the street. Three storey building are mooted as a device to 'generate a closer grain'. Taken with the Illustrative sections, this would be expected to refer to the height/width ratio of a street and hence the proposal for 3 storey town houses continuing the building line of Fyrish Crescent seems out of place.

With regard to potential open space uses, the pressure for car parking and any associated development (e.g. ball stop fences/floodlighting/buildings etc.) needs to be taken into account in considering appropriate locations.

Three types of functional planting are proposed, in part to reduce reliance on fences to mark boundaries, inspired by the fact that 'poor quality timber fencing and blockwork walling deteriorate in a short number of years, while replacement structures by residents are often uncoordinated and visually chaotic'. While higher quality materials would mitigate against swift deteriorations, a range of individual boundary treatments can be seen as adding to character and sense of place as much as to 'visual chaos' and should not be presumed to be a bad thing.

The planting proposed has potential problems, which the Landscape Officer has offered advice on with an aim of submitted details at MSC stage which do not give rise to future problems of maintenance, disputes between neighbours, accessibility and security; and which establish a mixed age structure of landscaping.

The developers are encouraged to think of Public Art in terms of opportunity for enrichment of street furniture, play, shelter and boundary structures and paving, rather than stand-alone sculpture, for a development of this scale and nature.

- 7.7 **Historic Environment Team:** No objection. The proposed development is located in an area of archaeological potential and a standard condition requiring a pre-commencement archaeological programme of work is requested.

- 7.8 **Environmental Health Officer:** No objection. The development is predominantly residential with only a small commercial element shown in the drawings although it is understood that this is not necessarily the final layout. Main concerns would be noise, odour etc. and the layout should take into consideration any existing or proposed sources of noise or odour to ensure existing or proposed dwellings will not be adversely affected.

The biggest impact arising from this development is likely to be during the construction

phase. When it comes to the MSC application/s we would likely be looking for a construction noise assessment to be submitted as well as a scheme for the suppression of dust.

7.9 **Kiltearn Community Council:** No objection. The Community Council supports the principle of development but considers that the following should be clarified/required of the developer should the application be approved:

General - As the development is to be phased, assurance is sought that the infrastructure plan for the whole development of 160 houses is approved prior to MAKAR commencing work. Any infrastructure element in Phase 1 essential to the whole, be completed on a scale capable of handling that of the whole, in particular there are concerns with surface water. It is expected that any proposals will accommodate expected flows through the land and make provision for remedial action should any adopted scheme prove not to cope with actual flows and cause disruption to neighbouring land.

Design - Reassurance is sought that any adopted design guide will be adhered to over the development and not "watered down" over a period of time.

Resident Parking - Adequate parking is required for new residents, particularly for larger properties.

Green Travel Plan - In recognition of the overall aims of the development it is hoped that the development will make land available to facilitate parking for the intended Rail Halt.

Access - The existing "traffic calming" feature at the entrance to the village should be removed and replaced with a more appropriate solution north of the proposed access. Due consideration must be given to the need to protect the existing cycle route and the relationship with the quarry access.

Common Works - Assurance is sought that works such as landscaping and access roads are completed to an appropriate timetable.

Maintenance - The Community Council hoped that adequate measures will be adopted to ensure that common areas would be maintained in perpetuity. The developer should be encouraged to engage with a locally based agency to deliver required services, particularly in relation to open space maintenance.

7.10 **Transport Scotland:** No objection.

7.11 **Historic Environment Scotland:** No objection. Content with the principle of development in this location. One observation relating to the eastern edge of the development site, where it abuts an existing track and open farmland - Note the building type proposed for this part of the development is 'large detached'. Given its potential importance as the proposed new eastern edge of the settlement of Evanton, visible from the B817, the Council may wish to consider an approach that introduces some limited areas of planting to help anchor the development in its rural setting. In the wider context of Novar Designed Landscape this would provide a more graduated delineation between the new urban edge and the estate policy farmland.

7.12 **SEPA:** Objections now resolved, subject to conditions. The additional information and clarification on flood risk provided to on 8 March 2018 and 28 March 2018 enables SEPA to withdraw its objection, provided that the conditions recommended are applied to protect people and property from flood risk. The conditions cover the following matters:

1. Any new culverts for carrying roads or paths over the flood channel shall be designed to convey the 1 in 200 year plus climate change flow as proposed.
2. A Maintenance and Inspection Plan is required to ensure the flood channels and new culverts are kept free from debris and blockage. This should be factored into the long term maintenance of the site in perpetuity by the applicant, site owner, factor, or for example, adopted by a Council maintenance scheme.
3. Secure principles of revised site layout (1340/FL-01) where no development, including property boundaries and private gardens are to be within the predicted 1 in 200 year plus climate change flood extent.
4. Minimum 6m buffer to be maintained from the top of the bank of the Culcairn Drain.
5. Minimum buffer of 4m for both flood channels, that shall be free from development including buildings, fences, walls, and decking, and that all property boundaries should lie outwith the channels and buffers.
6. Details of finalised site SUDS should be submitted for review through either a Matters Specified in Conditions application or a full planning application.
7. Requirement for the development to connect to the public waste water network.
8. Requirement for site specific finalised Construction and Environmental Management Plan (CEMP), which should also include a construction phase water management plan.

7.13 **Scottish Water:** No response

The following policies are relevant to the assessment of the application

8.1 **Highland Wide Local Development Plan 2012**

Policy 28	Sustainable Design
Policy 29	Design Quality and Placemaking
Policy 31	Developer Contributions
Policy 32	Affordable Housing
Policy 34	Settlement Development Areas
Policy 56	Travel
Policy 57	Natural, Built and Cultural Heritage
Policy 61	Landscape
Policy 64	Flood Risk
Policy 65	Waste Water Treatment
Policy 66	Surface Water Drainage
Policy 75	Open Space

8.2 **Inner Moray Firth Local Development Plan (Adopted 2015)**

Site lies within Evanton Settlement Development Area and is specifically allocated for Mixed Use development (site EV3 Culcairn) for 160 homes, Business and Community uses. Requirements for the site, listed in the plan, are as follows:

Developer to prepare masterplan/development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address/ include:

- Design Statement including integration of built form, circulation, green space and landscaping;
- Transport Assessment including principal access to be taken from Fyrish Crescent;
- Development of footpaths and cycleways and improvements to minimise the traffic flow to/from the village centre;
- Landscape Plan including significant structural planting between the development and existing housing on the western boundary;
- Protected Species Survey;
- Flood Risk Assessment.

