

Agenda Item	6.4
Report No	PLS 034/19

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 30 April 2019

Report Title: 18/05593/PIP and 18/05597/FUL: DMPM Services Ltd
Land 260m SE of Simpsons Garden Centre

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: 18/05593/PIP - Erection of 90 No. affordable and private houses with associated roads and infrastructure services
18/05597/FUL - Erection of affordable housing (30 units)

Ward: 19 – Westhill Community Council

Development category: Major Development

Reason referred to Committee: Major Development and Community Council objection.

All relevant matters have been taken into account when appraising these applications. 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.

Recommendation

Members are asked to agree the recommendations to **Grant** planning permission as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

1.1 The development comprises two planning applications to deliver a total of 90 houses:

1. 18/05593/PIP - Erection of 90 No. affordable and private houses with associated roads and infrastructure services – this is for the overall development
2. 18/05597/FUL - Erection of affordable housing (30 units) – this is the first phase of the overall site and will deliver a mixed tenure affordable housing development

Both applications also seek permission for all associated landscaping, parking and infrastructure required to service the site.

1.2 There is no existing infrastructure on the site. Access will be via a realigned Drumossie Brae.

1.3 Pre-application advice was sought via the Council's Pre-Application Advice Service for Major Developments.

1.4 Supporting Information:

- Archaeological Desk Based Assessment
- Consultation Report
- Design Statement
- Drainage Impact Assessment
- Ecological Survey Report
- Noise Assessment
- Site Investigation Report
- Transport Statement
- Tree Constraints
- Arboricultural Impact and Method Statements
- Outdoor Access Plan

1.5 Variations: Red line boundary reduced to exclude land at IN74 Easterfield Farm which was outwith the control of the applicant. The remaining land within the amended red line boundary is under control of the applicant.

2. SITE DESCRIPTION

2.1 The site comprises of an open area of ground that rises from north to south, located in the south east of Inverness. The site area extends to approximately 5.67ha. The site is bounded by the B9177 to the east and woodland to the west with Simpsons Garden Centre beyond. The B9177 is lined by trees. The A9(T) runs along the south western boundary of the site.

- 2.2 Access to the site would be via a realigned Drumossie Brae which connects onto Culloden Road via a reconfigured junction proposed by the application.
- 2.3 There are no natural or cultural heritage designations, but the site does have archaeological interests recorded in the Highland Historic Environment Record. The trees adjacent to Drumossie Brae and to the north of the site are covered by the Inshes Woodland Tree Preservation Order (ref HC96).
- 2.4 The development site is not covered by any international, national, regional or local landscape designations. It lies within the Intensive Farming Landscape Character Type (LCT) in the Landscape Character Assessment produced by Scottish Natural Heritage.

3. PLANNING HISTORY

- | | | | | |
|-----|------------|---|--------------|-----|
| 3.1 | 18.09.2018 | 18/03564/PAN - New development of up to 111 residential units with associated roads and services | Case Closed | |
| 3.2 | 17.08.2018 | 18/03585/SCRE - New development to provide a mixture of affordable and private housing with associated roads and services | EIA required | not |

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour and Schedule 3 Development
 Date Advertised: 21.12.2018 and 18.01.2019
 Representation deadline: 25.02.2019
- Timeous representations: 4 (2 objections, 2 support – combined number across both applications)
- Late representations: 0
- 4.2 Material considerations raised are summarised as follows:
- a) Traffic impacts;
 - b) Flooding issues on Drumossie Brae and at properties downhill of the proposed development;
 - c) Impact on school capacities;
 - d) Opportunity to provide new homes.
- 4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet.

5. CONSULTATIONS

- 5.1 **Cradlehall and Westhill Community Council** object to the application. They have raised concerns in relation to:

- additional traffic on B9177 (Drumossie Brae) and B9006 (Culloden Road) with potential to cause traffic delays. It acknowledges the improvement to junction geometry but considers that this will not mitigate the increase in traffic movement;
- queuing traffic travelling from Milton of Leys on the road may cause the proposed junction to be blocked;
- lack of provision for a right turn lane for traffic from the B9006, may lead to traffic to Culloden and Croy being held up;
- uncontrolled user crossing not being user friendly for residents of the development accessing Cradlehall School and shops. If the crossing was lit the traffic from the development would cause additional delay on the Culloden Road due to the proximity of existing lights at the junction with Caulfield Road.
- it is unlikely there will be any improvement in the traffic flow from Drumossie Brae to Culloden Road, more traffic will be generated;
- outfall to foul sewers in Castlehill Gardens and Inshes View having capacity to accommodate additional load from the development. It notes that Scottish Water confirm that there is only adequate capacity at Allanfearn Treatment Works;
- issues with surface water to the north of Simpsons Garden Centre being exacerbated.

5.2 **Access Officer** does not object to the application. Raises concerns that the application states that open space, woodland and paths in the area are for residents only. These areas are accessible to the public through general access rights under the Land Reform (Scotland) Act 2003. If the applicant takes this approach this would have an unacceptable, detrimental impact on public access. A condition is sought to secure an Access Management Plan to secure ongoing public access through the site and deliver connections to the wider area.

5.3 **Development Plans Team** do not object to the application. Note that the principle of development is generally acceptable although there are design and place-making elements which could be improved. Further advise that the junction improvements to accommodate this site will assist in the delivery of the adjacent allocated site (IN74) within the IMFLDP. Consider that the streets do not appear to have a clear street hierarchy that promotes movement by active travel first. The site layout should better reflect Designing Streets principles to be more legible and permeable. Further comments are provided in relation to siting, design and layout including: active frontages to main streets; set back between the development and the A9; the need for positive landscape design in relation to the SuDS features; and requirements for improved active travel connections.

Developer Contributions are to be sought to mitigate the impacts of the development. This includes: affordable housing; education; transport and active travel; opens space; community facilities; and public art.

5.4 **Environmental Health Officer** does not object to the application. Highlighted that the proximity to the A9 may have amenity issues for occupiers of the houses due to

with traffic noise. Following submission of a noise assessment considering traffic noise, advised that:

- With no mitigation, noise levels from A9(T) traffic are likely to be intolerable at the proposed houses.
- With a 3.6m barrier, predicted levels are reduced but are still unlikely to meet relevant criteria and there is likely to be an adverse impact on the amenity of residents.
- With a 5m barrier, external levels will almost comply with relevant criteria.
- With a 5m barrier night time internal levels in the upper storey of flats adjacent to the A9 are still likely to exceed relevant criteria.
- If the applicant is relying on closed windows and alternative ventilation to achieve reasonable internal noise levels then any calculations to determine the specification of such a system must assume that the windows are fixed shut.

Suggest that the applicant gives consideration to whether further mitigation can be gained from amending the layout or reducing the height of the worst affected properties to single storey buildings to gain the biggest benefit from any barrier.

5.5 **Flood Risk Management Team** do not object. Note that the application site is located on land that is significantly elevated above the burn, therefore flooding would flow to the northwest and not affect the site. Flood risk to the site from the burn would be low.

There have been flooding incidents downstream on the Beechwood Burn; the surface water run off from the development site into the watercourse should be limited to the 1 in 2 year return period greenfield run off rate for all storms. FRM are satisfied that this has been adopted within the drainage strategy.

A condition is sought to secure the detailed drainage design.

5.6 **Forestry Officer** does not object to the application following submission of further information. Requested further information on the impact on trees and the arboricultural methods which will be taken forward on the site. Conditions are sought to secure.

5.7 **Historic Environment Team** do not object to the application. A condition is sought to secure further survey work.

5.8 **Housing Development Officer** supports the application due to the delivery of 30 affordable housing units.

5.9 **Transport Planning Team** do not object to the application. The Transport Statement sets out that once completed the development will generate 66 vehicle movements at morning peak and 59 at evening peak equating to the following:

	B9177 Drumossie Brae	B9006 Culloden Road
am-peak 08:00 – 09:00	33% increase	6% increase

pm peak 17:00 - 18:00	28% increase	5% increase
-----------------------------	--------------	-------------

It identifies that a 33% increase in traffic on Drumossie Brae is high; however, the survey suggests that just over 200 vehicles currently use this section of Drumossie Brae at peak times.

It notes that there have not been any reported accidents at the Culloden Road, Drumossie Brae junction within the last 5 years and welcomes the improvements to the junction as they will improve the ability for drivers to see out of the junction by squaring off the approach, and providing new facilities to assist pedestrians in crossing both Drumossie Brae and Culloden Road.

Developer contributions are sought to address the impacts on Inshes Junction.

It welcomes the work to realign the Culloden Road/Drumossie Brae junction. This includes the existing 40mph speed limit being relocated to the extent of the 120m visibility splay out of the proposed access. Countdown speed limit signs, coloured surfacing and road markings will also be provided. Visibility from the realigned junction is 4.5m x 120m but there is a section of the westbound carriageway on Culloden Road which may be obscured by Drumossie Cottage. It notes that despite this, visibility will be improved over the current junction arrangements and the obscured section will not be problematic from a 2.4m set back.

Informatives are requested to clarify the need for a Traffic Regulation Order covering the existing speed limit; and to ensure the developer is aware that a Road Construction Consent and Road Opening Permit will be required.

Conditions are sought to prevent any landscaping impacting visibility out of the new access to the development from Drumossie Brae.

The Transport Statement notes that the internal road layout should provide sufficient adoptable area within the development to accommodate junction and forward visibility splays and service strips. The internal road network will be required to be covered by a 20mph speed limit with appropriate traffic calming measures. This should be secured by condition.

Within the indicative layout of the planning permission in principle, Transport Planning note that sections of road at the end of cul-de-sacs which are not to be adopted appear narrow. A condition is recommended which requires the developer to demonstrate that there is sufficient parking and turning onto the public road for large cars/vehicles.

Transport Planning welcome the new footway along the realigned section of Drumossie Brae and the provision of a pedestrian refuge as well as the provision of a footway connection along Culloden Road from the realigned junction to the path serving the westbound bus stop and signalised junction with pedestrian crossing facilities. In the area where the footpath passes Drumossie Cottage the footpath will require to be 2m with details secured via the Road Construction Consent Process.

Transport Planning also supports the intention to set back the bus stop so that pedestrians can walk in front of it without entering the roadway when moving toward the crossing facilities at Caulfield Road.

Initial concerns were raised over the design for the pedestrian refuge island on Culloden Road due to the location of the island. This was however modified and the applicant proposes to provide facilities which allow cyclists going uphill to run off the carriageway onto the 3m wide footway; furthermore enhanced signage of this section as a shared pedestrian/cycle route is proposed. In addition the applicant proposes to include changes to the alignment of the road for traffic heading down Culloden Road toward Inverness. Subject to being independently checked from a safety perspective Transport Planning does not object to the revised design subject to a condition to secure a Road Safety Audit.

The Council's parking standards and provision of disabled spaces have been met; full technical compliance will be finalised through Building Standards and RCC.

There was a low point on the internal road network identified outside Unit 3 – further information was submitted re-locating this adjacent to the SUDs basin, allowing for easier routing of any overland floodwaters which get onto the road away from properties. Transport Planning supported this change. Transport Planning support the SuDS arrangements for treating surface water run-off from the roads in this development which will be provided by a detention basin and end-of-line swale, and confirmed that the SuDS features will be designed in accordance with the current Sewers for Scotland 4 and that Scottish Water will be asked to vest the system.

- 5.10 **Scottish Water** do not object to the application. There is capacity in the Inverness Water Treatment Works and Allanfearn Waste Water Treatment Works. A water distribution main is within the site which will require direct discussions with Scottish Water to avoid impact on the water main.

Scottish Water will not normally accept any surface water connections into the combined sewerage system unless in exceptional circumstances.

The developer has made contact regarding the vesting of the surface water drainage proposals.

- 5.11 **Scottish Environment Protection Agency (SEPA)** do not object to the application. SEPA note that the Drainage Impact Assessment meets with the requirements of the SuDS manual and SEPA are supportive of environmental betterment with SuDS which can add positive ecological and landscaping features. A condition is sought to ensure the development is connected to the public sewer.

- 5.12 **Scottish Natural Heritage (SNH)** do not object to the application having reviewed the ecology report. Advise that the applicant will require to apply for a species disturbance licence and adhere to the mitigation specified in the report.

- 5.13 **Transport Scotland** do not object to the application. The total trips are higher between 16:00 to 17:00 than during the 17:00 to 18:00 period, however note that the impact on the trunk road network is likely to be minimal.

Developer contributions should be sought to facilitate the delivery of improvements to address capacity issues at key junctions east of Inverness. Conditions are sought to secure a travel plan for the site and full details of any trunk road boundary works

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 30 - Physical Constraints
- 31 - Developer Contributions
- 32 - Affordable Housing
- 34 - Settlement Development Areas
- 37 - Accommodation for an Ageing Population
- 51 - Trees and Development
- 52 - Principle of Development in Woodland
- 56 - Travel
- 57 - Natural, Built & Cultural Heritage
- 58 - Protected Species
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 74 - Green Networks
- 75 - Open Space
- 77 - Public Access

6.2 Inner Moray Firth Local Development Plan (2015):

The site is located within the Inverness Settlement Development Area. The site is not allocated and comprises an area of 'grey land' and is located adjacent to allocated site IN74 (Easterfield Farm). A requirement of the allocation of the neighbouring site is for junction improvements to secure adequate visibility.

7. OTHER MATERIAL CONSIDERATIONS

7.1 Highland Council Supplementary Planning Policy Guidance

- Developer Contributions (Nov 2018)
- Flood Risk & Drainage Impact Assessment (Jan 2013)
- Green Networks (Jan 2013)
- Highland Historic Environment Strategy (Jan 2013)
- Highland's Statutorily Protected Species (March 2013)
- Managing Waste in New Developments (March 2013)
- Open Space in New Residential Developments (Jan 2013)
- Physical Constraints (March 2013)
- Public Art Strategy (March 2013)
- Standards for Archaeological Work (March 2012)
- Sustainable Design Guide (Jan 2013)
- Trees, Woodlands and Development (Jan 2013)

7.2 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (2014)

Designing Streets

PAN 61 – Sustainable Urban Drainage Systems

PAN 65 – Planning and Open Space

PAN 66 – Planning Applications Affecting Trunk Roads

PAN 67 – Housing Quality

PAN 2/2011 – Planning and Noise

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.

Determining Issues

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.

Planning Considerations

8.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy
- b) Design and Layout
- c) Transport and Access
- d) Public Access
- e) Drainage and Flood Risk
- f) Residential Amenity
- g) Noise
- h) Natural Heritage
- i) Impact on Infrastructure Provision
- j) Other material considerations.

Development plan/other planning policy

8.4 The site is located within the Inverness Settlement Development Area as defined within the Inner Moray Firth Local Development Plan (2015). The application site is in an area which is neither allocated for development nor safeguarded from development. Policy 34 – Settlement Development Areas of the HwLDP states that the Council will support proposals within SDAs if they meet the requirements of Policy 28 – Sustainable Design and all other relevant policies of the Development

Plan. Proposals will also be judged in terms of their compatibility with surrounding land uses and impacts on any natural, built and cultural heritage features.

- 8.5 The response from the Development Plans Team is supportive of the principle of development on the site subject to matters of detail being addressed. While the site is currently undeveloped, it is considered to fit in with the settlement pattern of the area, providing an infill opportunity for housing within the Culloden/Inshes corridor. Support for the siting of the development has been subject to the resolution of a number of technical issues in order to ensure compliance with other relevant policies of the Development Plan. These matters are considered in detail in the following sections of this report.
- 8.6 The site is located adjacent to the allocated site IN74 (Easterfield Farm). That site is allocated for development of 21 houses and requires the developer to deliver junction improvements. The allocated site is also constrained by the lack of a route for surface water drainage. The size of that site would not however allow for the upgrade at the Drumossie Brae / Culloden Road junction due to the costs involved. Should the application site be permitted it would provide the necessary junction upgrades and provide a surface water connection to allow the development of the allocated site to proceed in the future.
- 8.7 The Development Plan contains a number of further policy tests that must be taken into account in determining this application; in particular matters related to layout, design, place-making and infrastructure provision. If there are no significant impacts arising from these matters then the application could be supported.

Design and Layout

- 8.8 The site layout generally follows the principles set out in Designing Streets where street design must consider place over movement. Arriving into the site from the access point, there is a legible road layout which presents a series of gateways and focal points. However beyond the first phase of development, in the area subject to planning permission in principle only, the site relies more on cul-de-sacs. This is symptomatic of the more challenging topography in the southern section of the application site but means that there is less compatibility with the principles of Designing Streets. It should however be noted that the layout in this part of the site is indicative only and it is considered that modifications can be made to the layout which would provide a more permeable layout.
- 8.9 Transport Planning had no objections to the internal road layout, initially requesting further clarity on the extent of road which was adoptable. It was confirmed that within the road boundary there should be a sufficient area within the development to accommodate junction and forward visibility splays and service strips. It is noted that traffic calming measures within the development will be required to achieve a 20mph limit. The final detail on acceptable measures within the development will require to be secured in an RCC. Further detail will be required for the wider site in the Matters Specified in Conditions should the planning permission in principle application be approved.
- 8.10 The Transport Planning Team has no outstanding objection over the parking provision within the site, and note that final details on disabled parking will require

to be secured through Building Warrant and RCC.

- 8.11 The first phase of the development has been submitted as a full planning application (18/05597/FUL). It comprises the affordable housing element and is located in the northern part of the site. This first phase comprises five different house types which include a mix of two and three bedroom villas and two bedroom wheelchair accessible bungalows; and one and two bedroom flatted accommodation.
- 8.12 The variety of different units across the streetscape adds interest and creates a sense of place. The houses will largely face onto the new street with the inclusion of dual aspect properties at the entrance to the site. This has the benefit of improving the streetscape at the site entrance and increasing natural surveillance over amenity areas. Materials include white dry dash harling broken up by weatherboard cladding, this is mainly located across the front façade of the houses, however it is also located on the gable of some units in order to break up the mass and give some architectural interest to what would otherwise be undetailed and blank walls. Windows, doors and fascias are to be finished in grey uPVC, this does not raise any issue. Roof tiles are to be flat, dark grey in colour which is considered acceptable to an urban setting. Final details of the material finishes, including the colours, can be secured by condition. Overall the design of the properties within Phase 1 (the full application) is acceptable.
- 8.13 The application for permission in principle (18/05593/PIP) does not include the detailed design of any houses, however an indicative layout of the remaining 60 houses has been provided. Details of the siting and design of properties within the remaining phases will be required to be approved via a subsequent Matters Specified in Conditions submission.
- 8.14 There is currently an attractive stone wall which runs along the full length of the site boundary adjacent to the B9177. Part of this wall will need to be removed or lowered to allow for an entrance to be created into the site and as part of the realignment of the road. The sections of the wall that require to be taken down are going to be re-used as a realigned feature wall at the site entrance, which will link into the existing gatehouse wall. The remainder of the stone wall will be retained where possible. Throughout the site there is a series of Beech hedging and mixed species heading to be planted. Landscape proposals at the site entrance have been amended to include additional tree planting, hedging and shrub planting adjoining the SUDs basin and open space area. It is considered that this will create a more attractive entrance into the site. This coupled with the paths around the site and within the existing woodland areas will form an attractive setting for the houses and a recreational benefit for the wider area.
- 8.15 Due to the sloping nature of the site, the proposed housing development will be visible from the A9(T) over a short distance on north and southbound journeys. At present there are trees which provide some limited screening. To address issues around noise emitted from the A9 on the site, a landscaped bund is to be installed. While mitigating against noise within the site, this bund will also have the benefit of providing visual screening of the development from the A9(T). It is therefore not considered that the development will have a significantly detrimental impact on the

surrounding area, or on the A9 in terms of visual amenity.

