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| Agenda Item | 6.6 |
| Report No | PLS-062-20 |

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 8 December 2020

Report Title: 19/05410/MS: Springfield Properties PLC
Land 260M SE Of Simpsons Garden Centre, Inshes, Inverness

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Application for the approval of matters specified in Conditions 2 (Design and Layout), 4 (Surface Water Drainage Design), 5 (Access Management Plan), 6 (Noise Monitoring Scheme), 7 (Noise Barrier and Associated Landscaping), 8 (Waste Management Strategy), 9 (Street Lighting), 10 (Active Travel Plan), 11 (Relocation of Speed Limit on Drumossie Braes), 13 (Car Parking), 15 (Archaeology), 16 (Tree Protection Fence), 17 (appointment of Arboricultural Consultant), 21 (Open Space and Landscaping), 23 (SUDs Maintenance), 25 (Above Ground Infrastructure) and 28 (Road and Active Travel Mitigation) of Planning Permission in Principle 18/05593/PIP for the Erection of 60 homes (12 flats and 48 houses) and associated infrastructure and landscaping.

Ward: 19 – Inverness South

Development category: Major

Reason referred to Committee: Major Development

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

Recommendation

Members are asked to agree the recommendation to **Approve** Matters Specified in Conditions as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 This submission seeks approval for a number of the matters specified in conditions attached to planning permission 18/05593/PIP granted on 30 April 2019 for 90 units in respect of the Drumossie Braes Housing Phase 2 (Eastfield Farm development).
- 1.2 This application will allow the delivery of phase 2 of the development which comprises 60 residential units including:
- 12 x 2 bedroom cottage flats;
 - 18 x 3 bedroom semi-detached houses;
 - 5 x 3 bedroom detached houses; and
 - 25 x 4 bedroom detached houses.
- 1.3 The first phase of 30 residential units are to be delivered as affordable housing and have been granted permission under reference 18/05597/FUL. Development commenced on this part of the site on 10th February 2020 and has to date included the delivery of the site access, the realignment of the junction between Drumossie Braes and Culloden Road and formation of the first phase of the landscaped bund which will form part of the acoustic barrier for the site. These are elements of the site which will service the second phase of development as well.
- 1.4 The submission seeks approval of the following conditions:
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| • 2 – Design and Layout | • 13 – Car Parking |
| • 4 – Surface Water Drainage Design | • 15 – Archaeology |
| • 5 – Access Management Plan | • 16 – Tree Protection Fence |
| • 6 – Noise Monitoring Scheme | • 17 – Appointment of Aboricultural Consultant |
| • 7 – Noise Barrier and Associated Landscaping | • 21 – Open Space and Landscaping |
| • 8 – Waste Management Strategy | • 23 – SuDs Maintenance |
| • 9 – Street Lighting | • 25 – Above Ground Infrastructure |
| • 10 – Active Travel Plan | • 28 – Road and Active Travel Mitigation |
| • 11 – Relocation of Speed Limit on Drumossie Braes | |
- 1.5 No formal pre-application advice has been sought on the detail of this application. However, informal advice has been provided in relation to the level of information that would require to be submitted and on procedural matters.
- 1.6 This submission has been supported by the following information:
- Badger Protection Plan
 - Construction Environmental Management Plan (CEMP)
 - Design and Access Statement;
 - Design Development
 - Design Principles
 - Dust Mitigation Plan – Control Measures

- Environmental Aspects and Impacts
- Site Waste Management Plan
- Spillage Response Procedure
- A Noise Monitoring Scheme
- Access Management Plan
- Archaeological Evaluation
- Electrical Vehicle Charging Points
- Landscape Maintenance Schedule
- Maintenance Schedule Proposal
- Noise Assessment
- Tree Protection Monitoring Schedule
- Domestic Waste Management Plan
- Acoustic Barrier Review
- Noise Barrier – Acoustic Fencing
- Off Site Road Improvements
- Pollution Prevention Plan, Parts 1 – 3
- Landscaping Specification
- Construction Phase Traffic Management Plan
- Residential Travel Guide

1.7 During the processing of the matters specified in conditions application a number of variations have been made to address issues raised by consultees and Officers including:

- Site Layout Plan amended taking on board Transport Planning comments on road layout and form and waste management facilities.
- Site Layout Plan amended to take into consideration Development Plans commented on overlooking and safety
- Site Layout Plan amended to include the footprint of the acoustic barrier to the A9
- Access Management Plan amended to take into consideration issues around footpath construction and trees
- Construction Traffic Management Plan submitted
- Amended Active Travel/Safer Routes to School details submitted
- Amended Landscaping Details submitted

2. SITE DESCRIPTION

2.1 The site comprises an open area of ground that rises from north to south, located in the south east of Inverness. The entire 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 bounds the site to the north / north west of the site and is lined by trees, some of which have been felled to facilitate the construction of the approved first phase of the development, the realigned Drumossie Braes and site access. The A9(T) runs along the south western boundary of the site.

2.2 Access to the site is via a realigned Drumossie Braes which connects to Culloden Road via a reconfigured junction. The design of which has been approved under a

Road Construction Consent and under the detailed application site for the first phase of the overall development.

- 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 site is bounded by Inshes Woodland, which is covered by a Tree Preservation Order, to the north/west, north and south east.
- 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

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|-----|-----------------|---------------|---|-----------------------------|
| 3.1 | 19 August 2018 | 18/03564/PAN | New development of up to 111 residential units with associated roads and services | Case Closed |
| 3.2 | 17 August 2018 | 18/03585/SCRE | New development to provide a mixture of affordable and private housing with associated roads and services | EIA Not Required |
| 3.3 | 18 June 2019 | 18/05593/PIP | Erection of 90 No. affordable and private houses with associated roads and infrastructure services | Planning permission granted |
| 3.4 | 5 February 2020 | 19/01283/RCC | Junction upgrade and realignment | RCC Approved |
| 3.5 | 11 March 2020 | 20/00695/ADV | Erection of signage | Consent granted |

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour and Schedule 3 Development

Date Advertised: 24.01.2020

Representation deadline: 07.02.2020

Timeous representations: 4

Late representations: 0

- 4.2 Material considerations raised are summarised as follows:

- a) Concern raised over the additional traffic from Drumossie Braes onto the Culloden Road, including visibility being poor and road safety issues around this;
- b) Impact of increase in traffic on access and egress to existing individual properties;

- c) The proposed crossing on Culloden Road will be dangerous for children with no crossing lights and if this was proposed it would result in an increase in queuing traffic; and
- d) Existing issues around drainage with the site taking some surface water will worsen existing issues on Culloden Road.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

5. CONSULTATIONS

5.1 **Westhill Community Council** did not respond to the consultation. It is noted that the community council is not currently formed.

5.2 **Access Officer** did not object to the application. He considers that the Access Management Plan that was submitted, satisfies the conditions attached to the PIP. He notes that the remote path through the woodland and beneath the trees requires to be built to the appropriate standards that ensures tree roots are protected and that the path remains durable and accessible in perpetuity.

5.3 **Development Plans Team** do not object to the application. When the application was originally submitted it noted that there were opportunities to improve the layout of some of the streets to improve street frontages. It requested that the orientation of buildings should be changed to achieve enhanced natural surveillance of green space and the informal path along the eastern boundary of the site. It is noted that within sectional drawings rear garden areas of plots will be bounded by a retaining wall with fence above which may result in boundaries several metres tall.

5.4 **Environmental Health** do not object to the application. The development is in close proximity to the A9 there is potential for residents to be adversely affected by levels of road traffic noise. A Noise Assessment undertaken by the applicant which identified what mitigation measures are required to reduce noise levels to an acceptable level, WHO Guidelines on Community Noise state:

- *In Dwellings. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB LMax for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq...*
- *... To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.*

It is noted that the applicant has submitted a Noise Monitoring Scheme to be implemented after the noise mitigation measures have been put in place, but prior to first occupation of the houses. Environmental Health are satisfied with the proposals subject to a condition which secures a further noise survey report following results of noise measurements and any conclusion to noise potential additional noise mitigation.

- 5.5 **Flood Risk Management Team** do not object to the application following the submission of revised drainage plans. It has requested that drainage Plans have been submitted and agreed with the Team, these will form part of the approved plans.
- 5.6 **Forestry Team** do not object to the application. The details submitted in respect of trees and landscaping for the site has been agreed through the planning conditions attached to 19/05597/FUL for the 30 Affordable Units.
- 5.7 **Historic Environment Team** do not object to the application. The archaeological evaluation was carried out. A few buried features were identified, but the evaluation indicated that the potential for further deposits to survive is low and as such, no other work is required.
- 5.8 **Transport Planning Team** do not object to the application following modifications to the site layout and further clarification being provided. This included:
- changes to the road layout to ensure different levels of the street hierarchy could be readily distinguished;
 - the location and form of traffic calming measures required on plan;
 - Changes to road materials;
 - Clarification on dimensions of car parking spaces;
 - Confirmation that Scottish Water would vest the shared surface water drainage system;
 - Clarity on the location of bin collection points;
 - Appropriate resolution to active travel connectivity.

Having had the above matters address it has confirmed that Conditions 2c, 2d and 2f (Road Layout); Conditions 2e and 13 (Car Parking); Conditions 2p & 8 (Domestic Waste Management Strategy); Condition 9 (Street Lighting); Condition 10 (Active Travel Plan); Condition 11 (Drumossie Braes Speed Limit Change – pre-commencement element); Condition 12 (New Vehicular Access from Drumossie Braes); Condition 19 (CTMP); Conditions 2k, 4 & 23 (surface water Drainage Systems & SuDs Maintenance and Condition 28 (Various Active Travel Issues – Pre-commencement element) have been satisfied.

- 5.9 **Scottish Water** do not object to the application. It confirmed that there is currently sufficient capacity in the Inverness Water Treatment Works, it is noted that a Water Impact Assessment may be required and early engagement with Scottish Water is advised.

It explains that the development would be serviced by Allanfearn Wastewater Treatment Works, however it was not possible to confirm capacity and it recommend submission of a Pre-Development Enquiry Form.

It outlined that it will not accept any surface water connections into the combined sewerage system.

It has confirmed that, following a technical audit, the development complies with the guidelines as detailed in the current edition of Sewers for Scotland and the system could therefore be vested.

- 5.10 **Transport Scotland** do not object to the application following the submission of further information and points of clarification related to landscaping and maintenance of the acoustic barrier and associated bund. It requests conditions to ensure no lighting shines on the trunk road and that the fence is positioned to ensure no pedestrians or animals can gain uncontrolled access to the trunk road.

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
- 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
- 72 - Pollution
- 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 neither allocated for development nor safeguarded from development. The site 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.

6.3 **Highland Council Supplementary Planning Policy Guidance**

Construction Environmental Management Process for Large Scale Projects (August 2010)

Developer Contributions (March 2013)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Green Networks (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Highland Renewable Energy Strategy & Planning Guidelines (May 2006)

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. **OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (The Scottish Government, June 2014)

National Planning Framework 3 (Scottish Government, 2014)

Designing Streets (Scottish Government, 2010)

Creating Places (Scottish Government, 2013)

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 principle of the development has been established through the previous permission. This submission seeks to approve matters specified in conditions of the planning permission in principle. In order to address the determining issues therefore, Committee must consider the extent to which the proposal continue to comply with development plan policy, the provisions of the conditions attached to the

planning permission in principle and take into consideration any other material considerations.

Development plan/other planning policy

- 8.4 As Development Plan policy has not changed since the time of determination of the original planning permission in principle application (18/05593/PIP) the principle of the development of the site has already been established. The principle of the development is considered to be acceptable and comply with the existing permission.
- 8.5 This report will only consider the submissions made in relation to the relevant conditions attached to the planning permission in principle and assess its compatibility with the Development Plan.

Layout, Siting and Design - Conditions 2a, b, c, j, m, n

- 8.6 The detailed proposals comprise 48 dwelling houses and 12 cottage flats. The development will be made up of 11 different house types including 2-bedroom semi-detached properties and 3 and 4 bedroom houses. The cottage flats will have two bedrooms.
- 8.7 While the site presents challenges in terms of layout and design due to the slope running from north to south, the site layout generally follows the principles set out in Designing Streets where street design must consider place over movement. Following the modifications sought by officers, arriving into the site from the access point, there is a legible road layout which presents a series of gateways and focal points. The site relies more on a layout which has spurs terminating at the edges of the site where Drumossie Braes and the A9 restrict the ability to join the streets to the wider network. This is symptomatic of the more challenging topography in the southern section of the application site. However, connectivity is achieved for non-motorised users via a network of paths which run around the outskirts of the site. This is welcomed.
- 8.9 The houses are similar in style and mass to other modern housing developments in the area. Modifications have been secured by officers to address orientation of properties. The houses will largely face onto the new streets with the inclusion of dual aspect properties at key gateways such as the principal site entrance and adjacent to amenity areas. This has the benefit of providing active frontages whilst improving the streetscape at the site entrance, increasing natural surveillance over amenity areas. Materials include harling broken up by area of feature timber cladding which is largely to the dormer and porch areas on the houses. There will also be areas of feature masonry to basecourses. The design of the units is considered acceptable with materials breaking up the mass of houses and giving some architectural interest to the houses. Windows, doors and fascias are to be finished in grey uPVC and this does not raise any issue. Roof tiles are to be flat, dark grey in colour which is considered acceptable to an urban setting.
- 8.10 The two storey cottage flats located to the north east of the site includes full glazing with doors on the south facing elevation. In addition to this the proposal includes two balconies on the first floor south facing elevation. The materials are similar to the houses with a mix of harling and vertical timber cladding.

- 8.11 The two blocks of 'Auldearn' flats are located to the west of the site, with their principal elevations facing each another, separated by shared car parking. These flats have a more traditional appearance with timber porches to provide access to the first floor flats and doors on the gable for the ground floor flats. The materials are similar to the houses with a mix of harling and vertical timber cladding.
- 8.12 As mentioned earlier in the report, the slope has provided challenges in terms of layout and design of the development. The changes in slope have been managed through garden ground between the rear of properties. Sections through the site, and the proposed site levels plan demonstrate that the maximum change in levels to be dealt with by retaining walls is 2.7m and the minimum is 0.5m. This scale of retaining wall is not uncommon in developments on the south-side of Inverness. The advantage this provides is that the rear garden ground of all properties will be largely level. Between the rear of properties fences will be erected to provide privacy. This will create a prominent feature to the rear of properties and may reduce sunlight in rear gardens, it is not anticipated that it will have an adverse effect on daylight within properties based upon the sun path analysis carried out by the applicant. To the front of properties and for properties on corners a combination of feature walling and hedging is proposed to provide boundary treatments, this is welcomed as it will provide a higher quality finish to the streetscene.
- 8.13 The layout of the development is one which takes advantage of the site location, natural features and orientation. This combined with designing in active travel connections has sufficiently demonstrated that sustainable design has been taken into consideration. In addition, the applicant submitted a sustainable design checklist that demonstrates the sustainable design elements that have been incorporated within the development.

Access, Parking and Servicing – Condition 2d, e, f, o, p, 5, 8, 9, 10, 11, 12, 13, 25, 26, and 28

- 8.14 The site is to be accessed via a new access created on Drumossie Braes. As members will be aware from consideration of the application for the first phase of development. in order to accommodate the access, it was necessary to realign the existing junction between Drumossie Braes and Culloden Road which was substandard. This work has recently been completed, inclusive of the pedestrian crossing refuge on Culloden Road and the provision of a right hand turn land from the B9006 onto Drumossie Braes, in accordance with the details provided via conditions attached to the wider permission and for the first phase of development.
- 8.15 Representations raise concerns regarding the access and the intensification of the junction between Drumossie Braes and Culloden Road. However, the impact of traffic arising from the development has been considered previously by both Transport Scotland and the Council's Transport Planning Team. The applicant submitted a Transport Statement which confirmed that this development and the wider development would generate an increase in traffic, with approximately 1 extra vehicle coming in and out of the site every 2 minutes at peak times. However, it is anticipated that the maximum number of arrivals and departures over the peak would be 62, with a mild uplift of queuing times. Transport Planning has not objected.

- 8.16 The internal road network will have two access points from the first phase of development, with the principle access to the north west of the site and spurs coming off it. Following a series of minor modifications to street design and materials, Transport Planning have no objection to the internal layout. Given the length of road, and to ensure the scheme can be operated as a 20mph zone, traffic calming features on the Linking Street serving units 37 – 55 will be required. The details of these can be secured through the Road Construction Consent process.
- 8.17 In order to address active travel to and from the site and facilitate better access to public transport from the site the detail of the following mitigation has been provided and following modifications is now to the satisfaction of Transport Planning:
- 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);
 - Moving the existing bus stop back to allow for a wider footpath;
 - Provision of facilities for cyclists going uphill including a runoff from the carriageway onto the existing 3m wide footway and enhanced signage of path as a shared pedestrian/cycle route;
 - Provision of a footpath connection along the southern side of the B9006 (Culloden Road) to allow pedestrian access up to the existing bus stop and the lights controlled crossing at the Culloden Road / Caulfield Road junction.
- 8.18 It is anticipated that the footpath connection along the southern side of Culloden Road will also 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.
- 8.19 The Applicant has been in discussion with the Local Area Roads Office about the required change in speed limit arrangements along Drumossie Braes in the vicinity of this site. During construction the speed limit changes will be controlled through temporary changes to the speed limits, as managed through the Construction Traffic Management Plan. The permanent solution will however require a new Traffic Order to be promoted and approved for the speed limit changes to be permanently implemented. The applicant has submitted the details for this and has paid the relevant fees for the Order to be promoted by the Local Area Roads Office.
- 8.20 Car parking has been provided in accordance with the guidance set out in the Roads and Transportation Guidelines for New Development. All houses have in-curtilage parking, with those properties on through routes have parking to the side of houses to reduce car dominance within the streetscene. The flatted blocks have communal parking courts. Infrastructure is being provided at each house to facilitate electric vehicle charging. Covered cycle parking is being provided at the flatted blocks in accordance with the Council's guidance.
- 8.21 Details of on street above ground infrastructure (including electrical substations, junction boxes and broadband cabinets) has been submitted following a request from officers. The purpose of seeking this information is to ensure such infrastructure is appropriately site and designed and if required mitigation can be secured to mitigate

effects on streetscene and residential amenity. Above ground infrastructure will be limited to a single electrical substation as the development will have fibre to door broadband. For technical reasons, the substation has had to be located close to the entrance to the site. Having discussed the location with the applicant, it does not appear that there is an alternative location. Therefore, landscaping will be required to be provided to screen the substation from view. The applicant has proposed hedging which is acceptable.

- 8.22 The submitted street lighting drawing shows all public and private streets being lit. The pre-commencement element of this condition has been satisfied, however Transport Planning note that the final layout of street lighting will be finalised through the RCC process. Transport Scotland have no objection to this condition either, however they wish to be consulted on the final lighting details to ensure light does not spill onto the trunk road.
- 8.23 An Operational Waste Management Plan was provided showing communal bin storage facilities at the location of the flatted blocks, and bin stands at a collection point on the principal road for the houses. Following the submission of additional details on the location and design of the bin collection points, Transport Planning is satisfied.
- 8.24 The applicant submitted an Access Management Plan. This confirms that the development will introduce a network of routes across the site which will be publicly accessible to allow continues access to the site and how this will be maintained during and after construction of the development. No concerns were raised, however, the Access officer has requested that the remote path through the woodland and beneath the tress is built to the appropriate standards to protect the tree roots. This detail can be secured by condition.
- 8.25 While not a condition subject to this application, the Construction Traffic Management Plan was submitted to the Planning Authority prior to construction commencing on the wider development. Through consideration of this application, the details have been reviewed in light of this phase of development. It has been welcomed that the temporary site access will be closed off after the realignment works of the B9177 Drumossie Braes have been completed and the new permanent site access has been formed. The Construction Traffic Management Plan remains a live document, therefore any modifications required can be sought as required by the Council.

Flooding and Drainage – Conditions 2k, l, 4 and 23

- 8.26 The drainage details have been agreed with the Flood Risk Management Team and Transport Planning as part of the suspensive conditions attached to 18/05597/FUL and will be built to accommodate the whole site. Surface water drainage will be managed through a detention basin and swale. The details for this were approved prior to commencement of the first phase of development and are in the process of being constructed.
- 8.27 Concerns have been raised in a representation related to the risk of additional surface water run off into the wider area as a result of this development. The surface water system has been designed in a manner which will manage the surface water

run off from the site. The system will ensure that water is gathered to the surface water basin and then discharged at greenfield run-off rate. This will provide an improvement over the currently unmanaged flow of surface water.

- 8.28 To address concerns from Transport Planning with regard to the maintenance of the surface water drainage system, the applicant has taken the design of the scheme through Scottish Water's Technical Audit. Scottish Water has clarified that the surface water drainage system is design to the standards set out in Sewers for Scotland 4 and as a result the system is capable of being vested by Scottish Water. The landscaped elements of the surface water drainage system will be maintained by a factor. This is considered acceptable.
- 8.29 The development will connect into the public water and waste water network in line with the provisions of the Highland-wide Local Development Plan.

Open Space; Landscaping, Management and Maintenance, Trees – Conditions 2g, h, l, q, 14, 16, 17, 18, 21, and 22

- 8.30 There is a strong green framework through the site as a whole and connectivity to the strategic open spaces within the development. The open spaces and landscaping with the development includes natural play areas with wooden play equipment and natural stones positioned for outdoor play.
- 8.31 The landscaping within the site comprises a mix of native species including silver birch, rowan, sessile oak, cherry, beech and alder. All trees are to be planted at heavy standard sizes. Mixes of hedges, shrubs and herbaceous borders will be used to provide character to the landscaping. The planting of the bund between the houses and the A9(T) has been subject to a number of discussions with Transport Scotland to ensure that the planting will not have an adverse impact on the trunk road while offering screening for the development and the associated acoustic barrier. While shown as a geometric feature on the drawings, to ensure the bund appears natural, the final profile of the bund as it front the A9(T) will be agreed on-site prior to it being planted. A barrier will also be required to stop people freely accessing the trunk road from the application site. Transport Scotland require this to be secured by condition.
- 8.32 The landscaping across the site, will be maintained by a factor to be appointed by the applicant. A landscape maintenance schedule has been provided which is acceptable based upon the type of landscaping proposed. The factor will also be responsible for maintenance of other shared areas. such as shared spaces within the flats and unadopted roads and paths. Details of how the bund will be maintained have been agreed with Transport Scotland.
- 8.33 The Forestry Officer has reviewed the tree protection measures for the site, which comprise a staked heras fence, and found them to be acceptable. The applicant has appointed an arboricultural consultant and landscape consultant to oversee all tree works and landscaping on the site. Their appointment is supported by the Forestry Officer.

Noise – Conditions 6 and 7

- 8.34 As part of the planning permission in principle a 5m high acoustic barrier (2.5m bund and 2.5m acoustic fencing) was required to bring noise down to levels in line with guidance from the World Health Organisation. The applicant has provided full details of the bund, the proposed acoustic fence and planting to mitigate the noise from the A9(T). Further, the properties which are closest to the A9(T) will be fitted with triple glazed windows.
- 8.35 To ensure that the solution presented by the applicant is effective mitigation, the bund is being built in phases. The first phase of the acoustic barrier, at the north western edge of the site, is currently being built along with the properties adjacent to the bund which form a part of phase 1 of the development granted under a separate planning permission. Once the properties and the acoustic barrier for this section of the site is complete noise monitoring will be undertaken by the applicant to test the acoustic solution. The results of the monitoring, to be undertaken both inside and outside the property, will then be reviewed by Environmental Health. If the results show that the required noise limits are not met, further mitigation will require to be identified by the applicant and agreed with Environmental Health. The houses will not be able to be occupied until Environmental Health are satisfied with the solution. Following this work, the remainder of the development will be built out in accordance with the specification agreed.

Archaeology – Condition 15

- 8.36 The wider area has been found to be rich in archaeological finds. As this in the case, an archaeological evaluation was carried out with limited buried features identified. The evaluation indicated that the potential for further deposits to survive is low and as such it is considered that the condition is satisfied, and no further works are required.

Protected Species

- 8.37 A Badger Protection Plan has been submitted with a range of mitigation measures to protect badgers. These include the installation of a new culvert to allow badgers to pass under the road, with badger proof fencing installed to guide badgers to use this and to keep them off the road. The culvert will be monitored by camera traps for a period after the culvert has been installed. If the badgers are avoiding the use of the culvert, peanuts or other suitable foods will be used to attract the badgers towards and through the culvert.
- 8.38 The application also includes a green corridor around the outside of the site which will reduce the risk of collision with vehicles as it will allow badgers to move south-north and west-east avoiding the access road. This risk will be further reduced with the 20MPH speed limit within the site.
- 8.39 The plan also outlines robust mitigation measures to reduce the risk of mortality, the destruction of badger setts and disturbance to badger setts during construction.

Other material considerations

There are no other material considerations.

Matters to be secured by Section 75 Agreement

8.40 The proposed development is required to meet the provisions of the Legal Agreement attached to the Planning Permission in Principle (18/05593/PIP). This included:

- Delivery of affordable housing
- Contributions towards a two classroom extension at Cradlehall Primary School (£2,041 per house / £1,157 per flat)
- Contributions towards a major extension at Culloden Academy or a new build high school (£3,482 per house / £1,875 per flat)
- Contribution to the delivery of community sports facilities at Inverness Campus (£164 per unit)
- Contribution towards strategic road improvements at East Link and Inshes Corridor (£2,734 per unit).

The contributions will be required to be paid upon completion of units.

9. CONCLUSION

9.1 The planning permission in principle (18/035593/PIP) comprises a total of 90 units, 30 of which are affordable units that been granted planning permission already (18/5597/FUL) on which construction has commenced, with the remaining 60 units being applied for in detail under this application (19/05410/MS).

9.2 It is considered that the developer has resolved all issues and met the provisions of the relevant pre-commencement conditions. While the site is not without challenges, it is considered that the applicant has demonstrated the site constraints have been effectively managed and an appropriate layout and design of the development can be achieved.

9.3 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: Mitigation has been to manage the impacts of climate change as a result of this development. This includes the delivery of active travel infrastructure, provision of environmental protection and enhancement and delivery of electric vehicle charging infrastructure.

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued N

Subject to the above, it is recommended that planning permission be **Approved** subject to the following:

Conditions and Reasons

1. No development shall take place until fencing has been erected in a manner and position agreed with the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority. The fencing shall be provided and maintained by the developer or subsequent owner of the land along the boundary of the site with the trunk road.

Reason: To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.

2. Prior to the commencement of the development details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.

Reason: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

2. All footpaths (including informal paths) shall be surfaced in bituminous macadam or a similar hard, cohesive material. Thereafter, all footpaths shall be maintained for this use in perpetuity unless/until it is adopted for maintenance under the Roads (Scotland) Act 1984 (as amended).

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

3. The no residential unit within the development shall be occupied until the noise monitoring exercise as per the applicant's approved Noise Monitoring Scheme, has been submitted to, and approved in writing by, the Planning Authority.

If the noise monitoring exercise identifies that further mitigation is required, this shall be installed by the developer and a further monitoring exercise carried out to identify the effectiveness of the mitigation.

Thereafter the development shall only be occupied once any and all mitigation has been completed in full to ensure that noise levels do not exceed the following:

- Day time indoor values for bedrooms of 30 dB LAeq for continuous noise and 45 dB LAmax for single sound events.
- Night time outside sound levels measured 1 metre from facades of living spaces should not exceed 45 dB LAeq. This level assumes that the noise reduction from outside to inside with the window open is 15 dB.
- Daytime outdoor sound level from steady, continuous noise shall not exceed 50 dB LAeq on balconies, terraces and in outdoor living areas (including gardens).

Reason: In the interests of amenity, and prevent noise pollution.

4. The acoustic bund shall not be planted until the final profile of the bund has been approved by the Planning Authority via an accompanied site visit.

Reason: In the interests of visual amenity.

REASON FOR DECISION

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

The development to which this planning permission in principle relates must commence no later than TWO YEARS from the date on this decision notice.

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.

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 etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

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

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

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

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

Designation: Area Planning Manager – South
Author: Claire Farmer / Simon Hindson
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - 1073SD(--)-901 REV JGeneral Plan - Cupar Semi

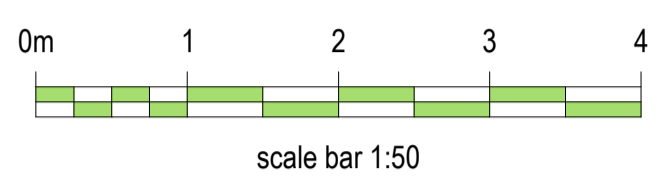
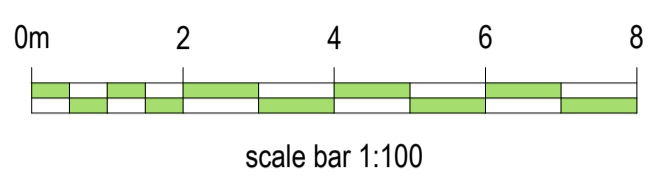
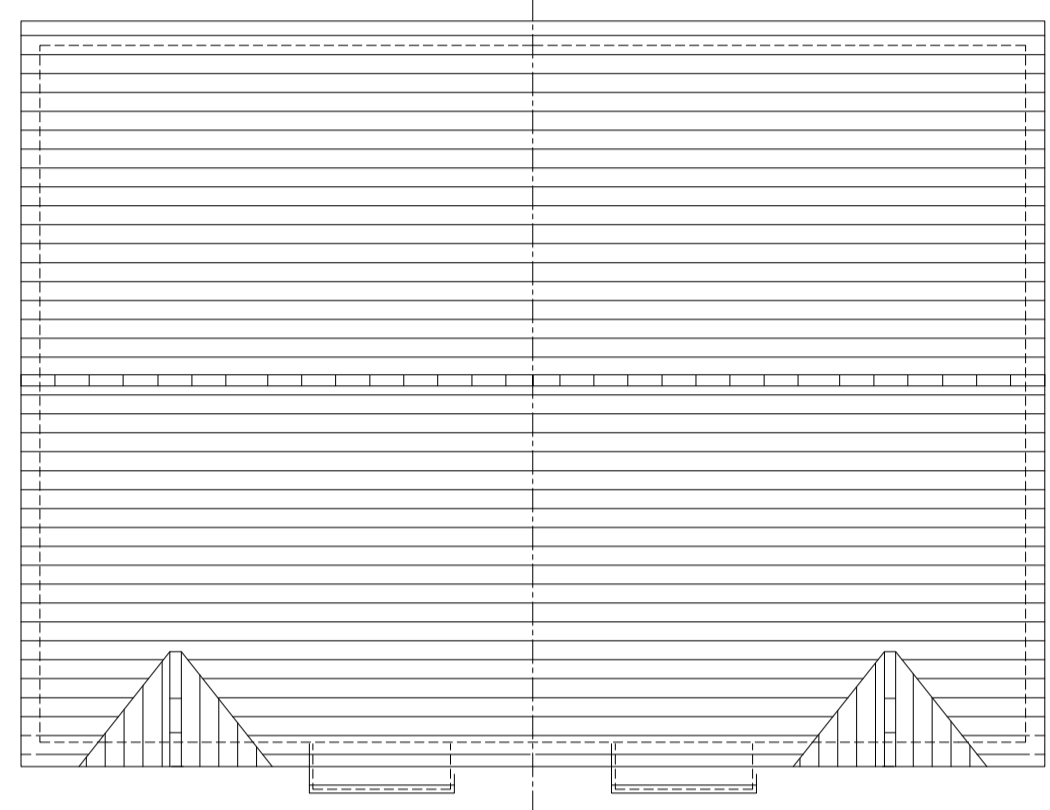
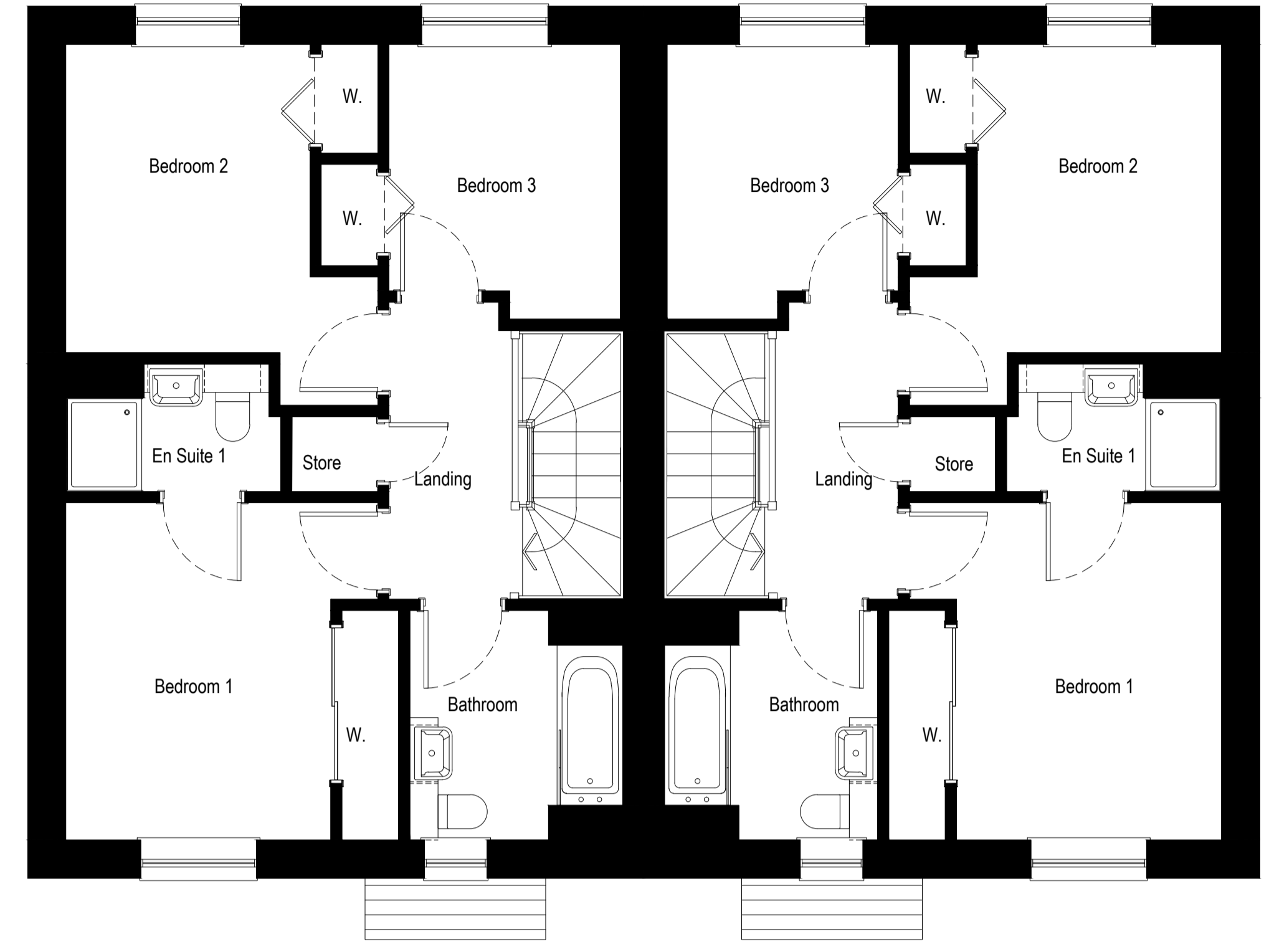
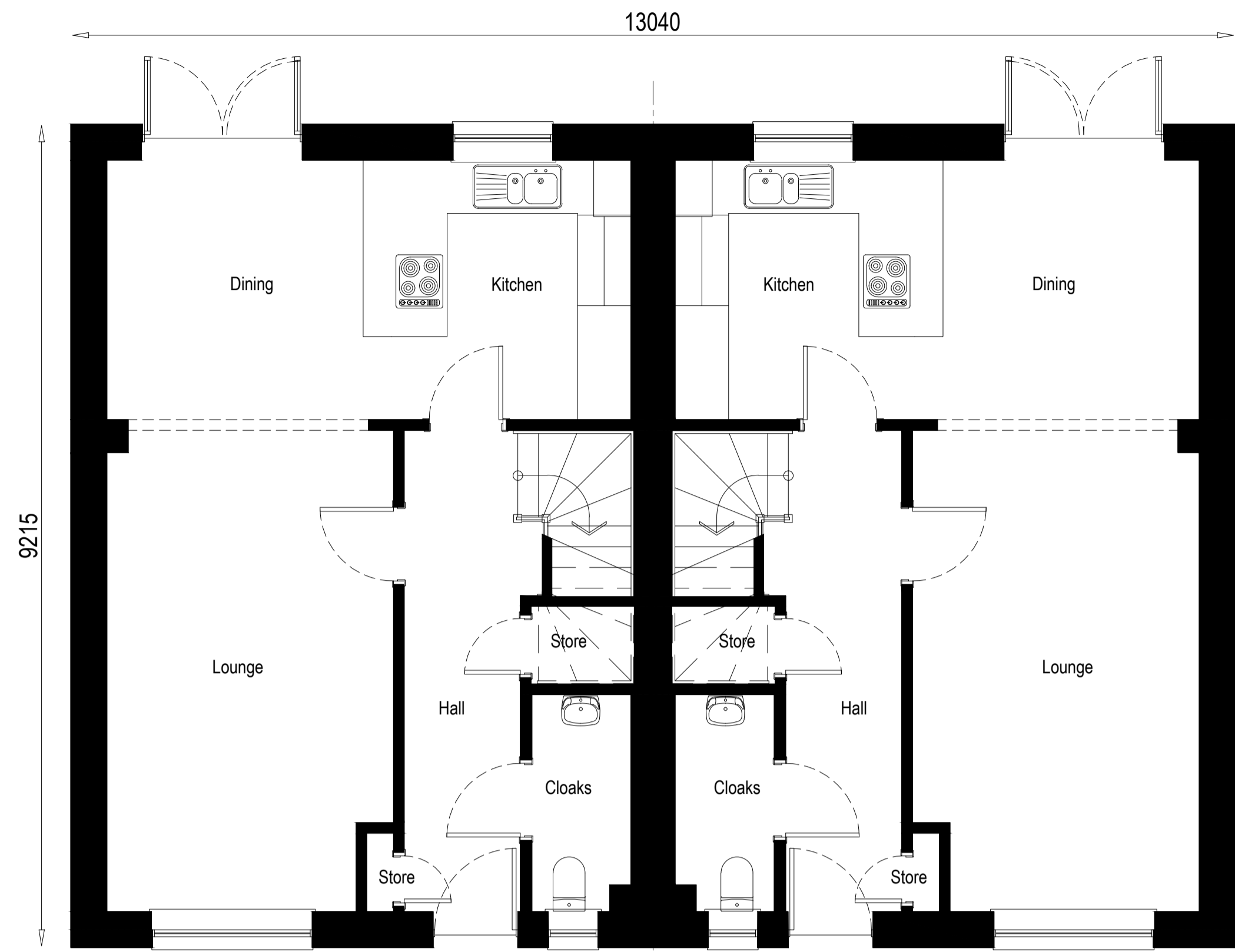
Plan 2 - 1104DT(AS)901 REV B General Plan - Lauder
Plan 3 - 1224DT(AS)901 REV F General Plan - Arden (AS)
Plan 4 - 1237DT(00)901 REV A General Plan - Nairn
Plan 5 - 1287DT(AS)901 REV C General Plan - Balerno
Plan 6 - 1339DT(--)-901 REV F General Plan - Braemar
Plan 7 - 1653DT-R(AS)901 General Plan - Kintore - RA (AS)
Plan 8 - 1932CT(AS)901 REV E General Plan - Culbin (AS)
Plan 9 - 652-757CF(--)-901 REV F General Plan - Auldearn
Plan 10 - 932TE(AS)901 General Plan - Dallachy (AS)
Plan 11 - 950SD(AS)901 REV D General Plan - Ardmore
Plan 12 - IN02_LP_PL_01 Location Plan
Plan 13 - IN02_PL_CF01 Cottage Flats
Plan 14 - 3337 301 REV B Road Layout
Plan 15 - BINSTORE_01 General Plan Bin Store Details
Plan 16 - IN02-ENG-505 REV A Proposed Road Adoption Layout
Plan 17 - 19161-01 REV A Acoustic Barrier
Plan 18 - IN02_PL_AB_01 Visualisation Acoustic Barrier
Plan 19 - Phasing Plan
Plan 20 - EAN-D-008 REV B Substation
Plan 21 - IN02_TMP_01 REV G Traffic Management
Plan 22 - PRJ012301-DRA-3003 REV0A Scottish Water WWPS Layout
Plan 23 - IN02_SL_PL_01 Detailed Landscaping Natural Play Areas
Plan 24 - IN02_BINSTORE General Plan Bin Store Details and Layout
Plan 25 - IN02-ENG-100 Temporary Traffic Management Plan
Plan 26 - IN02-ENG-103 REV A Road Layout Plan
Plan 27 - IN02-ENG-535 REV A Proposed Site Level Plan
Plan 28 - IN02-ENG-600 REV A Proposed Drainage Layout
Plan 29 - IN02-ENG-101 Walking Route
Plan 30 - IN02-ENG-500 REV C Proposed Road Layout Plan
Plan 31 - IN02_SL_PL_03 REV D Road Hierarchy Plan
Plan 32 - IN02_SL_PL_07 REV D Site Layout Parking Provision
Plan 33 - IN02_SL_PL_04 REV F Site Layout Plan - Materials
Plan 34 - IN02_SL_PL_06 REV E Bin Collection Points
Plan 35 - IN02_SL_PL_02 REV F Site Layout Plan
Plan 36 - IN02_SL_PL_05 REV E Phasing Layout Plan