9. **OTHER MATERIAL CONSIDERATIONS**

9.1 **Draft Development Plan**

Not applicable

9.2 **Highland Council Supplementary Planning Policy Guidance**

Developer Contributions (March 2013)

Note: The Developer Contributions Supplementary Guidance is currently being revised, and a draft for consultation was agreed by the Council's Environment, Development and Infrastructure Committee on 8 November 2017. The draft is now a material consideration for the determination of planning applications. Public consultation commenced on 12 January 2018 and closed on 9 March 2018. A report of the consultation and the final draft is intended to be reported to Committee in May 2018. Thereafter it will be submitted to Scottish Ministers for a 28 clearance period and adopted as statutory supplementary guidance.

Open Space in New Residential Developments (Jan 2013)

Public Art Strategy (March 2013)

Sustainable Design Guide (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Flood Risk and Drainage Impact Assessment (Jan 2013)

9.3 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (The Scottish Government, June 2014)

10. PLANNING APPRAISAL

- 10.1 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.
- 10.2 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.
- 10.3 **Development Plan Policy Assessment**

Policy Principles - The application conforms generally with the Development Plan. It proposes uses and scale of development as allocated in the adopted Inner Moray Firth Local Development Plan; and the Masterplan and supporting information submitted address the criteria set out within the policy statement. The applicants have confirmed the intention to provide a minimum of 25% affordable housing in accordance with the Council's policies and Supplementary Guidelines.

Developer Contributions (Education) - With regard to developer contributions towards education, the site currently lies within the catchment area for Kiltearn Primary School. The published 2017/18 School Roll Forecasts (SRFs) indicate that Kiltearn Primary is currently at 89% capacity. The school roll is forecast to fall to 77% by 2020/21 but then increase through the forecasting period to 98% by 2032/33. The proposed development is predicted to generate the following number of pupils: 160 homes x 0.3 = 48 pupils arising from the development. Using the SRF methodology and estimating the build programme for the total units proposed in line with the applicants indicative phasing (in comparison to the allocation and number of units factored into the school roll forecast) the school roll rises to exceed the existing capacity in 2025/26 and would remain over capacity through the remainder of the forecasting period. The number of pupils above 100% capacity of the school varies between 4 and 25 pupils throughout the forecasting period. Accordingly, two classroom extension rates are required which are at a rate of £1,598 per home, subject to the application of indexation to that price in accordance with the Supplementary Guidance. In terms of secondary school provision, for Alness Academy, the school roll rises but remains below capacity throughout the forecasting period. As such, developer contributions towards secondary education are not required.

Developer Contributions (Community Facilities) - Highlife Highland has indicated that community facilities in Evanton would benefit from some investment, especially if the local population is to be increased via the proposed development of 160 houses. Contributions towards the enhancement or creation of new community facilities, to address the impact of the development, would therefore be appropriate. This equates to £810 per home, subject to the application of indexation to that price in accordance with the Supplementary Guidance. It is noted that the development proposals include community uses. Depending upon the type of facilities, these may in part (and if provided) count towards addressing the impacts of the development; however, contributions towards off-site enhancement or creation of new community facilities may also be necessary. It is noted that the car park at Evanton Sports Centre is in need of expansion/enhancement.

Developer Contributions (Affordable Housing) - It will be necessary to secure the developer contributions towards affordable housing, education and community use by Section 75 Legal Obligation.

Developer Contributions (Other) - There is also a requirement for public art to be an integral part of the overall design of a development and this can be secured by condition. Contributions towards enhancing transport and active travel have been requested by the Council's Transport Planning Team as part of detailed requirements at Matters Specified in Conditions stage. Commensurate open space provision will be required in line with the Council's Supplementary Guidance. Based on an occupancy rate of 2.39 people per home for this part of Highland (as per the Council's Open Space Calculator), a development of 160 homes will give rise to 383 on-site residents. This equates to a need for approximately 9,560 sqm of high quality, useable open space. This is expected to be provided in several forms in line with the Supplementary Guidance (and could include requirements for provision on and off site). The Masterplan submitted promotes a range of types of greenspace, including allotments. It is important nonetheless to ensure that the required range of types is met and clarity about the stage at which the greenspace proposals will become specific and how and when they will be delivered.

10.4 **Flood Risk and Drainage**

The application as originally submitted generated objections from SEPA, the Council's Flood Risk Management Team and the Council's Transport Planning Team on the grounds of insufficient information provided with regard to surface water drainage and potential flood risk. In addition, concerns with regard to surface water drainage and flood risk have been raised by third parties.

A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) were initially lodged in October 2016 with further information submitted in November 2016. Further to a review of this information, a number of detailed questions were asked and additional information was requested. There was also dialogue directly between the applicant's engineers and SEPA/The Council's Flood Risk Management Team. Revised drainage details were lodged in October 2017 along with revisions to the Masterplan. This did not result in withdrawal of the objections from SEPA and the Flood Team and a meeting involving all relevant consultees, the planning officer and applicant was held in November 2017 in an attempt to resolve the outstanding objections. Additional information was lodged in early March 2018, which resulted in further correspondence and a submission from the applicant's engineers on 28 March comprising an Addendum to the Flood Risk Assessment and Drainage Impact Assessment. This has allowed the Flood Team and SEPA to withdraw their objections, subject to a number of detailed conditions requiring specific and detailed information to be submitted at Matters Specified in Conditions stage of the application.

The FRA and DIA, as amended and augmented have informed the proposed layout of the site to ensure that all built development will lie outwith the 1 in 200 year plus Climate Change fluvial flood risk area, which occupies a large area of land to the south and west of the site. The site access is from the north-east and will serve a phased built development from east to west. The surface water drainage strategy put forward within the DIA demonstrates that the proposed storm drainage strategy for the site is in accordance with current best management practice. The drainage for the site will be split between two networks. The proposed development to the western side of

the site will drain to the watercourse referred to as the Culcairn Drain which flows south along the western site boundary via a proposed detention basin providing treatment and attenuation. The proposed development on the eastern side of the site will drain to the existing watercourse which is culverted across Fyrish Crescent and the railway line at the south-east corner of the site via two detention basins.

