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IMFLDP Call for Sites
Director of Planning and Development
Glenurquhart Road
INVERNESS
IV3 5NX

7 April 2011

Dear Sir/Madam,

**SUBMISSION TO INNER MORAY FIRTH LOCAL DEVELOPMENT PLAN "CALL FOR SITES"
BALLOCH FARM, INVERNESS**

James Barr Limited has been instructed to lodge a submission to the Call for Sites for the proposed Inner Moray Firth Local Development Plan, promoting land at Balloch Farm Inverness as a sensitive extension to Culloden for housing and associated uses.

Full details of the development potential promoted have been included in the attached Masterplan lodged in support of the submission.

Please find enclosed the following documentation promoting Balloch Farm as an effective and viable housing site:

- One Copy of Call for Sites Form and Strategic Environmental Assessment Form;
- One Copy of Site Location Plan, scale 1:20000;
- One Copy of Planning Statement;
- One Copy of Balloch Farm Masterplan, prepared by Mill Architects.

We trust that this information is sufficient for the consideration of Balloch Farm for housing in the emerging Inner Moray Firth Local Development Plan, and look forward to receiving notification of receipt. If you wish to discuss the future development potential of this site further, please do not hesitate to contact us.

Yours sincerely



Elaine Hamilton MRTPI

Direct Dial: 0141 300 8007

E-mail: ehamilton@jamesbarr.co.uk

Enc

Cc: Macdonald Estates Plc

Site Forms

YOUR DETAILS	
Your Name (and organisation if applicable)	MACDONALD ESTATES PLC
Your Address / Contact Details	112 GEORGE STREET EDINBURGH EH2 4LH
Landowner's Name (if known / applicable)	
Agent (if applicable)	JAMES BARR LIMITED
Agent's Address / Contact Details (if applicable)	226 WEST GEORGE STREET GLASGOW G2 2LN 0141 300 8000

DETAILS OF SITE SUGGESTED	
Site Address	BALLOCH FARM, INVERNESS
Site/Local Name (if different from above)	
Site Size (hectares)	104 HECTARES
Grid Reference (if known)	
Proposed Use (e.g. housing, affordable housing, employment, retail, waste, gypsy traveller, utility, community, retained public open space)	RESIDENTIAL DEVELOPMENT WITH COMMUNITY/RETAIL FACILITIES, LAND FOR SCHOOL EXTENSION & PLAYING FIELDS, PUBLIC SQUARE AND OPEN SPACE. REFER TO MASTERPLAN DOCUMENT FOR FURTHER DETAILS.
Proposed Non Housing Floorspace / Number of Housing Units (if known/applicable)	POTENTIAL CAPACITY FOR 500 HOMES. NON HOUSING FLOORSPACE TO BE CONFIRMED.
Map	(please attach a map of the site ideally on an Ordnance Survey base)

If you wish to suggest a site that should <u>not</u> be built on, fill in this form	
REASONS WHY YOUR SITE SHOULD BE SAFEGUARDED FROM BUILDING	
How do the public enjoy the space - e.g. used for dog walking, children's play?	
What makes the site more special than other areas in the village/town?	
Does the site have attractive or rare features such as mature trees, historical significance or protected wildlife?	

Landowners, developers and/or agents wishing to suggest a site should fill in the following form and as much as possible of the strategic environmental assessment form (at the end of this document) which assesses the environmental effects of possible development sites.

If you wish to suggest a site that should be built on, fill in this form	
REASONS FOR YOUR DEVELOPMENT SITE SUGGESTION	
How can the site be serviced? (give details of proposed access, foul drainage, surface water and water supply arrangements)	ACCESS PROPOSED TO BE TAKEN FROM BARN CHURCH ROAD & KEPPOCH ROAD, CREATING A SPINE ROAD LOOPING ROUND THE SITE, TO ENCOURAGE DIVERSION OF LOCAL BUS SERVICES INTO THE SITE. FOUL DRAINAGE, SURFACE WATER & WATER SUPPLY ARRANGEMENTS TO BE CONFIRMED. IT IS ENVISAGED THAT EXISTING SERVICE INFRASTRUCTURE WILL BE UTILISED AS FAR AS TECHNICALLY FEASIBLE. SEE MASTERPLAN FOR FURTHER DETAILS.
FORM CONTINUES BELOW	

REASONS FOR YOUR DEVELOPMENT SITE SUGGESTION

What are the site's constraints and how can they be resolved or reduced?
 (e.g. does the site flood, are there protected species present, will good farmland be lost, will the local landscape be affected, will valued trees be felled, are any other heritage features likely to be affected?)

THE SITE IS CURRENTLY DESIGNATED AS AGRICULTURAL LAND. THE LAND SOUTH OF BARN CHURCH ROAD IS SURROUNDED BY MATURE WOODLAND WHICH ONCE FORMED PART OF THE HISTORIC GARDEN AND DESIGNED LANDSCAPE SURROUNDING CULLODEN HOUSE. NORTH OF BARN CHURCH ROAD, THE LAND CONSISTS OF AGRICULTURAL FIELDS WITH TWO ROWS OF MATURE TREES BISECTING THE FIELD. IT IS PROPOSED THAT DEVELOPMENT WILL TAKE PLACE NORTH OF BARN CHURCH ROAD, AND THAT THERE WILL BE MINIMAL FELLING OF TREES ON SITE. A GAS PIPELINE RUNS THROUGH THE NORTH-WESTERN EXTENT OF THE SITE – THIS PIPELINE IS CLASSIFIED AS A MAJOR ACCIDENT HAZARD PIPELINE, AND AS SUCH ANY DEVELOPMENT PROPOSALS MUST CONSULT HSE AND TAKE ACCOUNT OF THEIR LAND USE PLANNING ZONES. THE NORTH AREA OF THE SITE HAS BEEN IDENTIFIED AS AN AREA OF ARCHAEOLOGICAL INTEREST. A SCHEDULED ANCIENT MONUMENT KNOWN AS "BALLOCH OF CULLODEN" IS LOCATED IN THIS AREA, AND IT IS PROPOSED THAT THIS AREA WILL BE PROMOTED FOR INFORMAL RECREATIONAL PURPOSES AS PART OF THE WIDER PROPOSAL, AND A BUFFER WILL BE CREATED TO ENSURE THAT ANY PROPOSED DEVELOPMENT WILL NOT IMPACT ON THE CHARACTER AND SETTING OF THE SCHEDULED ANCIENT MONUMENT. SEE MASTERPLAN FOR DETAILS.

What benefits will result to the wider community from the site's development?
 (e.g. will there be more or better jobs, will the land be put to a more productive use, will the development increase infrastructure capacity for others, will more affordable houses result, is there an unmet demand for the development?)

THE PROVISION OF LAND FOR THE EXTENSION OF CULLODEN ACADEMY AND CREATION OF PLAYING FIELDS TO BE USED IMPROVE EDUCATIONAL AND RECREATIONAL FACILITIES AVAILABLE WITHIN THE LOCAL AREA. THE CREATION OF A COMMUNITY AND RETAIL HUB WILL PROVIDE LOCAL COMMUNITY FACILITIES, AND INTRODUCE EMPLOYMENT OPPORTUNITIES, IN CULLODEN. MATTERS RELATING TO THE MIX AND TYPE OF HOUSING PROPOSED ON SITE WILL BE DETERMINED AT A LATER DATE; HOWEVER, ANY PROPOSAL WILL BE DESIGNED TO CREATE A SUSTAINABLE AND DIVERSE COMMUNITY.

What impact will there be on travel patterns from the site's development?
 (e.g. will more or less people engage in active and healthy travel (walk / cycle) or go by public transport as a result of the site's development rather than travel by private car?)

THE PROPOSED INTRODUCTION OF NEW HOUSING AND ASSOCIATED USES WILL INCREASE TRAFFIC MOVEMENTS IN THIS AREA. IT IS PROMOTED IN THE MASTERPLAN (ENCLOSED) THAT THE DEVELOPMENT WILL CREATE FOOTPATHS/CYCLEPATHS TO IMPROVE CONNECTIVITY BETWEEN THE SITE AND THE NEARBY COMMUNITY OF CULLODEN. IN ADDITION, THE PROPOSED LOOP ROUND THROUGH THE SITE IS DESIGNED TO ATTRACT AND ACCOMMODATE LOCAL BUS SERVICES THROUGH THE SITE.

<p>Is the site well connected? (e.g. will the average travel time to community and commercial facilities reduce or increase as a result of the site's development, is the proposed use compatible with existing / proposed surrounding uses?)</p>	<p>THE SITE IS SITUATED ON THE EDGE OF THE SETTLEMENT BOUNDARY OF CULLODEN. THE SITE WILL PROVIDE SOME LOCAL COMMUNITY AND RETAIL FACILITIES WHICH CAN BE ACCESSED BY THE PROPOSED RESIDENTIAL AREAS. THE WIDER FACILITIES IN CULLODEN AND BALLOCH CAN BE ACCESSED ON FOOT, CYCLE, PUBLIC TRANSPORT OR PRIVATE CAR FROM THE PROPOSED HOUSING SITE.</p> <p>THIS SITE IS WITHIN THE WIDER RESIDENTIAL AREA OF INVERNESS EAST, AND BENEFITS FROM BOUNDARIES WITH CULLODEN AND CLOSE PROXIMITY TO BALLOCH. THIS ENHANCES AND IMPROVES THE HOUSING CHOICE AND VARIETY WITHIN THE LOCAL AREA, IMPROVES THE NATURAL ENVIRONMENT, PROVIDES LAND FOR IMPROVEMENTS TO LOCAL EDUCATIONAL FACILITIES AND CAN BE WELL INTEGRATED WITH THE ADJOINING RESIDENTIAL AREA OF CULLODEN.</p>
<p>Is the site energy efficient? (e.g. will the site allow for energy efficient siting, layout, building design and local renewable energy source connection?)</p>	<p>ANY DEVELOPMENT PROPOSED ON SITE WILL ALLOW FOR ENERGY EFFICIENT SITING, LAYOUT, BUILDING DESIGN AND TAKE CONSIDERATION OF ANY LOCAL RENEWABLE ENERGY SOURCE CONNECTION.</p>
<p>What other negative impacts will the development have and how will they be resolved or offset? (e.g. will the site's development increase any form of pollution or decrease public safety?)</p>	<p>THE PROPOSED RELEASE OF LAND FOR HOUSING AT BALLOCH FARM WILL RESULT IN THE LOSS OF AGRICULTURAL LAND TO THE NORTH OF BARN CHURCH ROAD. HOWEVER, THE PROPOSED RELEASE OF LAND FOR HOUSING WILL ALSO HAVE NUMEROUS BENEFITS, AS FOLLOWS:</p> <ul style="list-style-type: none"> - ENHANCEMENT OF NATURAL ENVIRONMENT TO SOUTH OF BARN CHURCH ROAD. - ENHANCEMENT OF ENVIRONMENT AT SCHEDULED ANCIENT MONUMENT - PROVISION OF LAND TO ALLOW FOR THE POTENTIAL IMPROVEMENTS/EXPANSIONS TO CULLODEN ACADEMY AND PROVISION OF RECREATIONAL LAND - CREATION OF ATTRACTIVE COMMUNITY THAT BENEFITS FROM PROXIMITY TO A96 AND INVERNESS. <p>BALLOCH FARM MASTERPLAN PROVIDES FURTHER DETAILS ABOUT THE FUTURE DEVELOPMENT POTENTIAL OF THIS SITE.</p>

STRATEGIC ENVIRONMENTAL ASSESSMENT FORM

Landowners, developers and/or agents wishing to suggest a site should fill in as much as possible of the following form. Strategic environmental assessment of local development plan sites is now a statutory requirement and considers the possible environmental effects of development proposals. We will check your answers and fill in any gaps.

No. Issue	Detailed Explanation	Answer	Any Proposed Mitigation Measures (how will you reduce or offset the effects of your development?)
1	<p>a) Will the site safeguard any existing open space within the area?</p> <p>b) Will the site enable high quality open space to be provided within the area?</p>	<p>A) YES, THE PROPOSED RELEASE OF LAND AT BALLOCH FARM INCLUDES THE SAFEGUARDING OF EXISTING COUNTRYSIDE AND WOODLAND SOUTH OF BARN CHURCH ROAD.</p> <p>B) THE PROPOSAL INCLUDES THE PROVISION OF OPEN SPACE, SPECIFICALLY RELATING TO THE AREA OF THE SCHEDULED ANCIENT MONUMENT, PROPOSED WALKWAYS/CYCLEWAYS AND RECREATIONAL LAND. THIS PROVIDES A MIX OF ACTIVE AND PASSIVE OPEN SPACE.</p>	<p>OPEN SPACE PROVISION DETAILED IN MASTERPLAN.</p>
2	<p>Will the site encourage and enable provision for active travel (walking, cycling and public transport use)?</p> <p>Is any part of the site within 400m straight line distance of any community/commercial building? or will development provide a community/commercial building within walking distance of existing residential areas?</p> <p>- Are there opportunities to create new walking/cycling routes or improve existing routes?</p>	<p>THE INDICATIVE MASTERPLAN INCLUDES PROPOSALS TO CREATE A ROADS AND PATH NETWORK THAT WILL IMPROVE ACCESSIBILITY TO THE AREA ON FOOT, CYCLE AND PUBLIC TRANSPORT. THIS IS PROVIDED BY THE PROPOSED ROADS LAYOUT AND THE FOOTPATH NETWORK PROPOSED THROUGH THE SITE.</p>	<p>MASTERPLAN SETS OUT DETAILS OF ENABLING ACTIVE TRAVEL.</p>
3	<p>Does the site provide an opportunity for you to provide a financial contribution towards encouraging more sustainable travel patterns?</p> <p>For example, can a subsidy to a local bus route be provided?</p>	<p>THE INDICATIVE MASTERPLAN PROMOTES ROADS INFRASTRUCTURE TO ACCOMMODATE PUBLIC TRANSPORT SERVICES ON SITE. MATTERS OF FINANCIAL CONTRIBUTION CAN BE ADDRESSED THROUGH DETAILED ASSESSMENT OF THE DEVELOPMENT PROPOSED, IF REQUIRED.</p>	

