Agenda Item	6.5
Report No	PLN/051/25

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 6th August 2025

Report Title: 24/04124/FUL : Albyn Housing Society

Land 60m West of 44 David Ross Street, Alness

Report By: Area Planning Manager - North

Purpose/Executive Summary

Description: Erection of 36no. houses

Ward: 06 Cromarty Firth

Development category: local

Reason referred to Committee: Community Council objection & development exceeding 30 houses

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

Recommendation

Members are asked to agree the recommendation to **APPROVE** the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

1.1 The proposal is for Phase 7 of the larger scheme to erect housing at Dalmore, Alness. It has been made in full and is for 36 houses. This is comprised of 4 x 2 bedroomed flats; 4 x 2 bed bungalows; 8 x 2 bed houses; 14 x 3 bed houses; and 6 x 4 bed houses. They are arranged as a mixture of semi-detached units, terraces of 3 units, terraces of 4 units, and a block of 4 flats.

1.2 Access will be taken via the existing estate roads, Margaret Thom Way and David Ross Street which will be extended to form an angular 'loop' around which the proposed houses will be arranged.

1.3 Drainage is via a SuDS infiltration basin located to the west of the houses, within an area of open space. A path will run around the SuDS basin.

1.4 Further paths will be provided within a further area of open space at the eastern end of the development site around the existing stand of mature trees. The trees will be fenced off, but gated access will be available.

1.5 Pre Application Consultation: None. However, this site forms part of a larger housing scheme which is subject to 11/03018/PIP (200 houses) and 18/01883/MSC (115 houses).

1.6 Supporting Information: design statement; tree constraints report; tree schedule; drainage report; capacity and future flood risk report; agent's response to Forestry and Transport Planning; agent's response regarding trees.

1.7 Variations: amended site layout to take account of amended road alignment; updated designs for corner plots to include windows in side elevations.

1.8 Some pre-emptive works have occurred on site. This is being progressed separately at present.

2. SITE DESCRIPTION

2.1 The site forms part of a larger development site at Dalmore, Alness. It is unkept in nature, and exhibits signs of having been used for incremental storage in relation to the construction of the adjacent houses to the east which are now completed and occupied.

2.2 A private access track which serves Dalmore House runs along the south site boundary. This forms part of the Core Path network, linking in to the wider footpath network in the Alness area.

2.3 A neglected copse of trees adjoins the site to the east, around which the existing houses have been built. Many of these trees are dead and some are in a potentially dangerous condition.

3. PLANNING HISTORY

3.1	02/05/2013	11/03018/PIP Erection of housing development, road network and associated infrastructure to provide up to 200 houses in a phased development from a designated access on Academy Road.	Approved
3.2	05/08/2019	18/01883/MSC Erection of housing development, road network and associated infrastructure to provide 115 houses (45 houses Phase 5a and 5b and 70 serviced plots).	Approved

4. PUBLIC PARTICIPATION

4.1 Advertised: unknown neighbour

Date Advertised: 08/11/2024

Representation deadline: 22/11/2024

Timeous representations: 1

4.2 Material considerations raised are summarised as follows:

a) Congestion where the access road joins the Academy access, leading to road safety issues. A second access into the estate to ease traffic flows is required.

Officer response: The views of the Transport Planning Team have been sought and these concerns are responded to under 5.4 and section 8 below.

b) Impact on Communities, people and places (NPF4)

Officer response: NPF4 Policy 14 aims to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. The 6 qualities of successful places are:

- Healthy
- Pleasant
- Connected
- Distinctive
- Sustainable
- Adaptable.

NPF4 Policy 15 aims to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

The design and layout overall will create a pleasant environment which creates a local identity and facilitates active travel. This will support good physical and mental health, connecting well with local facilities and including sustainable elements.

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

5. CONSULTATIONS

5.1 **Alness Community Council: Object.** Whilst the additional affordable housing is welcomed, they feel that the additional 36 houses to the already unsatisfactory traffic route utilising Academy Road is not safe and is not acceptable. The current volume of traffic causes significant build up and makes it a dangerous area for walkers and cyclists, which is far from ideal given it is the primary access route to the Academy for pupils in the morning and afternoon, and the lunch-time access to the supermarket. A second access to the LIDL roundabout on Dalmore Road is requested.

5.2 **Flood Risk Management:** Initial holding objection now resolved. The site lies outwith any indicated areas of fluvial or coastal flooding during a 200-year + climate change storm event, which suggests that flood risk from these sources may be low. The Flood Risk Management Team are content that any pluvial flood risk can be managed by a suitably well developed and maintained drainage system.

A SuDS infiltration basin is proposed to take road water, with individual plot drainage by infiltration. A drainage impact assessment has now been undertaken. This shows that the systems appear to be suitably sized for the expected volumes of storm water. An exceedance flow plan and overflow information for the proposed SuDS infiltration basin shows that the SUDS basin would have a considerable freeboard and should this be exceeded through some infiltration failure, the wider 'low area' upon which the SUDS basin would be sited can hold significantly more storm water. The document suggests that the SUDS infiltration basin, freeboard and surrounding area could store approximately 2.5 times the storm 200year+CC event flows. This suggests that there is sufficient capacity to allow any failure of the proposed infrastructure to be managed in terms of flood risk.

5.3 **Forestry: Object.** The fencing off of the stand of trees does not address the safety concerns relating to the hazardous trees. Gated access will still be available for pedestrian access into the wooded area, and this approach will also deter attempts to resolve this with the landowner.

The plans need to show the fence extending around all 4 sides of the wooded area, and a specification, including gate design, should be submitted. The fence should be a pre-commencement condition if this is agreed.

Policy 3 of the National Planning Framework 4 seeks to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

Policy 6 of the National Planning Framework 4 seeks to protect and expand forests, woodland and trees, while ensuring that woodland and trees are sustainably managed on development sites.

This will be achieved as follows:

d) Development proposals on sites which include an area of existing woodland or land identified in the Forestry and Woodland Strategy as being suitable for woodland creation will only be supported where the enhancement and improvement of

woodlands and the planting of new trees on the site (in accordance with the Forestry and Woodland Strategy) are integrated into the design.

The Highland-wide Local Development Plan (April 2012) explains the Highland Councils vision and sets out how land can be used by developers for the next 20 years. The HwLDP highlights the multiple benefits provided by trees and woodlands throughout the Highlands and in recognition of this there is a strong presumption in favour of protecting the existing woodland resource.

Policy 51 (Trees and Development) of the Highland-wide Local Development Plan states:

The Council will support development which promotes significant protection to existing hedges, trees and woodlands on and around development sites. The acceptable developable area of a site is influenced by tree impact, and adequate separation distances will be required between established trees and any new development. Where appropriate a woodland management plan will be required to secure management of an existing resource.

The Council will secure additional tree/hedge planting within a tree planting or landscape plan to compensate removal and to enhance the setting of any new development. In communal areas a factoring agreement will be necessary.

An arboricultural report has been prepared, which focusses on the management and protection of the mature stand of trees to the east. A number of these trees have succumbed to Dutch Elm Disease and are now considered a threat given the surrounding change in land use.

The removal of these diseased trees will significantly erode the woodland cover within this stand and additional tree planting will be required to consolidate the remaining trees.

It would appear that this important stand of trees has been excluded from the previous 6 phases of development. This is now the most logical phase to secure the future management of these trees, which will also contribute towards biodiversity enhancement measures within the site. I would recommend that this stand of trees is incorporated into Phase 7, along with a management prescription for safety felling and enrichment planting.

I therefore object to this phase of development due to the neglect of an important woodland habitat which is an integral component of the site. Current proposals do not comply with NPF4 Policies 3 and 6, or HwLDP Policy 51

5.4 **Transport Planning:** They advise that the overall masterplan for the site was previously assessed and approved on the basis of a single access point. At this stage, it would not be appropriate to revisit or alter that principle, as it forms part of the approved masterplan framework for the development.
Additionally, the land required to facilitate a connection to the roundabout lies outside the red and blue line boundaries of the application site. It is currently unclear whether the applicant has control over this land, which presents a further constraint.