Plan 37 - IN02_SL_PL_02 REV F Landscaping

Plan 38 - IN02-ENG-103 REV A Road Layout Plan

Plan 39 - Site Sections

Important notes for clients / contractors
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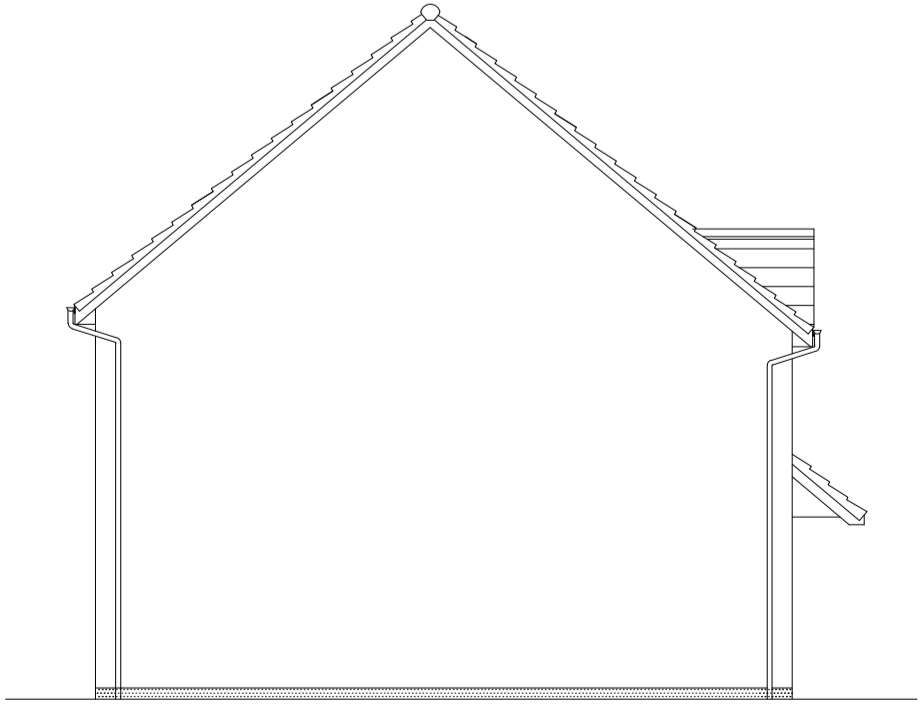
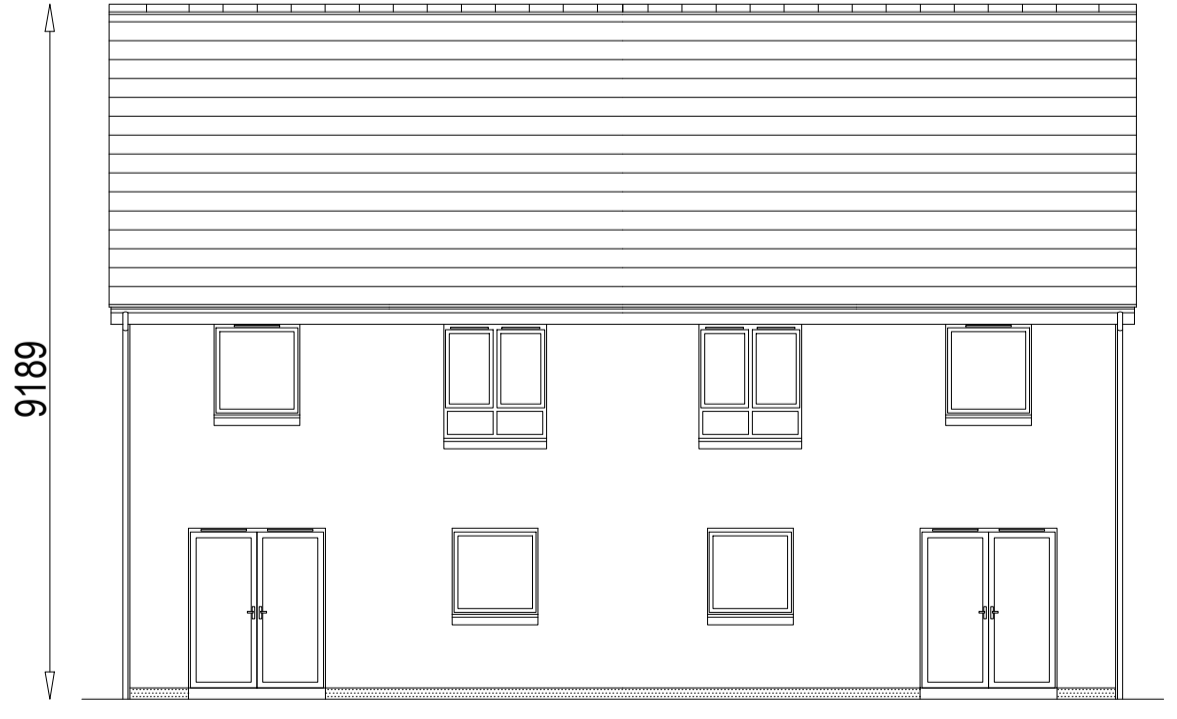
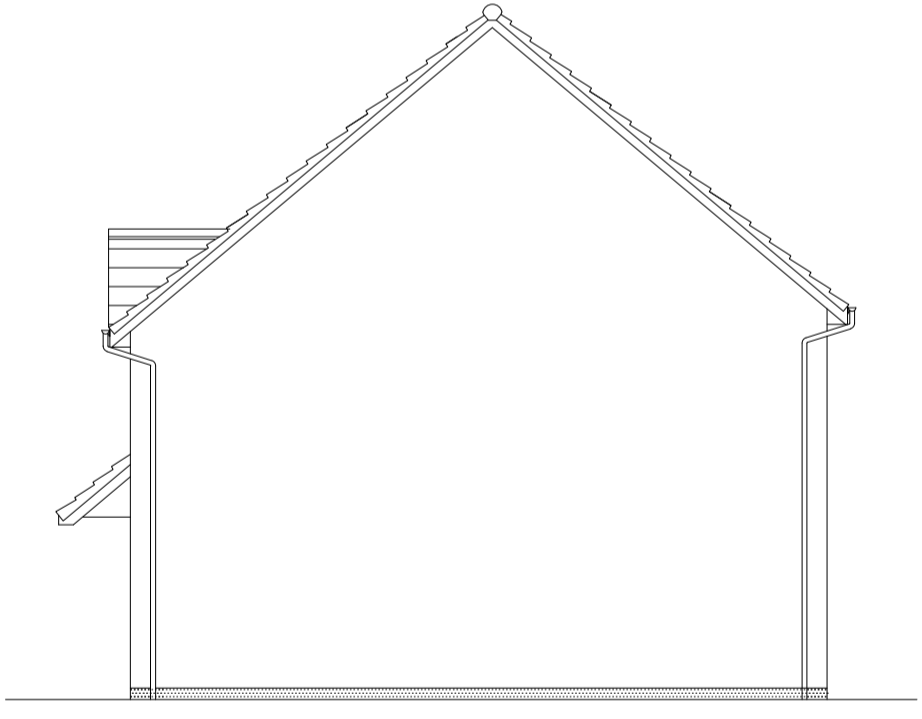


Ground Floor Layout 1:50

First Floor Layout 1:50

Roof Layout 1:100

- feature base
- feature timber
- feature masonry



Front Elevation 1:100

Side Elevation 1:100

3d Illustration

Rear Elevation 1:100

Side Elevation 1:100

| | | | | |
|---|----------|---|----|----|
| J | 29.06.16 | House layout handed to match standard discipline. | GR | CV |
| H | 09.11.16 | Canopy indicated on first floor plan. | GR | - |
| G | 07.11.16 | Scale Bar Revised | | |
| F | 11.05.16 | House type range added | | |
| E | 14.01.16 | Kitchen/ Dining mirrored | | |
| D | 10.07.15 | Updated re Sanitary blocks | | |
| C | 23.06.15 | Updated re Sales review | | |
| B | 14.04.15 | Updated re Construction review | | |
| A | 12.02.15 | Updated re House type review | | |

| Rev. | Date | Remarks | By | Ch. |
|-----------|------|---------|----|-----|
| Revisions | | | | |

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 Email: larbert@springfield.co.uk

Cupar Semi

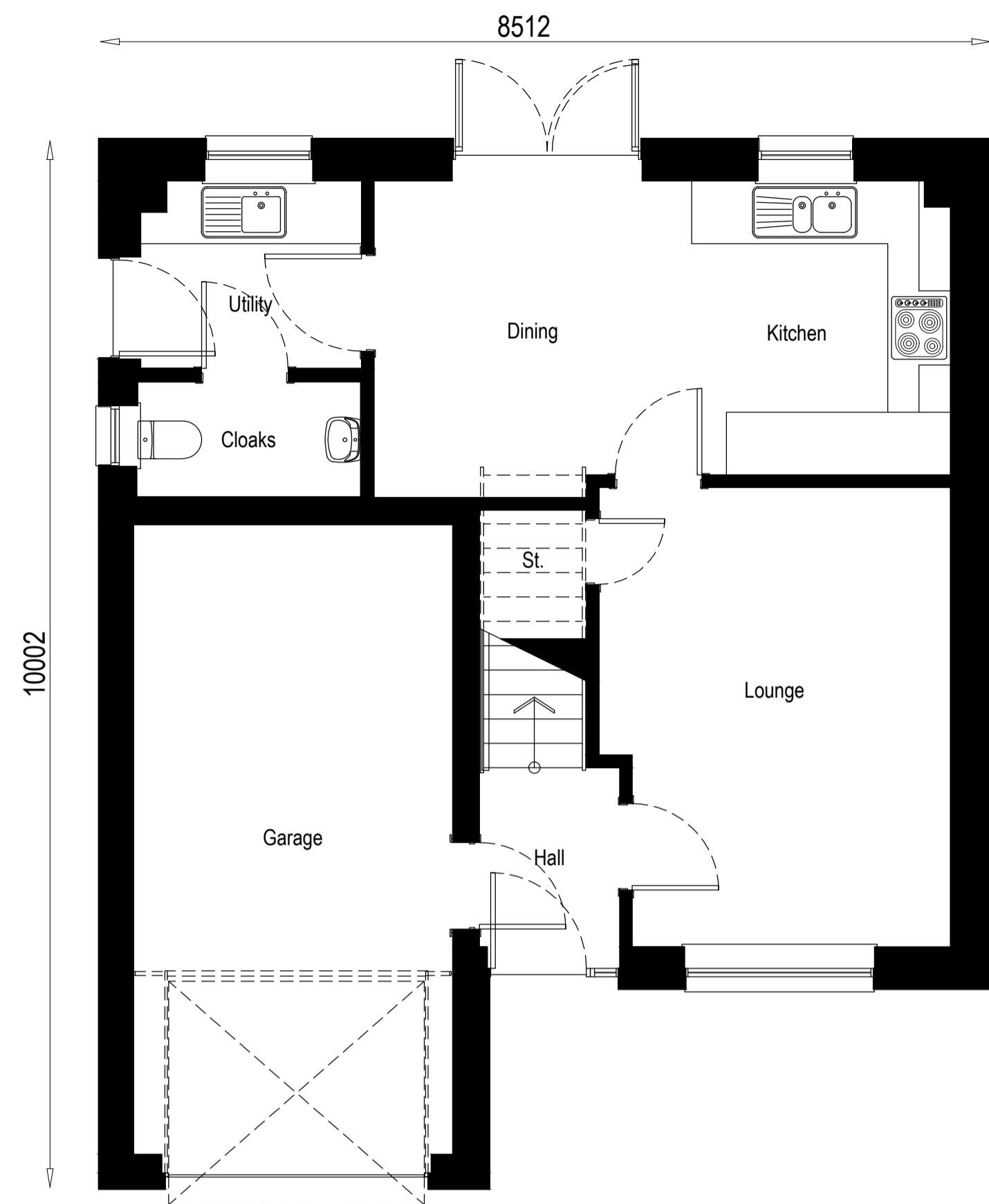
Project
 Alba House Type Range

Drawing
 Planning Submission Plans & Elevations

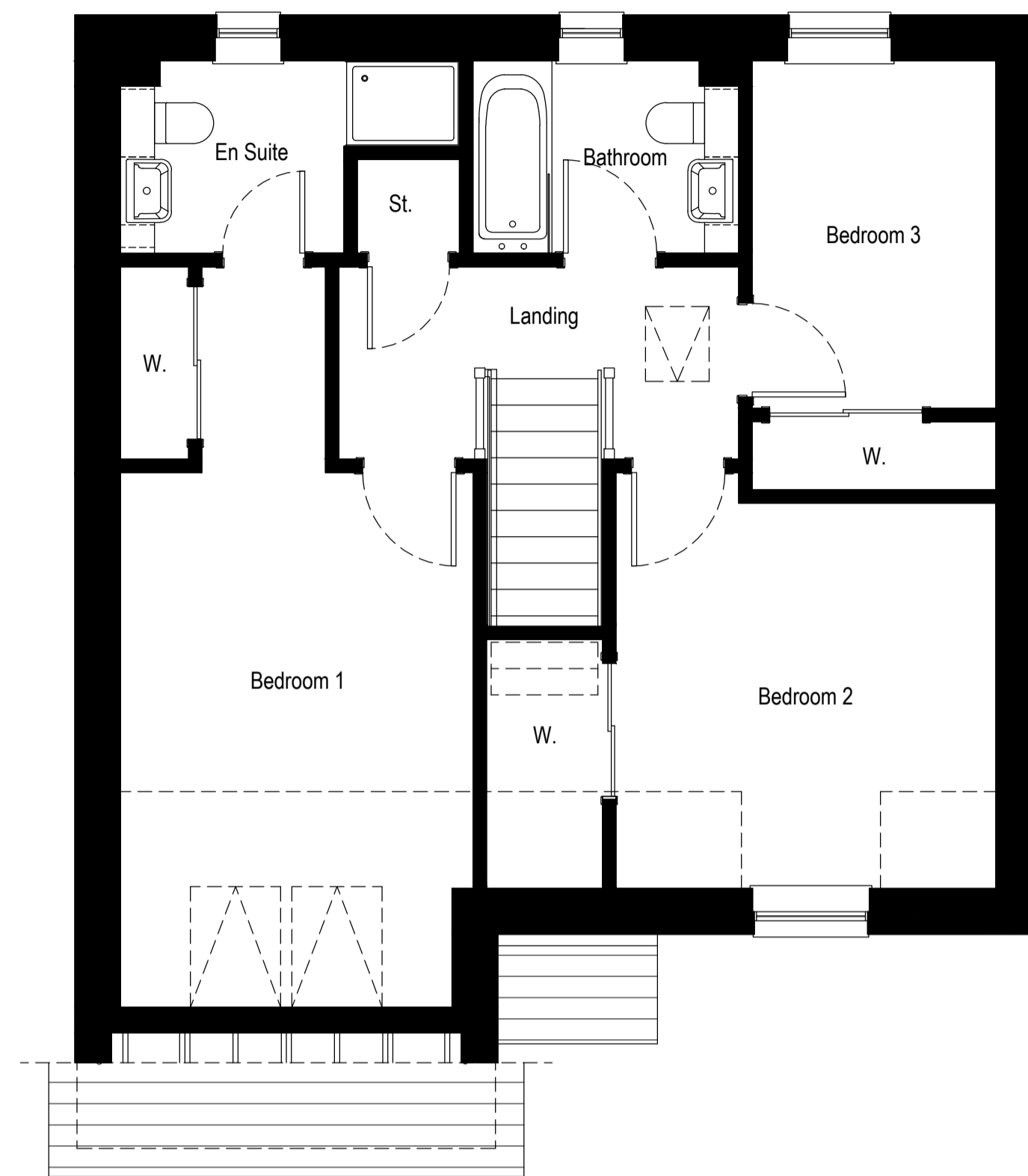
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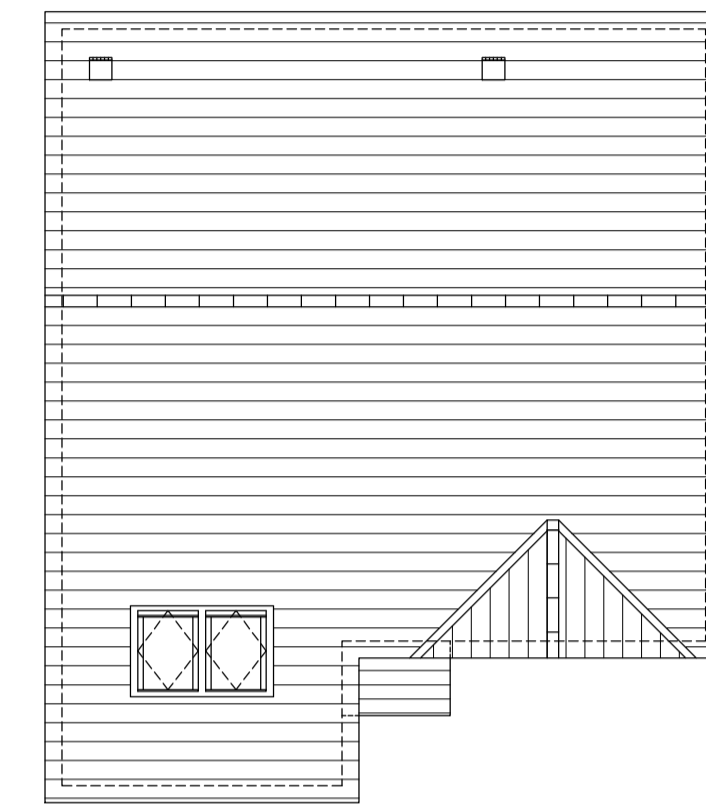
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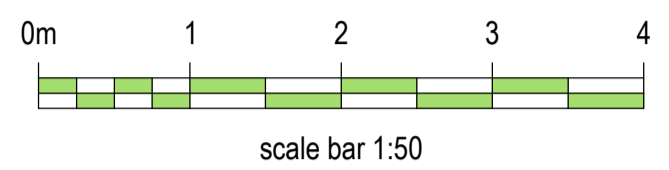
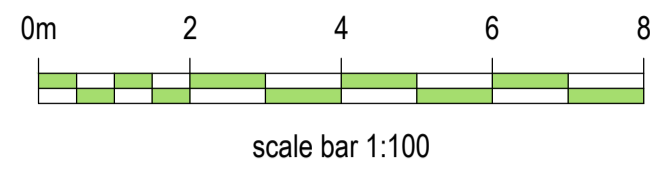
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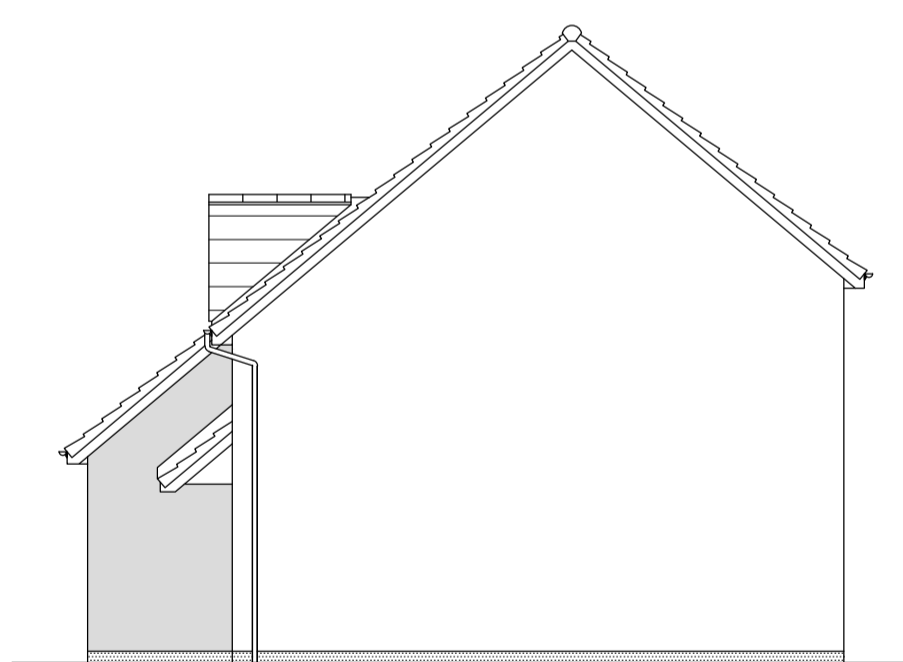
First Floor Layout 1:50



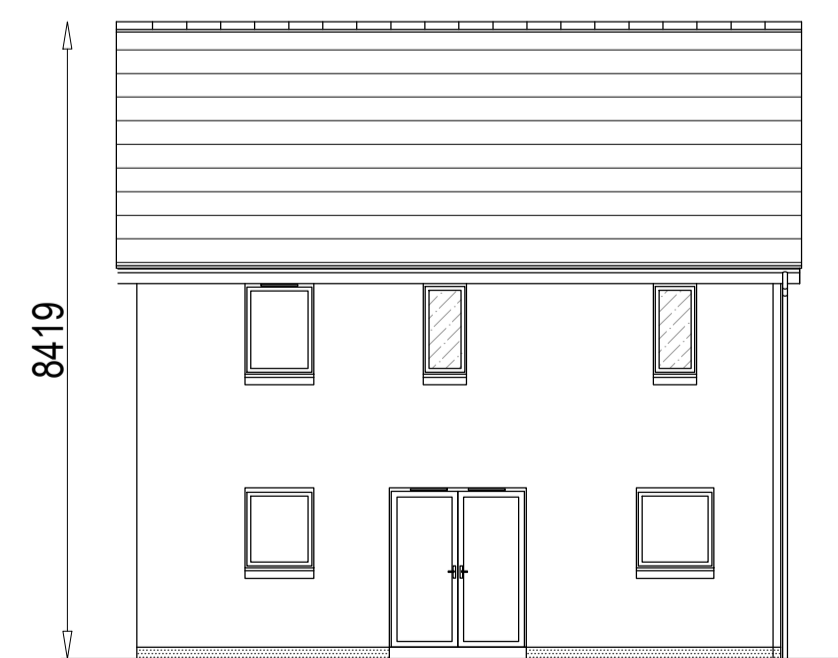
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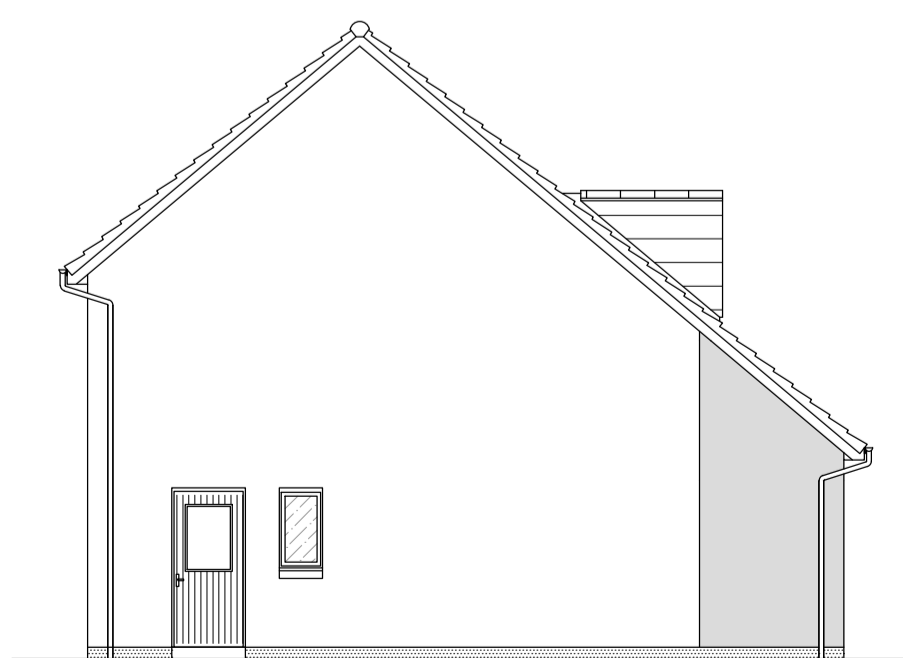
Front Elevation 1:100



Side Elevation 1:100



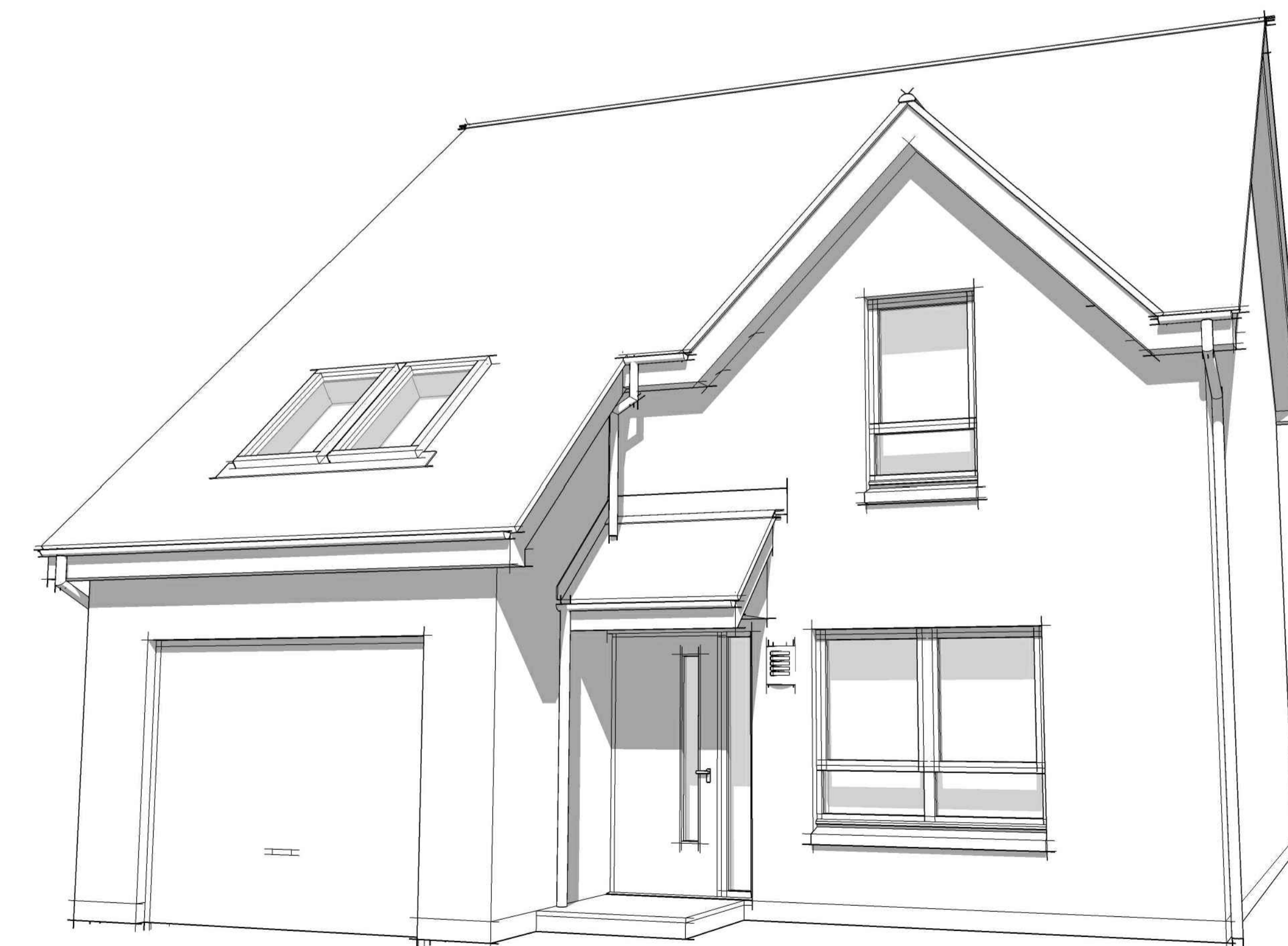
Rear Elevation 1:100



Side Elevation 1:100

Elevations

- feature base
- feature timber
- feature masonry



3D Illustration NTS

| Rev. | Date | Remarks | By | Ch. |
|------|----------|-------------------------|----|-----|
| B | 17.07.17 | 3D Illustration updated | JB | GR |
| A | 04.05.16 | House type range added | JB | GR |

