

The Plan takes account of a wide range of other documents and sources of evidence many of which also influence the outcome of planning decisions. The most significant and relevant of these are listed and hyperlinked here.

National Legislation and Policy

[The Planning etc. \(Scotland\) Act 2006](#)⁽³⁸⁾

[New national planning legislation](#)⁽³⁹⁾

[New national planning policies and spatial strategy](#)⁽⁴⁰⁾

[The National Transport Strategy](#)⁽⁴¹⁾

[The National Marine Plan](#)⁽⁴²⁾

[Managing waste policy](#)⁽⁴³⁾

Other Highland Policy and Guidance

[Highland wide Local Development Plan 2012](#)⁽⁴⁴⁾

[Adopted Inner Moray Firth Local Development Plan 2015](#)⁽⁴⁵⁾

[Supplementary and Non-statutory Development Guidance](#)⁽⁴⁶⁾

38 <https://www.legislation.gov.uk/asp/2006/17/contents>

39 <https://www.transformingplanning.scot/planning-reform/legislation/>

40 <https://www.transformingplanning.scot/national-planning-framework/>

41 <https://www.transport.gov.scot/our-approach/national-transport-strategy/>

42 <https://www.gov.scot/publications/scotlands-national-marine-plan/>

43 <https://www.gov.scot/policies/managing-waste/>

44 https://www.highland.gov.uk/download/downloads/id/1505/highland-wide_local_development_plan.pdf

45 https://www.highland.gov.uk/downloads/file/15008/adopted_inner_moray_firth_local_development_plan

46 https://www.highland.gov.uk/directory/52/a_to_z

[Housing land information including the Highland Housing Need and Demand Assessment 2020](#) ⁽⁴⁷⁾

[Highlands and Islands Regional Transport Strategy](#) ⁽⁴⁸⁾

[Highland Outcome Improvement Plan](#) ⁽⁴⁹⁾

[Highland Core Path Plans](#) ⁽⁵⁰⁾

Supporting Documents

The following documents, all available through the [Inner Moray Firth LDP webpage](#) ⁽⁵¹⁾, have a direct connection with the Plan's content.

- Inner Moray Firth Local Development Plan 2 Main Issues Report (MIR): 2021
- MIR Monitoring Statement
- Strategic Environmental Assessment (SEA): draft and revised Environmental Report
- Mapped SEA Site Assessments
- Equalities Impact Assessment Screening
- The draft and finalised Transport Appraisal
- The Habitats Regulations Appraisal
- Greenspace Audit

47 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

48 https://hitrans.org.uk/Strategy/Regional_Transport_Strategy

49 http://www.highlandcpp.org.uk/uploads/9/5/2/0/95206114/hoip_v4_public_consultation.pdf

50 https://www.highland.gov.uk/info/1225/countryside_farming_and_wildlife/161/outdoor_access/4

51 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan/3

In light of this methodology only being available for consideration through the Proposed Plan, applicants will not be required to apply it during the lifetime of the Proposed Plan and it will not form part of the Proposed Plan's status as a material consideration.

This document explains the step involved in assessing journey time competitiveness, which is one of the requirements of Policy 14: Transport of the Inner Moray Firth Proposed Local Development Plan 2. The aim of this approach is to provide an appropriate framework to support applicants to focus on all modes of travel during the appraisal of their proposal. This is achieved by using site-specific quantitative and qualitative information that can demonstrate how a proposal can deliver sustainable transport. This work forms one aspect of the wider transport assessment of a proposal. A range of other requirements need to be met, including those set out in The Council's [Roads and Transport Guidelines for New Developments](#)⁽⁵²⁾; Transport Scotland's [Transport Assessment Guidance](#)⁽⁵³⁾; [Designing Streets](#)⁽⁵⁴⁾; [Creating Places](#)⁽⁵⁵⁾, and all other relevant development plan policies. A Standard Template can be [downloaded](#)⁽⁵⁶⁾ for completion and submission to the Council as part of an applicant's transport statement or assessment. Details and the scope of the assessment must be agreed in advance with THC's Transport Planning Team. Four background papers provide further detail that informed this methodology, which are [available to download](#).

52 https://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

53 https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref__17_-_transport_assessment_guidance_final_-_june_2012.pdf

54 <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf?forceDownload=true>

55 <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2013/06/creating-places-policy-statement-architecture-place-scotland/documents/00425496-pdf/00425496-pdf/govscot%3Adocument/00425496.pdf?forceDownload=true>

56 <https://highland.objective.co.uk/creation/download/5989324>

Guidance Note 1: Development Details

Provide a summary of the proposed development, the size of the development, such as the gross floor area, public floor area or number of residential dwellings. The proposed opening year(s) should also be stated.

Guidance Note 2: Committed Developments and/or Programmed Infrastructure Improvements

In order to assess the impact of your development, list any nearby committed major developments (as defined in THC RTDG) that have planning permission and any transport schemes that are formally committed (by written agreement, capital funding or confirmed by statutory process) by Highland Council or Transport Scotland, but are yet to be implemented.

Guidance Note 3: Trip Generation

The Trip Generation tables should be completed showing the estimate of journeys to and from the development site during specified traffic periods for each relevant category of travel. For example, peak travel periods for residential and employment uses are normally 08:00am to 09:00am and 17:00pm to 18:00 pm during weekdays. For retail developments, the peak hour normally falls on a Saturday between 11:00am and 16:00pm, traffic surveys should be used to inform the appropriate times to be used. Where further advice is required, this should be sought from the Transport Planning Team. Trip estimates should be based on a multi-modal assessment that identifies the number of person trips by mode and by time using industry recognised standards, in agreement with the Transport Planning Team.

Guidance Note 4: User Profile

Describe the potential end users of the site to understand the likely type of travel behaviour, including how this may vary overtime if multiple development uses are proposed. Provide a brief narrative explaining the origin(s) or destination(s), how they were selected (and agreed at scoping with Transport Planning), and any other justifying information. It is likely that potential end users will consist of a variety of users such as customers, staff and residents.

