

Agenda Item	6.1
Report No	PLS-56-23

HIGHLAND COUNCIL

Committee: South Planning Applications Committee
Date: 04 October 2023
Report Title: 22/02306/PIP: Davall Developments Ltd
Land 230M SW of The Ranch, Inshes, Inverness
Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Residential development of 165 houses and associated infrastructure
Ward: 19 – Inverness South
Development category: Major
Reason referred to Committee: Major Development, Community Council objection, and timeous objections from more than 5 properties.

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 **GRANT** the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

- 1.1 The application is for planning permission in principle for a residential development of 165 houses and associated infrastructure and services on land at Inshes Farm, Inshes, Inverness.
- 1.2 The application includes indicative proposals for mostly detached and some semi-detached houses although details of the final housing mix, layout, and design would be determined through submission of an application for matters specified in conditions. The indicative site layout plan makes provision for two vehicular and foot/cycle path access points into the development site at Dell of Inshes Road and Copperwood Drive, footpath provision, landscaping, amenity areas, a wildlife corridor, and a surface water drainage basin.
- 1.3 The applicant did not utilise the Council's pre-application consultation service.
- 1.4 The application is supported by the following Supporting Information:
- Design and Access Statement;
 - Drainage Impact Assessment;
 - Ecological Impact Assessment;
 - Flood Statement;
 - PAC Report;
 - Scoping Report;
 - Supporting Statement;
 - Transport Assessment.
- 1.5 Variations:
- The Indicative Site Layout Plan has been amended to show:
1. Looping internal roads as amended from cul-de-sacs.
 2. A revised main access at Dell of Inshes Road to demonstrate its capacity for road improvements including roadside drainage.
 3. A second access and egress link with Copperwood Drive to comply with Designing Streets.
 4. An enlarged SUDs attenuation pond at the northern edge of the application site.

2. SITE DESCRIPTION

- 2.1 The application site forms 9.8 ha of undeveloped agricultural land at Wester Inshes Farm in South Inverness. The site falls within the Inverness Settlement Development Area with the northern half of this site, 4.8 ha, being allocated for residential development (IMFLDP allocation IN46) while the rest of the site is 'grey land' with no site specific allocations or policies.
- 2.2 The site is bound along the northwest boundary and to the south by residential development. The sites eastern boundary is defined by the Dell of Inshes Road, which provides the current access, agricultural land, woodland and cleared forestry,

as well as a small watercourse. To the west lies mature woodland and watercourse forming part of Inshes District Park.

- 2.3 The site is not located within or close to any natural or built heritage designation, however, the adjacent woodland appears on the ancient woodland inventory, described as long establish woodland of plantation origin. The woodland on the north side of Dell of Inshes Road also forms part of the Wester Inshes Tree Protection Order. There is also one historic environment record located adjacent to the south west corner of the site, while the category A Listed Inshes House, Tower House in Grounds is more than 0.5km to the north.
- 2.4 Site levels drop approximately 35m from south to north across the main section of the site, and a further 16m along the Dell of Inshes main access road. The site itself does not show as being at risk of flooding on SEPA flood mapping, however there are two adjacent watercourses running southeast to northwest in parallel to the site that are at risk of surface water flooding based on the indicative flood risk mapping provided by SEPA.

3. PLANNING HISTORY

- | | | | |
|-----|------------|---|-----------|
| 3.1 | 30.04.2021 | 21/01166/PAN: Residential development comprising approximately 70 houses, associated landscaping and infrastructure | CLOSED |
| 3.3 | 14.02.2022 | 21/05558/PIP: Residential development comprising up to 165 residential units and associated infrastructure. | WITHDRAWN |

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour

Date Advertised: 24.06.2022

Representation deadline: 08.07.2022

Timeous representations: 08 objections

Late representations: 05 objections

- 4.2 Material considerations raised are summarised as follows:

- a) Principle of development – the IMFLDP allocation IN46 Wester Inshes Farm (South) does not fully cover the whole of the application site;
- b) Ecology and Protected Species Impacts;
- c) Amenity impacts including overlooking and loss of privacy, and impacts from construction;
- d) Impacts on Council infrastructure and public services including road and junction capacities, public transport, schools, and GP surgeries;
- e) Concerns regarding access to the application site both at Dell of Inshes Road and Copperwood Drive including impacts on parking at the proposed road link and road safety; and,
- f) Drainage concerns including the potential to cause flooding downhill.

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 **Inshes and Milton Community Council** objects to the proposal on the grounds that: 1) the IMFLDP allocation IN46 Wester Inshes Farm (South) does not fully cover the whole of the application site; 2) Inverness has met its housing need; 3) development of the site has potential to cause flooding downhill; 4) School capacity concerns; 5) impacts from the traffic generated by the development on the wider road network; 6) impacts on ecological interests; 7) impact on arable land; 8) lack of public services in the wider area; 9) the commercial nature of the development.

5.2 **Access Officer** does not object to the application and provides advice regarding how the development should conform to its obligations in providing adequate public access across the development site.

5.3 **Historic Environment Team - Archaeology** does not object subject to a condition to secure a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features that may be affected by the proposed development/work, including a timetable for investigation by virtue of the area's known high archaeological potential.

5.4 **Contaminated Land Team** has no objection and advises that there are no known potentially contaminating historic land uses associated with the application site.

5.5 **Development Plans Team** does not object and has provided advice regarding the policy context of the proposal, the principle of the development, design, layout, access, and placemaking considerations, as well as the required developer contributions, all considered in detail in the body of the report.

5.6 **Ecology Officer** does not object following their review of the Preliminary Ecological Assessment; subject to conditions to ensure any subsequent MSC applications are supported by Ecological Impact Assessments with updated protected species surveys, mitigation measures, as well as a Habitat Management Plan with Biodiversity Net Gain measures in order to demonstrate that significant biodiversity enhancement measures will be delivered on the site to satisfy the requirements of NPF4 Policy 3a and 3b.

5.7 **Environmental Health** does not object subject to conditions being imposed to secure details of construction noise reduction measures to reduce construction noise at noise sensitive properties, and, a scheme to suppress construction dust. It advises that a construction noise impact assessment will be required for any construction activity outwith the recommended hours of 0800 hours to 1900 hours Monday to Friday and 0800 hours to 1300 hours on Saturdays.

5.8 **Flood Risk Management Team** has withdrawn its objection following information to adequately demonstrate that works to widen the access along Dell of Inshes Road can be achieved without changing the profile of the watercourse or its banks. FRM's

withdrawn objection is subject to conditions to secure the development's final drainage designs.

- 5.9 **Forestry Officer** does not object to the application subject to conditions to ensure the development is built out with adequate separation distances between houses and trees, that trees are not pre-emptively cut down, uprooted, topped, lopped (including roots) or wilfully damaged without authorisation, and to secure adequate tree protection measures and landscaping proposals.
- 5.10 **Transport Planning Team** has withdrawn its initial objection following the submission of additional access, road layout, level and gradient management, safer routes to schools, traffic calming, footpath links, active travel, parking, waste management, and drainage information. Transport Planning considers the planning permission in principle requires to be subject to conditions to ensure the eventual development is built out adequately in accordance with its requirements.
- 5.11 **Historic Environment Scotland** does not object having considered the proposal in relation to the category A Listed Inshes House, Tower House in Grounds and does not have any specific comments regarding impacts due to the separation distance being more than 500m from the proposal and screening afforded by fields and wooded areas.
- 5.12 **Scottish Water** does not object to the application and advises that there is sufficient capacity in the Inverness Water Treatment Works to service the development for fresh water, and that it would be serviced by Allanfearn Waste Water Treatment Works for foul drainage. It is for the applicant to arrange foul drainage connection with Scottish Water and ensure that surface water is adequately drained across the development via SUDS.
- 5.13 **Transport Scotland** does not object to the application following the submission of a transport assessment. Transport Scotland has not requested any specific conditions.

6. DEVELOPMENT PLAN POLICY

6.1 National Planning Framework 4 (NPF4) was adopted on 13 February 2023. The policies within it form part of the Development Plan and are material to the consideration of this application, alongside the West Highland wide Local Development Plan, 2019 and Highland wide Local Development Plan, 2012 and should, where there is conflict between policies, be afforded greater weight in decision making given that it is the most recent statement of planning policy.

6.2 The following policies are relevant to the assessment of the application.

6.3 National Planning Framework 4 2023 (NPF4)

- 1 - Tackling the Climate and Nature Crises
- 2 - Climate Mitigation and adaption
- 3 - Biodiversity
- 4 - Natural Places
- 5 - Soils
- 6 - Forestry, Woodland and Trees

- 7 - Historic Assets and Places
- 13 - Sustainable Transport
- 14 - Design, Quality and Place
- 15 - Local Living and 20 Minute Neighbourhoods
- 16 - Quality Homes
- 18 - Infrastructure First
- 20 - Blue and Green Infrastructure
- 21 - Play, Recreation and Sport
- 22 - Flood Risk and Water Management
- 25 - Community Wealth Building

6.4 Highland Wide Local Development Plan 2012 (HwLDP)

- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 30 - Physical Constrains
- 31 - Developer Contributions
- 32 - Affordable Housing
- 34 - Settlement Development Areas
- 51 - Trees and Development
- 55 - Peat and Soils
- 56 - Travel
- 57 - Natural, Built & Cultural Heritage
- 58 - Protected Species
- 59 - Other Important Species
- 60 - Other Important Habitats
- 61 - Landscape
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 70 - Waste Management Facilities
- 74 - Green Networks
- 75 - Open Space
- 77 - Public Access

6.5 Inner Moray Firth Local Development Plan 2015 (IMFLDP)

The northern section of the site falls within IMFLDP allocation IN46: Wester Inshes Farm (South) for housing with capacity of 95 houses. The allocation brings IMFLDP Policy 2 – Delivering Development into play. The application site is contained wholly within the Inverness Settlement Development Area.

6.6 Inner Moray Firth Proposed Local Development Plan (IMFpLDP2)

The emerging Area Local Development Plan was submitted to Scottish Ministers for Examination in March 2023. The outcome of that Examination is not expected until early 2024. Its contents are a material consideration in assessing planning applications but it does not form part of the approved development plan for the purposes of Section 25 of the 1997 Act as amended.

6.7 Again, the northern section (approximately 50%) of the application site is allocated for housing as INS16: Wester Inshes with an indicative housing capacity of 100 units, and the allocation outlines several requirements for the site to be developed.