From a road safety perspective, the B817 is classified as a local distributor road. Current guidance requires a minimum separation of 100 metres between junctions on the same side of such roads. The proposed new junction at the roundabout would be

approximately 85 metres from the existing access to the south of the roundabout, which falls short of this requirement and would not be acceptable on safety grounds.

We have also considered the feasibility of the proposed secondary access. Introducing a new access point would significantly increase traffic volumes on existing residential streets such as David Ross Street that are not designed to function as primary access routes. The streets within the development are classified as minor residential roads, with geometry designed to accommodate local traffic only. As such, they are not suitable for serving as connections to local distributor roads such as the B817.

We acknowledge that the development will result in increased vehicle movements. To assess this, we have used industry-standard trip generation software. The results indicate that:

During the AM peak hour, there will be approximately 6 additional vehicles arriving and 12 departing the site;

During the PM peak, 15 vehicles are expected to arrive and 9 to depart;

Between 3pm and 4pm, coinciding with school closing times, an estimated 10 vehicles will arrive and 7 will leave the site.

These increases, when spread across the peak hour, are not expected to have a noticeable impact on traffic flow. The predicted increases in traffic during peak hours are also not considered significant enough to impact the operational efficiency of the junction with the B817 and Alness Academy Drive, nor are they expected to affect the overall capacity or free flow of traffic along the B817.

Furthermore, Alness Academy Road benefits from high-quality, segregated walking and cycling infrastructure, which helps to minimise potential conflicts between vehicles and vulnerable road users.

We have also assessed vehicle speeds using the Speed Compliance Tool. On Alness Academy Drive from the B817 to Hugh MacKenzie Avenue, the 85th percentile speed is below 16 mph, indicating a low-speed environment.

We have also reviewed recorded accident injury data spanning from 1999 to 2023, and there are no reported incidents on either the B817, Alness Academy Drive or within the existing development.

Based on all of the above, we do not consider the projected increase in traffic to pose an unacceptable risk on Alness Academy Drive or the junction onto the B817.

There is potential to enhance the visibility and presence of pedestrians and cyclists at the junction between Alness Academy Drive/Hugh MacKenzie Drive and at the junction of the B817/Alness Academy Drive. Measures could include road markings to indicate a Safe Route to School, as well as improved gateway features to emphasise the transition from a local distributor road to a residential and school environment. It is therefore recommended that any planning permission granted includes a suitably worded condition requiring the submission and approval of a road signing and lining scheme at the junctions named above. This scheme should aim to highlight the presence of vulnerable road users and reinforce the gateway into the area, and must be approved prior to the commencement of development and implemented before any occupation of the dwellings.

Flood Risk Management Team have confirmed that they are satisfied that the SUDS basin has sufficient capacity to mitigate for the lack of an outfall and do not object to the proposals. Therefore, the Transport Planning Team recommend that any permission granted includes a suitably worded condition to ensure that prior to the

commencement of any works on site, a detailed design of the SUDS basin, its associated access arrangements and the roads water drainage design shall be submitted to and approved in writing by the Planning Authority. The design must comply with the standards and guidance set out in the CIRIA SUDS Manual (C753) and Sewers for Scotland. No development shall take place until written approval has been granted, and the development shall thereafter be carried out in accordance with the approved details.

The parking layout drawing includes dimensions which are inaccurate, in some instances the dimensions appear to include the width of footways leading to dwellings as part of the parking area, which is wholly in appropriate and unacceptable. Within the Transport Planning Community, there is an ongoing discussion around revising current policies and guidance on minimum parking space dimensions as vehicle sizes continue to increase and existing standards are becoming outdated. Therefore, a fully dimensioned drawing showing the size of car parking spaces is required to ensure that the layout provides sufficient parking areas that meet current Council guidance. In addition, pedestrian access routes must remain separate from within curtilage parking areas. A thorough review of parking provision and layout will also be undertaken during the Road Construction Consent process to ensure compliance with these standards.

A forward visibility splay drawing has now been submitted, but the length of the splay has not been indicated. It is estimated that the forward visibility splay is approximately 25m which aligns with current guidelines. Within these splays, there must be no obstructions such as car parking spaces, walls, fences, hedges or landscaping. Through the Road Construction Consent process, the Transport Planning team will, where practicable, require the applicant to widen footways to align with the forward visibility splays, ensuring that these splays are protected and maintained in perpetuity.

Other Recommended Conditions:

- Financial contribution of £1000 per house towards the development of a cycle route between Alness and Invergordon as per the Inner Moray Firth Delivery Programme.
- The forward visibility splays at corners shall be a minimum of 25m in length. Within these splays, there must be no obstructions (such as car parking spaces, walls, hedges or landscaping).
- The submission of a fully dimensioned drawing showing the size of car parking spaces to ensure that the layout provides sufficient parking areas; all car parking spaces to meet the minimum dimensions in accordance with current guidance. All pedestrian access routes to individual dwelling must remain separate from any in–curtilage parking areas and must not be incorporated into the parking layout.
- The design of the link to the existing Core Path (RC03.06) to ensure the location, size and specification of this active travel link is provided and designed and built to an adoptable standard as set out in current design guidance.
- The provision of realtime information panels at the two nearest bus stops to be installed before occupation of any of the dwellings. The developer will be required to liaise with HiTRANS with regards to the installation of the equipment.
- The provision of visitor cycle parking to be provided as per the Council's standards as set out in chapter 6 of the guidance document 'Roads and

Transport Guidelines for New Developments'. The design of cycle parking should be agreed before any work commences on site and be installed before occupation.

- A Construction Traffic Management Plan. The CTMP should include a requirement for pre and post construction condition surveys using GPS enabled dashcam footage of the route to the site, filmed in the same direction, to be submitted to the Council to assess any extraordinary wear and tear. The developer will be required to repair any damage to the satisfaction of the Council.

Depending on the amount of predicted HGV traffic, the applicant may be required to enter into a Section 96 wear and tear agreement complete with Road Bond.

It is noted that the applicant has submitted a Road Construction Consent application.

5.5 **Development Plans:** The proposal is in overall conformity with the approved development plan. It matches the supported use, indicative capacity and boundary of a specific allocation within the relevant area local development plan.

Affordable Housing

The Affordable Housing Policy of the HwLDP and our Developer Contributions Supplementary Guidance requires that at least 25% of all homes on the site must be affordable rounded to the nearest whole number (para 4.4 of DCSG). On this basis, the minimum number of affordable units should be 9. However, it is understood all units will meet the Council's definition of affordable.

Education

The site lies within the catchment area of Alness Academy and Bridgend Primary School. The Council has forwarded funded a two classroom extension enhanced capacity at the primary school to allow for new housing development within the catchment and is therefore recouping that investment from development as it occurs. There is no high school capacity issue. This advice is offered at a point in time and the Education Team's view should be sought closer to the time of determination of the application if that is significantly delayed.

Cumulative Transport Contributions

The September 2024 Inner Moray Firth Local Development Plan Delivery Programme references developer contributions towards sustainable transport interventions set out within the Alness and Invergordon Active Travel Masterplan at a standard rate of £1,000/house.

Community Facilities

Developments of 4 or more houses are required to contribute towards the enhancement or creation of new community facilities where a deficiency has been identified. The September 2024 Inner Moray Firth Delivery Programme identifies a requirement for an expansion of facilities at the Averon Leisure Centre and therefore a standard contribution is required at the new rate.

Public Art

Given the site's lack of public prominence then developer funded provision is not required.

Waste & Water

Public main connections are required.

Green Infrastructure

The Council's open space guidance requires a provision standard of 40m2 per person within defined larger centres such as Alness. 36 affordable units would trigger a requirement for 3,442m2 of greenspace. It is unclear whether the applicant meets the quantitative target. This should be checked against commitments secured at planning permission in principle stage for the wider site.