Guidance Note 5: Representative Journey Times

In order for consistent representative journey times to be identified, the methodology applied needs to be made explicit in reporting the data in the Transport Assessment. Large variations in calculated journey times commonly derive from different assumptions about route choice, for example, for public transport (including walking to stop) the choice of footpath network to and from bus stops and rail stations. For most assessments, the use of journey times that reflect the experiences and behaviour of travellers should be adopted. The most widely used methods for choosing routes used by other travellers is to online routing from Google or Apple Maps, but other similar approaches can also be used such as www.fromAtoB.com⁽⁵⁷⁾, www.Rome2rio.com⁽⁵⁸⁾ and others (Google Maps is one of the most widely used versions of published journey times available in Highland and is already trusted by many organisations, including The Highland Council, as a verifiable source of journey times. Where the travel time results differ from the values in the live Google Maps systems, explanation should be provided). The routing assumptions that are used most by the citizens of Highland Council area enables transparent and accountable approaches. Whatever sources are used, these should be clearly stated in the assessment. Walking and Cycling routes identified must be on safe, publicly accessible routes where there is a public right of access, such as adopted footways/bike lanes/Core Paths. Journey times vary throughout the day. Peak time road journeys are often delayed by road congestion. Bus and rail journey times depend on the timetabled frequency of available services throughout the day. Each journey time is associated with a time of day when that journey time can be achieved. [Table 2.1 of Policy Development Paper 3](#)⁽⁵⁹⁾ explains the rationale for assessing access to local services and facilities. Assessments should clearly state the assumptions made about likely preferred locations for accessing services. Further information on the components of journey time and methods for calculating them are outlined in [Appendix A of Policy Development Paper 3](#)⁽⁵⁹⁾.

57 www.fromAtoB.com

58 www.Rome2rio.com

59 https://www.highland.gov.uk/downloads/file/24985/dhc_policy_development_paper_3_-_draft_guide_to_policies

For larger developments that generate and/or attract large number of trips, more accurate representation of journey time variation should be used. The most robust approaches commonly applied involve calculating journey times at 15 minute intervals throughout the day, then weighting the journey time in each time period by the importance of that time period by trip purpose. Journey times for travel for work and education can be more highly weighted in the morning and evening peak when commuters are more likely to be making these trips, whilst travel for other uses, such as hospital user, may be spread more evenly across the day.

For most other transport assessments, a simpler representation of temporal effects will be sufficient, with a representative journey time and frequency measure to represent the availability of the journey time throughout the day as follows:

- Journey times for arrival at the destination for 8:30am and for 10:30am by car are calculated and the longest journey time from these two time periods is selected as the representative journey time.
- For public transport trips, the journey times throughout the day are reviewed to identify the journey times regularly achievable.

For public transport and car journey times, any time spent walking at each end of the journey should be included.

Guidance Note 6: High Level Assessment

The high-level assessment should summarise the key issues in relation to each mode. This should include a qualitative and quantitative assessment of journeys for each mode and how they compare to each other. This should include information on the quality of routes such as how attractive, safe, convenient etc. active travel routes are; if journey times/routes are considered acceptable (which will ultimately be determined by the Planning Authority), trip end facilities such as cycle and car parking, and the quality and availability of facilities for bus users such as real-time information.

Guidance Note 7: Travel Time Ratio

This section compares the travel time for car against each sustainable travel mode. For each origin/destination identified, the travel time ratio of car to non-car mode should be calculated, for example:

Public transport travel time is 20 minutes

Car travel time is 9 minutes

Travel time ratio is $20/9 = 2.2$

Guidance Note 8: Public Transport Coverage and Competitiveness

Identify the frequency throughout the day that the representative journey times calculated in Guidance Note 5 can be achieved for public transport and report this as a frequency score shown in Table 5 'Frequency score and criteria'.

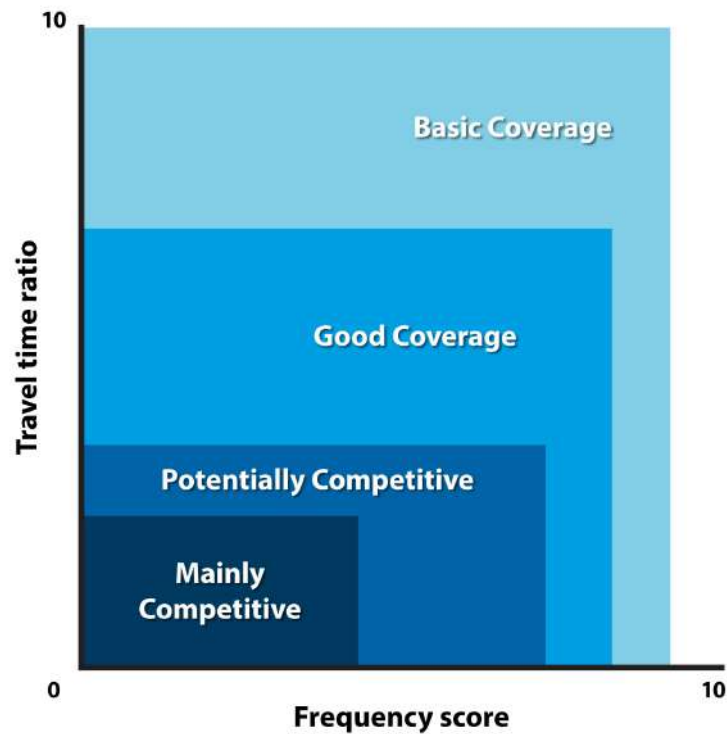
Table 5 Frequency score and criteria

Frequency score	Frequency criteria
10	Other services - Regular frequency of service less than every 2 hours
9	Other services - Good network coverage with services every 2 hours or better between 8am and 6pm
8	Good service - No more than 60 minutes between services 8am to 8pm and better coverage at some other times
7	Good service - No more than 30 minutes between services 8am to 6pm
6	Very good service - No more than 30 minutes between services 8am to 8pm

Frequency score	Frequency criteria
5	Excellent service - No more than 20 minutes between services 8am to 6pm and some coverage outside these periods
4	Excellent service - No more than 20 minutes between services 8am to 8pm
3	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 6pm and some coverage later in the evening
2	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 8pm and some coverage later in the evening
1	Turn up and go services - Better than 10 minute frequency 8am to 6pm and some coverage later in the evening
0	Turn up and go services - Better than 10 minute frequency 7am to 10pm and at least 30 minute frequency throughout the night

Plot the journey time ratio, calculated in Guidance Note 7, against the frequency scores to derive the public transport network coverage and competitiveness status for each origin/destination using the graph show in Figure 19 'Public transport network coverage and competitiveness status'.