6.8 The IMFpLDP2 contains several subject policies relevant for the development including:

- Low Carbon Development (Policy 1);
- Nature Protection (Policy 2);
- Preservation and Enhancement (Policy 3);
- Greenspace (Policy 4);
- Green Networks (Policy 5);
- Placemaking (Policy 8);
- Delivering Development and Infrastructure (Policy 9)
- Increasing Affordable Housing (Policy 10); and,
- Self and Custom Build Housing (Policy 11).

6.9 **Highland Council Supplementary Guidance**

- Inshes and Milton of Leys Development Brief (Mar 2004)
- Developer Contributions (Nov 2018)
- Flood Risk and Drainage Impact Assessment (Jan 2013)
- Green Networks (Jan 2013)
- Highland Historic Environment Strategy (Jan 2013)
- Highland's Statutorily Protected Species (Mar 2013)
- Managing Waste in New Developments (Mar 2013)
- Open Space in New Residential Developments (Jan 2013)
- Physical Constraints (Mar 2013)
- Public Art Strategy (Mar 2013)
- Roads and Transport Guidelines for New Developments (May 2013)
- Standards for Archaeological Work (Mar 2012)
- Sustainable Design Guide (Jan 2013)
- Trees, Woodlands and Development (Jan 2013)

7. **OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 **Other Planning Policy and Guidance**

- Creating Places
- Designing Streets
- Energy Efficient Scotland Route Map (May 2018)
- Scotland's Energy Strategy Position Statement (Mar 2021)
- Historic Environment Policy for Scotland (Apr 2019)
- PAN 1/2011 – Planning and Noise (Mar 2011)
- PAN 60 – Planning for Natural Heritage (Jan 2008)
- PAN 61 – Sustainable Drainage Systems (Jul 2001)
- PAN 68 – Design Statements (Aug 2003)
- PAN 75 – Planning for Transport (Aug 2005)
- PAN 77 – Designing for Safer Places (Mar 2006)

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

- 8.3 The key considerations in this case are:
- a) Development Plan and Other Planning Policy;
 - b) Design and Layout (including Landscape and Visual Impact);
 - c) Open Space and Landscaping;
 - d) Amenity Impacts (including during construction);
 - e) Natural Heritage (including protected species, ornithology and trees);
 - f) Built Heritage
 - g) Roads, Access and Parking;
 - h) Water, Flood Risk and Drainage;
 - i) Built and Cultural Heritage;
 - j) Impact on Infrastructure (including education); and
 - k) Any Other Material Considerations.

Development plan and other planning policy

- 8.4 The Development Plan comprises National Planning Framework 4 (NPF4), the adopted Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan (IMFLDP), and all statutorily adopted supplementary guidance.
- 8.5 National Planning Framework 4 (NPF4) Policies 1, 2, and 3 now apply to all development proposals Scotland-wide, which means that significant weight must be given to the global climate and nature crises when considering all development proposals, as required by NPF4 Policy 1. To that end, development proposals must be sited and designed to minimise lifecycle greenhouse gas emissions as far as is practicably possible in accordance with NPF4 Policy 2, while proposals for major developments must conserve, restore, and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention, as required by NPF4 Policy 3 b).
- 8.6 Complimenting the above policies is NPF4 Policy 4, which sets out the developer and officer requirements for ensuring that protected species are given adequate consideration prior to an application's determination. Also relating to the overarching principle of creating sustainable places are relevant Policies relating to Soils, whereby Policy 5 (b) supports development on quality agricultural land in limited circumstances; in this regard the site does not comprise prime agricultural land and

is mapped as grade 3.2. Additionally, Policy 7 seeks to protect and ensure that woodland and trees on development sites are sustainably managed, while historic assets and places are protected and enhanced. Finally, Policy 13 for sustainable transport considers that active travel nodes and public transport use should be promoted and facilitated by all developments.

- 8.7 Key NPF4 policies to the consideration of this application relate to the overarching principle of supporting development that achieves liveable places. Principally, Policy 14 for design, quality and place, Policy 15 for local living and 20 minute neighbourhoods, and Policy 16 for quality homes. These policies seek to promote and facilitate well designed developments that make successful places by taking a design-led approach and applying the Place Principle consistent with the six qualities of successful places. To that end, new residential neighbourhoods should seek to be compact and connected to facilities that allow residents to meet the majority of their daily needs within a reasonable distance of their home, while facilitating the delivery of affordable, sustainable, and high quality homes across a mix of tenures. Part (a) of Policy 16 specifically supports proposals for new homes on land allocated for housing within Local Development Plans.
- 8.8 Policies 18, 20, and 22 relate to the development's infrastructure requirements, whereby Policy 18 encourages an Infrastructure First approach to land use planning and placemaking and provides support for proposals that contribute to Local Development Plans Infrastructure Delivery Programmes. Policy 20, in relation to blue and green infrastructure, seeks to protect and enhance blue and green infrastructure networks and supports in principle proposals that do not result in the loss of integrity of blue and green infrastructure. Policy 22 promotes avoiding, as a first principle, areas of known flood risk and sets out the criteria by which development proposals at risk of flooding or in a flood risk area will be supported.
- 8.9 Although the relevant general policies of the Highland wide Local Development Plan (HwLDP) remain an extant part of the Development Plan, the application is required to be considered against those of NPF4 in the first instance for the reason set out in Paragraph 8.3 above. Nevertheless, the site-specific allocation of the IMFLDP remains relevant.
- 8.10 In this instance the site is located within the Inverness Settlement Development Area (SDA) as defined within the Inner Moray Firth Local Development Plan (IMFLDP). The principle of residential development on the northern section of the site is established by housing allocation IN46, which identifies capacity for 95 homes across an area of 4.8ha. The allocation requires the development to accord with the Inshes and Milton of Leys Development Brief and informed by a Flood Risk Assessment. The remainder of the application site is identified as 'grey land'. Notwithstanding that, SDA boundaries are drawn in order to direct development, with the preferred locations being within them, and the Inshes and Milton of Leys Development Brief itself allocates the whole of the application site for medium density housing, but with the north and south sections separated by a connecting link to the Inshes District Park.
- 8.11 The northern half of the site remains identified in the emerging Inner Moray Firth Proposed Local Development Pan (IMFpLDP2) for housing development under allocation INS16, however, the southern section is removed to outwith the SDA

boundary. The omission is due to the IMFpLDP2 drawing the SDA boundary more tightly around the built-up urban area than in IMFLDP.

- 8.12 Although representing the Council's 'settled view', limited weight can be given to IMFpLDP2 in comparison to the extant IMFLDP while the emerging plan is under review. Nevertheless, allocation INS16 sets out several requirements for the site's development that are helpful for the assessment of the current application:
- Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges);
 - Habitat Survey;
 - Protected Species Survey;
 - Landscaping plan and strategy to demonstrate provision of useable, well-overlooked open space integral to the site and amenity of neighbouring and new residents;
 - Landscape design of eastern side of site to integrate development with wider countryside adjacent (lower density development, no tall boundary treatments, greenspaces and green networks integrating to adjacent farmland).
 - Active travel access to site should be maximised, with direct, desire line active travel links (tarmac surface, lit infrastructure sufficient for walking, wheeling and cycling) connection to Inshes District Park, Copperwood Drive and Chestnut Way;
 - Any upgrading of the single track road heading north from the site to Meadowfield Avenue must provide traffic calming and priority measures for active travel users. Proportionate Developer Contributions towards strategic infrastructure improvements;
 - Additional interventions to prevent car-based journeys for school trips may also be necessary, based on the outcome of a Transport Assessment.
- 8.13 Based on the above policy context, the principle of developing the whole application site may be accepted given it takes in an allocation as well as 'grey land' identified with the extant IMFLDP. Additionally, the whole site is allocated in the older Inshes and Milton of Leys Development Brief while the proposed number of homes (165) would come well under a doubling of the allocation's indicative site capacity by comparison of land areas, and results in a housing density of just under 17 houses per hectare across the whole of the application. Nevertheless, there are a number of constraints and requirements associated with the site's layout including appropriate set back from perimeter trees, inclusion of a district park link, infrastructure requirements, and watercourses, as well as the sloping site, which generally requires more engineering works and space for drainage attenuation, limiting the developable area of the site.
- 8.14 Consequently, although the principle of housing development at this site is supported, the applicant has been required to demonstrate the application site's capacity to accommodate the proposed number of houses while achieving the Sustainable Design, Placemaking, and 20 Minute Neighbourhood Principles required of National and Local Policy. Furthermore, the applicant was required to demonstrate that any infrastructure required to support such a development is capable of being installed without resulting in unacceptable impacts on the constraints listed above. While noting that any layout and designs included with the submission are indicative

at this stage, the site's capacity to accommodate the proposal, and therefore the proposal's conformity with the development plan requires further assessment.

Design and Layout

- 8.15 Internal layouts for residential developments of this scale should follow the principles of *Designing Streets*, which encourages the use of connected layouts and prioritises the needs of pedestrians and cyclists ahead of motor vehicles. As initially proposed, the indicative layout showed a single point of access to the development for vehicular as well as pedestrian and cycle use from the north along Dell of Inshes Road leading to a roundabout feature. Additionally, the layout included two large cul-de-sacs with the northern cul-de-sac serving 45 houses and the southern serving 120 houses, along with further spur cul-de-sacs serving fewer houses. The layout was considered overtly car dominant with the use of the large roundabout. This was admittedly reflective of what was shown in the 2004 development brief, lacking street hierarchy with the use of cul-de-sacs, poor active travel links and permeability through the site. Based on today's standards however, a single point of access and egress to and from the development site would not be supported in terms of ensuring securing the accessibility to surrounding areas for future residents, as well as on road safety of grounds. Similarly, the number of houses served by the larger north and south cul-de-sacs were well in excess of the maximum 20 houses allowable in the Highland Council's Roads and Transport Guidelines for New Developments.
- 8.16 Consequently, the indicative layout has been amended to show a larger SUDS basin to the north of the development area, as well as links to main access routes through two former cul-de-sacs and, crucially, a second main access linking route to Copperwood Drive (leading to Chestnut Way) at the west of the development site. In addition, the indicative roundabout has been removed from the amended Site Layout Plan. The new indicative layout has a more informed road hierarchy showing two main access routes, looping main residential roads, and minor residential roads and is broadly in accordance with *Designing Streets*. Despite the amendments, the layout still shows a development of 165 residential units within individual garden grounds, which appears to demonstrate that the number of homes proposed is achievable. The final internal site layout will be a reserved matter taking into account all of the matters relevant to consideration of the planning permission in principle decision.
- 8.17 In terms of the proposed homes, the application proposes a mix of detached, semi-detached, and terraced house types. However, it is not envisaged to include provision of flats, albeit that this should not be precluded. Very little detail is given regarding house design at this stage however it is considered reasonable to limit property heights to 2.5 storeys to match heights of more recent housing developments in the Inshes area. Also given the support for self-build in the emerging IMFpLDP2 (Policy 11) and NPF4 (Policy 16), it is also reasonable to secure provision for self-build residential units by condition, which should total 5% of the final housing mix. Further conditions are suggested to secure final design details including housing mix, material palettes, boundary treatments, landscaping, management of street furniture and the integration of public art. It is expected that these provisions will encourage the eventual developer to incorporate high-quality design that contributes some distinctiveness to what is likely to be a suburban style development.

