

Agenda Item	6.4
Report No	PLS/081/19

## HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee  
**Date:** 29 January 2019  
**Report Title:** 18/03073/FUL: Springfield Properties PLC  
Land to South of Nairn Road, Ardersier  
**Report By:** Area Planning Manager – South

### Purpose/Executive Summary

**Description:** Erection of 117 Houses and Associated works  
**Ward:** 17 – Culloden and Ardersier

**Development category:** Major

**Reason referred to Committee:** Major Development and more than 5 objections

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

### Recommendation

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

## 1. BACKGROUND

- 1.1 The application was originally reported to the South Planning Applications Committee in January 2019 where Members agreed to grant planning permission subject to conclusion of a legal agreement to secure developer contributions and affordable housing.
- 1.2 In the process of preparing the legal agreement, it became apparent that the applicant did not have control over all of the land subject to the application. Therefore any permission issued would not be competent and could be challenged. We advised the applicant that we could not issue planning permission due to:
- Inaccuracies in the land ownership certificate - the owner of the corner land to the south of the land where the houses are to be built, was not notified about the development and not all owners of the site where the applicant did have control were notified;
  - The application for development would not be able to be implemented in accordance with the drawings approved by the committee due to part of the houses on the southern edge of the site, sustainable drainage system and the open space to the south of the site falling within an area of land which is outwith the control of the applicant.
- 1.3 In attempting to address these matters in relation to the legal agreement, the applicant had sought to enter a Unilateral Agreement with the landowner. Given the Council would not have been a party to this agreement, this would have potentially created difficulties in relation to the enforcement of the agreement. While it was registered against the title of the land, this approach is not supported by the Council.
- 1.4 The applicant has now submitted a revised site layout for a development on land wholly on land within their control. In doing so they have carried out land ownership notification and the Council have notified neighbours of the change in application boundary and site layout.
- 1.5 The variations to the layout include:
- Re-orientation of Plots 114-117 to face south rather than east;
  - Change to the layout of the development in the south of the site to bring all development within land in control of the applicant;
  - Revisions to the landscaping proposals to address concerns raised in representations in relation to maintenance; and
  - Change of the surface water drainage strategy to include two smaller infiltration basins rather than one larger basin.
- 1.6 The application continues to comprise 117 residential units but the mix of units now comprise:
- 4 x 1 Bedroom flats (no change)
  - 28 x 2 Bedroom flats (no change)
  - 25 x 2 Bedroom houses (decrease of 6)
  - 51 x 3 Bedroom houses (increase of 5)

- 9 x 4 bedroom houses (increase of 1).

1.7 The original report for the application is attached as Appendix 2 to this report. This report will consider any further public representations to the application and the changes to the proposals. Where matters are unaffected by the revisions to the application they are not addressed in this supplementary report.

## 2. PUBLIC PARTICIPATION

2.1 Advertised: Unknown Neighbour

Date Advertised: 13.09.2019

Representation deadline: 30.09.2019

Two further letters of objection have been submitted by people who had commented on the original proposal.

2.2 Material considerations raised are summarised as follows:

- a) Impact on amenity (daylight, sunlight and overshadowing);
- b) Impact of landscaping;
- c) Impact on infrastructure (education and healthcare);
- d) Impact on road network and local traffic movements.

2.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet [www.wam.highland.gov.uk/wam](http://www.wam.highland.gov.uk/wam).

## 3. CONSULTATIONS

3.1 **Access Officer:** does not object to the application. He seeks the submission of an Access Management Plan to be secured via condition. This should secure footpath links to the Old Railway line; construction details of all paths; clarification of the access to the tracks around the surface water drainage basins.

3.2 **Flood Risk Management Team:** do not object to the application. They note that there are now two separate drainage networks within the site and following clarification and submission of a revised Drainage Impact Assessment, they are satisfied with the discharge rates from the development. A condition is sought to secure the final details of the surface water drainage system and its maintenance.

3.3 **Transport Planning Team:** do not object to the application. It notes that the increase in traffic on the existing road network is minimal and the internal road layout is generally acceptable. Conditions are sought to ensure: delivery of traffic calming on Connage Crescent and Fettes Road prior to occupation of the 50<sup>th</sup> unit within the development; delivery of the footpath to Fettes Road by occupation of the 50<sup>th</sup> unit; delivery of a 20mph speed limit on Connage Crescent and Fettes Road; installation of dropped kerb crossing on Nairn Road at the bus stop to the east of the development; install / improve drop kerb crossing facilities on Cameron Road, Connage Crescent and Nairn Road with the junction to cul-de-sac behind no. 33; improvements to the raised table traffic calming feature on Nairn Road; provision of bin collection points at communal parking courts; submission of final

surface water drainage details; provision of a Construction Traffic Management Plan securing 20mph speed limit or less on accesses to the site. Clarification was sought (and received) in relation to parking layouts and surface water drainage

- 3.4 **Scottish Environment Protection Agency:** do not object to the application subject to a contribution being sought to restoration of the Ardnagown Burn through a Section 69 Agreement. Further they have requested a condition to ensure that no development takes place below 6m above ordnance datum and a condition to secure a site specific Schedule of Mitigation.

#### **4. PLANNING APPRAISAL**

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

##### **Determining Issues**

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

##### **Planning Considerations**

- 4.3 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
  - b) Design and layout;
  - c) Drainage and flood risk;
  - d) any other material considerations.

##### **Development plan/other planning policy**

- 4.4 The Development Plan has not changed since the original report to committee in January 2019. At that time the application was found to accord with the Development Plan.
- 4.5 As the application has made a number of changes it is considered appropriate to reconsider the implications of these changes against the relevant policies in the Development Plan. If there are no significant impacts arising from these matters then the application could be supported.

##### **Design, Layout and Access**

- 4.6 The layout of the site continues to follow the principles set out in Designing Streets where street design must consider place over movement. As one arrives into the site, from either access, there continues to be a legible road layout which presents a series of gateways and focal points.

- 4.7 The modifications to the site have created an additional perimeter block in the south of the site ensuring that there are active frontages onto all streets within the development. Following negotiation with the applicant boundary treatments have been changed to either walls or hedges to help provide a stronger sense of place.
- 4.8 At the north of the site as it abuts the existing developments of Connage Crescent, Connage Place, Fettes Road and Campbelltown the applicant has changed the layout to move the properties away from the existing properties to address concerns raised by neighbours. There is now 35m between the proposed houses and the existing houses. Given the distance between the properties and that the proposed properties in this part of the site are single storey, it is not considered that there will be any impacts on amenity nor daylight, sunlight or overshadowing on existing properties.
- 4.9 Representations had raised further concerns about the landscaping between the proposed development and the existing properties on Connage Crescent, Connage Place, Campbelltown and Fettes Road. The concerns relate to impact on daylight and maintenance of the landscaping. The applicant has taken the opportunity to review the amount and type of planting proposed. While most are deciduous trees, dwarf varieties have been chosen to address the concerns of existing residents. The landscaping is considered to strike an appropriate balance between creating a landscaped feature and impacts on existing and future residents. Management and maintenance of this landscaping area will continue to be important. The applicant has proposed a landscape management and maintenance routine which is acceptable. The continued implementation of this can be secured by condition.
- 4.10 The Open Space in New Residential Developments: Supplementary Guidance, places a focus on quality rather than quantity. The location of the open space, which will include a play area, in the middle of the site has been well considered with the open space being overlooked from all four sides ensuring that it will feel safe for users of the open space. The location of the space and the positioning of the housing, also provides a sense of enclosure. The open space that was previously proposed as an informal area to the south is no longer included in the proposals due to land ownership constraints. While disappointing, it is understood that the developer is in discussion with the community to provide enhancements to other open spaces within the village as compensation for the reduced provision. An open space strategy, including final design details and timescales for delivery can be secured by condition.
- 4.11 The modifications to the road layout, while minimal, but need further consideration. While standards have largely been met in relation to the road layout and parking, Transport Planning initially raised some concerns related to the location of some of the parking bays. This was due to a large number of parking bays being closer than 15m to junctions within the development. The applicant reviewed the parking layouts within plots and have reduced the number of conflicts. Transport Planning are satisfied that due to the traffic calming within the proposed development, the remaining parking bays, while not wholly in accordance with the locational guidance in the Roads and Transportation Guidelines for New Development, are acceptable.