4	Will the site involve "off site" road improvements that will contribute to road safety?	Is the site likely to improve the local road network such as junctions or crossings?	THE PROPOSAL INCLUDES NEW ROUNDABOUTS ON THE EXISTING ROAD NETWORK IN ORDER TO ACCOMMODATE THE PROPOSED HOUSING SITE, AND CREATE A SAFE MEANS OF ACCESS TO THE AREA.	POTENTIAL IMPROVEMENTS TO LOCAL ROAD NETWORKS PROMOTED IN THE ATTACHED MASTERPLAN.
5	Is there scope for road safety measures as part of the development of the site?	Will development incorporate on-site traffic calming measures (e.g. speed bumps) or street lighting? Will it incorporate the principles of Designing Streets available via: http://www.scotland.gov.uk/Publications/2010/03/22120652/0	DETAILS OF TRAFFIC CALMING MEASURES CAN BE INCORPORATED WHERE APPROPRIATE, AND CAN BE ADDRESSED THROUGH THE DETAILED CONSIDERATION OF THE DEVELOPMENT PROPOSED.	ROAD SAFETY MEASURES TO BE ADDRESSED IN THE DETAILED STAGES OF PROPOSAL, AND CAN BE INCORPORATED INTO THE DEVELOPMENT OPPORTUNITIES ON SITE.
6	Is the site near any existing "bad neighbour" uses?	Will the site be negatively affected by any neighbouring use? (bad neighbour uses include those that affect residential property by way of fumes, vibration, noise, artificial lighting etc). Is the site affected by any of the Physical Constraints identified in the Council's Physical Constraints Supplementary Guidance?	THE PROPOSED HOUSING RELEASE SITE IS NOT AFFECTED BY ANY "BAD NEIGHBOUR" USES. SURROUNDING LAND USES INCLUDE RESIDENTIAL AND EDUCATIONAL USES WHICH ARE COMPATIBLE WITH THE DEVELOPMENT OPTIONS PROPOSED.	
7	Are there any contaminated land issues affecting the site?	Are you aware if the site has been previously used for industrial or any other uses likely to cause contamination?	THIS LAND IS GREENFIELD, AND REMAINS UNDEVELOPED. THERE IS NO EVIDENCE OF ANY CONTAMINATION ON SITE.	
8	a) Is the site on derelict, vacant or other land that has previously been used? b) Is the site on greenfield land?	a) Has the site been identified in Scottish Government's Vacant and Derelict Land Survey (which can be found here: http://scotland.gov.uk/Publications/2010/01/26135819/0) or has the land got an existing use? b) Will the site be located on presently undeveloped land e.g. presently or capably used for agriculture, forestry or amenity purposes?	A) NO, THERE IS NO EVIDENCE THAT THIS LAND HAS PREVIOUSLY BEEN USED/DEVELOPED. B) THIS IS A GREENFIELD SITE.	
9	Is the site within the current settlement boundary?	Is the site within any identified settlement boundary in the Local Plan? Is it allocated for any uses?	THIS SITE IS IN AN EDGE OF SETTLEMENT LOCATION.	PROMOTES AN ATTRACTIVE AND SENSITIVE EXPANSION TO EXISTING URBAN AREA.

	Will the site affect the distinctiveness and special qualities of the present landscape character or affect any landscape designation?	Does the site conform with the Landscape Capacity Assessment (if available)? Will the site result in the removal of valued landscape features or negatively affect any key views? Is it located within or would otherwise affect a National Scenic Area or Special Landscape Area, having regard to their special qualities?	MASTERPLAN PROMOTES SENSITIVE SAFEGUARDING AND DEVELOPMENT OF ESTABLISHED WOODLAND AND OPEN SPACE TO THE SOUTH, AND PROMOTES THE ENHANCEMENT OF LAND TO THE NORTH AT THE SCHEDULED ANCIENT MONUMENT.	
10	Will the site affect any areas with qualities of wildness? (that is land in its original natural state?)	Are you aware if the site is inside or likely to affect an area of Wild Land? (These areas are identified on Map 3 of SNH's Policy Statement, Wildness in Scotland's Countryside) and areas of Remote Coast identified by the Council, or an area of wildness identified in the draft Wild Land Supplementary Guidance?	THERE IS NO EVIDENCE THAT THE PROPOSED DEVELOPMENT OF LAND AT BALLOCH FARM WILL AFFECT ANY WILD LAND DESIGNATIONS.	
11	Will the site affect a conservation area?	Is the site inside or likely to affect the character of a confirmed Conservation Area?	THE SITE DOES NOT AFFECT A CONSERVATION AREA.	
12	Will the site impact on any listed building and/or its setting?	Is there a listed building or a part of the setting "area" of a listed building within the site?	CULLODEN HOUSE HOTEL AND ASSOCIATED BUILDINGS ARE DESIGNATED CATEGORY 'A' AND 'B' LISTED BUILDINGS, AND THE GARDENS ARE DESIGNATED HISTORIC GARDENS & DESIGNED LANDSCAPES. THIS SITE IS NEARBY, BUT AT A DISTANCE FROM THE SITE, AND UNLIKELY TO BE AFFECTED BY THE DEVELOPMENT PROPOSED.	
13	Will the site affect a site identified in the Inventory of Gardens and Designed Landscapes?	Is any part of the site inside the outer boundary of an Inventory "entry" or will the site affect the setting of an "entry"?	THE GARDENS OF CULLODEN HOUSE HOTEL ARE DESIGNATED HISTORIC GARDENS AND DESIGNED LANDSCAPES. THIS IS NEARBY, BUT SEPARATE FROM THE SITE, AND THEREFORE UNLIKELY TO BE AFFECTED BY THE DEVELOPMENT PROPOSED.	
14	Will the site affect any locally important archaeological sites identified in the Historic Environment Record?	Does the site contain any features identified in the HER? If yes, will the site affect the feature?	THE NORTH EAST CORNER OF THE SITE HAS BEEN IDENTIFIED AS AN AREA OF ARCHAEOLOGICAL INTEREST, DUE TO THE SITING OF A SCHEDULED ANCIENT MONUMENT IN THIS LOCATION.	MASTERPLAN IDENTIFIES MEASURES TO BE APPLIED TO ACCOMMODATE AREA OF ARCHAEOLOGICAL INTEREST, BY CREATING OPEN SPACE/RECREATIONAL LAND.

16	Will the site impact on any Scheduled (Ancient) Monument and/or its setting?	Is there any SAM within the site boundary or will a SAM be affected?	THE NORTH EAST CORNER OF THE SITE HOUSES THE BALLOCH OF CULLODEN ANCIENT MONUMENT, AND THIS IS INCLUDED WITHIN THE WIDER HOUSING RELEASE SITE PROMOTED. HOWEVER, THE MASTERPLAN PROMOTES THE POTENTIAL TO IMPROVE THE SETTING OF THE MONUMENT, AND IMPROVE ACCESSIBILITY TO THE AREA – AS A RECREATIONAL SITE.	MASTERPLAN IDENTIFIES MEASURES TO BE APPLIED TO SAFEGUARD AND ENHANCE THE SCHEDULED ANCIENT MONUMENT, BY CREATING OPEN SPACE/RECREATIONAL LAND AND IMPROVING ACCESS TO THE AREA.
17	<p>a) Will the site affect any natural heritage designation or area identified for its importance to nature conservation?</p> <p>b) Will the site affect any other important habitat for the natural heritage?</p>	<p>a) Is any part of the site inside or likely to affect the designation (SAC, SPA, SSSI, NNR, Ramsar) or Local Nature Conservation Site?</p> <p>b) Is any part of the site within or likely to affect non-statutory features identified as being of nature conservation importance e.g. Ancient, Semi-Natural or Long-Established Woodland Inventory sites, priority BAP habitats, habitats included on the Scottish Biodiversity List, non-designated habitats listed in Annex 1 of EC Habitats Directive?</p>	<p>A) THERE IS NO EVIDENCE THAT THE DEVELOPMENT OF THIS SITE WILL HAVE AN IMPACT ON ANY NATURAL HERITAGE DESIGNATION OR AREA IDENTIFIED FOR ITS IMPORTANCE TO NATURE CONSERVATION.</p> <p>B) THERE IS NO EVIDENCE THAT THE DEVELOPMENT OF THIS SITE WILL AFFECT ANY OTHER IMPORTANT HABITAT FOR NATURAL HERITAGE.</p>	
18	<p>a) Will the site affect any protected species?</p> <p>b) Will the site affect any other important species for the natural heritage?</p>	<p>a) Will the site affect any European Protected Species, Badgers and species (birds, animals and plants) protected under the Wildlife and Countryside Act 1981 as amended. If such a species may be present on or near the site, a survey should be carried out to inform this assessment (for which a licence from SNH may be required)</p> <p>b) Will the site affect species listed in the UK and Local BAPs, the Scottish Biodiversity List and relevant annexes of the EC Habitats Directive?</p>	<p>A) NO PROTECTED SPECIES SURVEYS HAVE BEEN UNDERTAKEN ON SITE, AND IF REQUIRED THIS CAN BE UNDERTAKEN TO IDENTIFY IF SPECIES EXIST ON/NEAR THE SITE.</p> <p>B) THERE IS NO EVIDENCE AT THIS STAGE THAT THE SITE WILL AFFECT SPECIES LISTED IN THE UK, AND LOCAL BAP, THE SCOTTISH BIODIVERSITY LIST AND RELEVANT ANNEXES OF THE EC HABITATS DIRECTIVE.</p>	
19	Is the site proposed to provide any form of renewable energy?	For example, will the site provide or be capable of providing a district heating system, solar panels of a wind turbine?	NO DETAILS AVAILABLE AT THIS TIME.	

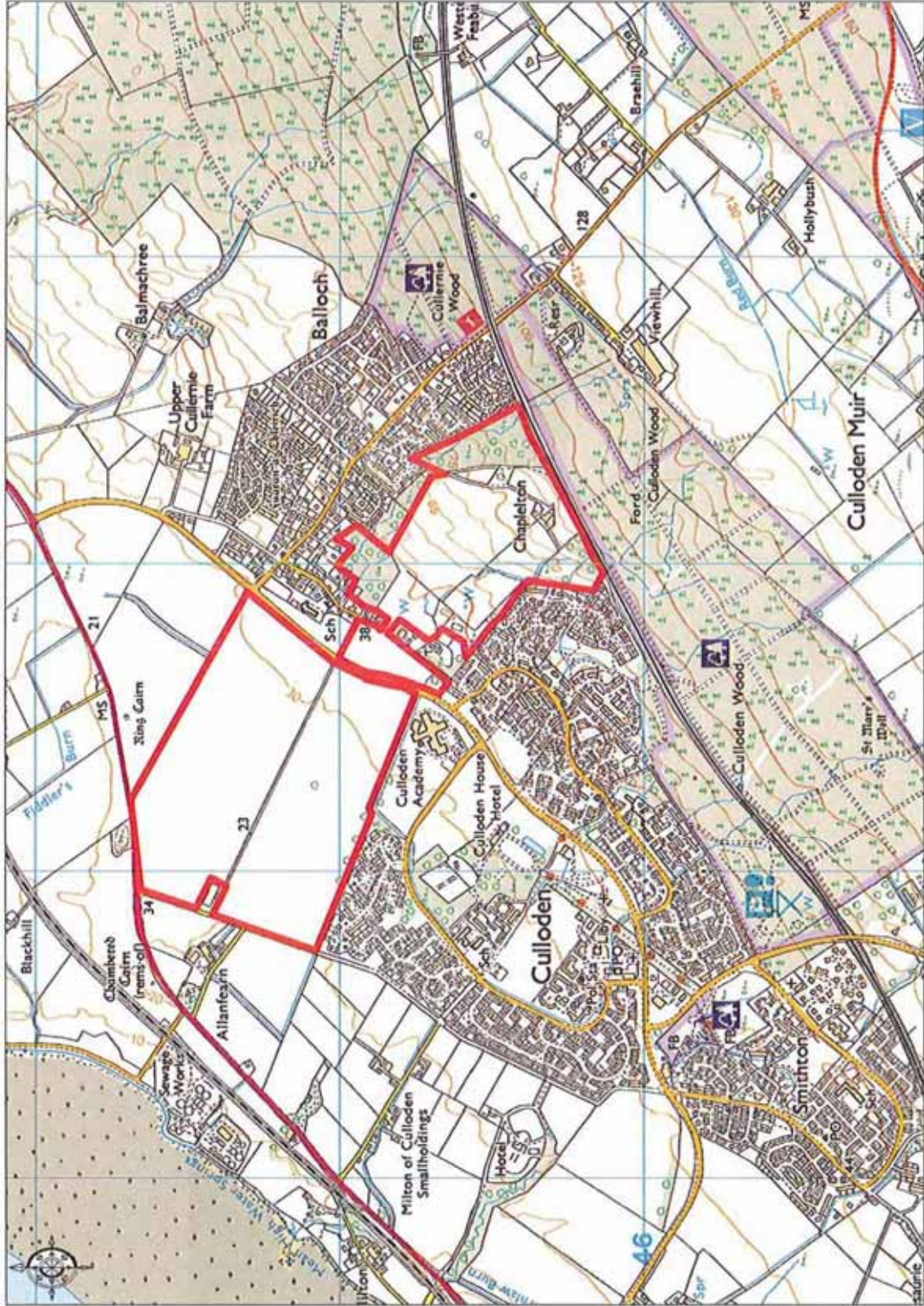
20	Is any part of the site at risk from fluvial or coastal flooding as shown on SEPA's flood map or from local knowledge?	Are you aware of any part of the site being within the 1 in 200 year flood risk contour as identified by SEPA? (which can be found here: http://www.sepa.org.uk/flooding/flood_risk_maps/view_the_map.aspx)	THE SITE IS NOT KNOWN TO BE AT RISK OF FLOODING, AND IS NOT IDENTIFIED ON SEPA'S FLOOD MAP.
21	Will development of the site result in the need for changes in land form and level? If yes, how will soil and drainage issues be addressed?	Will there be any change in rate, quantity, quality of run-off plus groundwater impact on or off site? If so, will these affect priority habitats, especially blanket bog?	THE AREA PROMOTED FOR DEVELOPMENT TO THE NORTH OF BARN CHURCH ROAD. THIS LAND IS RELATIVELY FLAT, AND DOES NOT ANY CHANGES IN LAND FORM OR LEVEL.
22	Is there a watercourse, loch or sea within or adjacent to the site? If yes, how will the water environment be protected from development?	Will there be any culverting, diversion or channelling of existing watercourses?	THERE IS A SMALL BURN LOCATED TO THE SOUTH-WEST OF THE SOUTHERN SITE. THIS IS AT A DISTANCE FROM THE PROPOSED HOUSING SITE.
23	Will the site offer opportunities for sustainable waste management?	Will the waste produced by the site be minimised and processed close to source in a sustainable way?	NO DETAILS OF ANY POTENTIAL SUSTAINABLE WASTE MANAGEMENT OPPORTUNITIES HAVE BEEN PROMOTED AS PART OF THIS SUBMISSION.
24	Can the site be connected to the public water and sewerage system?	Can the site be connected at reasonable cost? If not, what alternative is proposed?	IT IS PROPOSED THAT THE SITE WILL UTILISE THE PUBLIC WATER AND SEWERAGE SYSTEM AS FAR AS TECHNICALLY POSSIBLE.
25	Will the site require alteration to the local landform?	Can the site (including access) be developed without significant re-contouring etc.? Will access tracks and parking areas have significant cut and fill?	THE SITE CAN BE DEVELOPED WITHOUT ANY SIGNIFICANT CUTTING/INFILL.
26	Will the site affect or be affected by coastal erosion or natural coastal processes?	This will be noted on any relevant shoreline management plan.	THE SITE IS NOT ON A SHORELINE, AND WILL NOT BE AFFECTED BY COASTAL EROSION OR NATURAL COASTAL PROCESSES.