- 8.16 The SuDS pond for the development is located to the north, at the site entrance. This is both an amenity area for the site as well as providing an attractive entrance feature, against the backdrop of the existing woodland. The plot immediately adjacent to the SuDS provides some natural surveillance of this area which is welcomed.

Transport and Access

- 8.17 The impact of traffic arising from the development has been considered by both Transport Scotland and Transport Planning. The applicant submitted a Transport Statement which confirms that the development will generate an increase in traffic through the Inshes junction at the A9(T) and the Inshes Roundabout. Developer contributions will be sought to address the impact of the increase in traffic. The contributions will be utilised in delivery of the strategic solution to Inshes roundabout being taken forward by the Council and the improvements to the strategic road network being delivered by Transport Scotland.
- 8.18 As part of the development, the applicant will provide a realigned Drumossie Brae / Culloden Road junction. This includes the provision of pedestrian crossing facilities on Culloden Road. Traffic surveys have been undertaken by the applicant and suggest that the overall development will generate 66 vehicle movements at morning peak and 59 at evening peak. The applicant's proposed solution as set out above is considered proportionate to the traffic impact but only after consideration of alternative solutions this included the following:
- Provision of a right-turn lane from the B9006 into Drumossie Brae - A right-turn lane would not be possible at the current location due to the siting of existing properties;
 - Installation of traffic signals at the junction - would lead to greater traffic delay problems and possible road safety concerns on the B9006 due to the close proximity of existing traffic signals at the junction where Caulfield Road meets the B9006;
 - Moving the junction further towards Simpson's Garden Centre would result in a substantial amount of mature trees needing to be removed.
- 8.19 The speed limit on Drumossie Brae as it passes the site is 40mph. The 40mph speed limit gateway is being relocated further south so that it covers the extent of the 120m visibility splay at the proposed access into the site. This gateway is being enhanced through the provision of countdown signs; coloured surfacing; 'dragons teeth' road markings at the gateway and a speed limit roundel. Transport Planning accept the proposed approach.
- 8.20 In order to address active travel to and from the site and facilitate better access to public transport from the site the following mitigation has been put forward by the applicant:
- Delivery of a footpath along the western side of the B9177 which will continue along the B9006 (Culloden Road), to where a new pedestrian refuge crossing island will be provided, allowing pedestrian access across

the B9006 (Culloden Road).

- A pedestrian refuge island is being provided at the re-aligned junction.
- Moving the existing bus stop back to allow for a wider footpath.
- Facilities for cyclists going uphill are to be provided by the applicant, with cyclists being provided with a runoff from the carriageway onto the existing 3m wide footway and enhancing the signage of this as a shared pedestrian/cycle route.
- A footpath connection is also being provided along the southern side of the B9006 (Culloden Road) to allow pedestrian access up to the existing bus stop and the existing pedestrian lights controlled crossing.

The footpath connection along the southern side of Culloden Road will likely be used to access the local shops and Cradlehall Primary School. It is noted that this new section of footpath past Drumossie Cottage up to the bus stop will narrow up to 1.2m for a short length due to lack of available public land, however it will be widened back to 2m as soon as possible.

Public Access

- 8.21 Concerns were raised by the Access Officer that open space, woodland and paths within the site were being indicated in the Design and Access Statement as being for residents only. The applicant has confirmed that this is not the case. The Access Officer also requested that strategic links within the site should be 3 m wide, bitmac and lit with drainage; and paths for unsegregated shared used for walkers and cyclists should be 2m wide, bitmac and accompanied by appropriate drainage features. The applicant has reasoned that these levels of path are inappropriate for a woodland setting and proposes to provide crushed stone paths with 'no-dig' construction in areas within tree root protection areas. This is considered acceptable given the impact of a bitmac surface on tree roots.
- 8.22 It was also suggested that a potential pedestrian access point between the site and the adjacent Simpson's Garden Centre could be included, to formalise what may ultimately be a desire line of travel for future residents. The applicant has discussed this with the adjacent landowner who is not in agreement with this idea. However, public rights of access will still apply.
- 8.23 A path will also be provided to secure a future link to connect the site with the land at allocation IN74. This path will go up to the boundary of the application site and will be secured by condition. This will ensure that future potential active travel linkages towards the Culloden Road are provided for this site and allocated site IN74.

Drainage and Flood Risk

- 8.24 The site lies outwith the medium likelihood flood extent of the SEPA flood maps, however the Beechwood Burn runs along the north-west boundary of the site and an A9 drainage ditch runs alongside the south-west boundary of the site. Based on available information it is considered unlikely to be at significant risk of flooding. Both SEPA and the Council's Flood Risk Management Team are content with the

proposals.

- 8.25 Members of the public are concerned about the drainage on the site and that it may lead to problems elsewhere. The surface water on the site is currently unmanaged; this development will result in the surface water being managed and directed via a purpose designed system with an outflow at an acceptable rate. A Drainage Impact Assessment setting out the drainage strategy for the site has been submitted. This system will include the provision of a sustainable drainage system basin and cellular storage facility. It is proposed that a large part of the surface water run-off from the site will go into the cellular storage facility before discharging into the detention basin and end-of-line swale. These features will be designed in accordance with the current Sewers for Scotland 4 and Scottish Water will be asked to vest them. The proposed SuDS is being applied for as part of the detailed application, and will be delivered in advance of occupation of phase 1; it will serve the remainder of the development site. The final drainage design detail for the site will need to be submitted for review and approval and this will be secured by condition. As highlighted above, SEPA, the Flood Risk Management Team and Transport Planning have not raised any concerns over the proposed drainage solution for the site.

Residential Amenity

- 8.26 There is limited residential development within close proximity to the site; Drumossie Cottage is the nearest, close to the site entrance. It is therefore not considered that the development would give rise to concern over residential amenity currently enjoyed by existing properties and no objections have been raised by immediate residents with the exception of drainage.

Noise

- 8.27 The potential for traffic noise from the A9(T) impacting on the residential amenity of future residents of this development has been considered in detail by Environmental Health. A Noise Impact Assessment for the proposed development indicated that with no mitigation, traffic noise from the A9 would exceed the limits recommended by the World Health Organisation, both externally during the daytime and internally during night time.
- 8.28 A 3.6 metre high barrier and a 5 metre high barrier were both explored as potential mitigation options. Of these the 5 metre high barrier (2.5m bund with 2.5m high acoustic fence) is the only option that will provide sufficient mitigation. However the Noise Assessment shows that even with a 5 metre high barrier night time internal noise levels on the first floor of houses, or flats are still likely to exceed relevant criteria. A number of options have been discussed with the applicant to try and resolve this issue.
- 8.29 It was suggested to the applicant that the residential units closest to the A9(T) could be reduced to single storey as, based on the noise assessment, it is the upper floors which would be most affected by noise. It was also suggested to the applicant that the block of flats adjacent to the car parking area could potentially be relocated/reoriented. However it was felt that by doing this it would remove active frontages and would have a detrimental impact on the amenity, outlook and privacy

of the flats. However the internal layout has been reconfigured so that noise sensitive rooms (bedrooms and living rooms) are facing into the site and not towards the A9(T). This is welcomed and will reduce noise impacts.

- 8.30 While the applicant is not supportive of the use of single storey properties adjacent to the A9(T) in the later phase of development, it is considered that to protect residential amenity this is required to be secured by condition. The applicant has set out that they do not wish the site to be restricted in such a way as it may have an impact on the flexibility of detailed design and the commercial viability of the remainder of the site. This however requires to be balanced against the amenity impacts.
- 8.31 The applicant has agreed to the installation of sound reduction windows to all properties adjacent to the A9(T) in line with the recommendations set out in the Noise Assessment. Acoustic trickle vents are also to be added to the houses to aid ventilation for rooms facing the road where occupants may wish for windows to be kept closed. This will be subject to a condition attached to any permission for both applications.
- 8.32 The development will be conditioned to ensure that the 5 metre high acoustic barrier and landscaping is in place prior to occupation of the houses. A significant level of landscaping details will be sought in relation to landscaping on the bund. Early planting of trees of a minimum of 1.5 metres clear stem and fast growing shrubs will be expected. A condition will also be added to secure a suitably coloured finish to the fencing element of the barrier to help assimilate it into the landscaping reducing visual prominence when travelling on the A9.
- 8.33 A condition is proposed to require the submission of a noise assessment post completion of the properties adjacent to the A9(T). This may require further noise mitigation to be retrofitted into the properties if it is found that the noise levels exceed the levels considered acceptable in terms of the WHO guidelines for daytime and night-time noise.
- 8.34 If all of the mitigation measures identified above are undertaken, prior to first occupation of any part of the development, the matter of noise impact will have been addressed in accordance with the guidance set out in Planning Advice Note 1/2012 – Planning and Noise.

Natural Heritage

- 8.35 An Ecological Report has been submitted with the application which outlines that there are no designated sites within the site boundary. The report finds that there are no signs of pine marten, otter, red squirrel or birds. One potential badger sett with one entrance was found within the site boundary. The sett is within 30 metres of the SUDs pond location therefore any works within the 30 metre buffer will need to be carried out under an SNH license for badger disturbance. No construction work is required within the sett it will be left in situ. A Badger Protection Plan including pre construction surveys and mitigation will be utilised and requirements of the licence followed during these works. SNH confirm that a licence will be required and that the mitigation within the report should be adhered to unless otherwise specified within the Licence. The permission will be conditioned to

secure compliance with the mitigation strategy as outlined.

- 8.36 There is a mature mixed broadleaf and conifer woodland within the north-west side and outwith the site boundary to the north side of the site, and younger mixed broadleaves along the side of A9(T) to the west. The trees on the north-west and north sides are all within the Inshes Woodland Tree Preservation area (TP No HC96). Tree Constraints Plans have been submitted. A number of trees will require to be felled for development however this can be mitigated with robust landscape planting, particularly at the entrance into the site.
- 8.37 The applicant provided a Tree Survey Report, Tree Schedule, Tree Constraints Plan, Arboricultural Assessment and Method Statement and a Tree Protection Plan in support of the application. The Forestry Officer is content that all concerns raised relating to this information initially had been resolved. Conditions are recommended which require tree protection barriers to be installed, supervision of the area by an arboricultural consultant to ensure that only agreed trees are felled, and that the development does not detrimentally impact on trees is required. A landscape consultant will also be required to ensure that all proposed landscaping is implemented and to standard. The recommended conditions can be attached to any permission granted.

Impact on Infrastructure Provision

- 8.38 The development is located within the Cradlehall Primary School Catchment Area and the Culloden Academy Catchment Area.
- 8.39 Based on the published School Roll Forecasts (SRFs) for 2018/19, Cradlehall Primary has a capacity of 340 pupils and current roll of 331 pupils with the school operating at 97% capacity. The site is not allocated within the local development plan; therefore it has not been accounted for within the SRF. The SRF has been re-run to include all of the 90 homes proposed at this site and the school's roll is predicted to remain above the 90% capacity developer contributions threshold set out in the Developer Contributions Supplementary Guidance (DCSG) throughout the entirety of the forecasting period. Applying the methodology in the adopted DCSG a two classroom extension will be required at Cradelhall Primary School and developer contributions will be sought on that basis.
- 8.40 Based on the published 2018/19 SRFs, Culloden Academy has a capacity of 964 pupils and a current roll of 1032 pupils with the school operating at 107% capacity. Having re-run the School Roll Forecast to account for all homes proposed at the site, the school's roll is predicted to remain above the 90% capacity developer contributions threshold set out in the DCSG throughout the entirety of the forecasting period. The school is already 50 pupils above 90% capacity and this will increase throughout the entire forecasting period. Applying the methodology in the adopted DCSG a major school extension or a new secondary school is required. This will require acquisition of land. As this is the case developer contributions will be required to be sought for build costs and land costs.

Other material considerations

- 8.41 The wider area has been found to be rich in archaeological finds. As this is the case, a further programme for archaeological investigation and recording is required. This can also be secured by condition.
- 8.42 A development of this scale is likely to have adverse impacts on residential amenity and the road network during the construction process. As such it is appropriate to attach conditions to secure Construction Environment Management and Construction Traffic Management Plans. 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 there is a potential to cause disturbance, as raised in representations, it is considered appropriate to secure a noise and vibration assessment as part of the Construction Environment Management Plan. The Pollution Prevention Plan as required by SEPA will also form part of this document.
- 8.43 To facilitate a move toward a low carbon economy it is considered appropriate to facilitate the transition toward the phasing out of diesel and petrol cars. This would include the provision of electric car charging points. The details of the design and scale of this infrastructure can be secured by condition. Further a strategy for energy use and sustainability should be considered by the applicant and also secured by condition.
- 8.44 Should the development be granted permission, a Community Liaison Group should be set up to ensure that the community council and other stakeholders are kept up to date and consulted before and during the construction period and can be secured by condition.

Non-material considerations

- 8.45 Representations suggested that part of the proposal site was not within the control of the applicant. Subsequent to this the red line boundary of the proposal was reduced to exclude land at IN74 Easterfield Farm which was outwith the control of the applicant. The remaining land within the amended red line boundary is under control of the applicant.

Matters to be secured by Section 75 Agreement

- 8.46
- a) Delivery of affordable housing
 - b) Contributions towards a two classroom extension at Cradlehall Primary School Contributions towards a major extension at Culloden Academy or a new build high school
 - c) Contribution to the delivery of community facilities at Inverness Campus
 - d) Contribution towards strategic road improvements at East Link and Inshes Corridor.
- 8.47 The applicant has 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 shall be refused under delegated powers.

9. CONCLUSION

- 9.1 The planning permission in principle application (18/05593/PIP) comprises a total of 90 units, 30 of which are affordable units and have been applied for in detail (18/05597/FUL). The land is located within the Inverness Settlement Development Area, where there is a presumption for development within such areas subject to compliance with all other relevant policies of the Development Plan.
- 9.2 It is considered that the developer has resolved issues around roads and transport, access and servicing, and that suitable mitigation is proposed in order to deal with impacts on residential amenity arising from the proximity to the A9(T) all of which will be secured by condition.
- 9.3 The development will deliver a significant number of affordable homes and will assist in the delivery of the adjacent allocated site through the junction realignment between Culloden Road and Drumossie Brae; the proposed alignment also improving the junction for current and future road users.
- 9.4 It is therefore considered that the development is appropriately sited and designed and can be supported under the provisions of the Development Plan. Further detail on specific layouts and design of the non-affordable housing would be determined within a Matters Specified in Conditions application.
- 9.5 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.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued Y

Conclusion of Section 75 Obligation Y

Subject to the above, it is recommended that planning permission be **GRANTED**

for both Planning Application 18/05593/PIP and Planning Application 18/05597/FUL, subject to the following conditions and reasons:

Conditions and Reasons 18/05593/PIP

1. Planning Permission in Principle is hereby granted for a residential development upon 5.7 hectares of land to be developed in two major sequential phases comprising dwelling numbers as set out within Table A Approved Phasing below.

Table A: Approved Phasing

	Phase 1	Phase 2
Residential	30 dwellings	60 dwellings

No development or works shall commence until a Phasing Plan outlining details of the phasing of the development has been submitted to, and approved in writing by the Planning Authority.

Thereafter the development shall be undertaken in accordance with the Phasing set out in Table A and in the locations shown on the agreed Phasing Plan or in Sub-Phases as may be approved in writing by the Planning Authority.

A Sub-Phase means any part of any Phase of Development the subject of an Approval of Matters Specified in Conditions issued by the Council following an application in that behalf, or otherwise subject of any equivalent planning approval following an application in that behalf.

Reason: In accordance with the details which have been applied for which include the delivery of 30 affordable units in Phase 1 and 60 private units in Phase 2 and 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.

2. No development shall commence within each Phase, or sub-Phase, until an application, or applications, as they relate to or are relied upon by that Phase or sub-Phase has been submitted to be approved by the Planning Authority in respect of the following matters, insofar as they relate to the details of the proposed development taking full account of Creating Places, Designing Streets and other relevant national and local policy and guidance related to the matters set out below:
 - a) The siting, design and external appearance of all buildings and other structures;
 - b) Details of sustainable design considerations;
 - c) The layout of the site in accordance with Designing Streets principles;
 - d) Road layout including the road hierarchy, junction layouts and design with projected traffic figures supported by traffic modelling, junction visibility requirements, vehicle tracking at junctions and standard radii, details of provision for cyclists and pedestrians including carriageway crossings, provision for disabled users, details of safer routes to school;

- e) The provision of car parking inclusive of disabled parking including in curtilage parking and communal parking areas with no driveways being located in position where they may conflict with traffic movements within the development site;
- f) Detail on the design of any non-adoptable cul-de-sacs within the development site;
- g) The details of and timetable for delivery of the provision of public open space, including, in accordance with the Open Space in New Residential Developments: Supplementary Guidance (or any superseding guidance prevailing at the time of submission);
- h) The details of, and timetable for, the hard and soft landscaping of the site;
- i) Details of management and maintenance arrangements of the areas identified in (f), (g) and (h);
- j) Details of all boundary treatments within the development;
- k) Details of the provision of surface water drainage systems, including access for maintenance, across the Phase, or sub-Phase, how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements of said infrastructure;
- l) Details of the water and waste water connections, with connection to the public water and waste water networks. For the avoidance of doubt there shall be no connections to the trunk road drainage system;
- m) Details of existing and proposed site levels with fall arrows;
- n) Details of finished floor levels;
- o) Details of all street lighting and lighting of car parking areas ensuring that safety and security matters are addressed;
- p) Means of dealing with domestic waste in accordance with the Highland Council's 'Managing Waste in New Developments' Supplementary Planning Guidance' including provision of communal composting and recycling facilities;
- q) Details of existing trees, shrubs and hedgerows to be retained.

Reason: To enable the Planning Authority and relevant consultees to consider these aspects of the development in detail.

3. For the avoidance of doubt, all mitigation measures set out within the Ecological Survey Report dated 30 September 2018 prepared by A9 Consulting Ltd, or any superseding report, approved as supporting information as part of this application

shall be carried out in full (or as may be amended by Scottish Natural Heritage Badger Disturbance Licence).

Reason: As badgers which are a European Protected Species were found to be using an area of the site; any works within this area will require to be subject to an SNH Badger Disturbance Licence.

4. Any details pursuant to condition 1 above shall be informed by and include full details of surface water drainage provision within the relevant Phase or sub-Phase and how that relates to the surface water drainage approach for the site as a whole (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time). This shall also detail updated greenfield run-off rates to reflect the details of the proposed development. For the avoidance of doubt this shall include simulations of the full drainage network including the storage features and pipework for all storms up to the 200 year plus climate change event; all discharge shall be limited to the 2 year greenfield run-off rate. Thereafter, only the approved details shall be implemented and all surface water drainage provision for the relevant Phase or sub-Phase shall be completed prior to the occupation of the relevant Phase or sub-Phase.