5.6 **Historic Environment Team (Archaeology) -** A range of buried archaeological features were found during initial evaluation in 2005. Since that time, other phases of this development here have revealed extensive and significant features to be present across the area. There remains the potential for buried features or finds to be present within the remaining undeveloped areas of this application boundary that will be impacted by the proposed development. While the risk of encountering buried deposits is not such as to warrant a full excavation, it is important that the nature and extent of any features is identified and recorded before destruction. As a precaution, site clearance work should be done under archaeological supervision. Condition requested.

The Written Scheme of Investigation (WSI) has now been submitted and agreed to by the Council's Archaeologist. On site monitoring is progressing in accordance with the WSI.

5.7 **Corporate Address Gazetteer:** No objections. The applicant's attention should be drawn to the Street Naming and Numbering Process (SNN).

5.8 **Scottish Water:** No objection. There is capacity in the water treatment works, and capacity for a foul only connection in the waste water treatment works. Capacity can not be reserved. Further investigations may be required once a formal application has been submitted.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 – Biodiversity
Policy 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 15 - Local Living and 20 Minute Neighbourhoods
Policy 16 - Quality Homes
Policy 18 – Infrastructure First
Policy 20 – Blue and green infrastructure
Policy 21 - Play, Recreation and Sport

6.2 **Highland Wide Local Development Plan 2012 (HwLDP)**

28 - Sustainable Design
29 - Design Quality and Place-making
31 - Developer Contributions
32 - Affordable Housing
34 - Settlement Development Areas
51 - Trees and Development
58 - Protected Species
61 - Landscape
65 - Waste Water Treatment
66 - Surface Water Drainage
75 - Open Space

6.3 **Inner Moray Firth Local Development Plan 2 (2024) (IMFLDP2)**

AL05, Dalmore housing site. Developer requirements – Drainage Impact Assessment; establish presence of any archaeological remains; improve active travel linkages towards the Alness-Invergordon Cycle Route.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Access to Single Houses and Small Housing Developments (May 2011)
Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Green Networks (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Open Space in New Residential Developments (Jan 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**

Not applicable.

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

8.3 The key considerations in this case are:

a) compliance with the development plan and other planning policy

b) design and layout

c) woodland adjacent to site.

d) roads and transport

e) drainage

f) Impact on infrastructure and services and proposed mitigation (developer contributions)

g) any other material considerations

Development plan/other planning policy

8.4 The site forms part of the larger AL05 allocation for housing in the Inner Moray Firth Local Development Plan 2, which has already been partially implemented under earlier planning consents. Since this current proposal is for 36 housing units, it is in overall conformity with this allocation and with the adjacent land uses.

8.5 Any permission should secure mitigation in terms of at least a 10% net increase in biodiversity (NPF4 Policy 3), minimising the irreversible loss of prime farmland (Policy 5), ensuring active travel connectivity to the adjoining routes and beyond to the settlement's facilities (Policies 13 and 15), seek a satisfactory standard of architectural design (Policy 14), ensure the 100% affordable unit provision (Policy 16), ensure mains water and sewerage connections (Policy 18), and provide adequate greenspace (Policy 20) within the application and wider development site.

Design and Layout

8.6 The proposal is for a variety of different house types to provide for a range of household sizes and requirements. All the units will be provided and managed by an affordable housing provider. This is over and above the minimum requirement of 25% housing units to be on an affordable basis, and is welcomed.

8.7 The layout includes a row of two blocks of 4 houses orientated to utilise views of the existing stand of trees, and includes a pedestrian link running between the blocks of houses from the road to the path proposed around these trees. A block of 4 flats has been orientated to overlook the public open space around the SuDS infiltration basin. A parking court with a block of 3 houses fronting it to both sides provides a link to a landscaped strip which runs alongside the Core Path, and includes the path linking to the Core Path via the existing houses. The side elevations looking onto the paths and the public road have been amended to include fenestration. This both helps provide a pleasant outlook for future residents, and encourages passive surveillance of the areas of open space and thus encourages their enjoyment in a responsible manner.

8.8 It is therefore unfortunate that the stand of trees, which are the focal point for Plots 13-16 and 23-26 and form a centre piece feature of the overall landscaping scheme have been omitted from the proposal and the opportunity to enhance them and the

outlook from these houses and the paths through the site has been lost. Instead, it will be fenced off, with overhanging branches trimmed as necessary but the dead trees which are within the stand of trees will not be removed and these trees will not be managed since they are not within the applicant's ownership.

8.9 The houses all have a similar design concept, with grey roofing tiles, white 'k' rend or similar walls, with contrasting cladding panels in ocean blue and silver grey. These break up the massing, provide visual distinction, and help unify the different housing blocks. The terraces of 3 and 4 houses include a mixture of housing types, which adds visual interest, with the row of 4 houses including a feature gable at each end which 'frames' the central units and some of the rows of 3 including a single storey unit which introduces 'stepping' in height. These combine to create an identity for this phase of development, which also integrates visually with the adjacent earlier housing phases. This, too, complies with NPF4 Policy 14, helping to support the 'Place' principle.

8.10 Landscaping blocks are proposed alongside the footpaths through the site, and between the proposed road and the house gables where the houses do not front the proposed road. They will primarily be mown grass with rowan trees, and beech hedging and shrubs, and will help to provide an attractive setting for the houses by 'greening' the streetscape and also help achieve corridors to encourage biodiversity.

8.11 The area of open space around the stand of trees will be mown grass with tree planting, with areas of species rich grass to include wildflowers in the vicinity of the existing trees.

8.12 The open space around the SuDS infiltration basin will include avenue tree planting alongside the path, with woodland planting and wildflower mix to either side and grass/wildflower mix within the SuDS basin, and an area of fruit and nut producing trees and shrubs in the vicinity of the flats. These measures will both contribute to a pleasant environment and encourage biodiversity. Whilst the scheme overall complies with the Place principle and Policy 14, and also with Policy 3 (biodiversity), the omission of measures to deal with and enhance the stand of existing trees is regrettable and this aspect fails to comply with Policy 3 and Policy 14.

8.13 The areas of open space combined (but excluding the street landscaping) are slightly in excess of the minimum requirement of 3,442m2 of greenspace.

Woodland adjacent to site

8.14 There is a small stand of trees to the east of the site, which has been excluded from the site boundary. This is a prominent feature forming a focal point at the centre of the wider development. An area of proposed open space surrounds it and forms part of this current proposal. In addition, two blocks of 4 houses look directly onto these trees, and footpaths forming part of the proposal link to it and around it. The applicant has accordingly been requested to include these trees within their application site boundary.

8.15 The stand of trees is currently neglected, and needs to be managed and protected. A number of these trees have succumbed to Dutch Elm Disease and are now considered a threat given the surrounding housing and proposed open space around them which encourages public access to this area. The removal of these diseased

trees will significantly erode the woodland cover within this stand and additional tree planting will be required to consolidate the remaining trees. A woodland management plan is also required to secure the future management of these trees, and also contribute towards biodiversity enhancement measures within the site.

8.16 The applicant was asked to include this within their proposals, but declined to do so. Although these trees were previously included within the red edge of the application site boundary of 11/03018/PIP and 18/01883/MSC, it has now come to light that this island of woodland has been omitted from the land purchased by the applicant. At the Council's request, it is understood that the applicant has now written to the owner in this regard, but as yet has not had a response.

8.17 The applicant therefore proposes to fence off this area with a 1100mm high stockproof post and wire fence out with the fall distance of the trees, to keep people and animals (dogs etc) out with these areas. Gates will be installed so the space can be accessed to be periodically maintained and cleared of debris, but this will also facilitate public access. In light of this, warning signs are proposed on the gates to caution on the safety issues.