27	Is the site sheltered from the prevailing wind and does it have a principal aspect between SW and SE?	Will development make best use of the site in terms of energy efficiency?	DETAILED MATTERS ARE TO BE ADDRESSED THROUGH THE PLANNING APPLICATION SYSTEM, AND WILL RESOLVE MATTERS OF SITE LAYOUT/ASPECTS ETC TO MAKE THE BEST USE OF THE LAND IN TERMS OF ENERGY EFFICIENCY.	
28	Will the site have any impact upon local air quality?	Is the site near areas of employment or close to public transport? Such developments are less likely to result in additional traffic which may contribute to air pollution.	THE MASTERPLAN PROMOTES INCLUSION OF ROADS INFRASTRUCTURE TO ACCOMMODATE PUBLIC TRANSPORT SERVICES ON SITE, PROVIDING ACCESS TO THE WIDER AREA AND AREAS OF EMPLOYMENT.	
29	Will the site have an impact on light pollution levels?	Is it likely that the Council policy likely will require street lighting at this location? Are there proposals for floodlighting on the site?	IT IS LIKELY THAT STREET LIGHTING WILL BE REQUIRED IN THE DEVELOPMENT PROPOSED. IN ADDITION, THE PROPOSED RECREATIONAL LAND COULD INCORPORATE FLOODLIGHTING TO EXTEND POTENTIAL HOURS OF USE.	
30	a) Will it the site affect the present green network of the area? b) Will the site provide opportunities to enhance the present green network of the area?	a) Will the site affect features that currently provide for the movement of species and/or people e.g. woodland, hedgerows, field margins, watercourses, coastlines, tree belts, greenspace? b) Will connectivity of natural features or open space and paths used for public amenity be improved? Will existing fragmentation of habitats and open spaces be improved? Will species be enabled to move where at present there is an obstacle?	A) THE MASTERPLAN PROMOTES THE PROVISION AND RETENTION OF THE GREEN NETWORK THROUGH THE SITE, IN ORDER TO CREATE A SENSITIVE MIX OF BUILT AND NATURAL ENVIRONMENT. B) THE SITE PROVIDES OPPORTUNITIES TO RETAIN NATURAL FEATURES ON SITE, AND PROMOTES AREAS OF OPEN SPACE AND RECREATIONAL AREAS TO ENCOURAGE ACCESSIBILITY AND ENHANCE THE NATURAL ENVIRONMENT.	
31	Will the site provide opportunities for people to come into contact with and appreciate nature/natural environments?	Is the site close to (within 1.5km) an opportunity to come into contact with nature/natural environments e.g. Local Nature Reserves, local greenspace, green networks? Are there proposals which will increase opportunities to come into contact with nature/natural environments?	THE SITE PROMOTES ACCESSIBILITY TO THE LOCAL ARCHAEOLOGICAL AREA, SCHEDULED ANCIENT MONUMENT, ACCESS TO OPEN SPACE AND THE WIDER NATURAL ENVIRONMENT.	DETAILS PROVIDED WITHIN MASTERPLAN.

32	a) Will the site affect any core paths or right of way? b) Will the site affect any other existing paths or outdoor access opportunities? c) Will the allocation provide new access opportunities within the site and linking to the path network beyond the site?	a) Is a diversion of a core path or right of way required? Will there be any impact on the usability of a core path or right of way? b) Will it affect an existing path in the Highland Path Record? Will it provide additional access opportunities or adversely affect access opportunities afforded by the Land Reform (Scotland) Act 2003? c) Will new paths be created within and beyond the site? Will any existing paths be improved e.g. to increase accessibility to a wider range of users? Will the site help to realise priorities identified in the Council's outdoor access strategy or aspirational paths identified in the core path plans? Are you aware if the site lies within or adjacent to an un-notified Geological Conservation Review site or Local Geodiversity Site? (or other site with geodiversity value e.g. distinctive landforms, areas with natural processes, rock exposures for study?)	A) THE PROPOSED DEVELOPMENT OF THE LAND DOES NOT AFFECT OR IMPACT UPON THE USABILITY OF A CORE PATH OR RIGHT OF WAY. B)THE SITE WILL NOT AFFECT ANY EXISTING OUTDOOR PATHS OR OUTDOOR ACCESS OPPORTUNITIES. C) NEW PATHS AND WALKWAYS WILL BE CREATED AND IMPROVED THROUGHOUT THE PROPOSED DEVELOPMENT SITE, AS A MEANS OF IMPROVING ACCESS TO THE SURROUNDING NATURAL ENVIRONMENT, THROUGHOUT THE SITE, AND TO ADJOINING SETTLEMENTS.	DETAILS OF FOOTPATH/CYCLEPATH CREATION DETAILED IN MASTERPLAN.
33	Will the site have an impact on the geodiversity of the area?	Are you aware if the site lies within or adjacent to an un-notified Geological Conservation Review site or Local Geodiversity Site? (or other site with geodiversity value e.g. distinctive landforms, areas with natural processes, rock exposures for study?)	WE ARE UNAWARE WHETHER THE SITE LIES WITHIN A GEOLOGICAL CONSERVATION REVIEW OR LOCAL GEODIVERSITY SITE. DUE TO THE CURRENT STATUS AND APPEARANCE OF THE SITE, IT IS UNLIKELY THAT THIS SITE IS AFFECTED BY THIS ALLOCATION.	
34	Will soil quality and capability of the site be adversely affected?	Will the site result in a loss of soil due to development or removal of good quality soil from the site? Is the site on land identified as Prime Quality Agricultural Land?	THIS IS AGRICULTURAL LAND, AND PARTIALLY INCLUDES PRIME AGRICULTURAL LAND IN NORTHERN AREA.	DEVELOPMENT INCORPORATES ENHANCEMENT OF BUILT AND NATURAL ENVIRONMENT.
35	Is the site on peatland?	Is the site within or functionally connected to an area of peatland? Would the allocation involve the disturbance of peat? If yes, how would impacts on peatland be avoided or minimised? Would any tree felling be required?	THIS SITE IS NOT PEATLAND.	

36	Will the site have any affect on the viability of a crofting unit?	Does the site represent a significant loss of good quality inbye crofting land or common grazing land?	THE DEVELOPMENT OF THIS LAND WILL NOT REPRESENT ANY LOSS TO GOOD QUALITY INBYE CROFTING LAND OR COMMON GRAZING LAND.	
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BALLOCH FARM, INVERNESS



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SITE LOCATION PLAN

James Barr

**INNER MORAY FIRTH LOCAL DEVELOPMENT PLAN
CALL FOR SITES - BALLOCH FARM, INVERNESS**

MARCH 2011

PREPARED FOR MACDONALD ESTATES PLC

REPRESENTATIONS TO THE INNER MORAY FIRTH
LOCAL DEVELOPMENT PLAN - CALL FOR SITES
BALLOCH FARM, INVERNESS
ON BEHALF OF MACDONALD ESTATES PLC

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1.0 INTRODUCTION

- 1.1 James Barr Limited has been instructed by Macdonald Estates Plc to promote the allocation of land at Balloch Farm, Inverness as a future residential development opportunity with associated uses in the emerging Inner Moray Firth Local Development Plan (LDP).
- 1.2 Representations have been lodged to the Highland Wide Local Development Plan on behalf of Macdonald Estates Plc, objecting to the continued support of housing sites in East Inverness where there were known constraints in terms of deliverability. Support was promoted in this representation to the Highland Wide LDP for the identification and allocation of alternative sites - such as Balloch Farm, that are effective and available to provide land for housing and associated uses within the lifetime of the Local Development Plan.
- 1.3 In addition, objections were lodged against the identification of site specific allocations in this "strategic" policy document, which ultimately demeans and restricts the purpose of the Area-Wide Local Development Plans (LDP), particularly relating to proposed Inner Moray Firth Local Development Plan.
- 1.4 Ultimately there is a recognised need and demand for house building in Inverness, and the area of the East Inverness has been promoted as the preferred growth corridor over the last 5 years with the publication of the A96 Corridor Development Framework.
- 1.5 The production of a new Area-Wide Local Development Plan for Inner Moray Firth should provide interested parties with the opportunity to promote and develop a new strategy for development and growth within the local area.
- 1.6 We request that The Highland Council take due cognisance of the fact that there are alternative and effective sites in East Inverness available for development. In this context, we wish to promote land at Balloch Farm, Inverness for residential and associated uses within the emerging Inner Moray Firth Local Development Plan.

2.0 SITE DESCRIPTION

- 2.1 Balloch Farm is located to the east of the City of Inverness. It is situated between the settlements of Culloden and Balloch, and located to the south of the A96 road connecting Inverness and Nairn.
- 2.2 Located within the “preferred” A96 Corridor, Balloch Farm is well positioned in one of the fastest growing areas in Scotland.
- 2.3 The area is currently agricultural land and woodland, located to the south of the A96. The land is bounded to the south east by the settlement of Culloden, including Culloden High School and to the west by Balloch. The south western section of the site is bounded by existing, established woodland, separating the proposed development site from the surrounding residential areas of Culloden and Balloch.
- 2.4 The site slopes gently in a south east to north west direction, with more prominent gradients on the land located to the south east of Barn Church Road.
- 2.5 The Masterplan prepared by Mill Architects, lodged in support of this representation, provides further details about Balloch Farm, and the site context and characteristics.
- 2.6 It shows that this land has the potential to promote 500 new homes with associated community facilities and local shops, recreational space, and retention of landscaping and established woodland. In addition, the proposal also incorporates the provision of land for the expansion and growth of Culloden Academy, which is located on the western boundary of the site.

3.0 VISION FOR THE HIGHLANDS

- 3.1 The progression of the Inner Moray Firth Local Development Plan has given Highland Council the opportunity to promote the future vision and objectives for the local area. The principles and policies of the Area-Wide Local Development Plan should ultimately promote site specific allocations and appropriate development policies relevant for the area.
- 3.2 The Housing Needs and Demand Assessment (April 2010) undertaken by The Highland Council indicates that a large number of new housing needs to be built over the next 10 years and beyond to meet the expected population growth. Macdonald Estates Plc continues to support the efforts of Highland Council to accommodate the increase in the population of the Highlands.
- 3.3 Specifically, the Housing Needs and Demand Assessment (HNDA 2010) identified an increase of over 20% in the number of households in Inverness Housing Market Area between 2006 and 2021. The majority of housing demand and growth in the area is located in Inverness, and while the scope for new housing in urban areas continues to promote the use of infill sites or redevelopment, it is recognised that this is limited and as such growth will tend to come from expansion into new areas (para 7.5).
- 3.4 With an increased requirement for new private and affordable houses to be built each year, the Inner Moray Firth Local Development Plan has to ensure that the allocation of sufficient land is made available for development within this area, in addition to that promoted in the Highland Wide LDP.
- 3.5 If the supply of housing land is restricted, or constrained, the development and growth of Highland's communities will suffer as a result. It is of paramount importance that the Council allocates sufficient land to stimulate investment, increase build rates and provide effective housing opportunities for all areas of existing need and market demand.
- 3.6 On this matter, the Scottish Planning Policy document (SPP) advocates the allocation of a generous supply of land to provide a range of houses in the right places. Specifically, paragraph 70 of SPP states that the generous supply of "appropriate and effective sites" being made available, and being release in a timely manner.
- 3.7 The allocation of a generous supply of housing land gives the development plan some flexibility, as recognised in paragraph 71 of SPP, stating:

"Allocating a generous supply of land for housing in the development plan will give the flexibility necessary for the continued delivery of new housing even if unpredictable changes to the effective land supply occur during the life of the plan. Consideration of the scale and location of the housing land requirement in development plans well ahead of

land being required for development should assist in aligning the investment decisions of developers, infrastructure providers and others."

- 3.8 In particular, where there are potential constraints associated with housing land, the identification of alternative, effective sites to be progressed in the interim would ensure that the objectives to deliver housing would be unaffected by circumstances.
- 3.9 To ensure that the Inner Moray Firth Local Development Plan meets the requirements of the Housing Needs & Demand Assessment, and the objectives of the Scottish Planning Policy document, Highland Council should be promoting generous supplies of land for housing, particularly within the sought after area of Inverness.