Reason: In the interest of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution and to ensure that the site is properly and adequately drained.

5. Any details pursuant to Condition 1 above shall be informed by and include an Access Management Plan, including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure), which shall be submitted for the written approval of the Planning Authority for each Phase or sub-Phase of the development.

This Plan shall detail:

- i. All existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights under Part 1 of the Land Reform (Scotland) Act on the application site and neighbouring areas under the applicant's control;
- ii. Detail on how access is to be managed during any Phase or sub-Phase of construction associated with the development and any neighbouring developments
- iii. Detail on the location, design specification and standard to which all paths will be constructed
- iv. A detailed location, design specification, timescale and means of delivering a future link from the site to allocated site IN74 as defined in the Inner Moray Firth Local Development Plan (2015) located to the east of the site
- v. Detail on any areas proposed for exclusion from statutory access rights, for

reasons of privacy, disturbance or curtilage in relation to proposed buildings or structures;

- vi. Paths and public access around the SUDS pond should be made clear and include links back to the realigned B9177 (Culloden Road)

Thereafter, the Access Management Plan shall be implemented as approved and in accordance with the timetables outlined therein, unless otherwise approved in writing by the Planning Authority.

Reason: To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003.

6. No development shall commence on a Phase or sub-Phase until a scheme for monitoring traffic noise from the A9(T) during the first two months of occupation has been submitted to, and agreed in writing by, the Planning Authority. Within four months of the first occupation of any Phase, or sub-Phase, a report that compares the measured effects against the predicted effects contained within the Noise Impact Assessment (dated 19 February 2019 as prepared by Enviro Centre) shall be submitted to, and agreed in writing by, the Planning Authority. The report shall identify any further mitigation deemed necessary to protect sensitive receptors, including a programme for implementation and maintenance thereafter. For the avoidance of doubt this shall only apply to noise sensitive properties located on the south west boundary of the site adjacent to the A9(T).

Reason: To protect the amenity of sensitive receptors from traffic noise that was not predicted.

7. No development shall commence until a scheme for the installation of the acoustic bund, acoustic barrier and associated landscaping on the boundary of the site with the A9(T) has been submitted to and approved in writing by the Planning Authority in consultation with Transport Scotland. The scheme shall include:
 - a) Full details of the width, height, construction details and contouring of the acoustic bund;
 - b) Full details of the height, construction and material finish of the acoustic barrier;
 - c) Details of a phasing of delivery of the acoustic bund and barrier, inclusive of supporting statements ensuring that all properties within the development are protected from noise in line with the recommendations of the Noise Impact Assessment (dated 19 February 2019 as prepared by Enviro Centre);
 - d) Timescale for the delivery of the whole of the acoustic bund and acoustic barrier which shall commence construction prior to all other elements of the development, with the exception of the site access, and completed no later than occupation of the first house in each Phase or sub-Phase;
 - e) Details of the landscaping of the bund to include all species of plants, shrubs and trees. For the avoidance of doubt all trees shall have a minimum of

1.5m clear stem.

- f) Details of the management and maintenance and ownership of the acoustic bund, barrier and landscaping.

The approved scheme shall be implemented in accordance with the timescale agreed in point (d) of this condition.

Reason: In the interest of residential amenity to residents within the development site and to minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road in the interest of road safety.

8. Any details pursuant to condition 1 above shall be informed by and include a Waste Management Strategy for each Phase or sub-Phase. This shall detail the approach to sustainable waste management in the operational of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes in each Phase or sub-Phase.

Reason: In the interests of amenity, to manage waste and prevent pollution.

9. Any details pursuant to Condition 1 above shall include full details of all street lighting within the site.

Reason: In order to allow the Lighting Engineer to assess the proposed Lighting Scheme in any Matters Specified in conditions application and to ensure that there will be no distraction or dazzle to drivers on the A9(T) and that the safety of the traffic on the A9(T) shall not be diminished, all to the satisfaction of the Planning Authority in consultation with the Roads Authority and the Trunk Roads Authority.

10. Prior to first occupation of the development hereby approved a comprehensive Active Travel Plan shall be submitted to, and approved in writing by the Planning Authority in consultation with the Roads Authority. For the avoidance of doubt this shall set out proposals for reducing dependency on the private car and identify measures to be implemented, including the timescales for such, the system of management, monitoring, review, reporting and duration of the plan.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

11. Any details pursuant to Condition 1 above shall include a scheme for the relocation of the 40mph speed limit gateway on the B9177 Drumossie Brae to the south of the site. Thereafter the approved scheme shall be implemented prior to commencement of development. If for any reasons the approved scheme cannot be implemented prior to development commencing the applicant shall submit detail of temporary traffic management measures to support construction works with the approved scheme being in place prior to first occupation of any units on site.

Reason: In the interest of safety of road users.

12. No other development shall commence until the new site access onto Drumossie Brae has been formed in accordance with the approved drawing no. 337:301 Rev A dated Jan 2019. For the avoidance of doubt no hard or soft landscaping shall impede the visibility splays of 4.5m & 2.5m x 120m in each direction which shall be

provided and maintained in perpetuity

Reason: In the interest of road safety and to ensure that the applicable standards are met in perpetuity.

13. Any details pursuant to condition 1 above shall show car parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments prior to first occupation of the phase of the development to which it relates, thereafter being maintained for this use in perpetuity.

Reason: To ensure adequate provision of car parking

14. Before the first occupation of each Phase, or sub-Phase, a scheme for the maintenance in perpetuity of all on-site green spaces and or/woodland features or parts of the development that are not exclusive property of any identifiable individual house owner such as communal parking areas, estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water for that Phase or sub-Phase, shall be submitted to and agreed in writing by the Planning Authority. The agreed scheme, which shall accord with Highland Council's adopted standards contained within 'Open Space in Residential Development', shall be implemented thereafter to the satisfaction of the Planning Authority.

Reason: In the interests of amenity and to ensure that communal infrastructure on the site are maintained in accordance with the Council's standards.

15. 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, 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.

16. Prior to any site excavation or groundworks, all retained trees shall be protected against construction damage using protective barriers located beyond the Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition & Construction) and as per the approved Tree Protection Plans. Barriers shall remain in place throughout the construction period and shall not be moved or removed without the prior written approval of the Planning Authority.

Reason: To ensure the protection of retained trees throughout the construction period.

17. A suitably qualified Arboricultural consultant shall be employed by the applicant to ensure that the approved Arboricultural Method Statement (AMS) and Tree Protection Plans are implemented to the agreed standard. Stages requiring supervision are set out in section 7 of the AMS and certificates of compliance for each stage shall be submitted for approval in any subsequent Matters Specified in

Conditions application.

Reason: To ensure the protection of retained trees throughout the construction period.

18. All planting comprised in the approved scheme of landscaping for each Phase or sub-Phase shall be undertaken in the first planting season following occupation of the first building for that Phase. Any plants which, within a period of five years from the occupation of the first building on that Phase, die, are removed, or become seriously damaged or diseased, shall be replaced in the immediately following planting season with others of a similar size and species.

Reason: In the interests of amenity and in order to ensure that the development is adequately landscaped.

19. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved by, the Planning Authority. The CTMP, which shall be implemented as approved during all period of construction, shall include:

i. The CTMP shall make provision for all construction access being taken via the proposed site access as shown on the approved site layout.

ii. A description of all measures to be implemented by the developer, to manage traffic during the construction phase (including routing strategies), with any additional or temporary signage and traffic control undertaken by a recognised suitably qualified traffic management consultant;

iii. The identification and delivery of all upgrades to the public road network to ensure that it is to a standard capable of accommodating construction related traffic (including the formation or improvement of any junctions leading from the site to the public road) to the satisfaction of Planning Authority and the Roads Authority, including;

- An initial route assessment report for construction traffic, including swept path analysis and details of the movement of any street furniture, any traffic management measures and any upgrades and mitigations measures as necessary;
- A procedure for the regular monitoring of road conditions and the implementation of any remedial works required during construction periods.
- A detailed protocol for the delivery of loads/vehicles, prepared in consultation and agreement with interested parties. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of larger load movements in the local media. All such movements on Council maintained roads shall take place outwith peak times on the network, including school travel times, and shall avoid local community events.
- Details of appropriate traffic management which shall be established and maintained at the site access for the duration of the construction period. Full

details shall be submitted for the prior approval of the Planning Authority.

- Wheel washing measures to ensure water and debris are prevented from discharging from the site onto the public road;
- Appropriate reinstatement works shall be carried out, as identified by the Planning Authority, at the end of the construction of the development.
- Measures to ensure that construction traffic adheres to agreed routes.

Thereafter the approved Construction Traffic Management Plan shall be implemented in full, unless otherwise approved in writing by the Planning Authority.

Reason: To maintain safety for road traffic and the traffic moving to and from the development, and to ensure that the transportation of abnormal loads will not have any detrimental effect on the road network.

20. 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. A Schedule of Mitigation (SM) drawing together all approved 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. Pre-commencement habitat and species surveys;

b. Habitat and Species Protection;

c. Pollution Prevention and Control (inclusive of waterbodies);

d. Dust Management;

e. Construction Noise Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites - Part 1: Noise;

f. Construction Vibration Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites - Part 1: Noise;

- g. Site Waste Management;
- h. Surface and Ground Water Management;
 - i. Drainage and sediment management measures from all construction areas; and
 - ii. Mechanisms to ensure that construction will not take place during periods of high flow or high rainfall.
- i. Public Water Supply Protection Measures;
- j. Emergency Response Plans; and
- k. Other relevant environmental management as may be relevant to the development.

iv. Special Study Area plans for:

- a. Any other specific issue identified within the Schedule of Mitigation and/or conditions attached to this permission;
- v. Details for the appointment, at the developer's expense, of a suitably qualified Environmental Clerk of Works (ECoW), including roles and responsibilities and any specific accountabilities required by conditions attached to this permission;
- vi. A statement of responsibility to 'stop the job/activity' if a breach or potential breach of mitigation or legislation occurs; and
- vii. 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 approved Schedule of Mitigation, Construction Environmental Management Document and any Construction Environmental Management Plans approved thereunder.

Reason: To ensure that the construction of the development is carried out appropriately and does not have an adverse effect on the environment.

21. Any detail pursuant to Condition 1 above shall include a detailed scheme for the completion of all open spaces and landscaping within the site has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved scheme shall be implemented in full.

Reason: To ensure that the open space within the site is delivered timeously and to ensure sufficient play and open space provision exists within the application site to serve future residents' needs.

22. No development, site excavation or groundwork shall commence until a suitably qualified Landscape 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 Landscape Consultant shall be appointed as a

minimum for the period from the commencement of the development until the completion of the approved landscaping work and their remit shall, in addition to any functions approved in writing by the Planning Authority, include:

- i. Ensuring that the Landscaping Plans to be approved under Condition 1(h) 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 the commencement of 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 that a high standard of landscaping is achieved, appropriate to the location of the site.

23. The development shall not be occupied until details of the relevant person or party responsible for the maintenance of the on-site surface water drainage system have been provided to the Planning Authority. For the avoidance of doubt any part of the surface water drainage system not vested by Scottish Water shall remain the responsibility of the developer and maintained in line with the scheme to be approved under Condition 15 above.

Reason: To ensure that the surface water drainage system is maintained by an appropriate party and that the party responsible for maintenance can be easily identified should any issue arise.

24. Prior to the first occupation of each house or flat within the development car parking spaces and cycle parking spaces (inclusive of communal cycle parking facilities as appropriate) shall be provided in line with the standards contained within The Highland Council's Road and Transportation Guidelines. Thereafter, all car parking and cycle parking spaces shall be maintained for this use in perpetuity.

Reason: To ensure that appropriate levels of car and cycle parking are available for each plot.

25. No development shall commence until the principles for the siting and design of all on street above ground infrastructure (including electrical substations, junction boxes and broadband cabinets) within the development has been submitted to and approved in writing by the Planning Authority. Thereafter the delivery of above ground infrastructure shall be delivered in accordance with the approved principles.

Reason: In the interests of visual amenity and to ensure that these matters can be considered in detail to ensure the character and identity of the development is maintained

26. No development shall commence on any phase or sub phase until a scheme has been submitted detailing the provision of electric car charging points within the development serving the associated phase or sub-phase. This shall include the

location and design of each charging point and a timescale for implementation. The approved scheme shall be implemented in line with the approved timescales.

Reason: To facilitate the move toward the reduction in reliance of petrol and diesel cars.

27. No development shall commence until a community liaison group is established by the developer, in collaboration with The Highland Council and the affected local Community Council (Westhill Community Council) unless otherwise agreed in writing by the Planning Authority. The group shall act as a vehicle for the community to be kept informed of project progress and, in particular, should allow advanced dialogue on the provision of all transport-related mitigation measures and to keep under review the timing and type of development within future development phases. The liaison group, or element of any combined liaison group relating to this development, shall be maintained until the development has been completed and is occupied.

Reason: To assist project implementation, ensuring community dialogue and the delivery of appropriate mitigation measures throughout the construction period

28. Any details pursuant to condition 1 shall include a scheme for the delivery of the following mitigation, in line with timescales for delivery set out in this condition, and detailed design of the mitigation has been submitted to and approved in writing by the Planning Authority for the:

- i. location, design and installation of dropped kerbs and hard standings at all crossings to the specifications and standards set out by The Highland Council. Thereafter, the scheme shall be implemented before occupation of any units within the development;
- ii. provision of footways on within the adopted road corridor on the B9006 Culloden Road between the access to the development and relocated bus shelter to the east of Drumossie Cottage on the B9006 Culloden Road. Thereafter, the approved scheme shall be implemented prior to the occupation of any residential unit within the development
- iii. provision of the proposed pedestrian refuge island on the B9006 Culloden Road, which shall include a fully dimensioned plan and specification for the proposed crossing. Thereafter, the scheme shall be implemented before occupation of any of the units within the development.
- iv. design and implementation of safe routes to school, to Cradelhall Primary School within the site connecting to existing safe routes to school outwith the site. The agreed scheme shall be implemented prior to occupation of any residential unit within the development.

Prior to the submission of any of the proposed schemes set out in points (i-iv) Westhill Community Council shall have a minimum of 14 days to provide comment on the proposed schemes. The developer shall be required to submit a report outlining any comments received by the Community Councils and how they have

been taken into consideration in the formulation of the submitted schemes.

Reason: To ensure that the consequences for the local road network and pedestrian safety as a result of traffic from the proposed development are addressed.

REASON FOR DECISION

The land is located within the Inverness Settlement Development Area, where there is a presumption for development within such areas subject to compliance with all other relevant policies of the Development Plan. It is considered that the developer has resolved issues around roads and transport, access and servicing, and that suitable mitigation is proposed in order to deal with impacts on residential amenity arising from the proximity to the A9(T) all of which will be secured by condition.

The development will deliver a significant number of affordable homes and will assist in the delivery of the adjacent allocated site through the junction realignment between Culloden Road and Drumossie Brae, the proposed alignment also improving the junction for current and future road users.

It is therefore considered that the development is appropriately sited and can be supported under the provisions of the Development Plan. Further detail on specific layouts and design of the non-affordable housing would be determined within a Matters Specified in Conditions application.

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.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION IN PRINCIPLE

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 & 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 (paragraph 259), 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.

For developments of 10 or more domestic dwellings (or non-domestic equivalent) a Pre-Development Enquiry (POE) Form requires to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow a full appraisal of proposals.

Where it is confirmed through the POE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

The development proposals have the potential to impact on existing Scottish Water assets, particularly a 180mm HPPE water distribution main. The applicant must identify any potential conflicts with Scottish Water assets and contact the Asset Impact Team directly at service.relocation@scottishwater.co.uk

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 1231223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

Septic Tanks & Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

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, Traffic Regulation Order etc.) from Community Services 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_for_working_on_public_roads/2

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.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision

taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

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

Conditions and Reasons 18/05597/FUL

1. For the avoidance of doubt, all mitigation measures set out within the Ecological Survey Report dated 30 September 2018 prepared by A9 Consulting Ltd, or any superseding report, approved as supporting information as part of this application shall be carried out in full (or as may be amended by Scottish Natural Heritage Badger Disturbance Licence) to the satisfaction of the Planning Authority before the commencement of development on site.

Reason: In order to protect the natural heritage interests of the site (European Protected Species (badgers)).

2. No development shall commence until full details of the surface water drainage provision for the site as a whole has been submitted to, and approved in writing by, the Planning Authority in consultation with the Flood Risk Management Team. For the avoidance of doubt, the proposed system shall be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time. This shall also detail updated greenfield run-off rates to reflect the details of the proposed development and include simulations of the full drainage network including the storage features and pipework for all storms up to the 200 year plus climate change event; all discharge shall be limited to the 2 year greenfield run-off rate. Thereafter, only the approved details shall be implemented and all surface water drainage provision shall be completed prior to the occupation of the development hereby approved.

Reason: In the interest of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution and to ensure that the site is properly and adequately drained.

3. There shall be no drainage connections to the Trunk Road drainage system

Reason: To ensure that the efficiency of the existing drainage network is not affected.

4. The development shall not be occupied until details of the relevant person or party responsible for the maintenance of the on-site surface water drainage system have been provided to the Planning Authority. For the avoidance of doubt any part of the surface water drainage system not vested by Scottish Water or another responsible authority shall remain the responsibility of the developer and maintained in line with the scheme to be approved under condition 2 above.

Reason: To ensure that the surface water drainage system is maintained by an appropriate party and that the party responsible for maintenance can be easily identified should any issue arise.

5. For the avoidance of doubt all residential dwellings shall be connected to the public water and waste water network.

Reason: In order to ensure that water and sewerage infrastructure is delivered in line within the provisions of the Highland-wide Local Development Plan.

6. No development shall commence until an Access Management Plan including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure) has been submitted to, and approved in writing by the Planning Authority in consultation with the Access Officer. For the avoidance of doubt this, plan shall detail:

- i. All existing paths, tracks and rights of way and any areas currently out with or excluded from statutory access rights under Part 1 of the Land Reform (Scotland) Act on the application site and neighbouring areas under the applicant's control
- ii. Detail on how access is to be managed during any Phase or sub-Phase of construction associated with the development and any neighbouring developments
- iii. Detail on the location, design specification and standard to which all paths will be constructed
- iv. A detailed location, design specification, timescale and means of delivering a future link from the site to allocated site IN74 as defined in the Inner Moray Firth Local Development Plan (2015) located to the east of the site
- v. Detail on any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage in relation to proposed buildings or structures;
- vi. Paths and public access around the SUDS pond should be made clear and include links back to the realigned B9177 (Culloden Road)

Thereafter, the Access Management Plan shall be implemented as approved and in accordance with the timetables outlined therein, unless otherwise approved in writing

by the Planning Authority.

Reason: To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003.