- 4.12 The revised road layout in the southern end of the site does not prejudice any future development to the south of the site but it should be noted that the majority of the land to the south of the site is at risk of flooding and therefore could not be developed.
- 4.13 In terms of the access opportunities for non-motorised users, there is little change. Due to the ownership constraints there is one less access now proposed to between the south of the site and the track along the former railway embankment. However, as highlighted in the response from the Access Officer, there are other potential opportunities to provide a secondary access to the path on the former railway embankment. The main access onto the former railway embankment at the north east of the site is unaffected. An Access Management Plan is currently under preparation with the input of the Council's Access Officer. The submission of the finalised Access Management Plan can be secured by condition.
- 4.14 Representations have raised concerns regarding the impact of the development on existing properties to the north of the site due to sunlight, daylight and overshadowing. An assessment using the BRE guidance has not been undertaken by the applicant or the Planning Authority. The houses in the proposed development are approximately 35m from existing properties. Further the houses adjacent to those within Campbelltown are single storey. Given the distance from existing houses and the scale of the proposed houses, it is not anticipated that there would be any issues arising due to loss of daylight, sunlight or overshadowing as a result of the proposed development.
- 4.15 Overall, the design and layout of the proposed development is considered acceptable. As a result of the modifications the impact on the residents of the existing development to the north of the site has been reduced and is, in the round, considered an improvement on the previously assessed proposal.

### **Drainage and Flood Risk**

- 4.16 The revised layout of the development continues to ensure that no development takes place within the functional flood plain and that the proposed houses will have a finished floor level of 6m AOD. However the drainage solution required to be reviewed given the changes to the layout of the proposed development. The Flood Risk Management Team sought clarification on run off rate, total discharge and contradictions in the statement.
- 4.17 The applicant has provided further detail to justify the drainage within the development. The Flood Risk Management Team is content that the discharge rate from the site is 3l/s and the overall surface water drainage solution for the proposed development. A condition is sought to secure final design details and details of future management and maintenance of the surface water drainage system
- 4.18 SEPA has continued to request that the Balnagown Burn which runs to the south west of the site is restored. Due to the now clarified land ownership, the majority of the burn does not sit within the application site and is not within the control of the applicant. The applicant is seeking to work with SEPA and the adjacent landowner(s) to facilitate the restoration of the burn which is a developer requirement of the allocation. SEPA has requested that the applicant enters a legal

agreement to secure a bond for the restoration of the burn. It is proposed that a condition is attached to any permission which may be granted to secure restoration of the burn. The condition should set out that the applicant could either deliver a scheme of restoration themselves or failing a lack of agreement with adjacent land owners enter a legal agreement under Section 69 of the Local Government Act 1973 to provide a bond to deliver the works at a future date. This approach meets with the requirements of the developer requirements in the Local Development Plan and addresses the matters raised in the consultation response from SEPA.

### **Other material considerations**

- 4.19 In bringing forward the modifications to the proposed development the applicant has also sought to satisfy a number of the pre-commencement conditions which had previously been proposed. The majority of the information is acceptable in principle but requires updating to reflect the latest layout of the site. Therefore the conditions originally reported to committee in January 2019 remain relevant and address the matters raised by consultees and members of the public, save for matters around the Balnagowan Burn (Conditions 25 ad 26), where a revised condition is proposed.
- 4.20 Matters raised in representations in relation to traffic impacts, traffic movements and impacts on infrastructure (education and healthcare) have been considered and addressed in the original report which is attached as Appendix 2 to this report.
- 4.21 No further material planning considerations have been raised.

### **Matters to be secured by Section 75 Agreement**

- 4.22
- a) Delivery of Affordable Housing (minimum 25% delivered on-site)
  - b) Contributions to primary school accommodation within the Culloden Academy School Catchment Area, in the first instance Ardersier Primary School providing a two classroom extension (£2035 per house and £1153 per flat).
  - c) Contributions to secondary school accommodation within the City of Inverness School Catchment Area, in the first instance either a new secondary school or major extension at Culloden Academy (£3471 per house and £1869 per flat).
  - d) Contributions to land required for the delivery of either a major extension or new secondary school within the City of Inverness School Catchment Area (£91 per house and £52 per flat).
  - e) Contribution to the delivery of community facilities within the Culloden Academy School Catchment Area, in the first instance being the delivery of strategic sports provision based at Culloden Academy or Inverness Campus (£163 per residential unit)
  - f) Contributions to delivery of the A96 Corridor Green Network (£230 per residential unit)

- 4.23 The above developer contributions address the impacts of the development and are based upon the provisions of the recently adopted Developer Contributions Supplementary Guidance and related provisions set out in the Green Networks Supplementary Guidance (November 2013) and the East Inverness Development Brief (June 2018).
- 4.24 The applicant has agreed the above developer contributions and a draft of the legal agreement. From the date of the Committee, the applicant has four months, to deliver to the Council a signed bi-lateral legal agreement to which the Council is a party. Further the applicant is required in this timescale to discharge the previously entered unilateral obligation between the applicant and the landowner. Should an agreement not be delivered within four months and the existing unilateral obligation not discharged, the application shall be refused under delegated powers.

## 5. CONCLUSION

- 5.1 The modifications to the proposed development do not fundamentally alter the acceptability of the proposal in terms of layout, design and compatibility with service provision. The conclusions of the original report remain valid and the proposal is considered to remain in accordance with the Development Plan subject to matters of detail being secured by condition and a bi-lateral legal agreement being entered to secure developer contributions to offset the impacts of the proposed development on local infrastructure.
- 5.2 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## 6. IMPLICATIONS

- 6.1 Resource: Not applicable
- 6.2 Legal: Not applicable
- 6.3 Community (Equality, Poverty and Rural): Not applicable
- 6.4 Climate Change/Carbon Clever: Not applicable
- 6.5 Risk: Not applicable
- 6.6 Gaelic: Not applicable

## 7. RECOMMENDATION

<b>Action required before decision issued</b>	N
Conclusion of Section 75 Obligation	Y



**Subject to the above**, it is recommended that planning permission be **GRANTED**, subject to the conditions set out in the Report to South Planning Applications Committee on 29 January 2019, included in Appendix 2 of this report with the exception of Conditions 25 and 26 which shall be replaced with the following conditions:

### **Conditions and Reasons**

1. No development shall commence until a scheme for restoration of the route of the Balnagowan Burn to the south and west of the site inclusive of any modelling work identifying any change in flows and flood plain down stream, has been submitted to and approved in writing by the Planning Authority in consultation with SEPA.. The scheme shall include morphological improvements to the Balnagowan Burn inclusive of:
  - a. removal of the embankment along the edge of the site to improve floodplain connectivity and allow the lower part of the site to flood in lower return periods in line with the findings presented in the submitted Initial Morphological Assessment (Ref: KC1343-CO/MS dated 01 May 2018);
  - b. re-grading of the channel bank to create a more natural riparian area;
  - c. planting of native trees to the river bank to provide shading and stream ecology

Thereafter scheme shall be delivered either direct by the applicant prior to occupation of the 50<sup>th</sup> house within the development or a Section 69 Agreement under the Local Government Act 1973 shall be entered by the applicant in favour of the Planning Authority and SEPA to deliver a bond to facilitate the delivery of the restoration of the Balnagowan Burn in line with the approved scheme.