Revisions



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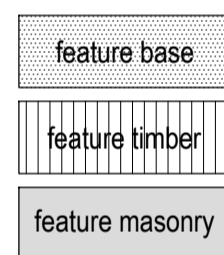
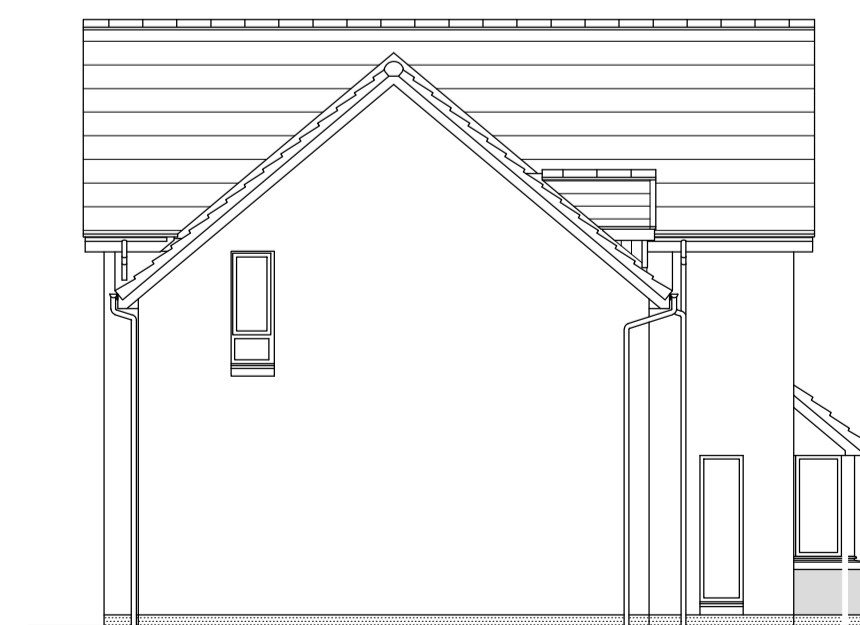
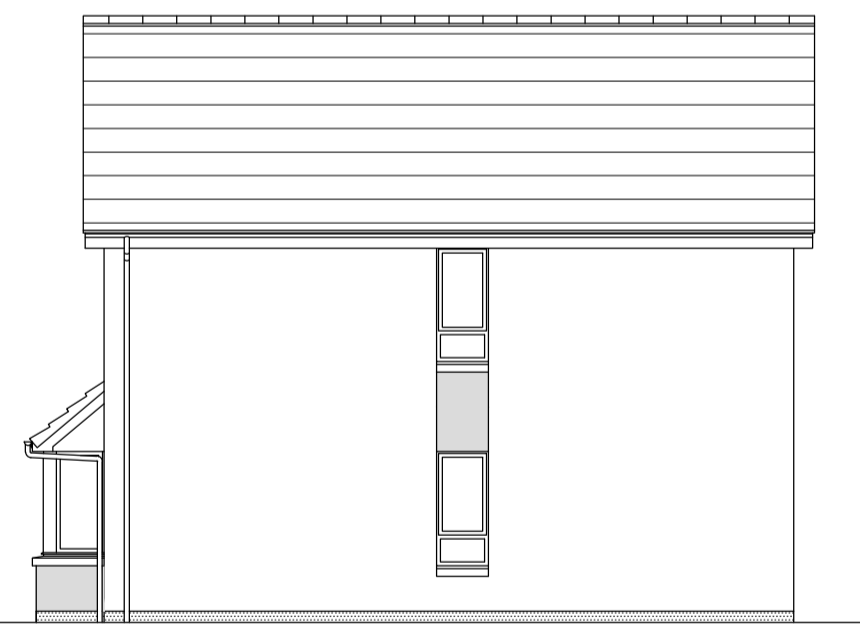
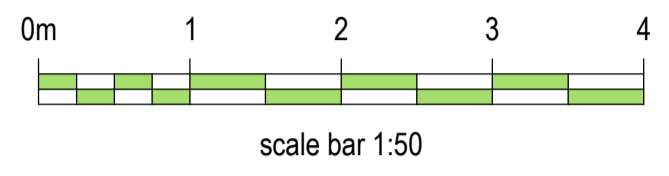
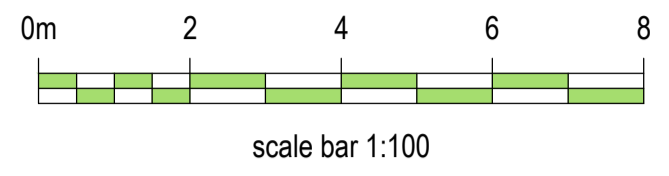
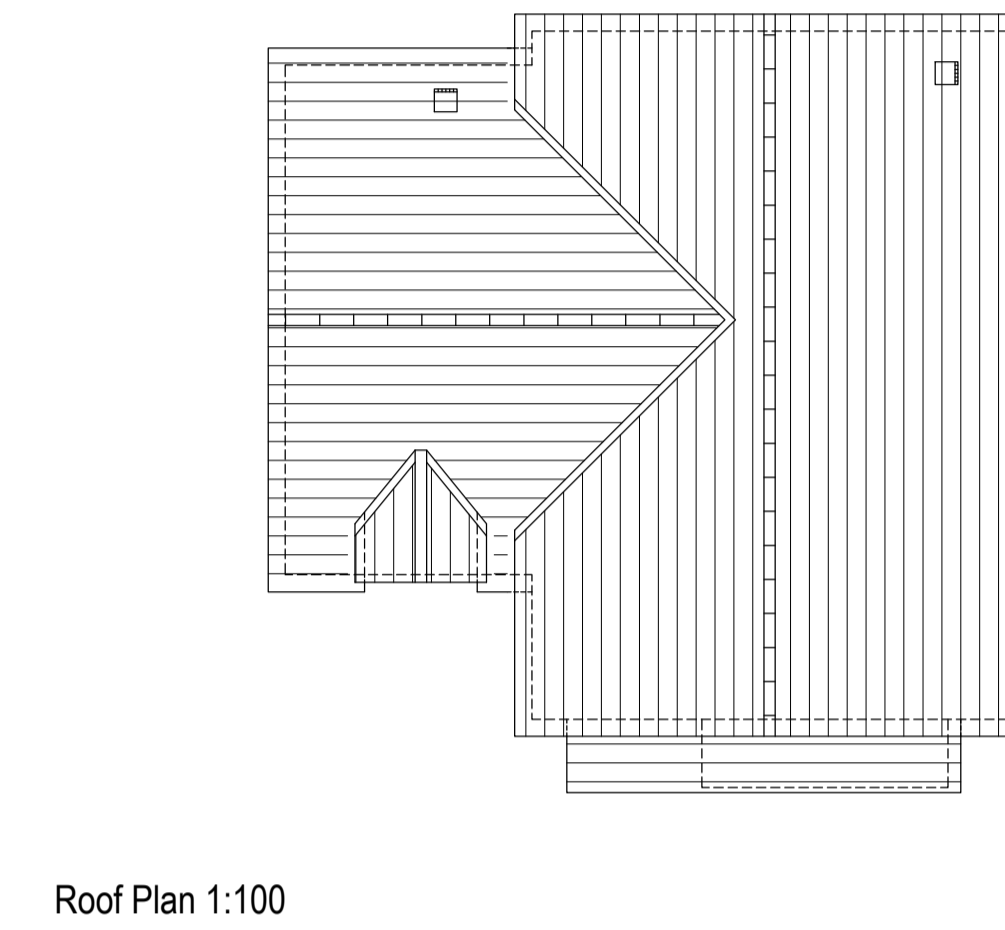
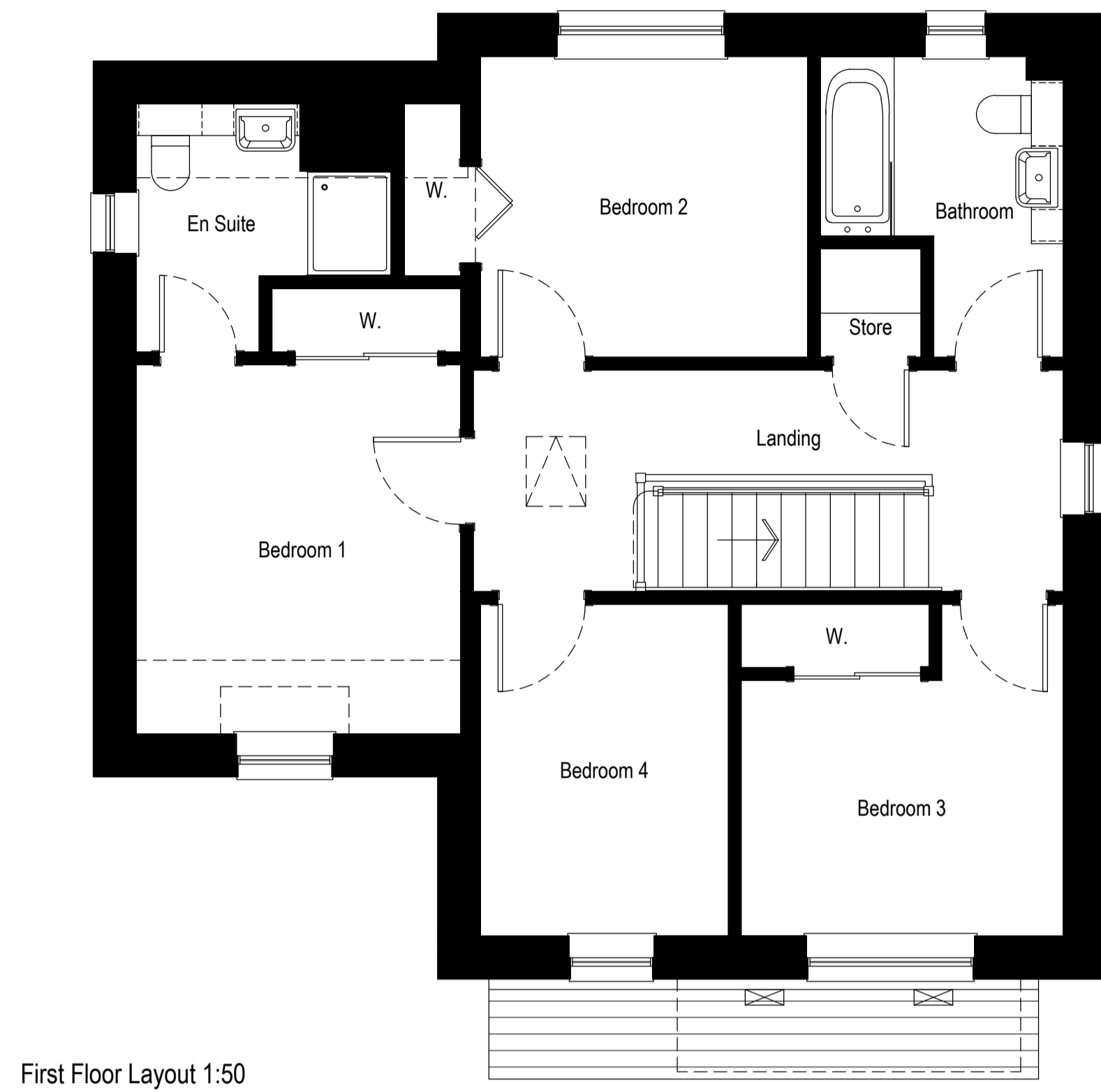
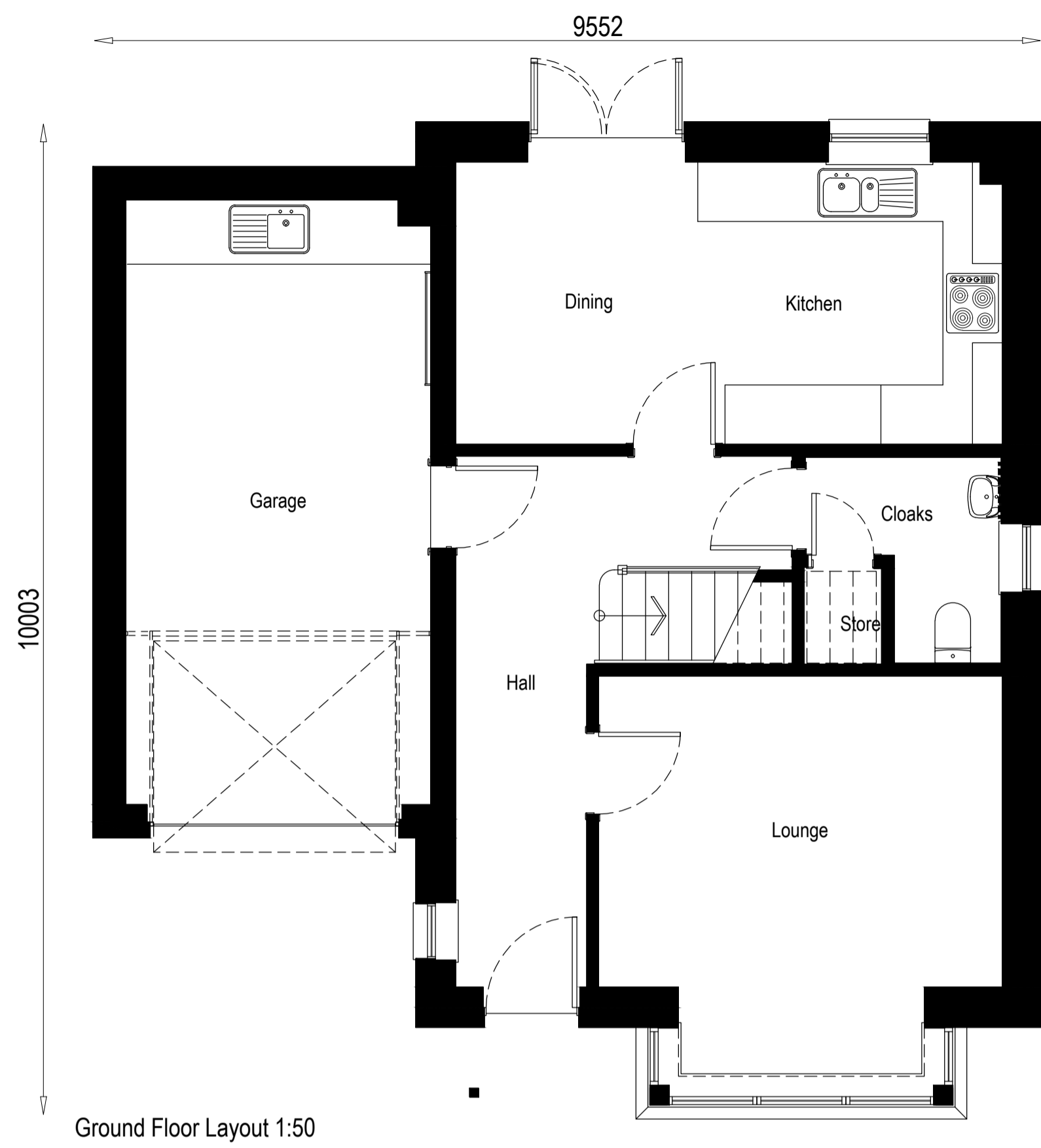
Project
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Drawing
 Planning Submission Plans & Elevations

| Scale | Date | Drawn by | Checked by |
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| 1:50, 1:100 | Apr 2016 | GR | AJY |

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| 1104dt(AS)901 | B |

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| Rev. | Date | Remarks | By | Ch. |
|------|----------|--|----|-----|
| F | 16.04.18 | Bay window corner post details revised. | GR | CV |
| E | 26.03.18 | Bay window feature material changed to timber. | GR | CV |
| D | 08.02.18 | D6 partition moved to clear room of stair. | CK | GR |
| C | 17.07.17 | 3D illustration revised. | JB | GR |
| B | 07.11.16 | Scale bar amended. | GR | - |
| A | 04.05.16 | House type range added | JB | GR |

Revisions

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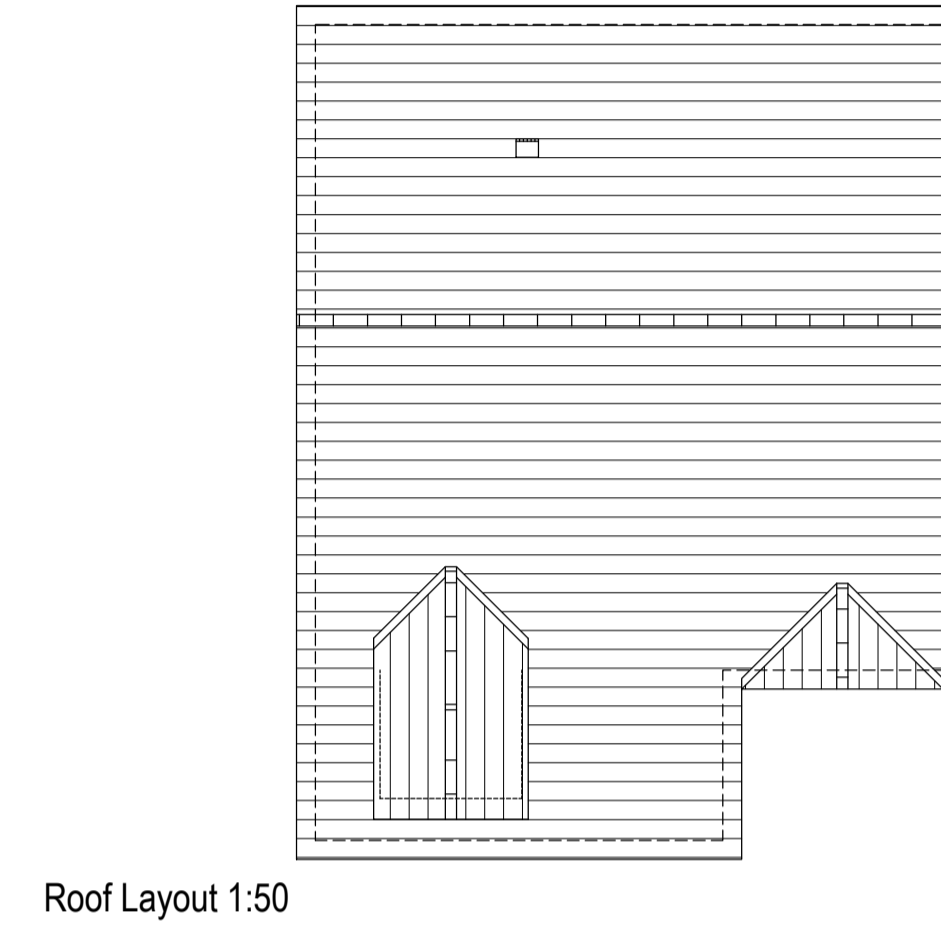
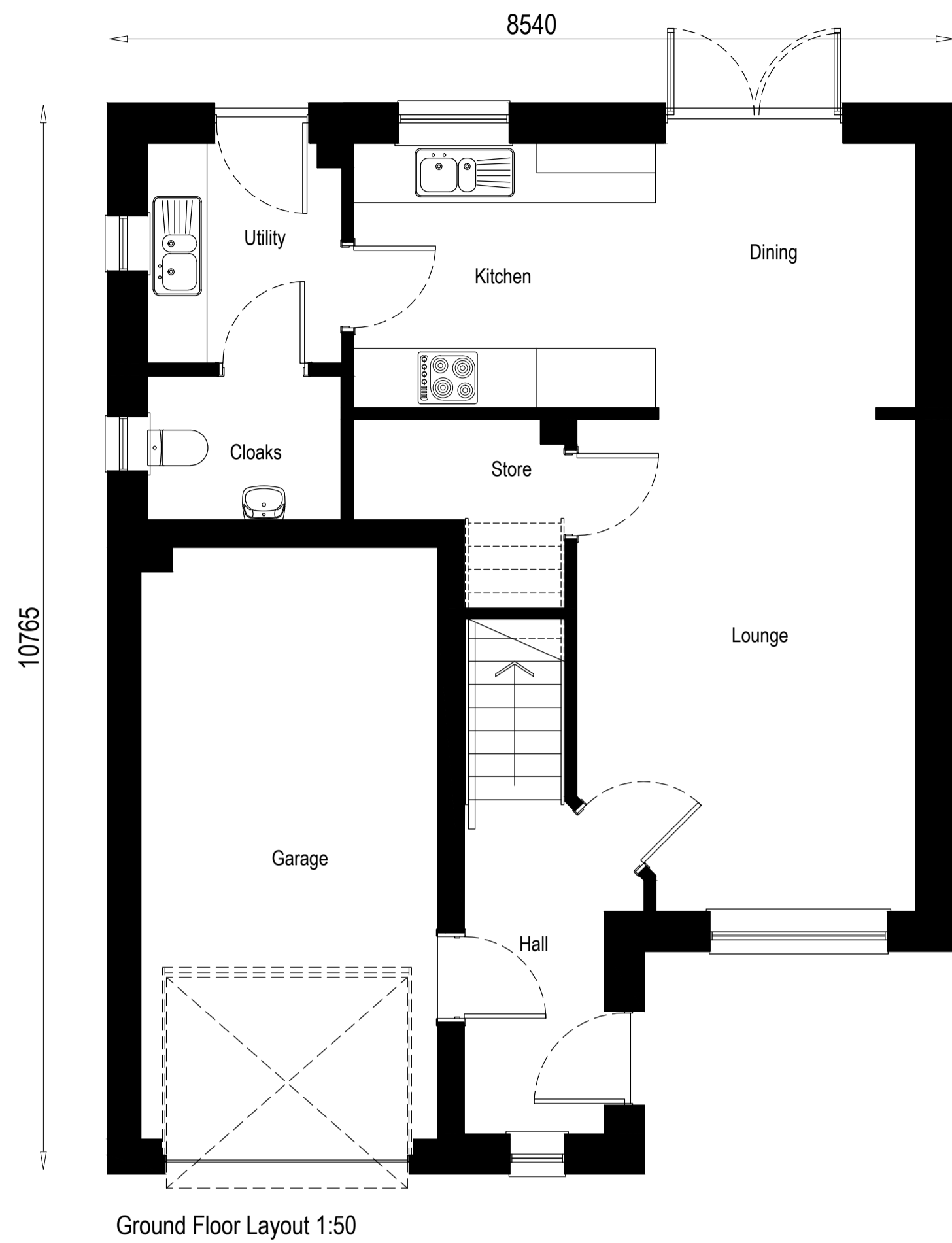
Arden (as)

Project
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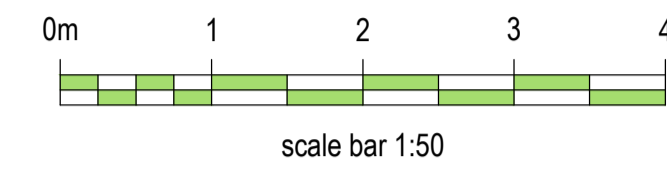
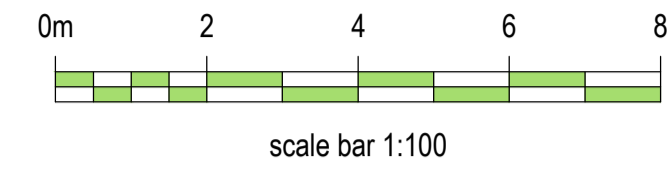
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| Rev. | Date | Remarks | By | Ch. |
|------|----------|---|----|-----|
| A | 31.05.17 | W8 window size increased in width; W8 dormer style revised. | GR | - |

Revisions

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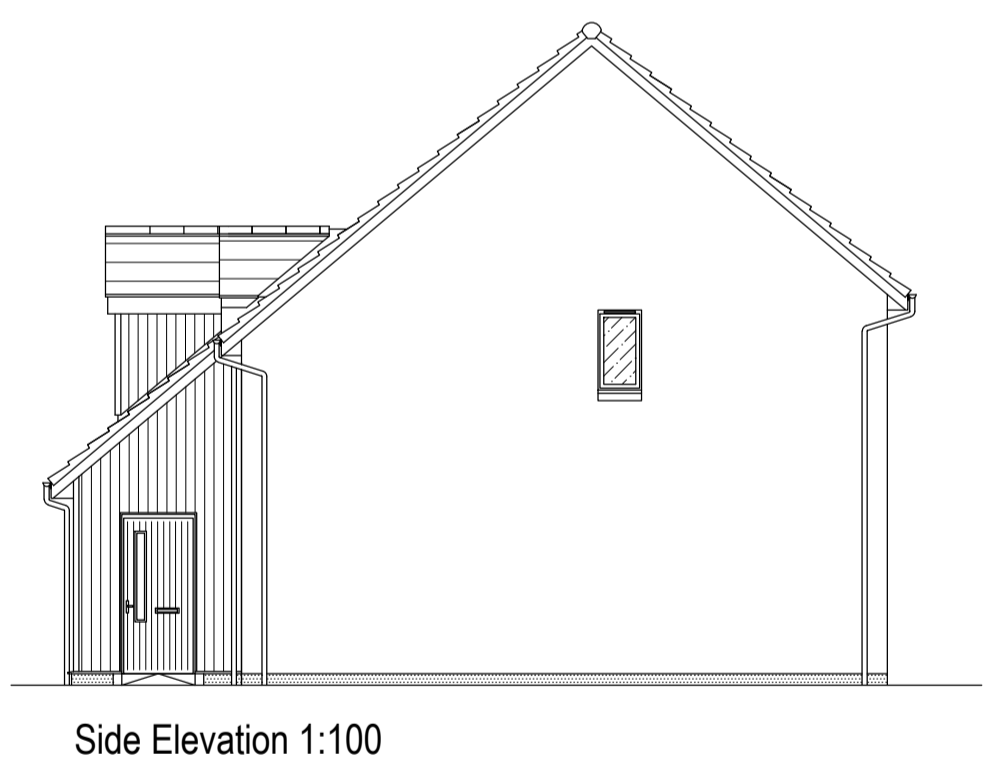
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Project
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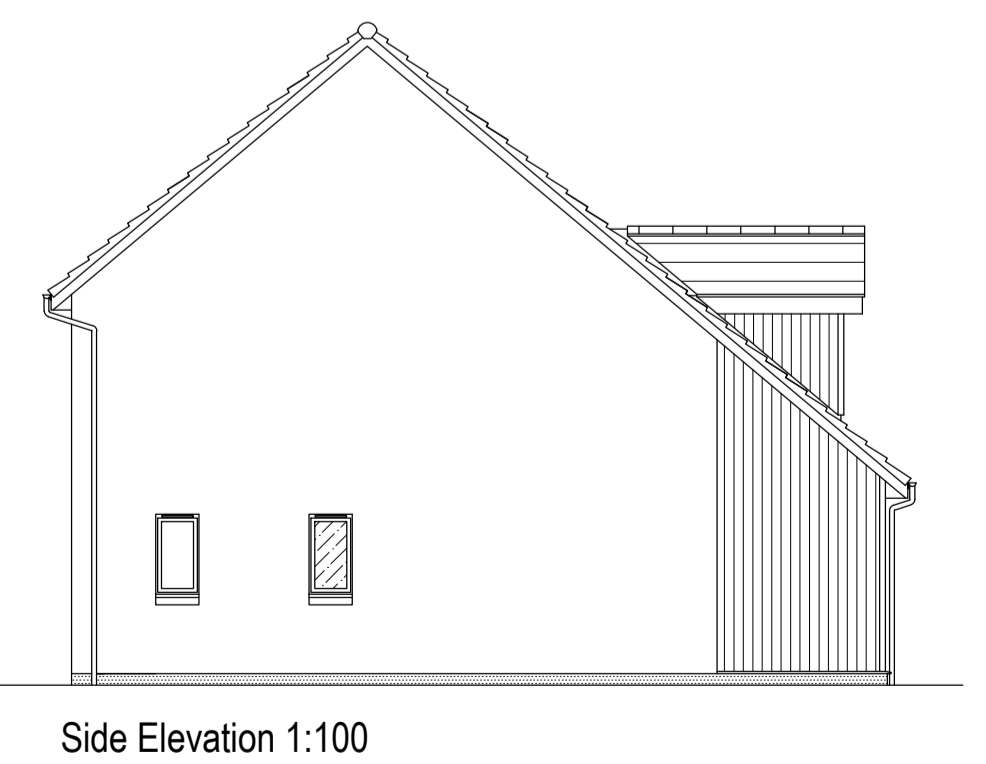
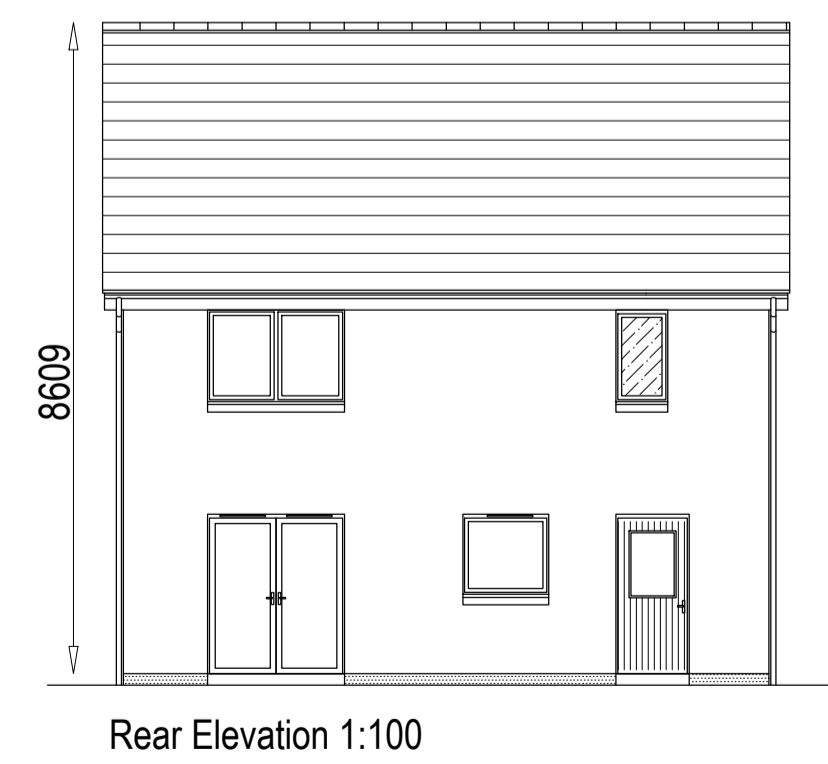
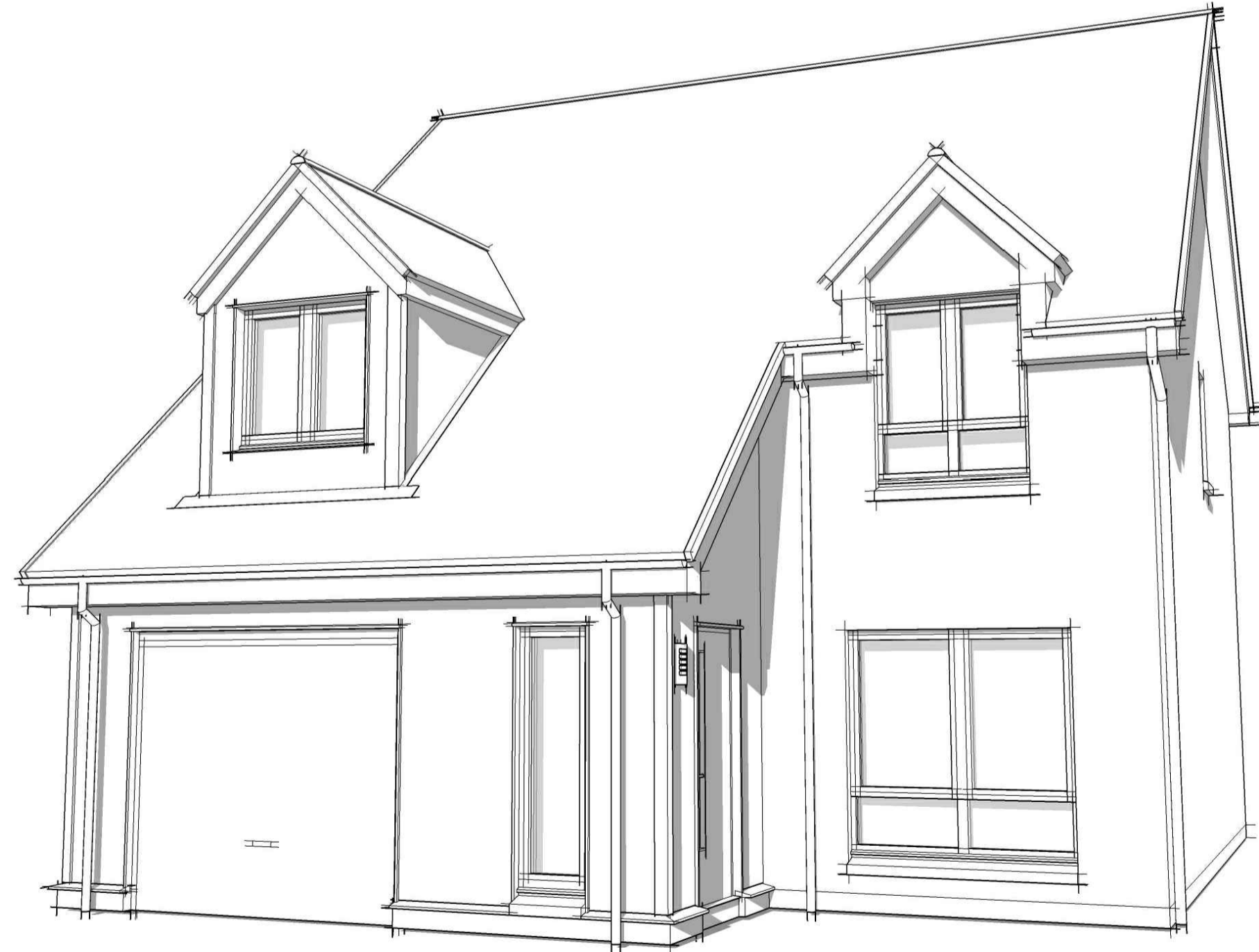
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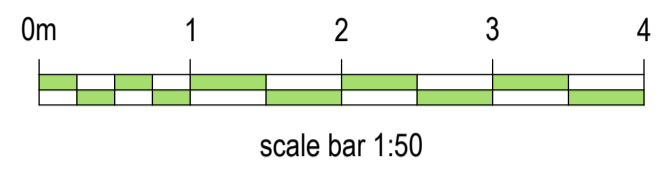
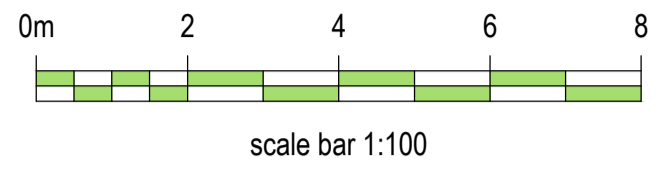
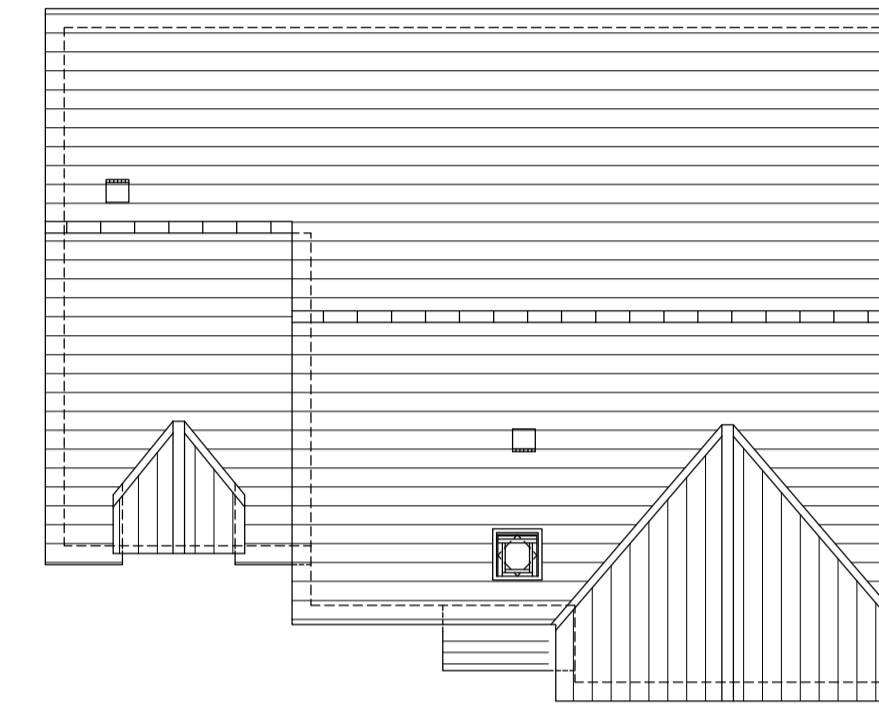
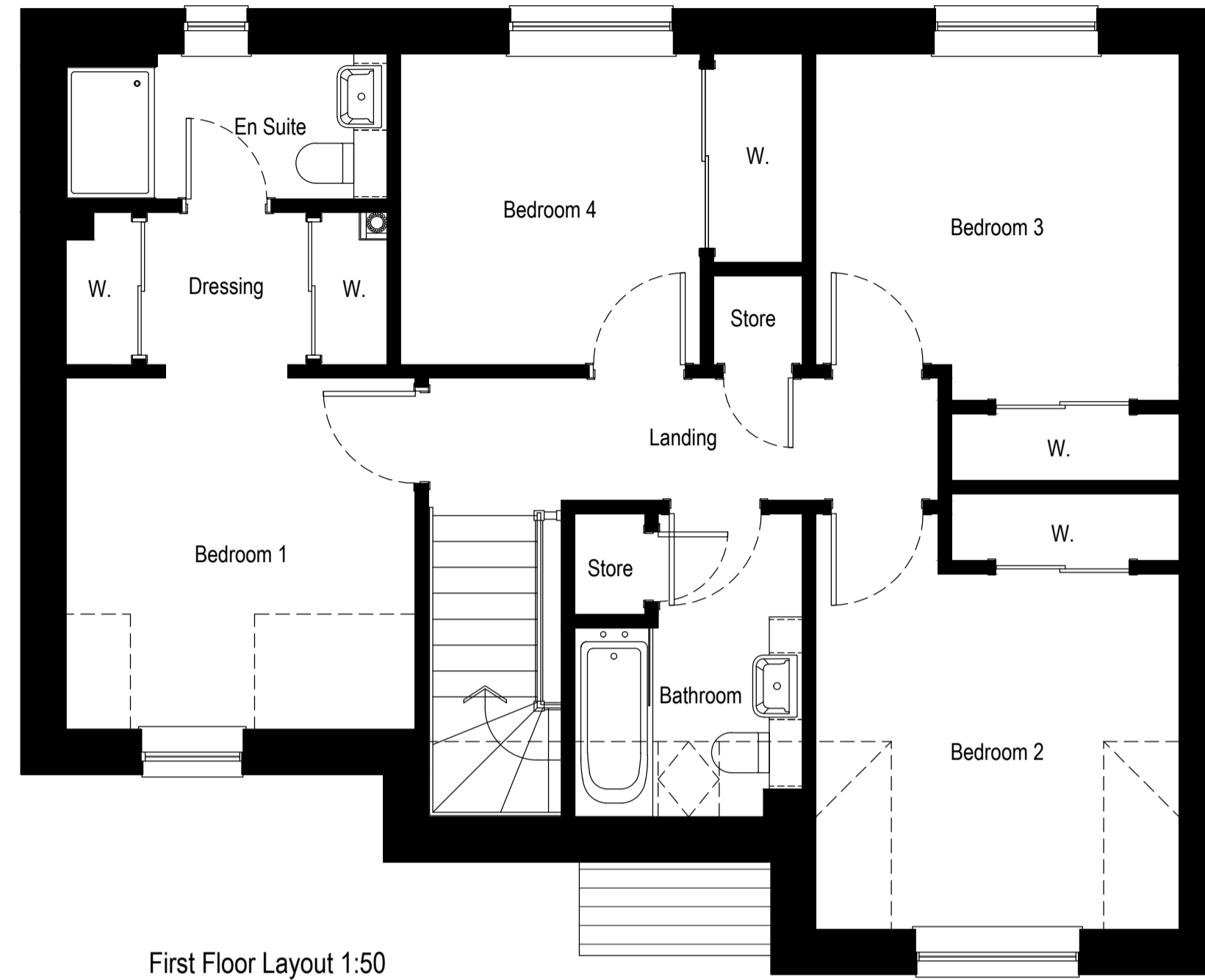
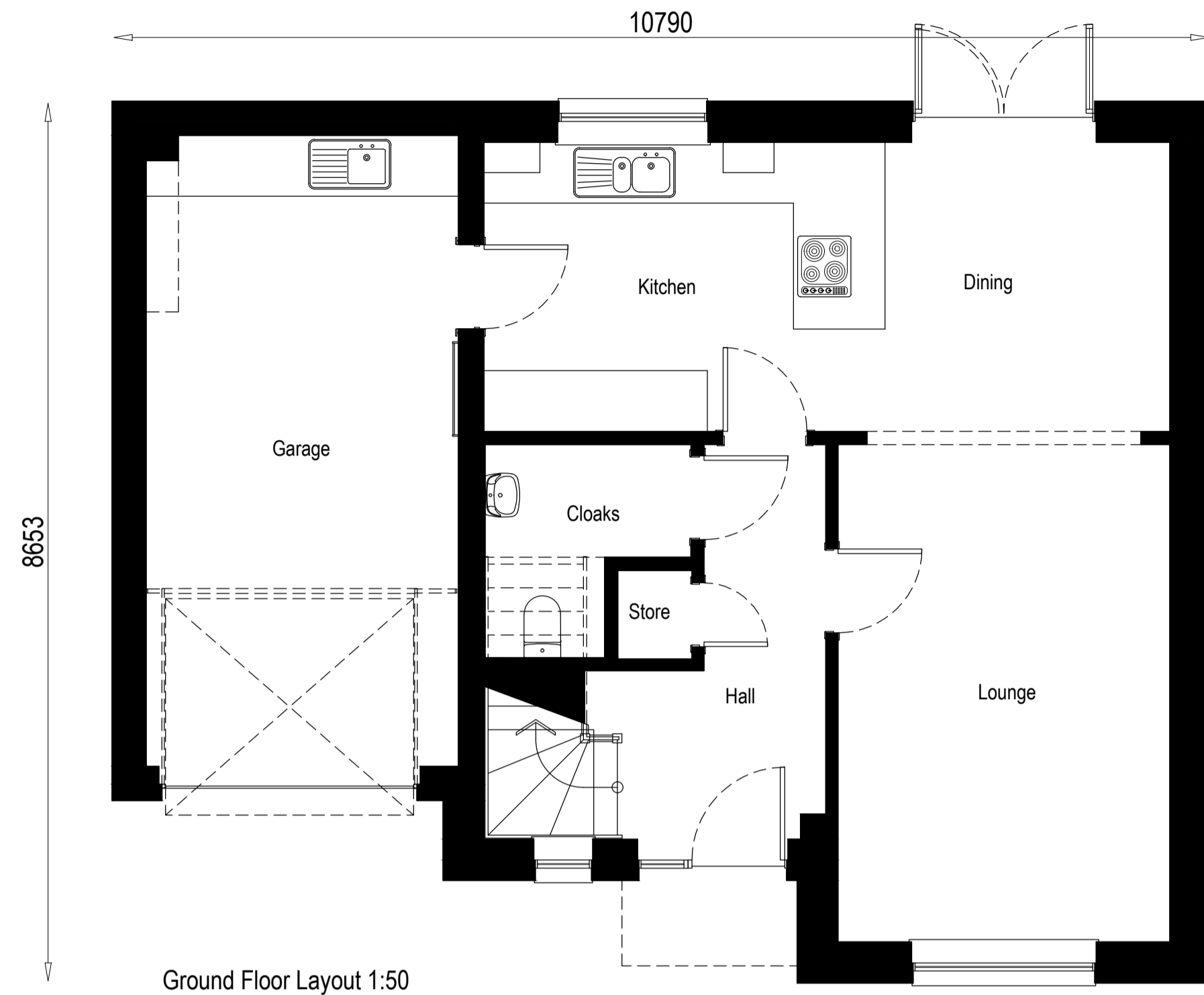
Drawing no. 1237dt(-)901 Rev A