7. No development shall commence on a Phase or sub-Phase until a scheme for monitoring traffic noise from the A9(T) during the first two months of occupation has been submitted to, and agreed in writing by, the Planning Authority. Within four months of the first occupation of any Phase, or sub-Phase, a report that compares the measured effects against the predicted effects contained within the Noise Impact Assessment (dated 19 February 2019 as prepared by Enviro Centre) shall be submitted to, and agreed in writing by, the Planning Authority. The report shall identify any further mitigation deemed necessary to protect sensitive receptors, including a programme for implementation and maintenance thereafter. For the avoidance of doubt this shall only apply to noise sensitive properties located on the south west boundary of the site adjacent to the A9(T).

Reason: To protect the amenity of sensitive receptors from traffic noise that was not predicted.

8. No development shall commence until a scheme for the installation of the acoustic bund, acoustic barrier and associated landscaping on the boundary of the site with the A9(T) has been submitted to and approved in writing by the Planning Authority in consultation with Transport Scotland. The scheme shall include:
- a) Full details of the width, height, construction details and contouring of the acoustic bund;
 - b) Full details of the height, construction, material finish and colouring of the acoustic barrier;
 - c) Details of an phasing of delivery of the acoustic bund and barrier, inclusive of supporting statements ensuring that all properties within the development are protected from noise in line with the recommendations of the Noise Impact Assessment (dated 19 February 2019 as prepared by Enviro Centre);
 - d) Timescale for the delivery of the whole of the acoustic bund and acoustic barrier which shall commence construction prior to all other elements of the development, with the exception of the site access, and completed no later than occupation of the first house in each phase or sub-phase;
 - e) Details of the landscaping of the bund to include all species of plants, shrubs and trees. For the avoidance of doubt all trees shall have a minimum of 1.5m clear stem.
 - f) Details of the management and maintenance and ownership of the acoustic bund, barrier and landscaping.

The approved scheme shall be implemented in accordance with the timescale agreed in point (d) of this condition.

Reason: In the interest of residential amenity to residents within the development site and to minimise the risk of pedestrians and animals gaining uncontrolled access to the A9(T) in the interest of road safety.

9. No development shall commence until full details of a Waste Management Strategy has been submitted to, and approved in writing by the Planning Authority. For the avoidance of doubt, this shall detail the approach to sustainable waste management in the operational of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes.

Reason: In the interests of amenity, to manage waste and prevent pollution.

10. No development shall commence until full details of all street lighting within the site have been submitted to, and approved in writing by the Planning Authority in consultation with the Roads Authority and the Trunk Roads Authority.

Reason: In order to allow the Lighting Engineer to assess the proposed Lighting Scheme and to ensure that there will be no distraction or dazzle to drivers on the A9(T), and that the safety of the traffic on the A9(T) shall not be diminished all to the satisfaction of the Planning Authority in consultation with the Roads Authority and the Trunk Roads Authority..

11. Prior to first occupation of the development hereby approved a comprehensive Active Travel Plan shall be submitted to, and approved in writing by the Planning Authority in consultation with the Roads Authority. For the avoidance of doubt this shall set out proposals for reducing dependency on the private car and identify measures to be implemented, including the timescales for such, the system of management, monitoring, review, reporting and duration of the plan..

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

12. No development shall commence until a scheme for the relocation of the 40mph speed limit gateway on the B9177 Drumossie Brae to the south of the site and associated Traffic Regulation Order has been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. Thereafter the approved scheme shall be implemented prior to commencement of development. If for any reasons the approved scheme cannot be implemented prior to development commencing, the applicant shall submit detail on temporary traffic management measures to support construction works with the approved scheme being in place prior to first occupation of any units on site, all for the approval in writing of the Planning Authority..

Reason: In the interest of safety of road users.

13. No development shall commence until full details of all permanent traffic calming measures have been submitted to, and approved in writing by the Planning Authority. For the avoidance of doubt this information shall be submitted in plan form denoting the location and type of traffic calming feature for the entire development site. The development shall thereafter be undertaken in accordance with the agreed

details.

Reason: In order to comply with the applicable standards and in the interest of road safety.

14. No other development shall commence until the new site access onto Drumossie Brae has been formed in accordance with the approved drawing no. 337:301 Rev A dated January 2019. For the avoidance of doubt no hard or soft landscaping shall impede the visibility splays of 4.5m & 2.5m x 120m in each direction which shall be provided and maintained in perpetuity

Reason: In the interest of road safety and to ensure that the applicable standards are met in perpetuity.

15. No development shall commence until a scheme for the delivery of the following mitigation, in line with timescales for delivery set out in this condition, and detailed design of the mitigation has been submitted to and approved in writing by the Planning Authority:

- a) a scheme for the location, design and installation of dropped kerbs and hard standings at all crossings to the specifications and standards set out by The Highland Council. Thereafter, the scheme shall be implemented before occupation of any units within the development;
- b) A scheme for the provision of footways within the adopted road corridor on the B9006 Culloden Road between the access to the development and relocated bus shelter to the east of Drumossie Cottage on the B9006 Culloden Road. Thereafter, the approved scheme shall be implemented prior to the occupation of any residential unit within the development
- c) An Independent Road safety audit providing detailed designs for the pedestrian crossing facility on the B9006 Culloden Road shall be submitted to and approved in writing by, the Planning Authority. Thereafter, the scheme shall be implemented before occupation of any of the units within the development.
- d) a scheme for the design and implementation of safe routes to school, to Cradlehall Primary School, within the site connecting to existing safe routes to school outwith the site. The agreed scheme shall be implemented prior to occupation of any residential unit within the development.

Prior to the submission of any of the proposed schemes set out in points (a-d) Westhill Community Council shall have a minimum of 14 days to provide comment on the proposed schemes. The developer shall submit a report outlining any comments received by the Community Council and how they have been taken into consideration in the formulation of the submitted schemes.

Reason: In the interests of road safety.

16. Prior to first occupation of the development hereby approved, all car parking spaces shall be completed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments.

Reason: To ensure that there is an adequate level of parking prior to the development being occupied by residents.

17. No development shall commence until a scheme for the maintenance in perpetuity of all on-site green spaces and or/woodland features or parts of the development that are not exclusive property of any identifiable individual house owner (such as communal parking areas, estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water), shall have been submitted to and agreed in writing by the Planning Authority. The agreed scheme, which shall accord with Highland Council's adopted standards contained within 'Open Space in Residential Development', shall be implemented thereafter to the satisfaction of the Planning Authority.

Reason: In the interests of amenity and to ensure that communal infrastructure on the site are maintained in accordance with the Council's standards.

18. 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, 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.

19. No development shall commence until a detailed scheme for the completion of all open spaces and landscaping within the site has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved scheme shall be implemented in full. For the avoidance of doubt the scheme shall detail timescales for the implementation in accordance with the following:

- i. Units 1 - 4 and Units 25 - 28 shall not be occupied until the landscaping, inclusive of planting, in and around the SUDs pond and to the site entrance has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme
- ii. Units 19 - 24 shall not be occupied until the acoustic barrier and the area of landscaping between the development and the acoustic barrier and shared car parking area has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme.
- iii. No plot shall be occupied until the proposed continuous woodland path to the north, northeast and northwest of the site has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme.

All planting comprised in the approved scheme of landscaping shall be undertaken in the first planting season following occupation of the first building. Any plants which, within a period of five years from the occupation of the first building on die, are removed, or become seriously damaged or diseased, shall be replaced in the

immediately following planting season with others of a similar size and species.

Reason: In the interests of amenity and in order to ensure that the development is adequately landscaped.

20. No development or work shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt this shall include full specifications for the noise reducing windows, including trickle ventilation, to be used in the properties adjacent to the A9(T). Thereafter, development and work shall progress in accordance with these approved details.

Reason: To ensure that the development is sensitive to, and compatible with, its context and local architectural styles.

21. Prior to any site excavation or groundworks, all retained trees shall be protected against construction damage using protective barriers located beyond the Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition & Construction) and as per the approved Tree Protection Plans. Barriers shall remain in place throughout the construction period and shall not be moved or removed without the prior written approval of the Planning Authority.

Reason: To ensure the protection of retained trees throughout the construction period.

22. A suitably qualified Arboricultural consultant shall be employed by the applicant to ensure that the Approved Arboricultural Method Statement (AMS) and Tree Protection Plans are implemented to the agreed standard. Stages requiring supervision are to set out in section 7 of the AMS and certificates of compliance for each stage be submitted for the approval in writing of the Planning Authority.

Reason: To ensure the protection of retained trees throughout the construction period.

23. The Soft Landscape Proposals (Dwg No 101.18 SL-01) shall be implemented in full during the first planting season following commencement of development or as may otherwise be agreed in writing by the Planning Authority. For the avoidance of doubt, a suitably qualified Arboricultural consultant shall be employed by the developer to ensure that the approved Soft Landscape Proposals (Dwg No 101.18 SL-01) is implemented to an agreed standard. Certificates of Compliance for each stage shall be submitted for approval in writing by the Planning Authority in consultation with the Forestry Officer.

Reason: In the interests of amenity.

REASON FOR DECISION

The Planning Application is for the erection of 30 Affordable Housing Units. The land is located within the East Inverness Settlement Development Area, where there is a

presumption for development within such areas subject to compliance with all other relevant policies of the Development Plan. It is considered that the developer has resolved issues around roads and transport, access and servicing, and that suitable mitigation is proposed in order to deal with impacts on residential amenity arising from the proximity to the A9(T) all of which will be secured by condition.

The development will bring about much needed affordable housing and should assist in enabling the development of the adjacent allocated site through the junction realignment between Culloden Road and Drumossie Brae, the proposed alignment also improving the junction for current and future road users. It is therefore considered that the development is appropriately sited and designed and can be supported under the provisions of the Development Plan and is recommended for approval subject to the conditions detailed below.

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.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

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.

1. 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.
2. 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 (paragraph 259), 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.

For developments of 10 or more domestic dwellings (or non-domestic equivalent) a Pre-Development Enquiry (POE) Form requires to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow a full appraisal of proposals.

Where it is confirmed through the POE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

The development proposals have the potential to impact on existing Scottish Water assets, particularly a 180mm HPPE water distribution main. The applicant must identify any potential conflicts with Scottish Water assets and contact the Asset Impact Team directly at service.relocation@scottishwater.co.uk

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 1231223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

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, Traffic Regulation Order etc.) from Community Services 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_for_working_on_public_roads/2

Transport Scotland

To obtain permission to work within the trunk road boundary, contact the Route Manager through the general contact number below. The Operating Company has responsibility for co-ordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure all necessary permissions are obtained.

TS Contact: - Route Manager (A9)

0141 2727100

Buchanan House, 58 Port Dundas Road, Glasgow, G4 OHF

Operating Company: - NORTH EAST

Address: - Bear House, Inveralmond Road, Inveralmond Industrial Estate, PERTH, PH1 3TW

Telephone Number: - 01738 448600

E-mail address: - NEplanningapplications@bearsotland.co.uk

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.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the

development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

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. A Badger Disturbance Licence will be required from SNH. Further information regarding protected species and developer responsibilities is available from SNH: www.snh.gov.uk/protecting-scotlands-nature/protected-species

Protected Species - Tree Felling

Any mature trees within the application site which are to be felled, lopped or topped must be surveyed for bats prior to the works being carried out. If a bat roost is identified work must stop and further advice sought from SNH's area office. It is an offence to interfere with bats and/or their roosts without a license and strict penalties will be applied through the courts where a license has not been obtained.

Signature: David Mudie

Designation: Area Planning Manager – South

Author: Julie-Ann Bain/Laura Stewart

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

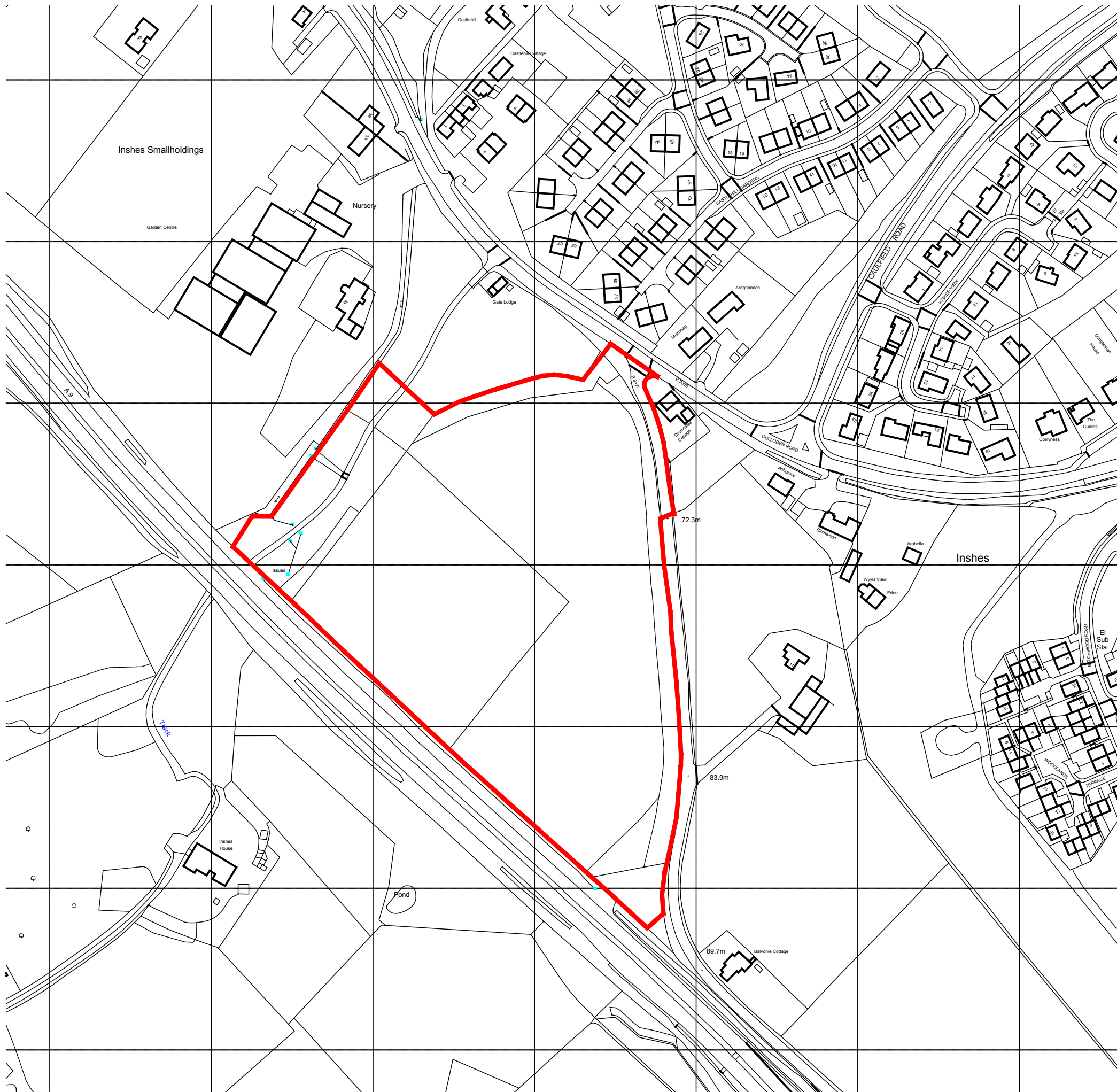
Relevant Plans 18/05593/PIP Plan 1 - 4321-01-002 Rev A – Location Plan
Plan 2 - 4321-02-051 Rev B - Site Layout Plan

Relevant Plans 18/05597/FUL Plan 3 - 4321-01-001 Rev B – Location Plan
Plan 4 - 4321-02-050 Rev C – Site Layout Plan
Plan 5 – 3337:101-01 – Road Layout Plan
Plan 6 - 3337:101/02 – Offsite Works Road Layout
Plan 7 - 3337:301 Rev A – Road Layout Plan
Plan 8 - 4321-05-100 – Site Section Plan
Plan 9 - 4321-01-900 Rev B – Floor/Elevation Plan
Plan 10 - 4321-01-400 Rev B – Floor/Elevation Plan
Plan 11 - 4321-01-402 – Elevation Plan
Plan 12 - 4321-01-501 Rev B – Elevation Plan
Plan 13 - 4321 -01-600 Rev B – Floor/Elevation Plan

Appendix 2 – Details for Section 75 Agreement or Up Front Payment

Developer Contributions

Type	Contribution	Rate (per house)	Rate (per flat)	Index Linked	Base Date	Accounting Dates	Clawback Period
Schools							
Primary – Build Costs	Two classroom extension	£2,041	£1,157	BCIS	Q2 2018	Apr/Oct	15 years
Secondary – Build Costs	Major extension at Culloden Academy or new build high school	£3,482	£1,875	BCIS	Q2 2018	Apr/Oct	15 years
Secondary – Land Costs	New build high school	£91	£91	No		Apr/Oct	15 years
Community Facilities	New sports facility at Inverness Campus	£164	£164	BCIS	Q4 2017		15 years
Affordable Housing							
On-site provision	30 units			No		Apr/Oct	
Transport							
Road Improvements	East Link and Inshes Corridor	£2,734	£2,734	BCIS	Q4 2017	Apr/Oct	15 years



A	10/01/19	Updated site boundary	GB
REV	DATE	DESCRIPTION	DRN

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicOLTRY, FK13 6EF 01259 750301
 5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
 15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

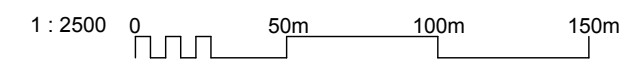
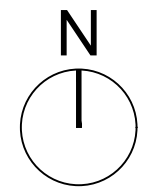
**NEW HOUSING DEVELOPMENT
 INSHES, INVERNESS
 DMPM SERVICES LTD**

LOCATION PLAN

STATUS: **INFORMATION**

SCALE: 1 : 2500 DRAWN: --
 PAPER SIZE: A3 DATE: Nov 2018

DWG No. **4321-01-002** REV. **A**





1. Existing road junction between B9177 and B9006 (Culloden Road) realigned and upgraded to create safer and easier to use access and allow new access to be safely located to access the site from Drumossie Brae. Footway to one side to connect with existing footway at Culloden Road allowing access to bus stops and road crossings.
2. SUDS basin area to be planted to compliment existing planting, access track provided for servicing.
3. Feature entrance wall realigning and linking into existing gatehouse wall Creating attractive artwork for site.
4. Existing wall removed to allow for relocation of road. Wall to be rebuild along road and new footpath to connect into entrance feature wall.
5. Existing stone wall retained where possible. Section to be removed and stones reused to rebuild new wall.
6. Woodland path to connect into existing path within woodland area creating dog walking and recreational areas for residents.
7. Dashed line represents 30m offset from existing tree line.
8. Acoustic buffer created along boundary with A9 to reduce any noise from neighbouring road. Buffer construction will be mounded earth and tree planting.
9. Planted landscaped area to create visual buffer from parking court and connecting to wider 'green strip' which runs through the full site, connecting the existing woodland areas.
10. Agreed offsite improvements to upgrade footway to connect site with with bus stop and pedestrian crossing. Bus stop to be moved back to allow wider footway.
11. Agreed offsite improvements to provide safe crossing point to existing 3m wide footway/cyclepath.