**Reason:** to protect and enhance the water environment and ensure that restoration of the Balnagowan Burn can be taken forward in an integrated manner.

### **REASON FOR DECISION**

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

Signature: David Mudie  
Designation: Area Planning Manager – South  
Author: Simon Hindson  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - Location Plan  
Plan 2 - Site Layout Plan Revision O

## Appendix 1 – Details for Legal Agreement or Up Front Payment

### Developer Contributions

Type	Contribution	Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
<b>Schools</b>									
Primary – Build Costs	Contribution to primary school accommodation within the Culloden Academy School Catchment Area, in the first instance Ardersier Primary School providing a two classroom extension	£2035	£1153	£205,259	BCIS	Q3 2018	TOC/CC	Apr/Oct	15
Secondary – Build Costs	Contributions to secondary school accommodation within the City of Inverness School Catchment Area, in the first instance either a new secondary school or major extension at Culloden Academy	£3471	£1869	£52,332	BCIS	Q3 2018	TOC/CC	Apr/Oct	15
Secondary – Land Costs	Contributions to land required for the delivery of either a major extension or new secondary school within the City of Inverness School Catchment Area	£91	£52	£9,191	No	Q3 2018	TOC/CC	Apr/Oct	15
<b>Community Facilities</b>	Contribution to the delivery of community facilities within the Culloden Academy School Catchment Area, in the first instance being the delivery of strategic sports provision based at Culloden Academy or Inverness Campus	£163	£163	£19,071	BCIS	Q3 2018	TOC/CC	Apr/Oct	15
<b>Affordable Housing</b>									
On-site provision	Delivery of Affordable Housing (minimum 25% delivered on-site)				No			Apr/Oct	

Type	Contribution	Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
<b>Green Infrastructure</b>									
Green Network	Contributions to delivery of the A96 Corridor Green Network	£230	£230	£26,910	BCIS	Q3 2018	TOC/CC	Apr/Oct	15
<b>Water and Waste</b>									
Catchment Improvement Works	Section 69 Agreement to provide a bond for future improvement works to the Balnagown Burn	Amount and scope to be confirmed							

\*1 Adjust total to take account of flat exemptions

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

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

\*4 Accounting dates - 1 April and 1 October each year of development

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

## APPENDIX 2 – Report to South Planning Applications Committee January 2019

Agenda Item	6.7
Report No	PLS 009/19

### HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee  
**Date:** 29 January 2019  
**Report Title:** 18/03073/FUL : Springfield Properties PLC  
Land to South of Nairn Road, Ardersier  
**Report By:** Area Planning Manager – South

#### Purpose/Executive Summary

**Description:** Erection of 117 Houses and Associated works  
**Ward:** 17 – Culloden and Ardersier  
**Development category:** Major  
**Reason referred to Committee:** Major Development

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

#### Recommendation

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

## **1. PROPOSED DEVELOPMENT**

- 1.1 The application is for planning permission for a total of 117 residential units, open space, and supporting road and drainage infrastructure. The residential units comprise:
- 4 x 1 Bedroom Flats
  - 28 x 2 Bedroom Flats
  - 31 x 2 Bedroom Houses
  - 46 x 3 Bedroom Houses
  - 8 x 4 Bedroom Houses
- 1.3 The applicant has undertaken public consultation which included an exhibition in Ardersier (22 November 2017) and presentation to the Community Council (07 March 2018).
- 1.4 Access to the site would be via Connage Crescent and Fettes Road, both of which connect to Nairn Road. A path runs to the east of the site along the dismantled railway.
- 1.5 The application is supported by the following information:
- Design and Access Statement;
  - Flood Risk Assessment;
  - Drainage Impact Assessment;
  - Initial Morphological Assessment;
  - Planning Statement;
  - Pre-Application Consultation Report;
  - Transport Assessment;
  - Archaeological Trial Trench Evaluation;
  - Ecological Walkover Survey;
  - Operational Waste Management Plan.
- 1.6 Variations: Since the validation of the application a number of changes have been made to the scheme to address comments from consultees and the case officer. These include:
- Changes to house types on particular plots and changes to plot layouts to avoid impacts on amenity and improve character of new streets;
  - Changes to road design to address issues raised by consultees and to allow better pedestrian movement;
  - Introduction of active link to the path along the disused railway;
  - Removal of obstructions to forward visibility within the carriageway; and
  - Change to drainage design to ensure it is compatible with requirements of Sewers for Scotland Guidance and avoids the risk of flooding.

## **2. SITE DESCRIPTION**

- 2.1 The site comprises an area of agricultural ground to the rear of Connage Place, Connage Crescent, Campbelltown and Fettes Road. Milton of Connage Farm is located to the west with the site boundary at the south being defined by the Ardersier Burn. To the east lies a raised beach where there is a remote path on the route of the disused railway which can link into the village.
- 2.2 Access to the site would be via Connage Crescent and Fettes Road which both connect onto Nairn Road before utilising the local road network to the A96(T).
- 2.3 There are no natural or cultural heritage designations covering the site. There are sites of archaeological interest recorded in the Highland Historic Environment Record within vicinity of the site. The site has connectivity to the Moray Firth Special Area of Conservation, Inner Moray Firth Special Protection Area / Ramsar site, Moray Firth Proposed Special Area of Conservation and is in proximity of the Ardersier Glacial Deposits Site of Special Scientific Interest.
- 2.4 The development site is not covered by any international, national, regional or local landscape designations. The site lies within the Intensive Farming Landscape Character Type (LCT) as identified in the Inner Moray Firth Landscape Character Assessment (LCA) (SNH, 1998).

## **3. PLANNING HISTORY**

- |     |            |   |                    |
|-----|------------|---|--------------------|
| 3.1 | 12.12.2017 | 17/04393/PAN – Proposal of Application Notice for Residential Development | Case Closed        |
| 3.2 | 12.07.2012 | 07/01094/OUTIN – Residential Development (114 Units)                      | Permission Granted |

## **4. PUBLIC PARTICIPATION**

- 4.1 Advertised: Unknown Neighbour  
Date Advertised: 17.08.2018  
Representation deadline: 31.08.2018  
Timeous representations: 8  
Late representations: 0
- 4.2 Material considerations raised are summarised as follows:
- e) Concern over size of properties
  - f) Flood risk to existing properties
  - g) Concern over increase in traffic on Fettes Road
  - h) Impact on amenity (privacy, loss of light)
  - i) Impact of landscaping proposals
  - j) Capacity of Infrastructure (schools, shops, healthcare)
  - k) Traffic Impact

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

## 5. CONSULTATIONS

5.1 **Ardersier and Petty Community Council** do not object to the application. It raises concerns over the access and egress from the site with their preferred approach being access from the B9006.

5.2 **Flood Risk Management Team** do not object to the application. It is satisfied that the drainage discharge from the site is at an appropriate rate for the site conditions. Safeguards are secured to ensure future adoption by Scottish Water of the SuDS. Conditions are requested to secure details of the management and maintenance of the drainage (citing that it will be adopted by Scottish Water).

5.3 **Transport Planning Team** do not object to the application. They consider the traffic generated by the development will not have a detrimental impact on the local road network. They consider the road network to be generally acceptable. Conditions are sought to secure a footway connection from the site to the existing footpath on Fettes Road prior to occupation of the 50<sup>th</sup> unit; provision of traffic calming on Connage Crescent and Fettes Road prior to occupation of the 50<sup>th</sup> unit; implementation of a 20mph speed limit on Connage Crescent and Fettes Road prior to occupation of the 50<sup>th</sup> unit; details of SuDS maintenance; drainage impact assessment to secure details of SuDS design / maintenance and ownership; a scheme for pedestrian improvements on Nairn Road (including dropped kerb crossings and dropped kerbs at bus stops); and Construction Traffic Management Plan (with construction traffic travelling no more than 20mpg on Connage Crescent and Fettes Place).