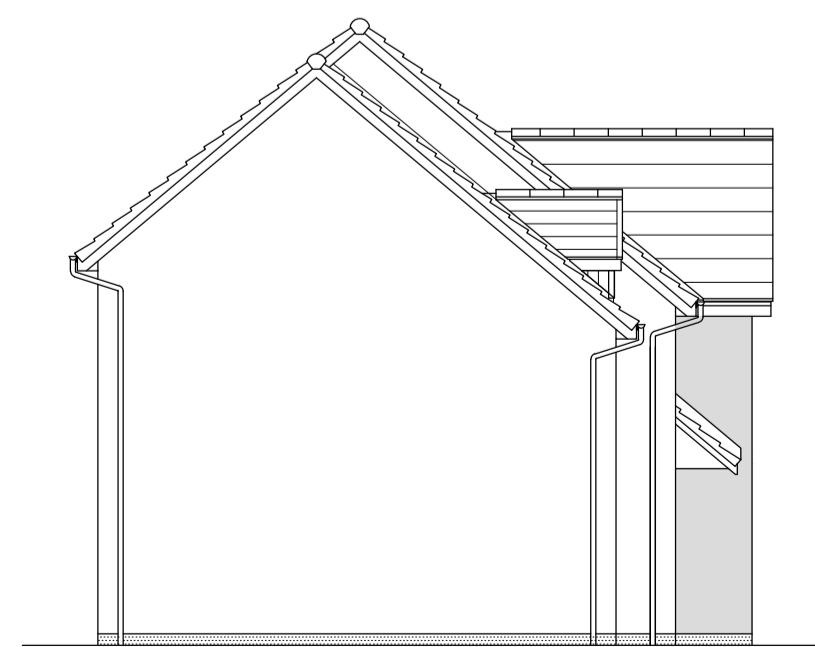
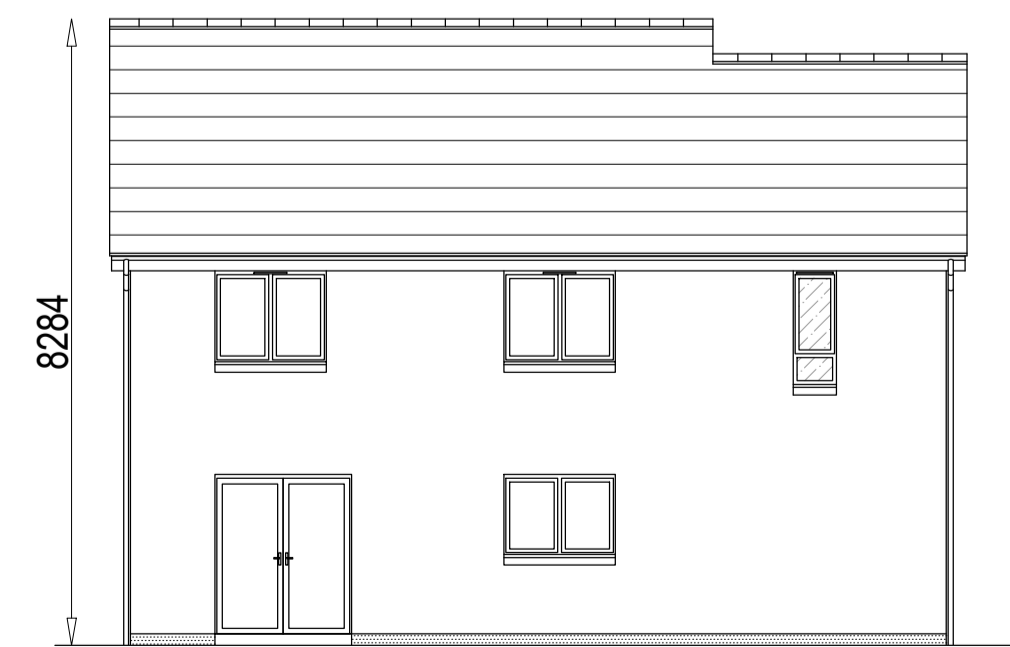
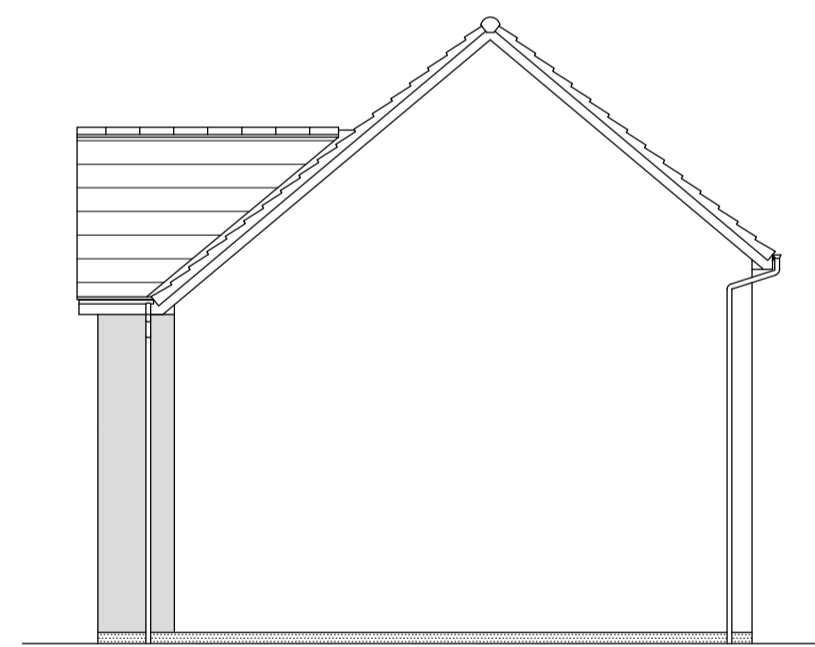
- feature base
- feature timber
- feature masonry



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- feature base
- feature timber
- feature masonry



| Rev. | Date | Remarks | By | Ch. |
|------|----------|--------------------------------|----|-----|
| C | 01.02.17 | Utility units added in garage. | GR | CV |
| B | 01.02.17 | Utility units added in garage. | GR | CV |
| A | 19.05.16 | House type range added. | JB | GR |

Revisions



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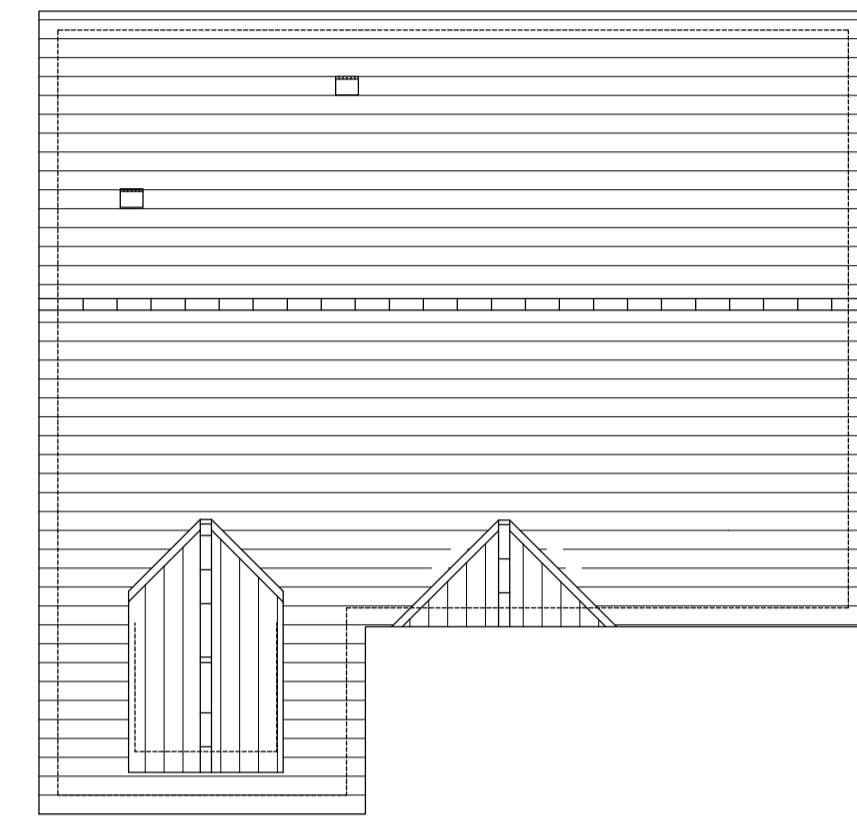
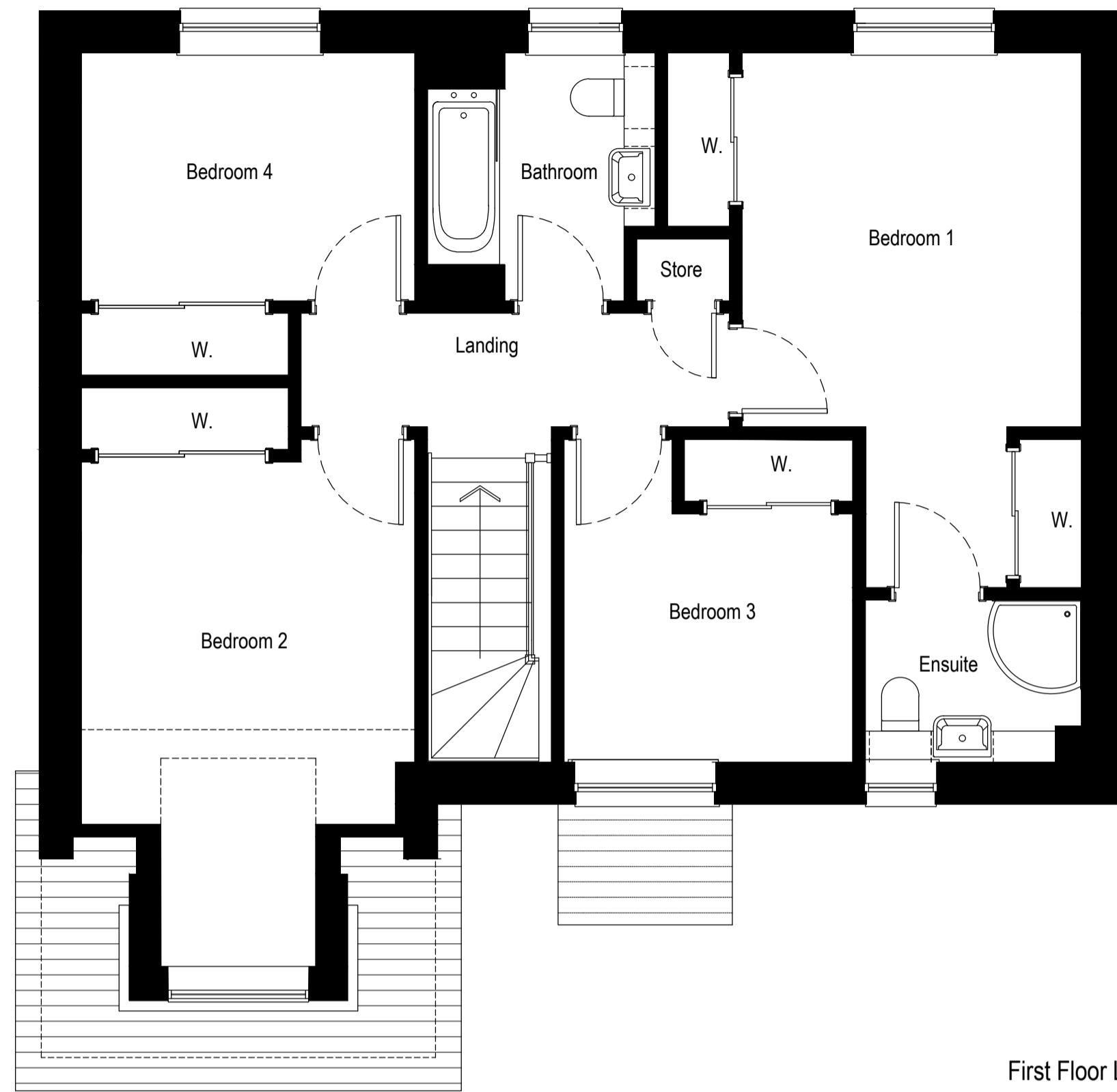
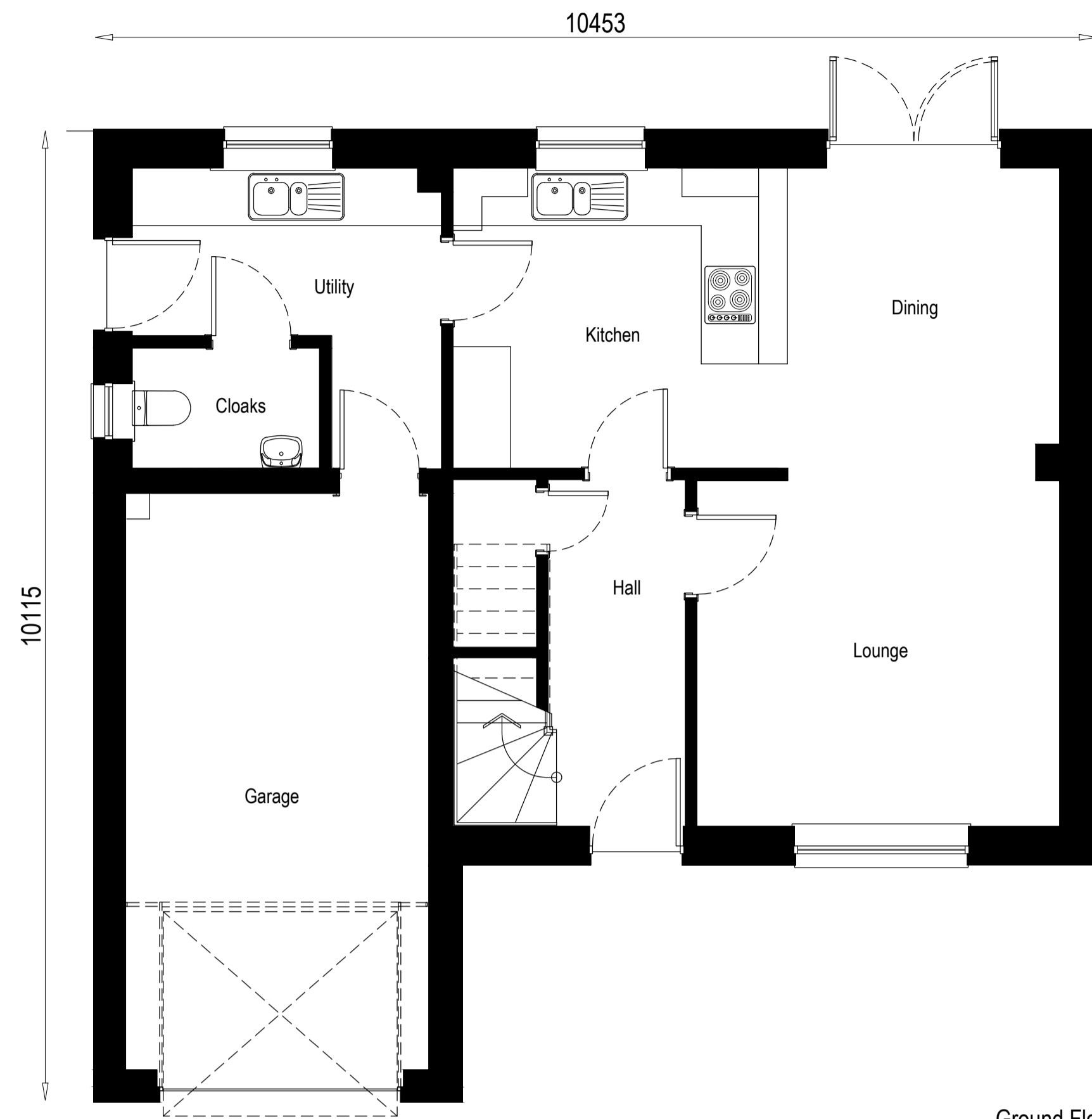
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Project
 Alba House Type Range

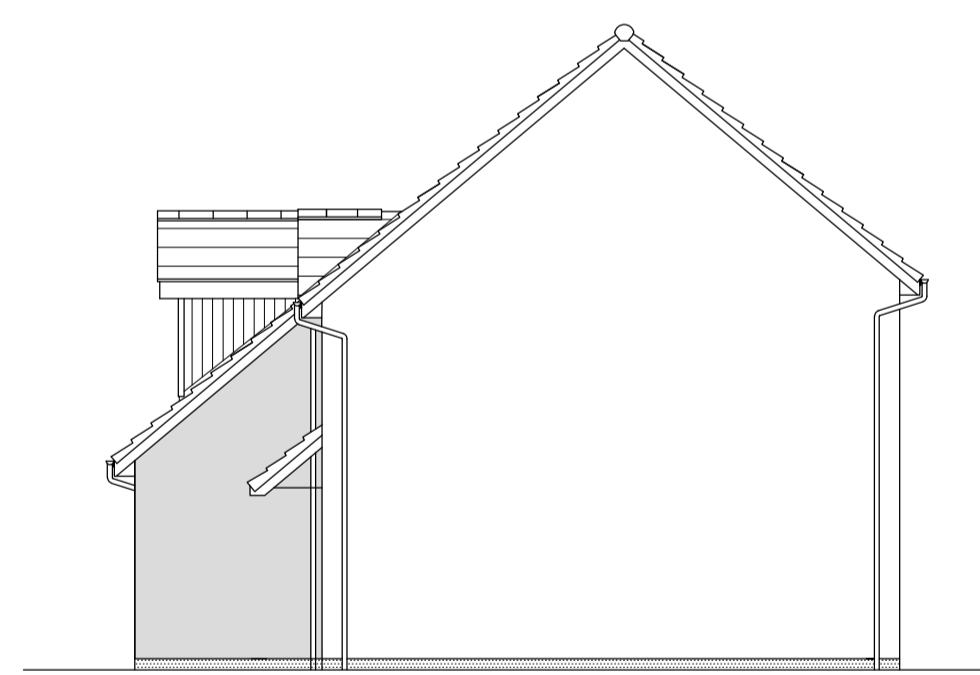
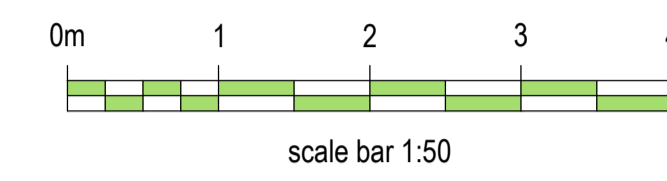
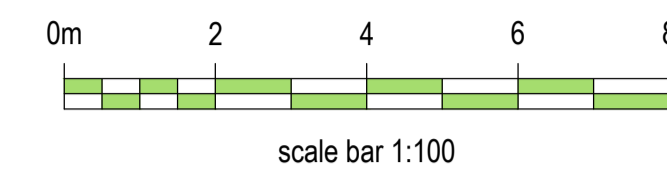
Drawing
 Planning Submission Plans & Elevations

| Scale | Date | Drawn by | Checked by |
|-------------|----------|----------|------------|
| 1:50, 1:100 | Mar 2015 | GR | ST |

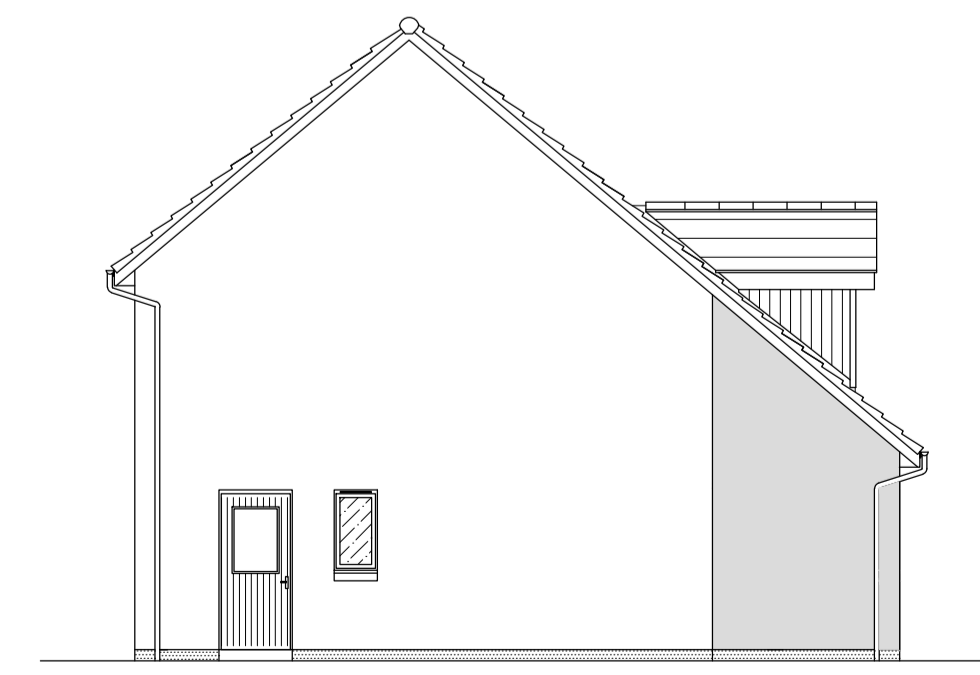
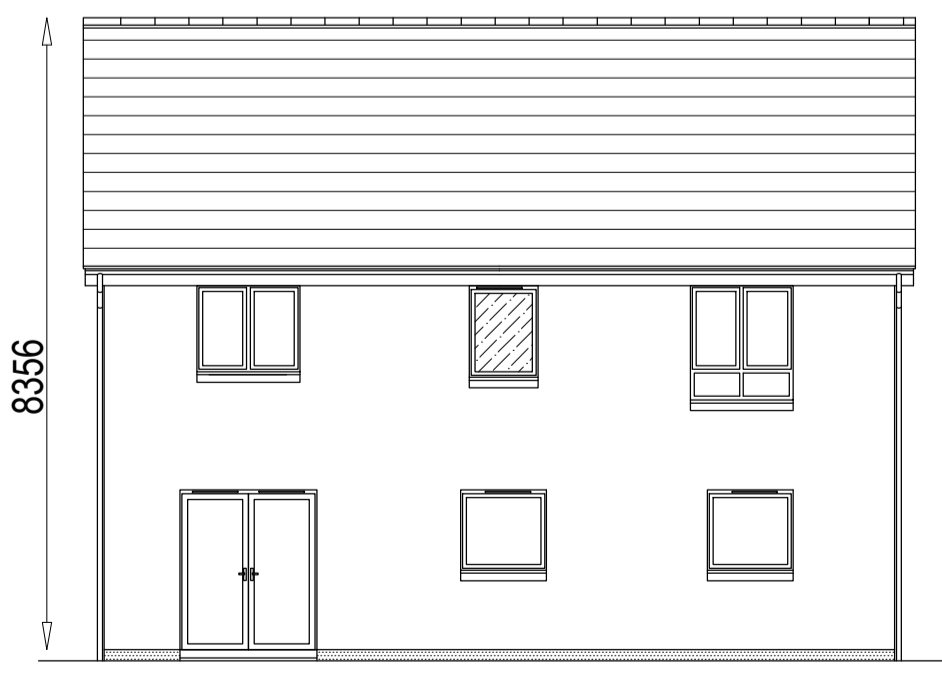
| Drawing no. | Rev |
|---------------|-----|
| 1287dt(as)901 | C |



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- feature base
- feature timber
- feature masonry



| | | | | |
|---|----------|--------------------------------|----|----|
| F | 19.07.17 | 3D Illustration revised | JB | GR |
| E | 07.11.16 | Scale Bar Revised | | |
| D | 09.05.16 | House type range added | | |
| C | 15.03.16 | Perspective illustration added | | |
| B | 23.04.15 | Updated re Construction review | | |
| A | 12.02.15 | Updated re House type review | | |

| Rev. | Date | Remarks | By | Ch. |
|-----------|------|---------|----|-----|
| Revisions | | | | |

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|---|---|

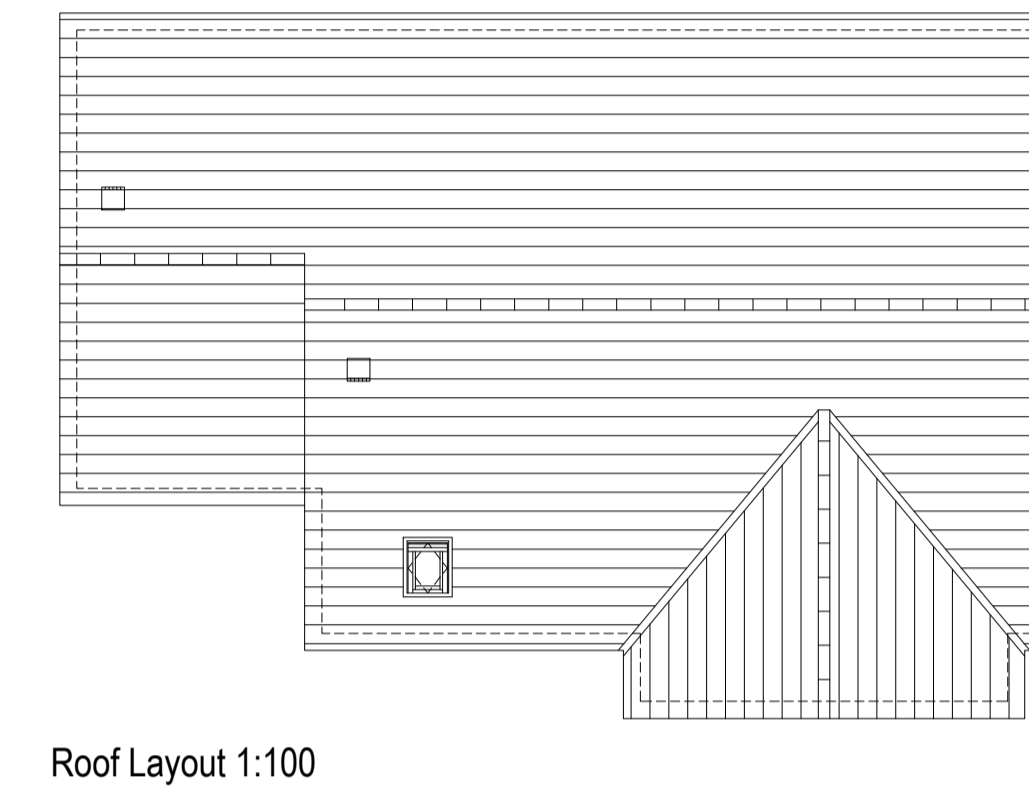
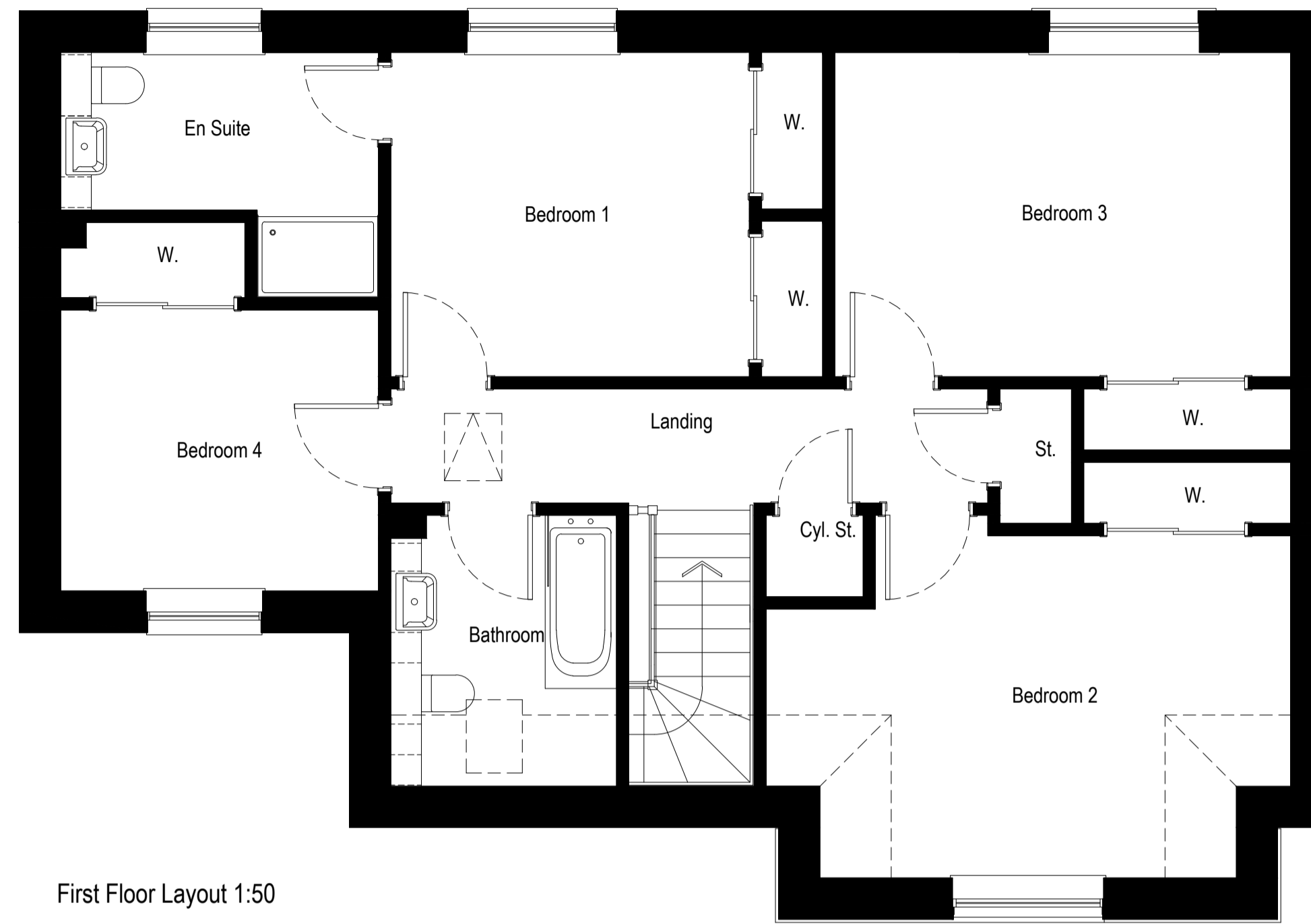
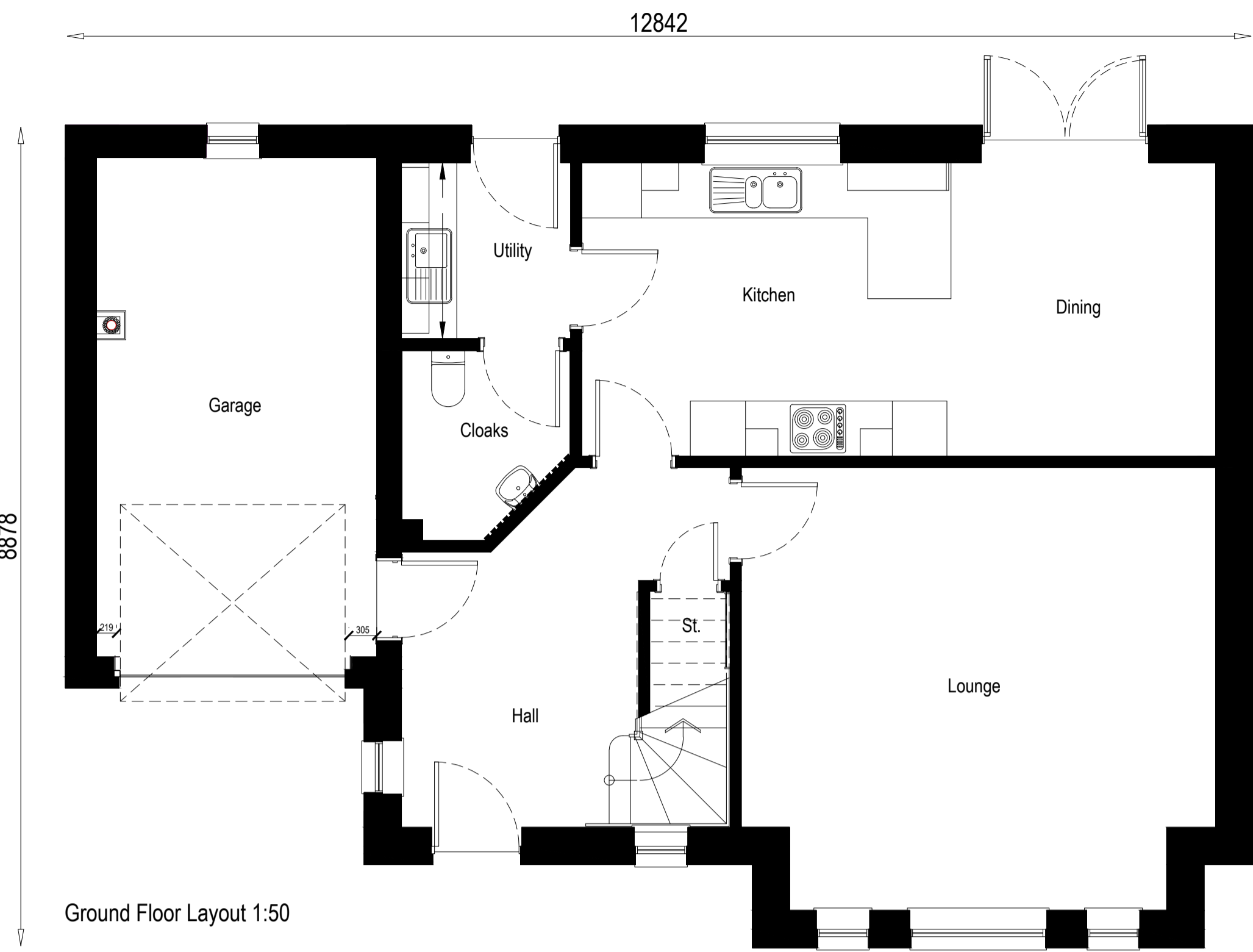
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Project
 Alba House Type Range