APPLICATION AREA: 5.67Ha

B	10/01/19	Updated site boundary	GB
A	20/12/18	Alter paths and wall to avoid root protection areas.	AMac
REV	DATE	DESCRIPTION	DRN

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicouLTRY, FK13 6EF 01259 750301
 5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
 15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

NEW HOUSING DEVELOPMENT
 INSHES, INVERNESS

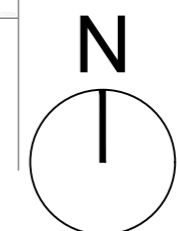
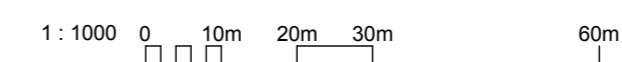
DMPM SERVICES LTD

SITE LAYOUT - FULL SITE

STATUS: **INFORMATION**

SCALE:	1 : 1000	DRAWN:	--
PAPER SIZE:	A2	DATE:	Nov 2018

DWG No.	4321-02-051	REV.	B
---------	-------------	------	---



Inshes House

Pond

72.3m

83.9m



1. Existing road junction between B9177 and B9006 (Culloden Road) realigned and upgraded to create safer and easier to use access and allow new access to be safely located to access the site from Drumossie Brae. Footway to one side to connect with existing footway at Culloden Road allowing access to bus stops and road crossings.
2. SUDS basin area to be planted to compliment existing planting, access track provided for servicing.
3. Feature entrance wall realigning and linking into existing gatehouse wall. Creating attractive artwork for site.
4. Existing wall rerealigned or lowered to allow for relocation of road. Wall to be rebuilt along road and new footpath to connect into entrance feature wall.
5. Existing stone wall retained where possible. Section to be removed and stones reused to rebuild new wall.
6. Woodland path to connect into existing path within woodland area creating dog walking and recreational areas for residents.
7. Dashed line represents 30m offset from existing tree line.
8. Acoustic buffer created along boundary with A9 to reduce any noise from neighbouring road. Buffer construction will be mounded earth and tree planting.
9. Planted landscaped area to create visual buffer from parking court and connecting to wider 'green strip' which runs through the full site, connecting the existing woodland areas.
10. Agreed offsite improvements to upgrade footway to connect site with bus stop and pedestrian crossing. Bus stop to be moved back to allow wider footway.
11. Agreed offsite improvements to provide safe crossing point to existing 3m wide footway/cyclepath.

APPLICATION AREA: 2.33Ha

HOUSING MIX

1B2P FLAT	6
2B4P FLAT	6
2B4P VILLA	10
3B5P VILLA	6
2B3P WCH BUNGALOW	2
TOTAL UNITS:	30

C	01.03.19	Revised wall at east boundary. Acoustic barrier added.	AM
B	12.02.19	Mirrored 1B2P detached flat	GB
A	11.01.19	Red line extended to include road realignment.	AM
REV	DATE	DESCRIPTION	DRN

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILLCULTRY, FK13 6EP 01239 750001
 5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
 15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

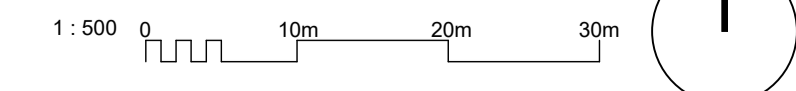
**NEW HOUSING DEVELOPMENT
 INSHES, INVERNESS
 DPM SERVICES LTD**

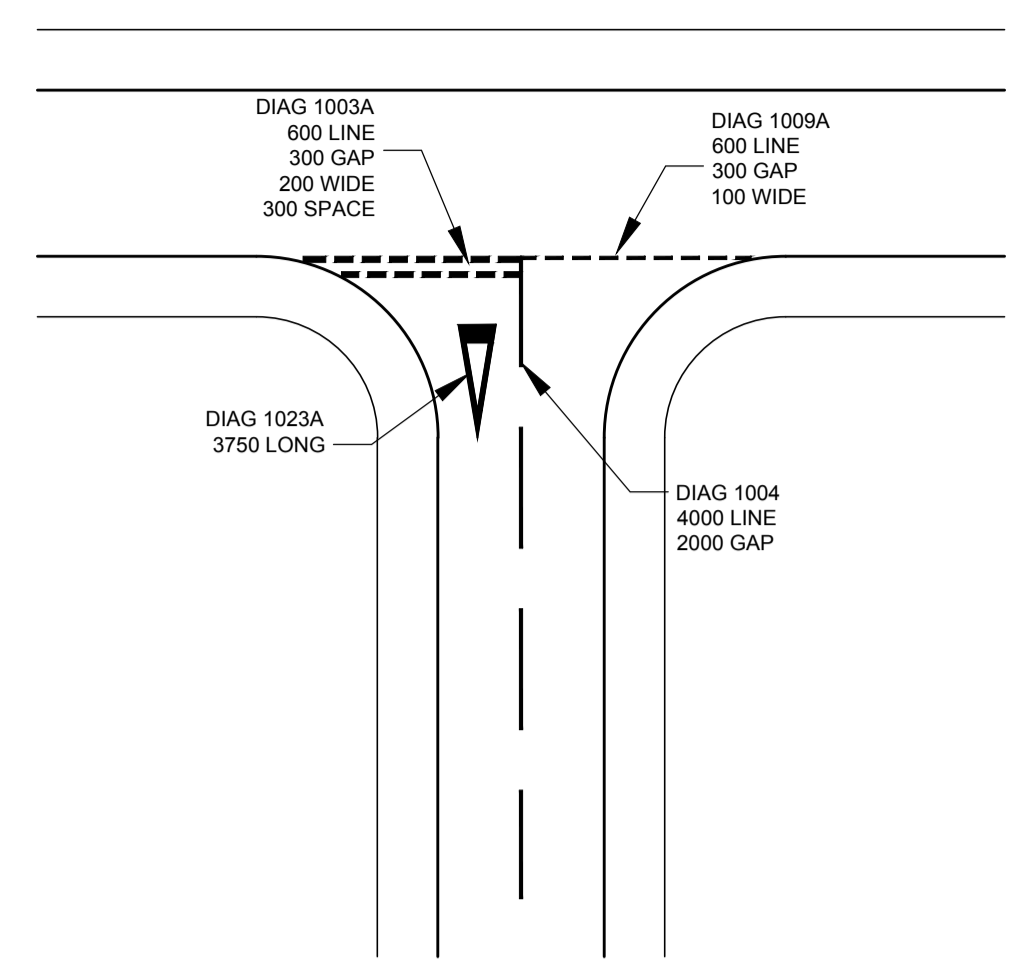
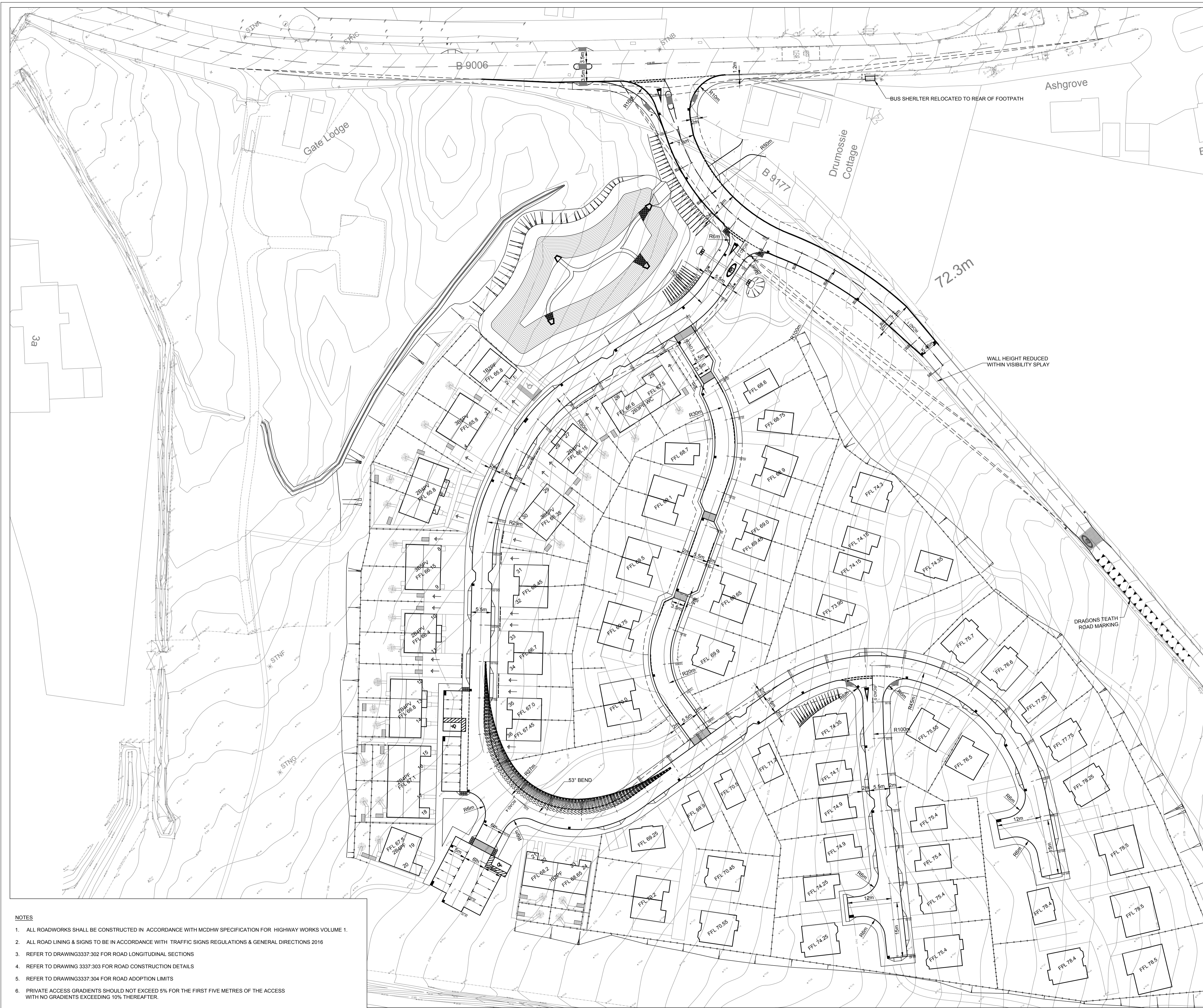
SITE LAYOUT

STATUS: **INFORMATION**

SCALE: 1:500 DRAWN: --
 PAPER SIZE: A1 DATE: Feb 2019

DWG No. **4321-02-050** REV. **B**





TYPICAL JUNCTION LINING DETAIL
SCALE: 1:250

ROAD CLASSIFICATIONS	
ROAD	CLASSIFICATION
1	LOCAL DISTRIBUTOR
2	MAIN RESIDENTIAL STREET
3	MINOR RESIDENTIAL STREET
4	CUL-DE-SAC
5	CUL-DE-SAC

VISIBILITY SPLAY			
JUNCTION	X	Y LEFT	Y RIGHT
ROAD 1 TO EXG	4.5m	120m	120m
ROAD 2 TO 1	4.5m	90m	90m
ROAD 3 TO 2	2.4m	30m	30m
ROAD 4 TO 2	2.4m	30m	30m
ROAD 5 TO 2	2.4m	30m	30m

- NOTES**
- ALL ROADWORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MCDHW SPECIFICATION FOR HIGHWAY WORKS VOLUME 1.
 - ALL ROAD LINING & SIGNS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016
 - REFER TO DRAWING 3337.302 FOR ROAD LONGITUDINAL SECTIONS
 - REFER TO DRAWING 3337.303 FOR ROAD CONSTRUCTION DETAILS
 - REFER TO DRAWING 3337.304 FOR ROAD ADOPTION LIMITS
 - PRIVATE ACCESS GRADIENTS SHOULD NOT EXCEED 5% FOR THE FIRST FIVE METRES OF THE ACCESS WITH NO GRADIENTS EXCEEDING 10% THEREAFTER.

Drawing No. **3337:101/01** Revision

Revisions	Date	Drn.

APPROVAL DRAWING

DMPM

INSHES INVERNESS

ROAD LAYOUT

Drawn: IAW	Chk'd:	Scale: 1:500 (A1)
Date: JUN 18	Date:	DO NOT SCALE

consulting engineers **hga** HGA(UK) Ltd
Darach House
Stoneyfield Business Park
Inverness IV2 7PA
T: 01463 22717
F: 01463 224275
email: hga@hga.co.uk

Drawing No. **3337:101/01** Revision



Notes

Revisions	Date	Drn.	Revisions	Date	Drn.

DMPM

**APPROVAL
DRAWING**

consulting engineers
hga

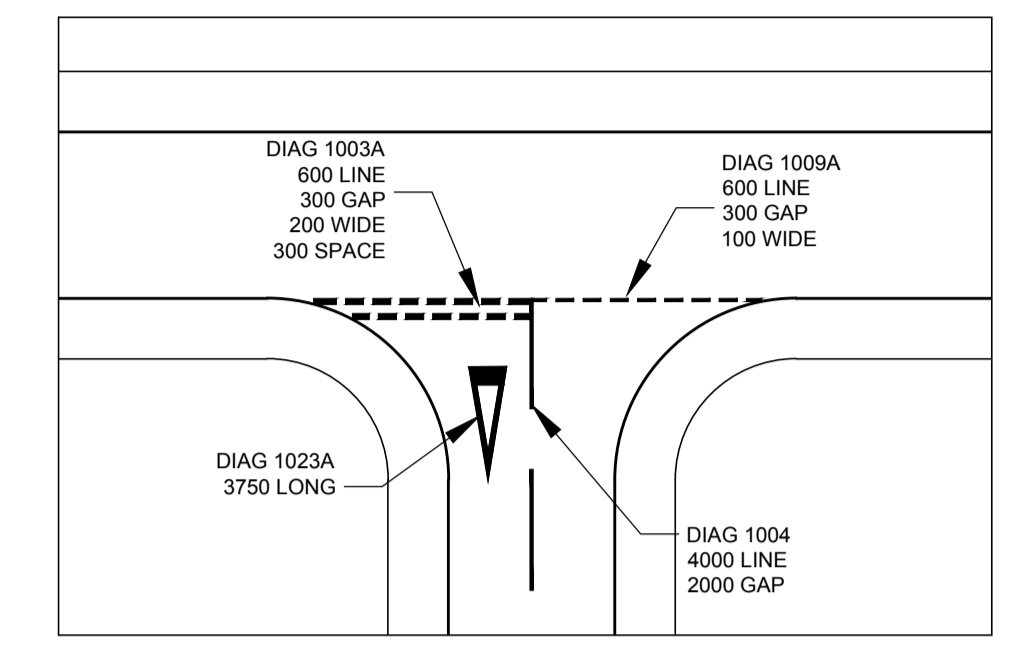
HGA(UK) Ltd
Dunach House
Stoneyfield Business Park
Inverness IV2 7PA
T: 01463 221717
F: 01463 224275
email: hga@hga.co.uk

**INSHES
INVERNESS**

OFF SITE WORKS ROAD LAYOUT		
Drawn: IM	CK'd	Scale: 1:250
Date: Dec 2018	Date:	DO NOT SCALE
Drawing No. 3337:101/02	Revision	



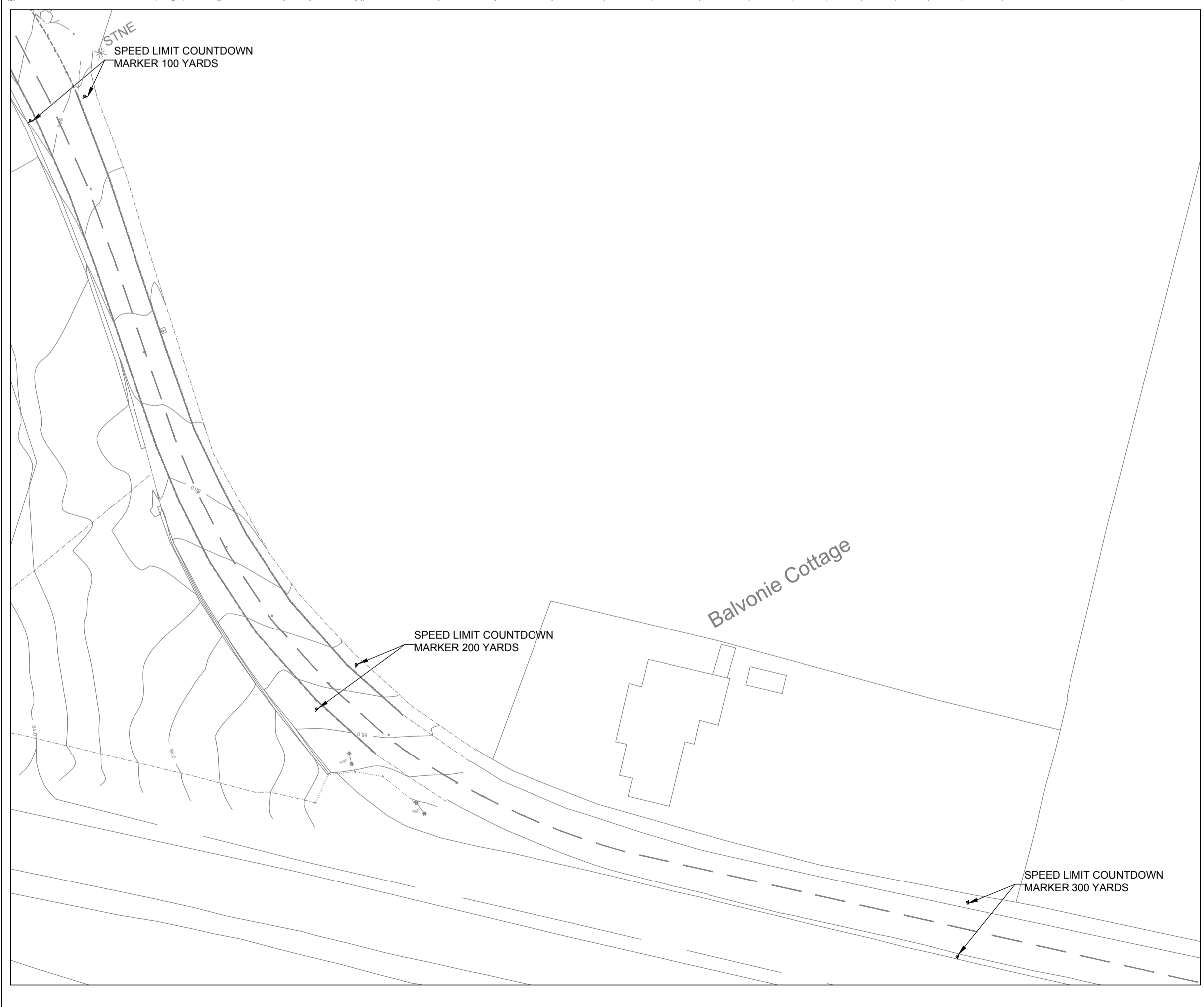
- NOTES**
1. ALL ROADWORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MCDHW SPECIFICATION FOR HIGHWAY WORKS VOLUME 1.
 2. ALL ROAD LINING & SIGNS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016
 3. REFER TO DRAWING3337.302 FOR ROAD LONGITUDINAL SECTIONS
 4. REFER TO DRAWING3337.303 FOR ROAD CONSTRUCTION DETAILS
 5. REFER TO DRAWING3337.304 FOR ROAD ADOPTION LIMITS
 6. PRIVATE ACCESS GRADIENTS SHOULD NOT EXCEED 5% FOR THE FIRST FIVE METRES OF THE ACCESS WITH NO GRADIENTS EXCEEDING 10% THEREAFTER.