5.4 **Development Plans Team** do not object to the application. It sets out that the application is on an allocated site within the development plan and that the principle defining factors in the plan for an increase in unit numbers on a site have been met. They highlight the need for appropriate assessment in relation to the Habitat Regulations in relation to impacts on the Inner Moray Firth Special Protection area and Ramsar site. It highlights that developer contributions are required toward primary education, secondary education, green networks and community facilities (Culloden Academy / Inverness Campus sports pitches).

5.5 **Access Officer** does not object to the application. He requests an access management plan to be secured by condition which addresses links to the disused railway and the green network (coastal trail).

5.6 **Historic Environment Team** do not object to the application. It considers that the application area has archaeological potential. As this is the case they have requested a condition to secure a programme of survey, evaluation, preservation and recording of any archeological and historic features affected by the development.

5.7 **Scottish Natural Heritage (SNH)** do not object to the application. It notes that the site is in proximity of the Inner Moray Firth Special Protection Area (SPA/Ramsar), the Moray Firth Special Area of Conservation (SAC) and the Moray Firth Proposed

Special Protection Area (pSPA). SNH is of the view that the proposed development is unlikely to have a significant effect on any qualifying interests of the SAC, SPA or pSPA either directly or indirectly, as this is the case appropriate assessment is not required. It notes the proximity of the site to the Ardersier Glacial Deposits SSSI. It supports the request for an access management plan.

- 5.8 **Scottish Environment Protection Agency (SEPA)** do not object to the application. It notes that the Balnagown Burn may have previously run through the application site, they request that a scheme for safeguarding and restoration of the historical route of the Balnagown Burn through the amenity area of the site is submitted and approved. Further it seeks conditions to address morphological mitigation in relation to the banks of the burn. While raising concerns over the methodology, SEPA is content with the overall findings of the flood risk assessment. It seeks a condition to ensure that development is all above 6m above ordnance datum (AOD) with finished floor levels of 6.7m AOD. A further condition is requested to secure a site specific schedule of mitigation in relation to pollution prevention during construction.
- 5.9 **Scottish Water** do not object to the application. It notes that there is capacity in the Inverness Water Treatment works. It is unable to confirm capacity in the Ardersier Waste Water Treatment works at this time and it recommends that the developer submits a pre-development enquiry to them to establish capacity.

## 6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

### 6.1 Highland Wide Local Development Plan 2012

- 9 - A96 Corridor Phasing and Infrastructure
- 19 - Smaller Settlements in the A96 Corridor
- 21 - Ardersier
- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 30 - Physical Constraints
- 31 - Developer Contributions
- 32 - Affordable Housing
- 34 - Settlement Development Areas
- 51 - Trees and Development
- 55 - Peat and Soils
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other important Species
- 60 - Other Importance Habitats
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 72 - Pollution
- 74 - Green Networks



75 - Open Space  
77 - Public Access

## 6.2 **Inner Moray Firth Local Development Plan (2015)**

Policy 2 – Delivering Development

Allocation AR2 – South of Nairn Road (55 Houses)

## 6.3 **Highland Council Supplementary Guidance**

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

Developer Contributions (November 2018)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Green Networks (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Managing Waste in New Developments (March 2013)

Open Space in New Residential Developments (Jan 2013)

Physical Constraints (March 2013)

Public Art Strategy (March 2013)

Standards for Archaeological Work (March 2012)

Sustainable Design Guide (Jan 2013)

Trees, Woodlands and Development (Jan 2013)

## 7. **OTHER MATERIAL POLICY CONSIDERATIONS**

### 7.1

- Scottish Government Planning Policy and Guidance
- Scottish Planning Policy (The Scottish Government, June 2014)
- National Planning Framework 3 (The Scottish Government, June 2014)
- Creating Places (The Scottish Government, June 2013)
- Designing Streets (The Scottish Government, 2010) PAN 61 - Sustainable Drainage Systems
- PAN 68 - Design Statements
- PAN 75 - Planning for Transport
- PAN 77 - Designing for Safer Places
- PAN 1/2011 Planning and Noise

## 8. **PLANNING APPRAISAL**

### 8.1

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

### **Determining Issues**

### 8.2

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

## **Planning Considerations**

- 8.3 The key considerations in this case are:
- e) compliance with the development plan and other planning policy
  - f) design and layout
  - g) roads, access and parking,
  - h) impact on the water environment (including flood risk and drainage);
  - i) Impact on infrastructure provision;
  - j) Impact on the natural environment; and
  - k) any other material considerations.

### **Development plan/other planning policy**

- 8.4 Development plan policy is set out in the Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan (IMFLDP) and statutorily adopted supplementary guidance. The site is within the settlement development area where there is general support for development. The site is within site allocation IMFLDP (AR2) which is allocated for a 55 homes. The site was also identified for development as one of a series of sites for expansion of smaller settlements in the Highland-wide Local Development Plan (HwLDP). That allocation is updated by the allocation in the IMFLDP.
- 8.6 The response from the Development Plans Team is supportive of the principle of development on the site and acknowledges that the proposal is consistent with the criteria set out in the IMFLDP in relation to increase in levels of development on a site. This is by virtue of efficient use of land and the provision of a satisfactory site layout. It is however acknowledged that the number of units proposed is more than double that presented in the IMFLDP. The level of development in the plan was based on site constraints known at the time. This included risk of flooding based on the indicative flood risk mapping produced by SEPA. A detailed model of the flood risk on the site has identified the developable area of the site. The matter of satisfactory site layout is addressed later in this report.
- 8.7 The Development Plan contains a number of further policy tests that must be taken into account in determining this application, in particular matters related to layout, design, place-making and infrastructure provision. If there are no significant impacts arising from these matters then the application could be supported.

### **Design and Layout**

- 8.8 The site layout generally follows the principles set out in Designing Streets where street design must consider place over movement. As one arrives into the site, from either access, there is a legible road layout which presents a series of gateways and focal points. The primary road through the development has a number of perimeter blocks running from it, ensuring that movement through the site is for the most part, in the forward gear. There is also good active travel

connectivity via the designed in linkages to the existing streets and also, following negotiation with the applicant, to the disused railway path along the eastern boundary of the site.

- 8.9 The perimeter block format in the centre of the site has ensured that there are active frontages onto all streets within the development. There are limited locations where cul-de-sacs are included, where they have been there are only small numbers of properties accessed via this arrangement. This is welcomed. Further negotiation has been held with the applicant to change house plot arrangements to ensure the properties within the site have a positive relationship with the streets within the development. All properties enjoy a reasonable level of amenity space and it is not considered that the density of the development represents overdevelopment.
- 8.10 The design of the properties is considered to be appropriate in scale to the layout and the position of the development. The properties are all finished in render and it is considered that this will provide a clean and crisp finish to the development. Boundary treatments are a mix of timber fencing styles and the use of 1.8m high fences has been avoided where the properties are adjacent to main streets. Some concern has been raised by residents over the height of properties in relation to existing properties. The houses are a maximum of 2 storeys, with properties adjacent to existing properties all being single storey. It is not considered the location or scale of the properties will have an adverse affect on amenity of existing properties either in terms of daylight or privacy. There are no properties which would be considered to be in too close proximity or have directly opposing windows of existing properties in an elevated position. Further there is a landscaped buffer between the existing properties and those within the proposed development.
- 8.11 Representations have raised concerns about the landscaping between the proposed development and the existing properties on Connage Crescent, Connage Place, Campbelltown and Fettes Road. The concerns relate to impact on daylight and maintenance of the landscaping. The species shown on the landscaping plan include Scots Pine, Birch, Juniper, Rowan and Lime. Most are deciduous trees, many of which have the potential to grow quite tall. As this is the case the management and maintenance of this landscaping area will be important to ensure that they do not have an adverse impact on the amenity of existing residents or future residents of the development. It is considered that the final mix of trees in this area should be considered further and a revised landscaping plan can be secured by condition. The matter of management and maintenance can also be secured by condition.
- 8.12 The Open Space in New Residential Developments: Supplementary Guidance, places a focus on quality rather than quantity. The location of the open space, which will include a play area, in the middle of the site has been well considered with the open space being overlooked on three of the four sides ensuring that it will feel safe for users of the open space. The location of the space and the positioning of the housing, also provides a sense of enclosure. Further open space is also located in the southern corner. This is envisaged to be less formal and semi-natural. This area is at risk of flooding therefore it is not appropriate to provide