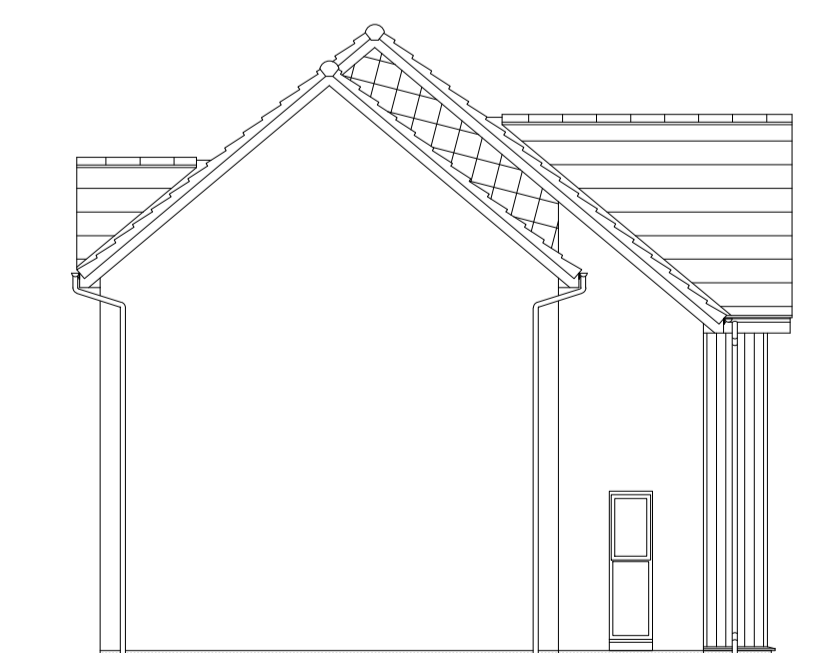
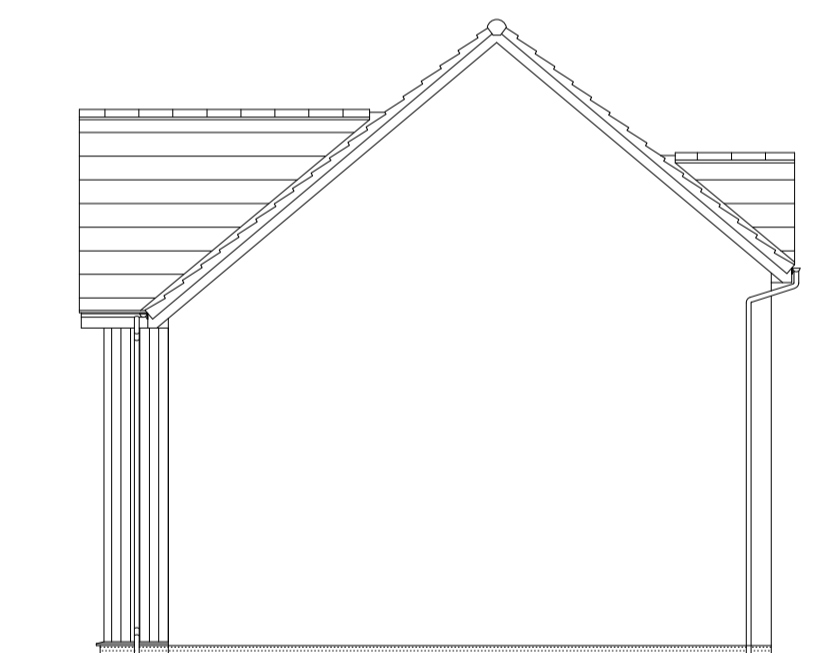
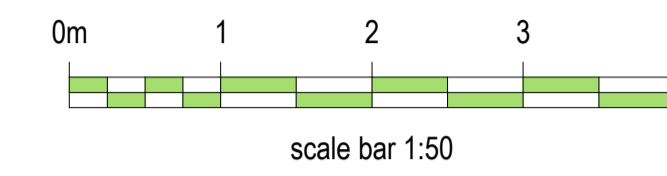
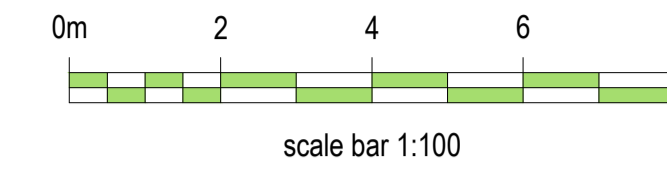
Drawing
 Planning Submission Plans & Elevations

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|-------------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:50, 1:100 | Oct 2014 | GR | ST |

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| Drawing no. | Rev |
| 1339dt(-)901 | F |



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Kintore - RA (as)

Project
 Alba House Type Range

Drawing
 Planning Submission Plans & Elevations

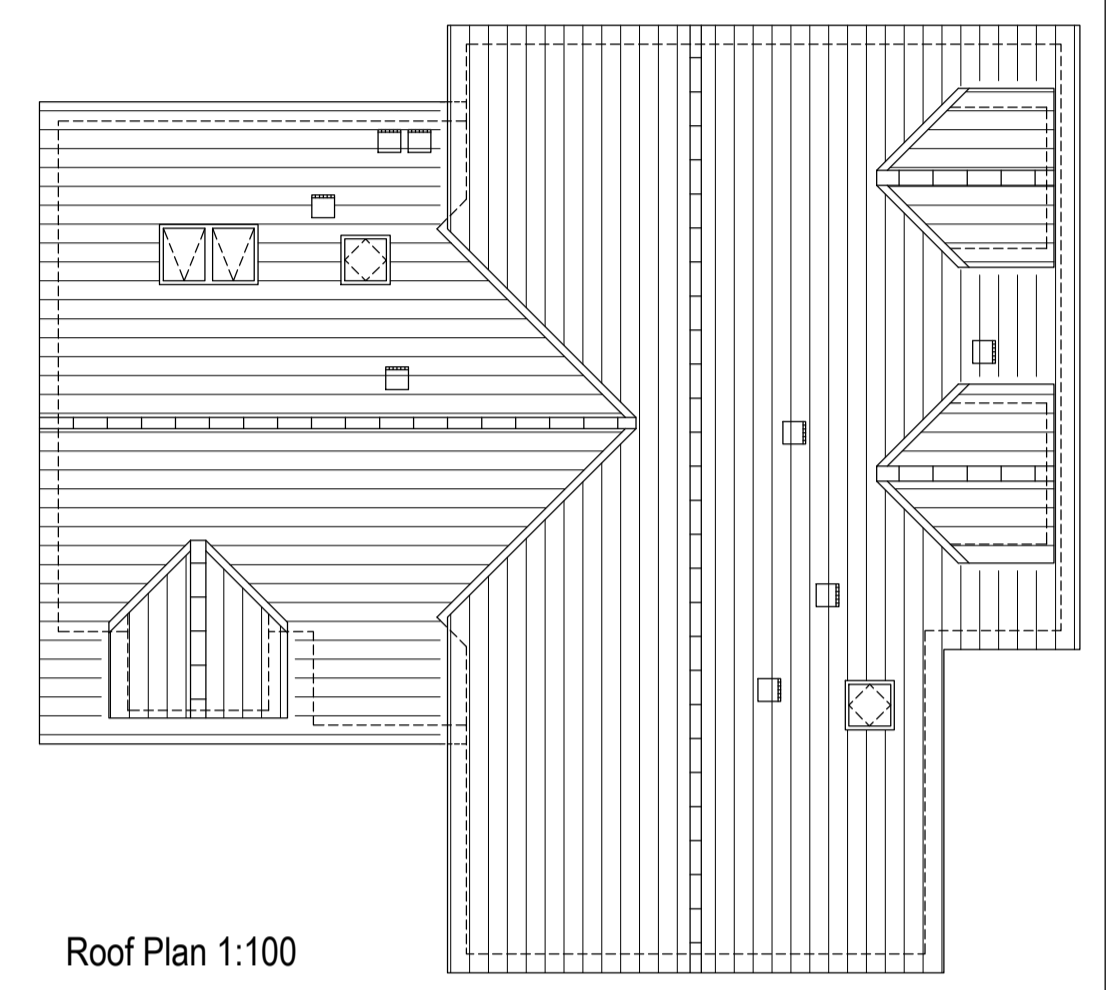
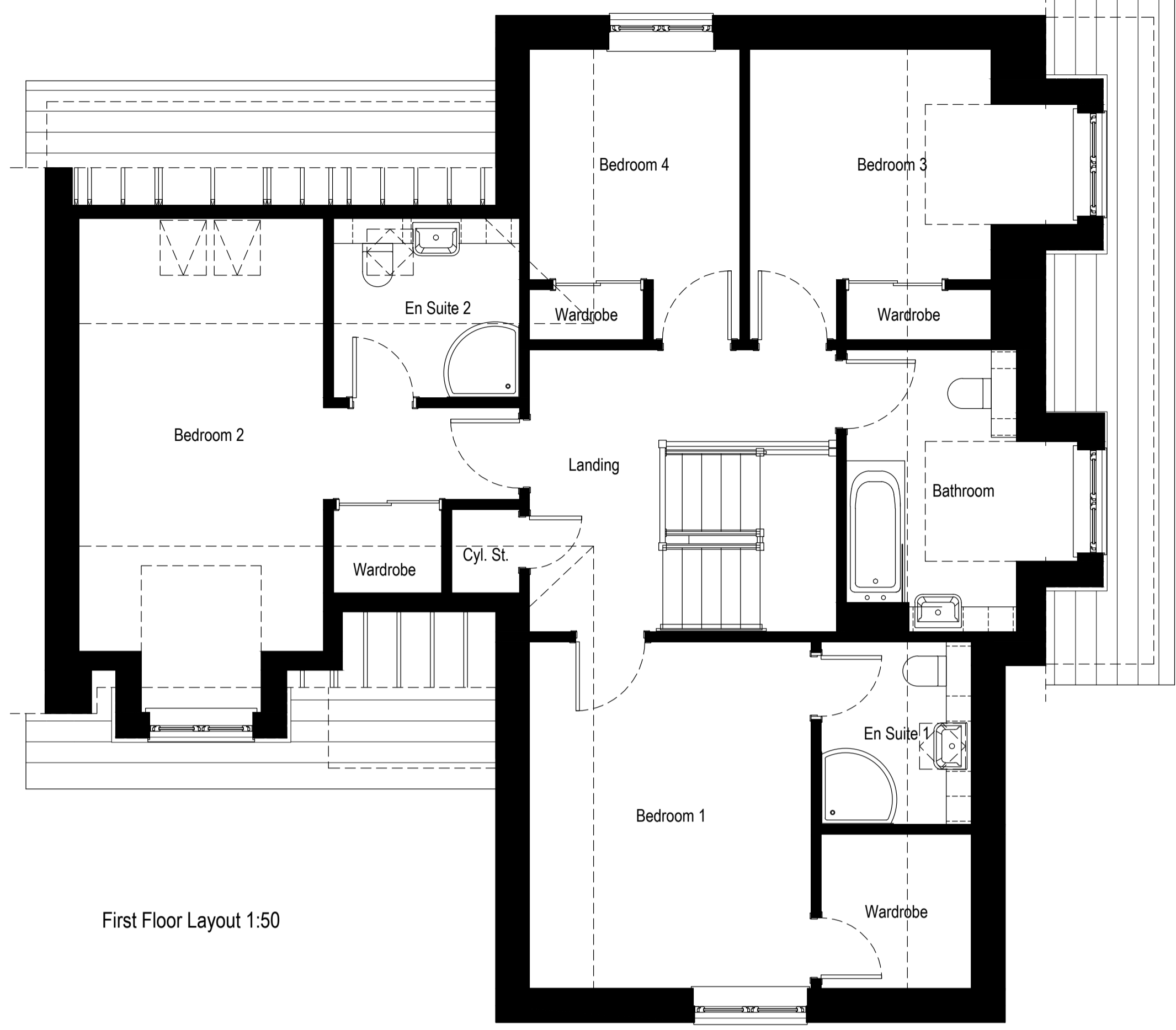
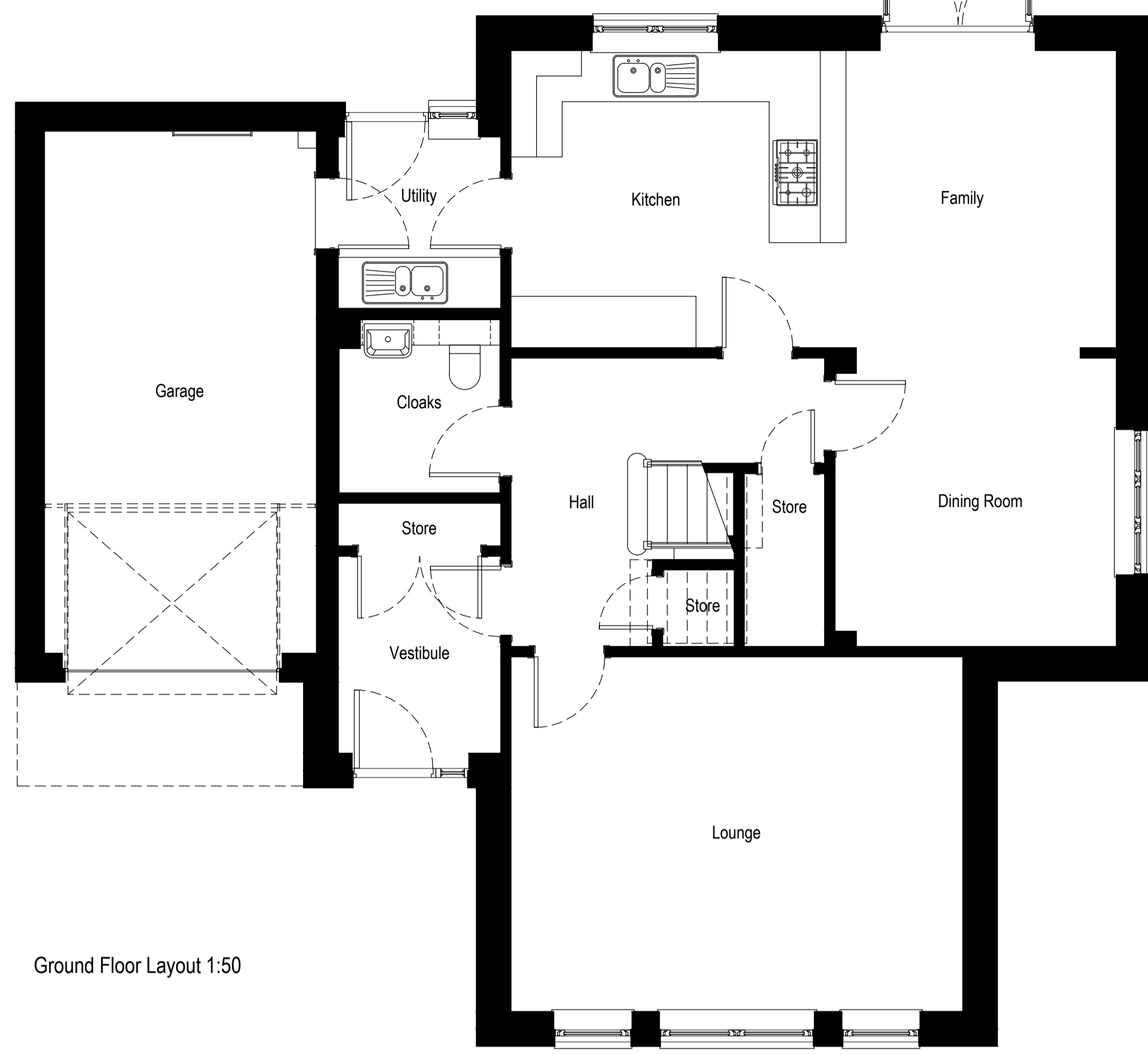
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| Drawing no. | Rev |
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| 1653dt-R(AS)901 | - |

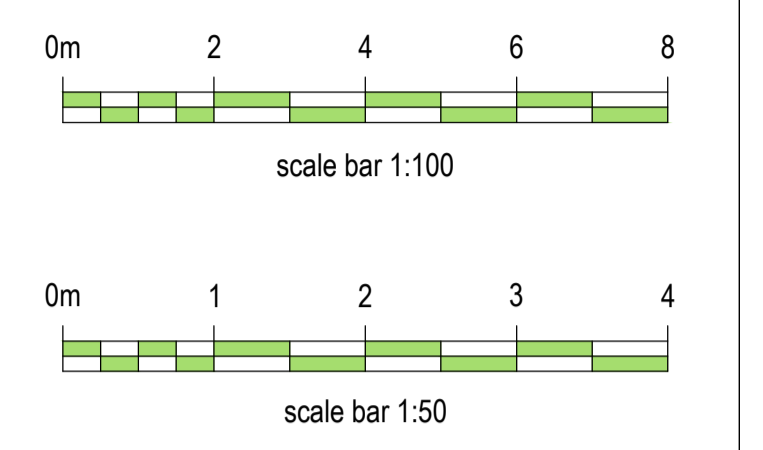
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13285

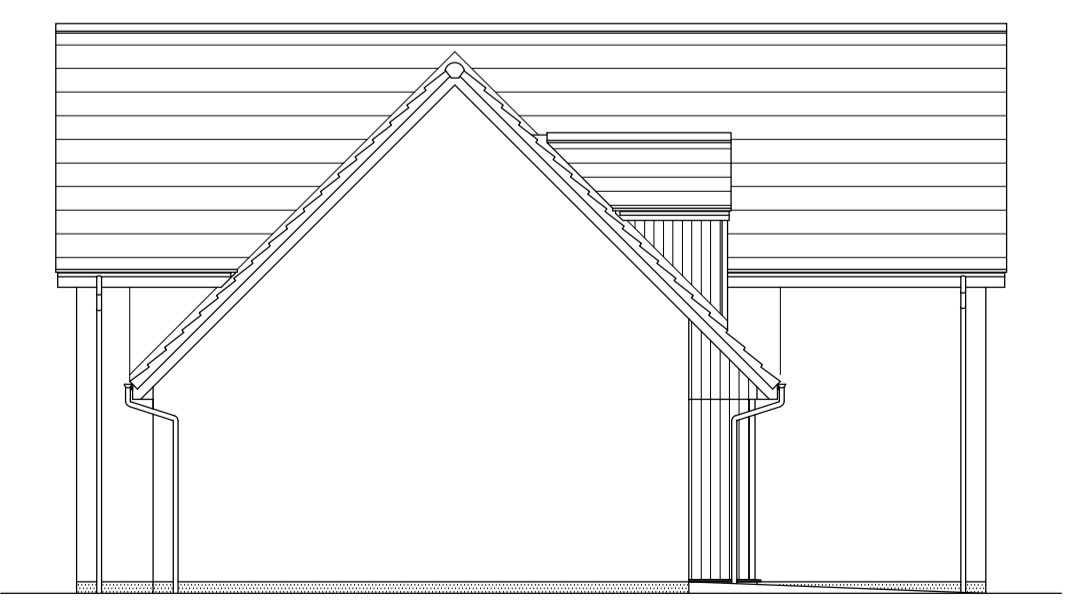
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- feature base
- feature timber
- feature masonry



| Rev. | Date | Remarks | By | Ch. |
|------|----------|--|----|-----|
| E | 25.07.17 | 3D illustration updated | JB | GR |
| D | 09.05.16 | House type range added | | |
| C | 29.02.16 | Title box updated. | GR | |
| B | 04.03.15 | Kitchen window widened; Bedroom 3 window changed to dormer. | | |
| A | 03.02.15 | House type renamed; Footprint increased per house type review. | | |

Revisions

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Culbin (as)

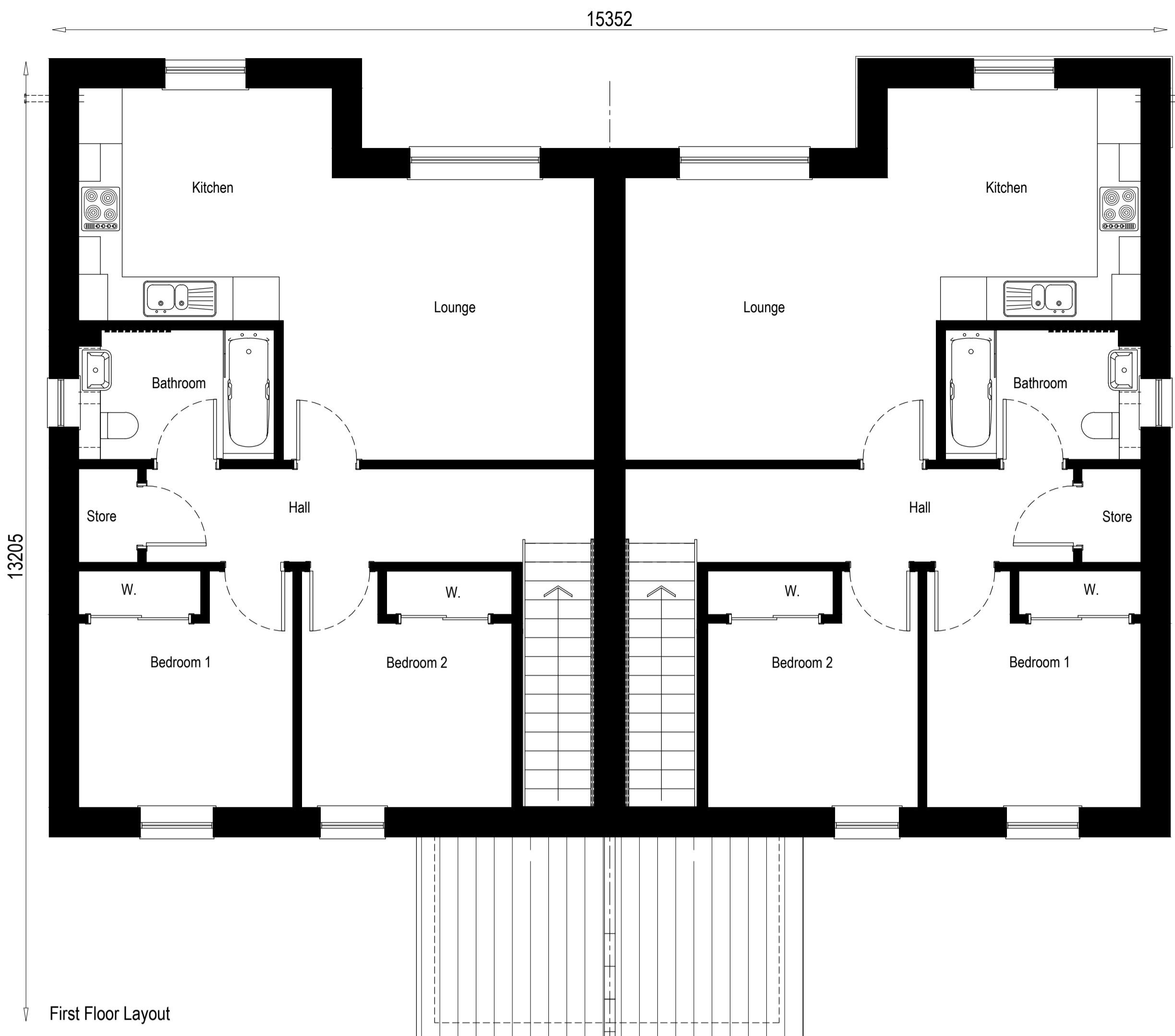
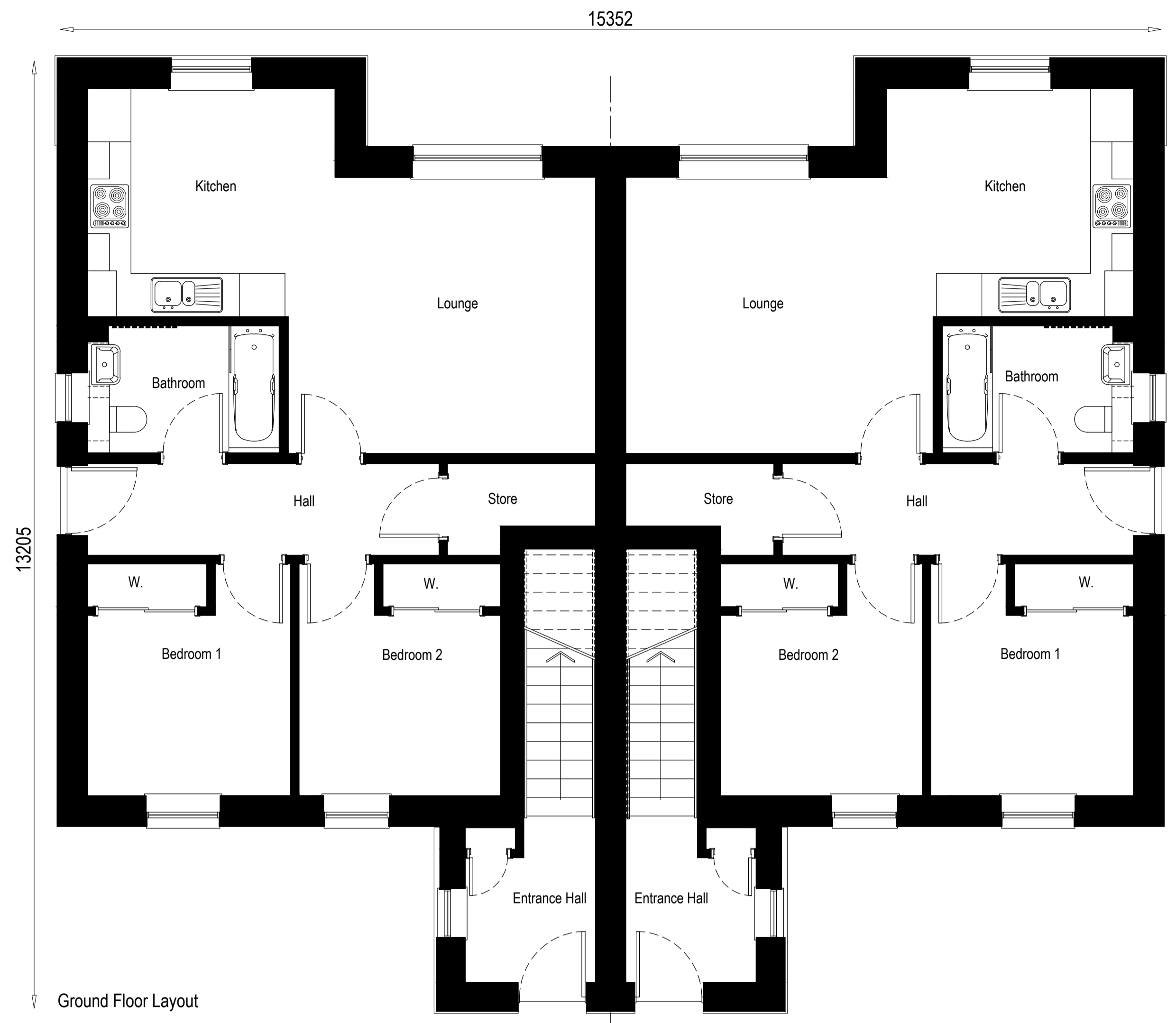
Project
Alba House Type Range

Drawing
Planning Submission Plans & Elevations

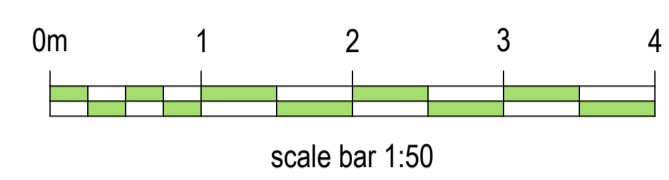
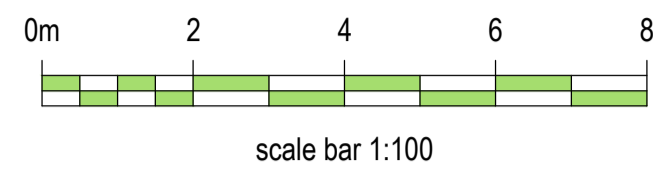
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| 1:50, 1:100 | Feb 2015 | GR | ST |

| Drawing no. | Rev |
|--------------|-----|
| 1932c(AS)901 | E |

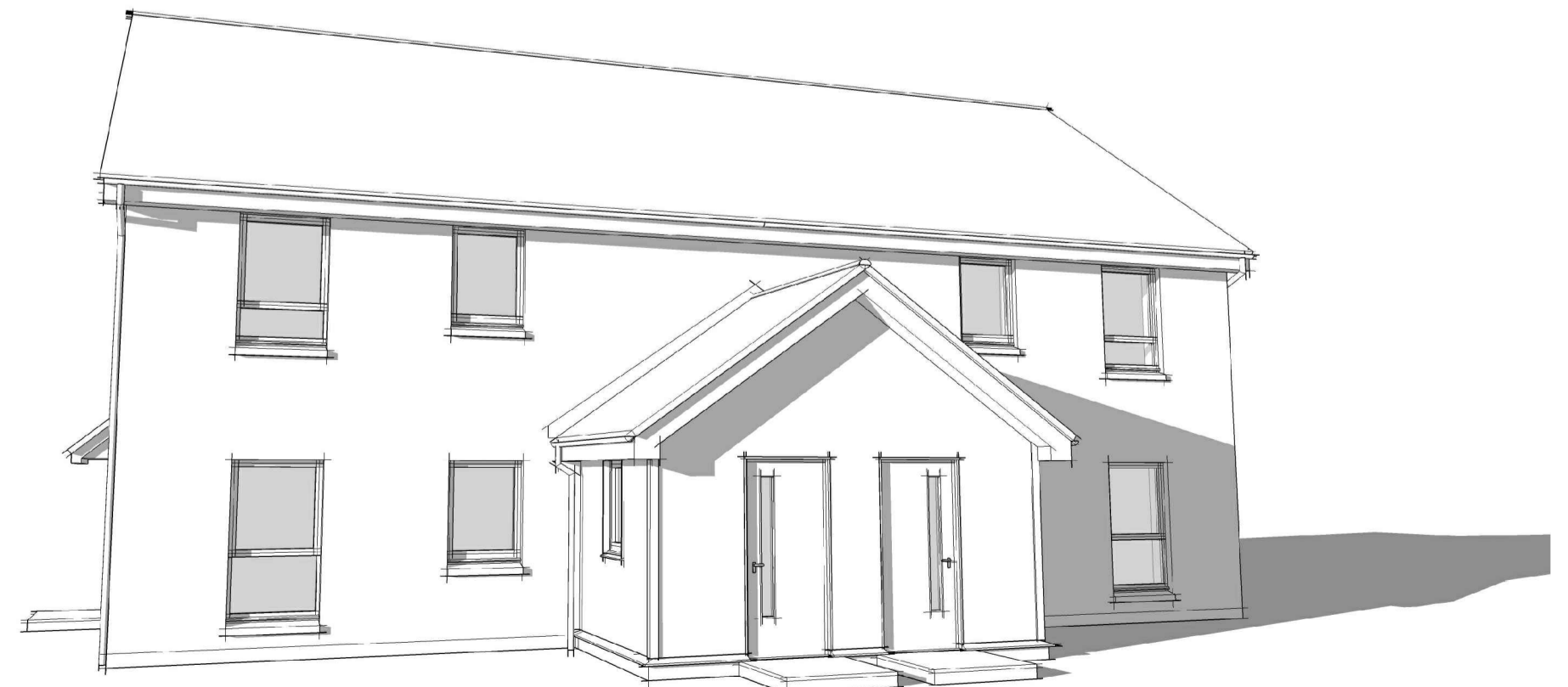
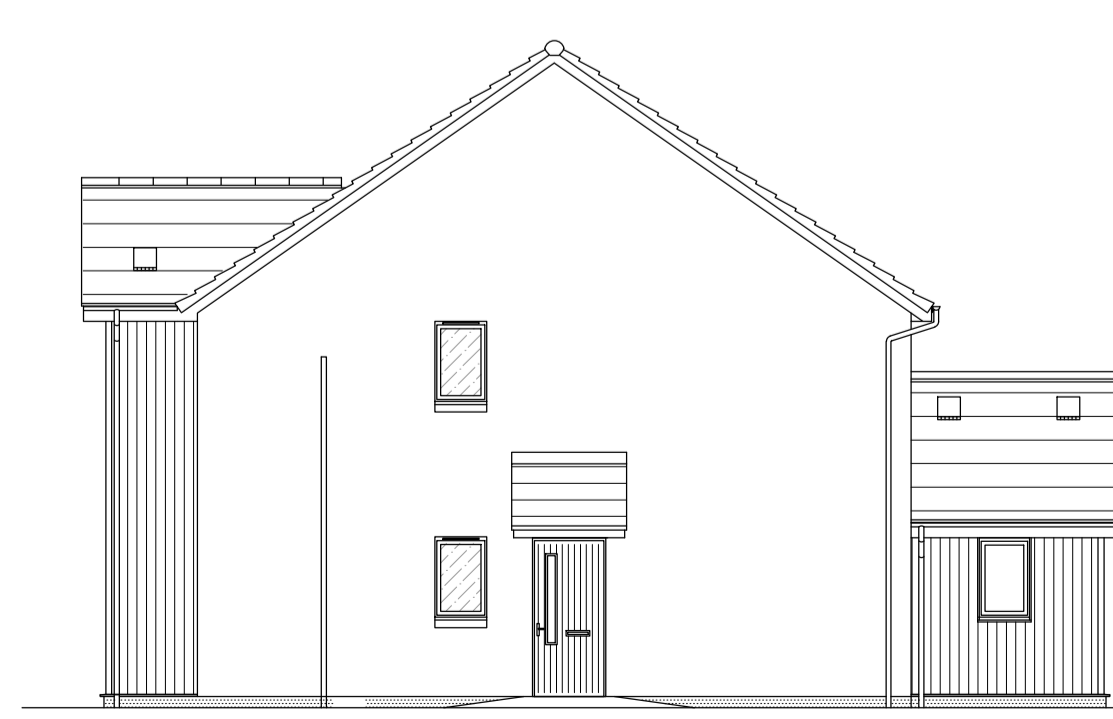
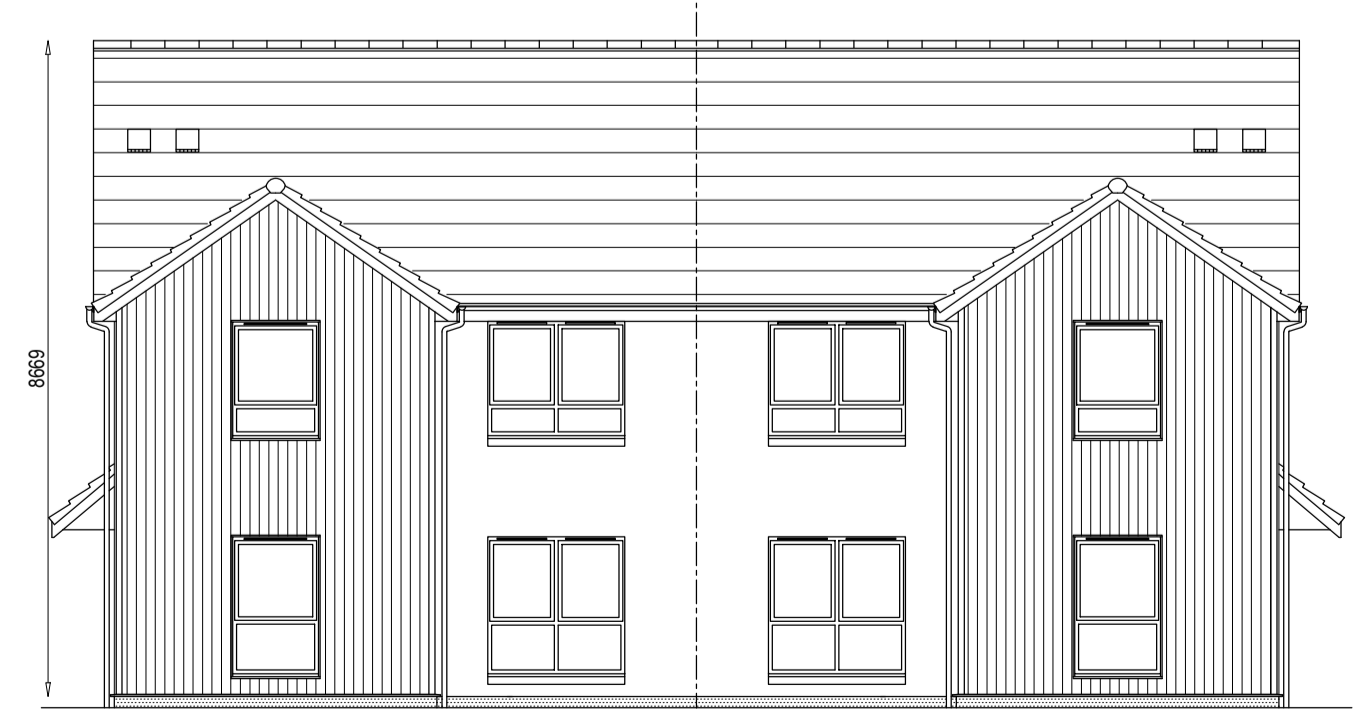
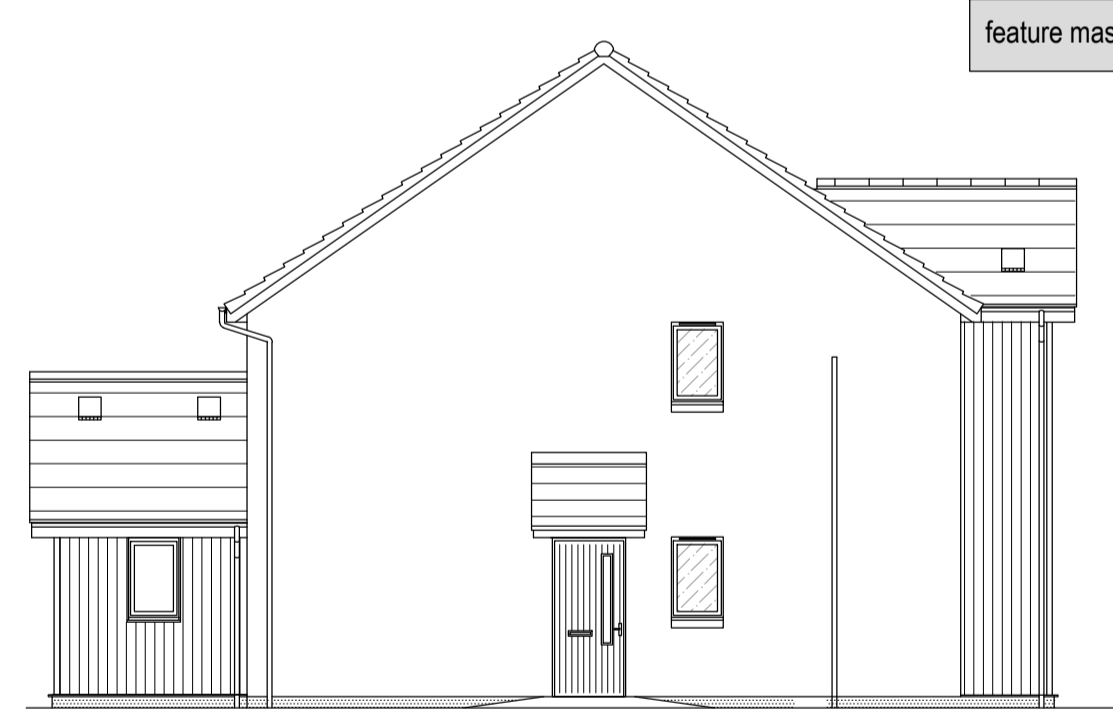
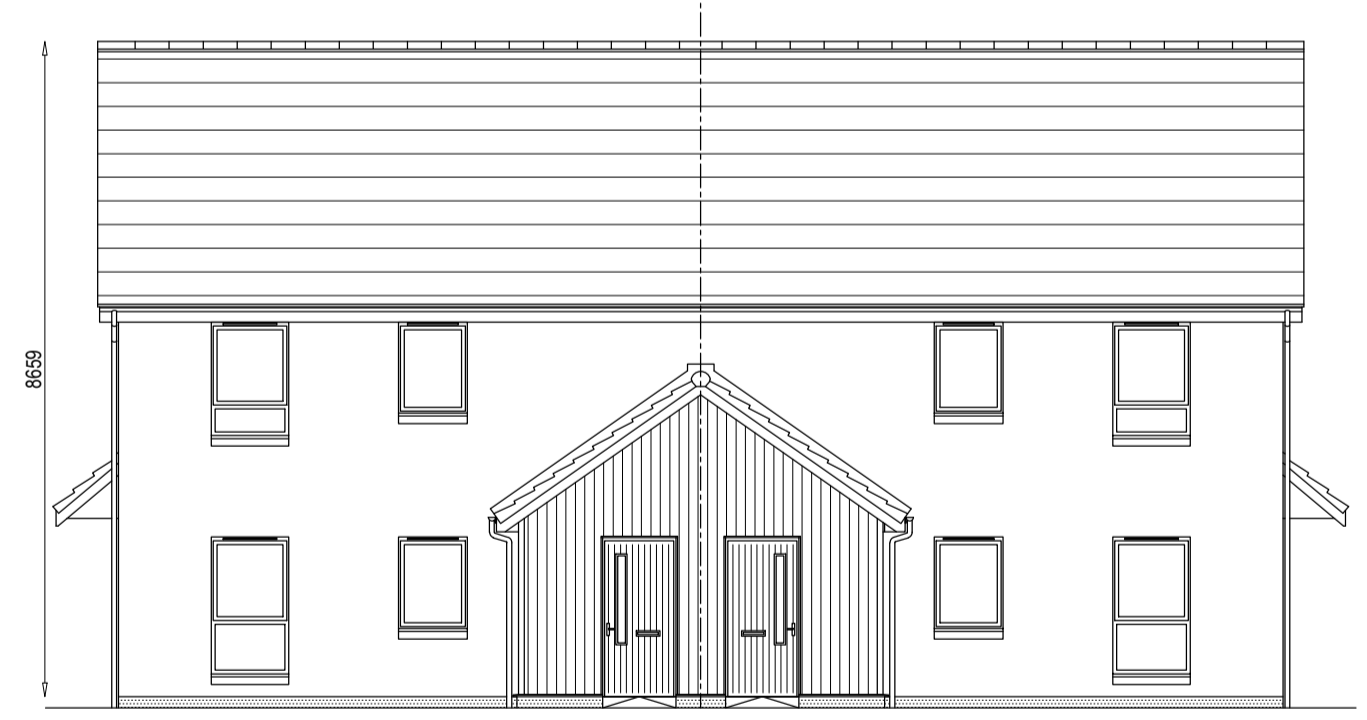
A1