Open Space and Landscaping

- 8.18 The indicative Site Layout Plan shows areas of open space as illustratively presented, which includes a green link to Inshes District Park that should be secured by condition. Otherwise, the finalised overall quantity and quality of open space provision must accord with the provisions of the Open Space in New Residential Development Supplementary Guidance. In applying the guidance, 40sqm of usable open space is required per person, equating to a requirement for 15,000sqm (1.5ha) of open space for the development. Final details of open space should be secured through a landscaping strategy by condition to ensure that it is provided on site with meaningful connections to surrounding green networks, biodiversity, and that there are adequate facilities for play and recreation.
- 8.19 In addition, the condition should ensure the landscaping designs for each phase are integrated and follow best practice principles to ensure that private and shared greenspaces are designed to be a focus of the development in order to provide attractive settings for dwellings as well as flexible spaces that provide areas for growing, recreation, and play for users; to provide a high-quality streetscape; improved tree cover; that the development avoids creating unused areas beyond and between garden boundaries to avoid private maintenance and potential antisocial problems; that boundary treatments are carefully considered with hedges and low boundary walls as good alternatives to timber garden fences for the front of properties.

Amenity Impacts

- 8.20 Despite concerns raised in representations to the application, it is not considered that the development will be significantly detrimental to the established residential amenity of surrounding properties overall. This is because the site's topography means that houses will generally be built on lower ground than that of existing surrounding properties, with restricted heights and landscaping/screening measures to be secured by condition, including open and amenity spaces, providing appropriate setbacks from the development site boundaries, and ensuring that rear gardens meet rear gardens where relevant, will ensure that the proposal will not lead to the significant loss of privacy through overlooking. Similarly, these attributes and the fact that the site is north and east of many of the properties to the south and southwest, mean that it will not result in any overshadowing of existing houses.
- 8.21 Representations have also raised concerns with regard to the amenity impact of construction, however Environmental Health has no objection on that regard but has set out that conditions should be imposed to secure details of construction noise reduction measures to reduce construction noise at noise sensitive properties, and, a scheme to suppress construction dust. Environmental Health has also advised that a construction noise impact assessment will be required for any construction activity outwith the recommended hours of 0800 to 1900 Monday to Friday and 0800 to 1300 on Saturdays. These details can be secured through a condition on Construction Environmental Management Plan (CEMP). Furthermore, a Construction Traffic Management Plan should also be secured by condition in order to detail construction traffic routes, construction site delivery times, and provide a commitment to no

deliveries or heavy goods movements immediately before or after school pick up and drop off times at local schools.

Natural Heritage

- 8.22 The submission includes a Preliminary Ecological Assessment Report, which includes the results of surveys carried out to determine the presence of rare plants, habitats, Invasive Non-Native Species, protected species, and ornithology. The report assesses any potential impacts from the development.
- 8.23 In terms of habitats, the Phase 1 Habitat Survey concluded that the site hosts a total of seven habitats and features including: scrub - continuous; neutral grassland, semi-improved; improved grassland; tall ruderal; amenity grassland; fences, and existing public roads. There are watercourses and mature woodland, some covered by TPO and some designated Ancient Woodland, at the boundary of the site. No invasive non-native species were located within the site. The report advises that a range of mitigation measures to compensate for loss of existing habitats should include planting of species rich long grass areas sown with a grass / wildflower seed mix and maintained with an annual cut back in September across the site and at the SuDS basin and slopes within the site, as well as planting of rows of native trees in open areas.
- 8.24 The proposal is required to be assessed under Policy 3(b) of NPF4, which requires major developments to conserve, restore and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention, and which must include future management. These provisions are also required by Policy 2 of IMFLDP2. In this instance, the report includes mitigation, but not habitat or biodiversity enhancement. It is therefore appropriate to secure that reserved matters application(s) are accompanied by an up to date Ecological Impact Assessment (EclA) and an Habitat Management Plan to include a Biodiversity Enhancement and Management Plan in order to increase the biodiversity of the site by 10%, as requested by the Council's Ecologist. The EclA must consider priority habitats and priority species listed within the Highland Nature Biodiversity Action Plan to fulfil Policies 57-60 of the Highland Wide Local Development Plan and also consider the proposal's impact on soils as per NPF4 Policy 5.
- 8.25 A desktop study for historical protected mammal species within 5km of the site identified the potential presence of badger, bats, otter, pine marten, and red squirrel. Further walkover survey works to assess for potential impacts were undertaken for these species. A number of small badger setts (unused, recently used and potential) were located within 30m of the development. Although the report finds that no badger setts will be damaged by construction activities, there is potential for disturbance and as such a Badger Protection Plan is required, which will include pre-construction survey for badgers and mitigation measure to secure their protection. No signs of otter, pine marten, or red squirrel were located at the site so the report concludes that the development will not impact on these species.
- 8.26 With regard bats, several mature trees along the access route to the northeast of the site are considered to have potential for roosting bats and the report, therefore, recommends that a detailed application should include the results of Stage 2 climb and inspect bat surveys, carried out under the guidance of an ecologist/bat surveyor,

of these trees, to identify any potential roost features. Any trees with suitable potential roost features arising from this survey should then be subject to at least one Stage 2 activity survey using bat detectors and thermal cameras to locate any roosts. Any disturbance or removal of bat roosts would require permission and licensing from NatureScot thereafter.

- 8.27 Bat activity surveys should also be undertaken prior to a detailed application to assess bat movements over the site, which must inform the final layout. However, it is considered that bat activity on the site is likely to be low-moderate due to the predominance of grassland, with the majority of movement around the and woodland edges of the site. The report advises that habitat enhancements and the introduction of bat boxes on site would improve the habitat suitability for bats.
- 8.28 In terms of ornithology, the site's location is such that there are no connectivity concerns with bird populations connected with designated sites. Although the bird survey was undertaken outside of the bird breeding season, the report considers that a limited number of species would likely be impacted by the development, including breeding passerines on grassland and birds of prey outside the site boundary.
- 8.29 The report advises that breeding bird surveys should be undertaken with the results provided with any future detailed application along with mitigation measures in addition to a Breeding Bird Species Protection Plan to be included in a Construction Environment Management Plan. Specifically for red kite, the report advises that breeding bird surveys should include mature woodland in the surrounding area as works carried out within 300m would likely be within the disturbance distance of a breeding pair. If breeding red kite are found then a red kite species protection plan will also be required. In addition to these mitigation measures, the report advises that the above habitat enhancement measures (planting native and flowering species) will provide improvements for the insects that attract birds.
- 8.30 In addition to the conditions for a EclA and HMP, a Construction Environment Management Plan (CEMP) condition is suggested to ensure that detailed applications include CEMPs with Schedules of Mitigation and Species Protection Plans are in place prior to works commencing on site. EPS licenses may likely be required for any construction activity so a suitable informative is suggested.

Impact on Trees

- 8.31 As described in the site description, there is mature woodland to the southwest of the application site that is listed as lowland mixed deciduous woodland in the Native Woodland Survey of Scotland and also listed in the Ancient Woodland Inventory as Long Established Plantation Origin (LEPO1860). The woodland to the northeast of the main access at Dell of Inshes Road is also recorded in the Native Woodland Survey of Scotland and is also listed in the Ancient Woodland Inventory as Long Established Plantation Origin (LEPO1860) and forms part of the Wester Inshes Tree Protection Order (TPO). To the east is Balvonie Wood which was clearfelled under Felling Licence from Scottish Forestry, which will now be under a restock obligation to be replanted.
- 8.32 The proposal will require the widening of Dell of Inshes Road to allow for the safe access and egress to and from the site, which means that the development overlaps

with the Wester Inshes Tree Preservation Order. The Tree Layout drawing only covers the trees that are protected by Tree Preservation Order in the woodland to the north-east side of the public road which stands to the north and north-east of the site. Based on the information submitted with the application however, the trees included in the Tree Layout drawing appear to be indicative only at the planning in principle stage as there is no survey report or tree schedule.

- 8.33 Further refinement will also be required to the site layout to ensure there is adequate separation between housing units and the woodland to the southwest of the application site. Detailed arboricultural advice in support of the final layout will be required with the matters specified in conditions application, which must be informed by a comprehensive tree survey and tree constraints plan. This information should be secured by condition along with a requirement of 20 metre setback between houses and the woodland treeline to secure the safety and amenity of future occupants, as well as a refined landscaping plan. A condition is also applied to ensure that no trees are cut down, uprooted, topped, or lopped or wilfully damaged in any way without the Council's permission.

Historic Environment

- 8.34 There are no built heritage designations within or close by to the application site however the wider area is known for its archaeological potential and a condition is suggested to ensure that works are carried out in accordance with an archaeological programme of works. The programme is required to ensure that the development area is the subject of an evaluation in the first instance in order to establish and confirm the archaeological content and potential.