formal provision in this area. A footpath is to be provided. SEPA has also identified this area for the realignment of a watercourse to its historical alignment through the site. This can be secured by condition. An open space strategy, including final design details and timescales for delivery can be secured by condition.

### **Roads, Access and Parking**

- 8.13 The site will have two accesses, one via Connage Crescent and one via Fettes Road. A Transport Statement submitted with the application has demonstrated that there is sufficient capacity in the local road network to accommodate the development. It identifies that the increase in traffic generated from the development is acceptable on the accesses and the wider road network in Ardersier. Transport Planning agree with the findings of the assessment that has been undertaken.
- 8.14 The Community Council sought a change to the access arrangement so that the development could be accessed directly from the B9006. This would involve land outwith the applicants control and would sever the path link which is provided for by the disused railway. Due to these matters and the findings of the Transport Statement it is not considered an access direct onto the B9006 is feasible. However, the Community Council's aspiration for an enhanced entrance to the village is noted.
- 8.15 There is sufficient car parking (both residents and visitors) within the development. Cycle parking is provided within private gardens with visitor cycle parking at flats. The final details of this will be secured by condition to ensure that it meets the standards set out in the Council's Roads and Transportation Guidelines.
- 8.16 The applicant has set out a waste management strategy which is, in principle, acceptable. The layout has designated bin collection and storage points. Neither the householder nor the waste operatives will have to take a bin further than the recommended distances to the bin collection points. Due to the design of the proposed development there are no reversing manoeuvres which will require to be made by the waste collection vehicle. These and all other manoeuvres can be achieved within the road boundary. A final waste management strategy will be required by condition. This will detail waste vehicle collection routes and finalised provision of bin collection points and stores.
- 8.17 There are some matters of detailed road construction and design which are outstanding. These matters, primarily related to road finishes and final details of traffic calming features and are controlled by the Road Construction Consent process. There are no outstanding matters which will require any significant changes to the layout or design of the development. The approval of the layout included in the planning drawings will not prejudice the determination of the Road Construction Consent.
- 8.18 Working in partnership, Transport Planning and Development Management have secured improvements to the road layout within the scheme in the interests of both road and pedestrian safety. This has included: the delivery of footpaths at appropriate locations within and connecting outwith the development; a clear street hierarchy with features defining changes in priority for pedestrians and cars; and

removal of features which may have brought pedestrians and drivers into conflict such as a square within the development where pedestrians and road users would have shared the same limited space.

- 8.19 Further off-site improvements have been secured including: the removal of the proposed mini-roundabout at the entrance to the site on Fettes Road which was not considered safe for those exiting their properties at the south eastern end of Fettes Road; a scheme for enhancements to pedestrian movements and crossing of Nairn Road; improvements to bus stop access on Nairn Road; as well as traffic calming and additional footways on Connage Crescent and Fettes Road. Further a safe route to school plan will be required and this may lead to the inclusion of enhanced crossing facilities on Nairn Road for school aged children. The details of these will be brought forward by condition and will require to be in place prior to occupation of the first house on the site.
- 8.20 Following early discussion with the applicant a footpath link to the disused railway has been secured. The form of this connection shall form part a of wider access management plan which will be required by condition prior to commencement of development. This will cover the construction phase as well as the completed scheme.

### **Impact on Water Environment**

- 8.21 The south of the site is within an area at risk of fluvial flooding based upon the indicative flood risk mapping published by SEPA. As this is the case, and to accord with the provisions of the development plan, a flood risk assessment was undertaken by the applicant. The modelling undertaken identified the area of site at risk of flooding in a 1 in 200 year flood event (with an allowance for climate change). All built development is held back from the area at risk of flooding. Further mitigation is set out in the flood risk assessment. This includes that all the development on the site must be no lower than 6m above ordnance datum and the finished floor levels of the properties must by no lower than 6.7m above ordnance datum. SEPA recommend that these development levels are secured by condition.
- 8.22 The discharge from the surface water drainage system will go into the Ardersier Burn. The Council's Flood Risk Management Team had initial concern over the discharge rate from the surface water drainage system as it was higher than the greenfield run off rates. The applicant reviewed the rate of discharge from the site and the calculated flows in the watercourse to which the development will discharge. The flow of the watercourse in 1 in 200 year (plus climate change) flood event was calculated to be 19m<sup>3</sup>/s. The increase discharge from the surface water drainage system would increase this by 0.005m<sup>3</sup>/s. The Flood Risk Management Team agrees with the applicant that this increase is negligible and should not lead to an increased risk of flooding outwith the site.
- 8.23 Members of the public are concerned that the drainage on the site is inadequate to allow housing to be built and are concerned that development would lead to an increased risk of flooding at their properties. The surface water on the site is currently unmanaged, this development will allow the surface water to be managed and directed via a filter trench and detention basin to an outflow into the burn at an acceptable rate. The detailed drainage design will be secured by condition as per

the request of the Flood Risk Management Team. At this point the Flood Risk Management Team is content that the system is compatible with Sewers for Scotland 4 subject to technical approval.

- 8.24 The management and maintenance of the sustainable drainage system will be required to remain the responsibility of the developer until the time that it vested by a responsible drainage authority. In this instance it will be Scottish Water. Details of the management and maintenance of the system will however be required by the Council prior to commencement of development. For the avoidance of doubt, in line with the position set out in the response from the Transport Planning Team, the Council will not be liable for the maintenance of the surface water drainage system within this development.
- 8.25 The IMFLDP requires the safeguarding of land to allow the watercourse on the site to be returned to its historical alignment. While historical mapping does not show a different route, work carried out by the applicant shows a more meandering route through the area. Inline with the requirements of the IMFLDP and as per the recommendations made by SEPA a condition can be used to safeguard the route for and realign the watercourse through the amenity area on the site.
- 8.26 The initial morphological assessment which accompanied the application identified opportunities to improve the existing watercourse as part of the development. This included removing the embankment between watercourses and the site, re-profiling of the river banks and alteration of the right bank of the river. A scheme for the final details and delivery of these modifications to the morphology can be secured by condition.
- 8.27 The development will be served by the public water and waste water network, as required by the provisions of the HwLDP.

### **Impact on Infrastructure Provision**

- 8.28 The development is located within the Ardersier Primary School Catchment Area and the Culloden Academy Catchment Area.
- 8.29 Based on the recently published School Roll Forecasts (SRFs) for 2018/19, Ardersier Primary has a capacity of 125 pupils and current roll of 119 pupils with the school operating at 95% capacity. 114 home completions on this site allocation AR2 have already been accounted for in the published 2018/29 SRFs. Having re-run the School Roll Forecast to include all of the 117 homes proposed at this site AR2 (3 homes added to the forecast) the school's roll is predicted to remain above the 90% capacity developer contributions threshold set out in the DCSG throughout the entirety of the forecasting period. The school roll is now forecast to peak at 147 pupil from 2028/29 onwards until the end of the forecast period 2033/34 with the school roll now forecast to go up to 34 pupils above 90% capacity. Applying the methodology in the adopted Developer Contributions Supplementary Guidance a two classroom extension will be required at Ardersier Primary School and developer contributions will be sought on that basis.