Figure 19 Public transport network coverage and competitiveness status



In addition to the above assessment, opportunities for integration between the public transport network and other transport should be considered as ways of extending the competitiveness and coverage of networks. In particular:

- Community and demand responsive transport options including taxi could be used to access public transport. Assessments should consider the potential for users of proposed developments to be offered personal travel accounts to manage joint purchasing arrangements of transport services (e.g. special fares for short taxi trips to bus stops and rail stations).
- Park and ride sites and park and share locations could be used to offer convenient interchanges between private car travel, shared transport solutions including public transport and active travel networks.

Guidance Note 9: Active Travel Competitiveness

Using the information gathered in Guidance Note 5, the journey time and travel time ratios for walking and cycling are available as well as information on the quality, attractiveness and other factors that justified route selection. This information should be used to appraise how competitive walking and cycling is, compared with car for each origin/destination, supplemented by other qualitative information about the routes identified on safety, condition, directness, and other relevant aspects. This assessments should be undertaken using established principles for creating walkable neighbourhoods and national standards, such as [Cycling by Design](#) ⁽⁶⁰⁾. As a general principle, the criteria shown in Table 6 'Walking competitiveness criteria' for walking can be applied, equivalent thresholds using industry standards for cycling should be used.

Table 6 Walking competitiveness criteria

Journey Time	Distance	Walking Competitiveness
5 minutes	400 metres	Mainly competitive
10 minutes	800 metres	Potentially competitive
20 minutes	1.6 km	Good
40 minutes	3.6 km	Basic

Guidance Note 10: Infrastructure Requirements

Summarise the findings of the assessment of Public Transport Coverage and Competitiveness and Active Travel Competitiveness to illustrate if the site can facilitate sustainable travel behaviour for its users.

60 <https://www.transport.gov.scot/media/50323/cycling-by-design-update-2019-final-document-15-september-2021-1.pdf>

Even where an origin or destination is identified as competitive in terms of time, there may be problems with the quality of the route that would make the non-car modes unattractive to users of the proposal. Therefore, this section should be used to identify the necessary mitigation or improvements required to support site users to use non-car modes wherever possible. It should be based on the information gathered in the above steps. A photographic record of the assessment of the quality of routes for non-car modes for each origin/destination should be provided, highlighting only what the deficiencies, barriers or deterrents are and the proposals to mitigate them to support the site to deliver sustainable transport. Reference should be made to any Active Travel Audits and Active Travel Networks identified in the LDP and elsewhere, as well as developer contributions where these are set out in the LDP Delivery Programme.

The outcome of this assessment should be used to inform the wider Transport Assessment, particularly in terms of the mitigation necessary for impacts identified. Reference should be made to [Policy Development Papers 1 and 2](#)⁽⁶¹⁾, which set out potential options for mitigation.

61 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan/3

This Schedule of Landownership sets out where The Highland Council has a land ownership interest (in part or full) in any Plan allocation. This is a requirement of Regulation 9 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008. This Schedule does not reflect land ownerships which have or will be transferred to The Council as a consequence of development, in particular where this relates to the requirements for provision of affordable housing under Policy 32 Affordable Housing of the Highland-wide Local Development Plan.

Table 7 Schedule of Highland Council Landownership

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Allotments, Achnagarron Farm	Alness AL07 - Achnagarron Farm
Osprey House, Alness Point Business Park	Alness AL11 - Alness Point
Workshops and depot	Dingwall DW06 - Dingwall Riverside (North)
Workshops, offices, community uses	Dingwall DW07 - Dingwall Riverside (South)
Workshop Units	Invergordon IG03 - Land south west of Railway Station
Waste Transfer Station	Invergordon IG07 - Cromarty Firth Industrial Estate
Dalcross Industrial Estate Expansion	Inverness Airport Business Park IA02 - Dalcross Industrial Estate Expansion

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Balloch Farm	Inverness INE18 - Land at Balloch Farm
Land east of Barn Church Road	Inverness INE23 - Stratton Health Centre
Land South of Moor Road	Inverness INE24 - Stratton Primary School
Land east of Culloden Academy	Inverness INE25 - Culloden Academy Redevelopment
Housing	Inverness INC01 - Diriebught Depot
War Memorial	Inverness INC03 - Inverness Public Transport and Freight Interchange
Land East of Longman Road	Inverness INC03 - Inverness Public Transport and Freight Interchange
Spectrum Centre	Inverness INC04 - Inverness Central
Rose Street Multi-Storey Car Park	Inverness INC04 - Inverness Central
Inverness Library	Inverness INC04 - Inverness Central
Inverness Bus Station	Inverness INC04 - Inverness Central

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Burnett Road (Common Good)	Inverness INC05 - Shore Street City Centre Expansion
Land at Harbour Road	Inverness INC05 - Shore Street City Centre Expansion
Land at Longman Foreshore East (Common Good)	Inverness INC09 - Former Longman Landfill West
Inverness Museum & Art Gallery	Inverness INC10 - Inverness Castle and Bridge Street
Longman Landfill Site	Inverness INC11 - Former Longman Landfill East
Community Land west of Dores Road	Inverness INS10 - Ness-side Central
Land at East of Golfview Road	Inverness INW03 - East of Golfview Road
Land at West of St Valery Avenue	Inverness INW04 - West of St Valery Avenue
Land at Stratton East	Inverness INW06 - Stratton East
Land at Torvean Quarry	Inverness INW07 - Torvean Quarry
Land at Torvean North	Inverness INW08 - Torvean North

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Torvean South	Inverness INW09 - Torvean South
Land at East of Muirtown Locks	Inverness INW10 - East of Muirtown Locks
Land at Muirtown Basin	Inverness INW11 - Muirtown Basin
Charleston Academy Community Campus	Inverness INW12 - Charleston Campus
Huts and community space west of Inverness High School playing fields	Inverness INW13 - East of Dochfour Drive
Land at Merkinch Shore	Inverness INW14 - Merkinch Shore
Recreation and leisure areas	Muir of Ord MO03 - Recreation and Leisure Areas
15 Falconers Lane, 60 King Street, 4-6 Courthouse Lane, The Court House - 2 High Street, Fire Station and various car park lands.	Nairn NA03 - Nairn Town Centre
Land at Sandown (Common Good)	Nairn NA04 - Sandown

Appendix 3 - Schedule of land ownership | Clàr-seilbhe an fhearainn

Description of land owned by planning authority to policies, proposals or views contained in the Plan	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Workshop and land	Seaboard Villages SB03 - Balintore Industrial Estate
Undeveloped land	Tain TN07 - Land to Rear of Craighill Primary School
Tain Royal Academy and adjoining recreational space	Tain TN08 - Tain Royal Academy
Grazing land	Tain TN10 - Blarliath