8.18 Given the prominent nature of this stand of trees which form a focal point within the centre of the wider housing site, this important woodland habitat should be an integral component of the site. Furthermore, the proposed public open space around its perimeter will encourage access past it, houses look directly onto it, and the failure to incorporate it as part of the site is very disappointing. Its omission fails to secure tree management and enrichment planting, fails to restore and enhance biodiversity, and fails to enhance, expand or improve woodland and tree cover. This is contrary to NPF4 Policies 3 and 6, and HwLDP Policy 51.

Roads and Transport

8.19 Following the submission of this application, the road arrangement has been updated from a circular 'loop' to an angular street pattern, which better reflects that of the earlier phases and which complies with the requirements of Designing Streets. The use of junctions and sharp and angular corners, extremely sharp radii, and a mix of materials to highlight pedestrian crossings, requires motorised vehicles to drive slowly and is an example of a neighbourhood designed around the Place Function. This meets the requirements of NPF4 Policy 14, liveable places, which supports (amongst other factors) well connected layouts that make moving around easy and reduce car dependency. This street pattern now achieves this and is acceptable subject to confirmation from Transport Planning that the achievable forward visibility is satisfactory.

8.20 The existing Dalmore housing development is accessed via a junction on to the road which continues to Alness Academy, which in turn is accessed off the B817 opposite Morrisons supermarket. This existing road network will be utilised to access this current phase of development. Concerns have been raised in relation to the capacity of these to serve additional housing. This access route was, however, designed with sufficient capacity to serve the entire extent of the Dalmore housing allocation, and not just the initial phases which have now been completed. Transport Planning have

raised no objection to the use of this route to serve the 36 houses now proposed. Their further comments in this regard are included in 4.2 above.

8.21 Within curtilage parking is proposed for the semi-detached units via driveways. Parking courts are proposed along with parking bays accessed directly off the road for the flats and the housing terraces. A condition is required to ensure that these are sufficiently proportioned to meet Council guideline standards. Infrastructure for electric vehicle charging will need to be provided as part of Building Standards requirements.

8.22 A condition is also required to ensure that the forward visibility splays provided are satisfactory when travelling along the carriageway, and that these are thereafter kept free of obstructions.

8.23 As identified in the Inner Moray Firth Delivery Programme, a financial contribution of £1,000 per home is required towards the development of a cycle route between Alness and Invergordon. The applicant has agreed to this via an up-front payment. There is an existing cycle/pedestrian link from the site to the B817 exiting opposite Lidl supermarket. This also links to an existing cycle/pedestrian path alongside the B817 along the frontage of the Dalmore housing development between the Academy road and the Lidl roundabout. The extension of the route to Invergordon will tie in with this existing provision.

8.24 Transport Planning have identified that the design of the link to the existing Core Path (past Dalmore House RC03.06) should be subject to a condition, to ensure that this active travel link is provided and designed and built to an adoptable standard. It is understood that the formation of a link has not been secured with the neighbouring landowner, and regrettably this has now been omitted from this phase of the development. A connecting path is proposed to link through to an earlier phase of development which provides a link to the Core Path. This proposed path will run roughly parallel to the Core Path in the vicinity of the boundary between the application site and the Core Path. It is therefore highly probably that a ‘desire route’ will be formed between these two paths. This has been pointed out to the applicant, along with a request that this link is formalised. This has, however, disappointingly not been achieved.

8.25 Whilst a ‘desire path’ will provide the link which has been omitted from the proposals, it will remain an unsurfaced rough path, of no defined width, which is not all inclusive and discriminates against those with prams, wheelchairs, mobility scooters, etc. and will not necessarily be suitable for bicycles. It can not therefore be considered to constitute an active travel link.

8.26 The provision of realtime information panels is required at the two nearest bus stops. This should be installed before occupation of any of the dwellings, and can be subject to an appropriately worded condition. The developer will be required to liaise with HiTRANS with regards to the installation of the equipment.

8.27 The proposed flats will each have their own garden area, which will facilitate the installation of a cycle locker or garden shed if desired, within which cycles can be secured. Visitor cycle parking has, however, been omitted from the layout and is required. This can be secured by condition.

8.28 Any permission granted should include a suitably worded condition for a Construction Traffic Management Plan. The CTMP should include a requirement for pre and post construction condition surveys using GPS enabled dashcam footage of the route to the site, filmed in the same direction, to be submitted to the Council to assess any extraordinary wear and tear. The developer will be required to repair any damage to the satisfaction of the Council. Depending on the amount of predicted HGV traffic, the applicant may be required to enter into a Section 96 wear and tear agreement complete with Road Bond.

Drainage

8.29 The site lies outwith any indicated areas of fluvial or coastal flooding during a 200-year + climate change storm event, which suggests that flood risk from these sources may be low. The Flood Risk Management Team are content that any pluvial flood risk can be managed by a suitably well developed and maintained drainage system.

8.30 A SuDS infiltration basin is proposed to take road water, with individual plot drainage by infiltration. A drainage impact assessment was therefore required to demonstrate that this is a satisfactory arrangement. This shows that the systems appear to be suitably sized for the expected volumes of storm water. An exceedance flow plan and overflow information for the proposed SuDS infiltration basin shows that the SUDS basin would have a considerable freeboard and should this be exceeded through some infiltration failure, the wider 'low area' upon which the SUDS basin would be sited can hold significantly more storm water. The document suggests that the SUDS infiltration basin, freeboard and surrounding area could store approximately 2.5 times the storm 200year+CC event flows. This suggests that there is sufficient capacity to allow any failure of the proposed infrastructure to be managed in terms of flood risk.

8.31 A detailed design of the SuDS basin, its associated access arrangements and the roads water drainage design has not been provided. This can be secured via an appropriately worded condition.

Climate and Nature Crises

8.32 NPF4 Policies 1 and 2 require significant weight is given to the global climate and nature crises, and that proposals minimise lifecycle greenhouse gas emissions as far as possible. The proposal lies within the Settlement Development Area for Alness, with facilities within active travel range. In addition, developer contributions towards an active travel link to Invergordon have been agreed. Real time passenger information is also required at the two nearest bus stops and can be covered by an appropriately worded condition. The proposal will therefore not be car dependant for daily living, with active travel and the use of public transport viable options. Regrettably, a direct link from the site to the Core Path network has not been achieved, but will instead be provided via an earlier phase of the housing development.

8.33 Air source heat pumps are also proposed on the houses, which will help reduce greenhouse gas emissions. The houses will also need to meet current levels of energy efficiency under the Building Regulations. The proposal is therefore assessed as overall complying with NPF4 Policies 1 and 2.

Soils

8.34 NPF4 Policy 5 seeks to protect prime agricultural land. Given the allocation for housing development in the IMFLDP2, the loss of this land from agricultural use has been accepted. Since the IMFLDP2 was adopted after NPF4, it takes precedence where any conflict occurs. The loss of this land from agricultural use can therefore be accepted since it concurs with IMFLDP2 policies.

Other material considerations

8.35 The Council is aware that works are currently ongoing on site. The applicant has been approached about these, and has confirmed that they are entirely in connection with an archaeological evaluation of the site.

There are no other material considerations.

Matters to be secured by Legal Agreement / Upfront Payment

8.36 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being issued:

a) Financial contribution towards Bridgend Primary School of £2,041 per unit (total £73,467)

b) Financial contribution towards expansion of facilities at Averon Leisure Centre or another identified requirement of £1,588 per unit (total £57,168)

c) Financial contribution towards measures identified within the Alness and Invergordon Active Travel Masterplan of £1,000 per unit (total £36,000)

The applicant has indicated that the total financial contribution of £166,644 will be made via an upfront payment.

8.37 Should the mitigation agreed by the Planning Service not be delivered within four months, the application may be refused under delegated powers for the following reason:

The proposed application has failed to secure reasonable and proportionate contributions to secure mitigation for the impacts of the proposed development. As such the application is contrary to the provisions of Policy 31 (Developer Contributions) of the Highland-wide Local Development Plan and Policy 9 (Delivering Development and Infrastructure) of the Inner Moray Firth Local Development Plan 2.