TYPICAL JUNCTION LINING DETAIL
SCALE 1:250

ROAD CLASSIFICATIONS	
ROAD	CLASSIFICATION
1	LOCAL DISTRIBUTOR
2	MAIN RESIDENTIAL STREET

VISIBILITY SPLAY			
JUNCTION	X	Y LEFT	Y RIGHT
1 TO EXISTING	2.4 & 4.5	120	120
2 TO 1	2.4 & 4.5	120	120



Drawing No. 337:301		Revision A	
Revisions	Date	Drm.	
A LAYOUT REVISED	01.03.19	IM	

**APPROVAL
DRAWING**

DMPM

**JUNCTION UPGRADE
INSHES
INVERNESS**

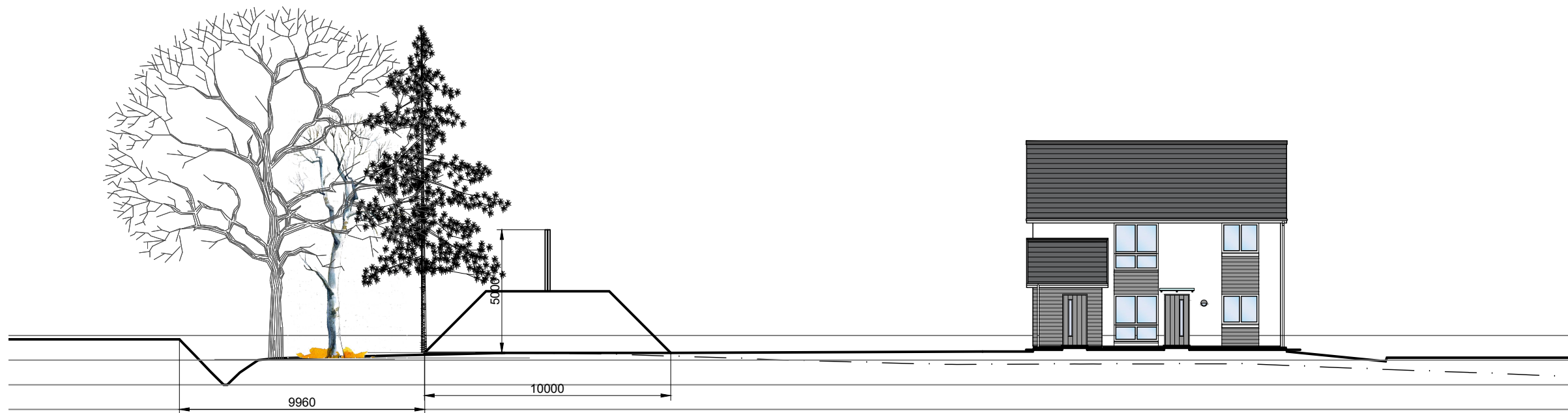
ROAD LAYOUT

Drawn: IM	Ck'd: Date:	Scale: 1:500
Date: Jan 2019	Date:	DO NOT SCALE

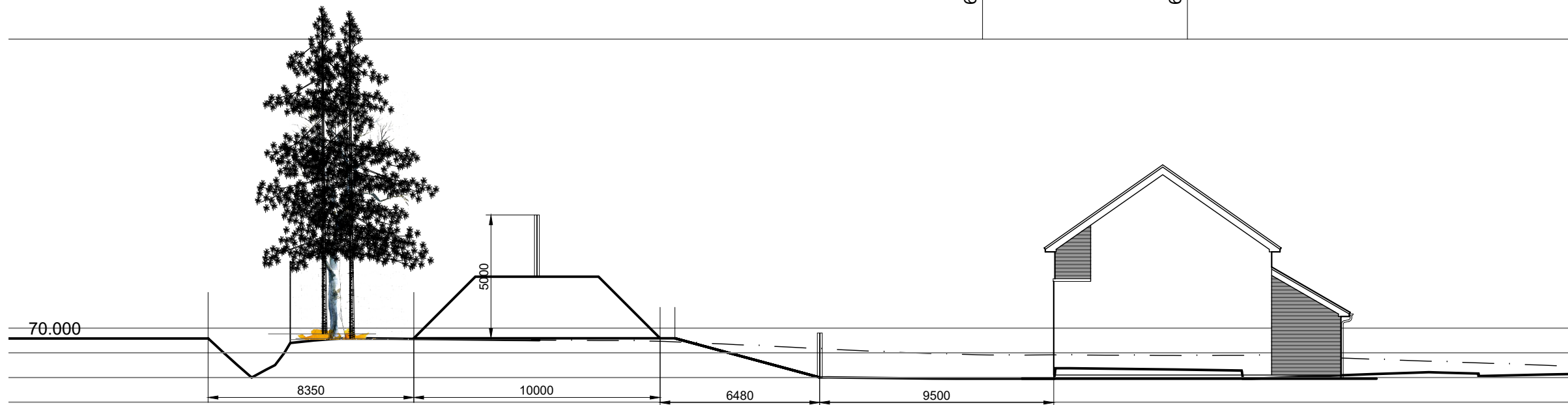
consulting engineers
hga

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

Drawing No. 337:301		Revision A	
-------------------------------	--	----------------------	--



34.079	50.000	66.683	75.000
67.843	67.268	66.848	66.848
		67.350	67.500



35.219	50.000	56.614	75.000
--------	--------	--------	--------

REV	DATE	DESCRIPTION	DRN
-----	------	-------------	-----

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF 01259 750301
 5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
 15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

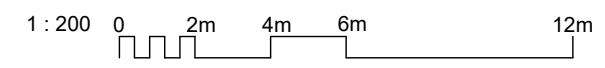
**NEW HOUSING DEVELOPMENT
 INSHES, INVERNESS
 DMPM SERVICES LTD**

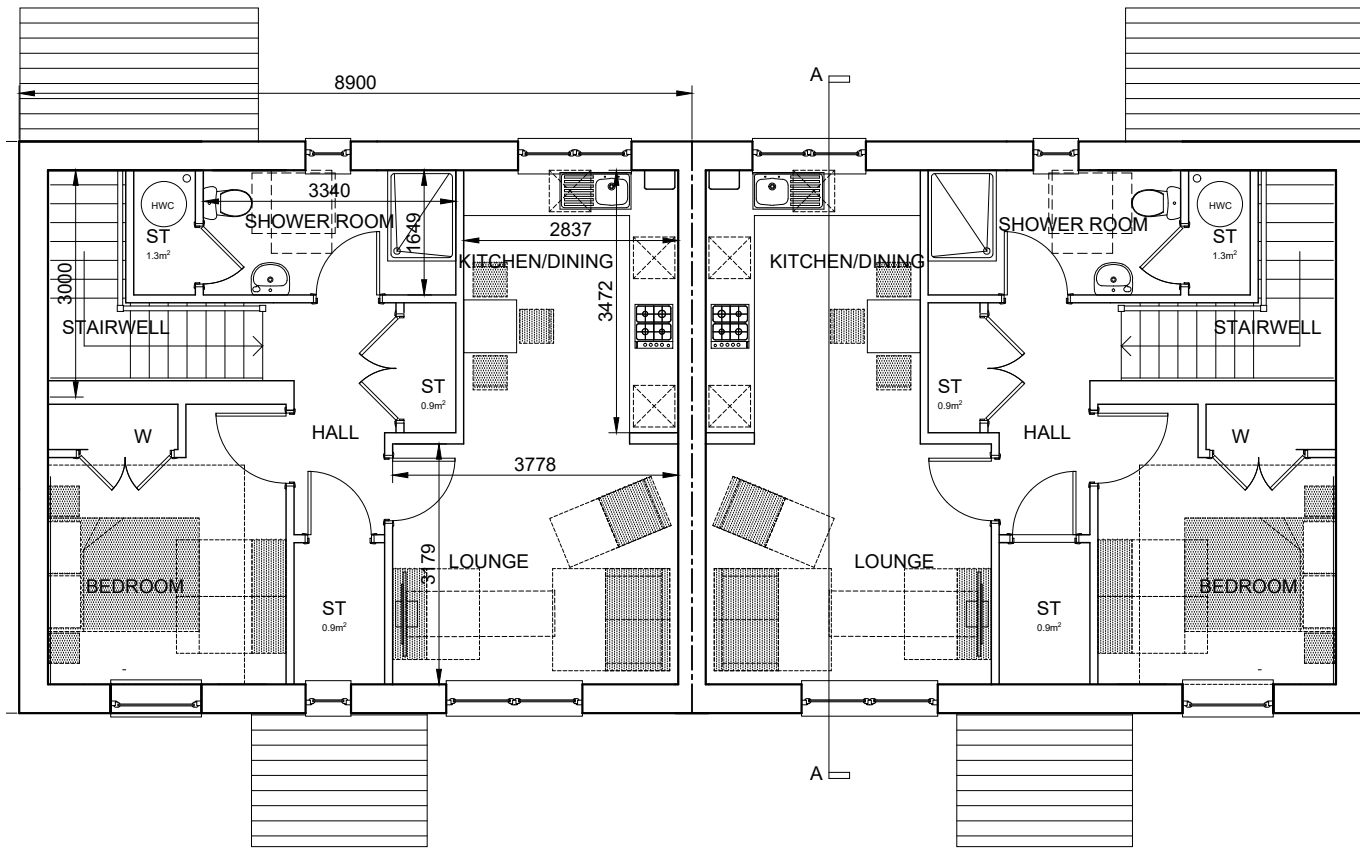
SITE SECTION

STATUS: **INFORMATION**

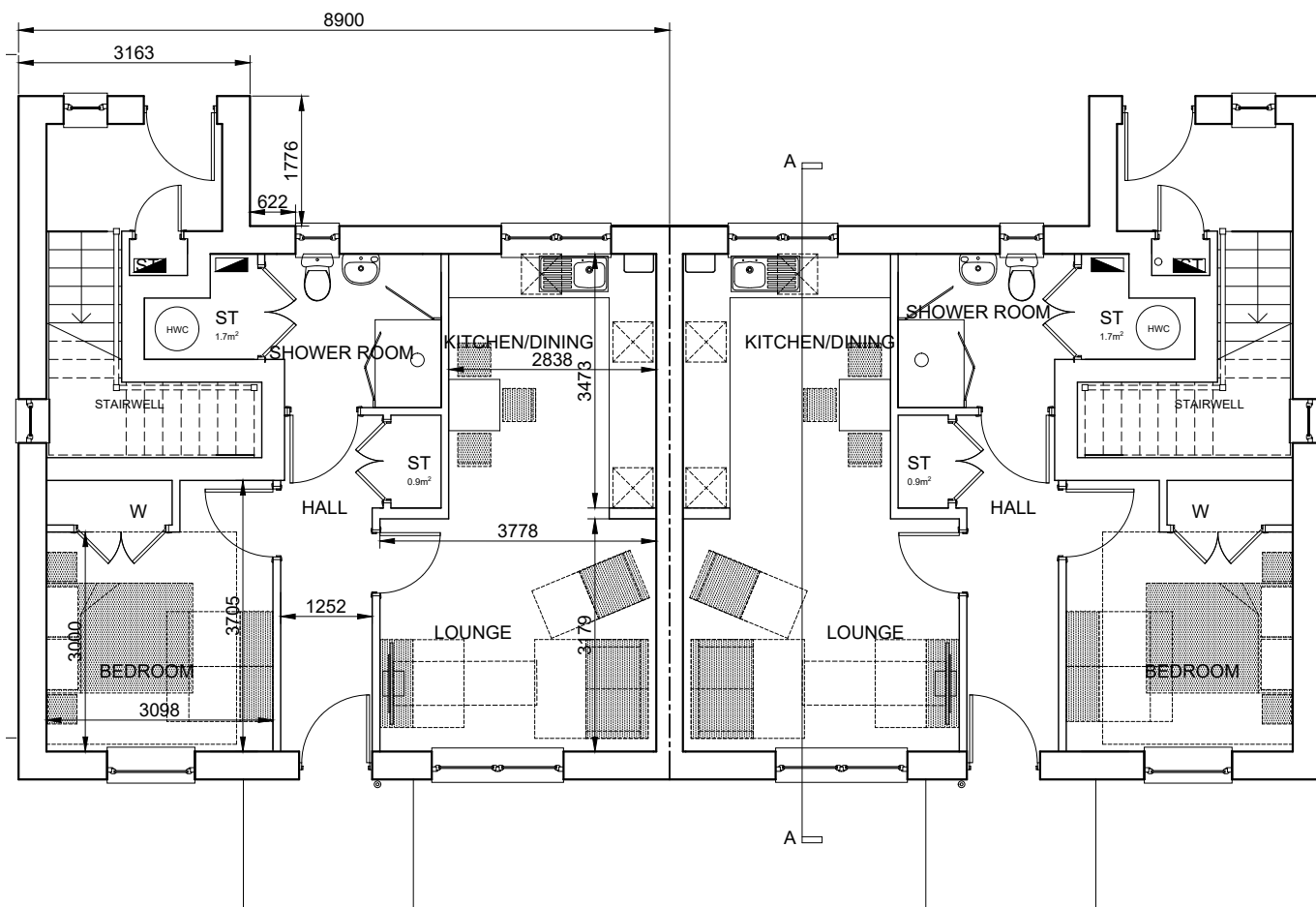
SCALE: 1 : 200 DRAWN: --
 PAPER SIZE: A3 DATE: Feb 2019

DWG No. **4321-05-100** REV.





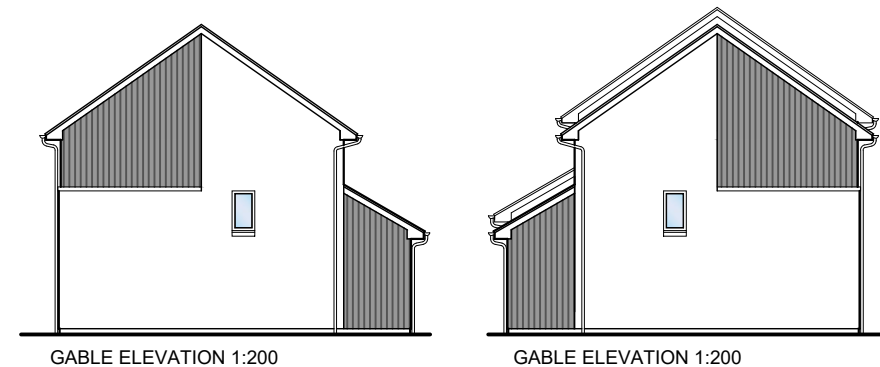
FIRST FLOOR PLAN
ONE BED TWO PERSON FLAT
FLOOR AREA 48.3m²



FRONT ELEVATION



REAR ELEVATION



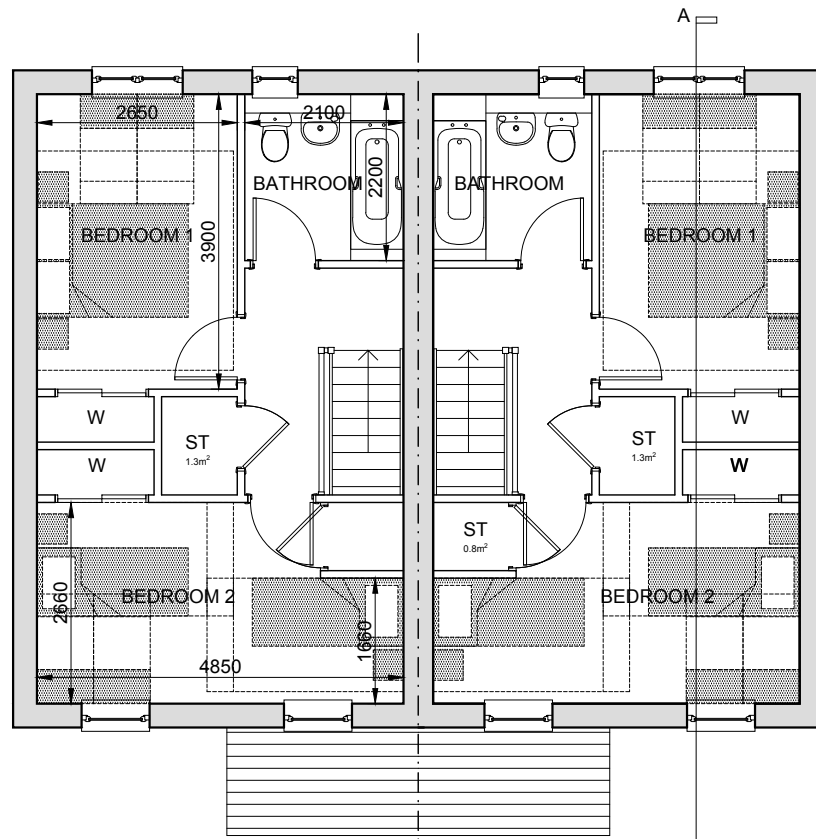
GABLE ELEVATION 1:200

GABLE ELEVATION 1:200

B 18.02.19 Revised cladding layout GB
A 07.01.19 Added second Gable Elevation GB

Bracewell Stirling CONSULTING
38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF :01259 750301
5 NESS BANK, INVERNESS. IV2 4SF :01463 233760
15 LOCHSIDE STREET, OBAN. PA34 4HP :01631 359054

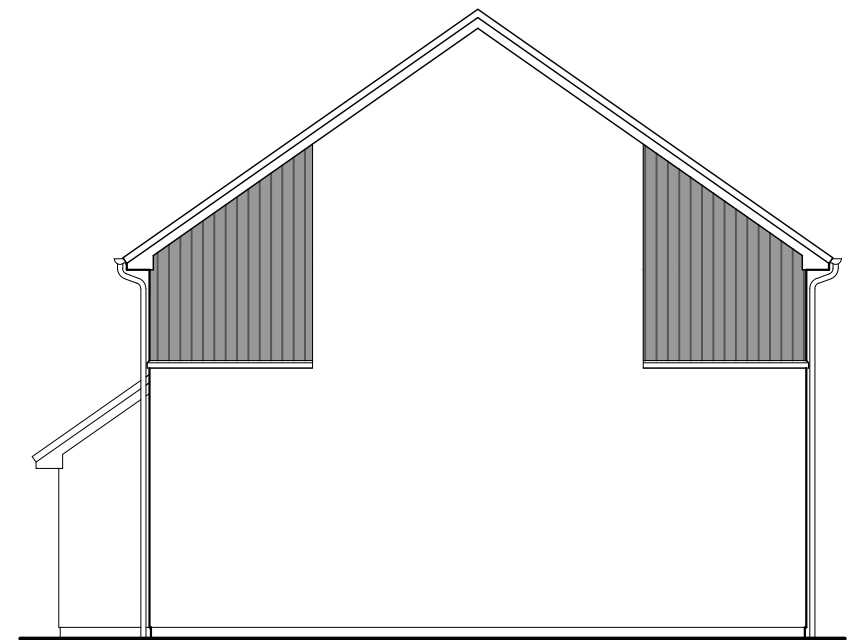
CLIENT:	DMPM SERVICES LTD		
PROJECT:	NEW HOUSING DEVELOPMENT		
TITLE:	ONE BED TWO PERSON FLAT OP2		
STATUS:	PLANNING APPROVAL		
SCALE:	1 : 100	DRAWN:	--
PAPER SIZE:	A3	DATE:	Nov 2018
DWG No.	4321-01-900		REV.