Placemaking audit

Table 8 Placemaking audit criteria

Design Quality	Ambition	Requirement
Distinctive		
D1	The development, when completed is designed to create a distinctive high quality sense of place, which respects and enhances the existing site, locale and landscape features and avoids heavily engineered proposals.	Essential
D2	The development protects important and distinctive buildings and natural heritage assets within or in proximity to the site. It maintains views of existing landmarks and landscapes and follows the principles in Creating Places ⁽¹⁾ .	Essential
D3	Developments at the edge of settlements provide a positive distinction between the urban and rural environments and create a sense of arrival into the urban area.	Essential
D4	Within or close to built heritage designations, the built form, material finish and palette of buildings and hard landscaping protects and enhances the traditional local character and design.	Essential
D5	Development makes use of innovative designs, "Passive House" design criteria, off-site construction techniques and/or modern methods of construction.	Desirable
D6	External material selection is appropriate for the highland climate and is chosen to respect and enhance its wider setting,	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
D7	Potential for personalisation of individual properties by prospective owners.	Desirable
D8	Within Inverness City, major or locally significant developments have been presented to the Inverness Design Review Panel ⁽²⁾ and the outcomes respected.	Desirable
D9	Ground floor commercial unit's shopfronts to conform to the Council Shopfront Design Guide ⁽³⁾ .	Essential
Safe and Pleasant		
S1	Active frontages, including "corner turner" style houses, overlook well-lit streets, footpaths and open/green spaces, resulting in natural surveillance using outwards facing perimeter blocks along key routes.	Essential
S2	In-curtilage garages and parking areas located to the side or rear of properties to avoid car dominance of the streetscape.	Essential
S3	Provision of appropriately designed residents and visitor cycle parking in a sheltered, secured and overlooked position, in conformity with the Council's Roads and Transportation Guidelines ⁽⁴⁾ . In urban flatted developments, individual in-unit cycle storage is encouraged.	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
S4	Provision of open public spaces in accordance with relevant Local Development Plan ⁽⁵⁾ (LDP) policy to be fit for purpose, usable, flexible (including utility hook-ups to civic spaces) and cost effective to maintain. Delivered in compliance with PAN 65: Planning and Open Space ⁽⁶⁾ .	Essential
S5	Well located and sufficient play opportunities provided, in areas which benefit from natural surveillance and are integrated into the overall scheme. Play equipment to be inclusive and serves a range of ages (including adults).	Essential
S6	Play areas achieve a minimum "Bronze" Play Inclusive Play Areas (PIPA) accreditation.	Desirable
S7	External lighting sited and designed to avoid light pollution and use energy efficient LED fittings. New Street lighting to be in the form of dimming LED columns/fittings.	Essential
S8	Secured by Design: Homes ⁽⁷⁾ (2019) and/or Commercial Developments ⁽⁸⁾ (2015) respected and awarded to a minimum Bronze standard.	Desirable
S9	Scheme designed to comply with the BRE "Home Quality Mark" scheme.	Desirable
S10	An accessible Automated External Defibrillator (AED) is provided.	Desirable
S11	The development accords with a Local Place Plan.	Desirable
Welcoming		

Design Quality	Ambition	Requirement
<p>W1</p>	<p>Developments require to be designed to assist residents and visitors orientate and move around the site without becoming disorientated.</p> <p>This can be achieved by:</p> <ul style="list-style-type: none"> • providing or accentuating landmarks to create or improve views; • locating public art to identify places. Public art provided in accordance with relevant LDP policy/Supplementary Guidance; • use of "Sequence Markers"; • careful siting of signature buildings or utilising contrasting massing; • providing high quality signage and/or distinctive lighting to illuminate attractive/important buildings; • proportionate provision of high-quality street furniture and signage. 	<p>Essential</p>
<p>Adaptable</p>		
<p>A1</p>	<p>The layout should include a mixture of uses, building densities, housing types and tenures.</p> <p>Affordable housing provision to be provided in accordance with LDP policies.</p> <p>Within the urban cores flatted developments could include vertical mixed-use blocks.</p>	<p>Essential</p>

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
A2	Affordable house design conforms to the Council's Firm Foundations Design Brief: Building Homes for the Highlands ⁽⁹⁾ and Scottish Government's Housing for Varying Needs Design Standards ⁽¹⁰⁾ .	Essential
A3	Infrastructure provided for "Fibre to the Premises" (FTP) installation.	Desirable
A4	In housing developments, self-build house plots are provided in accordance with LDP policy.	Essential
A5	Utility infrastructure hardware (e.g. substations, telecommunication cabinets and pumping stations) are appropriately designed, sited and screened from public view.	Essential
A6	Infrastructure (cable routes) provided for in-curtilage Electric Vehicle (EV) charge-point installation.	Essential
Resource Efficient		
R1	The development is of a suitable density to avoid excessive land-use and does not detrimentally affect neighbouring established uses.	Essential
R2	Existing mature landscaping within and adjacent to the site is retained, protected and enhanced to create new wildlife corridors.	Essential
R3	Within residential developments, an area for allotments, community gardens, community woodlands or a community orchard or community food growing space is provided in a location which encourages public harvest.	Essential

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
R4	Built developments located out-with the relevant SEPA flood extents ⁽¹¹⁾ and shown to avoid flood risk.	Essential
R5	Decorative well integrated SUDS scheme which includes a degree of natural surveillance and designed to conform to the current edition of Sewers for Scotland ⁽¹²⁾ or the CIRIA SUDS Manual ⁽¹³⁾ . The long term inspection and maintenance regime and organisation responsible identified at the outset.	Essential
R6	Watercourses and wetlands areas retained, improved and incorporated into the scheme. Including adoption of the Council Riparian policy.	Essential
R7	Incorporates the use of water conservation principles; including individual properties rainwater collection and reuse systems.	Desirable
R8	Appropriately designed and sited in-curtilage storage space for refuse and recycling and the provision/locations for on-street collection points identified.	Essential
R9	For residential developments over 100 units, appropriately designed and sited communal glass recycling facilities and community composting areas provided.	Essential
R10	The layout should be designed to: <ul style="list-style-type: none"> • maximise benefits from solar gains and internal daylighting to individual properties; • minimise wind-channelling between units and protect buildings from the prevailing weather; • have properties with 'living roof' and/or 'living wall' systems; 	Essential