9. CONCLUSION

9.1 The development of this site to provide affordable housing is welcomed, and complies with Policy AL05 of which allocates this site (as part of a wider area) for housing development.

9.2 The overall house design and layout will result in an attractive streetscape which is consistent with the 6 qualities of successful places. This on the whole meets the requirements of NPF4 Policy 14, liveable places.

9.3 Regrettably, the stand of trees adjoining the site to the east and forming a focal point for the landscaping and the wider Dalmore housing scheme has been omitted from the proposals. This is run down and unkept in nature, containing a number of dead and dangerous trees, and in need of management and remediation works. Whilst the applicant's inability to carry out the required works is appreciated due to it being outwith their ownership, the proposal to fence it off is far from a satisfactory solution.

9.4 Similarly, the omission of a direct link from the site to the Core Path which adjoins the boundary is regrettable, and will likely result in a 'desire route' instead of a formalised link suitable for all users. The failure of the applicant to obtain the agreement of the adjacent landowner to form an all inclusive link is disappointing.

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

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

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

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

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

1. 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.

Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. No development or work (including site clearance) shall commence until proposals for an archaeological watching brief to be carried out during site clearance and excavation works, has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the watching brief shall be implemented as approved.

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

3. No development shall commence until a scheme for the maintenance, in perpetuity, of all on-site green spaces and/or woodland and/or sports facilities and/or play areas and/or 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, the common entrances to flatted developments 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.

4. No development, site excavation or groundwork shall commence until all retained trees have been protected against construction damage using protective barriers located beyond the Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition & Construction, or any superseding guidance prevailing at that time). These barriers shall remain in place throughout the construction period and must not be moved or removed during the construction period without the prior written approval of the Planning Authority.

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

5. Prior to the commencement of development, a detailed design of the SUDS basin, its associated access arrangements and the roads water drainage design shall be submitted to and approved in writing by the Planning Authority. The design must comply with the standards and guidance set out in the CIRIA SUDS Manual (C753) and Sewers for Scotland. The development shall thereafter be carried out in accordance with the approved detail prior to the first occupation of any of the residential units.

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

6. No development shall commence until full details of visitor cycle parking has been submitted to and approved in writing by the Planning Authority in

consultation with Transport Planning. This shall comply with the Council's standards as set out in chapter 6 of the guidance document 'Roads and Transport Guidelines for New Developments'. Thereafter, the agreed cycle parking shall be installed and available for use prior to the first occupation of the corresponding housing units.

Reason: In order to facilitate the use of a variety of modes of transport.

7. No development shall commence on site until a construction phase Traffic Management Plan (CTMP) (including a routing plan for construction vehicles and pre and post construction condition surveys using GPS enabled dashcam footage of the route to the site, filmed in the same direction, to assess any extraordinary wear and tear) has been submitted to, and approved in writing by, the Planning Authority. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete.

Reason: To protect road safety and the amenity of other users of the public road and rights of way.

8. Prior to the commencement of development, a scheme for the road signing and lining scheme at the junctions between Alness Academy Drive/Hugh MacKenzie Drive and the junction of the B817/Alness Academy Drive shall be submitted to and approved in writing by the Planning Authority in consultation with Transport Planning. This scheme should highlight the presence of vulnerable road users and reinforce the gateway into the area. Measures could include road markings to indicate a Safe Route to School, as well as improved gateway features to emphasise the transition from a local distributor road to a residential and school environment. The scheme thereby approved shall be carried out in full before the first occupation of any of the dwellings.

Reason : In the interests of road safety.

9. Prior to the commencement of development, a dimensioned forward visibility plan shall be submitted to and approved in writing by the Planning Authority, in consultation with Transport Planning. This shall demonstrate that forward visibility of a minimum of 25m in length is achievable. Thereafter, these splays shall be maintained in perpetuity, being kept free of all obstructions.

Reason: In the interests of road safety.

10. Prior to the commencement of development, a fully dimensioned drawing showing the size of car parking spaces shall be submitted to and approved in writing by the Planning Authority in consultation with Transport Planning. For the avoidance of doubt, the car parking spaces must meet the following criteria:
    - End-on in-curtilage parking – 3 m wide x 11m long
    - Side by side in-curtilage parking – 5.5m wide x 5m long
    - Communal car parking bays – 2.5m wide x 5m long.

Pedestrian access routes to individual dwellings must remain separate from any in-curtilage parking areas and must not be incorporated into the parking layout.

Reason: In order to ensure that the level of off-street parking is adequate.

11. All roads and pavements within the application site shall be formed to base course level prior to the first occupation of any of the housing units. Thereafter, the final wearing surface shall be applied concurrently with the construction of the last unit within the development, or upon the expiry of a period of three years from the date of first occupation, whichever is the sooner.

    Reason: To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and amenity.

12. Prior to the first occupation of any of the housing units hereby permitted, realtime information panels shall be installed and operational at the two bus stops nearest to the site, to the satisfaction of the Planning Authority in consultation with HiTRANS.

    Reason: In order to reduce dependency on the private car and to encourage greater use of public transport.

13. Prior to the first occupation of each of the housing units, the corresponding parking spaces shall be provided as detailed on the approved plans, and shall thereafter be maintained for this use in perpetuity.

    Reason: In order to ensure that the level of off-street parking is adequate.

14. All landscaping works shall be carried out in accordance with the scheme and plans approved as part of this permission. All planting, seeding or turfing as may be comprised in the approved scheme and plans shall be carried out in the first planting and seeding seasons following the commencement of the 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 the approved landscaping works are properly undertaken on site, in the interests of biodiversity gain.

REASON FOR DECISION

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

INFORMATIVES

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.

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.

Street Naming and Numbering Process (SNN)

When an SNN request is received the details are passed onto the Community Council who will consult with Local Members and Ward Managers, to decide on the final street name. You are encouraged to submit a request for the naming of a new street in the event that planning permission and/or Construction Consent has been granted.

https://www.highland.gov.uk/info/180/planning_-_applications_warrants_and_certificates/172/street_names_and_house_numbers

Real Time Passenger Information Panels

You will be required to liaise with HiTRANS with regards to the installation of the real time information panels at the bus stops.

Wear and Tear Agreement / Road Bond

Depending on the amount of predicted HGV traffic, you may be required to enter into a Section 96 wear and tear agreement complete with Road Bond.

Local Roads Authority Consent

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

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

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

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

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and Debris on Road

Please note that it 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.

Damage to the Public Road

Please note that the Council, under Section 96 of the Roads (Scotland) Act 1984, reserves the right to recover all costs for repairing any damage to the public road (and/or pavement) which can be attributed to construction works for this development.

Construction Hours and Noise-Generating Activities

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

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

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any

such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and NatureScot 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 NatureScot: https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species

Street Names

In line with the Council's Gaelic Language Plan and Policies, you are encouraged to consider the adoption of Gaelic or Gaelic-influenced street names in this development. For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

Bilingual Signage

In line with the Council's Gaelic Language Plan and policies, you are encouraged to consider the use of both Gaelic and English on signage within in this development (both internal and external signs). For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

Signature:

Designation:	Area Planning Manager (North)
Author:	Susan Hadfield
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - Location/site layout plan 240574-000-CAM-DR-C-001 REV C
	Plan 2 - Road layout plan 240574-000-CAM-DR-C-200 REV C
	Plan 3 - Road levels and contours 240574-000-CAM-DR-C-205 REV C
	Plan 4 - Junction visibility splay 240574-000-CAM-DR-C-206 REV C
	Plan 5 - Parking plan 240574-000-CAM-DR-C-207 REV D
	Plan 6 - Forward visibility plan 240574-000-CAM-DR-C-208 REV A
	Plan 7 - Road adoption plan 240574-000-CAM-DR-C-210 REV C
	Plan 8 - Road long sections plan 240574-000-CAM-DR-C-220 REV A