4.0 NATIONAL PLANNING POLICY

- 4.1 Scottish Planning Policy provides an overview of the planning system, and addresses key planning themes, including housing. Scottish Planning Policy (SPP) sets out statements on land use planning in Scotland. The policies expressed in the SPP should inform the content of development plans, be considered in decisions on planning applications, and be used to inform development proposals from conception to implementation.
- 4.2 SPP states that development plans should promote the efficient use of land and good infrastructure to encourage wellbeing. Clear guidance needs to be provided on what is, or is not, permissible development opportunities.
- 4.3 Regarding housing, SPP states that the Scottish Government is committed to increasing the supply of new homes, and the planning system should contribute to raising the rate of house building by identifying a “generous supply of land for the provision of a range of housing in the right places” (paragraph 66).
- 4.4 Key considerations for planning authorities in setting out a long term context for development include the efficient use of existing buildings, land and infrastructure, the deliverability of the strategy, and the protection and enhancement of the landscape, natural, built and cultural heritage, biodiversity and the wider environment including flood risk (para. 77).
- 4.5 In terms of the location and design of new development, SPP recognises that the majority of housing land will be designated within or adjacent to existing settlements to make appropriate use of local services and facilities.
- 4.6 Specific factors are identified for taking into account the future development potential of land for housing:
- *The potential contribution to the strategy and policies of the development plan and other national and local policy objectives.*
 - *The relative accessibility of the sites by a choice of transport options.*
 - *The availability of infrastructure, including waste management infrastructure, and education and community facilities.*
 - *Whether development can be achieved within the required time frame.*
 - *The provision of choice across the housing market area.*
 - *The design, quality and density of development that can be achieved; and*
 - *The individual and cumulative effects of the proposed development.* (para. 80)
- 4.7 Where there are opportunities to promote sites for future housing development adjacent to existing settlements, this is an appropriate method of delivering housing land. In addition, factors

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to be taken into account in the assessment of land for housing include the deliverability, effectiveness, choice, infrastructure and transport connections, and overall effect of the development. These are all relevant in the assessment of future housing opportunity sites in the emerging Area Wide Local Development Plan.

5.0 CALL FOR SITES - BALLOCH FARM

- 5.1 The proposed Area Wide Local Development Plan (LDP) will deal with site specific land allocations and policy issues relating to each area, specifically incorporating the Inverness area.
- 5.2 The Highland Wide LDP continues to recognise the pressure for development in the Inner Moray Firth Area, and this demand needs to be addressed whilst acknowledging the constraints that exist in the area. Specifically, the A96 Corridor Development Framework (approved September 2007) has identified and supported expansion of East Inverness, between Inverness and Nairn.
- 5.3 The area of Balloch Farm benefits from being located directly adjacent to the allocated East Inverness area. Now that the area of Stratton Farm has been approved planning permission for mixed use development by The Highland Council, and allocated in the Highland Wide LDP Proposed Plan; there is a commitment to continue to expand and develop Inverness to the east, and support improvements to transport and infrastructure connections along the A96 Corridor.
- 5.4 The HNSA 2010 recognises that the “credit crunch” has significantly affected all parts of the housing system in Scotland, with new builds and completions put on hold and housing sales significantly dropping. However, all evidence still suggests that the population will continue to grow and the number of households will carry on growing as the trend for smaller properties continues due to falling birth rates, increasing divorce rates and people living longer. As such, there is a continued demand for housing in the Highlands, and the Inverness area.
- 5.5 Not only do housing land allocations need to provide land for future housing requirements, but also to meet the backlog of housing provision which is the effect of the “credit crunch”. This approach should be adapted in the progression of the Inner Moray Firth Local Development Plan, promoting land able to meet current and future housing needs in the area. It has been recognised that the developments in this area will be considered in terms of the cumulative impacts with other developments in the area, and the provision of major upgrades to local infrastructure.
- 5.6 It has been recognised in the Summary of Issues and Recommended Responses to the Highland Wide LDP Main Issues Report provided by Highland Council that the land at Balloch Farm has the potential to contribute to the wider strategy for Inverness, and the longer term strategy beyond this local development plan. We acknowledge and support the recognition that this land has the potential to provide for the future growth and expansion of Inverness to meet housing need and demand.
- 5.7 We propose that land at Balloch Farm should be identified and supported through the Inner Moray Firth Local Development Plan as an effective housing release site, with cumulative benefits to the local communities of Balloch and Culloden. This site promotes a viable development opportunity able to be progressed within the lifetime of the emerging Area-Wide Local Development Plan.

FUTURE DEVELOPMENT POTENTIAL OF BALLOCH FARM

- 5.8 The area of Balloch Farm is located within the wider A96 Corridor. This is recognised as the preferred area of growth for Inverness, with sites at East Inverness identified and supported in the Highland Wide LDP Proposed Plan.
- 5.9 It has already been confirmed in the Highland Wide LDP Proposed Plan that housing sites allocated at East Inverness are longer term, as they are dependent upon the provision of major upgrades to transport infrastructure and significant capital investment in schools and other community facilities.
- 5.10 In contrast, Balloch Farm is a site that is effective, and available for development within the lifetime of the Area-Wide Local Development Plan. As detailed in the supporting Masterplan, the land at Balloch Farm can provide residential uses constituting 500 homes, community facilities, local shops and recreational space. The potential allocation of this land for future development also creates the opportunity to provide land for the expansion of, and improvements to, Culloden Academy and introduce public facilities and services that are not currently available in the local area.
- 5.11 The proposed development area is limited to land to the north of Barn Church Road, with the retention of and improvements to the existing green wedge between Balloch and Culloden on the south western section of the site. The proposed layout and setting of the development opportunities at Balloch Farm promote a sensitive expansion which integrates the built and natural environment, and retains the semi-rural character of the wider locale.
- 5.12 This is an effective and viable housing site that can be realised within the lifetime of the local development plan.
- 5.13 The full potential of land at Balloch Farm as a housing release site is detailed in the accompanying Masterplan prepared by Mill Architects.

SUMMARY OF REPRESENTATIONS

- 5.14 The recent Housing Needs and Demand Assessment (April 2010) sets out the need for additional housing within the Inverness area, including the A96 Corridor. As such, in accordance with the objectives of the Scottish Planning Policy document, a generous supply of housing land should be identified in the emerging Area-Wide Local Development Plan (LDP) in order to ensure that need and demand in the local area is met.
- 5.15 Highland Council has a duty to ensure that there is sufficient land available to provide effective and viable residential development opportunities throughout the lifetime of the local plan.

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- 5.16 We promote Balloch Farm as a viable, realistic opportunity for housing land in the A96 Corridor.
- 5.17 The information lodged in support of this site proves that the area has the potential to encourage a sensitive expansion in the East Inverness area that is both effective and unconstrained for housing provision. We promote the allocation of this land for future residential use in the emerging Inner Moray Firth Local Development Plan.

6.0 CONCLUSIONS

- 6.1 In conclusion, we respectfully request that the future development potential of land at Balloch Farm, Inverness for housing and mixed uses, be included in the emerging Inner Moray Firth Local Development Plan.
- 6.2 The Masterplan prepared by Mill Architects, and submitted in support of this representation, provides full details about the site and the potential of this land for future residential development and associated uses. The land at Balloch Farm is an effective, sensitive expansion opportunity within the wider East Inverness area that can deliver new housing in an area subject to demand.
- 6.3 As such, we request that the development potential of Balloch Farm be identified as a housing allocation in the Inner Moray Firth Local Development.
- 6.4 We trust that the information lodged in this statement, and the supporting Masterplan document prepared by Mill Architects will be given due consideration in the progression of the Inner Moray Firth Local Development Plan.

**James Barr Limited
On Behalf Of
Macdonald Estates Plc**

March 2011

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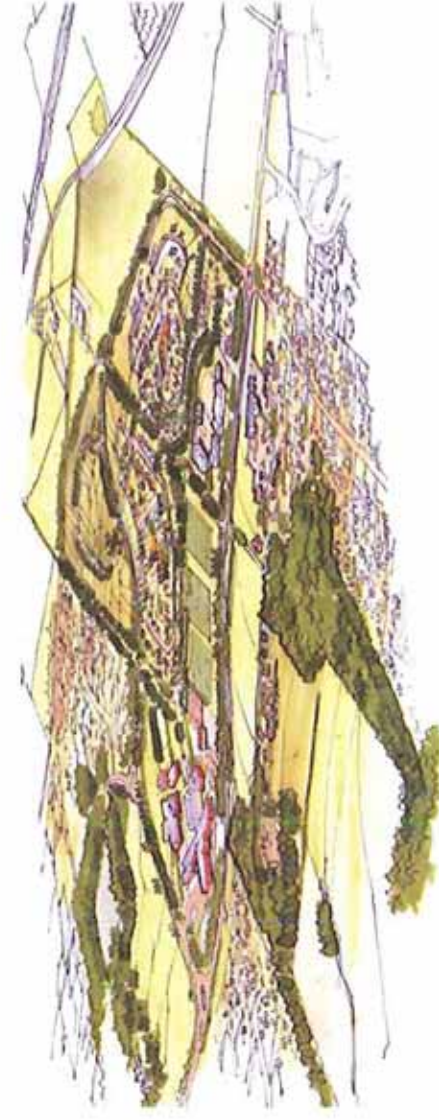
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November 2010

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1 - Introduction

Background

This document has been prepared to help illustrate development proposals at Balloch Farm. It will establish why Balloch Farm is a suitable site for potential residential development and provide a comprehensive analysis of the site in terms of existing features and other environmental considerations.

It is proposed to create a sustainable extension to the village of Culloden by providing additional community facilities, around 500 new houses, shops, open space, recreational areas, and other benefits which will be available to everyone living nearby.

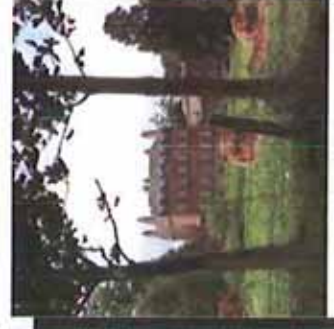
Macdonald Estates acknowledges the importance of good design and layout. It is crucial that development proposals fit well within the existing landscape setting and respect important features such as countryside views, landscape features, existing built up areas and any nearby protected sites. Mindful of such opportunities and constraints, Macdonald Estates has commissioned a number of professional consultants to inform and prepare a Masterplan which will ultimately establish how development proposals can be achieved and delivered.

The Highland Council has been engaged through a series of meetings to help shape development proposals. The Council's 'Major Applications Team' – comprising officers from the planning, roads, forestry, education culture and sport, access, waste, contaminated land, housing and property departments have been consulted.

To ensure that Masterplan proposals take a holistic approach, the Health and Safety Executive (HSE), Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Scotland and Transport Scotland have also been consulted. Feedback from this consultation process has helped to shape development proposals to date.

Macdonald Estates wishes to consult widely and engage other key stakeholders, especially the local communities of Culloden and Balloch to discuss development proposals as part of the consultation process linked to the preparation of a Masterplan for the site. It is of paramount importance that development proposals are influenced by the expectations of local decision makers and the local community - the views of which are key considerations in the making of a new successful place.

There is no intention to submit a planning application in the near future. Instead Macdonald Estates wish to progress the site through the emerging Local Development Plan process. In addition to providing a basis for discussion purposes, this document will aid representations to promote Balloch Farm through the emerging Highland – wide and Inner Moray Firth Local Development Plans.



A little about Macdonald Estates



MACDONALD
ESTATES

Macdonald Estates Plc is a Scottish-based property development and investment company focused on real estate development in a variety of sectors including retail, hotel and leisure, business space, town centre regeneration, residential and Masterplan conception and delivery. The company is currently involved in a number of residential led projects through out Scotland.

Established in 1998, the company has since been recognised as tenth fastest-growing amongst the top 200 Scottish companies; voted Property Developer of the Year in 2003; awarded 'Retail Times' number one most productive Retail Park 2007 and is widely accepted as the leader in its field.



2 - Balloch Farm

Balloch Farm is located approximately 3 miles to the east of Inverness in an area known as the A96 corridor which follows the line of the A96 from Inverness to Nairn.

The Farm comprises approximately 104 Ha (258 acres) of land bound by the A96 to the north, the village of Culloden to the west and the Inverness-Perth railway line to the south. The site is essentially divided in two by Barn Church Road. The Northern element is made up from farm land. The balance of the site forms farmland and mature woodland situated between the settlements of Balloch and Culloden.

The site is well connected to the surrounding transportation infrastructure including access to the A96 via Barn Church Road and Caulfield Road. Inverness and the A9 are located nearby and can be easily accessed via the A96 and the local road network.

Inverness airport is only a short drive away from the site - located approximately 5 miles to the north-west and main-line rail services running to Aberdeen, Edinburgh and Glasgow are available from Inverness railway station located approximately 3.5 miles to the west in Inverness town centre. The site benefits from a slightly elevated position which provides panoramic views northwards taking in the surrounding countryside and the Moray Firth.



3 - Why Balloch Farm?

Owing to its location along the A96 Corridor and proximity to Inverness, Balloch Farm is well positioned to make use of existing and proposed new infrastructure provisions.

Development at Balloch Farm will offer the opportunity to provide housing for Inverness and surrounding areas. Inverness is one of the fastest growing areas in Scotland. The recent Highland Housing Needs and Demand Assessment (August 2009) highlights that the population of the Inverness Housing Market Area (HMA) could grow by as much as 41.6% to 2031 (high projection prediction). Undoubtedly this will result in an increased demand for housing.

The National Planning Framework 2 (June 2009) promotes the A96 Corridor as one of the key development areas in Scotland. Additionally both the Highland Structure Plan and the Inverness Local Plan identify the Corridor as the preferred location for long-term development.

In 2003, Scottish Ministers endorsed the Inverness City Partnership's Vision of a further 30,000 people to be housed in the Corridor over the next 30 plus years. To this end, The Highland Council commissioned the "A96 Corridor Framework" to review long term development options for the A96 Corridor which considered where development would be most appropriately situated.

The global economic crises has undoubtedly added to the difficulties of delivering housing requirements, with anticipated build rates falling and the deliverability of many sites being called into question. It is not unreasonable to question whether the A96 Corridor Framework is robust enough to withstand market pressures to deliver housing aspirations for Inverness.

Unfortunately although the A96 Corridor Framework identifies locations suitable for growth it does not go far enough in identifying sufficient land to service the established need and demand for market and affordable housing to service the growth of Inverness.

The problem is compounded by population projections which indicate that Inverness is likely to grow dramatically, with a very high demand for market and affordable housing anticipated due to changes in family size, migration and an a rapidly growing elderly population.

Additionally major sites in Inverness itself are also restricted by lack of infrastructure provision such as bridges and roads which make development of these sites unrealistic in the near future. It is likely that the Highland Council will need additional housing sites to compensate for the lack of effective land supply.

Opportunities to the north of Inverness are restricted by the Moray Firth and the capacity of the Kessock Bridge, opportunities to the west are restricted by the lack of a canal and river crossing and inadequate infrastructure, and land to the south of the city is constrained by steep slopes. The only realistic option for growth to service the housing needs of Inverness is to maximise on the potential of east Inverness.