Design Quality	Ambition	Requirement
	<ul style="list-style-type: none"> • avoid the use of dead-end 'cul-de-sacs' and limited use of private access roads; • ensure rear garden access to mid-terraced properties is achieved; • deliver the higher density units closest to community facilities and public transport nodes. 	
R11	The development makes use of micro-renewable technology and/or enhanced energy efficiency/recovery systems (improvement on the levels sought in the Building Standards).	Desirable
R12	<p>Bio-diversity aspects are mitigated, protected and restored as part of the development, including:</p> <ul style="list-style-type: none"> • An initial Wildlife Assessment Check is undertaken and submitted as part of the proposal. • Following the above assessment, formal appropriate wildlife & species assessments are prepared, and outcomes respected and incorporated into the scheme. • The inclusion of nesting boxes and habitat creation (bird, bat and insect boxes) are provided across the scheme. • Invasive non-native species⁽¹⁴⁾ identified and removed. • Wildflower meadows and/or mini-forests established on site. 	Essential
R13	Construction material sourced from environmentally managed supplies and construction waste is minimised and recycled where possible.	Desirable

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
R14	The development applies the RIBA Sustainable Outcomes Guide ⁽¹⁵⁾ (2019) to the design of both buildings and places.	Desirable
Easy to Move Around and Beyond		
E1	Developments to be well connected to bus and rail nodes in accordance with PAN 75: Planning for Transport ⁽¹⁶⁾ . New or extended bus routes to be served by well located, high quality bus shelters which are well lit and provide sheltered seating and real time bus information.	Essential
E2	A clear road and street hierarchy is designed to conform with Designing Streets ⁽¹⁷⁾ and the Council's Roads and Transportations Guidelines for New Developments ⁽¹⁸⁾ and should include: <ul style="list-style-type: none"> • Road design speed appropriate to the form and nature of the street design and development layout; • Road junction designed to prioritise active travel; • Consideration given to future road connections for adjacent/later schemes; • Underground utilities located within service strips/road verges; • Varying road designs, widths and surfacing to differentiate the hierarchy. 	Essential
E3	The layout includes "Homezones", "Town Squares" and/or "Play Streets" to encourage greater mode share of the street network.	Desirable

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

Design Quality	Ambition	Requirement
E4	The location and distances to existing facilities (e.g. education, retail and community uses) are assessed against PAN 75: Planning for Transport ⁽¹⁹⁾ and the requirement for expanded or new facilities should be addressed.	Essential
E5	A network of fully accessible compliant interconnected, permeable, well-lit, intuitive and overlooked active travel routes which follow desire lines and are suitably graded are created. These should link to or extend existing active travel networks, National Cycle Networks, Safer Route to School networks and/or Core Paths where they exist and allow for future extensions into adjacent lands.	Essential
E6	Communal parking, parking barns and visitor parking areas designed to: <ul style="list-style-type: none"> • Conform to the Council's Roads and Transportations Guidelines for New Developments⁽²⁰⁾ ; • ensure they are overlooked and well lit; • avoid dominance of the streetscape; • ensure parking bays are broken up into groups of no more than five bays and interspersed with soft landscaping/street trees; • provide Electric Vehicle (EV) charging locations; • provide "Car Club" spaces; • comply with the Safer Parking "Park Mark" Scheme. 	Essential

1. <https://www.gov.scot/publications/creating-places-policy-statement-architecture-place-scotland/>
2. https://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/579/major_developments/4
3. https://www.highland.gov.uk/downloads/file/19365/shopfront_design_guide
4. https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments

Appendix 4 - Placemaking audit | Sgrùdadh dèanamh àiteachan

5. https://www.highland.gov.uk/info/178/local_and_statutory_development_plans
6. <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2008/06/planning-advice-note-pan-65-planning-open-space/documents/0060935-pdf/0060935-pdf/govscot%3Adocument/0060935.pdf>
7. https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NEW_version_2.pdf
8. https://www.securedbydesign.com/images/downloads/SBD_Commercial_2015_V2.pdf
9. https://www.highland.gov.uk/downloads/file/19461/firm_foundations_design_brief_-_building_homes_for_the_highlands
10. <https://www.webarchive.org.uk/wayback/archive/20170104122951/www.gov.scot/Topics/Built-Environment/Housing/investment/guidancenotes/olderguidance/csgn200412>
11. <http://map.sepa.org.uk/floodmap/map.htm>
12. <https://docs.google.com/viewerng/viewer?url=www.scottishwater.co.uk/-/media/ScottishWater/Document-Hub/Business-and-Developers/Connecting-to-our-network/All-connections-information/SewersForScotlandv4.pdf>
13. <https://www.ciria.org/ItemDetail?iProductCode=C753&Category=BOOK&WebsiteKey=3f18c87a-d62b-4eca-8ef4-9b09309c1c91>
14. <https://www.nature.scot/professional-advice/safeguarding-protected-areas-and-species/protected-species/scottish-invasive-species-initiative>
15. <https://www.architecture.com/-/media/GatherContent/Test-resources-page/Additional-Documents/RIBASustainableOutcomesGuide2019pdf.pdf>
16. <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2005/08/planning-advice-note-pan-75-planning-transport/documents/0016795-pdf/0016795-pdf/govscot%3Adocument/0016795.pdf>
17. <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf>
18. https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments
19. <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2005/08/planning-advice-note-pan-75-planning-transport/documents/0016795-pdf/0016795-pdf/govscot%3Adocument/0016795.pdf>
20. https://www.highland.gov.uk/info/20005/roads_and_pavements/99/roads_information/2

The Highland Council Placemaking Audit Glossary

A

Active Frontage: A street where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.

Active Travel: Journeys undertaken by physically active means, like walking, wheeling or cycling.

Allotment: A small piece of ground, in or just outside an urban area that a person rents for growing vegetables, fruits, or flowers.

B

BRE Home Quality Mark: An assessment tool to demonstrate high quality homes and to differentiate them in the marketplace. At the same time, it gives householders the confidence that the new home are well designed and built, and cost effective to run.

C

Community Garden: A single piece of land, gardened collectively by a group of people.

Community Woodland: Woodland where the local community has control over how the woodland is run or managed.

Corner Turner: A building located on a corner (e.g. at a road junction), designed to provide an active frontage to both streets.

Core Path: Under the Land Reform (Scotland) Act 2003 and the Land Reform (Scotland) Act 2016, Councils have a duty to prepare a Core Paths Plan. The purpose is to identify a network of key routes for outdoor access; an Interactive Map of Highland Council Core Paths is available.