Roads, Access, and Parking

- 8.35 The submission includes a Transport Assessment and additional Technical Note that analysis the impact on the local road network resulting from the likely vehicular trips that the residential development of 165 houses at this location will generate. The assessment concludes that the wider road network 'will operate satisfactorily with no detriment to existing road users or requirement for any additional physical mitigation'. Despite this conclusion, Transport Planning consider that the development will impact the free flow of traffic movement and issues road users already experience on the local road network, in particular at Inshes Roundabout, although without specific evidence, has not objected on these grounds.
- 8.36 Following discussions, the indicative layout now proposes two accesses for the development with the main access being via Dell of Inshes Road at the north of the site, which would in effect be an extension of West Park Avenue and require a new access junction where the roads meet. A secondary access is proposed via Copperwood Drive leading to Chestnut Way, allowing for better permeability through the site in line with the Scottish Government's urban design policy document Designing Streets.
- 8.37 As already stated, a new link is to be created from West Park Avenue to Dell of Inshes Road, the link is through land that is within the Council and Developer's control. Dell of Inshes Road will require upgrading including road widening to allow for footpath provision, traffic calming measures, surface water drainage measures,

and to accommodate any required street furniture including street lighting. As such the road itself would be widened to 5.5m in addition to a 3m shared use foot- and cycle- way, which reduces to 2m at a pinch point, installed on the west side of the road, and a 2m verge on the east side of the road. There is also a steep drop in ground levels to the east of Dell of Inshes Road at the Dell Burn. The applicant has provided sufficient information to demonstrate that these access upgrade works can be accommodated within the road boundary and that the risk to road users posed by the steep slope will be low following verge clearance, traffic calming measures and the imposition of a 30mph speed limit, which is accepted by Transport Planning.

- 8.38 The amended indicative layout also shows a contiguous road and roadside footway link into the site from Copperwood Drive, and that 4no existing communal parking spaces affected by the new link can be replicated at the roadside within the site boundary. This proposed indicative layout is accepted by Transport Planning however it should be noted that development of the southern half of the site is predicated on the applicant securing permission to install the link into the site at this location from the landowner of this area. Details of both site access links will require to be assessed fully as a Matters Specified in conditions and therefore should be conditioned at this stage.
- 8.39 In terms of the internal layout, the applicant has amended the indicative layout to show two loop roads instead of cul-de-sacs at the north and south of the application site as described above, which is accepted. The amended layout now includes acceptable indicative Active Travel proposals including footpath links through the site. These measures should be secured by condition to ensure the final development achieves Council standards for 3m shared foot- and cycle- path provision finished in a hard surface, kerbed, and lit such that links are sufficient for walking, wheeling, and cycling. Low vehicular traffic speeds will also require to be maintained throughout the development with the installation of 'road hump' traffic calming features, the final design details of which should be secured by condition.
- 8.40 Due to the sloping nature of the site, the final layout will also have to achieve suitable final site levels. To that end, the submission includes indicative longitudinal sections along the centre line of the road demonstrating that the geometric road design can achieve the Councils design standards. Any road infrastructure requirements such as watercourse crossings, retaining structures would require technical approval from the relevant consultee, however the applicant has indicated that no culverts or retaining walls within the adopted roads are required.
- 8.41 New access junctions and internal roads must also be capable of safely accommodating 10.5m long 3-axle and front steering refuse collection vehicles, details of where bins are to be placed on waste collection day should also be secured by condition. Additionally, street lighting will be controlled through the Road Construction Consent process.

Active Travel

- 8.42 An Access Management Plan (AMP) can be secured by condition, requiring access management during the construction and occupation phase of development to be detailed. Paths should link to existing and potentially new routes and developments as well as maintaining opportunities for informal access to natural green space.

Kerbed (not wooden edged) bitmac paths are encourage including for paths that may be remote from the road in order to reduce whole life costs and maintain accessibility of routes that are installed. Details of associated drainage should also be included. In the interest of enhancing walking and cycling opportunities in the vicinity of the development, a scheme that promotes active travel on the Dell of Inshes road including a Traffic Regulation Order for its redetermination is sought via condition, along with the provision of new and enhanced safe active travel crossing opportunities where the proposed roads cross and / or join the West Drive.

- 8.43 In terms of public transport, the applicant's submission advises that 20% of the development's occupants will be within the maximum 400m threshold walking distance to the nearest bus stop, with the remaining 80% of residents having an average of 520m to walk. The report concludes that the site is adequately serviced by public transport, which is not disputed by Transport Planning.
- 8.44 Similarly, sufficient information is provided to demonstrate that local schools are accessible on foot and by bicycle however a section of the route to Milton of Leys Primary School is on an unsurfaced path between Greenwood Gardens to the Milton of Leys underpass. Transport Planning has advised that the developer should upgrade this section of footpath with a 3m wide bituminous surfaced kerbed and lit footway, which should be secured by condition.
- 8.45 Vehicular parking must be provided in accordance with the Council's Roads and Transport Guidelines for New Developments including parking for: minimum provision within single houses, and additional visitor parking provision within the road layout; as well as accommodate the accessible parking requirements of Building Standards, in particular at flatted developments; and, provide a suitable level of EV charging facilities in accordance with the Council's Electric Vehicle (EV) Infrastructure – Planning Guidance, and ensuring that EV charging equipment does not impede the safe use of footpaths. Given the proposal appears to be exclusively for housing, it is anticipated that cycle parking will be within houses however in the event that flatted units are proposed, the developer is encouraged to include cycle parking within flatted buildings on the ground floor. Conditions are suggested to ensure parking provision complies with standards.

Construction Traffic Management Plan

- 8.46 A condition to secure a Construction Traffic Management Plan prior to works on each phase commencing on site to manage impacts from construction traffic is suggested, the condition including a requirement for the developer to enter into an agreement under Section 96 of the Roads (Scotland) Act 1984, under which the developer will be responsible for the repair of any damage to the local road network attributable to construction related traffic. Transport Planning also recommend that a condition to secure a construction phasing plan is also applied.

Water, Flood Risk, and Drainage

- 8.47 Scottish Water has advised that the development would be supplied fresh water from the Water Inverness Treatment Works. In terms of flood risks, the applicant has provided a Flood Statement, that demonstrates that the fluvial flood risk to the site is low, which is agreed to by the Council's Flood Risk Management Team (FRM). As

described above, the applicant was also required to demonstrate that the widening of Dell of Inshes Road could be achieved without encroachment on, and destabilisation of, the banks of the Dell Burn, as well as ensure that works will not result in a loss of conveyance capacity in the watercourse and its floodplain. Following the submission of a revised road layout plan and supporting cross sectional drawings, FRM is satisfied that the road improvement works can be achieved without impacting the conveyancing capacity and therefore increasing the flood risk from the source at other locations.

- 8.48 In terms of surface water drainage, the submitted Drainage Impact Assessment (DIA) describes that the majority of the site drains to the Dell Burn, with the overall drainage strategy being to direct surface water into a large SUDs attenuation pond downhill at the northwest edge of the application site before discharging into the burn. FRM is content with this strategy subject to discharge rates into the burn being limited to the 2 year pre-development rate for all storms up to and including the 1 in 200 year plus climate change storm events. The DIA calculates this rate as 10.9 l/s based on a drained area 3.023Ha, equivalent to 31% of the total site area. The DIA also includes calculations that demonstrate that an appropriately sized SUDS basin can be accommodated within the site, which will also provide road surface water treatment. Details of the final drainage design will nevertheless be required for approval with any future detailed applications, as set out in FRM's response. Additionally, a condition is attached to ensure the development is connected to the public sewer for foul drainage.

Impact on Council Infrastructure and Services and Proposed Mitigation (Developer Contributions)

- 8.49 Planning obligations are sought to mitigate the impact of the development that cannot be mitigated through the planning process or through the use of planning conditions and is subject to the of the Scottish Government Planning Circular 3/2012 Planning Obligations and Good Neighbour Agreements. In line with HwLDP Policy 31, the Council adopted its Developer Contributions Supplementary Guidance (DCSG) in November 2018, which sets out the Council's approach to mitigating the impacts of development on services and infrastructure by seeking fair and realistic developer contributions to the delivery of such facilities. Following on, the Council's Development Plans Team has assessed the proposals for contributions to affordable housing, education, transport and active travel, community facilities, public art, waste and water, and green infrastructure. The Council adopted new developer contribution rates in May 2023, however, it has subsequently been agreed that these rates will only be applied to planning applications submitted after 04 May 2023 and do not therefore apply in this instance. The provisions below are therefore to be secured by way of legal agreement.

Affordable Housing

- 8.50 The Affordable Housing Policy of the HwLDP and our Developer Contributions Supplementary Guidance requires that at least 25% of all homes on the site must be affordable rounded to the nearest whole number (para 4.4 of DCSG). On this basis, should all 165 homes be developed, the minimum number of affordable homes to be delivered would be 41.

Education

8.51 The proposed development, based on a worst-case scenario of all the properties being houses, will generate 50 primary school pupils and 21 secondary school pupils. These figures have been derived from the published Pupil Product Ratios in the Developer Contributions Supplementary Guidance (DCSG). The impact on the school estate has been considered in the context of the published 2022/23 School Roll Forecasts (SRF). The DCSG sets out that contributions are usually required when a school's capacity is over 90% for five or more years of the 15 year forecast; and that the contribution rate is based on the number of pupils above the 90% threshold. Based on the SRF:

- For the northern part of the site - Inshes Primary has a capacity of 367 pupils and is currently at 80% capacity with a roll of 294 pupils. The roll is forecast to increase to 357 pupils with the school breaching its 90% capacity in around 2028/29. As the 90% capacity threshold will be breached by less than 50 pupils (48) by the end of the forecast period, 2 classroom extension rates apply, plus land costs;
- For the southern part of the site - Milton of Leys Primary has a capacity of 441 pupils which has recently increased from 367 pupils (as per last year's SRF) due to recent Council upfront investment to provide additional capacity. Based on the previous capacity of 367 pupils and the current school roll, the school would have been operating at 88% capacity with a roll of 322 pupils. The roll is forecast to increase to 340 pupils with the school breaching its 90% capacity in around 2028/29. As the 90% capacity threshold will be breached by less than 50 pupils (10) by the end of the forecast period, a single classroom extension rate would usually apply, however, given that the scale of the Council's intervention, the 2023 Inner Moray Firth Delivery Programme has specified a 2 classroom extension rate shall apply; and,
- Millburn Academy has a capacity of 1,195 pupils and is currently over capacity with a roll of 1,264 pupils. The roll is forecast to decrease slightly, fluctuating at around 100% of the schools capacity. As the 90% capacity threshold has already been breached by more than 50 pupils, new school developer contribution rates apply, plus land costs with a new secondary school site haven been identified within the Inverness East Development Brief Area to serve both the existing Milburn Academy and Culloden Academy catchments.