- 8.30 Based on the recently published 2018/19 SRFs, Culloden Academy has a capacity of 964 pupils and a current roll of 1032 pupils with the school operating at 107% capacity. Having re-run the School Roll Forecast to account for all homes proposed at AR2 the school's roll is predicted to remain above the 90% capacity developer contributions threshold set out in the DCSG throughout the entirety of the forecasting period. The school is already 50 pupils above 90% capacity and this will increase throughout the entire forecasting period rising to a peak of 575 pupils above 90% capacity at the end of the forecast period 2033/34. Applying the methodology in the adopted Developer Contributions Supplementary Guidance a major school extension or a new secondary school is required. This will require acquisition of land. As this is the case developer contributions will be required to be sought for build costs and land costs.
- 8.31 The IMFLDP Action Programme identifies a need for enhancements to community facilities in the area. A developer contribution will be sought to address this with the contribution being directed toward strategic sports provision. A further contribution will be sought to facilitate the delivery of the green network in the area. These monies will be directed toward the provision of the Inverness to Nairn Coastal Trail which follows the coastline at Ardersier.

### **Impact on Natural Environment**

- 8.32 As set out earlier in the report, the site has potential connectivity to the Inner Moray Firth Special Protection Area and Ramsar site, Moray Firth potential Special Protection Area and the Moray Firth Special Area of Conservation. Whilst there is connectivity and the developer requirements in the IMFLDP require this to be considered, SNH has set out that the development is unlikely to have a significant effect on the designated sites either alone or in combination with other developments in the area. As this is the case the Council are not required to assess the proposal against the 'Habitats Directive' which is translated into Scots law through the Conservation (Natural Habitats, andc.) Regulations 1994 (as amended).
- 8.33 The development is remote from, and therefore will not affect, the Ardersier Glacial Deposits Site of Special Scientific Interest.
- 8.34 During field surveys badger setts were identified beyond the southern boundary of the site. Further it was identified that these sets may also be used by otters. The site is suitable locations for breeding birds during the breeding season (April-July). Mitigation is suggested in relation to times of site clearance, types of site clearance works and further survey work (including camera traps). Subject to pre-commencement protected species surveys being undertaken, along with any mitigation identified, and site clearance works being undertaken under the supervision of an Ecological Clerk of Works, it is not anticipated that the proposed development will have a significant adverse impact on wildlife and in particular protected species.

### **Other material considerations**

- 8.35 The wider area has been found to be rich in archaeological finds. As this is the case, a further programme for archaeological investigation and recording is required. This can also be secured by condition.
- 8.36 A development of this scale is likely to have adverse impacts on residential amenity and the road network during the construction process. As such it is appropriate to attach conditions to secure construction environment management and construction traffic management plans. Planning conditions are not used to control construction noise as powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. However, as there is a potential to cause disturbance, as raised in representations, it is considered appropriate to secure a noise and vibration assessment as part of the Construction Environment Management Plan. The pollution prevention plan as required by SEPA will also form part of this document.
- 8.37 To facilitate a move toward a low carbon economy it is considered appropriate to facilitate the transition toward the phasing out of diesel and petrol cars. This would include the provision of electric car charging points. The details of the design and scale of this infrastructure can be secured by condition. Further a strategy for energy use and sustainability should be considered by the applicant and also secured by condition.
- 8.38 Should the development be granted permission, a Community Liaison Group should be set up to ensure that the community council and other stakeholders are kept up to date and consulted before and during the construction period.

### **Non-material considerations**

- 8.39 The issues raised in representations of: loss of a view; capacity of healthcare facilities; and capacity of shops in the village; are not material planning considerations.

### **Matters to be secured by Section 75 Agreement**

- 8.40
- g) Delivery of Affordable Housing (minimum 25% delivered on-site)
  - h) Contributions to primary school accommodation within the Culloden Academy School Catchment Area, in the first instance Ardersier Primary School providing a two classroom extension (£2035 per house and £1153 per flat).
  - i) Contributions to secondary school accommodation within the City of Inverness School Catchment Area, in the first instance either a new secondary school or major extension at Culloden Academy (£3471 per house and £1869 per flat).
  - j) Contributions to land required for the delivery of either a major extension or new secondary school within the City of Inverness School Catchment Area (£91 per house and £52 per flat).



- k) Contribution to the delivery of community facilities within the Culloden Academy School Catchment Area, in the first instance being the delivery of strategic sports provision based at Culloden Academy or Inverness Campus (£163 per residential unit)
- l) Contributions to delivery of the A96 Corridor Green Network (£230 per residential unit)

8.41 The above developer contributions address the impacts of the development and are based upon the provisions of the recently adopted Developer Contributions Supplementary Guidance and related provisions set out in the Green Networks Supplementary Guidance (November 2013) and the East Inverness Development Brief (June 2018).

8.42 The applicant has four months from the date that the Council's solicitor writes to the Applicant/Applicant's solicitor indicating the terms of the legal agreement, to deliver to the Council a signed legal agreement. Should an agreement not be delivered within four months, the application shall be refused under delegated powers.

## **9. CONCLUSION**

9.1 Ardersier is a settlement identified for growth within the Council's spatial strategy. The application provides opportunity to deliver development on an allocated site within the development plan. The site will facilitate the delivery of affordable housing at a mix which meets current housing need and demand, the delivery of which is a priority for the Council. The design of the development is largely in accordance with the principles of Designing Streets and while the number of units is higher than that allocated in the plan, it is not considered that the proposal represents over development of the site.

9.2 Subject to the application of conditions to manage the development, provision of improvements to the road network in the village for pedestrian safety, agreement on the final details of the surface water drainage on site and an appropriate level of developer contributions in line with the recommendations in paragraph 8.42 of this report, the development can be supported.

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

## **10. IMPLICATIONS**

10.1 Resource: Not applicable

10.2 Legal: Not applicable

10.3 Community (Equality, Poverty and Rural): Not applicable

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

## 11. RECOMMENDATION

**Action required before decision issued** Y

Conclusion of Section 75 Obligation Y

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

### Conditions and Reasons

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

**Reason:** To ensure that the development proceeds in an appropriate manner.

2. No development shall commence until a detailed scheme for the completion of all open spaces and landscaping within the site has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved scheme shall be implemented in full.

For the avoidance of doubt the scheme shall detail timescales for implementation in accordance with the following:

- Plots 29-36 and Plots 78-83 shall not be occupied until the central open space, inclusive of tree planting and play equipment, has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme;
- Plots 104-114 shall not be occupied until the landscaped area between the development and the existing developments on Connage Crescent, Connage Place, Campbelltown and Fettes Road, inclusive of all planting and paths has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme;
- Plots 51-63 shall not be occupied until the open space, at the south of the development site, inclusive of all planting, footpath provision and realignment of watercourse has been delivered to the satisfaction of the Planning Authority in accordance with the approved scheme.