Cul-de-sac: A street with only one inlet/outlet, connected to the wider street network.

D

Design Speed: The design speed is a logical speed to travel a road with respect to the topography, anticipated operating speed, the adjacent land use, and the functional classification of the highway.

Desire Lines: A route which represents the shortest or most easily navigated route between an origin and destination.

F

Fully Accessible: All routes designed to conform to the Equality Act to ensure routes are fit for purpose and open to all users.

G

Green Network: Local Development Plan designation of green areas within an urban area, which could be put to a multitude of uses (including play areas).

Greenspace: Formally recognised in the Local Development Plans. Contains no built development and is safeguarded. It will contribute to the character and setting of a place and provide amenity, biodiversity, recreation and other benefits.

H

Home Zone: Residential areas designed to ensure that the quality of life in the residential area takes precedence over ease of vehicle movement. They usually involve narrow shared surfaces roads with built-in elements (raised tables/chicanes) combined with features such as trees, planters and street furniture to limit traffic speeds.

L

Living Roof: A roof of a building that is partially or completely covered with vegetation and a growing medium.

Living Wall: Panels of plants, grown vertically using hydroponics, on structures that can be either free-standing or attached to walls.

M

Micro-Renewables: Small scale systems that generate electricity and/or heat.

Mini-forests: Tiny, dense forests achieved by planting saplings close together, three per square metre, using native varieties adapted to local conditions. A wide variety of species, ideally 30 or more planted to recreate the layers of a natural forest.

N

National Cycle Networks: A UK-wide network of signed walking and cycling paths connecting cities, towns, and the countryside.

P

Parking Barn: Communal open frontage covered parking area.

Perimeter Blocks: The public facing parts of buildings are orientated to face the street and the more private (garden) elements are located within the block.

Play Streets: Simple, effective and low-cost way for children to be able to play out in the streets where they live.

PiPA: PiPA (Play Inclusive Play Areas) provides a comprehensive six point assessment tool to help inform/improve new play space design to ensure all children benefit from the play provision. Bronze, Silver and Gold accreditations available.

S

Safer Parking "Park Mark": A national standard for UK car parks that have low crime and measures in place to ensure the safety of people and vehicles.

Safer Routes to School: Routes designed to decrease traffic and pollution and increase the health of children and the community, by promoting walking and biking to school.

Secured by Design: A Police initiative that improves the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit.

Self-build house plot: A house plot available for an individual or group of individuals to build house(s) to plans and specifications decided by them.

Sense of arrival: A special feeling a person experiences during the first ten seconds or so after entering a location.

Sense of place: The context as well as the identity or unique characteristics of a building or space that creates meaning for the occupant or user.

Sequence Markers: A physical/built item that helps a user to orientate themselves. Can be either a natural landmark or view or a man-made feature, including; differing house styles, street furniture, decorative feature or path design/finish.

Street Trees: A tree located on land forming or adjacent to a road which affects, in some way, those using that highway.

SUDS: Sustainable Urban Drainage Systems are water management practices that aim to align modern drainage systems with the natural water cycle.

T

Town Squares: An open public space located in the heart of an urban area used for community gatherings and events.

W

Wildlife Assessment Check: Free online tool available from "Biodiversity in Planning" for small to medium-scale developers to check whether they will need expert ecological advice before submitting a planning application. The tool is not intended for large development projects where formal Environmental Impact Assessments (EIA) are required according to EIA regulations.

Wildlife Corridor: Interlinked greenspaces to provide connections across sites for biodiversity.

Wind Channelling: A negative effect resulting from a ridged layout which channels wind between buildings.

We try to minimise the amount of jargon in our planning documents but the use of some technical language is unavoidable. This section contains a list of abbreviations, acronyms and terms used in this Plan and in the related background documents and an explanation of their origin and/or meaning. Please note the explanations given are not intended as legal definitions of the planning terms used.

Abbreviations/Acronyms

aIMFLDP: the current adopted Inner Moray Firth Local Development Plan 2015

LDP: Local Development Plan

HNDA: Housing Need and Demand Assessment

HIE: Highlands and Islands Enterprise

HRA: Habitats Regulations Appraisal

HwLDP: the Highland wide Local Development Plan 2012

NSA: National Scenic Area

SAC: Special Area of Conservation

SDA: Settlement Development Area

SEPA: Scottish Environment Protection Agency

SLA: Special Landscape Area

SNH: Scottish Natural Heritage (now known as NatureScot)

SPA: Special Protection Area

SSSI: Site of Special Scientific Interest

SuDS: Sustainable Urban Drainage Systems

SG: Supplementary Guidance

Terms

A

Action / Delivery Programme: A working (with at least annual updates) document developed in consultation with key investment stakeholders and sets out, in very broad terms, how and by whom the key elements of the Local Development Plan will be implemented.

Affordable Housing: Residential units available for rent and/or purchase at below full open market rent/price because of some element of public (or occasionally private) subsidy. Many of these units are not affordable to all prospective tenants / purchasers.

Allocations: Land specifically identified in a Local Development Plan as appropriate for a specific use or mix of uses.

Active Travel Plans: Plans which help establish a network for walking, cycling, wheeling and access to public transport routes. These identify a core active travel network and prioritised actions in certain locations which serve as a framework for future investment and new development.

B

Brownfield Land: Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or underutilised buildings, and other developed land in a settlement boundary where further intensification of use is considered acceptable.

C

Carbon CLEVER: An initiative aimed at achieving a carbon neutral Inverness and a low carbon Highlands by 2025, toward which the Council has committed resources from its capital budget.

Charrette: An intensive planning session where citizens, designers and importantly the community collaborate to prepare a single vision for a site/development. The sessions also provide a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the final output.

Council's Capital Programme: The Highland Council's programme of capital expenditure on specific infrastructure projects and services.

Core Path Plans: A statutory document that details and maps the most important local network of paths in an area. The paths cater for all types of users, for example walkers, cyclists, horse riders, and people with disabilities.

D

Design and Access Statements: A Design and Access Statement is a document containing both a design statement and a written statement about how issues relating to access to a proposed development for people with disabilities, have been dealt with. The statement will explain the policy approach and how any specific issues, which might affect access to the development for disabled people, have been addressed. It will also state what, if any, consultation has been undertaken and what account has been taken of the outcome of any consultation.