8.52 Any extension to the catchment schools, or new school to serve these catchments, will need to be subject to a separate proposal. The location of any extension, and any subsequent loss of school grounds, would be assessed as part of any such development. As explained in the DCSG, the onus for the delivery of increased school provision and management of the school estate would be with Education Services who would be the recipients of the developer contributions to enable development. In determining the developer contribution rate towards primary school provision, the allocated sites in the adopted IMFLDP within the catchment area have all been accounted for in the latest SRFs.

Transport and Active Travel

8.53 Active travel connections to adjacent residential communities are to be delivered on site with Dell of Inshes Road to be redesignated and promoted for active travel use,

with a financial contribution also being required to monitor usage of the at grade A9 crossing. A financial contribution is also required towards the Inshes Corridor Road Improvement Scheme. Whilst the IMFLDP2 Proposed Plan suggested this to be based on the rate set out within the Inverness East Development Brief, the current applicable rate is that which is set out within the Inshes and Milton of Leys Development Brief (IMLDB) which covers this allocation in the adopted IMFLDP. Financial contributions are also required towards bus service provision. This is necessary to clawback the cost of existing upfront bus service provision to serve the wider brief area and could be invested in shelter infrastructure. In addition, Transport Planning require the applicant to upgrade a footpath that leads to the Milton of Leys Primary School by providing a 3m wide bituminous surfaced kerbed and lit footway at the section between Greenwood Gardens and Milton of Leys underpass.

Community Facilities

- 8.54 Developments of 4 or more houses are required to contribute towards the enhancement or creation of new community facilities where a deficiency has been identified. The IMLDB identifies the need for contributions towards such infrastructure, including a community hall, Inshes District Park and playing fields. The development will also be expected to make provision for street furniture, public art and consider the requirement for any onsite play equipment; all of which can be conditioned.
- 8.55 The proposed development is in excess of 100 homes meaning that the Developer Contribution Supplementary Guidance (DCSG) threshold for new / improved glass recycling point provision would be reached. The Council's Waste Services has however previously confirmed that no such provision is required due to the proposed change in Scottish Government legislation to introduce a glass bottle deposit return scheme.
- 8.56 Representations have raised concerns with the development's impact on healthcare services. The DCSG does not however identify a need for developers to contribute towards healthcare provision. Section 40A of The Planning (Scotland) Act 2019 contains provision for consideration to be given, before planning permission for a national development or a major development is granted, to the likely health effects of the proposed development. Officers have been in dialogue with NHS Highland over its future estates strategy, which includes GP premises, however the duty remains for the NHS to provide and manage these facilities.

Public Art

- 8.57 The Council's preference is for Public Art to be an integral part of the overall design of a development. The preferred approach is to integrate public art into the design of fixtures and fittings in the public realm (for example surface finishes, boundary treatment etc) to promote neighbourhood identity and a distinctive sense of place. A condition is applied to secure a public art strategy for the site and to ensure that detailed applications align with the strategy.

Other Material Considerations

- 8.58 The phasing of development is currently unclear; however, the applicant has intimated that the site would likely be built out from north to south enabling the infrastructure to serve self-build plots to be established prior to these being built out over a longer period of time. This is considered appropriate with a phasing plan able to be conditioned. There are no other material considerations.

Non-material considerations

- 8.59 The issue of developer profits is not a material planning consideration.

Matters to be secured by Legal Agreement / Upfront Payment

- 8.60 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being issued:
- a) Contributions to the delivery of enhanced Primary Education capacity within the City of Inverness, in the first instance a two classroom extension at Inshes Primary School (£2,041 per house or £1,157 per flat) plus land acquisition costs (£154 per house or £87 per flat);
 - b) Contributions to the delivery of enhanced Secondary Education capacity within the Millburn Academy Catchment Area, in the first instance to the delivery of a new school and/or major school extension to mitigate the impacts of the development (£3,482 per house or £1,875 per flat) plus new school land acquisition costs (£91 per house or £52 per flat);
 - c) Contributions to the delivery of community facilities, bus services, district park, and playing fields, (£3,609 per home);
 - d) Contributions towards Inshes Corridor Road Improvement Scheme (£626 per home);
 - e) Contribution towards monitoring usage of the at grade A9 crossing which connects with Dell of Inshes Road (£15,000); and
 - f) Minimum of 25% (41) affordable housing to be delivered on site with a scheme to be agreed prior to commencement of development.

- 8.61 The applicant has four months from the date that the Council's solicitor writes to the Applicant/Applicant's solicitor indicating the terms of the legal agreement or other appropriate mechanism to secure mitigation for the impacts of the development agreed by the Planning Service, to deliver to the Council a signed legal agreement. Should an agreement or other appropriate mechanism to secure the mitigation agreed by the Planning Service not be delivered within four months, the application may be refused under delegated powers for the following reason:

9. CONCLUSION

- 9.1 Although the entirety of the site is not covered by a specific housing allocation, IN46 in the IMFLDP or INS16 in the IMFpLDP2, the principle of developing the whole application site is accepted given that it includes these allocations while the remainder of the land has 'grey land' status in the extant IMFLDP and as such, carries a presumption in favour of development in the Council's Local Development Plan (LDP) by virtue of being within the defined Settlement Development Area.

Additionally, the proposal conforms to both LDPs in terms of land use, as well as the Inshes and Milton of Leys Development Brief, which allocates the whole of the application site for medium density housing, while the additional housing numbers is considered appropriate for the size of the overall site in terms of density.

- 9.2 While the application is for planning permission in principle, the applicant has considered layout, design, and landscaping principles to ensure the development will contribute to the amenity of residents of the neighbourhood in the long term. Nature and biodiversity enhancements can be secured as is required by NPF4. Impacts on Council Roads and flood risk have been considered in detail and can be mitigated subject to conditions to secure appropriate final layouts and design. Consequently, it is considered that the application site can accommodate the development as proposed in principle and is recommended for approval.
- 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: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued	Y
Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	Y
Revocation of previous permission	N

- 11.1 **Subject to the above actions**, it is recommended to **GRANT** the application subject to the following conditions and reasons:

1. An application or applications for the approval of matters specified in conditions attached to this planning permission in principle must be made no later than whichever is the latest of the following:
 - i. The expiration of THREE YEARS from the date on this decision notice;

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

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

Reason: in accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended

- 2. a) Planning Permission in Principle is hereby granted for a residential development of up to 165 houses with 25% being made available for affordable housing, along with associated engineering works, landscaping, open space, parking, drainage and servicing and new accesses; to be carried out in accordance with NPF4 Policies for 14, 15, 16, and HwLDP Police 28 and 29, along with national guidance Creating Places and Designing Streets; and in accordance with the principles of the indicative Site Layout Plan (Drwg No: NOR-IF-ZZ-DR-A-00103 REV P03), except as otherwise provided for and amended by the terms of this approval.
- b) No development shall commence on each phase or sub phase until a phasing plan setting out the proposed number of units within each phase or subphase including the number of units being made available for affordable housing, has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed Phasing Plan or in Sub-Phases as may be approved in writing by the Planning Authority.

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

Reason: To define the extent and terms of the development consent. To ensure that the development proceeds in an appropriate manner and that the necessary elements of the development are provided at the appropriate stages.

- 3. No development shall commence within each Phase, or sub-Phase, until an application, or applications, as they relate to or are relied upon by that Phase or sub-Phase, has been submitted to and approved in writing by the Planning Authority in respect of the following matters, insofar as they relate to the details of the proposed development taking full account of indicative Site Layout Plan (Drwg No: NOR-IF-ZZ-DR-A-00103 REV P03), Creating

Places and Designing Streets and other relevant national and local policy and guidance related to the matters set out below:

- a) Siting, design, and external appearance of all buildings and other structures, with:
 - i. A minimum separation of 20 metre between tree stems in existing woodland to the southwest and residential units;
 - ii. no residential properties of more than 2½ storeys in height;
- b) Siting and layout of all self-build plots, which shall be a minimum of 5% of total number of homes on site, with these to be made available for sale as serviced plots and be sold off individually to self-builders with the size of the plots to remain in accordance with the average plot size as shown on the indicative Site Layout Plan (Drwg No: NOR-IF-ZZ-DR-A-00103 REV P03);
- c) Details of sustainable design considerations inclusive of energy strategy;
- d) Details of site access including:
 - i. The northern access to Dell of Inshes Road and West Park Avenue, which shall serve as the main site access and be implemented prior to the first occupation of the site; it shall be designed to not impede safe access to any future development at Inner Moray Firth Local Development Plan, adopted 2015, allocation IN47: Inshes Small Holdings (north); and,
 - ii. The southern access to Copperwood Drive, which shall serve development within the southern area of the site, and be implemented prior to either: the first occupation of the southern third portion of the site within the Milton of Leys Primary School catchment area, or, prior to the occupation of the 101st residential property on site, whichever occurs first;
- e) Layout of the site, in accordance with Designing streets principles;
- f) Road layout including:
 - i. The road hierarchy;
 - ii. typical form of the routes forming the hierarchy;
 - iii. Junction layouts and design;
 - iv. Junction and forward visibility requirements;
 - v. Junction spacing;
 - vi. Vehicle tracking at junctions and standard radii;
 - vii. Details of provision for cyclists and pedestrians (including on and routes linking to West Park Avenue and Copperwood

- Drive) with junctions and crossing designed to facilitate active travel;
- viii. Provision for disabled users following consultation with the Inverness Access Panel (if functioning);
 - ix. Details of safer routes to school (including upgrading the section of unsurfaced footpath to Milton of Leys Primary School that extends from Greenwood Gardens to the Milton of Leys underpass with a 3 metre wide bituminous surfaced kerbed and lit footway); and
 - x. Details of the location and type of service strips within the intended adoptable road boundary;
- i) Provision of car parking inclusive of disabled parking including in curtilage parking, communal parking areas, parking courts and on-street parking with no driveways being located in positions where they may conflict with traffic movements at junctions;
 - j) Provision of covered cycle parking including resident cycle parking in houses and communal cycle parking within buildings containing flats and external secure, covered visitor cycle parking at flats;
 - k) Public open space provision, including a timetable for delivery, in accordance with the Open Space in New Residential Developments Supplementary Guidance (or any superseding guidance prevailing at the time of submission);
 - l) Public art provision in accordance with the Highland Council's Public Art Strategy Supplementary Guidance (or any superseding guidance prevailing at the time of submission);
 - m) Hard and soft landscaping, including a timetable for delivery;
 - n) All boundary treatments within the site;
 - o) Management and maintenance arrangements for (g) through to (l) above;
 - p) Provision for service vehicles following occupation of the development;
 - q) Provision of surface water drainage systems, including access or maintenance, across the Phase or sub-Phase, how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements thereof;
 - r) Water and waste water connections, with connections to the public water and waste water networks;
 - s) Means of dealing with domestic waste in accordance with the Highland Council's Managing Waste in New Developments

Supplementary Guidance (or any superseding guidance prevailing at the time of submission);

- t) Details of existing trees, shrubs, and hedgerows to be retained and removed;
- u) Details of existing and proposed site levels with fall arrows;
- v) Details of finished floor levels; and,

Details of all external lighting ensuring that safety and security are addressed with no lighting directed skyward or towards habitat corridors.