Plan 9 - Road long sections plan 240574-000-CAM-DR-C-221 REV A

Plan 10 - Drainage layout plan 240574-000-CAM-DR-C-400 REV D

Plan 11 - Finished site levels 240574-000-CAM-DR-C-600 REV E

Plan 12 - Planting details AHS D7 100-24 SL-03 Rev B

Plan 13 – Landscaping plan AHS D7 100-24 SL-01 Rev B

Plan 14 – Site layout plan 5074-01-001 Rev I

Plan 15 – Tree Constraints plan TCP-AHS-270924

Plan 16 – Tree Protection plan TPP-AHS-270924

Plan 17 – Floor/elevation plan 5074-01-100 REV B

Plan 18 – Floor/elevation plan 5074-01-200 REV B

Plan 19 – Floor/elevation plan 5074-01-300 REV B

Plan 20 – Floor/elevation plan 5074-01-500 REV C

Plan 21 – Floor/elevation plan 5074-01-400 REV C

Plan 22 – Floor/elevation plan 5074-01-700 REV A

Plan 23 - Floor/elevation plan 5074-01-600 REV A

Appendix 1 – Letters of Representation

Dalmore Residents association – 6 Nov 24 – object

Appendix 2

	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREMEENTS ONLY				
Type	**Contribution**	**Rate (per house)**	**Rate (per flat)**	**Total Amount*[1]**	**Index Linked[1]**	**Base Date*[2]**	**Payment Trigger*[3]**	**Accounting Dates*[4]**	**Clawback Period*[5]**
Schools[2]									
Primary – Build Costs	2 class extension Bridgend primary school	£2,041	£2,041	£73,476	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Community Facilities	Expansion of facilities at Averon Leisure Centre or other identified deficiency	£1,588	£1,588	£57,168	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Affordable Housing									
On-site provision[3]	36 units.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Off-site provision[4]	0 units.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Commuted Sum[5]	n/a	N/A	N/A	£0.00	N/A	N/A		N/A	5 Years
Agreement for Delivery Needed	N	N/A	N/A	N/A	N/A	N/A		N/A	N/A
Transport									
Active Travel	Measures in Alness & Invergordon Active Travel Masterplan	£1,000	£1,000	£36,000	BCIS		TOC/CC	Apr/Oct	15 or 20
Green Infrastructure	n/a								
Water and Waste	n/a								
Public Art	n/a	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Other (Please Specify)	n/a	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20

*[1] Adjust total to take account of flat exemptions

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

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

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

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

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

[2] Indicate whether or not 1 bed houses/flats are exempt

[3] Indicate whether a penalty payment due for late delivery (and, if so, what it is based upon).

[4] As above

[5] Indicate whether a penalty payment is due for late payment of commuted sum (and, if so, what it is based upon)

LEGEND

- ✱ Denotes approximate location of external socket of each property with a private driveway for electric vehicle (EV) charging. This to be wired to a dedicated 30mA RCD (Type B). With an isolator switch inside the property providing a functional and emergency switching for the supply which must be capable of switching full load.

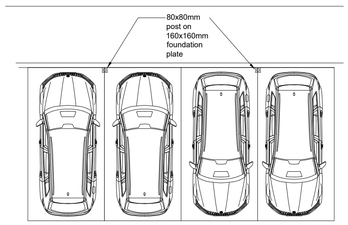
  All in accordance with IET Wiring Regulations (BS7671:2018) and the requirements of Highland Council document EV001 July 2019 Domestic EV Provision.

- Denotes location of 100mm Upvc duct for future car charging apparatus to be installed by others. We confirm ducting infrastructure in Phase 7 will be installed prior to occupation of the first property in Phase 7. Information on accessing car charging will be detailed in the Tenant Handover Packs.

- ✕ Denotes possible location of communal charging point with options for 1, 2 or 3 charging heads per post.

- ○ Denotes possible location for power supply to communal charger network which only requires small box to house landlords electrical supply meter.

Example charging points and post mounting



1 : 500 0 10m 20m 30m

Information for Incurtailage EV Charging

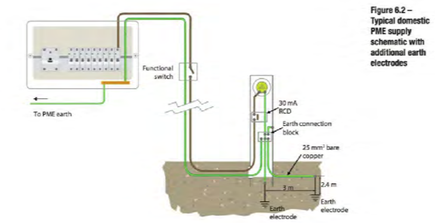
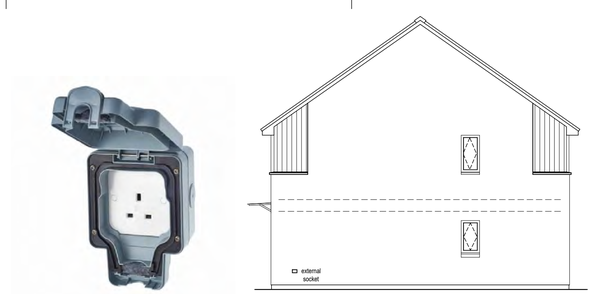


Figure 6.2 – Typical domestic PME supply schematic with additional earth electrodes

[1] Code of Practice for Electric Vehicle Charging Equipment Installation, 2nd Edition (IET Standards)



Example socket and location on gable

1 : 500 0 10m 20m 30m

REV	DATE	DESCRIPTION	
A	24.09.24	NEW OS TILE ADDED AND ISSUED FOR PLANNING	MJ

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILLICOULTRY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

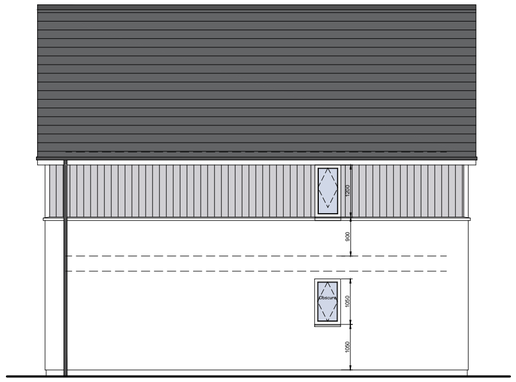
DALMORE, ALNESS
PHASE 7
ALBYN HOUSING SOCIETY