Design Statements: A document that sets out the architectural and layout design principles on which a development is based. A design statement enables the designer or applicant to explain why the selected design solution is the best and most suitable choice in terms of the building's design, layout, materials and the space around the building. A design statement can be applied to a single building in the countryside or to multiple buildings within more densely populated areas.

Design Review Panel: A group of local built environment professionals who provide free design advice to development teams preparing planning applications for major or locally significant developments with the aim of raising the quality of development which will assist in creating sustainable and better places. Projects are referred to the Design Review Panel as set out in the Panel's Terms of Reference. A reports of the Design Review Panel is a material considerations in the assessment of a connected planning application and applicants will be expected to demonstrate that their proposal has responded to the relevant Panel report.

Developer contributions: These planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in terms of land use planning. Contributions may be made as financial payments or as direct works.

Development Brief: A development brief provides an assessment of constraints and opportunities presented by a site and the type of development expected or encouraged, based on this assessment. A brief will provide guidance on key elements that any development should incorporate, with reference to appropriate Scottish Planning Policy and Local Development Plan Policies where necessary. A brief may include details on function, layout, plot sizes, building heights, building lines and materials etc. A brief can often precede and inform a design statement or master plan. They may be prepared by the Council for certain sites, however, it will more often be expected that prospective developers will prepare briefs and agree these with the Council in advance of a planning application being submitted. The Brief will be a material consideration in the decision making process.

District Heating Network: District heating is a means of delivering heat from a point of generation to end users – homes, offices, leisure centre, and other users of heat. A district heating scheme generally consists of: a heat source, often in the form of a dedicated central energy centre, and a

network of insulated pipes used to deliver heat, in the form of water or steam. They provide efficient generation and distribution of heat, helping to secure a significant reduction in CO₂ emissions in comparison to conventional heating approaches⁽⁶²⁾.

Development Plan: Sets out how we think land should be used over the next few years. Each Scottish local authority (if it is the local planning authority for its area) must produce a Development Plan.

E

Economic Development Areas: These refer to places, outwith the main settlements, which we believe should be developed over the Plan period for employment uses and therefore contribute to the local economy.

Energy from Waste: Energy that is recovered by thermally treating waste.

European Protected Species: Species of animal and plant listed respectively in Schedule 2 and Schedule 4 of the Conservation (Natural Habitats &c) Regulations 1994 as amended.

Energy Statement: An Energy Statement will be informed by heat map information, and include an assessment of whether a district heating solution is viable or feasible for the development. An Energy Statement will also identify any available sources of heat or other factors such as where land should be safeguarded for future district heating infrastructure. An Energy Statement will be required where indicated in the developer requirements for particular sites and preparation of an Energy Statement will be encouraged for other sites, particularly if provision of or connection to a district heating network is being considered.

62 Scottish Cities Alliance – “district heating” planning policy and guidance workstream

G

Green Economy: A green economy is defined as low carbon, resource efficient and socially inclusive. In a green economy, growth in employment and income are driven by public and private investment into such economic activities, infrastructure and assets that allow reduced carbon emissions and pollution, enhanced energy and resource efficiency, and prevention of the loss of biodiversity and ecosystem services.

Greenfield Land: Land (or a defined site) which has previously never been built on.

Green networks: Different from greenspaces. They may serve one or more of the same functions as greenspaces but in a less formal or more strategic way. Green networks provide the physical, visual and habitat connections for greenspaces and therefore ensure accessibility for both wildlife and people. Development can be more flexibly accommodated within or adjacent to a green network as long as the network's connectivity and integrity is maintained and it is incorporated into a development as a positive landscape and design feature.

Greenspace: The mapped areas in the Plan that have formal protection from development. They are the discrete and easily identifiable green and blue (waterside or waterbody) spaces that contribute to the character and setting of a place and provide amenity, biodiversity, recreation benefits as well as climate change mitigation and adaptation opportunities. Greenspaces may overlap with areas designated for other purposes such as Conservation Areas or environmentally protected places such as Sites of Special Scientific Interest.

Growing Settlements: The smallest, established settlements where appropriate, limited 'infill' growth will still be encouraged. These are settlements which we think would benefit from a set of guiding factors to direct development to the best locations rather than setting it out as a Settlement Development Area boundary and specifically delineated site allocations.

H

Highlands and Islands Enterprise: The Scottish Government's economic and community development agency for the Highlands and Islands.

Highland-wide Local Development Plan: An overarching Development Plan document, which sets the strategy and vision for the whole Highland area (excluding the area covered by the Cairngorms National Park which has its own local development plan) and sets out how land can be used by developers for the next 20 years.

Hinterland Area: Area of countryside around Inverness and the Ross-shire major work centres that experiences pressure for housing development from commuters to those work centres.

Housing Market Area: A geographical area which is relatively self-contained in terms of where house purchasers and sellers move to and from.

Housing Need and Demand Assessment: Provides the methodology and evidence base to estimate future housing requirements over the next 20 years for both affordable housing and private market housing.

I

Infrastructure: The basic services and facilities needed to support development. These include road access and water and sewerage facilities and green infrastructure, e.g. landscaping, green networks, open spaces, and paths. More widely, it can also include community infrastructure such as schools and other community facilities.

K

Key Agency: A national or regional organisation that has an important role in planning for the future of an area. Key Agencies are defined in the Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

L

Local Place Plans: A new type of plan giving local communities an opportunity to develop proposals for the development and use of land for their communities. Further details are defined within the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021.

Low and Zero Carbon Technologies: Low and zero carbon technologies (LZCTs) provide space and water heating and electricity through renewable technologies or combined heat and power (CHP), which are retrofitted or integral to the building or community.

M

Masterplan: A masterplan comprises images and text describing how an area will be developed. Its scope can range from strategic planning to small scale groups of buildings. Most commonly, a masterplan describes and maps an overall development concept which may include present and future land use; urban design and landscaping; built form; infrastructure; circulation and service provision. It is based on an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development. The Council's Placemaking policy and guidance provides further details.

Material consideration: Matters that should be considered when making a decision on a planning application. Scottish Government guidance states that there are two main tests in deciding whether a consideration is material and relevant and advises as follows: "It should serve or be related to the

purpose of planning. It should therefore relate to the development and use of land; and It should fairly and reasonably relate to the particular application. It is for the decision maker to decide if a consideration is material and to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance". Whether a consideration is material is a matter that may ultimately be decided by the courts when required.

Mitigation: Actions taken to avoid, reduce, remedy or compensate for any adverse effects or maximise any positive effects associated with a development.