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

4. No development shall commence within each Phase or sub-Phase until details of the material palette for all building's external finishes, including roofs, walls, doors, windows, rainwater goods, micro renewables (with reference to RAL numbers and manufacturer specifications), has been submitted to and approved in writing by the Planning Authority.

Reason: To promote a sense of individuality and sense of place within the development, in the interests of visual amenity.

5. Any details pursuant to Condition 3 above shall be informed by and include a Construction Environmental Management Plan (CEMP) and no development shall commence within each Phase, or sub-Phase, until the CEMP has been submitted to and approved in writing by the Planning Authority. The document shall specify and include:

- a) A Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions;
- b) Processes to control / action changes from the agreed Schedule of Mitigation;
- c) The following specific plans:
 - i. Ecological Impact Assessment (which must consider priority habitats and priority species listed within the Highland Nature Biodiversity Action Plan and the development's impact on soils);
 - ii. Habitat Management Plan (to include a Biodiversity Enhancement and Management Plan);
 - iii. Species Protection Plan (including but not limited to Badger, Bat, Red Kite, and breeding birds protection plans);
- d) Pollution prevention plan, including water management by way of SUDS;

- e) Dust management plan, including from construction traffic;
- f) Construction Noise, Vibration and Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, with:
 - i. A description of the most significant noise sources in terms of equipment; processes or phases of construction;
 - ii. The proposed operating hours and the estimated duration of the works for each phase;
 - iii. A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations if required);
 - iv. A description of noise mitigation methods that will be put in place including the proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.;
- g) Site waste management plan, including details of a materials handling plan with details of existing and proposed site levels, with the plan to specify the removal of inert waste and re-worked material from the top 1m of the site;
- h) Measures to protect private water supplies; including an emergency response plan;
- i) Details of existing site boundary walls and fences to be retained, repaired or enhanced, and details of construction site access and means of enclosure; and,
- j) Details of the location and extent of all construction compound and laydown areas, as well as timescales for their removal with ground restoration / re-instatement.
- k) Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities;
- l) Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, Planning Authority and other relevant parties; and
- m) Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs.

Thereafter, the development shall proceed in accordance with the approved CEMP.

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

6. No development shall commence within each Phase or sub-Phase until pre-commencement surveys to locate the presence or absence of protected species have been undertaken and copies submitted to both the Planning Authority. This shall include additional bat and badger surveys with species protection plans to be followed. Should any protected species be found within or adjacent to an area likely to be affected by construction activities, appropriate mitigation measures shall be put in place by the developer prior to development commencing and be maintained for the duration of development, details of which shall first be submitted to, and approved in writing by, the Planning Authority.

Reason: To protect and enhance nature conservation from construction activities.

7. Any details pursuant to Condition 3 above shall be informed by and include an Access Management Plan (including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure)) shall be submitted for the written approval of the Planning Authority for each Phase or sub-Phase of the development. The plan shall show:
- a) All existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights;
 - b) Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance, or curtilage in relation to proposed buildings or structures;
 - c) All paths and tracks proposed to be constructed for use by walkers, riders, cyclists, all-abilities users etc., at 3 metres wide, and how these will integrate with existing or proposed networks including to Inshes District Park, Copperwood Drive and Chestnut Way. Details shall include but not be limited to:
 - i. Pedestrian access to any and all core paths and rights of way;
 - ii. Construction details of all paths, inclusive of material finishes, which shall be kerbed (not wooden edged) and bitmac, and drainage details; with all remote routes through woodland to detail a no dig solution within any root protection areas and elsewhere all paths and watercourse crossings shall be to Lowland Path Construction Guide standards;
 - iii. Any diversion of paths, temporary or permanent proposed for the purposes of the development; and,
 - iv. An improved link from the application site to Inshes District Park.

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

Reason: To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003, in the interest of active travel, safety, amenity and tree root protection.

8. Any details pursuant to Condition 3 above shall include a scheme to promote and enhance active travel on Dell of Inshes Road, with no development or any works commencing within the site until details of a stopping-up / re-designation Traffic Regulation Order has been approved for Dell of Inshes Road, limiting its use by motor vehicles, north of the new junction with West Park Avenue. The scheme shall include signage, road markings, bollards or barriers being introduced at this location unless otherwise agreed in writing with the Planning Authority. Thereafter, the approved scheme shall be implemented in full prior to the first occupation of the site.

Reason: In the interests of road safety, to limit the impacts on the local road network and to limit the amenity impacts on local residents.

9. Any details pursuant to Condition 3 above shall be supported by a Construction Traffic Management Plan (CTMP) which includes:
- a) Specification that no other development shall commence until the access link between West Park Avenue and Dell of Inshes Road and the new junction therein is installed to the satisfaction of the Roads Authority;
 - b) Identification of the routes to site for construction traffic and details of the number and type of vehicle movements anticipated on these routes during the construction period; with no construction access to be taken via Copperwood Drive;
 - c) Scheduling and timing of movements, avoiding school pick up and drop off times for Inshes Primary School and Millburn Academy;
 - d) Traffic management measures on the routes to site for construction traffic such as temporary speed limits, suitable temporary signage, road markings and the use of speed activated signs and banksman/escort;
 - e) A procedure for the regular monitoring of road conditions and the implementation of any remedial works required during the construction period;
 - f) Measures to ensure that all affected public roads are kept free of mud and debris arising from the development;
 - g) The provision of a wear and tear agreement under Section 96 of the Roads (Scotland) Act 1984 under which the developer will be responsible for the repair of any damage to the local road network attributable to construction related traffic. As part of the agreement, pre-start and post construction road condition surveys must be

carried out by the developer to the satisfaction of the Roads Authority. It will also require the submission of an appropriate financial bond acceptable to the Council in respect of the risk of any road reconstruction works;

- h) Provisions for emergency vehicle access;
- i) A timetable for implementation of the measures detailed in the CTMP; and
- j) Identification of a nominated person to whom any road safety issues can be referred and measures for keeping the Community Council informed and dealing with queries and any complaints regarding construction traffic.

The Construction Traffic Management Plan shall be implemented as approved prior to development commencing and remain in place until the development is complete.

Reason: In the interests of road safety, to limit the impacts on the local road network and to limit the amenity impacts of the construction phase of the development on local residents.

10. All roads intended to link with any future phases of development, or to other adjoining sites, shall be taken to the edge of the application site boundary with no impediments.

Reason: To ensure that future roads and routes can be provided without impediment.

11. Any details pursuant to Condition 3 above shall show car parking spaces provided and formed in accordance with The Highland Council's Roads and Transport Guidelines for New Developments prior to first occupation of the element of the development to which it relates, thereafter being maintained for this use in perpetuity.

Reason: To ensure adequate provision of car parking.

12. Any details pursuant to Condition 3 above shall include and be informed by a scheme detailing the provision electric vehicle charging points. The scheme shall include:

- a) Identification of locations for communal electric vehicle charging points serving communal parking areas and these charging point locations are to be made available to The Highland Council or other public body for the installation of the charging point infrastructure;
- b) The provision of infrastructure, defined as the provision of cabling from the consumer unit within the property to an external point, to allow charging of electric vehicles within the curtilage of each house in each phase or sub phase, where the house has in-curtilage car parking provision;

- c) A timescale for implementation for infrastructure within each phase or sub phase; and
- d) Outline detail of a communication pack to be provided to each household on first occupation explaining how they can access electric vehicle charging infrastructure.

The approved scheme(s) shall be implemented in line with the approved timescales.

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

13. No Phase or sub-phase shall be occupied until a detailed Residential Travel Pack for the relevant phase or sub-phase, which sets out options for residents for reducing dependency on the private car, has been submitted to, and approved in writing by, the Planning Authority. This shall include:
- a) Timetables for all buses serving or passing close to the site;
 - b) Descriptive information and maps of active travel routes to nearby facilities and attractions and, public transport routes to those outwith walking distance;
 - c) Information relating to school travel;
 - d) Details of electric vehicle charging provision; and,
 - e) City car club and taxi service details.

The Residential Travel Pack shall be provided to each property within the relevant phase or sub-phase on first occupation of each property.

Reason: To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.

14. Any details pursuant to Condition 3 above shall include full details of surface water drainage provision within the relevant Phase or sub-Phase and how that relates to the surface water drainage approach for the site as a whole which shall accord with the principles of Sustainable Urban Drainage Systems (SUDS). The finalised drainage design shall include simulations of the full drainage network including the storage features and pipework for all storms up to the 1 in 200 year plus climate change event and be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time. Drainage provision shall also detail updated greenfield run-off rates to reflect the details of the proposed development with discharge being limited to the agreed 2 year greenfield runoff rate and show the road surface water drainage design for Dell of Inshes Road to accord with Drwg No. 210561-000-CAM-DR-C-402 Rev B.

Thereafter, approved details shall be implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: In the interests of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution.

15. No Phase or sub-Phase of the development shall be occupied until details of the relevant person or party responsible for the maintenance of the on-site surface water drainage system have been provided to the Planning Authority. For the avoidance of doubt any part of the surface water drainage system not vested by Scottish Water or another responsible authority shall remain the responsibility of the developer and maintained in line with the scheme to be approved.

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

16. Any details pursuant to Condition 3 above shall include details of surface water runoff from the greenspace areas (i.e. those areas not drained through the SUDS) and originating from higher ground to the south east of the development, with the provision of measures to protect existing and new properties from surface water/overland flow.

Reason: In the interests of amenity and drainage of the development.

17. Any details pursuant to Condition 3 above shall include details of:
- a) A 6m buffer from the top of the bank of any watercourse where no development can take place; and,
 - b) Any new watercourse crossings, if required, conveying the 1 in 200m year flow plus climate change and an additional freeboard, with an updated Flood Risk Assessment to demonstrate how this will be achieved.