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- feature base
- feature timber
- feature masonry



3D Illustration

| Rev. | Date | Remarks | By | Ch. |
|------|----------|--|----|-----|
| F | 12.05.16 | House type range added | | |
| E | 04.04.16 | 3D image added. | | |
| D | 08.07.15 | Updated re Building Standards Review | | |
| C | 25.06.15 | Updated to reflect Sales review | | |
| B | 16.04.15 | Updated to reflect Construction review | | |
| A | 24.03.15 | Updated to reflect comments from house Type review | | |

GR -

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Auldearn

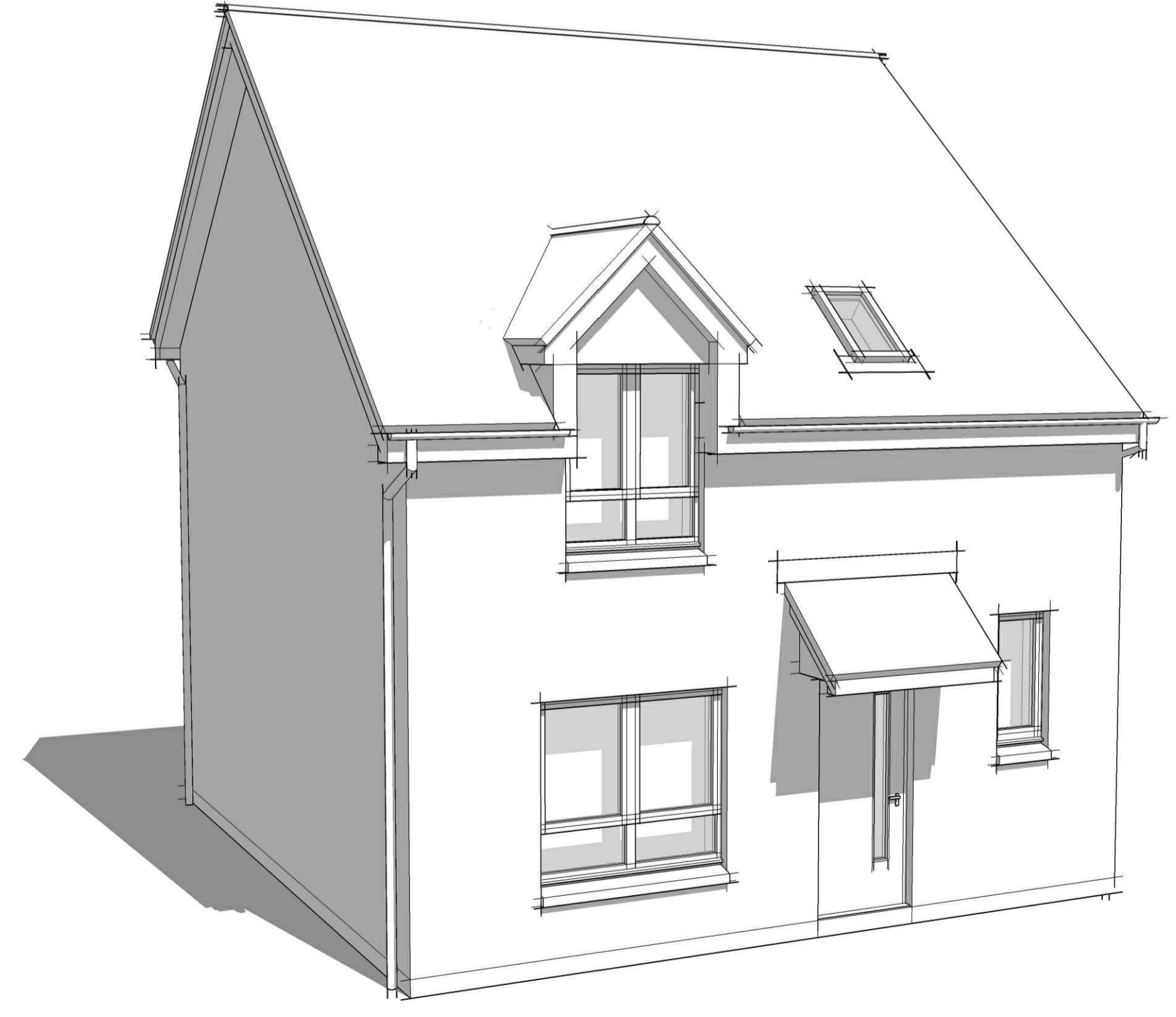
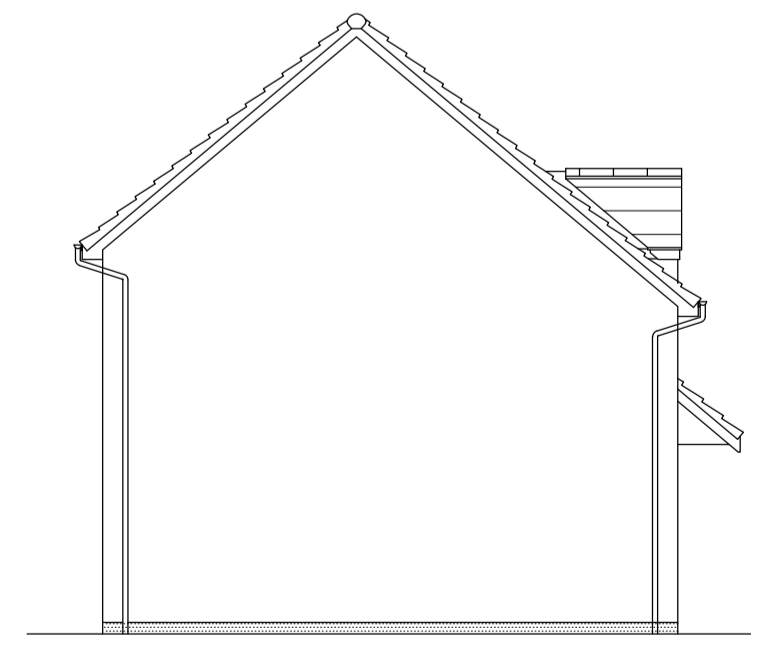
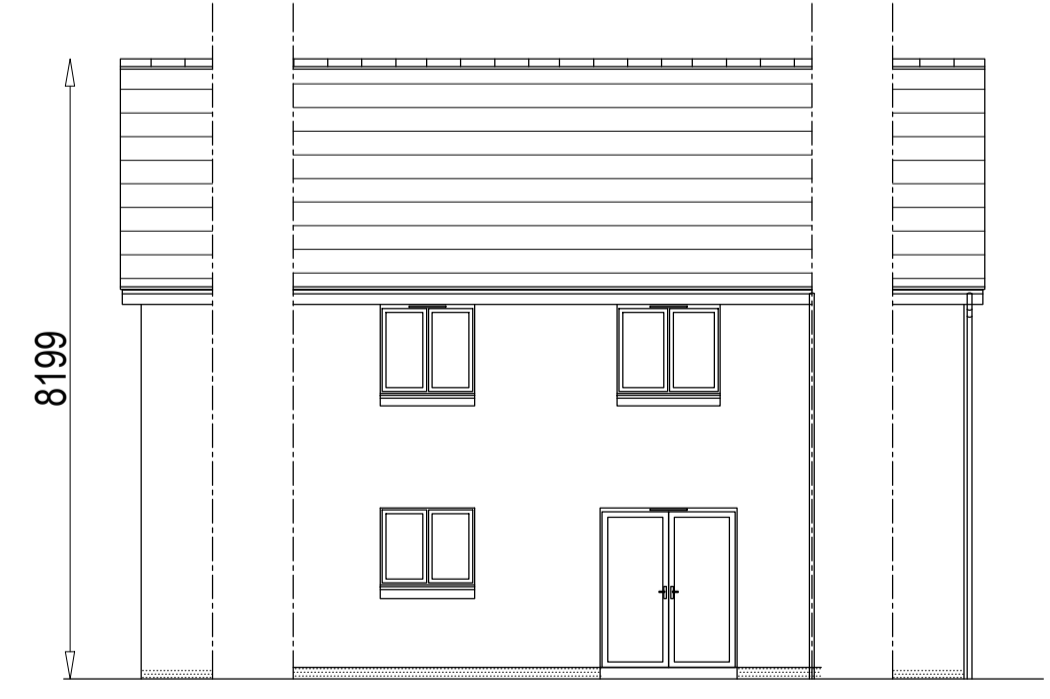
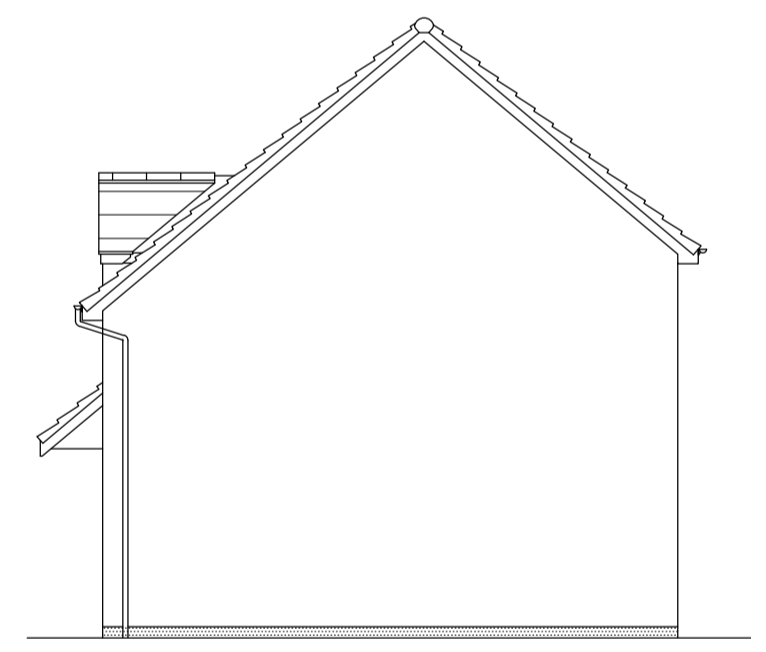
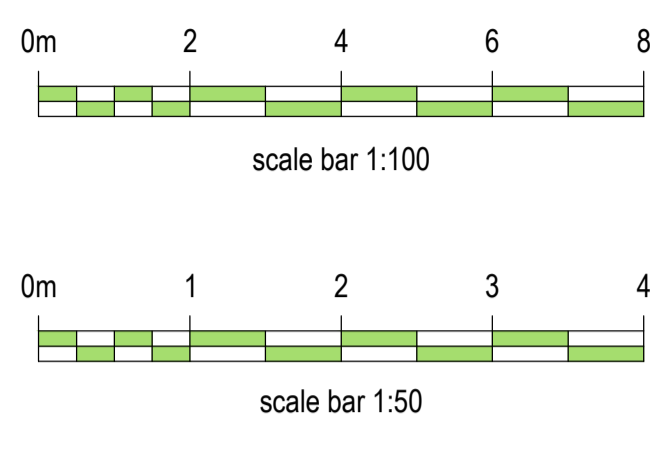
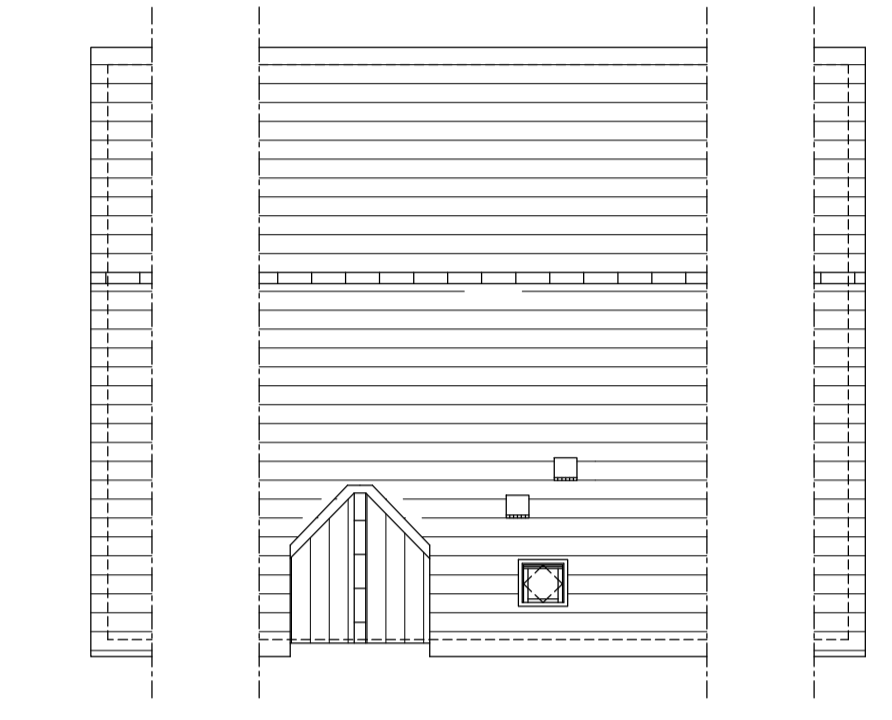
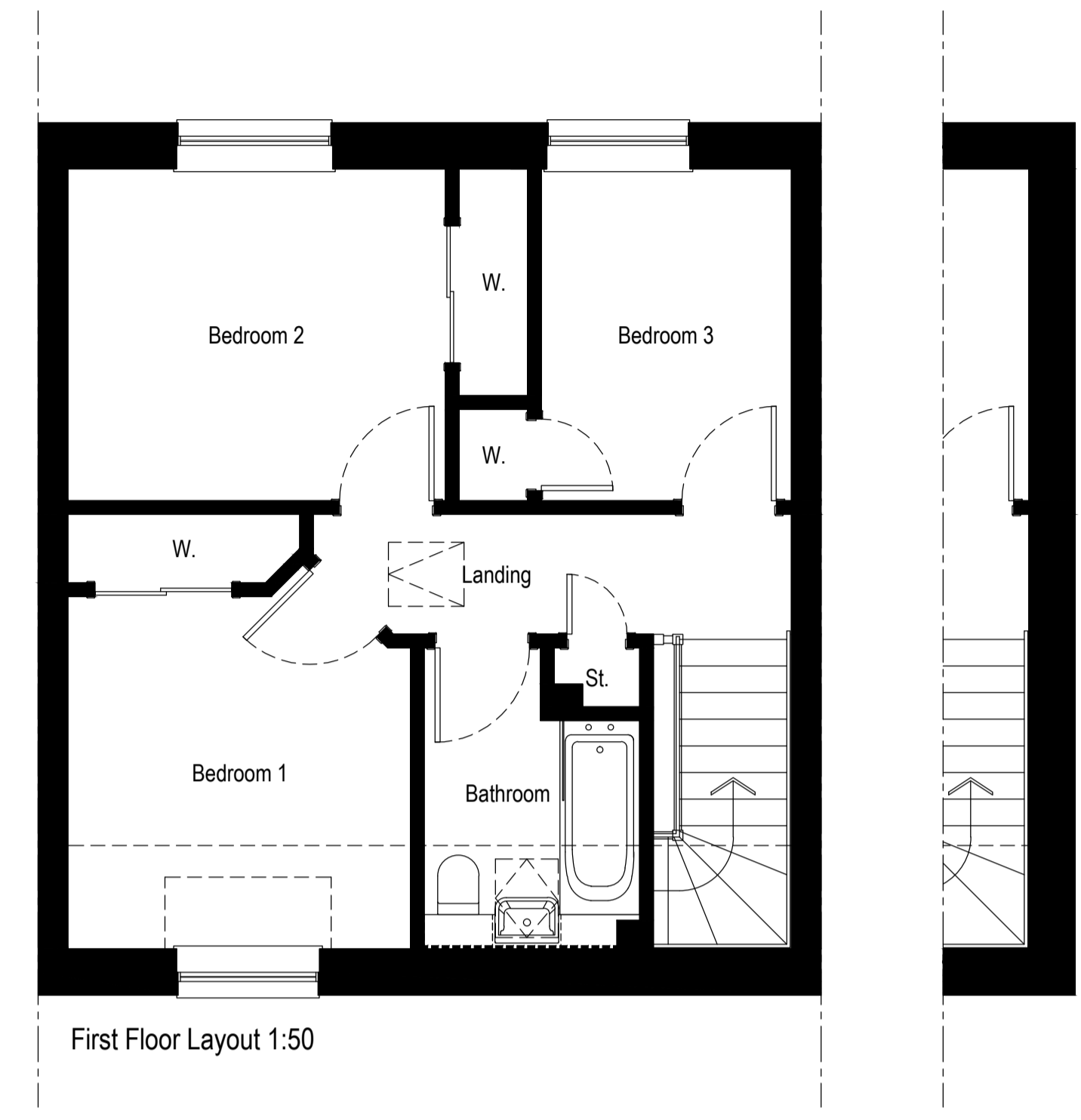
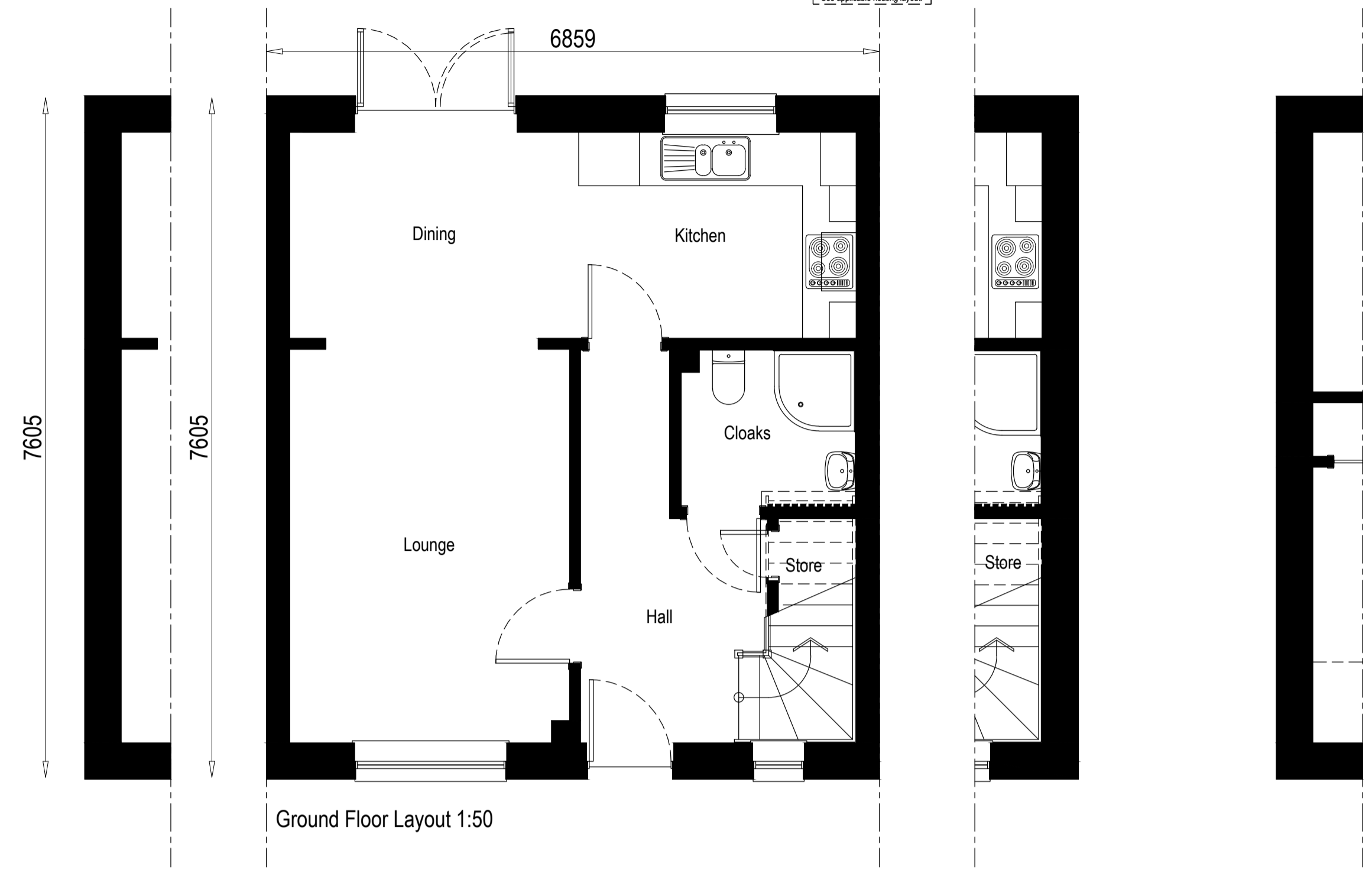
Project
 Alba House Type Range

Drawing
 Planning Submission Plans & Elevations

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|-------------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:50, 1:100 | Feb 2015 | GR | ST |

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| Drawing no. | Rev |
| 652/757cf(-)901 | F |

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|-----------|------|---------|----|-----|
| Revisions | | | | |

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Dallachy (as)

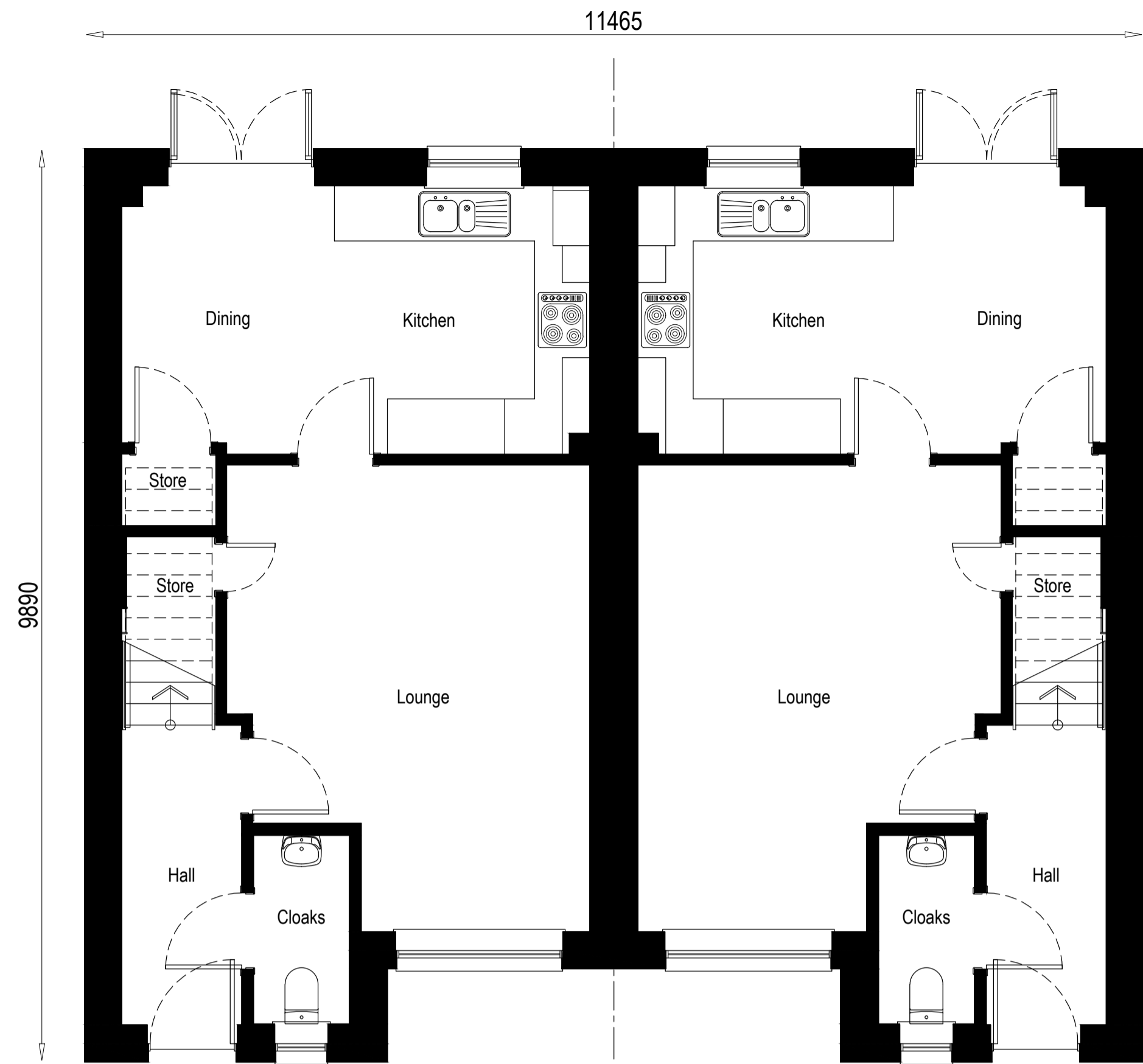
Project
Alba House type range

Drawing
Planning Submission Plans & Elevations

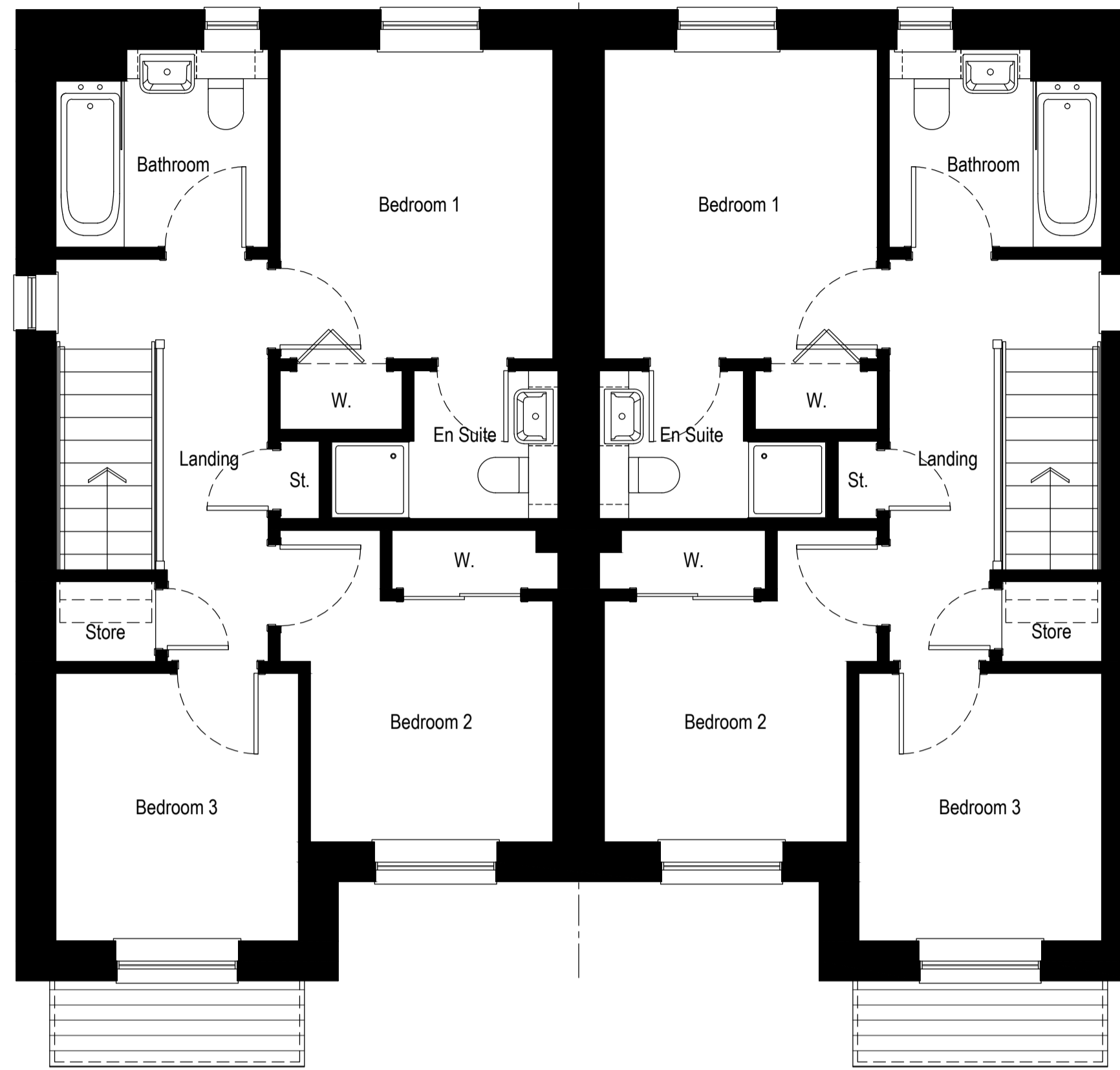
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|----------------------|------------------|----------------|-------------------|
| Scale 1:50, 1:100 | Date Apr 2016 | Drawn by GR | Checked by AJY |
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| Drawing no. 932te(AS)901 | Rev - |
|-----------------------------|----------|

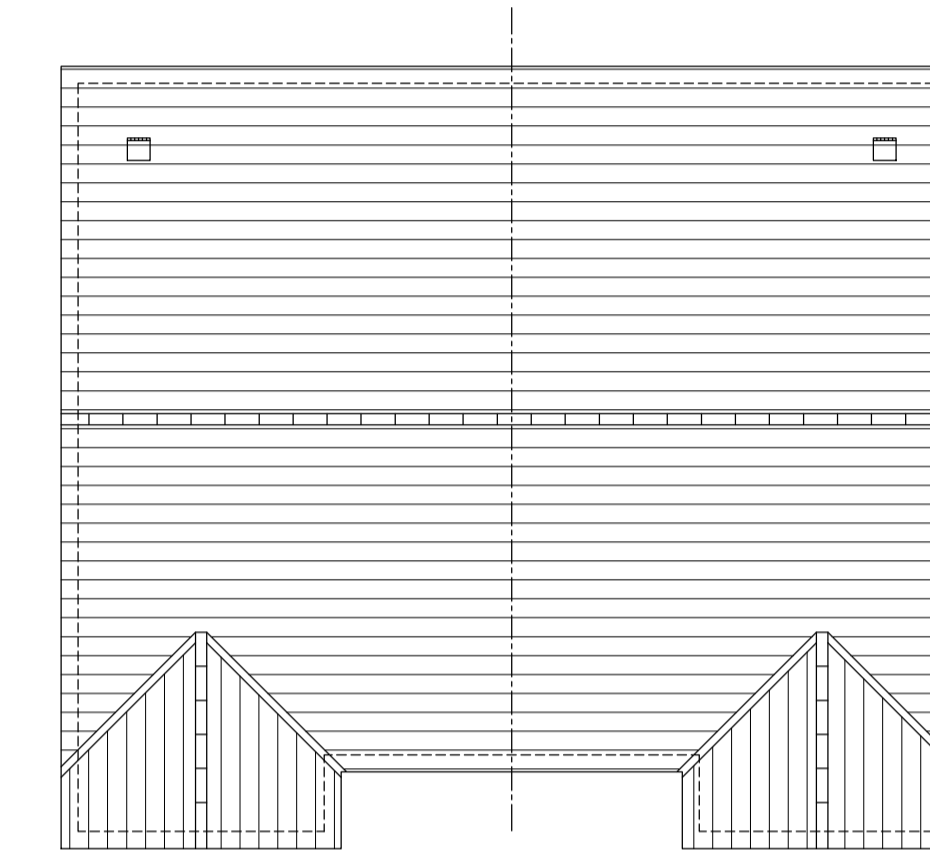
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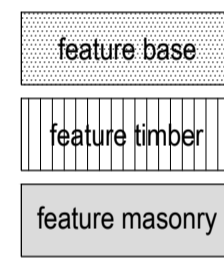
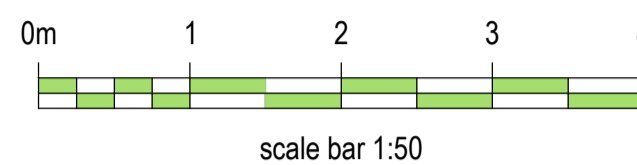
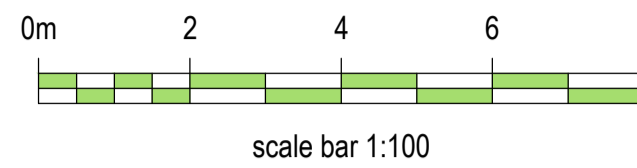
Ground Floor Layout 1:50