CAR CHARGING POINTS

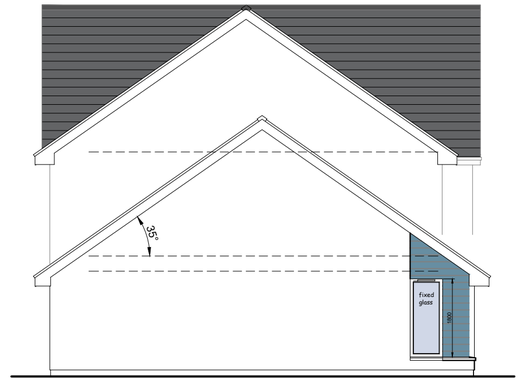
STATUS: **PLANNING**

SCALE:	1:500	DRAWN:	MJ
PAPER SIZE:	A1	DATE:	Sep 2024
DWG No.	5074-01-004	REV.	A

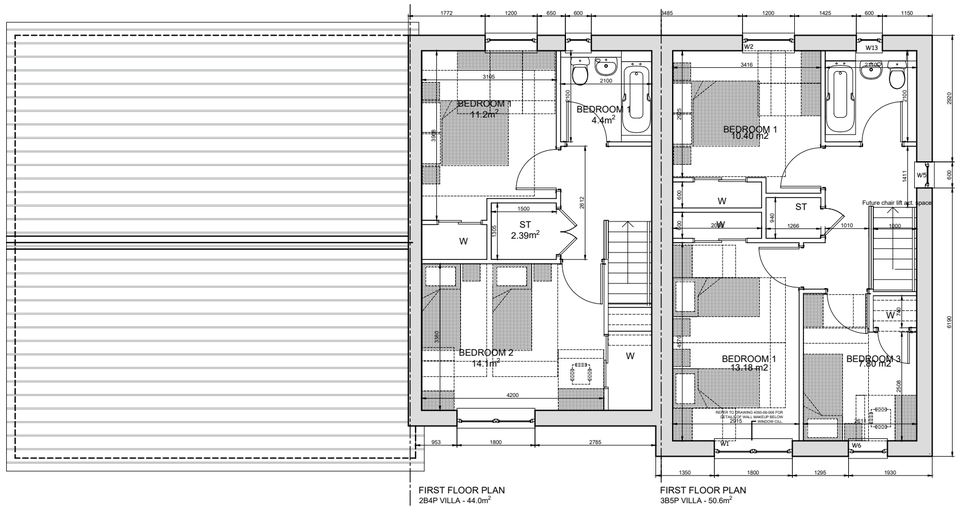
FRONT ELEVATION



GABLE ELEVATION



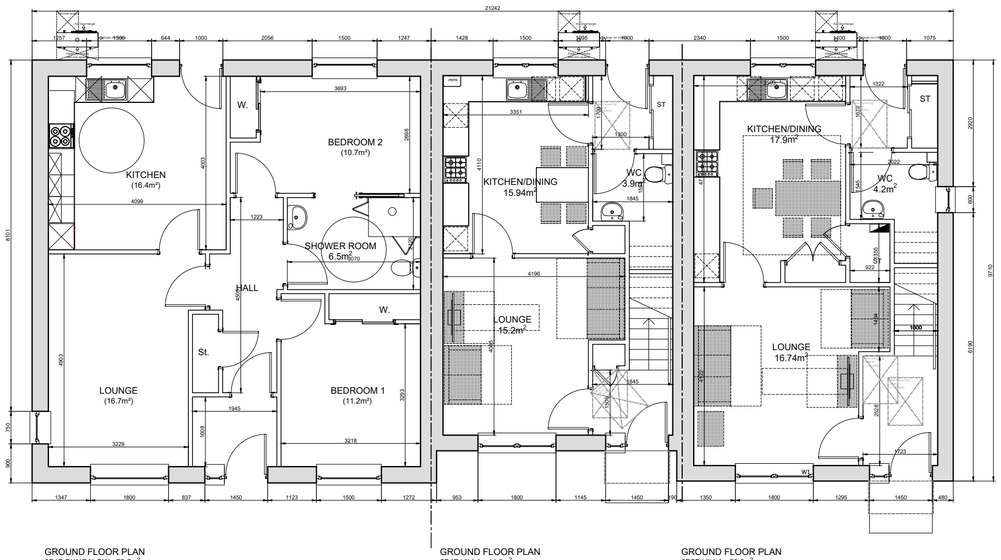
GABLE ELEVATION



FIRST FLOOR PLAN
2B4P VILLA - 44.0m²

FIRST FLOOR PLAN
3B5P VILLA - 50.6m²

REAR ELEVATION



GROUND FLOOR PLAN
2B4P BUNGALOW - 73.5m²

GROUND FLOOR PLAN
2B4P VILLA - 44.0m²

GROUND FLOOR PLAN
3B5P VILLA - 50.6m²

TOTAL AREA = 101.2m2

Roof	Concrete interlocking roof tiles Colour - Anthracite Proprietary dry verge Colour - Anthracite uPvc soffits/fascias Colour - White uPVC rainwater goods Colour - Black
Windows	High performance uPvc double glazed units Colour - White
Doors	High performance Diamond Composite DM14 front door - Colour Anthracite DMG3 rear door - Colour White
Wall	System Render - K rend or similar Colour - White Eternit Cladding Ocean Blue - C73 Silver Grey - C51

1 : 100 0 1m 2m 3m 6m

Note to Designers and Contractors

Under the CDM2015 regulations BSC has sought to eliminate or reduce risks where possible as part of the design process.

Significant residual risks, or areas of work that require special attention during construction, which have been identified by BSC, are indicated on project drawings by the following symbol ⚠ .

It is anticipated that other designers and contractors will co-operate to identify any potential construction hazards and to eliminate them were possible.

Measures to minimise residual hazards will be reviewed on a regular basis.

REV	DATE	DESCRIPTION	DRN
A	23.09.24	CLARIFIED ELEVATIONS FOR PLANNING SUBMISSION	JS

Bracewell Stirling CONSULTING

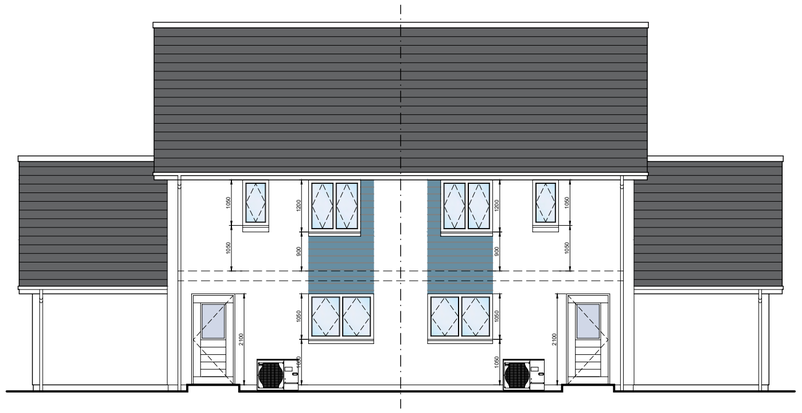
38 WALKER TERRACE, TILLICOULTRY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

DALMORE, ALNESS
PHASE 7
ALBYN HOUSING SOCIETY

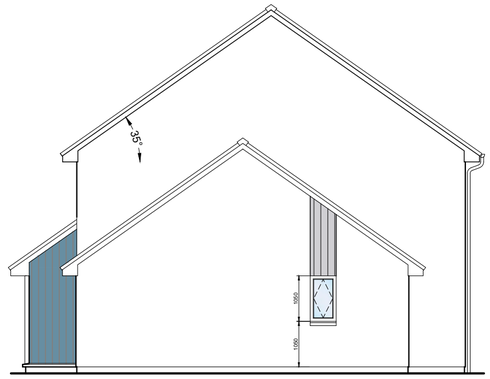
2B4PB 2BP4V & 3B5PV - PLAN AND ELEVATIONS

STATUS: **PLANNING**

SCALE:	1 : 100	DRAWN:	MJ
PAPER SIZE:	A2	DATE:	Sep 2024
DWG No.	5074-01-400	REV.	A



FRONT ELEVATION



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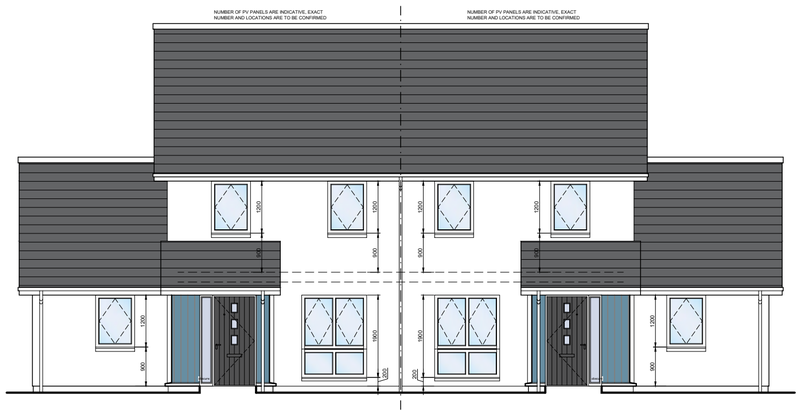

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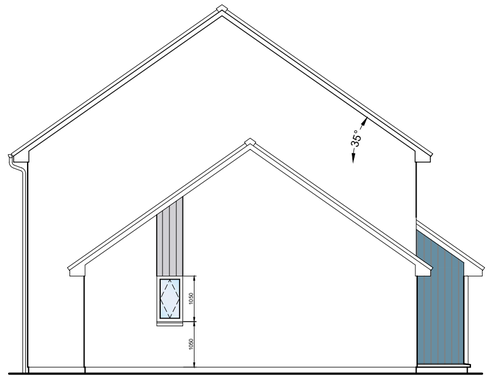