Thereafter, the approved details shall be implemented.

Reason: To ensure access to the watercourses can be maintained for maintenance and in the interest of avoiding impact on the watercourse which has the potential to increase risk of flooding.

18. Any details pursuant to Condition 3 above shall be informed by and include a Waste Management Strategy for each phase or sub-phase. This shall detail the approach to sustainable waste management in the operational of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes in each phase or sub-phase.

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

19. With effect from the date of this permission, no trees are to be cut down, uprooted, topped, lopped (including roots) or wilfully damaged in any way, without the prior written permission of the Planning Authority.

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

20. Any details pursuant to Condition 3 above shall include and specify:
- a) A 20m setback from all existing trees to be retained and all proposed homes;
 - b) An updated Tree Survey Report, Tree Schedule, Tree Constraints Plan and Tree Protection Plan in accordance with BS 5837:2012;
 - c) An updated Arboricultural Method Statement;
 - d) Details of the appointment of a suitably qualified Arboricultural consultant to ensure that the approved Tree Protection Plans and Arboricultural Method Statement (AMS) are implemented to the agreed standard. Stages requiring supervision are to be set out in an Arboricultural Supervision Statement and certificates of compliance for each stage are to be submitted for approval of the Planning Authority.

Thereafter, development shall progress in line with the approved details, unless otherwise agreed in writing by the Planning Authority.

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

21. Any details pursuant to Condition 3 above shall include details, including full specifications, for the layout, design and construction of open space and recreation facilities that comply with the Highland Council's adopted standards contained within Open Space in New residential Development for that Phase shall be submitted to and agreed in writing by the Planning Authority. The details shall include:
- a) A minimum of 15,000sqm of usable quality open space across the development; and
 - b) All landscape and habitat corridors to remain in communal ownership for the purposes of factoring and future maintenance, with no areas to be incorporated within any adjacent residential plots.

The agreed scheme shall be implemented thereafter to the satisfaction of the Planning Authority.

Reason: In the interests of amenity, to ensure that open space and recreational facilities are in accordance with Council standards and in the interest of protected species.

22. Prior to the first occupation of each Phase, or sub-Phase, a scheme for the maintenance in perpetuity of all on-site green spaces, including trees and woodland, for all parts of the development that are not the exclusive property of any identifiable individual house owner such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water for that Phase

of sub-Phase, shall be submitted to and agreed in writing by the Planning Authority.

The agreed scheme, which shall accord with the Highland Council's adopted standards contained within Open Space in Residential Development, shall be implemented thereafter.

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

23. Any details pursuant to Condition 3 above shall include details of a scheme of hard and soft landscaping works related to that Phase or sub-Phase of the development. Details of the scheme shall include:
- a) All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
 - b) A plan showing existing landscaping features and vegetation to be retained;
 - c) The location and design, including materials, of any proposed walls, fences, gates, seating and other landscaping features, within each open space, including 1:20 scale plans showing the detail of each feature; with all boundary means of enclosure being defined in terms of its future maintenance responsibilities;
 - d) The location, type and design, including materials product name and specification, of any proposed play equipment and associated safety features (if required), including 1:20 scale plans, within each open space;
 - e) All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities; and
 - f) A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of that phase of development to which the scheme relates.

Any trees or plants which within a period of five years from the completion of the phase of development to which they relate, die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

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

24. No development or any works shall commence until a suitably qualified Landscape Consultant has been appointed by the developer. Their appointment and remit shall first be approved in writing by the Planning Authority. For the avoidance of doubt, the Landscape Consultant shall be appointed as a minimum for the period from the commencement of the development until the completion of the approved landscaping work. Their remit shall, in addition to any functions approved in writing by the Planning Authority, include:
- a) Ensuring that the approved Landscape Plans are implemented to the agreed standard;
 - b) Ensuring compliance with the Construction Environmental Management Plan and specifically the site waste and materials handling plan; and
 - c) The preparation of Certificates of Compliance for each stage of work involved in the development, which shall be submitted to the Planning Authority upon completion of the stage to which they relate.

Reason: In order to ensure that the approved landscaping works are undertaken on site.

25. Any details pursuant to Condition 3 above shall include a scheme for the inclusion of public art within the development. The scheme shall include:
- a) Detailed design and location of public Art provision;
 - b) The management and maintenance of any and all public art provision; and
 - c) A timetable for implementation.

Thereafter, the approved scheme shall be implemented in accordance with the timescales contained in the approved scheme and maintained in perpetuity.

Reason: To ensure the delivery of a development with a unique identity which facilitates the creation of place.

26. Any details pursuant to Condition 3 above shall be supported and informed a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation. No development or work (including site clearance) shall commence until the watching brief has been approved in writing by the Planning Authority. Thereafter, the approved programme shall be implemented in accordance with the agreed timetable for investigation.

Reason: To ensure the protection and/or recording of the historical and archaeological interest that may be found on the site.

Signature: David Mudie

Designation: Area Planning Manager - South

Author: Mark Fitzpatrick

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

Relevant Plans: Plan 1 - 210561-000-CAM-DR-C-001 REV D LOCATION PLAN

Plan 2 - NOR-IF-ZZ-DR-A-00103 REV P03 SITE LAYOUT PLAN

Appendix 2 – Terms of Legal Agreement

	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREEMENTS ONLY				
Type	Contribution	Rate (per house)	Rate (per flat)	Total Amount* ¹	Index Linked ¹	Base Date* ²	Payment Trigger* ³	Accounting Dates* ⁴	Clawback Period* ⁵
Schools²									
Primary – Build Costs	2 Classroom extension (Inshes PS and Milton of Leys PS catchments)	£2,041	£1,157	£TBC	BCIS	Q2 2018	TOC/CC	Apr/Oct	15
Primary – Land Costs	Inshes PS	£154	£87	£TBC	No		TOC/CC	Apr/Oct	15
Secondary – Build Costs	New School (Milburn Academy catchment)	£3,482	£1,875	£TBC	BCIS	Q2 2018	TOC/CC	Apr/Oct	15
Secondary – Land Costs	New Inverness East	£91	£52	£TBC	No		TOC/CC	Apr/Oct	15
Community Facilities	Community facilities to be spent within the Millburn Academy catchment as per Inshes and Milton of Leys Development Brief: <ul style="list-style-type: none"> • Library/Service Point £49.26 • Community Hall £106.06 • Neighbourhood Shop £250 Total = £399.32 indexed from Q4 2004 to Q2 2018)	£589	£589	£589	BCIS	Q2 2018	TOC/CC	Apr/Oct	15
Affordable Housing	25% (165 houses proposed, X 0.25 = requirement of 41.25 (rounded down to 41) affordable homes to be delivered on site.								
Agreement for Delivery Needed	Y. Scheme for delivery required prior to development commencement	N/A	N/A	N/A	N/A	N/A	Insert date for submission to Planning Authority	N/A	N/A

¹ If the contribution is to be used towards infrastructure projects involving building e.g. new school, new cycle route etc BCIS ALL IN TENDER will be the index, if it doesn't involve building then another appropriate index may need to be chosen with the agreement of Team Leader.

² 1 bed houses/flats are exempt from school contributions only.

Transport									
Public Transport	Bus Services (As per Inshes and Milton of Leys Development Brief: Public Transport: £134.27 indexed from Q4 2004 to Q2 2018)	£198	£198	£TBC	BCIS		TOC/CC	Apr/Oct	15
Road Improvements	Inshes Roundabout (As per Inshes and Milton of Leys Development Brief: £424.48 indexed from Q4 2004 to Q2 2018)	£626	£626	£TBC	BCIS		TOC/CC	Apr/Oct	15
Road Traffic Orders / Active Travel	Physical provision for active travel improvements along Dell of Inshes Road. Developer to fund TROs.								
A9 Footfall Monitoring	£15,000 towards a 5 year period of monitoring with contribution required in full prior to development commencement.	N/A	N/A	N/A	BCIS	Q1 2021	Prior to Development Commencement	N/A	15
Green Infrastructure									
District Park	Inshes Park (As per Inshes and Milton of Leys Development Brief: acquisition (£550) laying out (£848) and maintenance (£315) £1,713 indexed from Q4 2004 to Q2 2018)	£2,526	£2,526	£TBC	BCIS		TOC/CC	Apr/Oct	15
Playing Fields	Playing Fields (As per Inshes and Milton of Leys Development Brief = £200.74 indexed from Q4 2004 to Q2 2018)	£296	£296	£TBC	BCIS		TOC/CC	Apr/Oct	15
Onsite Open Space	Onsite provision and maintenance to be factored.								
Water and Waste	N/A - SuDS basin to be designed to adoptable standard by Scottish Water. Glass bottle deposit and return scheme now anticipated.								

Public Art	Onsite provision
Totals	
Total per house	£10,003
Total per flat (2 Beds)	£7,406
Total Development	£10,003 x 165 houses, + £15,000 for A9 Footfall Monitoring = £1,665,495