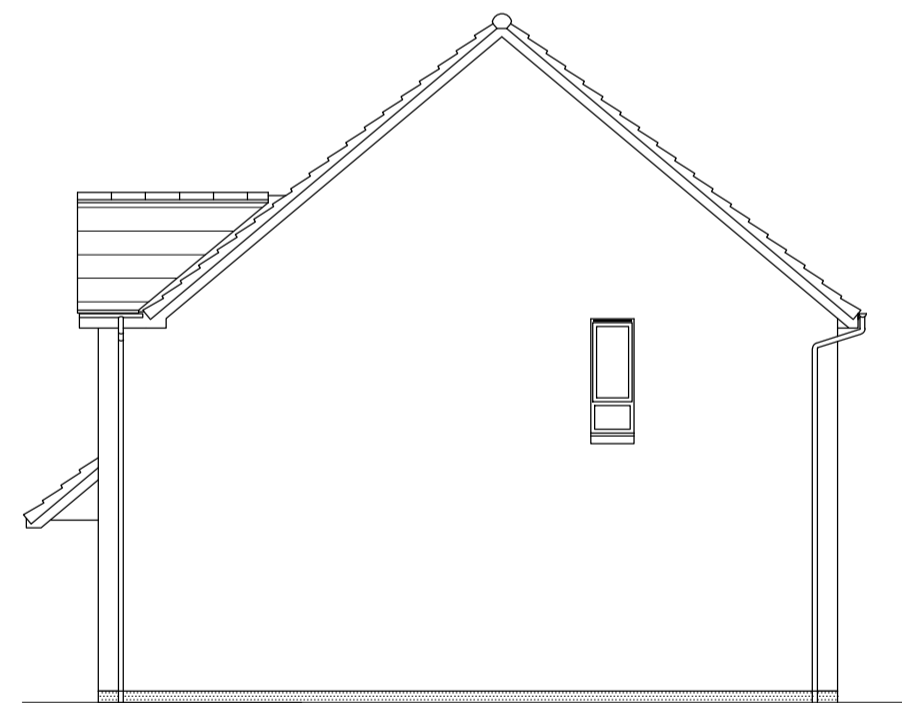
First Floor Layout 1:50



Roof Layout 1:100



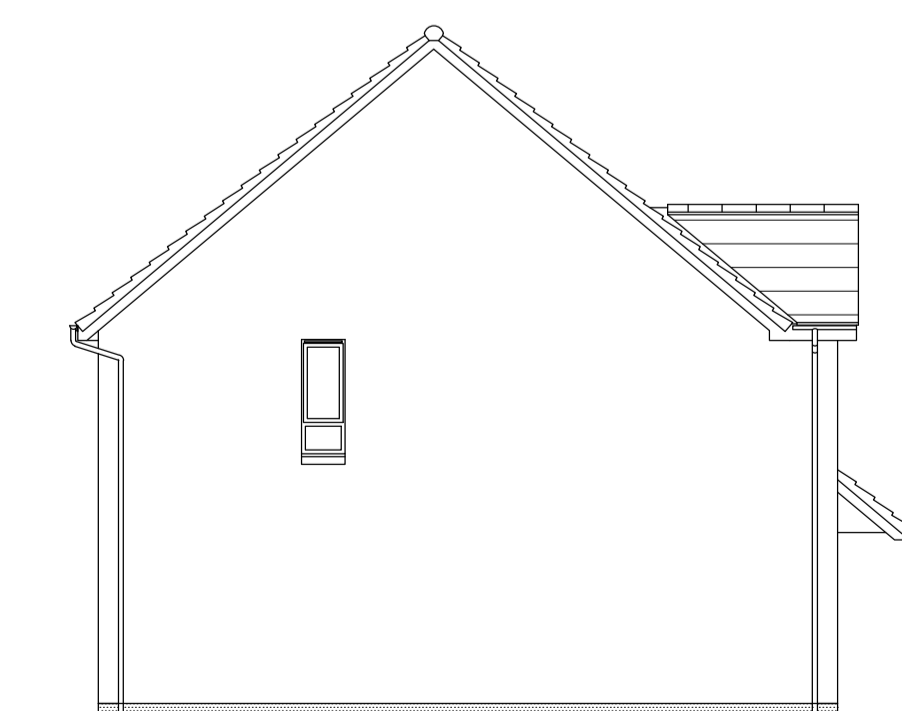
Front Elevation 1:100



Side Elevation 1:100



Rear Elevation 1:100



Side Elevation 1:100



Perspective Illustration NTS

| Rev. | Date | Remarks | By | Ch. |
|------|----------|---|----|-----|
| D | 04.07.17 | 3d illustration revised | JB | GR |
| C | 09.11.16 | Canopy indicated on plans and side elevations | GR | - |
| B | 07.11.16 | Scale bar revised | JB | GR |
| A | 04.05.16 | House type range added | JB | GR |

Revisions



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Ardmore

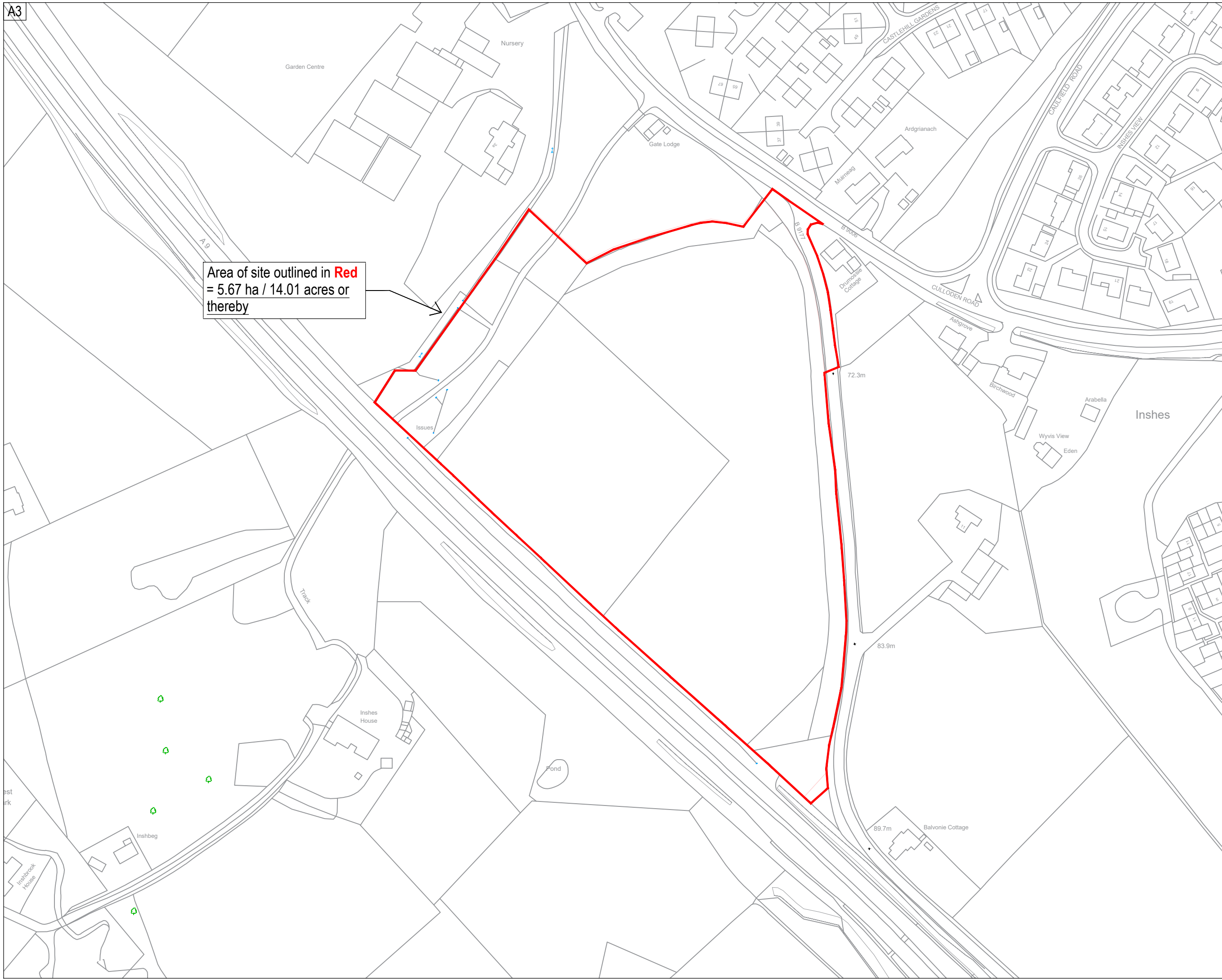
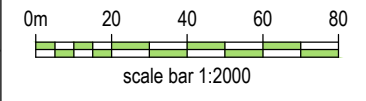
Project
 Alba House Type Range

Drawing
 Planning Submission Plans & Elevations

| Scale | Date | Drawn by | Checked by |
|-------------|----------|----------|------------|
| 1:50, 1:100 | Feb 2016 | GR | ST |

| Drawing no. | Rev |
|--------------|-----|
| 950sd(AS)901 | D |

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Area of site outlined in Red
= 5.67 ha / 14.01 acres or thereby

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|-----------|------|---------|----|-----|
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Email: info@springfield.co.uk

Larbert Office
Springfield House,
3 Central Park Avenue,
Larbert,
FK5 4RX

Tel: 01324 555 536
Fax: 01324 574 890
Email: larbert@springfield.co.uk

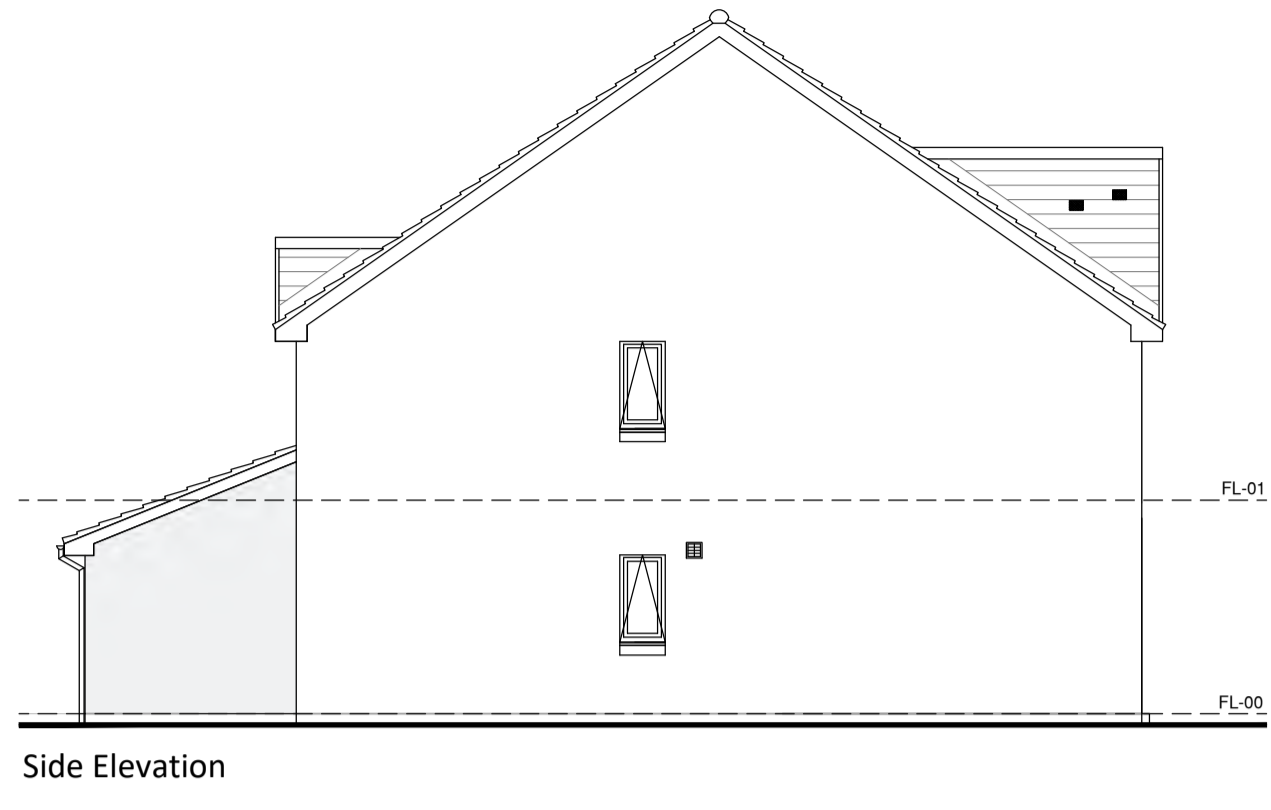
Project
**Easterfield
Inverness**

Drawing
Location Plan

| | | | |
|-----------------|------------------|----------------|------------------|
| Scale 1:2000 | Date Oct 2019 | Drawn by CS | Checked by BW |
|-----------------|------------------|----------------|------------------|

| | |
|------------------------------|-----|
| Drawing no. IN02_LP_PL_01 | Rev |
|------------------------------|-----|

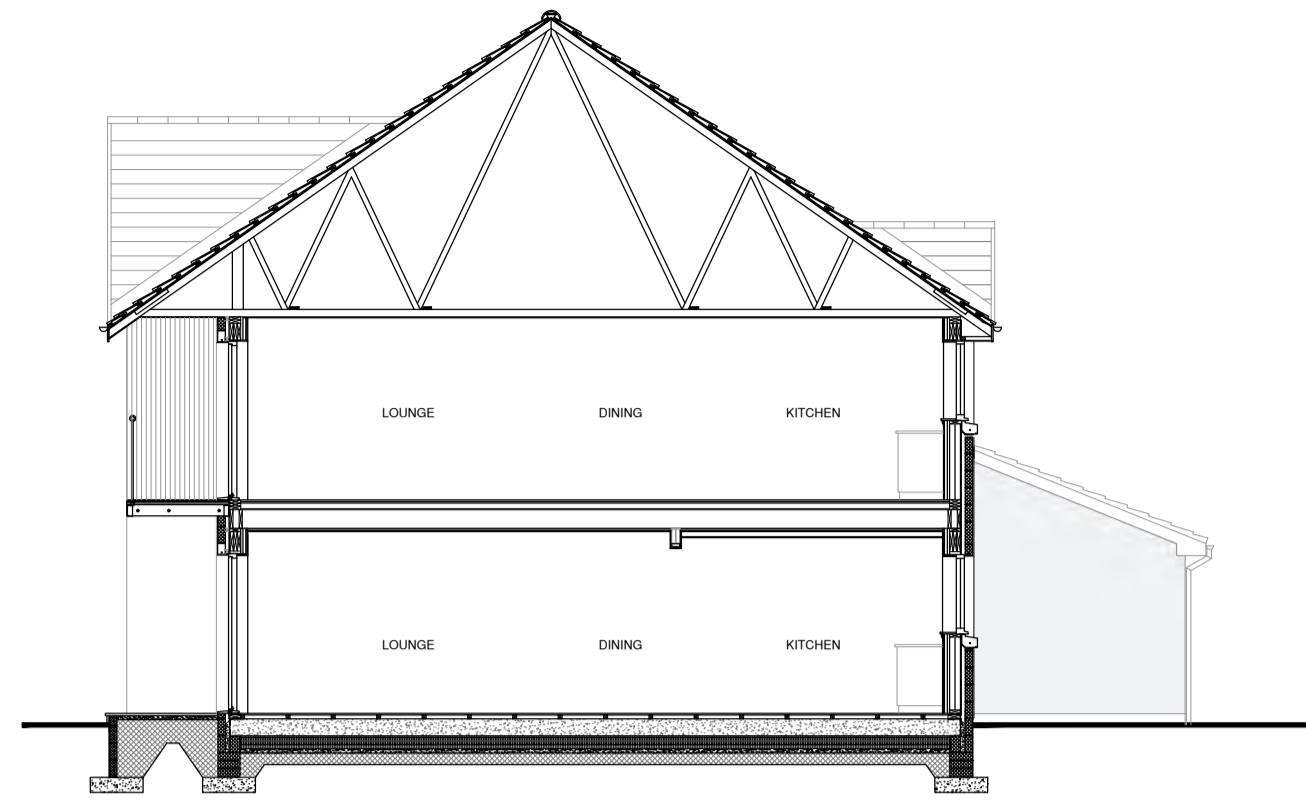
Important notes for clients / contractors
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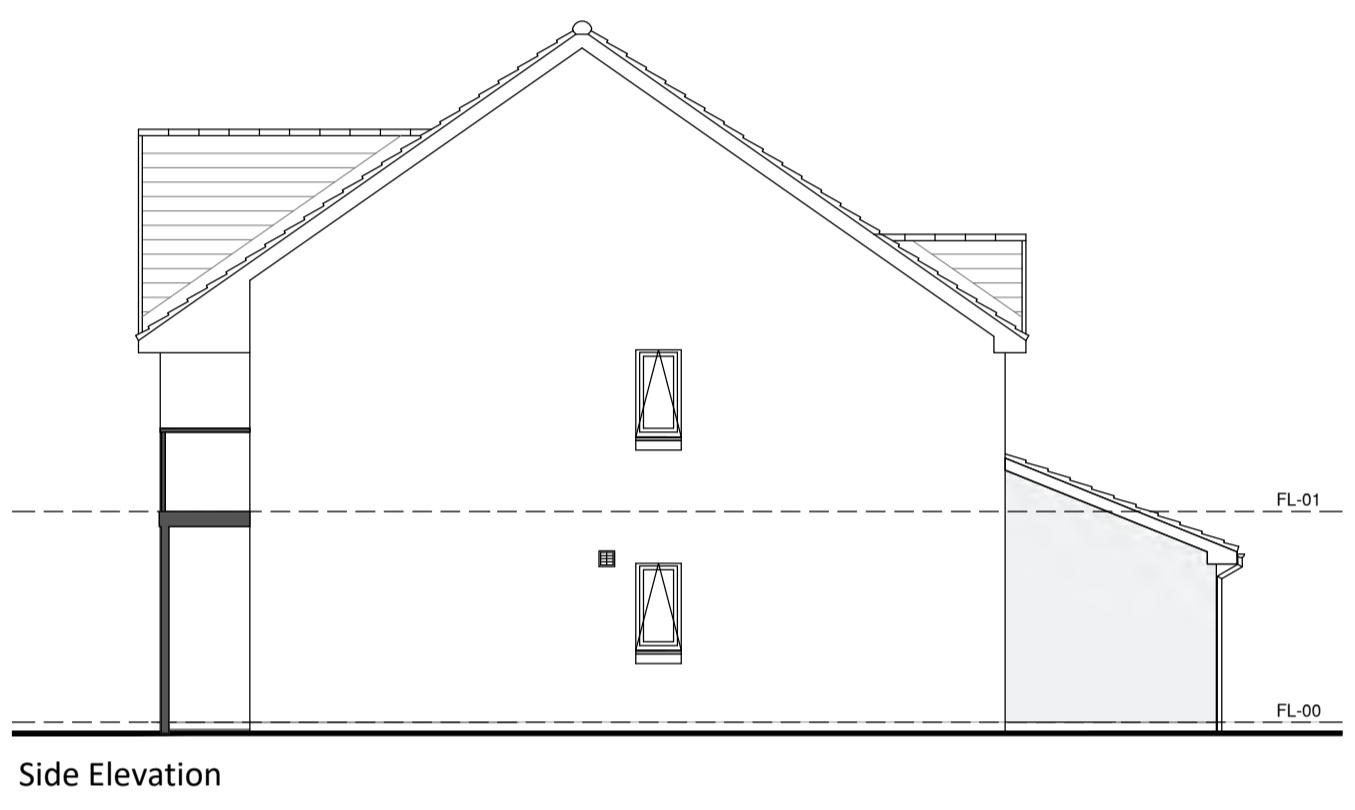
Side Elevation



Front Elevation



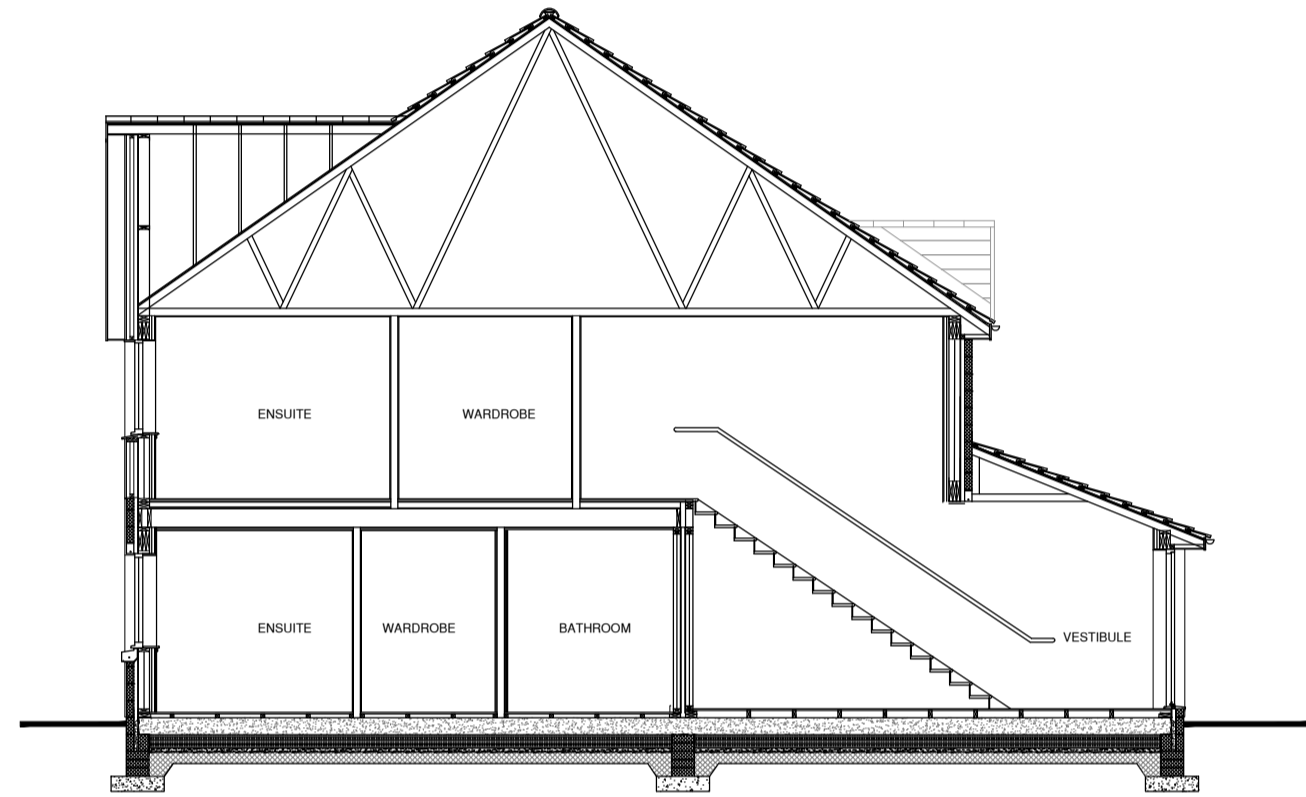
Section A-A



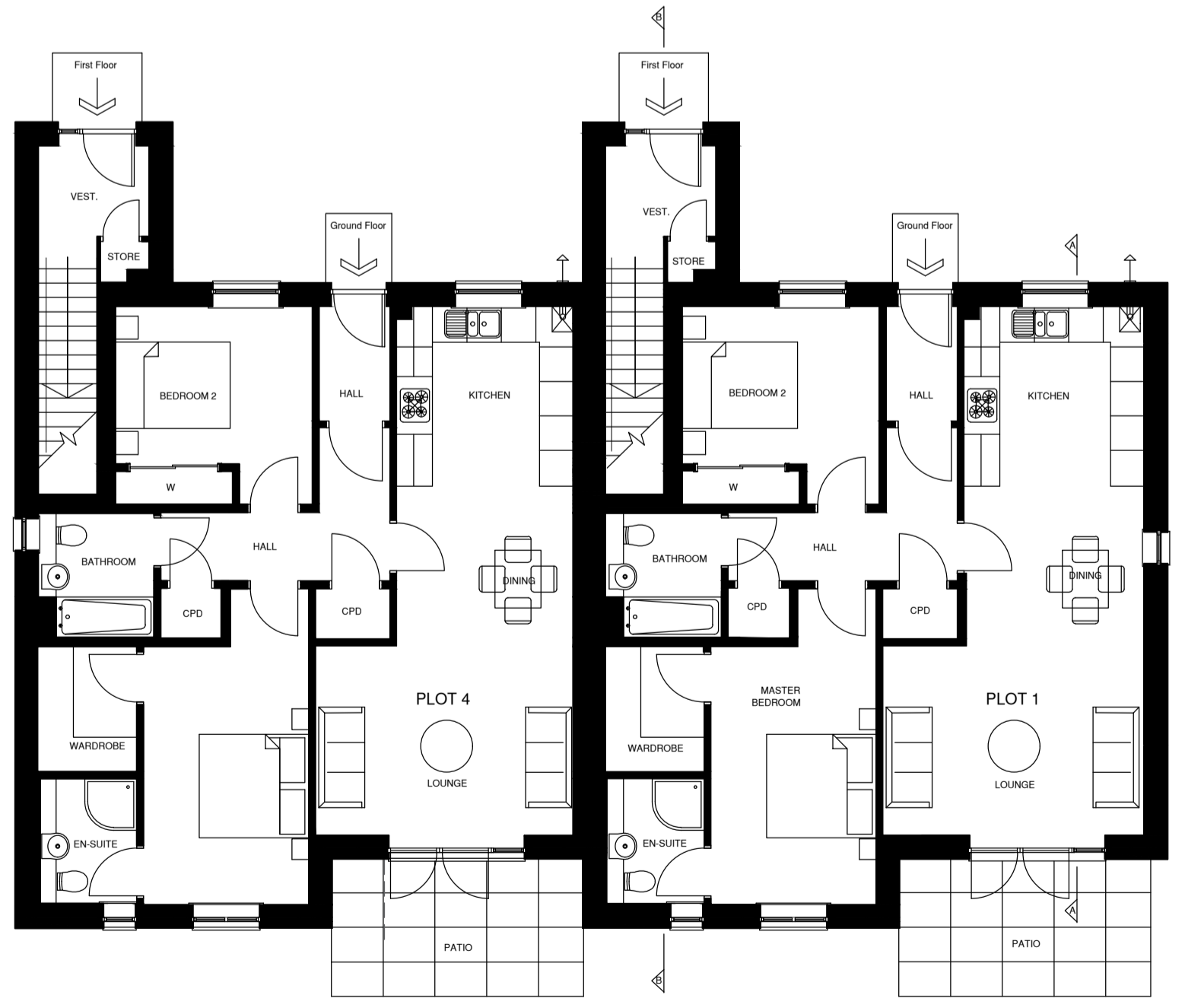
Side Elevation



Rear Elevation



Section B-B



Ground Floor Plan



First Floor Plan



3D Visual

| Rev | Date | Remarks | By | Ch. |
|-----------|------|---------|----|-----|
| Revisions | | | | |

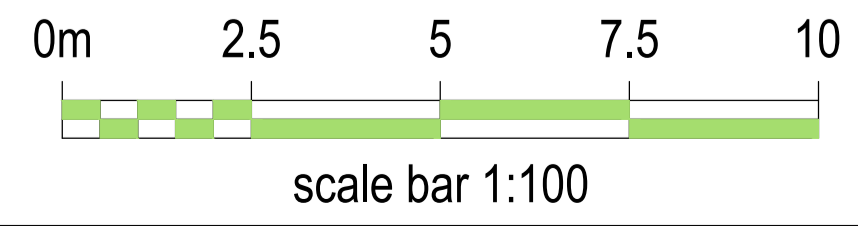


Springfield Properties Plc

| | |
|--|--|
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|--|--|

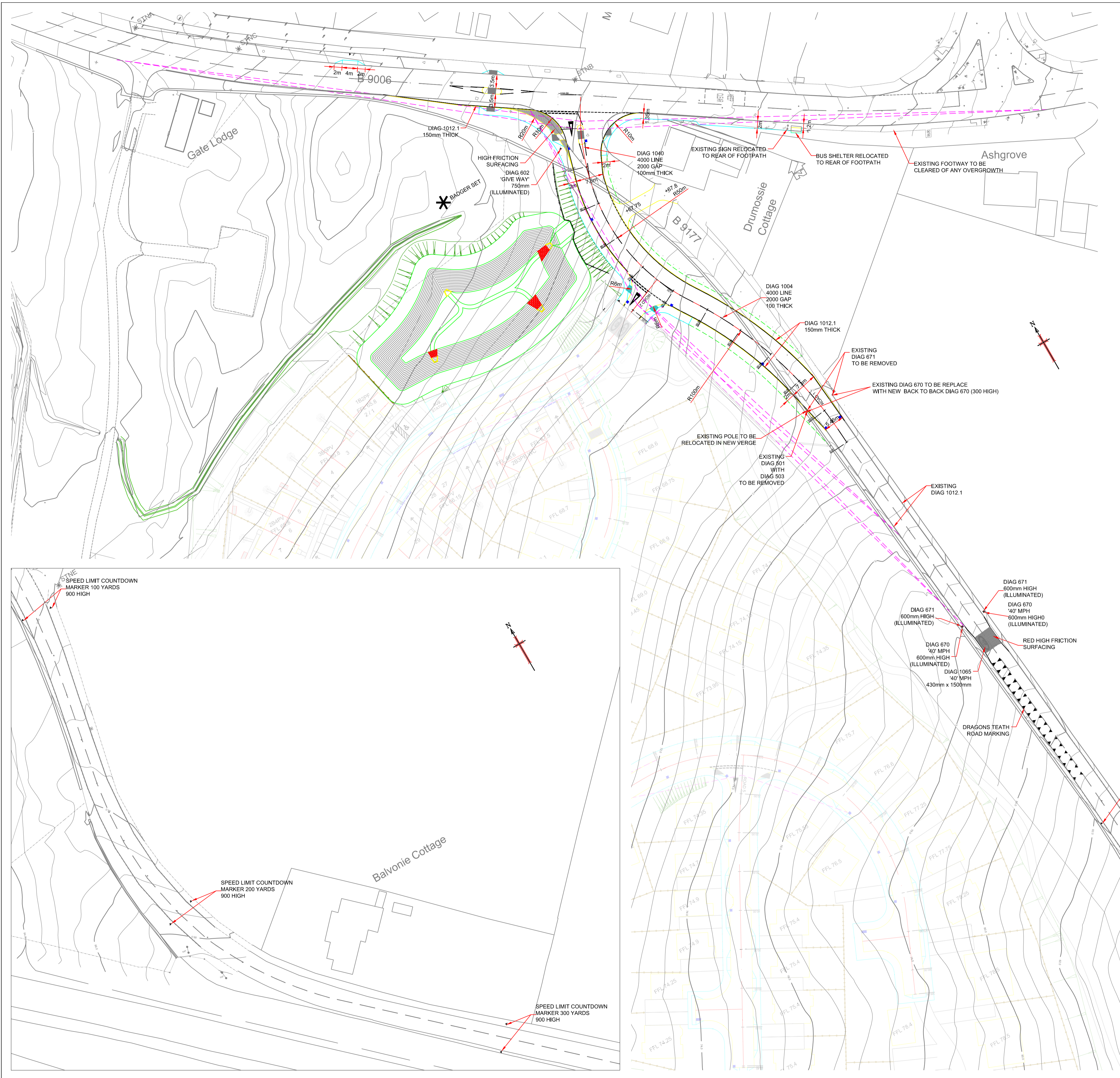
Project
IN02
Easterfield
Inverness

Drawing
Cottage Flats
Planning Drawing

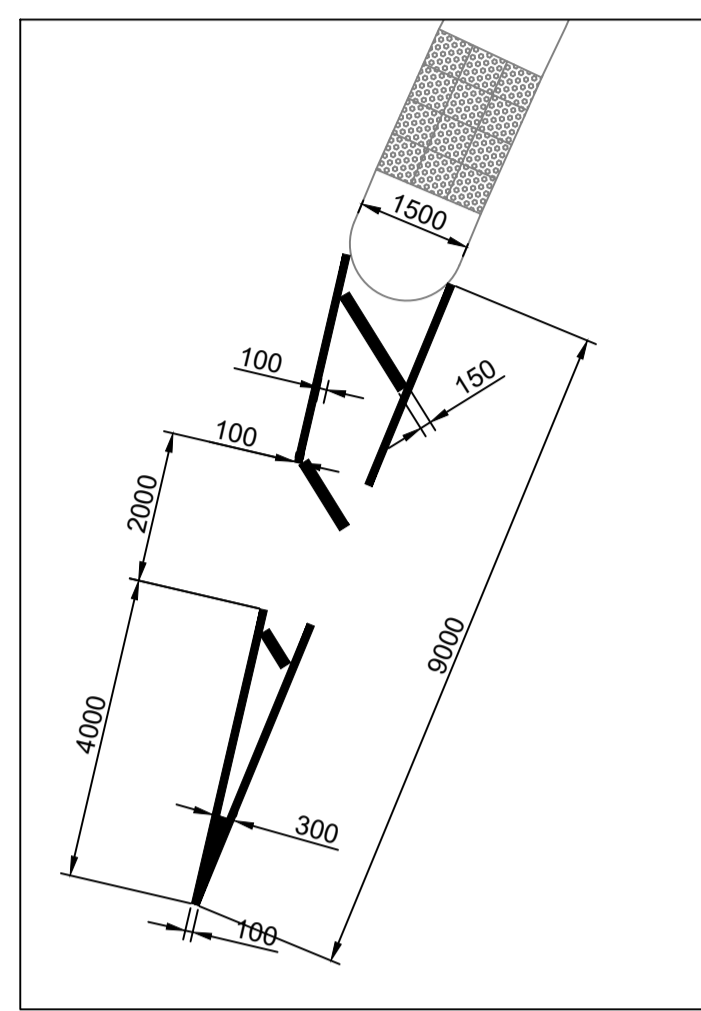


| Scale | Date | Drawn by | Checked by |
|-------|----------|----------|------------|
| 1:100 | Oct 2019 | CS | BW |

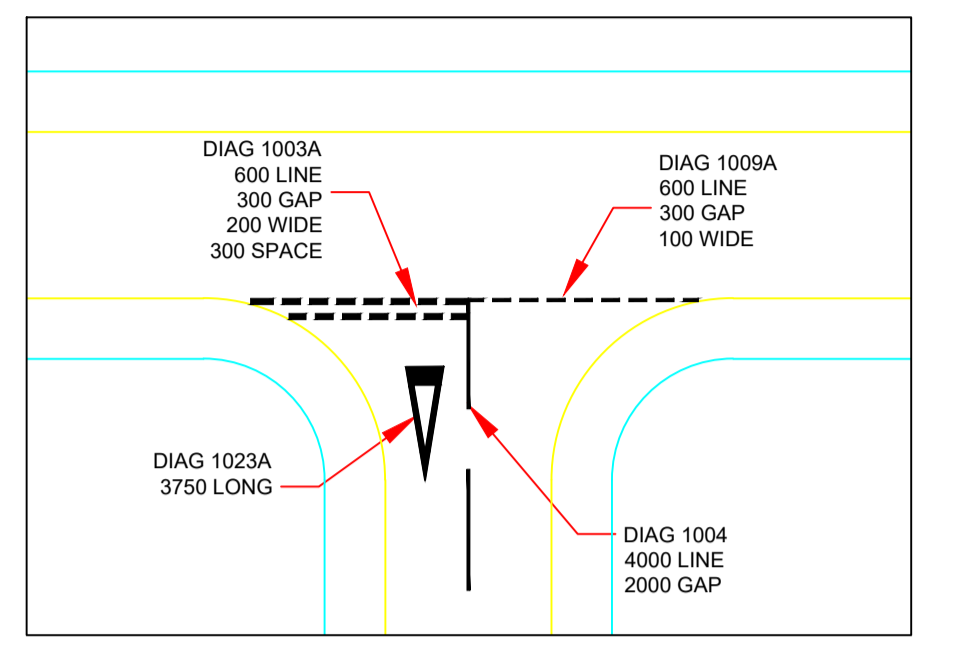
| Drawing no. | Rev |
|--------------|-----|
| IN02_PL_CF01 | |



- 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.