Modal Shift: A change in people's means of travel, normally towards more sustainable transport such as cycling, or public transport. An example would be when somebody stops travelling to and from work by car and starts using public transport.

N

National Planning Framework: Is the Scottish Government's strategy for Scotland's long term spatial development.

National Scenic Area: Areas of nationally important landscape with special qualities that are designated for safeguarding and enhancement through national and local policy.

P

Placemaking Audit: Highland Council developed Audit approach for developments of 4 or more residential units which places the onus on the developer to initially assess their own proposal against the six qualities of successful places embedded in Scottish Planning Policy 2014, namely; distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move

around and beyond. The Audit adopts a two tier methodology for assessment, with either a criteria being "Essential" or "Desirable" (Placemaking Audit outlined in Appendix 3). Where a criterion cannot be met, it is for the developer to provide justification and evidence as to why. If an "essential" criterion is not complied with, the application may not be supported. Developments must show (preferably through the pre-application process) that criterion are being considered and addressed at an early stage, helping to prevent poorly designed schemes progressing. The Placemaking Audit "Essential" criteria are a collation of current Government and Council advice; whilst the "Desirable" criteria are considered to be emerging good practice in urban design.

Placemaking Priorities: These are important considerations for how a settlement can grow and be enhanced in order that it functions well and is an attractive place to live. These priorities will help to guide decisions on individual development and investment proposals.

Planning Obligations and other legal agreements: Planning obligations (previously known as developer contributions or planning agreements) are a mechanism used to secure physical works or financial payments to the Council, or another agency, to contribute towards additional infrastructure or improved services. These relate to improvements necessary to make a development acceptable in planning terms. Planning obligations are a form of contract. The most common type is an agreement under Section 75 The Town and Country Planning (Scotland) act 1997, as amended, and are only necessary to secure the obligations and where successors in title need to be bound by the required obligation. For example, where phased contributions to infrastructure are required. In other instances, other legal agreements can be used where one-off financial payments are made in advance of planning permission being issued.

Pre-Application Advice: We encourage and welcome the opportunity to provide pre-application advice before the submission of a formal planning application. We offer three levels of pre-application advice namely:

1. [Local Small Scale Pre-applications](#)⁽⁶³⁾ - for 1 - 3 houses and other types of local development.
2. [Local Medium Scale Pre-applications](#)⁽⁶⁴⁾ - medium-scale developments e.g. housing developments between 4 to 49 units, commercial development and other types of development.
3. [Major Pre-application Advice](#)⁽⁶⁵⁾ – see our [Definition of a major development](#)⁽⁶⁶⁾ for the full list. e.g. 50 or more houses, the total area of the site is 2 hectares or more.

We also offer pre-application advice for [Listed Buildings](#)⁽⁶⁷⁾ and for those proposed changes to these buildings which will require planning permission.

For all types of pre-application advice the Council charges a fee to cover the costs and the current fees can be found at [Other Planning and Environment Fees and Charges document](#)⁽⁶⁸⁾.

R

Renewables: Technologies that utilise renewable sources for energy generation.

Reinstatement: A process of returning land and/or buildings to a state comparable to that prior to development/degradation.

63 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/2

64 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/3

65 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/pre-application_advice/4

66 http://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/579/major_developments

67 http://www.highland.gov.uk/info/192/planning_-_listed_buildings_and_conservation_areas/174/listed_buildings

68 http://www.highland.gov.uk/downloads/file/20630/other_planning_and_environment_fees_and_charges_-_applicable_as_of_1_april_2019

Restoration: A process of returning land and/or buildings to an acceptable state following development.

S

Scheme Design Codes: A design guide produced for a particular site/development which establishes a set of rules/codes designers have to follow in terms of; shopfront design, signage, house design, finishes and layout. The codes can be produced by the Council, land-owner or developer.

Sequential Approach: The sequential approach requires developers to search for a site for their proposal starting with the locations that the Plan deems most acceptable in planning terms and then only if those can be demonstrated to be unsuitable, moving on to consider sequentially less acceptable locations. For example, developers of large scale retail developments are required to look first of all at City and town centre locations.

Settlement Development Area: A delineated boundary that reflects the built up area and allocated expansion areas for a main settlement. These settlement envelopes are the preferred areas for most types of development.

Site of Special Scientific Interest: Sites which are areas of land and water (to the seaward limits of local authority areas) that Scottish Natural Heritage considers to best represent our natural heritage - its diversity of plants, animals and habitats, rocks and landforms, or a combination of such natural features. They are the essential building blocks of Scotland's protected areas for nature conservation. Many are also designated as Natura sites. SNH designates SSSIs under the Nature Conservation (Scotland) Act 2004.

Special Area of Conservation: A protected site designated under the EC Habitats Directive (Directive 92/43/EEC). Special Areas of Conservation are classified for habitats and species (excluding birds) listed in Annexes of the Habitats Directive (as amended) which are considered to be most in need of conservation at a European level. These sites, together with Special Protection Areas, are called Natura sites.

Special Landscape Area: A regionally significant landscape. These are areas where the scenery is highly valued locally and have been designated by the Council to ensure that the landscape is not damaged by inappropriate development and in some cases encourage positive landscape management.

Special Protection Area: A protected site classified in accordance with Article 4 of the EC Birds Directive (Directive 2009/147/EC). Special Protection Areas are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory bird species. These sites, together with Special Areas of Conservation, are called Natura sites.

(Environmentally) Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs - i.e. development that doesn't erode the current stock of environmental resources.

U

Uses: Each allocation includes one or more, specified, acceptable land uses. Where relevant, the corresponding permissible use(s) are taken from The The Town and Country Planning (Use Classes)(Scotland) Order 1997:

- Housing: Class 9 Houses (but may also allow Class 8 Residential institutions).
- Business: Class 4 Business (but may also allow ancillary storage or distribution uses).
- Tourism: Various Classes, dependent upon site circumstances.
- Industry: Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution.

- Community: Class 10 Non residential institutions (but may also including other public facilities such as sports pitches).
 - Retail: Class 1 Shops (but Plan text may restrict scale and type of retailing).
 - Additional Uses are included for allocations where specific developments are being supported, e.g. student accommodation.
-

W

Waste Facility: Facilities for the sorting, recycling, treatment and/or disposal of municipal and commercial waste.

Wider Countryside: All countryside located outwith the defined Hinterland area.

Windfall: Development on land not specifically allocated for this purpose within the Development Plan.