Macdonald Estates is confident that Balloch Farm is an unrestricted site capable of delivering housing to service the growth of Inverness and surrounding area. Allocation of the site for housing will build on the locational principals of its east Inverness / A96 Corridor location and make use of planned coordinated infrastructure improvements to roads and services. Development represents the logical and organic growth of Inverness.



4 - Planning Policy Considerations

National Planning Framework for Scotland

The second National Planning Framework is concerned with how Scotland develops over the next 20 to 25 years and how to make that possible. The A96 corridor is the main focus for growth in the Inner Moray Firth area.

Scottish Planning Policy

SPP provides an overview of the planning system, including the provision of land for housing and the delivery of homes.

The Scottish Government is committed to increasing the supply of new homes, and states that the planning system should contribute to raising the rate of house building by identifying a 'generous supply' of land for the provision of a range of housing in the right places.

Key considerations for planning authorities in setting out a long term context for development include the efficient use of existing buildings, land and infrastructure, the deliverability of the strategy, and the protection and enhancement of the landscape, natural, built and cultural heritage, biodiversity and the wider environment including flood risk.

SPP recognises that the majority of housing land will be designated within or adjacent to existing settlements to make appropriate use of local services and facilities.

Specific factors are identified for taking into account the future development potential of land for housing:

- The potential contribution to the strategy and policies of the development plan and other national and local policy objectives
- The relative accessibility of the sites by a choice of transport options
- The availability of infrastructure, including waste management infrastructure, education and community facilities
- Whether development can be achieved within the required time frame
- The provision of choice across the housing market area
- The design, quality and density of development that can be achieved, and
- The individual and cumulative effects of the proposed development (para.80).

The Highland Structure Plan

The Highland Structure Plan sets out the strategic policy framework for the Highlands up until 2011. The Council acknowledges the need to make provision for at least an additional 26,200 new houses throughout the plan period to accommodate a 25% increase in the number of households.

The Highland Structure Plan supports new settlements in the Inner Moray Firth Area. Policy H2 Notes, *"The Council will support proposals for the establishment of comprehensively planned new settlements in meeting future housing demand in the Inner Moray Firth Area"*.

In the context of housing land supply the Structure Plan states: *"The A96 corridor provides an option of linking new housing development to business opportunities associated within the Airport and rail link to Inverness and Nairn"*.

Inverness Local Plan 2006

The Inverness Local Plan comments upon the development potential of the A96 Corridor and notes that a phased approach to development through the plan and future plans is envisaged.

Emphasis is placed on strengthening the position of Inverness as a regional capital and a European city. The need for new forms of urban growth is also discussed. Future growth to the north, south and west of Inverness is restricted on grounds of access, heritage and international conservation designations.

The Plan states that any growth should therefore be directed towards the eastern edge of Inverness and Nairn, characterised by flat land with communications provision and a fine environment.

The eastern area of Inverness is considered appropriate for accommodating planned settlement structures due to its location with close proximity of emerging nodes, transportation opportunities and service networks.

Focussing on the A96 Corridor, The Plan also acknowledges long term development pressure within the corridor of land, spanning the trunk road and railway towards Nairn.

The Plan confirms that investment to ease congestion and overloading of the key junctions will be required during or shortly after the Local Plan period, noting that the dualling of the A96 up to the Airport is long overdue. There are plans to dual and realign the A96 with cyclist provision, and to extend separate local distributor/bus/cycle routes eastwards of Balloch. The enhanced transport setup could contribute towards the servicing of any emerging developments.



Inverness Local Plan Proposals Map (Adopted 2006)

4- Planning Policy Considerations (continued)

A96 Corridor Framework

Work was undertaken as far back as 2005 to inform the A96 Corridor Framework which aims to guide long term sustainable development for the A96 Corridor. The Framework forms a set of guidelines which will be considered as part of the review process connected with the emerging replacement Local Development Plan.

The Highland Council Inverness & Area Committee and the Planning, Development, Europe & Tourism Committee devised a number of policy outcomes for the A96 Corridor, including identifying the requirements to accommodate a proposed population growth of 20,000-30,000 people over the next 30-50 years. The Committee supported the growth of existing smaller settlements in the Corridor as allocated in the relevant development plans accommodating up to 3,000 people. It was agreed to review the scope for long term development at Nairn South and Inverness East incorporating transport improvements to include possible duelling of the A96.

An interim report 'Options for Development & Green Frameworks' was published in July 2006 and provided a range of development framework options for Inverness East, Nairn South.

A total of five development options for the expansion along Inverness east emerged from the stakeholder workshops. Each of these options comprised a variety of land uses including housing (high, medium and low density), education, business, employment and leisure uses. In addition to a new district centre, transportation infrastructure improvements were outlined. These include the realignment on the railway, creation of the rail hall, park and ride and upgrading the Raigmore interchange and dualling of the A96. The suggested development options proposed a range of uses at Balloch Farm. Proposals included limited medium and low density housing, community uses, a golf course and green space/woodland uses in varying configurations.

Following a period of consultation, a preferred development option was prepared for Inverness East and Nairn South and outlines the broad locations of proposed development. This option did not include Balloch Farm as a location for residential development. We must however remember that the preferred development option was one of many possible solutions, and that the A96 Corridor Framework only forms guidance for development of the area. There are of course other development options which could deliver growth in a sustainable manner.

There is a clear opportunity to build on the locational attributes already highlighted by the Framework and provide additional residential development in line with up to date planning policy highlighted in Scottish Planning Policy and established need and demand for housing.

Moving forward it is advocated that Balloch Farm should feature in the emerging Local Development Plan process as part of a strategic approach to utilise and build upon existing community facilities and infrastructure around the Balloch and Culloiden area.

The Highland Council – Planning Policy Review Process

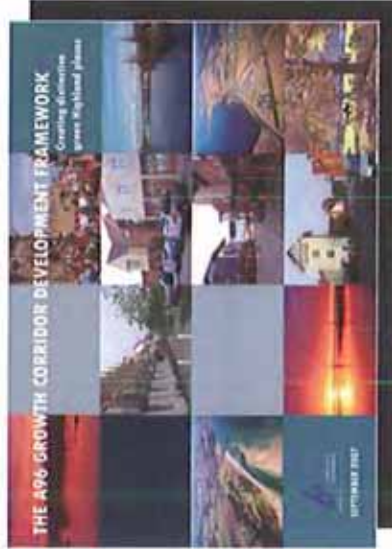
As required by the advent of the new Planning etc. Scotland Act 2006, The Highland Council have prepared a Development Plan Scheme which sets out the Councils programme for preparing and reviewing Local Development Plans and alternatives.

The existing Local Plans covering the Highland Region will be reduced to 3 new Local Development Plans. In this regard the adopted Inverness Local Plan will eventually be replaced by a new 'Inner Moray Firth' Local Development Plan.

As a first stage the Council plan to progress a Highland-Wide Local Development Plan which will provide planning policy guidance for the Highlands over the next 20 years. The Highland Wide Local Development Plan will form the basis of Strategic Planning Policy for The Highland area, and will as a first step in plan preparation outline preferred options through the Main Issues Report. General proposals for development, in particular where development should be carried out and proposals which constitute a reasonable alternative will be highlighted.

Due to the development pressures experienced by the Inner Moray Firth area, the Council intend to start work on the Inner Moray Firth Local Development Plan as soon as the consultation process has started for the Highland Wide Local Development Plan. The Inner Moray Firth Local Development Plan will ensure the policies and proposals of the Highland-wide Local Development Plan are applied at a more local level.

With regard to the A96 corridor, the Council have stated that the adopted Framework will be used as planning guidance until the Highland Wide Local Development Plan is complete. It is therefore Macdonald Estates Plc's intention to promote an extension to the existing community at Culloiden by engaging with the Council and other key stakeholders through the emerging Local Development Plan process.



5 - Site Analysis

In order to inform Masterplan proposals an assessment of Balloch Farm and the surrounding areas landscape character, existing natural, and built environment features has been undertaken. By doing so a good understanding of visual structure is gained which will influence the design and layout of development proposals.

The level of existing community facilities such as shops and schools have also been noted and are indicated in the adjacent site context diagram.

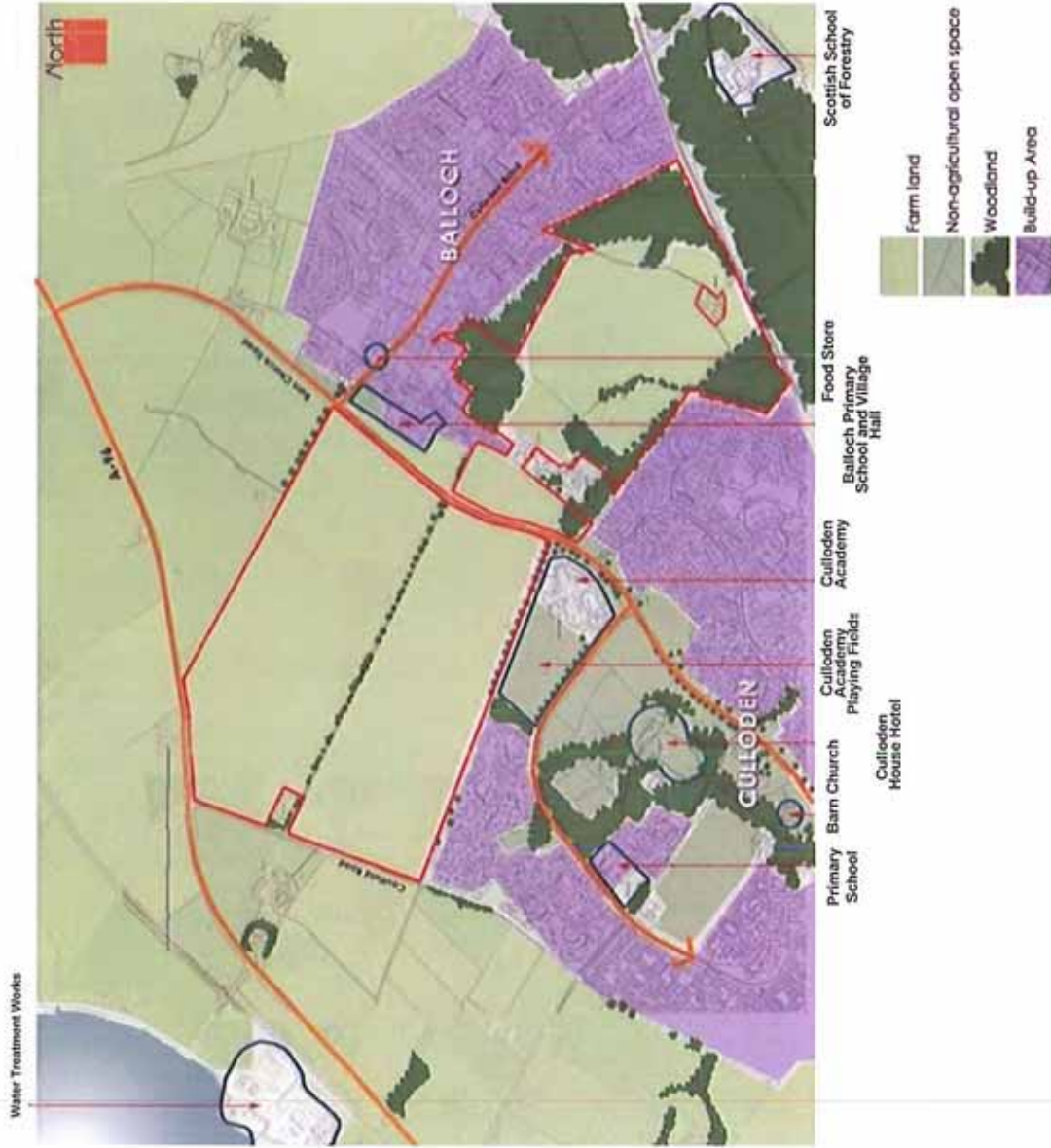
Site Context

Balloch Farm is located at the edge of two urban areas with excellent links to existing infrastructure offering the opportunity for an organic extension to the urban area of Culloiden.

In terms of the landscape character, the Scottish Natural Heritage Landscape Character Assessment (1998) defines the area as "Coastal Farmland" characterised by rolling countryside. The assessment highlights that this area is also one of the most densely populated 'character areas' in the region. This is to say that there is a preference to locate homes and businesses closely to the coast.

The village of Culloiden, benefits from good views towards open land. Although surrounded by open space, much of the neighbouring land is used for agricultural purposes or in the case of Culloiden House Hotel is privately owned. As a result access to open space within a reasonable walking distance from most homes is limited.

It is acknowledged that the southern extent of Balloch Farm (land to the south of Barn Church Road) could provide good recreational opportunities to residents of both Culloiden and Balloch. Other accessible open space is provided by the recreational playing fields of Culloiden Academy and Balloch/Culloiden Primary Schools which have limited scope for recreational use.



5 - Site Analysis (continued)

Limited community and shopping facilities are available. A Bowling Club, and a village hall provide a social focus for the area in addition to facilities provided by the schools. Only one small neighbourhood shop (Sootmid / Co-op), located at the junction of Barn Church Road and Culloden Road services the area. As a consequence there is little in the way of local shopping facilities available and residents are forced to travel to Inverness for a choice of most essential goods. This undoubtedly creates a greater reliance on motorised transport.

The local secondary school, Culloden Academy is located directly to the south-west of the site. Culloden (Duncan Forbes) primary school is located a little further to the west in the centre of the village of Culloden. Both schools are accessed by Keppoch Road. Balloch primary school is also located closely to the east of the site accessed via Culloden Road.

It is understood through consultation with the Councils Education department that Culloden Academy is operating at capacity. Balloch Primary, although previously at capacity now has space, and Culloden (Duncan Forbes) primary is also approaching capacity. Education provision in the A96 Corridor is under review. The Council have not concluded on a solution to provide additional capacity at this stage. As part of the Masterplan process Macdonald Estates is willing to engage with the Council to ensure adequate education facilities for future residents is available, including the offer of potential additional land for use by Culloden Academy.