FIRST FLOOR PLAN



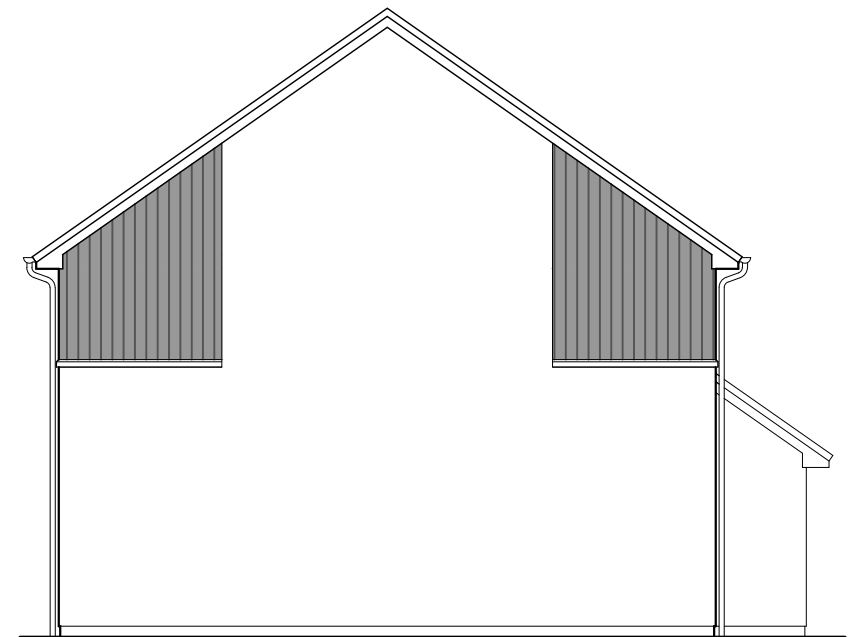
FRONT ELEVATION



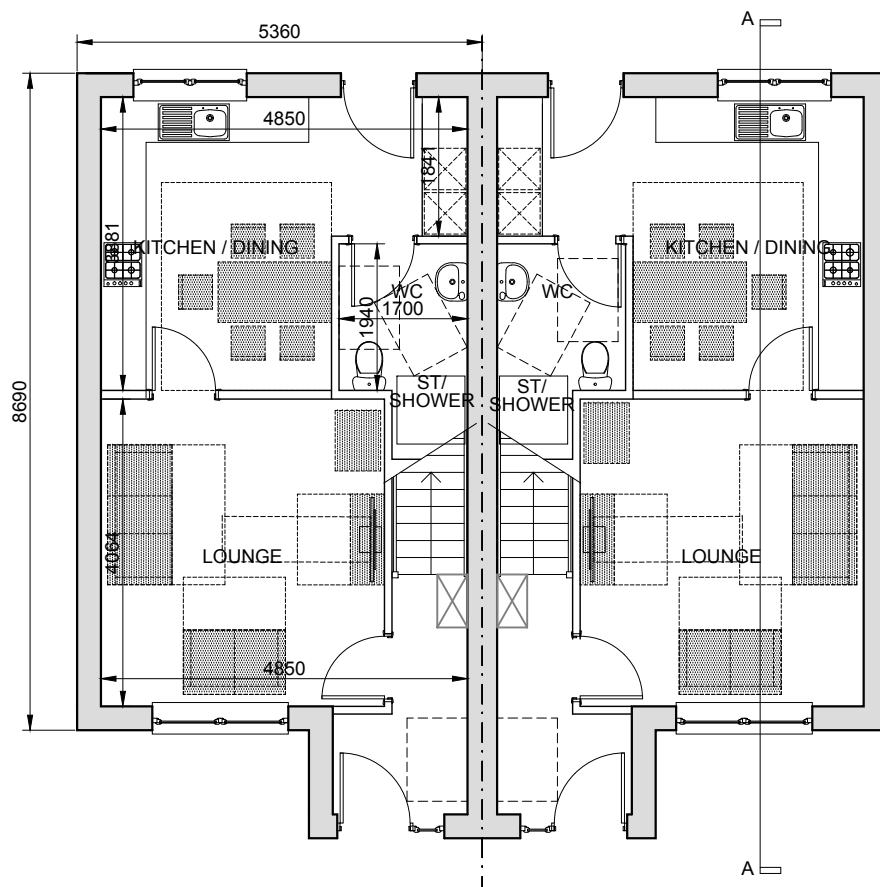
GABLE ELEVATION



REAR ELEVATION

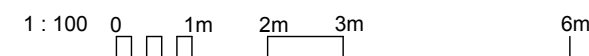


GABLE ELEVATION



GROUND FLOOR PLAN
TWO BED FOUR PERSON VILLA
FLOOR AREA 80m²

SPACE STANDARDS - 2B4P		
ROOM	DESIGN GUIDE	PROPOSED
LIVING ROOM	15.0	15.2
KITCHEN/DINER	15.0	15.1
BEDROOM 1	10.0	10.3
WARDROBE 1	0.6 (0.6 x 1)	0.9
BEDROOM 2	10.0	11.8
WARDROBE 2	0.6 (0.6 x 1)	0.9



B 18.02.19 Revised cladding layout GB
A 07.01.19 Added second Gable Elevation GB

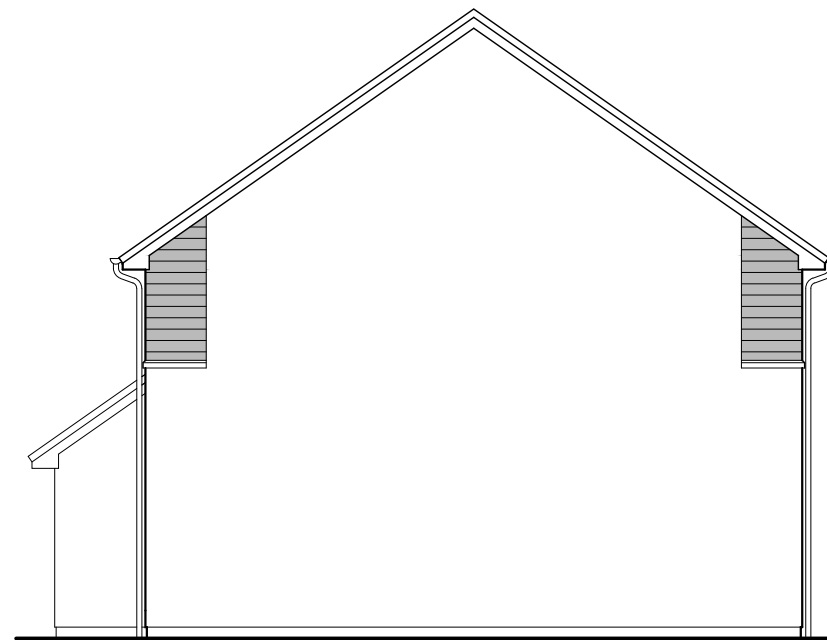
Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF :01259 750301
5 NESS BANK, INVERNESS. IV2 4SF :01463 233760
15 LOCHSIDE STREET, OBAN. PA34 4HP :01631 359054

CLIENT:	DMPM SERVICES LTD
PROJECT:	NEW HOUSING DEVELOPMENT
TITLE:	TWO BED FOUR PERSON VILLA
STATUS:	PLANNING APPROVAL
SCALE:	1 : 100
PAPER SIZE:	A3
DWG No.	4321-01-400
DATE:	Nov 2018
REV.	B



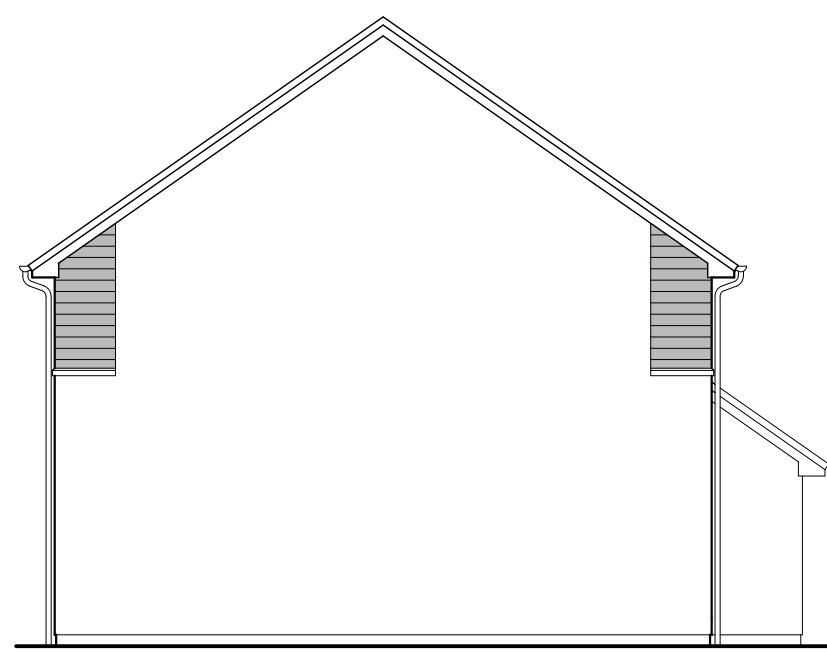
FRONT ELEVATION



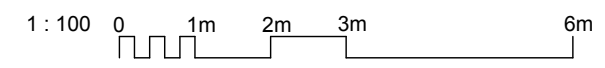
GABLE ELEVATION 1:200



REAR ELEVATION



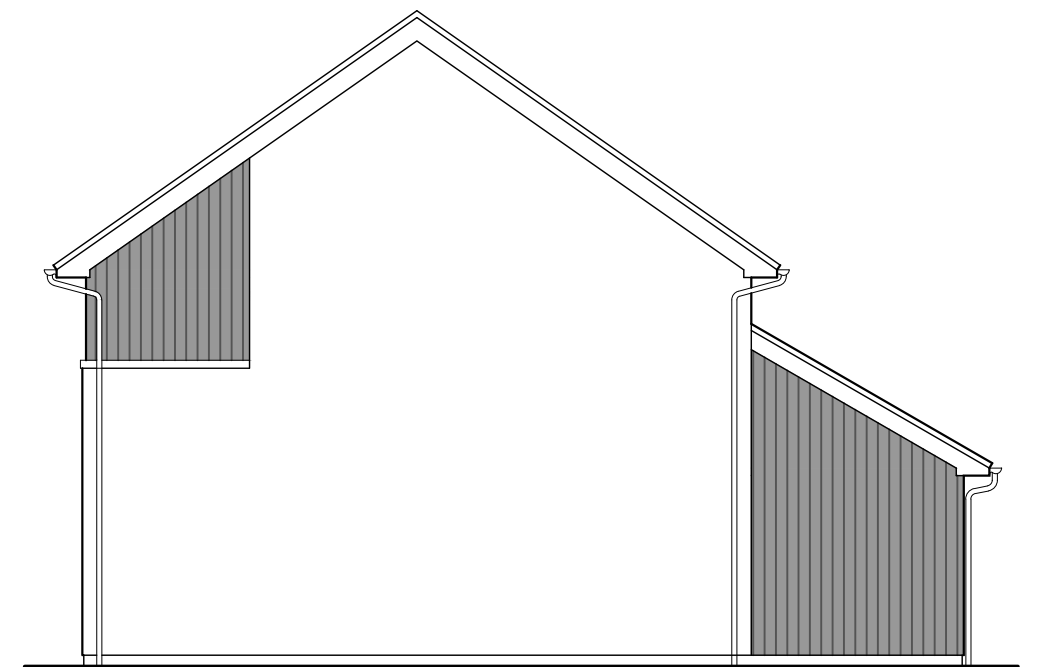
GABLE ELEVATION 1:200



Bracewell Stirling CONSULTING	
38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF	:01259 750301
5 NESS BANK, INVERNESS. IV2 4SF	:01463 233760
15 LOCHSIDE STREET, OBAN. PA34 4HP	:01631 359054
CLIENT:	DMPM SERVICES LTD
PROJECT:	NEW HOUSING DEVELOPMENT
TITLE:	TWO BED FOUR PERSON VILLA ELEVATIONS
STATUS:	PLANNING APPROVAL
SCALE:	1 : 100
PAPER SIZE:	A3
DWG No.	4321-01-402
DATE:	Nov 2018
REV.	-