Green infrastructure is proposed to be an important integral part of the development. The indicative site layout as shown in the Masterplan shows extensive areas of low maintenance green spaces and green networks. The green spaces at Culcairn will include private gardens, swales, SUDS ponds, open parkland, and potentially allotments. Tree and shrub planting is proposed to create an environment that is rich in biodiversity, visually attractive and which contributes positively to carbon capture and good air quality.

10.5 Transport and Access

Transport Assessment - A Transport Assessment (TA) has been submitted as supporting information. Taking the morning peak, the development generates a total of 129 vehicle movements (81 out and 48 in). These have been distributed onto the network using census information for the travel to work journey in 2011. This is considered acceptable by the Council's Transport Planning team.

The junctions onto the A9 were modelled as part of the TA and Transport Scotland is satisfied that the proposals will not have a significant impact on the trunk road network, confirming no objections.

The local road junctions with the B817 at Chapel Road, at the proposed site access and at the junction with the B9176 (Struie Road) were modelled and the results indicate that the junctions will all function acceptably.

Active Travel - As an outline indication the internal layout of the site makes good provision for pedestrians however a detailed strategy for access by pedestrians and cyclists into the village centre was requested. Unfortunately the developer declined to provide any detailed information relying on an indicative sketch however, the private lane which is proposed to form a key active travel link has now been included in the red-line boundary which is welcomed. A condition is therefore requested for submission and agreement of a phased strategy for providing direct pedestrian and cycle routes within the site linking to the village centre and it may be clearer if it is separated into two. The first relates to the route within the site linking the various phases to the existing private lane along the west corner of the site which gives vehicular access to the property Culcairn (there is also a substation along this route) and then along this lane to the junction with the B817 Station Road. The full length of the routes identified shall be to an adoptable standard. This means that the lane and other remote paths will have to be provided or upgraded to an appropriate width, lit, surfaced, drained and constructed under Road Construction Consent. The strategy should confirm that the developer has control over any land required to upgrade the links from the site to the public road boundary. For the avoidance of doubt, and to reassure neighbouring householders who have expressed concern, upgrading of this route will be for pedestrians and cycles only and not for any vehicular access into the site. The Council's Transport Planning team has asked that the full length of this route should be provided prior to occupation of the 40th house. This can be secured by condition.

The second matter to be specified by condition relates to the upgrading of the footways along the north-west side of the B817 between Camden Street and the access point of the main pedestrian link from the development from the lane discussed above. Upgrading is not required over the full length of this section. A traffic calming scheme incorporating traffic management proposals is also required on the B817 between the main vehicular site access and Camden Street. The details of the footpath improvement and traffic calming scheme can be secured by condition.

Travel Plan - A framework travel plan has been submitted as supporting information however a detailed Travel Plan in accordance with this framework requires to be submitted with the Matters Specified by Condition application/s or any detailed application. Again this can be conditioned to secure.

Public Transport - A bus stop and shelter is required within the frontage of the scheme onto the B817. Although there is a stop at Fyrish Crescent, the footway is substandard in this location and there is no shelter. The use of this stop by secondary school children will increase substantially. There are regular daily services and so a contribution for an additional service is not judged necessary. Provision of a bus route within the scheme is not judged necessary provided suitable pedestrian links to the B817 are provided which will form part of the detailed layout. Submission of the details of the bus stop can be secured by condition and should then be constructed prior to occupation of any units.

Detailed Layout - The outline proposals indicate that the scheme will be designed to achieve a 20mph speed as is required by Council Guidelines. Drawings showing the required signage and traffic calming and a Traffic Order to formalise this will be required as part of any detailed application. The main access to the site is proposed at the existing Novar Quarry/Windfarm access point, which is considered acceptable by the Council's Transport Planning team. A visibility splay of 4.5 x 90m to the south is proposed and is acceptable. The access is within the 30m mph speed limit for the village. However an increased splay of 4.5 x 120m to the north is required as the access is only just within the limit. A revised plan has been provided. A new traffic calming gateway feature for the village is required and amendment of the existing feature may be required due to the increase in both pedestrian and vehicle movements along the B817. Pedestrian and cyclist provision at the access with the B817 and along the existing quarry route should be carefully considered due to the possible conflict with HGVs.

Surface Water Drainage - A revised Drainage Impact Assessment (DIA) has been submitted. This indicates two Suds basins which are proposed to be designed to meet the requirements of Scottish Water for vesting. One discharges to an open ditch on the south east side of the Fyrish Crescent via a new culvert beneath the road. The second discharges to the small watercourse/drain which runs along the west boundary of the site. Due to the size of the development a private system is not judged to be acceptable. A suitable condition requiring the design of the system to be in accordance with the appropriate edition of Sewers for Scotland and to be put forward for vesting by a public body is requested. A clear masterplan strategy for the road drainage for the whole site (not just the first phase) will be required with any detailed application and an appropriate condition regarding submission of a drainage masterplan and phasing is requested.

10.6 Community Council Response and Third Party Representations

The application has been subject to two public advertisements and two rounds of neighbour notification (in November 2016 and in March 2018) due to the amended and additional information submitted. Kiltearn Community Council has stated no objection in principle and has made a number of comments. Four neighbouring households have also made comments, three objecting and one neutral. Many of the objections and concerns relate to flood risk, drainage and access issues which have been comprehensively scrutinised by SEPA, the Council's Flood Risk Management and Transport Planning Teams. Amendments have been made by the applicants, through their engineers, to the Flood Risk Assessment and the Drainage Impact Assessment. This has allowed all consultees to withdraw their holding objections and there are no longer any technical objections to the application. In addition, an extensive list of conditions has been recommended by consultees requiring substantial detailed information to be submitted with any subsequent Matters Specified in Conditions application/s. No development can start on site until such future application/s have been formally considered and approved.

Another concern highlighted was the impact of this scale of development on existing infrastructure and facilities. Improvements to infrastructure, including improved footpath and cycle links to the village centre, traffic calming measures on Fyrish Crescent/Station Road, a new gateway feature and a new bus stop/shelter are proposed and have been conditioned to ensure that appropriate details are submitted as part of any Matters Specified in Conditions applications/s. Developer contributions towards improvements to Kiltearn Primary School and Community facilities will be secured by way of a Section 75 Legal Obligation which will require to be delivered prior to any Planning Permission in Principle being issued. It is noted that the Community Council has asked that a contribution is made towards the intended Rail Halt, through making land available for parking. However as there is no firm proposal for any rail halt, it would be unreasonable to make this a specific planning requirement. The Community Council may wish to discuss the matter directly with the developers to allow the issue to be considered in drawing up any detailed plans.