View towards Balloch Primary School



Balloch Primary School



Culloden Academy



Existing Food Store



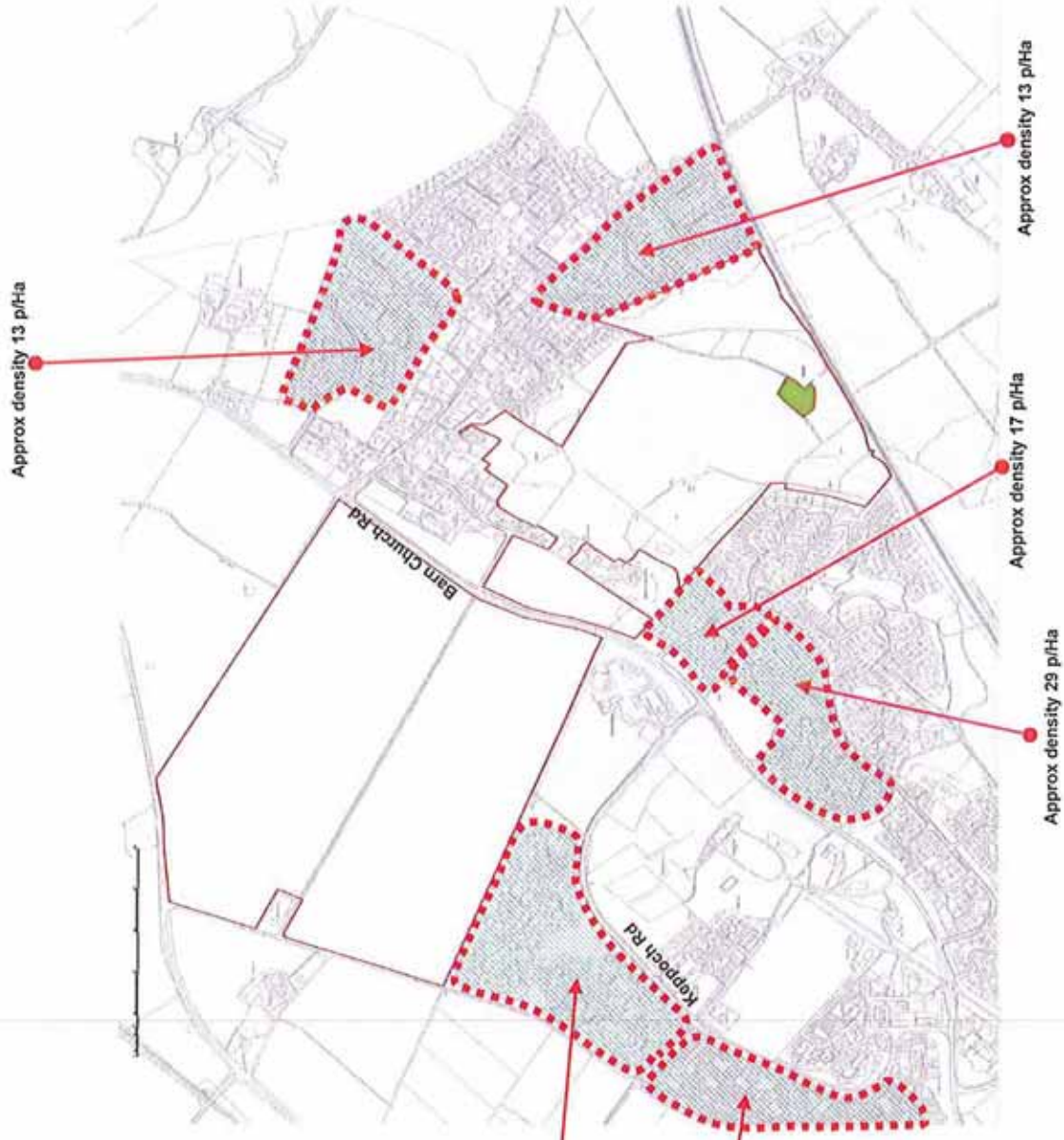
5 - Site Analysis (continued)

Existing Density

The residential areas of Culloden and Balloch are made up from predominantly detached and semi-detached houses of modern design. There are however some examples of houses and cottages that predate the 20th century and larger buildings set within grounds such as Culloden House Hotel.

The residential density of the area varies from approximately 12 Dwellings per hectare (p/Ha) to areas with densities of 32 p/Ha. Higher density areas are located in Culloden and north west of Keppoch Road.

The adjacent plan shows various areas and their densities which set a precedent for the potential development of Balloch Farm.



5 - Site Analysis (continued)

Character

The general character of the site is urban fringe/rural, surrounded by residential to the south-east and south-west. The section of the site East of Barn Church Road is enclosed by mature vegetation and woodland.

The site slopes gently in a south east to north west direction with slightly more prominent gradients in land located to the south east of Barn Church Road.

Vegetation

The vegetation within the site is largely agricultural. Land located to the south east of Barn Church Road is surrounded by mature woodland which once comprised part of the historic garden and designed landscape surrounding Culloden House. Vegetation on land located to the north west of Barn Church Road is limited to agricultural fields and two rows of mature trees flanking the road that bisects two fields.

Land Features

There are no notable features located on site other than a stream at the west side of the southern section.



5 - Site Analysis (continued)

Visual Amenity

The baseline visual study evaluates the general visual amenity of the site. An assessment was carried out during autumn 2008 in order to identify the components that define the visual structure of the site. A full detailed analysis however needs to be undertaken as proposals develop. In general, the study area comprises of:

- AREA - A (land located north west of Barn Church Road)
 - AREA - B (land south east of Barn Church Road)
- AREA - A

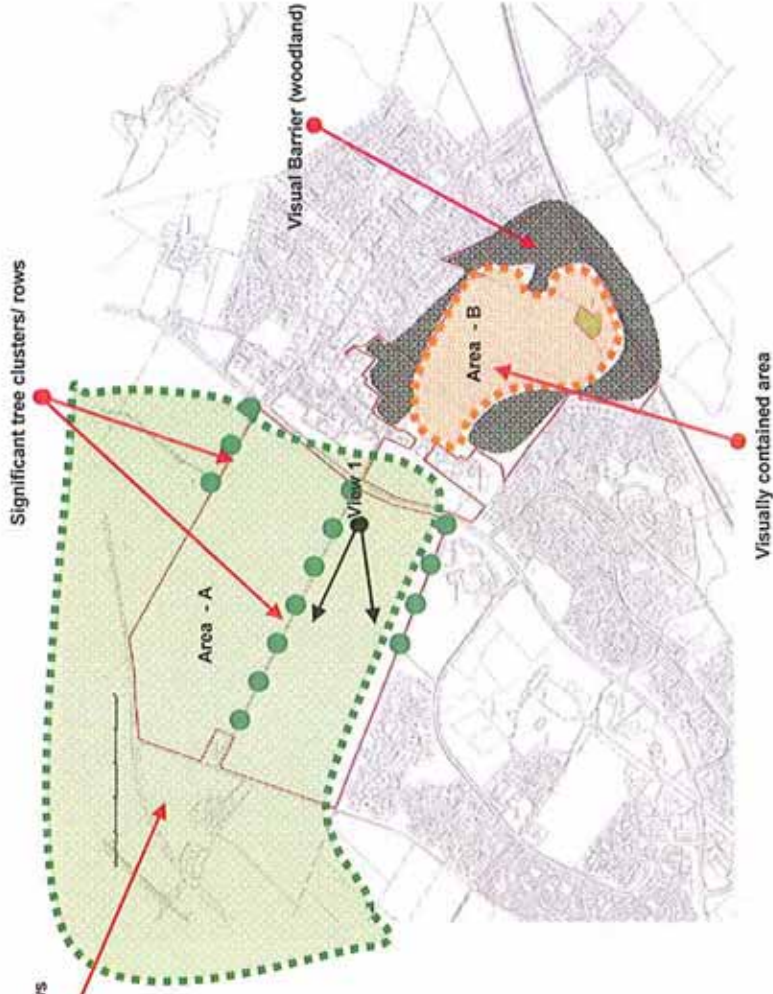
This area comprises two large agricultural fields. Its topography is generally flat with a slight slope towards the north west. There is a main row of mature trees flanking a central road track plus other lines or clusters of similar trees.

There are long open views to the north, north west and north east where the skyline of the Black Isle is visible in between the trees. Views to the south and south east are restricted by the rising topography.

AREA - B

The south eastern element of the study area rises gently in a south easterly direction. It is visually contained by woods but enjoys long open views to the north. The view of the skyline is uninterrupted.

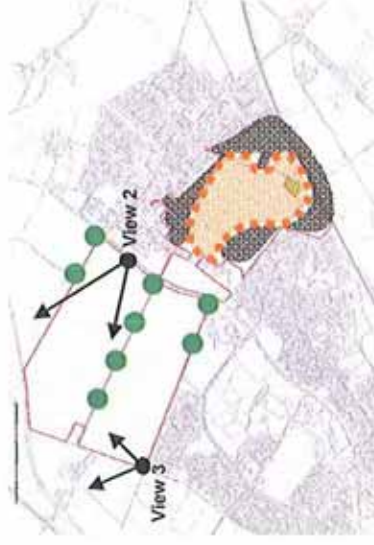
Panoramic photographs accompany the following representative views from the site.



View 1 View from Barn Church Road towards the west



5 - Site Analysis (continued)



View 2 View from Barn Church Road towards the north



View 3 View from Western corner of site towards the east



5 - Site Analysis (continued)



View 4 Long view from East corner of AREA - B towards the west



View 5 View from Keppoch Road towards the south / east



5 - Site Analysis (continued)

Visual Amenity - Summary

Distant views to the site are screened by landform, mature vegetation and the built form of neighbouring residential areas including the east side of Culloden. It is particularly significant that AREA - B is visually contained by the surrounding woodland although long open views northwards from this area are substantial and should be protected. This area is an intrinsic part of the visual structure and its highly sensitive to development.

From the visual and image point of view AREA- A can accommodate development so long as sensitive measures are taken to ameliorate the visual impact.



View 6 View from Barn Church road towards the south west



View 7 View from Barn Church Road towards the north



View 8 View of Area - B towards the west / south west



6 – Access and Transportation

Local Road Network

A96

The A96 runs to the north of the development site and provides a strategic link from Inverness to Nairn, Elgin and Aberdeen. The A96 is a Trunk Road and is therefore the responsibility of Transport Scotland.

The main access points from the Balloch and Culloden areas to the A96 are from Barn Church Road via a grade-separated roundabout at Smithton at the southern end or a ghost island priority junction at the northern end.

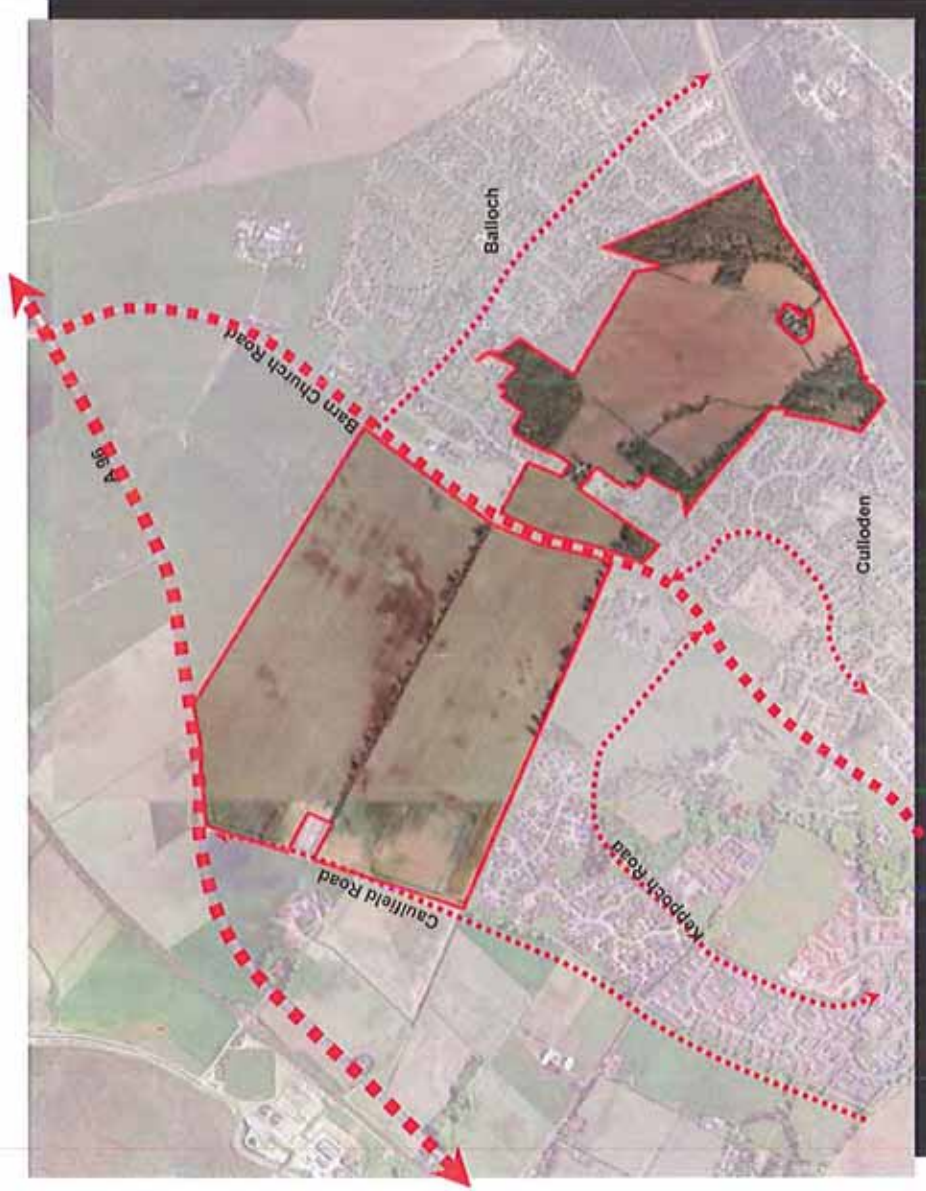
The Highland Council are currently considering the Inverness Trunk Link Road (TLR) which proposes a new link road from the A82, to the south west of Inverness, linking up with the A96 to the North east of Inverness. The proposals included for a major upgrading of the Smithton junction on the A96 to a full grade-separated junction.