DIAG 1040 DETAIL
SCALE 1:100

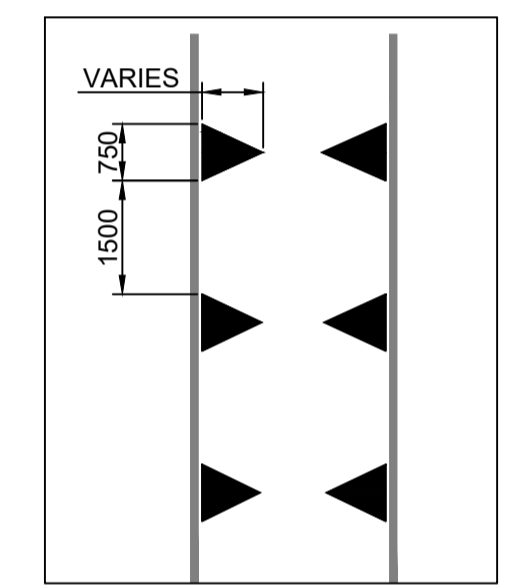


TYPICAL JUNCTION LINING DETAIL
SCALE 1:250

| 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 |

| SIGN MOUNTING HEIGHT (LOWER EDGE OF SIGN HEIGHT ABOVE CARRIAGEWAY) | |
|---|---------------------------|
| TYPE | HEIGHT |
| GIVE WAY (LOCATED ABOVE FOOTWAY) | 2300mm (ABOVE FOOTWAY) |
| 40 MPH - DIAG 670 (LOCATED WITHIN VERGE) | 1800mm |
| NAT. SPEED LIMIT - DIAG 671 (LOCATED WITHIN VERGE) | 1800mm |



DRAGON TOOTH MARKING DETAIL
SCALE 1:100

| Drawing No. 3337:301 | | Revision B | |
|--------------------------------|----------|----------------------|--|
| Revisions | Date | Drm. | |
| A LAYOUT REVISED | 01.03.19 | IM | |
| B HC COMMENTS INCORPORATED | 06.06.19 | IM | |

**APPROVAL
DRAWING**

DMPM

**JUNCTION UPGRADE
INSHES
INVERNESS**

ROAD LAYOUT

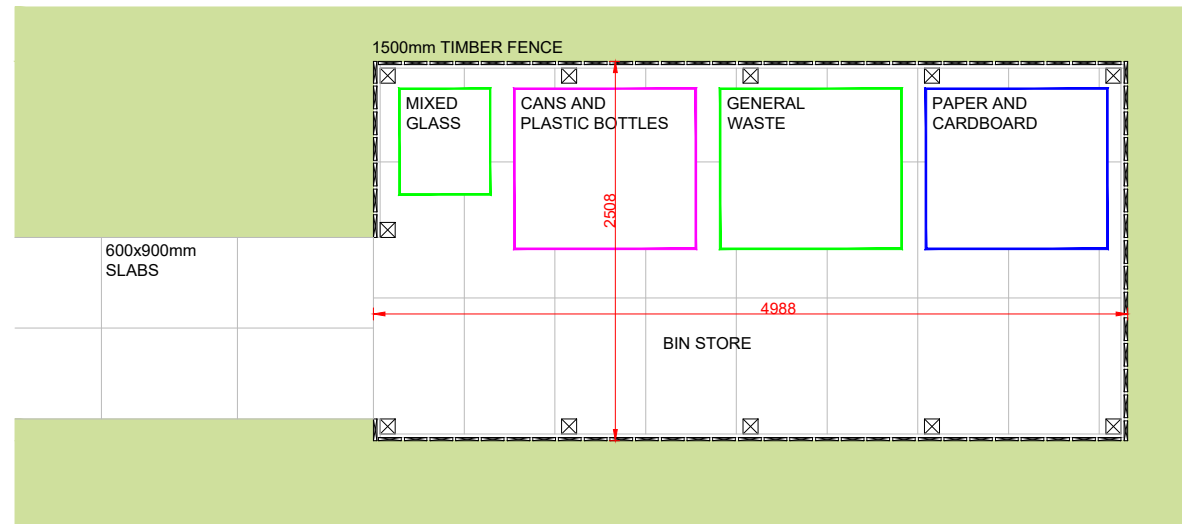
| | | |
|-------------------|----------------|-----------------|
| Drawn: IM | Ck'd: Date: | Scale: 1:500 |
| Date: Jan 2019 | Date: | DO NOT SCALE |

consulting engineers
hga

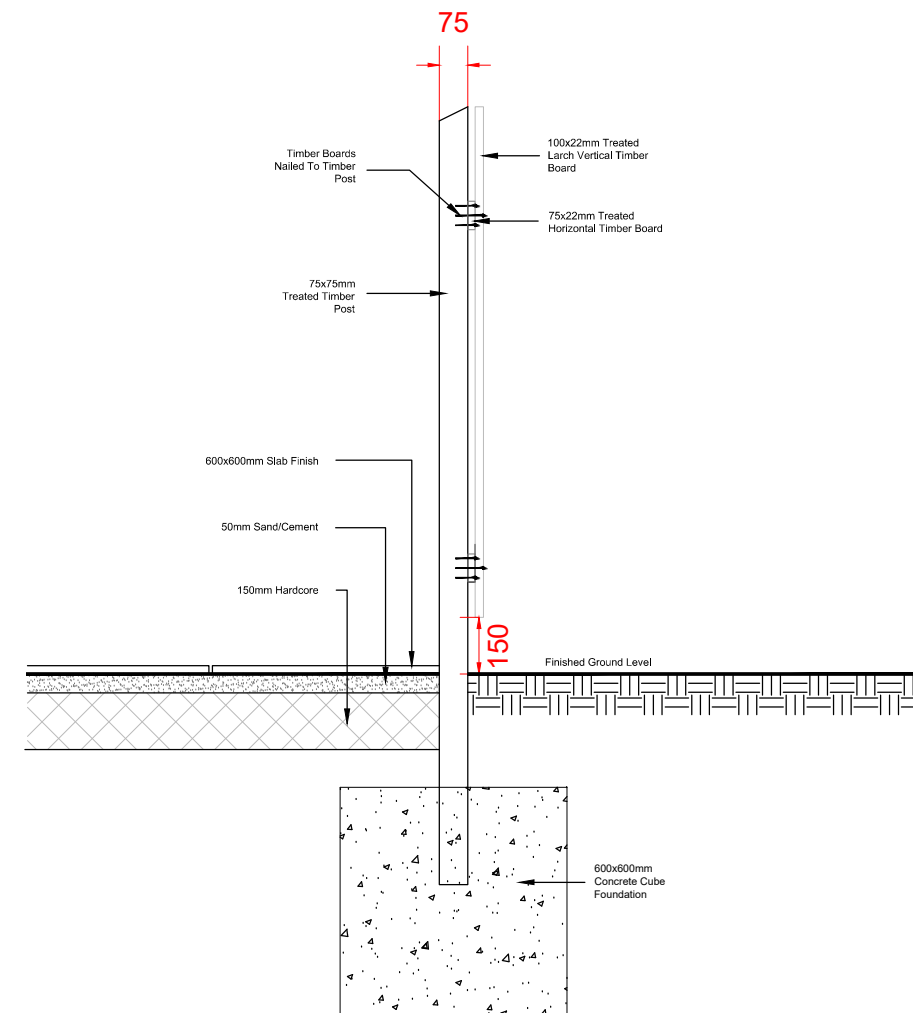
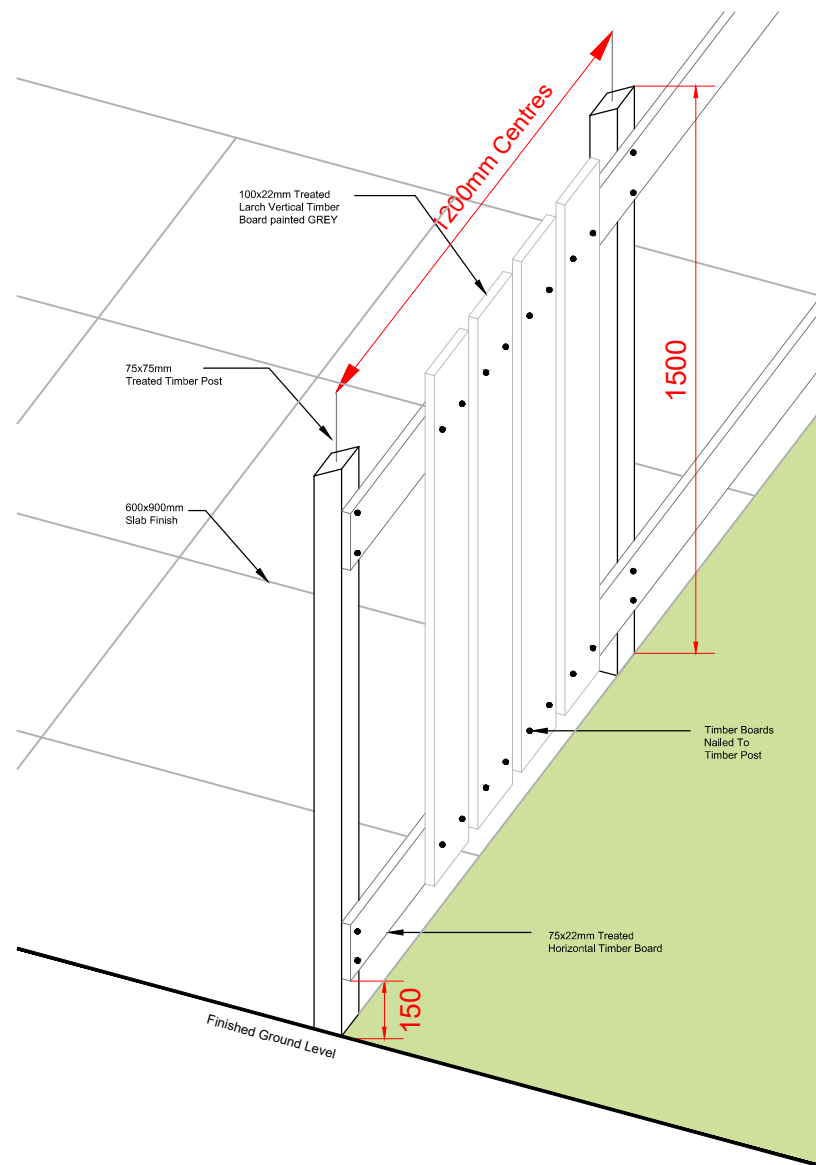
HGA(UK) Ltd
Darach House
Stoneyfield Business Park
Inverness IV2 7PA
T: 01463 221717
F: 01463 224275
email: hga@hgagroup.co.uk

| | | | |
|--------------------------------|--|----------------------|--|
| Drawing No. 3337:301 | | Revision B | |
|--------------------------------|--|----------------------|--|

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GENERIC BIN STORE LAYOUT



| Rev. | Date | Remarks | By | Ch. |
|-----------|------|---------|----|-----|
| Revisions | | | | |



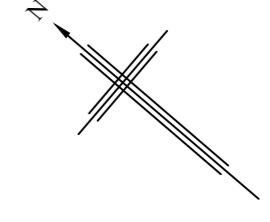
| | |
|---|---|
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|---|---|

Project
 Standard Details
 Externals




Drawing
 Bin Store
 Details and Layout

| | | | |
|-------------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:50 / 1:20 | 11/10/18 | SM | BW |

| | |
|-------------|-----|
| Drawing no. | Rev |
| BINSTORE_01 | - |



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-  Prospectively Adoptable Asphalt Roads
-  Prospectively Adoptable 2.0m Wide Asphalt Footpath
-  Prospectively Adoptable 2.0m Wide Verge



| | | | | |
|-----|----------|----------------------------|----|-----|
| Rev | Date | Remarks | By | Ch. |
| A | 31.03.20 | MINOR AMENDMENTS TO LAYOUT | MC | |

Revisions



Springfield Properties
Plc

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Springfield House,
3 Central Park Avenue,
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FK5 4RX

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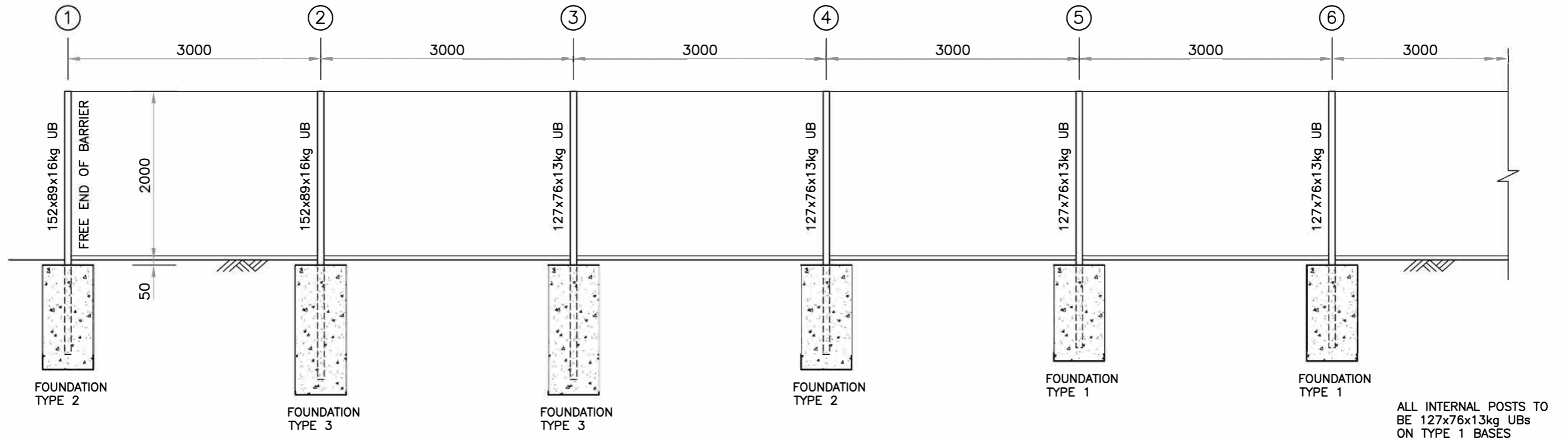
Easterfield

Project
Easterfield Farm
Inverness

Drawing
Proposed Adoption Layout

| | | | |
|-------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:250 | 30.01.20 | LS | TS |

| | |
|--------------|-----|
| Drawing no. | Rev |
| IN02-ENG-505 | A |



01,01 ELEVATION
AT ENDS OF NOISE BARRIERS

SCHEDULE OF POSTS

| POST REF | POST SIZE |
|-----------|----------------|
| 1 & 2 | 152x89x16kg UB |
| 3 ONWARDS | 127x76x13kg UB |

SCHEDULE OF BASE SIZES

| BASE REF | CIRCULAR | SQUARE |
|----------|---|---|
| TYPE 1 | MASS CONCRETE 600mm DIA CIRCULAR DEPTH 1200mm | MASS CONCRETE 600x600mm SQUARE DEPTH 800mm |
| TYPE 2 | MASS CONCRETE 600mm DIA CIRCULAR DEPTH 1300mm | MASS CONCRETE 600x600mm SQUARE DEPTH 900mm |
| TYPE 3 | MASS CONCRETE 600mm DIA CIRCULAR DEPTH 1700mm | MASS CONCRETE 800x800mm SQUARE DEPTH 1200mm |

GROUND CONDITIONS:

TOP 250mm OF GROUND ASSUMED TO BE UNCONSOLIDATED TOPSOIL

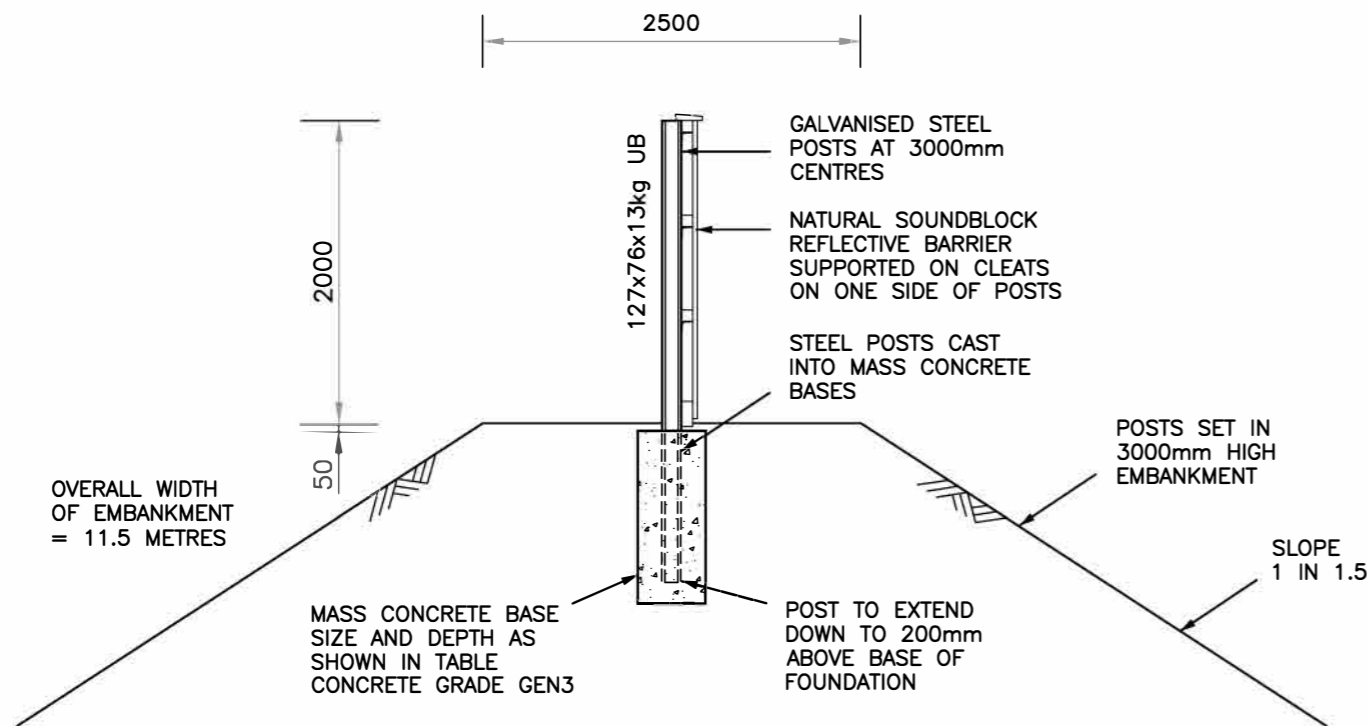
BENEATH TOPSOIL, EMBANKMENT ASSUMED TO BE WELL COMPACTED TO EQUIVALENT STRENGTH OF UNDISTURBED SOIL

TOP OF CONCRETE BASE TO BE APPROX 50mm BELOW FINISHED GROUND LEVEL

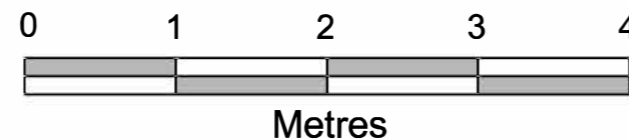
NOTES:

ALL STEEL COLUMNS AND FIXINGS TO BE GALVANISED

STEEL COLUMNS TO EXTEND DOWN TO 200mm ABOVE BOTTOM OF CONCRETE FOUNDATIONS



01,02 TYPICAL SECTION
NOISE BARRIER POSTS



| | | | |
|---|--|----------|-----------|
| Gramm Barrier Systems Ltd | | Date. | 10-12-19 |
| | | Made by. | RGK |
| | | Checked. | |
| Project: EASTERFIELD FARM, INVERNESS | | Scale. | 1:50 |
| Drawing: 2m HIGH ACOUSTIC BARRIER | | Drg No. | 19161-01A |

Important notes for clients / contractors
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2m



Acoustic Barrier Elevation from A9 facing development

2m



Acoustic Barrier Elevation from development facing A9

| Rev. | Date | Remarks | By | Ch. |
|-----------|------|---------|----|-----|
| Revisions | | | | |



| | |
|---|---|
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|---|---|

Project
 Easterfield
 Inverness

Drawing
 Acoustic Barrier
 Elevations

| | | | |
|-------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:50 | Feb 2020 | CS | BW |

| | |
|------------------------------|-----|
| Drawing no. IN02_PL_AB_01 | Rev |
|------------------------------|-----|

LANDSCAPE PLAN- PHASING



General Notes

Landscape Phasing Schedule:

- Phase 1**
 Landscaping throughout affordable housing, SUDS, Acoustic Buffer & Woodland Path
 Completion date: Prior to first handover of affordable units
- Phase 2**
 Front & Rear garden areas affordable housing. Completion date: To be completed in accordance with construction schedule
- Phase 3**
 All remaining communal landscape areas. Completion date: Prior to first handover of units 31-60
- Phase 4**
 Front & Rear garden areas units 31-60. Completion date: To be completed in accordance with construction schedule
- Site Boundary**



| | | |
|-------|--------------------------------|----------|
| Rev A | Updated to include entire site | 28.07.20 |
| No. | Revision/Issue | Date |

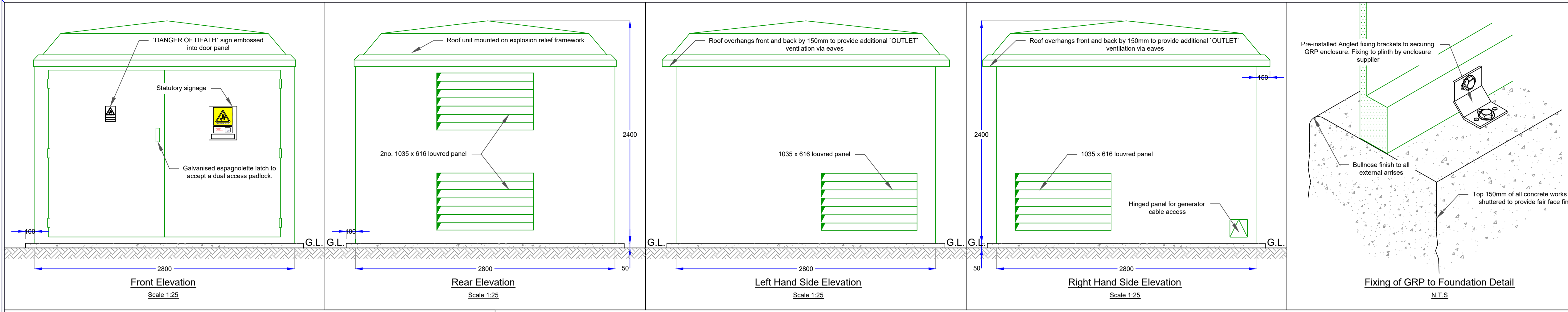
Firm Name and Address

Urban-Arb LLP
 Dolphin Cottage
 11 The Muir
 Bogmoor
 Spey By
 Fochabers
 Moray IV32 7PN
 www.urban-arb.com

Project Name and Address

18/05597/FUL
Erection of 60 houses
at Esterfield
Inverness

| | |
|---------------------|---------------|
| Project | Sheet |
| Phasing Plan | 1 of 1 |
| Date | |
| 28.07.2020 | |
| Scale | |
| 1:1000@A1 | |



Specification Notes:
ALL BUILDERSWORK TO BE PROVIDED BY CLIENTS DEVELOPER / BUILDER UNLESS EXPRESSLY STATED OTHERWISE.

General Notes:
 For the attention of the developer / builder general. No commencement of any builders work should take place prior to design Approval from EAN.
 a. This drawing should not be scaled and no variations to the stated dimensions or materials specified will be permitted without prior written consent from EAN.
 b. Contractors are required to install locks and fittings that will accept standard EAN padlocks. (padlocks supplied by EAN) to enable ready access at all times. No obstruction to the route to the Substation / Switchroom will be permitted at any time.
 c. The running of heating, gas, water and any other service pipes through or under the Substation will NOT be permitted.
 d. EAN will not allow and installation of equipment until all building work is completed and approved by the EAN building officer.
 e. It is the responsibility of the principle contractor to ensure all measurements on site are correct and any discrepancies are to be reported to EAN.
 f. In the event of building works, (i.e. scaffolding) affecting the permanent plant access arrangements; then the developer is to liaise with EAN to agree alternative methods of access to EAN specifications at the developer cost.

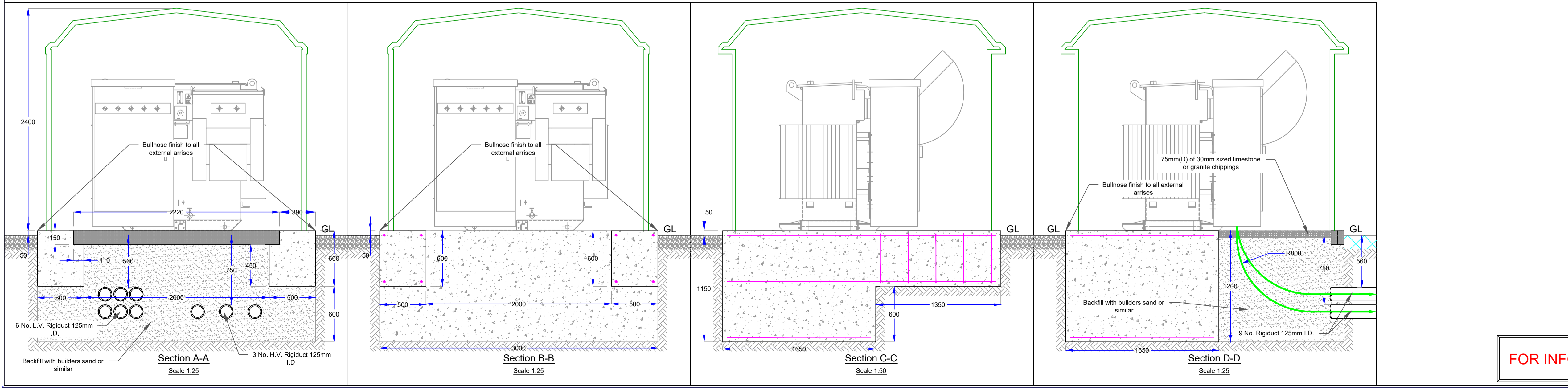
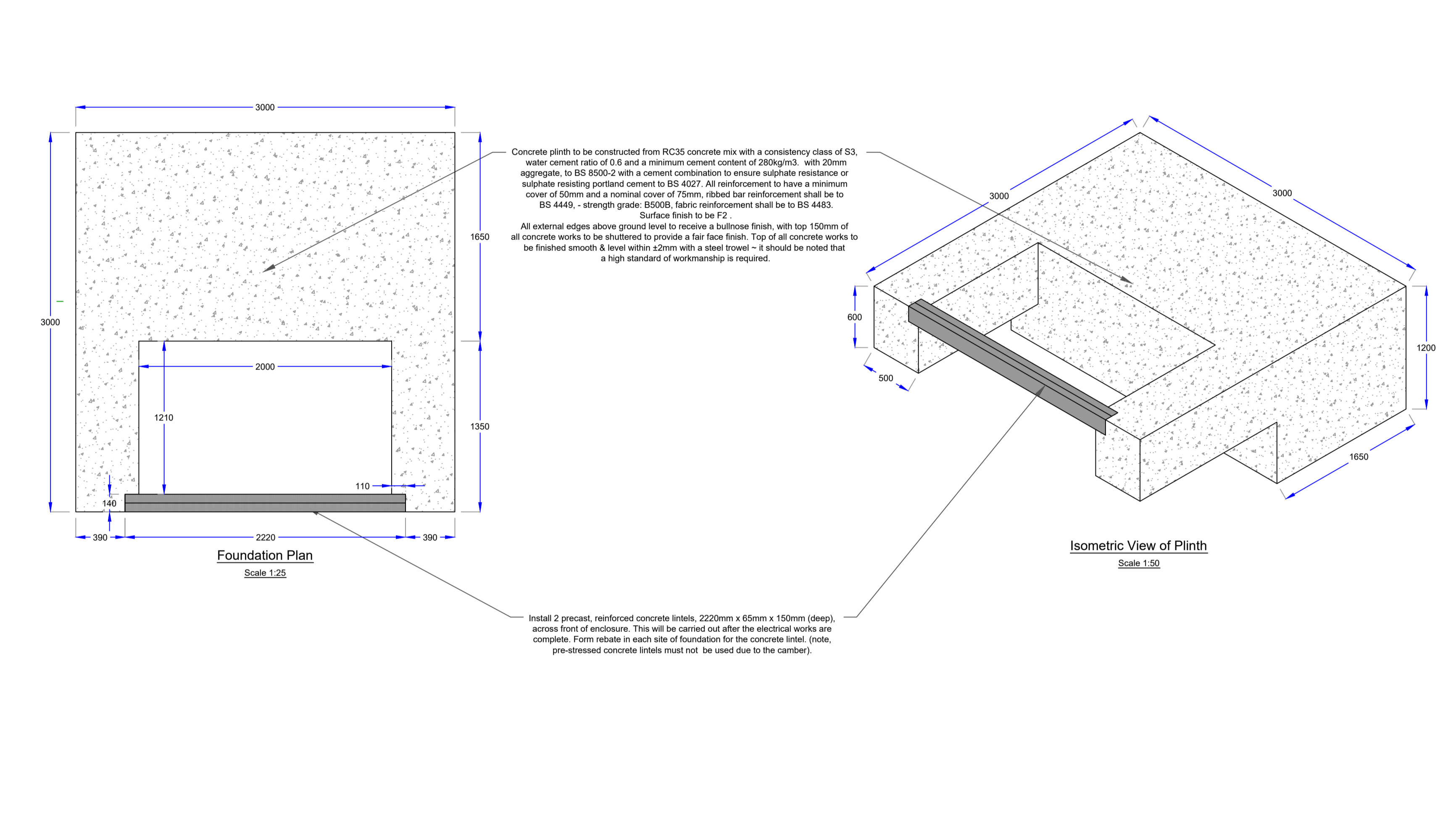
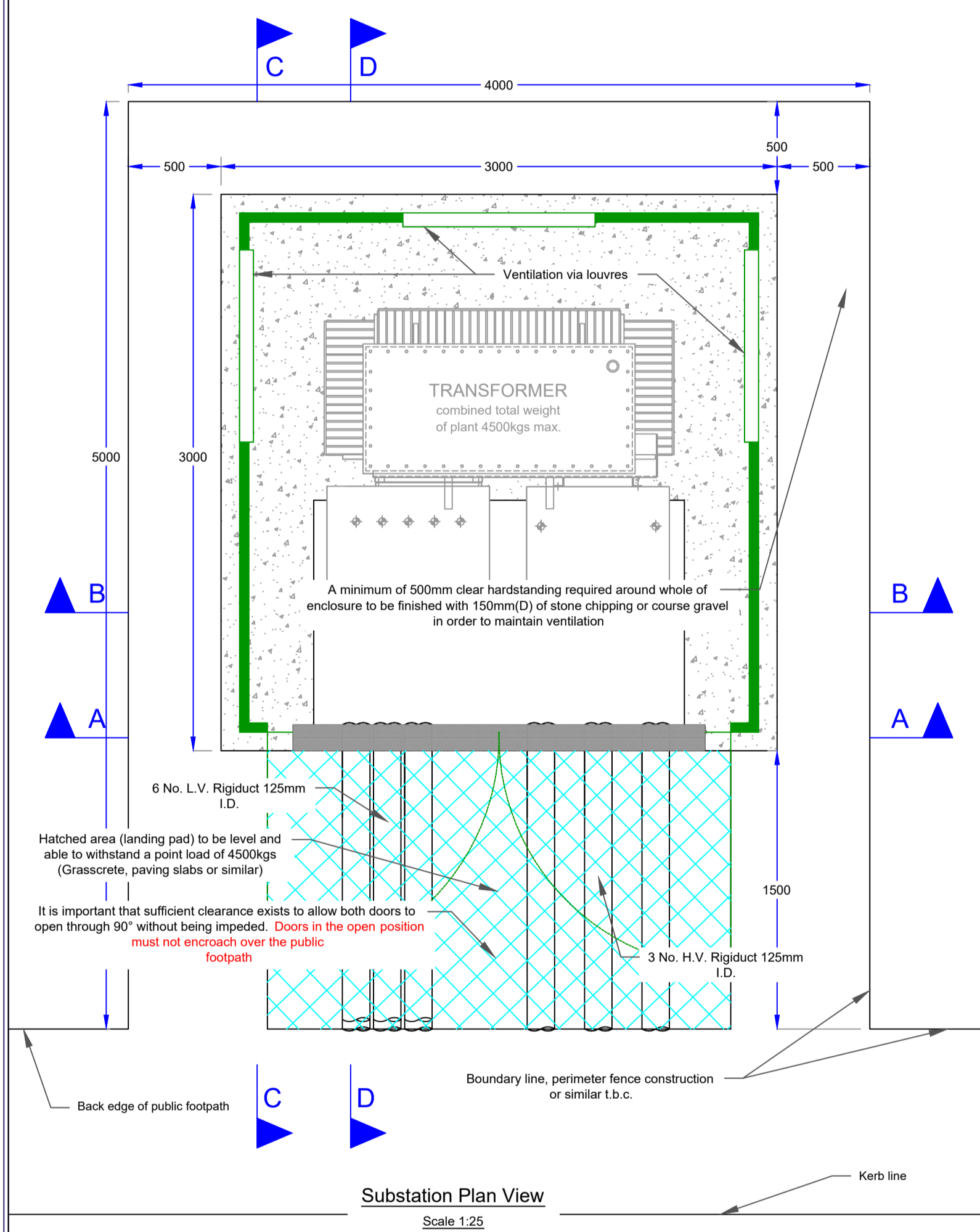
Substation Location:
 It is important that the position and orientation of the substation is discussed and agreed with EAN prior to the commencement of any building works on site.
 Substations should be located 7000mm (min) from occupied buildings to minimize the potential risk of noise, vibration and fire spread to / from the Substation.
 24 hour unimpeded EAN personnel access is required at all times, 365 days of the year. Any doors or gates on the access route are to be locked via EAN dual lock system.
 Access via 24hr security is unacceptable.
 Consideration is to be given at the design stage if adjacent soft landscaping is proposed - planting schemes must allow adequate provision for future plant growth without compromising access or ventilation through doors and louvers.
 Substation doors must not encroach over public footpath.
 NOTE: This design is not suitable if located within 10m of a watercourse or within 50m of a borehole - use the fully bundled variant for these locations.

Foundations, Concrete & Reinforcement:
 The standard design shown is based on a safe allowable ground bearing capacity of 25kN/m²; this is considered adequate for normal ground conditions, should special site conditions exist such as made up ground or variable bearing pressures then the client's structural engineer is to design suitable alternative foundations - all alternative proposals to be submitted to EAN For Approval prior to building works commencing on site.
 Local soft spots must be excavated and brought up to foundation formation level with a designated GEN1 mix to BS 8500-2 with a cement combination to ensure sulphate resistance or sulphate resisting portland cement to BS 4027.
 Concrete plinth to be constructed from RC35 concrete mix with a consistency class of S3, water cement ratio of 0.6 and a minimum cement content of 280kg/m³, with 20mm aggregate, to BS 8500-2 with a cement combination to ensure sulphate resistance or sulphate resisting portland cement to BS 4027.
 All reinforcement to have a minimum cover of 50mm and a nominal cover of 75mm, ribbed bar reinforcement shall be to BS 4449, - strength grade: B500B, fabric reinforcement shall be to BS 4483. Surface finish to be F2.
 All external edges above ground level to receive a bullnose finish, with top 150mm of all concrete works to be shuttered to provide a fair face finish. Top of all concrete works to be finished smooth & level within ± 2 mm with a steel trowel - it should be noted that a high standard of workmanship is required.

GRP Enclosure:
 Unless otherwise stated, the standard EAN GRP enclosure will be installed.
 The total weight of standard EAN enclosure is 585Kgs.
 Roof is supplied as single moulding incorporating encapsulated timber: total roof load 2.5kN/m². Roof is mounted on explosion relief framework with mountings, encapsulated and bonded into the corners of the enclosure, the roof is capable of rising 1m and returning to normal position.
 Doors hung on a pair of 1 1/2" stainless steel butt hinges.
 Doors fitted with door stays to hold each door open at 90°.
 Espagnolette locking system - secured by EAN standard padlock - provided by EAN.
 The threshold section below the doors is removable to facilitate plant movement.
 Ventilation is via high and low level louvred panels in sides and rear of GRP enclosure.
 Louvers must not be obstructed at any time.
 A minimum clear area of 500mm handstanding is required around the GRP enclosure.
 Standard exterior colours are mid brown 08-B-25 or dark green 14-C-39 to BS 4800.
 The enclosure is delivered fully assembled - flat pack option is available at special request.

Ducts & Cable Access:
 9no. 125mm internal diameter twin walled high density polyethylene rigid ducts to ESI 12-24, laid flat & level, eg. Rigiduct, CDS Rise or similar.
 The exact duct entry positions are shown on the drawing.
 Groundwork for cable entry to be fully excavated and backfilled after cable installation by developer.
 Where the developer builds the plinth, it is their responsibility to backfill the void around the cables under EAN supervision.

Earthing:
 A dedicated earthing system is required to be supplied, see earth system for full details.
 NOTE: The small power and lightning requirement can be provided via the L.V. cabinet or alternatively, wall mounted small power and lightning will be required.



| REV | AMENDMENT | BY | DATE |
|-----|----------------------------------|------|----------|
| A | SPBL Removed to JT & AB Comments | B.T. | 05.06.17 |
| B | Rebranding to EAN | LD | 06.12.17 |

ENERGY NETWORKS
assets | **EVERYTHING CONNECTS**

12 SKETTY CLOSE, CASWELL ROAD,
 BRACKMILLS INDUSTRIAL ESTATE,
 NORTHAMPTON, NN4 7PL

TITLE:
Non-banded GRP Substation
 General Arrangement
 EAN/DNO

| | | |
|---------------|------------------|--------------------------------|
| SCALE @ A1 | DRAWN BT | DESIGNED AB |
| CHECKED JT | AUTHORISED AB | FIRST ISSUE DATE 27.02.2017 |

TO BE READ IN CONJUNCTION WITH

| | |
|---------------------------------|-----------------|
| DRAWING NO: EAN-D-008 | REV B |
|---------------------------------|-----------------|

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FOR INFORMATION



Detailed Site Compound Layout
Not to scale

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- Key
- Application Boundary
 - Affordable Boundary
 - Pedestrian Access
 - Vehicular Access
 - Parking
 - - - Storage Area
 - - - Site Compound (heras fencing)
 - Office
 - Toilet
 - Welfare
 - Store
 - Fire Assembly Point
 - First Aid

| Rev | Date | Remarks | By | Ch. |
|-----|----------|--|----|-----|
| G | 27.08.20 | Haul Road Updated | MC | BW |
| F | 14.08.20 | Compound area reduced further | CS | BW |
| E | 06.08.20 | Compound area reduced from 5,700sqm | BC | BW |
| D | 06.08.20 | Construction access and compound revised | BC | BW |
| C | 22.01.20 | Construction access to site revised | BC | CS |
| B | 21.01.20 | Construction access to site revised | BC | BW |
| A | 23.10.19 | Entrance wall information added | CS | BW |



Springfield Properties Plc

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|--|--|
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|--|--|

Project
Easterfield
Inverness

Drawing
Site Plan
Traffic Management Plan

| | | | |
|------------|----------|----------|------------|
| Scale | Date | Drawn by | Checked by |
| 1:1500/NTS | Sep 2019 | BC | BW |

| | |
|-------------|-----|
| Drawing no. | Rev |
| IN02_TMP_01 | G |

Site Layout
Scale: 1:1500