Any perceived concerns over building design, layout and finished materials can be dealt with at Matters Specified in Conditions stage as no such details have yet been submitted for the Council's approval. A number of conditions are recommended with regard to design, finished materials, landscaping, open spaces etc. which will help to shape the detailed submission, to ensure that the development can be anchored into its edge of village setting and does not have a detrimental impact upon its immediate environs or on Novar Designed Landscape to the north-east. Concerns have been expressed regarding an increase in the number of units proposed at the site. The developer has advised that a number of the indicative units are for commercial use. For clarification, the total number of housing units is 160, together with a number of potential commercial/community units. The total number of units can be secured by condition.

10.7 Matters to be secured by Section 75 Agreement

1. The provision of a minimum 25% Affordable Housing;
2. A contribution of £1,598 (index linked) per residential unit towards Education (Kiltearn Primary School) ; and

3. A contribution of £810 (index linked) towards Community Facilities.

The applicant will have four months from the date that the Council's solicitor writes to the Applicant/Applicant's solicitor indicating the terms of the legal agreement, to deliver to the Council a signed legal agreement. Should an agreement not be delivered within four months the application will be refused under delegated powers.

11. CONCLUSION

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

12. IMPLICATIONS

12.1 Resource – Not applicable

12.2 Legal –Not applicable

12.3 Community (Equality, Poverty and Rural) –Not applicable

12.4 Climate Change/Carbon Clever –Not applicable

12.5 Risk – Not applicable

12.6 Gaelic – Not applicable

13. RECOMMENDATION

Action required before decision issued Y

Conclusion of Section 75 Agreement Y

Subject to the above, it is recommended the application be **Granted** subject to the following conditions and reasons / notes to applicant:

1. For the avoidance of doubt, the site layout shown on the submitted Masterplan is indicative only and the total number of residential units shall not exceed 160. No development shall commence within a phase, or relating to a phase, until all of the matters specified below, as they relate to or are relied upon by that phase, have been approved on application to the Planning Authority:
 - i. a detailed layout of the site of the proposed development (including site levels as existing and proposed);
 - ii. the design and external appearance of the proposed development;
 - iii. landscaping proposals for the site of the proposed development (including boundary treatments);
 - iv. details of access and parking arrangements; and
 - v. details of the proposed water supply and drainage arrangements.

Reason: Planning Permission is granted in principle only and these specified matters must be approved prior to development commencing within each phase.

2. Any details pursuant to Condition 1 above shall show a development predominantly featuring the following elements:
 - i. walls finished in a white/off-white wet-dash render/smooth coursed cement render/natural stone/timber;
 - ii. roof coverings of natural slate/anthracite coloured sinusoidal metal sheeting;
 - iii. single storey, 1½/1¾ storeys; or two storeys in height;
 - iv. windows with a strong vertical emphasis;
 - v. roofs symmetrically pitched of not less than 35° and not greater than 45°; and
 - vi. predominantly rectangular in shape with traditional gable ends.

Reason: In order to respect the vernacular building traditions of the area and integrate the proposal into its landscape setting; in the interests of visual amenity.

3. No development or work (including site clearance) shall commence until a programme of work for the evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, all in accordance with the attached specification, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

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

4. Any details pursuant to Condition 1 above shall include a surface water drainage masterplan for the whole site. A joint surface water drainage system (dealing with both curtilage and roads surface water) is required and shall be designed to comply with the requirements of 'Sewers for Scotland,' to be proposed for public adoption by the developer. Prior to the commencement of any works in any phase, a detailed scheme for surface water drainage shall be submitted to, and approved in writing by, the Planning Authority, in consultation with SEPA. All work shall be carried out in accordance with the approved scheme.

Reason: To ensure adequate protection of the water environment from surface water run-off.

5. Prior to the commencement of any works, a scheme to connect to the public waste water network shall be submitted to, and approved in writing by, the Planning Authority, in consultation with Scottish Water. All work shall be carried out in accordance with the approved scheme.

Reason: To protect people and the environment from the impact of waste water and ensure the development of the public waste water network.

6. No development shall commence, in any phase of development, until a site specific Construction and Environmental Management Plan (CEMP) to include a construction phase water management plan, and construction phase traffic management plan has

been submitted to, and approved in writing by, the Planning Authority in consultation with SEPA. All works on site shall be undertaken in accordance with the approved CEMP unless otherwise agreed in writing with the Planning Authority.

Reason: In order to minimise the impacts of construction works on the environment.

7. For the avoidance of doubt, any new culverts for carrying roads or paths over the flood channel will be designed to convey the 1 in 200 year plus climate change flow rate.

Reason: To ensure that all water crossings are free from flood risk and do not exacerbate flood risk elsewhere.

8. Any details pursuant to Condition 1 above shall include a land drainage masterplan including detailed design and a maintenance schedule together with proposals for the body to be responsible in perpetuity for maintenance of this system. No development shall commence within a phase, or relating to a phase until a Maintenance and Inspection Plan has been submitted to, and approved in writing by, the Planning Authority. This shall include details of the responsible body, regular inspection and maintenance frequency, necessary additional inspections during periods of heavy rain and maintenance proposals of all surface water infrastructure. The Plan shall thereafter be implemented as approved.

Reason: To ensure that all flood mitigation infrastructure, required in order to reduce the risk of flooding occurring both within and outwith the application site, is maintained in perpetuity.

9. Any details pursuant to Condition 1 above shall be in accordance with the amended Site Layout drawing ref. 1340/FL-01 to ensure that no development, including property boundaries and private gardens are located within the predicted 1 in 200 year plus climate change flood extent, fluvial overland flow routes and flood storage areas.

Reason: To ensure that development is carefully managed and does not encroach onto riparian buffer strips. Such buffers strips are required a) for the maintenance of watercourses within the application site, b) to account for natural watercourse migration, and c) in order to safeguard property from flood risk.

10. For the avoidance of doubt, a minimum 6m buffer strip from the top of the bank of the Culcairn Drain shall remain free from any development to maintain bank stability, to safeguard future maintenance access and to allow natural watercourse migration.