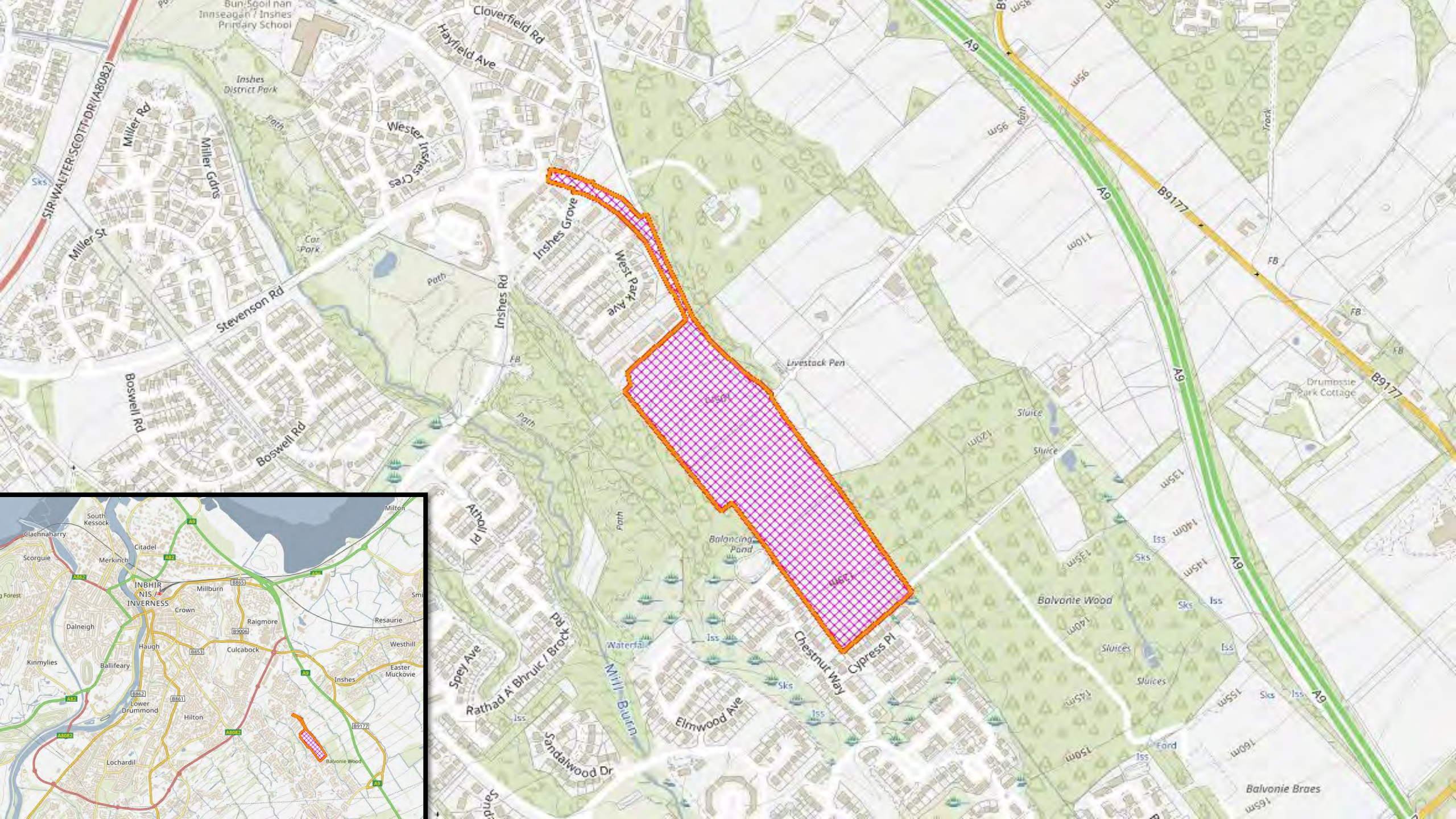
*1 Adjust total to take account of flat exemptions

*2 Base Date – Set out in Supplementary Guidance on Developer Contributions

*3 TOC/CC – The earlier of the issue of either a temporary occupation certificate or a completion certificate – or specify alternative time if appropriate

*4 Accounting dates - 1 April and 1 October each year of development (if the contribution is to be paid on a basis other than related to units completed in the preceding 6 months (e.g. lump sum on a specific date) then indicate this instead of the Apr/Oct payment dates)

*5 Clawback – 15 years for Major development; 20 years for Local development



Bun-Sgoil nan Inneiseagan / Inshes Primary School

Inshes District Park

SIR WALTER SCOTT DR (A8082)

Miller Rd

Miller Cdns

Wester Inshes Cres

Car Park

Stevenson Rd

Inshes Grove

West Park Ave

Boswell Rd

Boswell Rd

Inshes Rd

Livestack Pen

Drumstie Park Cottage

Atholl Rd

Balancing Pond

Balvanie Wood

Rathad A' Bhruic / Broch

Mill Burn

Chestnut Way

Cypress Pl

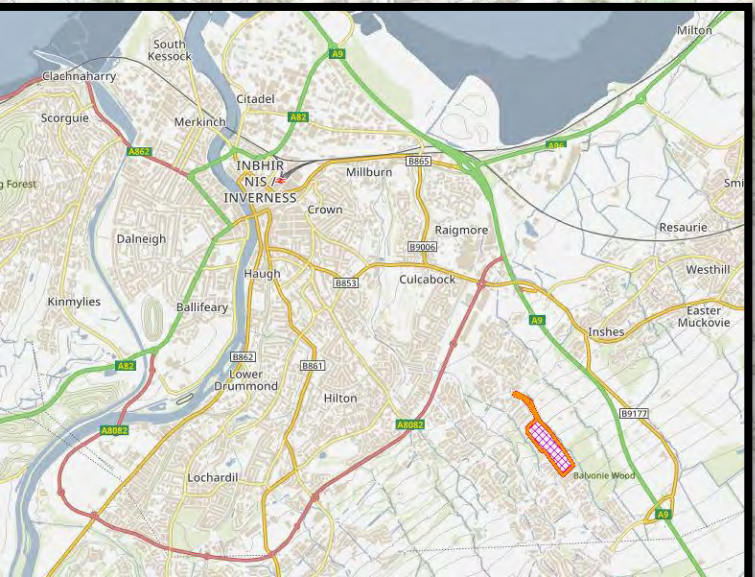
Spey Ave

Elmwood Ave

Spurges

Sandalwood Dr

Balvanie Braes



OS INFORMATION

NH 69401 42947

X: 269401

Y: 842947

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D	Drawings updated to address Transport Planning Comments	GCO	01.06.23
C	Drawings updated to address latest THC Transport Planning Comments	GCO	16.05.23
B	Drawings updated to THC Transport Planning Comments	CBA	30.03.23
A	Drawings updated to address the Highland Council's comments	CBA	26.01.23
Rev	Revision Description	Initial	Date

Cameron + Ross

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Client:
NORR

Project:
**Wester Inshes South,
Inverness**

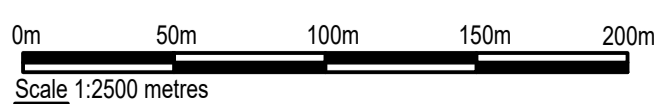
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Location Plan

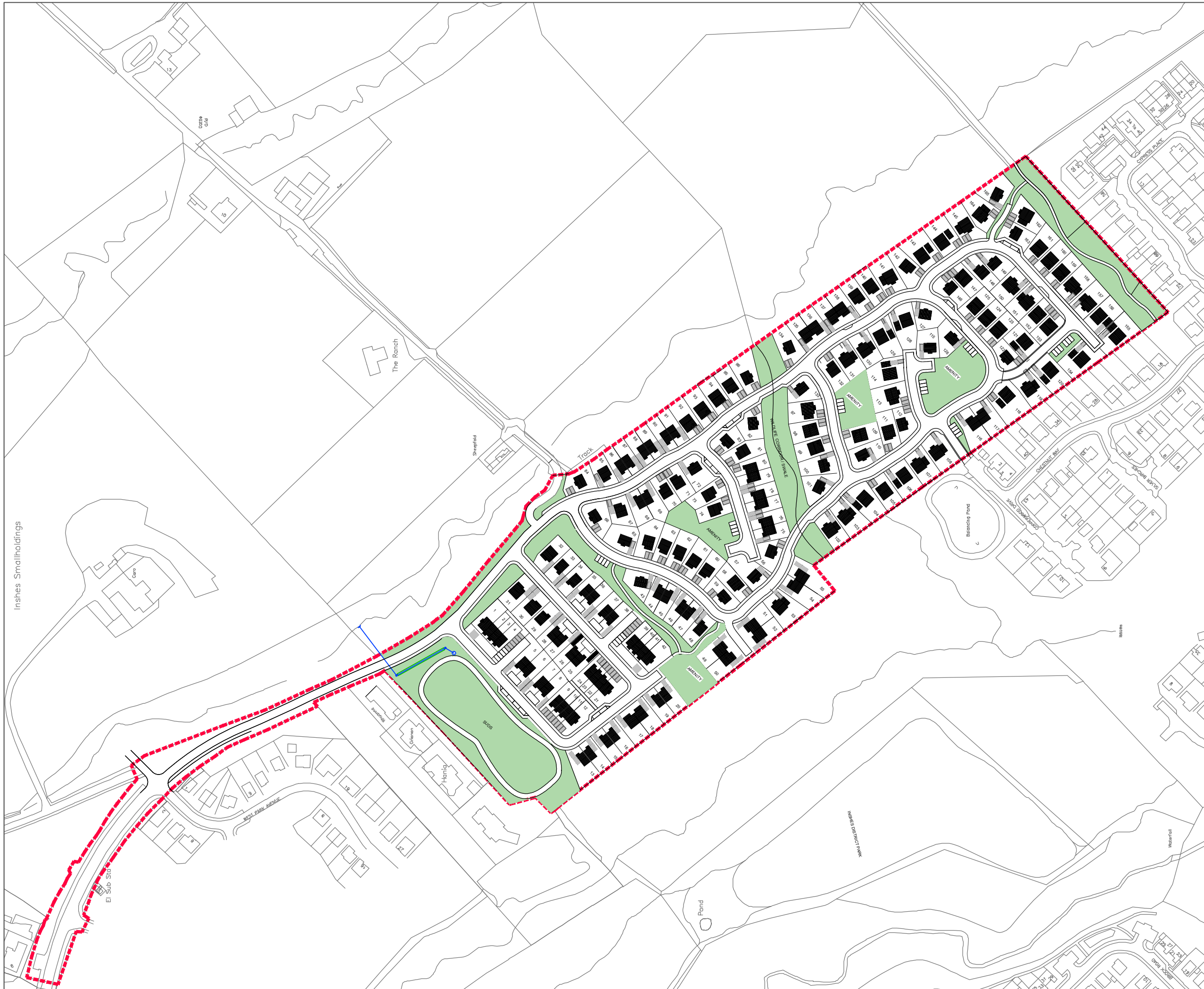
Status:
Planning



Scale: 1:2500 @ A2 Date: 03.10.2022
By: JDP Checked: GCO Approved: RAG

Dwg. No. 210561-000-CAM-DR-C-001 Rev. D





DATE	REVISION	REV	DRW	CHK
24-03-22	First Issue	P01	GD	
04-04-22	Second Issue	P02	GD	
11-10-22	Third Issue	P03	GD	

Scale 1:2500

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norr.com

Drawn	Date
GD	24-03-22
Checked	Date

Project Name
INSHES FARM

Drawing Title
**PROPOSED SITE LAYOUT
165 dwellings**

Scale	1:2500 @ A3
Sheet Status	PLANNING
Project No.	IAIV21-0049
Drawing No.	NOR-IF-ZZ-DR-A-00103
Rev.	P03