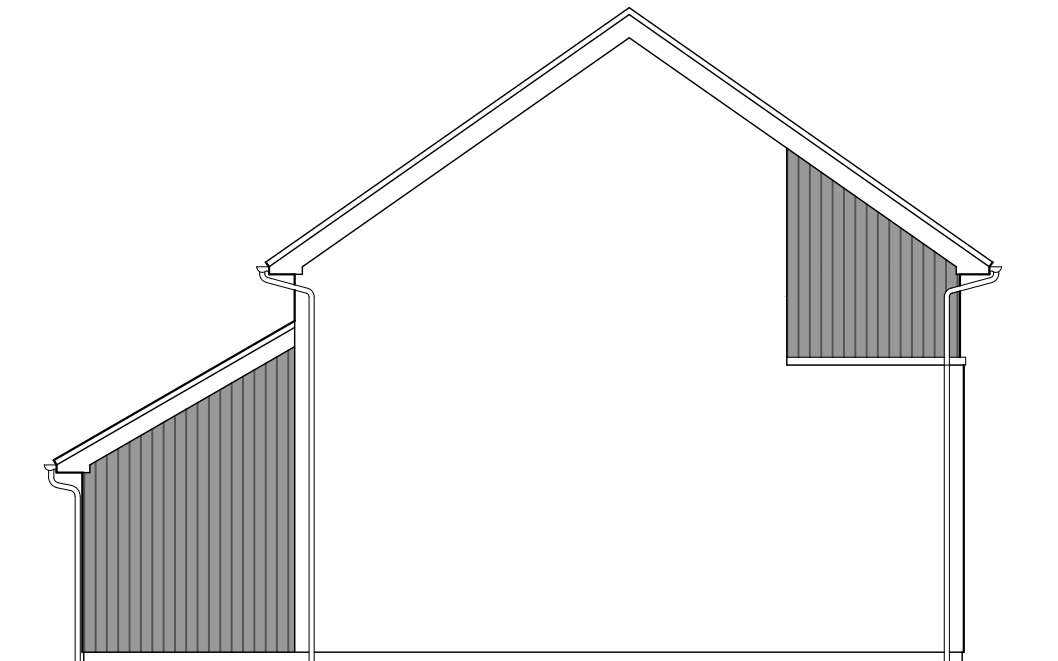
FRONT ELEVATION



GABLE ELEVATION



REAR ELEVATION



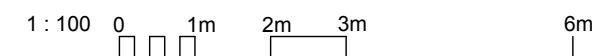
GABLE ELEVATION

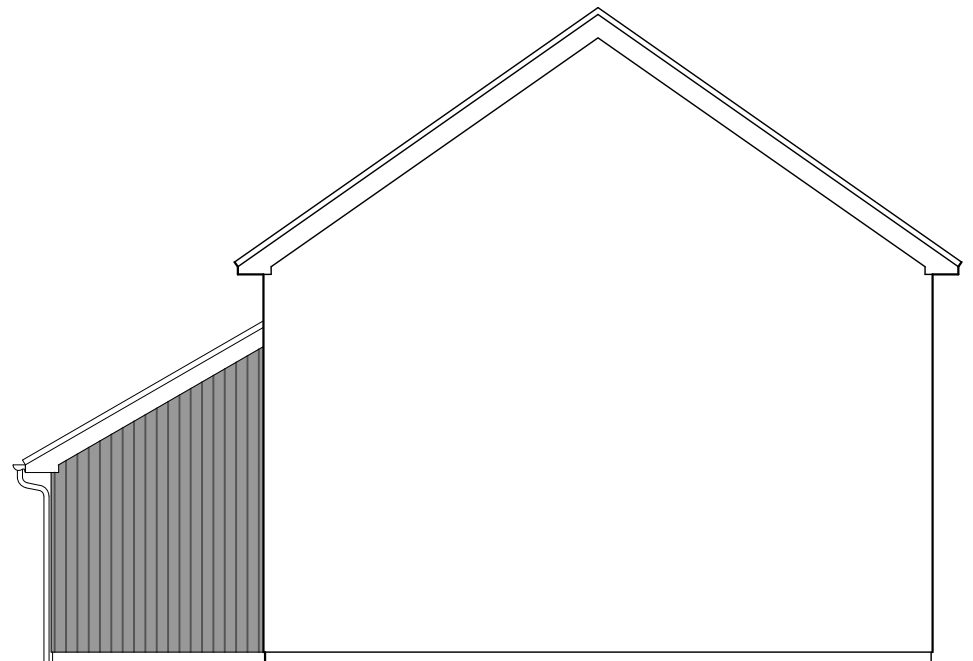
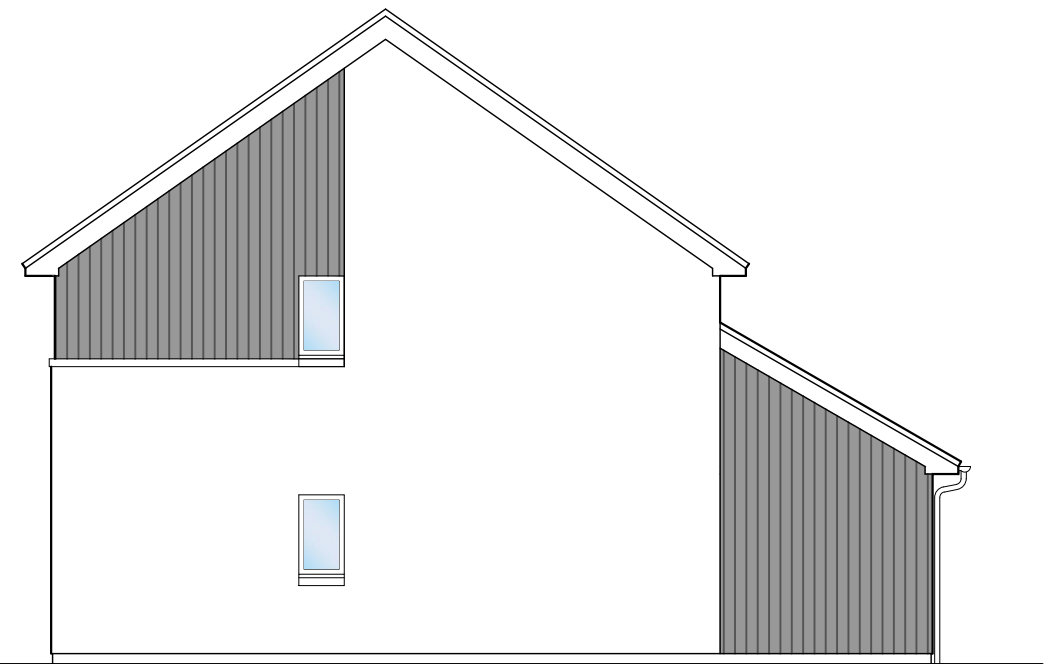
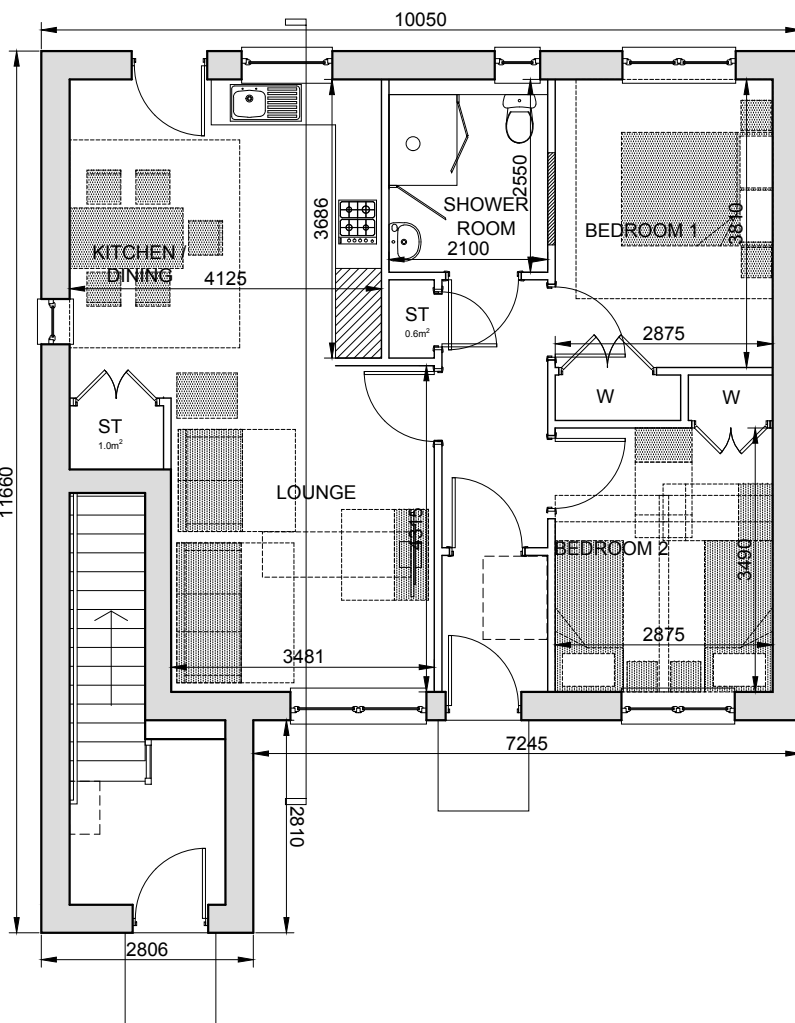
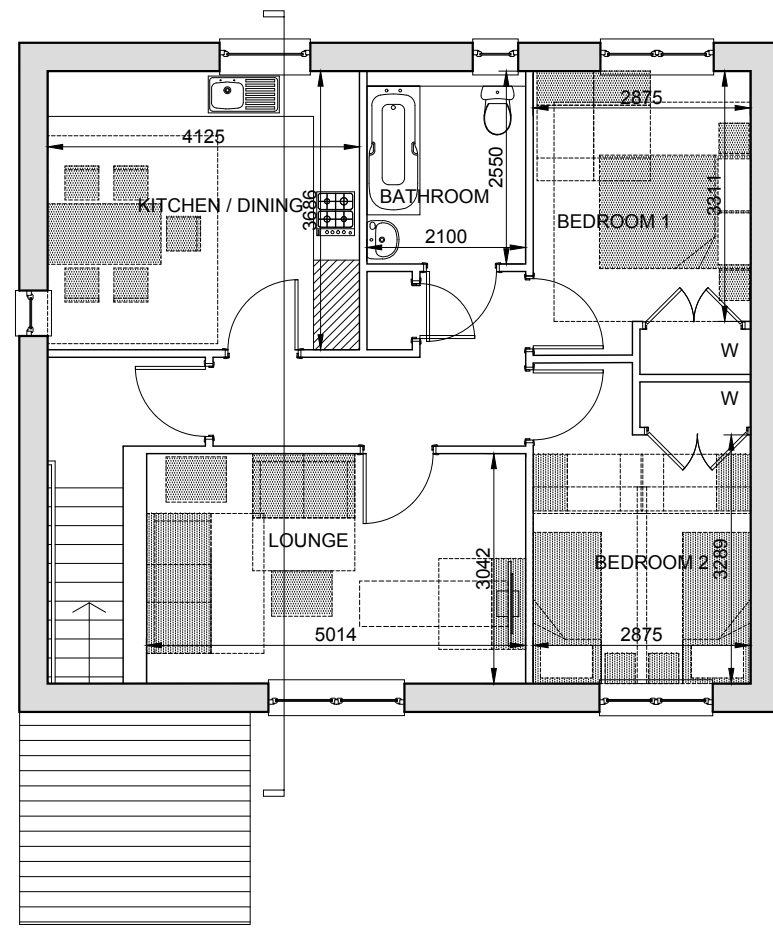
B 18.02.19 Revised cladding layout GB
 A 07.01.19 Added second Gable Elevation GB

Bracewell Stirling CONSULTING

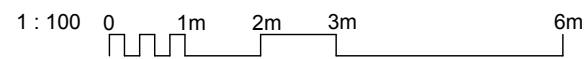
38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF :01259 750301
 5 NESS BANK, INVERNESS. IV2 4SF :01463 233760
 15 LOCHSIDE STREET, OBAN. PA34 4HP :01631 359054

CLIENT:	
DMPM SERVICES LTD	
PROJECT:	
NEW HOUSING DEVELOPMENT	
TITLE:	
TWO BED FOUR PERSON FLAT ELEVATIONS	
STATUS:	
PLANNING APPROVAL	
SCALE:	1 : 100
PAPER SIZE:	A3
DRAWN:	--
DATE:	Nov 2018
DWG No.	4321-01-501
REV.	B





SPACE STANDARDS - 2B4P			
ROOM	DESIGN GUIDE	PROPOSED GF	PROPOSED FF
LIVING ROOM	15.0	15.0	15.3
KITCHEN/DINER	15.0	15.2	15.2
BEDROOM 1	10.0	11.0	10.1
WARDROBE 1	0.6 (0.6 x 1)	1.0	0.9
BEDROOM 2	10.0	10.0	10.0
WARDROBE 2	0.6 (0.6 x 1)	0.7	0.9

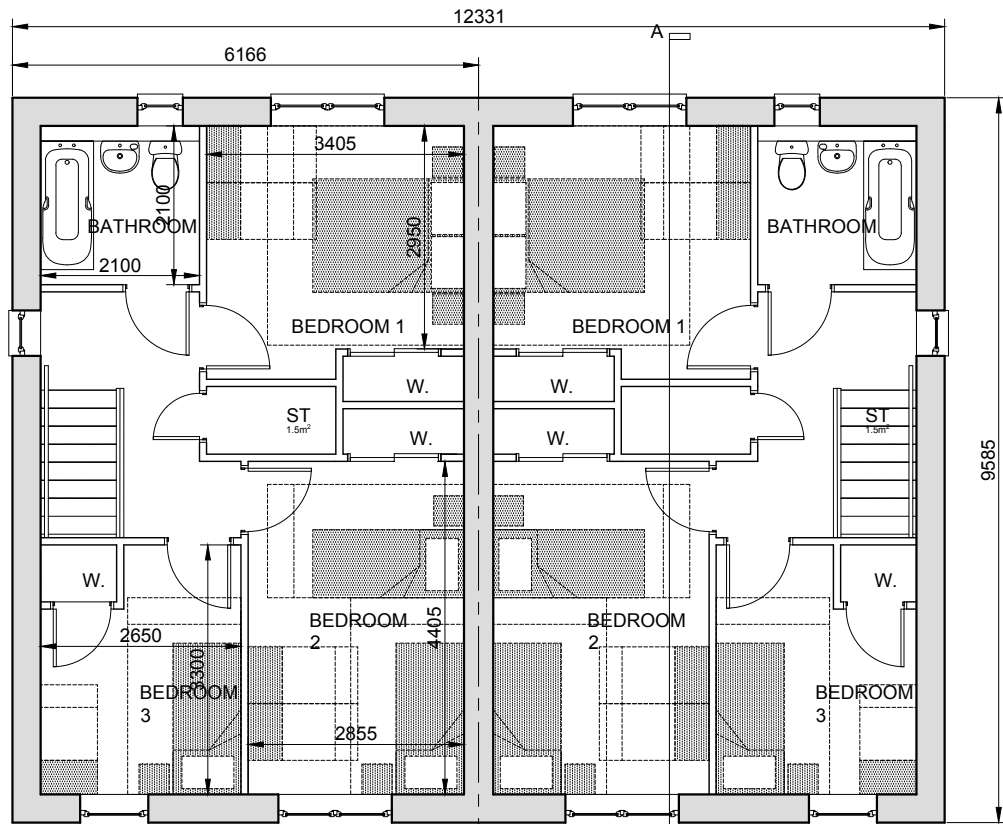


B 18.02.19 Added window to Gable, revised cladding layout GB
A 07.01.19 Added second Gable Elevation GB

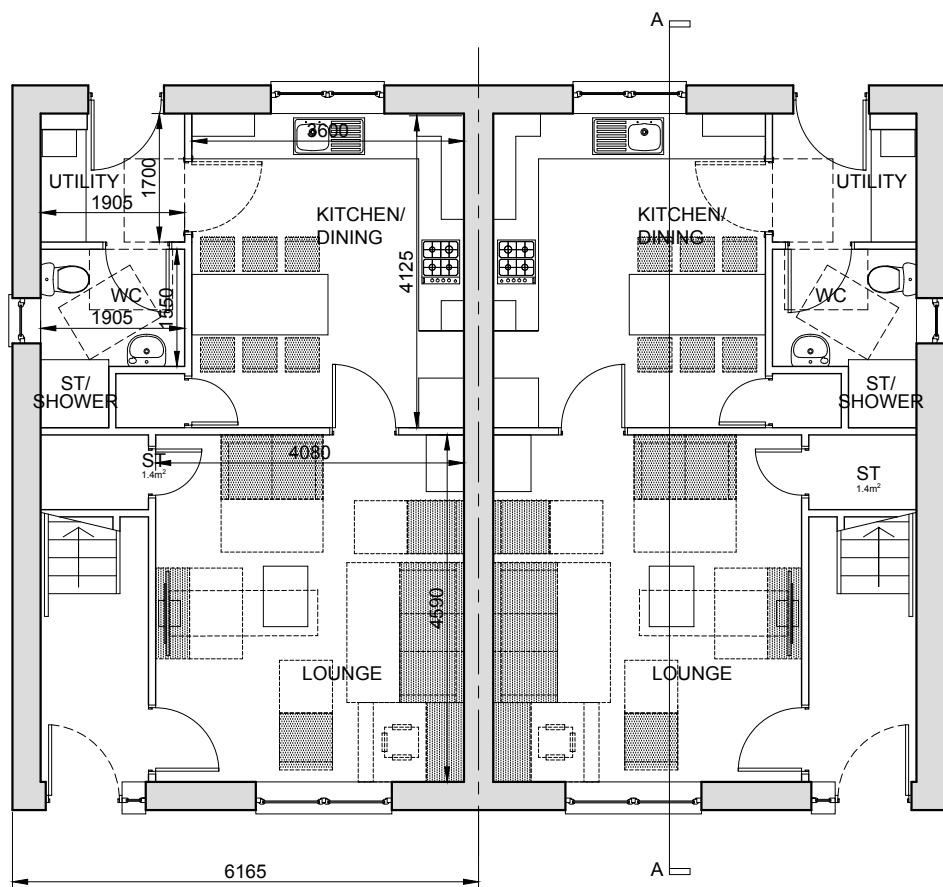
Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF :01259 750301
5 NESS BANK, INVERNESS. IV2 4SF :01463 233760
15 LOCHSIDE STREET, OBAN. PA34 4HP :01631 359054

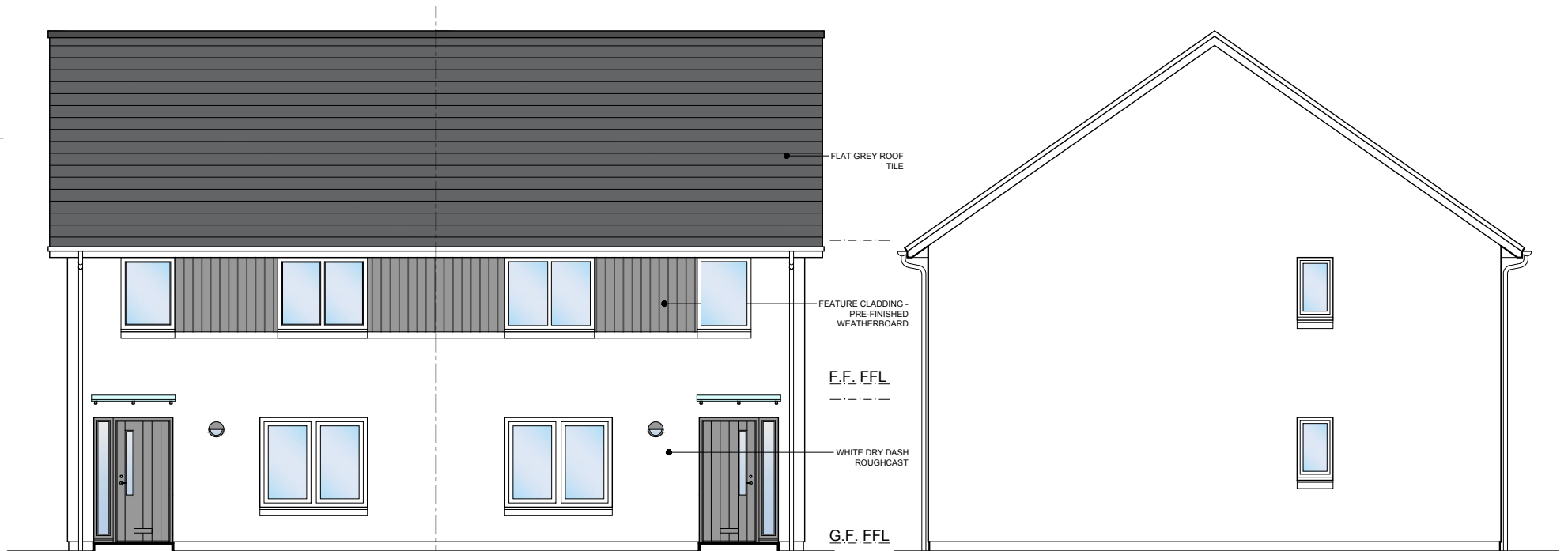
CLIENT:	DMPM SERVICES LTD
PROJECT:	NEW HOUSING DEVELOPMENT
TITLE:	TWO BED FOUR PERSON DETACHED FLATS
STATUS:	PLANNING APPROVAL
SCALE:	1 : 100
PAPER SIZE:	A3
DWG No.	4321-01-600
REV.	B



FIRST FLOOR PLAN

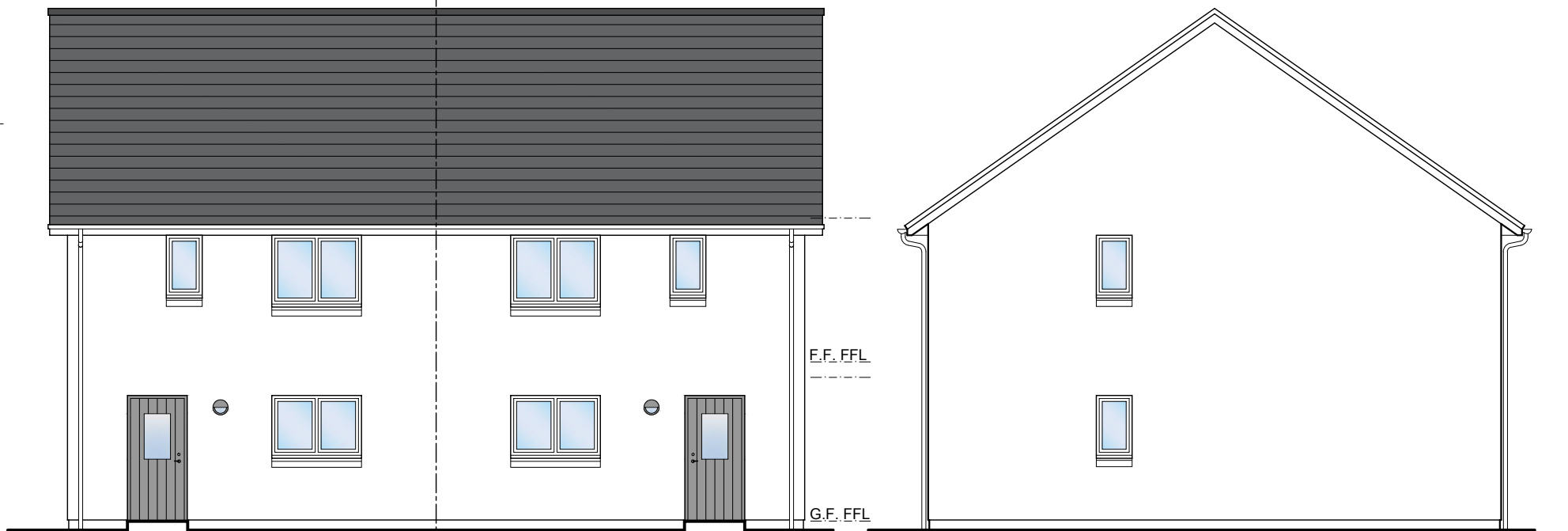


GROUND FLOOR PLAN
THREE BED FIVE PERSON VILLA
FLOOR AREA 100m²



FRONT ELEVATION

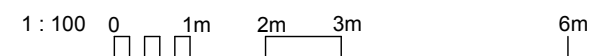
GABLE ELEVATION



REAR ELEVATION

GABLE ELEVATION

SPACE STANDARDS - 3B5P		
ROOM	DESIGN GUIDE	PROPOSED
LIVING ROOM	13.0	18.7
KITCHEN/DINER	13.0	15.0
BEDROOM 1	10.0	10.7
WARDROBE 1	0.6 (0.6 x 1)	1.0
BEDROOM 2	10.0	12.6
WARDROBE 2	0.6 (0.6 x 1)	1.0
BEDROOM 3	7.8	7.8
WARDROBE 3	0.6 (0.6 X 0.6)	0.8



B 18.02.19 Revised cladding layout
A 07.01.19 Added second Gable Elevation

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicOUNTRY, FK13 6EF :01259 750301
5 NESS BANK, INVERNESS. IV2 4SF :01463 233760
15 LOCHSIDE STREET, OBAN. PA34 4HP :01631 359054

CLIENT:	DMPM SERVICES LTD	
PROJECT:	NEW HOUSING DEVELOPMENT	
TITLE:	THREE BED FIVE PERSON VILLA	
STATUS:	PLANNING APPROVAL	
SCALE:	1 : 100	DRAWN: --
PAPER SIZE:	A3	DATE: Nov 2018
DWG No.	4321-01-600	REV. B