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

3. No development shall commence until a detailed Access Management Plan for public access across the site (as existing, during and following completion) has been submitted to, and approved in writing by, the Planning Authority. The plan shall include details showing:
  - i. All existing access points, paths, core paths, tracks, rights of way and other routes (whether on land or inland water), and any areas currently outwith or excluded from statutory access rights under Part One of the Land Reform (Scotland) Act 2003, within and adjacent to the application site;
  - ii. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or effect on curtilage related to proposed buildings or structures;
  - iii. All paths, tracks and other routes for use by walkers, riders, cyclists and any other relevant outdoor access enhancements inclusive of all paths connecting outwith the boundary of the development connected to existing paths outwith the development without impediment (including construction specifications, any measures for deterring use by motorised vehicles, signage, information leaflets, proposals for ongoing maintenance etc.). These paths shall be delivered and provided without impediment;
  - iv. Any diversion of paths, tracks or other routes (whether on land or inland water), temporary or permanent, proposed as part of the development including details of mitigation measures, diversion works, duration and signage).

Thereafter the approved Access Management Plan shall be completed.

**Reason:** To safeguard and maximise the opportunities for continued public access in and around the development site in accordance with Policy 77 of the Highland wide Local Development Plan.

4. No development or work (including site clearance) shall commence until a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

**Reason:** In order to protect the archaeological and historic interest of the site.

5. No development shall commence until a Construction Environmental Management Document (CEMD), in accordance with The Highland Council's Guidance Note on Construction Environmental Management Process for Large Scale Projects (August 2010) (as amended, revoked or re-enacted; with or without modification), has been submitted to, and approved in writing

by, the Planning Authority. The CEMD shall be submitted at least two months prior to the intended start date on site and shall include the following:

i. A Schedule of Mitigation (SM) drawing together all approved mitigation proposed in support of the application and other agreed mitigation (including that required by agencies and relevant planning conditions attached to this permission);

ii. Change control procedures to manage/action changes from the approved SM, CEMD and Construction Environmental Management Plans;

iii Construction Environmental Management Plans (CEMPs) for the construction phase, covering:

a. Pre-commencement habitat and species surveys;

b. Habitat and Species Protection;

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

d. Dust Management;

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

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

g. Site Waste Management;

h. Surface and Ground Water Management;

i. Drainage and sediment management measures from all construction areas; and

ii. Mechanisms to ensure that construction will not take place during periods of high flow or high rainfall.

i. Public Water Supply Protection Measures;

j. Emergency Response Plans; and

k. Other relevant environmental management as may be relevant to the development.

iv. Special Study Area plans for:

a. Any other specific issue identified within the Schedule of Mitigation and/or conditions attached to this permission;

v. Details for the appointment, at the developer's expense, of a suitably qualified Environmental Clerk of Works (ECoW), including roles and responsibilities and any specific accountabilities required by conditions attached to this permission;

vi. A statement of responsibility to 'stop the job/activity' if a breach or potential breach of mitigation or legislation occurs; and

vii. Methods for monitoring, auditing, reporting and the communication of environmental management on site and with client, Planning Authority and other relevant parties.

Thereafter, development shall be carried out in accordance with the approved Schedule of Mitigation, Construction Environmental Management Document and any Construction Environmental Management Plans approved thereunder.

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

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

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

ii. A description of all measures to be implemented by the developer, including the delivery of a 20mph speed limit on Fettes Road and Connage Crescent, in order to manage traffic during the construction phase (incl. routing strategies), with any additional or temporary signage and traffic control undertaken by a recognised suitably qualified traffic management consultant;

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

- An initial route assessment report for construction traffic, including swept path analysis and details of the movement of any street furniture, any traffic management measures and any upgrades and mitigations measures as necessary;

iv. A procedure for the regular monitoring of road conditions and the implementation of any remedial works required during construction periods.

v. A detailed protocol for the delivery of loads/vehicles, prepared in consultation and agreement with interested parties. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of larger load movements in the local media. All such movements on Council maintained roads shall take place outwith peak times on the network, including school travel times, and shall avoid local community events.

vi. Details of appropriate traffic management which shall be established and maintained at the site access for the duration of the construction period. Full details shall be submitted for the prior approval of Highland Council, as roads authority.

vii. Wheel washing measures to ensure water and debris are prevented from discharging from the site onto the public road;

viii. Appropriate reinstatement works shall be carried out, as identified by Highland Council, at the end of the construction of the development.

ix. Measures to ensure that construction traffic adheres to agreed routes.

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

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

7. No development shall commence until details of a scheme of hard and soft landscaping works have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:

i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;

ii. A plan showing existing landscaping features and vegetation to be retained;

iii. The location and design, including materials, of any existing or proposed boundary treatments inclusive of walls, fences and gates;

iv. A scheme for the layout, design and construction of all green spaces shown on the approved site layout, including the provision of natural and equipped play opportunities and recreation facilities (including specifications of any equipment, protection measures and boundary treatments). The submitted plans shall show any individual pieces of equipment or furniture at 1:20 scale.

v. A scheme for the layout, design and construction of all hard landscaped spaces shown on the approved site layout, including the details of all street furniture (including specifications of any equipment, protection measures and boundary treatments). The submitted plans shall show any individual pieces of street furniture at 1:20 scale.

vi. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities; and

vii. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme and the provisions of Condition 2 of this planning permission.

All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme.

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

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

8. None of the houses or flats shall be occupied until a scheme for the maintenance, in perpetuity, of all on-site green spaces and any other spaces, facilities, features or parts of the development that are not the exclusive property of any identifiable individual home owner (such as communal parking areas and estate lighting, and those elements of surface water drainage regimes not maintained either by the Council or Scottish Water), have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved scheme shall be implemented in full and in accordance with the timescales contained therein.

**Reason:** To ensure that all communal spaces, facilities and landscaping areas are properly managed and maintained.

9. No development, site excavation or groundwork shall commence until a suitably qualified Landscape Consultant has been appointed by the developer. Their appointment and remit shall first be approved in writing by the Planning Authority. For the avoidance of doubt, the Landscape Consultant shall be appointed as a minimum for the period from the commencement of the development until the completion of the approved landscaping work and their remit shall, in addition to any functions approved in writing by the Planning Authority, include:

i. Ensuring that the Landscaping Plans to be approved under Condition 7 is implemented to the agreed standard; and

ii. The preparation of Certificates of Compliance for each stage of work involved in the development, which shall be submitted to the Planning Authority upon completion of the stage to which they relate. Prior to the commencement of development, site excavation or groundwork commencing, details of each stage of work (including a general description of the type and extent of work to be carried out within that stage) shall be submitted to, and approved in writing by the Planning Authority.

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

10. No development shall commence until full details of all surface water drainage provision within the application site (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland 4, or any superseding guidance prevailing at the time and include details of the surface water drainage for the site) have been submitted to, and approved in writing by, the Planning Authority. The submission shall be supported by a revised Drainage Impact Assessment and Flood Risk Assessment (inclusive of any revised modelling) to ensure the final design does not have an adverse impact on the established principles of flood risk and drainage established through this application. Thereafter, only the approved details shall be implemented and all surface water drainage provision shall be completed prior to the first occupation of any of the development.

**Reason:** To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

11. The development shall not be occupied until details of the relevant person or party responsible for the maintenance of the on-site surface water drainage system have been provided to the Planning Authority. For the avoidance of doubt any part of the surface water drainage system not vested by Scottish Water shall remain the responsibility of the developer and maintained in line with the scheme to be approved under Condition 10 above.

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

12. No development or work shall commence until a detailed specification for all proposed road and path materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.



**Reason:** In order to ensure that important elements of the proposed character and identity of the site are delivered.

13. No development shall commence on site until a scheme for the inclusion of public art within the development, including types and locations of artworks and the management and maintenance thereof, has been submitted to, and approved in writing by, the Planning Authority. The approved scheme shall be implemented prior to occupation of the development and maintained in perpetuity.

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

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

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

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

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

16. No development shall commence on any phase or sub phase until a scheme has been submitted detailing the provision of electric car charging points within the development serving the associated phase or sub-phase. This shall include the location and design of each charging point and a timescale for implementation. The approved scheme shall be implemented in line with the approved timescales.