Reason: To ensure that development is carefully managed and does not encroach onto riparian buffer strips. Such buffers strips are required a) for the maintenance of watercourses within the application site, b) to account for natural watercourse migration, and c) in order to safeguard property from flood risk.

11. For the avoidance of doubt, a minimum buffer strip of 4m from the top of both banks of the flood channels shall remain free from development, including all property boundaries, buildings, fences, walls, and decking, to allow for future maintenance access.

Reason: To ensure that development is carefully managed and does not encroach onto riparian buffer strips. Such buffers strips are required a) for the maintenance of watercourses within the application site, b) to account for natural watercourse migration, and c) in order to safeguard property from flood risk.

12. Any details pursuant to Condition 1 above shall demonstrate minimum finished floor levels of 300mm above the 1 in 200 year plus climate change flood level for all properties which lie adjacent to the Culcairn Drain, the flood channels or the predicted flood extents, in order to protect against the residual risk associated with overland flow.

Reason: In order to safeguard property from flood risk.

13. Any details pursuant to Condition 1 above shall include submission of a Phasing Plan for the development, including all proposed open space/landscaping and infrastructure (vehicle access, footpaths, traffic calming, drainage, flood mitigation). This Phasing Plan, as approved, shall be adhered to in future applications (unless otherwise approved in writing by the Planning Authority.)

Reason: To ensure that build-out of the development is phased so as to avoid adverse impact on local services and infrastructure until required improvements have been put in place.

14. Any details pursuant to Condition 1 above shall include submission of detailed and dimensioned plans showing a strategy for provision of an active travel link for pedestrians and cyclists for each phase of the development internal to the site and linking to the B817 via the lane at the western boundary of the site. This link shall be continuous and shall be to an adoptable standard by the Roads Authority complying with the Council's Roads and Transport Guidelines for New Development including surfacing, drainage and lighting. The upgrading of the lane along the western boundary of the site and provision of an adoptable link from the housing completed shall be constructed prior to completion of the 40th residential unit on site. For the avoidance of doubt there shall be no vehicular access to the site from the lane at the western boundary.

Reason: To ensure that an adequate level of pedestrian/cycle access is timeously provided for the development; in the interests of road safety and amenity.

15. Any details pursuant to Condition 1 above shall include submission of detailed and dimensioned plans showing upgrading of the footway along the north-western side of the B817 between the lane forming the main active travel link from the development to the junction with Camden Street. This shall upgrade the footway to a minimum width of 1.5m with a desirable minimum width of 2.0m. Justified departures from this standard for limited lengths shall be considered by the Council. Thereafter it shall be constructed in accordance with the agreed plans (or amended plans as agreed in writing by the Council) prior to completion of the 80th residential unit on site.

Reason: To ensure that an adequate level of pedestrian/cycle access is timeously provided for the development; in the interests of road safety and amenity.

16. Any details pursuant to Condition 1 above shall include submission of a traffic calming and traffic management scheme along the B817 between the main vehicular access to the site and the junction with Camden Street (in conjunction with the footway improvements referred to at Condition 15 above). Thereafter the traffic calming and traffic management scheme shall be constructed in accordance with the agreed plans (or amended plans as agreed in writing by the Council) prior to completion of the 80th residential unit on site.

Reason: In the interests of road and pedestrian safety.

17. Any details pursuant to Condition 1 above shall include submission of a combined Stage 1 and 2 Safety Audit of the proposals for the footway upgrading, associated carriageway narrowing and the proposed traffic calming and management scheme along the B817 between the main vehicular site access and the Camden Street junction. This shall demonstrate to the satisfaction of the Planning Authority that there is no net dis-benefit to road safety due to the proposed alterations to the B817.

Reason: In the interests of road safety, and to ensure that the works involved comply with applicable standards.

18. Any details pursuant to Condition 1 above shall include submission of a Travel Plan, to be updated for each phase of the development.

Reason: In order to facilitate the use of a variety of modes of transport.

19. Any details pursuant to Condition 1 above shall include submission of detailed and dimensioned plans showing a bus stop and shelter on the B817 on the frontage of the site with the B817. The bus stop as approved shall be provided at the developer's expense prior to first occupation of any part of the development.

Reason: In order to reduce dependency on the private car and to encourage greater use of public transport.

20. Any details pursuant to Condition 1 above shall include (for each phase) detailed plans and related signage and traffic calming associated with provision of a 20mph Speed Limit or Zone within the development.

Reason: In the interests of road safety, and to ensure that the works involved comply with applicable standards.

21. Any details pursuant to Condition 1 above shall include provision and maintenance in perpetuity of visibility splays of 4.5 x 120m to the north and 4.5 x 90m to the south from the main vehicular access from the site onto the B817.

Reason: To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and amenity.

22. The access serving the application site shall be a road over which the public has a right of access, as defined in Section 151 of the Roads (Scotland) Act 1984 (as amended). Any details pursuant to Condition 1 above shall include engineering details of such road (and how it is to be phased), including visibility requirements at

junctions and bends, and no development shall commence until evidence has been submitted to, and approved in writing by, the Planning Authority that demonstrates that all necessary consents and bonds are in place for the road.

Reason: In the interests of road safety and amenity to ensure a standard of access commensurate with the scale of the development hereby approved.

23. Any details pursuant to Condition 1 above shall include dimensioned and detailed drawings showing suitable access, visibility requirements, parking provision and refuse collection proposals for each plot in accordance with Council Guidelines.

Reason: In the interests of road safety, and to ensure that the works involved comply with applicable standards.

24. Any details pursuant to Condition 1 above shall include a new traffic calming gateway feature for the village on the B817 approach. Detailed and dimensioned drawings showing a new gateway feature to the north-east of the development junction including appropriate amendments to the existing gateway are requested to be submitted. The gateway features and amendments, as approved, shall be implemented prior to occupation of any units within the development.

Reason: In the interests of road and pedestrian safety, and that the works involved comply with applicable standards.

25. Any details pursuant to Condition 1 above shall include details of a feature/s of Public Art to be provided on site in compliance with the Council's Developer Contributions and Public Art Strategy supplementary guidance; and proposals for its installation and maintenance. The Public Art feature/s shall thereafter be installed and maintained in accordance with such details.

Reason: In accordance with Highland wide Local Development Plan Policy 31 (Developer Contributions) and associated Supplementary Planning Guidance.