Barn Church Road

Barn Church Road is a typical distributor road which provides general access through Balloch and Culloden. Barn Church Road also acts as the main bus route in the area for bus services currently operating along it. In keeping with a distributor road, there is no direct frontage access onto Barn Church Road along its length. Junctions generally take the form of simple priority junctions. Street lighting and appropriate footways and bus stops are provided along the entirety length of Barn Church Road.

Keppoch Road

Keppoch Road typically provides access to the residential areas to the north of Barn Church Road as well as providing access to Culloden Academy. Keppoch Road is a typical access road and is subject to a 30mph speed limit although a temporary 20 mph speed limit is in operation in the vicinity of Culloden Academy. Pedestrian provisions are of good quality with well lit wide footways and appropriate crossing facilities provided. Keppoch Road also provides access for bus services with two bus services using this route. Bus stops are therefore provided along the full length of Keppoch Road.



6 – Access and Transportation

Sustainable Transport Links Walking and Cycling

The Balloch Farm site provides good opportunities for walking and cycling links to existing amenities and facilities within Balloch and Culloiden.

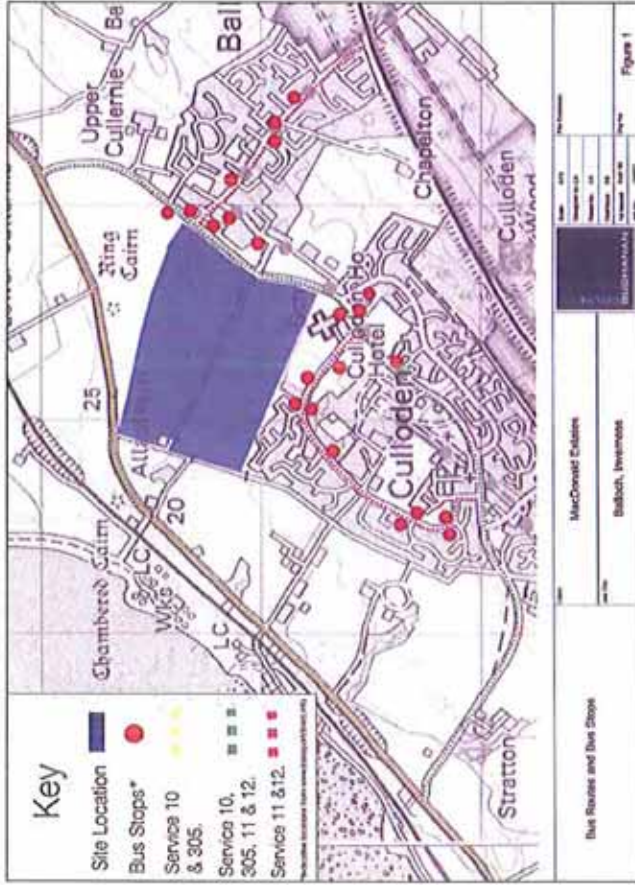
National Cycle Route 1 runs to the south of the development site linking the site with Balloch, Culloiden, Nairn and Inverness. Sections of this Cycle Route are traffic free, the route is located approximately 400m south of the centre of the site. In addition to this route the local road network provides opportunities for cyclists.

Bus Services, Routes and Frequencies

Service	Bus Stop	Route	Wednesday Frequency	Saturday Frequency	Sunday Frequency
Stagecoach 10	Balloch, Wellside	Inverness Bus Station, Tesco, Balloch, Tomnagran, Nairn, Auldham, Brodie, Forres, Elgin, Forchabers, Keith, Huntly, Inverurie, Aberdeen Bus Station*	9 Services	8 Services	60mins
Stagecoach 10	Tomnagran (A96 lay-by)	Inverness Bus Station, Tesco, Tomnagran, Nairn, Auldham, Brodie, Forres, Elgin, Forchabers, Keith, Huntly, Inverurie, Aberdeen Bus Station*	60 mins	60 mins	60 mins
Highland County Buses 11A (Evenings)	Culloiden, Barn Church	Croy, Ardaraier, Inverness Airport, Culloiden Barn Church, Inverness Retail Park, Stephens Lane (Inverness)*	1 Service	3 Services	No Service
Highland County Buses 11D (School)	Culloiden Academy	Ardaraier, Inverness Airport, Culloiden Academy, Inverness Retail Park, Stephens Lane (Inverness)	1 Service	No Service	No Service
Highland County Buses 12	Balloch Bus Turning Circle or Culloiden, Barn Church	Inverness, Inverness Retail Park, Culloiden, Balloch, Sunnyside, Croy, Pipethill*	120 mins	120 mins	60 mins (Service 12C)
Highland County Buses 12B (School)	Balloch Bus Turning Circle or Culloiden Academy	Inverness, Inverness Retail Park, Culloiden Academy, Balloch, Sunnyside, Croy*	1 Service	No Service	No Service
Highland County Buses 12DE (Evening)	Balloch Bus Turning Circle	Inverness, Inverness Retail Park, Culloiden Academy, Balloch, Sunnyside, Croy*	5 Services	5 Services	No Service
Stagecoach 305	Balloch, Wellside	Inverness Bus Station, Tesco, Balloch, Tomnagran, Nairn, Auldham, Brodie, Forres, Elgin, Burdole*	60 mins	60 mins	No Service
Stagecoach 305	Tomnagran (A96 lay-by)	Inverness Bus Station, Tesco, Tomnagran, Nairn, Auldham, Brodie, Forres, Elgin, Burdole, Banff, Oldmeldrum, Dyce, Aberdeen Bus Station*	30 mins	30 mins	No Service

* operates in both direction (whole and part routes applicable)

Bus routes and stop locations



Public Transport

The development sites are located within a 5 minute walk (400m) of Barn Church Road, Keppoch Road and Culloiden Road and its closest bus stops for travel in an easterly and westerly direction.

The services on Barn Church Road provide frequent local services to Croy, Inverness Retail Park, Inverness City Centre and Nairn.

Current published timetable information indicates that there are 6 services operating within a 5 minute walk of the development site. Additionally 2 frequent express services operate along the A96 approximately 800m from the site. The adjacent table details these bus services, routes and frequencies.

All of the services noted in the table provide an interchange opportunity for bus and rail transfer in Inverness. The map illustrates bus stop locations and bus service routes relative to the Masterplan site.

7 – Potential Constraints and Services

Potential Hazards

A Gas Pipeline – Scottish Gas Networks Aberdeen / Conon Bridge Pipeline runs through the North western extent of the site. This pipeline is classified by the Health and Safety Executive (HSE) as a Major Accident Hazard Pipeline (MAHP), and as such any proposed development in close proximity to the pipeline must consult HSE and take note of their Land Use Planning Zones.

Consultation has been undertaken with HSE to establish any constraint to development. HSE's land use planning methodology uses a 3-zone system to determine its advice regarding planning applications for development in the vicinity of major hazard pipelines.

This consists of an inner, middle and outer zone around the pipeline with the inner zone being the highest risk area, and the outer zone being a lower risk area. These zones are marked on the plan adjacent. Residential development is unlikely to be acceptable in the inner or middle zones.

Additionally the site is crossed by an MoD (Ministry of Defence) / OPA (Oil Pipelines Agency) pipeline which is not classed as a MAHP by the HSE – i.e. not subject to HSE planning methodology. This pipeline follows closely the line taken by the Scottish Gas Networks pipe and as a consequence it is unlikely that development will take place in close proximity to this.

Services

Further investigations regarding the current level of services available is required to be undertaken to ascertain the extent of works needed. It is however envisaged that development proposals will make use of existing service infrastructure as far as technically feasible. Development proposals will make use of existing and planned services associated with the upgrade of services within the A96 Corridor where possible. Utility providers will be contacted in due course to establish the extent of services available. Existing gas, electricity, and mains water will be utilised.

Built Heritage and Archaeology

Culloden House Hotel and associated buildings have been designated as category A listed buildings. The houses walled gardens are category B listed and the gardens have been recorded in the Gardens and Designed Landscapes Register.

An area to the north of the site located closely to the east of Allamfean Farm has been identified as an Area of Archaeological Interest. A scheduled Ancient Monument known as 'Balloch of Culloden' is located in this area and comprises of the remains of a prehistoric burial or settlement and other structure on the same site of a different date.

The Councils Major Applications Team have identified the possibility of connecting development proposals with the Area of Archaeological Interest for informal recreational purposes. Options to connect the site via a path will be further explored.

Scheduled Ancient Monuments are of national importance and they should be preserved in situ and within an appropriate setting. While the scheduled monument consent process is separate from the statutory planning process, where works requiring planning permission affect a scheduled monument, the protection of the monument and its setting are material considerations in the planning process. Historic Scotland have been consulted to ensure that development proposals give full consideration to assessing potential impact on designated sites and listed buildings. Further consultation will be undertaken as development proposals progress which will suggest mitigatory measures if necessary.

At this stage development proposals ensure a significant buffer exists between the proposed development and the Area of Archaeological Interest. The 'Balloch of Culloden' will not be adversely affected by development proposals.



8 – Key Issues

Access and Transportation

The philosophy behind the Masterplan is one of integration into the existing environment and infrastructure and the creation of a sustainable development which encourages the use of sustainable modes and promotes walking and cycling for both short and longer distance journeys.

The Masterplan will embrace many of the ideas relating to Home Zones and would seek to establish many of the good practices set out in the Scottish Governments latest guidelines Designing Streets, which although still in draft format provides excellent examples of good practice for sustainable development.

Access proposals for the Masterplan include the provision of three new roundabouts, one on Keppoch Road and two on Barn Church Road. Roundabouts are proposed as they have the ability to slow traffic, they can accommodate increased volumes of traffic and can provide for safe pedestrian crossing points. All three roundabouts will be designed in accordance with the Design Manual for Roads and Bridges and will be of an appropriate size to accommodate the anticipated volumes of traffic associated not only with the Masterplan but also any future development in the area.

A simple spine road is proposed around the Masterplan site providing a loop between Barn Church Road and Keppoch Road. As well as acting as the main access road for the Masterplan this loop road will provide the potential for bus service to be diverted through the Masterplan site.

Internal roads will be designed in accordance with best practice in respect of residential streets and where possible will avoid cul-de-sacs and dead ends.

High quality pedestrian and cycling provision will be a key feature of the Masterplan and high quality links will be provided throughout the development with strong linkages to existing and proposed amenities. Traffic calming will be provided where appropriate to provide safe and convenient crossing points for pedestrians and cyclists.

Careful consideration will be given to the area surrounding Culloden Academy to ensure that the Masterplan proposal do not have any detrimental impact upon safe access to the school. This may entail a review of the road network surrounding the school and potentially additional traffic management or traffic calming measures being put in place.

Open Space

There is the opportunity to include a considerable amount of open space and space for informal and formal recreation including children's play areas. New playing fields are proposed located adjacent to Culloden Academy. This will offer the Academy potential to so free up existing recreational grounds for possible additional school facilities by adopting the proposed new recreation grounds for the schools sporting and recreational needs. It is also anticipated that the surrounding local community will have access to this area and a public car park is proposed adjacent to ensure that on road parking does not become a problem if say; local football games are held, with the inevitable influx of visiting cars.

Further avenues of open space are proposed that provide an effective buffer between existing and proposed development and present the opportunity to include landscaped grounds and focal points. Open space will provide important linkages to the surrounding recreational and residential areas promoting connectivity and would be linked via a series of shared paths.

Parking for the residential developments, retail and amenity facilities will be in accordance with The Highland Council's parking standards and current good practice.

A residential Travel Plan will be developed for the Masterplan site to encourage the use of sustainable modes of travel.

A full and comprehensive Transport Assessment will be prepared for the Masterplan at an appropriate stage and this will assess any traffic impacts which may occur as a result of the development. Where required mitigation will be provided to reduce the impact of the Masterplan on the local road network.

Both The Highland Council and Transport Scotland will be consulted prior to undertaking the Transport Assessment and a full scoping exercise will be agreed with both parties in advance of the work being undertaken.

The site is ideally located for ease of access to local facilities and amenities and therefore meets the main criteria of SPP17 and the Transportation Policies as set out by The Highland Council.

Good quality and frequent public transport services operate along Barn Church Road and Keppoch Road. Existing pedestrian infrastructure is of good quality with continuous footways, pedestrian linkages and crossing facilities all provided within the traffic calmed local road network.

The Masterplan has embraced the many of the ideas relating to Home Zones and would seek to establish many of the good practices set out in the Scottish Governments latest guidelines Designing Streets.

Access to the Masterplan site has been carefully developed to encourage the use of sustainable modes. Where roads are proposed these are provided in a sympathetic manner and are integrated into the development so as not to create any severance or impinge the movement of pedestrians and cyclists.

8 – Key Issues *(continued)*

Landscape

The site is located within a landscape character area signified by the diverse mix of open agricultural land, woodlands and their interaction with settlements. Landscape treatment is paramount in order to preserve the quality of the environment and the character of the area.

The conceptual landscape proposals will main aim to minimise the adverse, and maximise the beneficial landscape and visual impacts of the development by:

- Integrating the proposals within their wider setting through the creation of a strong and site specific landscape framework;
- Framing and enclosing the site and the new development within the site;
- Retaining all existing trees as far as practicable and utilise them as main landscape elements;
- Enhancing the setting of the site through the introduction of new native tree and shrub planting;
- Reinforcing and enhancing the local ecology, habitats and flora and fauna.

Full cognisance of the designed landscape associated with Culloden House Hotel will be taken and opportunities to further this element of landscape character explored.

Designed to Reduce Crime

Design of the scheme shall be in accordance with policy guidance for the safe design of residential spaces as set out by Planning Advice Note 46 (PAN 46) 'Planning for Crime Prevention' and 'Secured by Design'. The key elements for inclusion in proposals will include:

- Ensuring natural surveillance;
- Ensuring privacy within the curtilage of dwellings but with opportunities for natural surveillance to and from footpaths and points of entry;
- Careful consideration of soft landscape elements;
- Lighting which exposes, reassures and aids orientation;
- Clearly defined pedestrian and vehicular access;
- Illuminated car parking located where they can be supervised.

Environment

Macdonald Estates is keen to ensure that development proposals make a positive contribution to environmental quality not only in landscape terms, but also by investigating renewable technologies. Proposals are mindful of Scottish Planning Policy 6: Renewable Energy and the requirement for a minimum reduction of carbon emissions over and above the requirements of the 2007 Building Regulations.