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

17. No development shall commence until a Waste Management Strategy has been submitted to and approved in writing by the Planning Authority. This shall detail an approach to sustainable waste management in the operation of all aspects of development; identify bin collection points and bin stores (and include design of the bin stores as appropriate at 1:20 scale plans);

identify routes for waste collection vehicles and any required infrastructure in each phase or sub-phase. Thereafter the strategy shall be implemented in line with the timescales contained therein.

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

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

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

19. No development shall commence on each phase or sub phase until the materials to be used in external finishes (including but not limited to finishes of walls, roofs, rainwater goods, windows and doors) of any and all built structures (inclusive of houses, flats, cycle stores and bin stores), have been submitted to and approved in writing by the Planning Authority.

**Reason:** To ensure that these matters can be considered in detail to ensure the character and identity of the development.

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

- a) a scheme for the location, design and installation of dropped kerbs and hard standings at all bus stops on Nairn Road to the specifications and standards set out by The Highland Council. Thereafter, the scheme shall be implemented before occupation of any units within the development;
- b) A scheme of traffic calming within the adopted road corridor on Fettes Road and Connage Crescent between the access to the development and the junctions of the aforementioned roads with Nairn Road. Thereafter, the approved scheme shall be implemented prior to the occupation of any residential unit within the development

- c) A scheme for the provision of footways on within the adopted road corridor on Fettes Road between the access to the development and the junction Fettes Road with Nairn Road. Thereafter, the approved scheme shall be implemented prior to the occupation of any residential unit within the development
- d) a scheme for the design and implementation of safe routes to school, to Ardersier Primary School within the site connecting to existing safe routes to school outwith the site. This shall include provision of a pedestrian crossing of Nairn Road. The agreed scheme shall be implemented prior to occupation of any residential unit within the development.

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

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

- 21. No residential dwelling shall be occupied until Traffic Regulation Order(s), limiting the speed of traffic on all roads, within the development and the access roads to the development, for the purposes of this condition being Fettes Road and Connage Crescent, to no more than 20mph, have been submitted to and approved in writing by the Roads Authority, unless otherwise agreed in writing by the Planning Authority. For the avoidance of doubt any Traffic Regulation Order(s) and any required signage and road markings shall delivered by the developer.

**Reason:** In the interests of safety of all road users in the residential development.

- 22. No development shall commence until a pre-commencement protected survey has been undertaken and a report of survey has been submitted to, and approved in writing by, the Planning Authority. This shall include camera trap surveys of badger sets. The survey shall cover the whole application site and a 50m area around the application site and the report of survey shall include mitigation measures where any impact, or potential impact, on protected species or their habitat has been identified. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

**Reason:** To protect the natural heritage of the area.

23. No part of the development shall be occupied until both vehicular access roads and associated footways have been formed and connect to Fettes Road and Connage Crescent. These accesses shall be delivered and provided without impediment.

**Reason:** In the interests of timeous provision of road and active travel linkages.

24. The finished floor level of all residential units shall be no lower than 6.7m above ordnance datum. All other elements of the development shall be no lower than 6m above ordnance datum.

**Reason:** In the interests of minimising flood risk.

25. No development shall commence until a scheme for restoration of the route of the Balnagowan Burn through the amenity area of the site, inclusive of any modelling work identifying any change in flows and flood plain down stream, has been submitted to and approved in writing by the Planning Authority in consultation with SEPA. Thereafter the land for delivery of the scheme shall be safeguarded and the restoration of the Balnagowan Burn completed in line with timescales agreed between applicant and the Planning Authority which shall be no later than occupation of the 100<sup>th</sup> residential unit.

**Reason:** to protect and enhance the water environment and ensure that restoration of the Balnagowan Burn can be taken forward in an integrated manner.

26. No development shall commence until a scheme for morphological improvements to the Balnagowan Burn have been submitted to and approved in writing by the Planning Authority in consultation with SEPA. This shall include:

- d. removal of the embankment along the edge of the site to improve floodplain connectivity and allow the lower part of the site to flood in lower return periods in line with the findings presented in the submitted Initial Morphological Assessment (Ref: KC1343-CO/MS dated 01 May 2018);
- e. re-grading of the channel bank to create a more natural riparian area;
- f. planting of native trees to the river bank to provide shading and stream ecology

The approved scheme shall be completed in line with timescales agreed between applicant and the Planning Authority which shall be no later than occupation of the 100<sup>th</sup> residential unit.

**Reason:** to protect and enhance the water environment and ensure that restoration of the Balnagowan Burn can be taken forward in an integrated manner.

## **REASON FOR DECISION**

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

## **TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION**

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

## **FOOTNOTE TO APPLICANT**

### **Initiation and Completion Notices**

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

### **Accordance with Approved Plans and Conditions**

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

## **Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

## **Scottish Water**

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

## **Septic Tanks and Soakaways**

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

## **Local Roads Authority Consent**

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

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

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

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

[http://www.highland.gov.uk/info/20005/roads\\_and\\_pavements/101/permits\\_for\\_working\\_on\\_public\\_roads/2](http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2)

## **Mud and Debris on Road**

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

## **Construction Hours and Noise-Generating Activities**

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

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

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact [env.health@highland.gov.uk](mailto:env.health@highland.gov.uk) for more information.

## **Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: [www.snh.gov.uk/protecting-scotlands-nature/protected-species](http://www.snh.gov.uk/protecting-scotlands-nature/protected-species)

## **Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: [www.snh.gov.uk/protecting-scotlands-nature/protected-species](http://www.snh.gov.uk/protecting-scotlands-nature/protected-species)

## **Factoring of the Development**

Shared elements of the development are to be factored. The applicant is advised that it is their responsibility to ensure compliance with the provisions of the Property Factors (Scotland) Act 2011.

## **Major Development Site Notice**

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is complete. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

## **Land Ownership/Planning Permission**

For the avoidance of doubt, the existence of planning permission does not affect or supersede an individual's ownership or other legal rights. Please be advised that this permission does not entitle you to build on, under or over ground outwith your ownership or to enter private ground to demolish, construct or maintain your property.

## **Building Regulations**

Please note that Building Regulations and/or a Building Warrant may be applicable to some or all of the works described in this decision notice. You must check with the Council's Building Standards service prior to work commencing to establish what compliance or approval is necessary. If a warrant is required, you must not commence work until one has been applied for and issued. For more information, please contact Building Standards at [Building.Standards@highland.gov.uk](mailto:Building.Standards@highland.gov.uk) or on 01349 886608.

Signature: David Mudie  
Designation: Area Planning Manager – South  
Author: Simon Hindson, Principal Planner  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - Location Plan  
Plan 2 - Site Layout Revision F



### Appendix 3 – Letters of Representation

Name	Address	Date Received	For/Against/Neutral
Mr Mike Clark	Shammah, 10 Fettes Road, Ardersier, Inverness, IV2 7UH	20/08/2018	Against
Mr Duncan Macmillan	9 Fettes Road, Ardersier, Inverness IV2 7UH	20/08/2018	Against
Miss Christine A Pern	35 Campbelltown, Ardersier, Inverness IV2 7UG	30/08/2018	Against
Lorna Crosby	37 Campbelltown, Ardersier, Inverness IV2 7UG	30/08/2018	Against
Mr Terry Furey	12 Fettes Road, Ardersier, Inverness IV2 7UH	22/08/2018	Against
J MacDonald	11 Fettes Road, Ardersier, Inverness IV2 7UH	27/08/2018	Against
Ted and Margaret Garner	12 Campbelltown, Ardersier, Inverness IV2 7UG	30/08/2018	Against
Shiela Hardie	39 Campbelltown, Ardersier, Inverness IV2 7UG	30/08/2018	Neutral