26. Any details pursuant to Condition 1 above shall include a detailed Landscape Plan and Maintenance Programme. The Landscape Plan for each phase shall be implemented in full during the first planting season following commencement of development within such phase, with maintenance thereafter being carried out in accordance with the Maintenance Programme. For the avoidance of doubt, 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: In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

27. Any details pursuant to Condition 1 above shall include a scheme for the layout, design and construction of green spaces, play areas and outdoor sports and recreation facilities (including specifications, protection measures, boundary treatments and phasing/timescales for implementation), Thereafter, the approved scheme shall be implemented in full and in accordance with the phasing/timescales contained therein.

Reason: In order to secure high-quality open spaces in compliance with Council Supplementary Planning Guidance.

28. Any details pursuant to Condition 1 above shall include a scheme for the maintenance, in perpetuity, of all on-site green spaces and/or sports facilities and/or play areas and/or other spaces, facilities, features or parts of the development that are not the exclusive property of any identifiable individual home owner (such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Council or Scottish Water). Thereafter, the approved scheme shall be implemented in full and in accordance with the timescales contained therein.

Reason: To ensure that all communal spaces, facilities and landscaping areas are properly managed and maintained.

REASON FOR DECISION

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

REASON FOR REFUSAL (If the S 75 is not concluded within agreed period)

1. The development is contrary to policies 28, 31, and 32 of the Highland- wide Local Development Plan as the applicants have failed to conclude a Section 75 Legal Obligation to cover affordable housing provision and have failed to provide security over developer contributions necessary towards improvements to Kiltearn Primary School and towards community facilities.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PERMISSION

In accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended), an application or applications for the approval of matters specified in conditions attached to this planning permission in principle must be made no later than whichever is the latest of the following:

- i. The expiration of THREE YEARS from the date on this decision notice;
- ii. The expiration of SIX MONTHS from the date on which an earlier application for the requisite approval was refused; or
- iii. The expiration of SIX MONTHS from the date on which an appeal against such refusal was dismissed.

The development to which this planning permission in principle relates must commence no later than TWO YEARS from the date of the requisite approval of any matters specified in conditions (or, in the case of approval of different matters on different dates, from the date of the requisite approval for the last such matter being obtained)., whichever is the later. If development has not commenced within this period, then this planning permission in principle shall lapse.

FOOTNOTE TO APPLICANT

Accordance with Approved Plans and 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.

Local Roads Authority Consent

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

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

Further information on the Council's roads standards can be found at:

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

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

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_or_working_on_public_roads/2

Mud and Debris on Road

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

Sustainable Design

Future designs for this site should draw on the principles contained within with The Highland Council's Sustainable Design Guide Supplementary Guidance, in particular with regard to use of sustainable building materials, waste water re-use/recycling and energy conservation.

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 or Comunn na Gàidhlig.

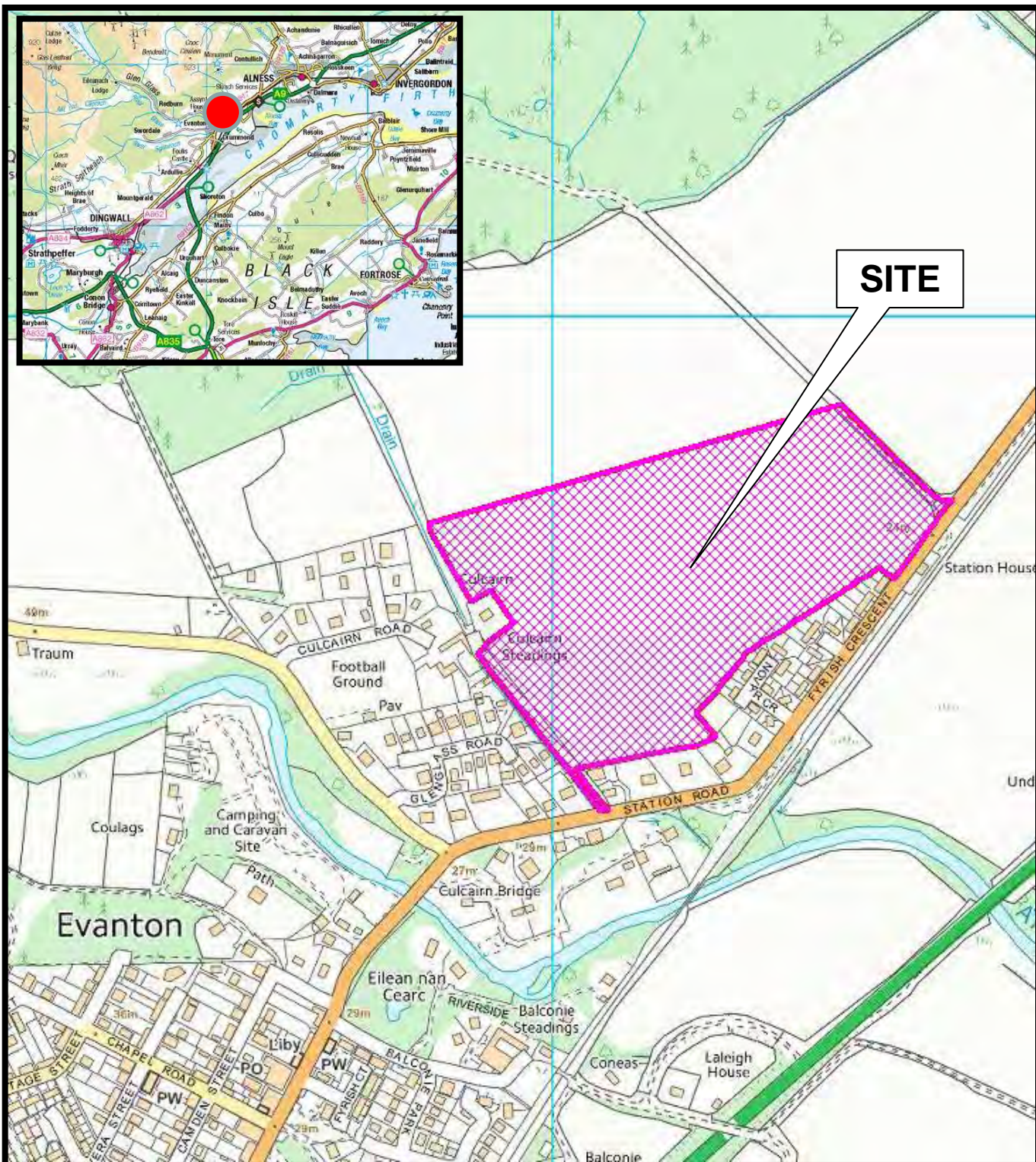
Protected Species - Halting of Work

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

Section 75 Obligation

You are advised that this planning permission has been granted subject to a Section 75 Obligation. The terms of the obligation must be read in conjunction with the planning permission hereby approved. The terms of the obligation may affect further development rights or land ownership and you are therefore advised to consult with the Planning Authority if considering any further development.