As a company Macdonald Estates demonstrates a continued willingness to explore and employ sustainable energy solutions which result in reductions in carbon dioxide emissions.

Affordable Housing Requirement

Development proposals will seek to achieve a mixed and balanced community by integrating affordable housing. In line with Planning Advice Note 74 – Affordable Housing, the level of affordable housing is expected to be in the region of 25% of the total number of houses proposed. This final figure will reflect emerging Highland Council guidance and the wishes of the Council's Housing department.

Hydrology – Sustainable Urban Drainage (SUDs)

The Scottish Environmental Protection Agency has confirmed that their Indicative Flood Maps do not highlight any aspect of the site as being in danger of flooding.

Masterplan proposals will integrate a SUDs system in accordance with Planning Advice Note (PAN 61) 'Planning and Sustainable Urban Drainage Systems', which will provide sufficient attenuation to surface water flows. Opportunities to use SUDs for recreational purposes and to increase biodiversity will also be explored.

Ecology

The Highland Council has recently carried out a bat and squirrel survey (undertaken by specialist contractor – in connection with the 'Culloden Drive Tree Works' initiative). A total of 77 trees were climbed by a team of four specialists. No hibernating bats were found, but climbers identified four trees with cavities which might be used by bats. No squirrel dreys are present although red squirrels are known to be active in the area. Further information obtained from the Council in relation to the same initiative stated that there were no badgers on the site.

It is acknowledged that this survey only focused on part of the overall site. Further ecological investigation may therefore be required. This would perhaps include investigation regarding protected species (squirrels, badgers, bats, great crested newts etc).

Opportunities to enhance existing local wildlife habitat and routes will be exploited. This will include maintenance where possible of existing important landscape features providing wildlife habitat.

9 - Development Proposals

Taking full consideration of the findings of the analysis of the site, it is proposed to sensitively develop Balloch Farm to provide approximately 500 new homes, community facilities, local shops, and recreational space.

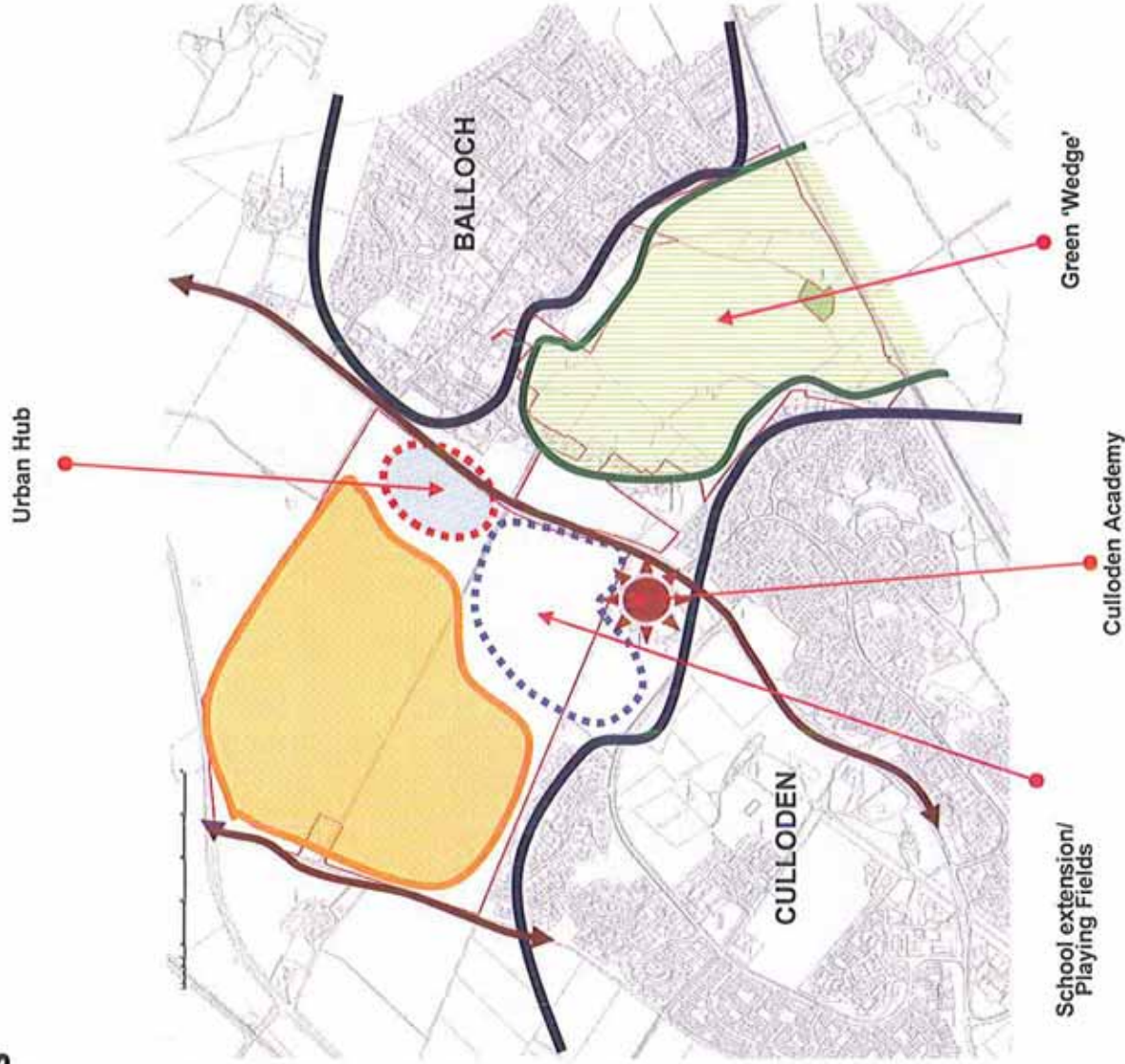
A clear visual separation exists between the settlements of Balloch and Culloden signified by open land located to the south east of Barn Church Road. At this stage development is only planned for land located to the north west of Barn Church Road. Land south east of Barn Church Road will not be developed, maintaining its open character and preventing coalescence between built up areas. With this said, it may however be possible to make use of this area for recreation and / or proposals which enhance the sites landscape character, ecology and biodiversity. Such uses may arise during further consultations and will be considered moving forward.

Development proposals will be of a high standard and compliment the character of existing residential areas, the surrounding countryside environment, neighbouring protected buildings and the nearby Scheduled Ancient Monument as advocated in Planning Advice Note 44: 'Fitting new Housing Development into the Landscape'.

In particular the design and layout of development will promote the urban design principles of connectivity, permeability, legibility, and provide generous private / public open space. The layout and design of new streets will be in accordance with Planning Advice Note 76: New Residential Streets and a range of housing density, mix, size and type of home will be proposed to reflect the needs of the local housing market area.

An additional benefit is the opportunity to offer land adjacent to Culloden Academy for use by the school. The Academy is at capacity and additional land could provide expansion opportunities. The land could be used for formal or informal recreational purposes by the community and act as the schools playing fields. This would allow any future planned extension of Culloden Academy to make use of the existing school recreational /sports fields for building purposes whilst ensuring that open space is always available for sporting pursuits.

Due to the scale of development proposed a number of potential community facilities and other associated benefits are also planned. This could include a local centre positioned between Balloch and Culloden to ensure access to everyday necessities. There is also the possibility for additional public facilities such as a library and/or doctors surgery for use by all surrounding residents. These facilities would be located in an 'Urban Hub' – in a position which is readily accessible by new and existing residents. Proposals for such facilities will be subject to consultation and debate with the appropriate authorities moving forward.



11 - Conceptual Framework and Design Principles

Sustainable Communities

It is intended that the proposed development will be an example of best practice in sustainable growth.

To maximise environmental stability and promote commercial growth within the area, the Masterplan will provide a mix of uses including homes (private and affordable), *public playing fields, local shops, a community centre and possibly other community facilities*. These amenities present residents with an increased possibility of meeting their day to day needs within their own community.

The incorporation of a public transport route within the development, will work towards maximising the amount of people within easy walking distance of local services, acting as an integrated community hub. Alternative modes of travel will be encouraged and further dependence on the car reduced, thus delivering a high quality public realm focused on the pedestrian.

A 'Sustainable Urban Drainage System' (SUDS) will manage rainwater in a more environmentally sustainable manner than standard methods, assisting in promoting bio-diversity and outlining ecological awareness within the development. Local recycling facilities will be designed to minimise waste off-site, also further reducing environmental impact through travelling.

Within the proposals, buildings will be designed to optimise solar gain, reducing both energy use and running costs. High environmental standards will be required to be met by all within the development.

By providing a wide range of house types optimised to suit the varying needs of potential occupants, the resident population will be diverse, encouraging social sustainability.

Building design will be innovative in it's reference to the positive characteristics of the local vernacular and materials. The development will promote an architecture distinctly 'of the Highlands', respectful of the importance of cultural context.

All dwellings will have access to a variety of open spaces including a linear park, playing fields and localised children's play areas which will be provided at selected locations.

New facilities will be accessible to both existing and future communities. It is this vision of the Balloch Farm development as one of a highly sustainable strategy that is key to Macdonald Estates development proposals.

Design Principles

The conceptual framework for this development proposals is based upon the following basic development principles to promote sustainable community growth and a distinctive, enduring environment.

A structure of streets with places and spaces will link proposals to the adjacent community of Culloden. A mix of uses complementary to residential will allow people to meet day to day needs within walking distance. Shops, health care, community facilities and amenity spaces will all be created.

Adaptable building form will enable residents to modify their dwellings to meet changing requirements over the life cycle of their property and allow a change of use to meet emerging market opportunities.

Creating a SUDS system will introduce a more natural way to managing rainfall, promoting a cohesive environmental approach. Furthermore, such methods included at an early stage will ensure the minimising of flood risk in the future of the development.

Ensuring a legible urban and landscape design will help residents and visitors to easily find their way. Streets will be designed according to their role within a street hierarchy. Way finding will be increased by creating landmarks in prominent locations.

Energy efficiency will be considered at all scales, from the layout of the development to minimise dependence on the car, to the orientation of individual buildings to optimise passive solar gain, to the use of enhanced heating systems and insulation as part of a heightened environmental design standard.

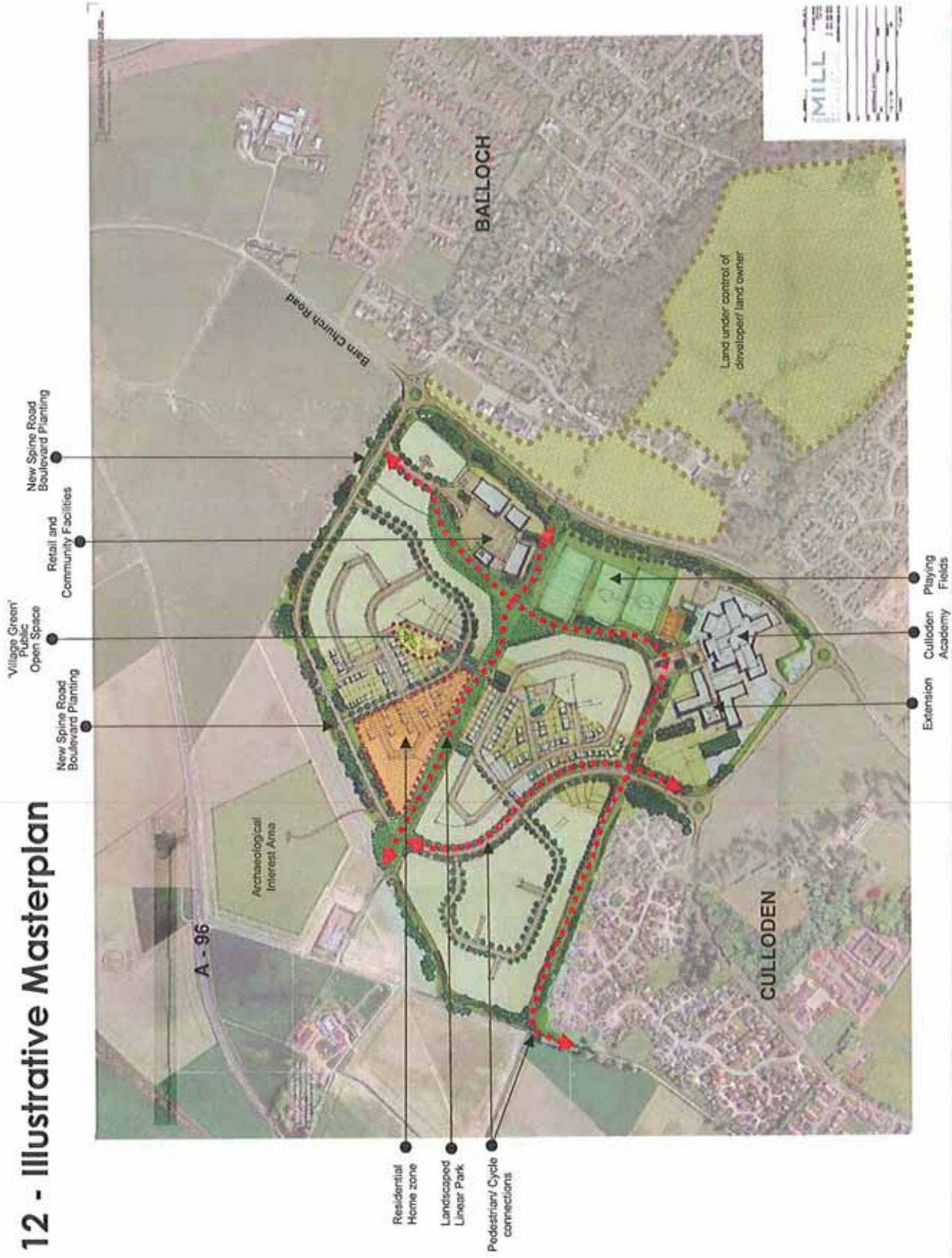
Accessible public transport will be promoted by introducing clear transportation routes and by distributing density so that as many people as possible are within easy walking distance of a bus stop.

Through careful study, positive aspects of the local vernacular will be introduced through contemporary design solutions which will ensure that proposals respond to the character of the surrounding communities.

By respecting key aspects of the existing landscape, a defined sense of place will be provided in a mature setting, promoting an environmental and culturally aware development.



12 - Illustrative Masterplan



13 - Balloch Farm Development Proposals – The Vision