Designation:	Area Planning Manager - North
Author:	Dorothy Stott
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 –Location Plan Plan 2 – Location Plan showing site topography Plan 3 – Indicative Site Layout and Phasing Plan Plan 4 – Site Plan showing 1 in 200 year flood risk area Plan 5 – Drainage Layout Plan



The Highland Council
Comhairle na Gàidhealtachd

Planning & Development Service

16/01842/PIP

Formation of mixed use development comprising 160 houses and business/community uses at Land East of Culcairn Farmhouse, Station Road, Evanton

N





MAKAR Ltd
 Incorporating Neil Sutherland Architects LLP

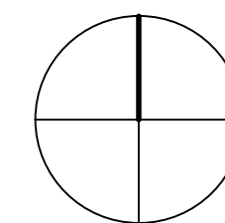
Clachandreggy, Torbreck, Dores Road
 Inverness, Scotland, IV2 6DJ
 T: 01463 709993 F: 01463 709515
 E: info@makarconstuction.com

REVISIONS:

REV	DD/MM/YY	DESCRIPTION
A	28.06.2016	Site Boundary Revised
B	26.01.2018	Site Boundary Revised

NOTES:
 CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE AND REPORT ANY DISCREPANCIES TO ARCHITECT BEFORE COMMENCING WORK.

DO NOT SCALE DRAWING



PROJECT:
Culcairn

Culcairn
 Evanton
 Ross-shire

DRAWING:
**Culcairn
 Site Plan**

DRAWING ISSUED FOR: Planning in Principle

ARCHITECT:	NS
VERIFIED BY:	NS
DRAWN BY:	CK
SCALE:	1:2500 @ A2
DATE:	22.04.2016

PROJECT NO | DRAWING NO

1340

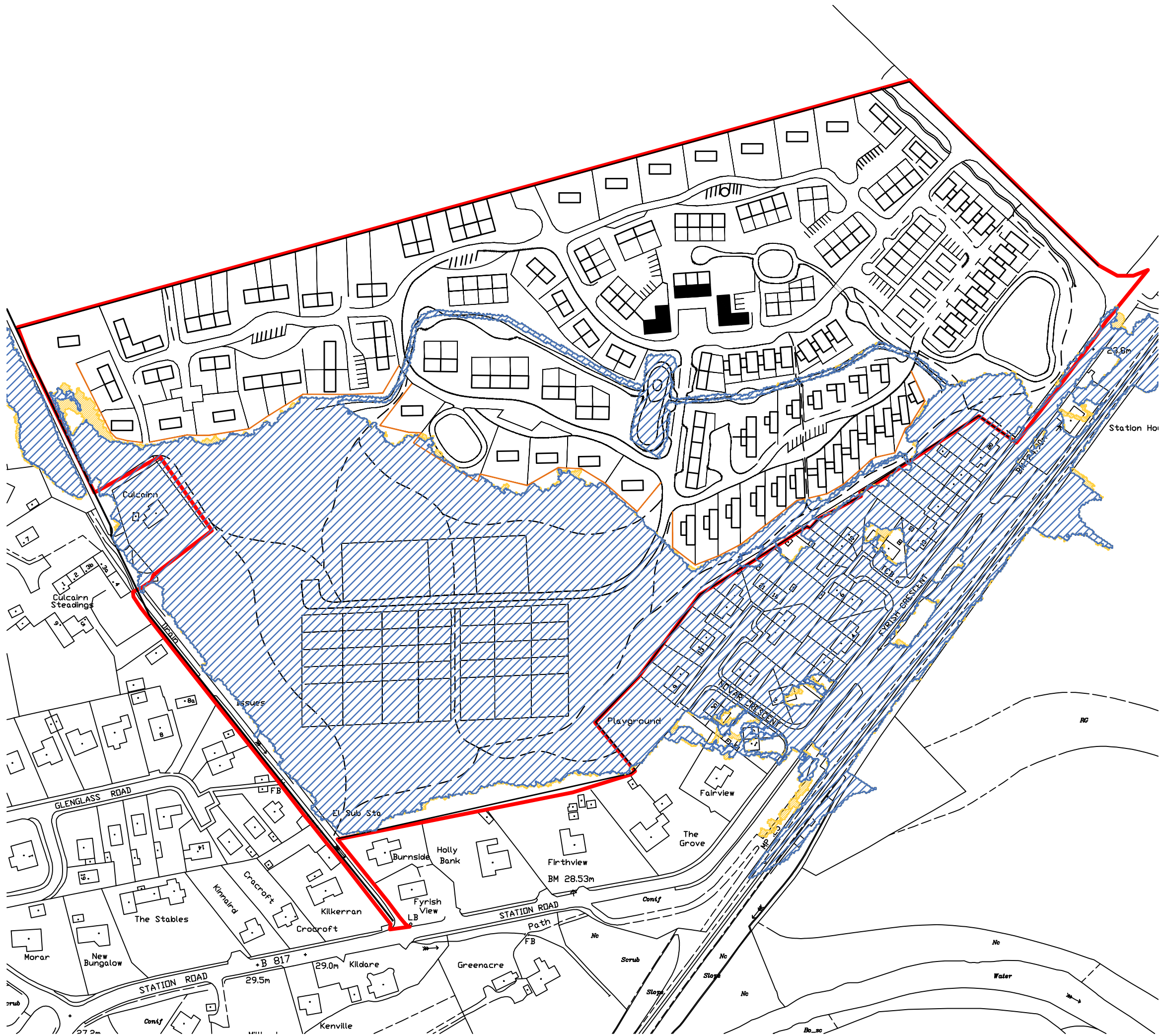
PP-102-B

Development Timetable and Phasing

The development will be undertaken in phases over 10 years. The indicative development timetable is as follows:

Phase 1	2018/19	38 Units
Phase 2	2019/20	24 Units
Phase 3	2021/22	26 Units and Car Parking
Phase 4	2023/24	27 Units and first phase of Allotment Area
Phase 5	2025/26	14 Units and Community Facility
Phase 6	2027/28	31 Units and second phase of Allotment Area





MAKAR Ltd
 Incorporating Neil Sutherland Architects LLP
 Clachandreggy, Torbreck, Dores Road
 Inverness, Scotland, IV2 6DJ
 T: 01463 709993
 E: info@makar.co.uk

REVISIONS:

REV01: DDMMYY	DESCRIPTION:

NOTES:
 CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE AND REPORT ANY DISCREPANCIES TO ARCHITECT BEFORE COMMENCING WORK.
 ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH BUILDING REGULATIONS 2009
DO NOT SCALE DRAWING

PROJECT:
Culcairn Housing Development

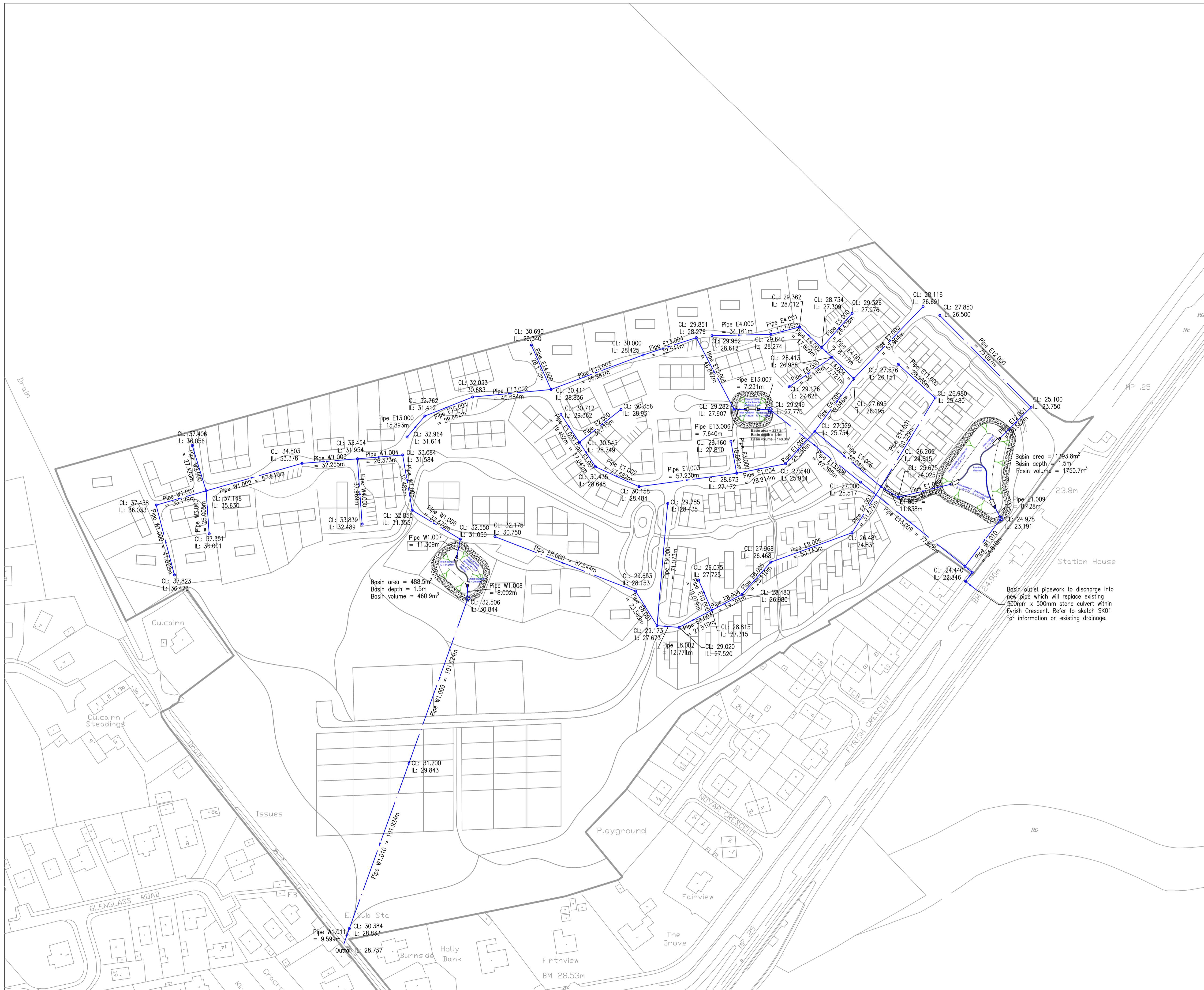
Evanton

DRAWING:
Ste Plan

DRAWING ISSUED FOR:

ARCHITECT: Neil Sutherland
 VERIFIED BY: Neil Sutherland
 DRAWN BY: NS/SM
 SCALE:
 DATE: 23/03/2018

PROJECT NO	DRAWING NO
1340	FL - 01



Do not scale from this drawing.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.
 RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO. FM/PO1/1 REV 1

CONSTRUCTION:
 EXISTING OVERHEAD SERVICES ARE CROSSING THE SITE.

DEMOLITION:

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

Key:

- Proposed Surface Water Sewer
- Proposed Manhole

Rev.	Date	Description	Drwn.	Chkd.	Appr.
B	22/3/18	Additional text added to explain drainage outfall	BWR	DE	DE
A	1/2/18	Drainage layout amended to reflect housing layout changes	BWR	DE	DE

FAIRHURST Client: **MAKAR Construction Ltd.**

Elvie House
 Beechwood Business Park
 INVERNESS
 IV2 3BW

Tel: 01463 724 544
 Fax: 0844 381 4412

Project Title:
CULCAIRN HOUSING DEVELOPMENT EVANTON

Drawing Title:
Drainage Layout Plan

Scale at A1: 1:1000	Status: Approval	Checked: DE	Approved: DE
Drawn: BWR	Date: 15/09/2017	Date: 15/09/17	Date: 15/09/17
Drawing No.: 102969/101	Revision: B		