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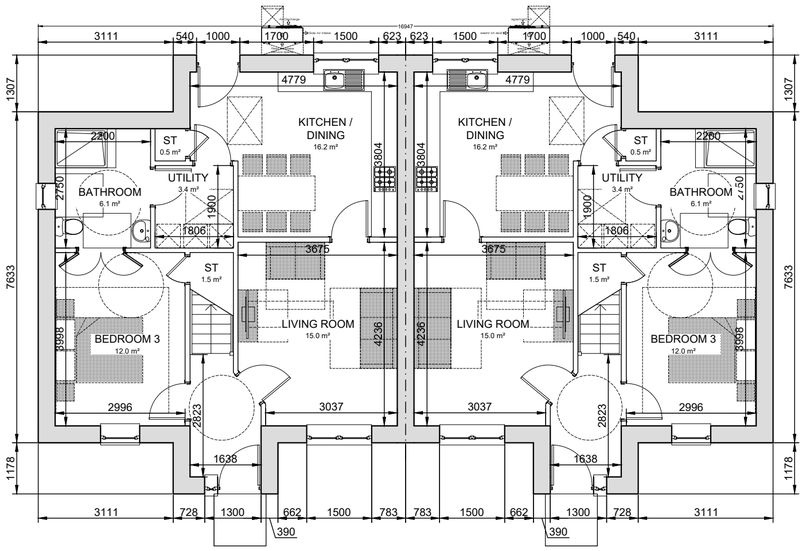
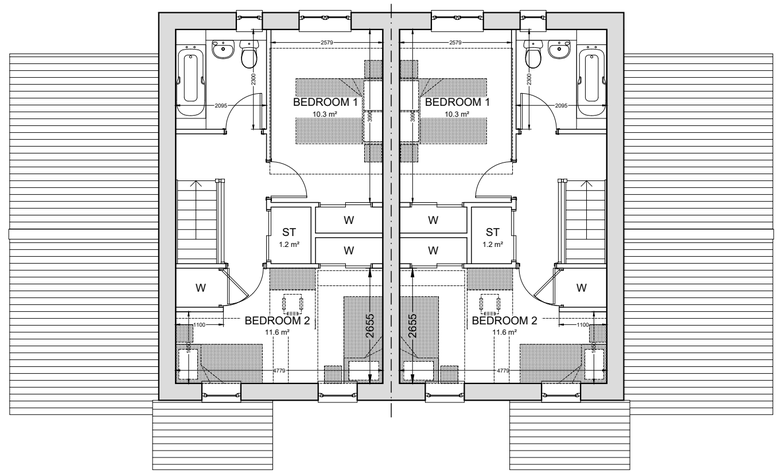


3B5P VILLA GROUND FLOOR PLAN
GIA ##### m²



FIRST FLOOR PLAN

1 : 100 0 1m 2m 3m 6m

Note to Designers and Contractors

Under the CDM2015 regulations BSC has sought to eliminate or reduce risks where possible as part of the design process.

Significant residual risks, or areas of work that require special attention during construction, which have been identified by BSC, are indicated on project drawings by the following symbol ⚠ .

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Measures to minimise residual hazards will be reviewed on a regular basis.

Roof	Concrete interlocking roof tiles Colour - Anthracite Proprietary dry verge Colour - Anthracite uPvc soffits/fascias Colour - White uPVC rainwater goods Colour - Black
Windows	High performance uPvc double glazed units Colour - White
Doors	High performance Diamond Composite DM14 front door - Colour Anthracite DMG3 rear door - Colour White
Wall	System Render - K rend or similar Colour - White Eternit Cladding Ocean Blue - C73 Silver Grey - C51

REV	DATE	DESCRIPTION	
A	23.09.24	CLARIFIED ELEVATIONS FOR PLANNING SUBMISSION	JS

Bracewell Stirling CONSULTING

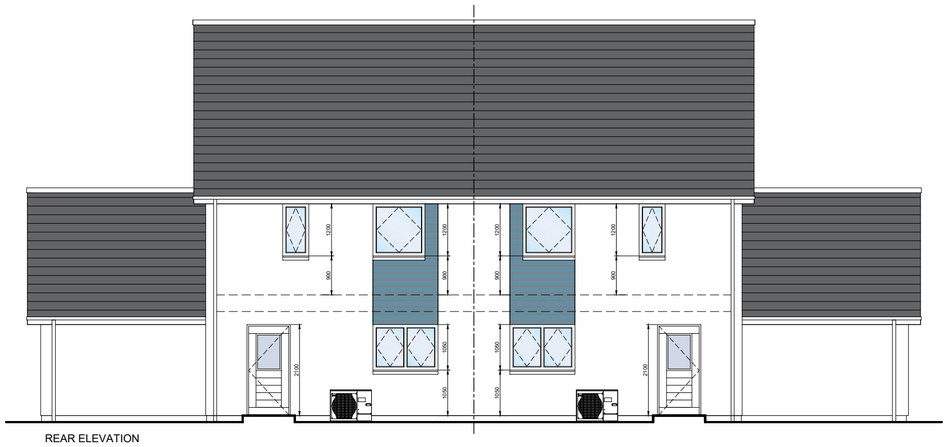
38 WALKER TERRACE, TILLICOULTRY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

DALMORE, ALNESS
PHASE 7
ALBYN HOUSING SOCIETY

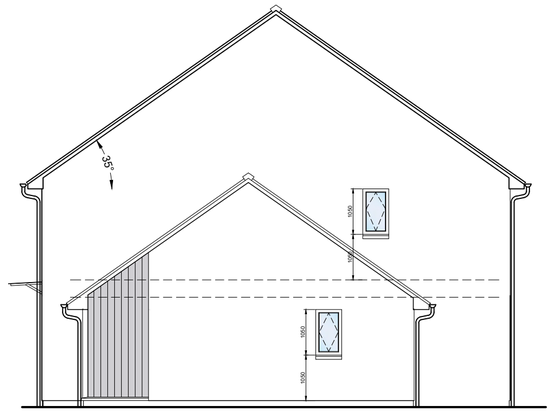
3B6P VILLA GFB - PLAN AND ELEVATIONS

STATUS: **PLANNING**

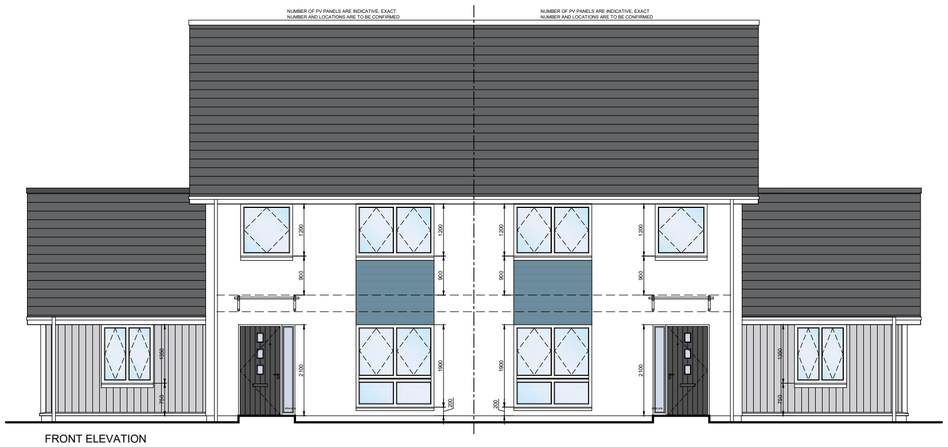
SCALE:	1 : 100	DRAWN:	MJ
PAPER SIZE:	A2	DATE:	Sep 2024
DWG No.	5074-01-600	REV.	A



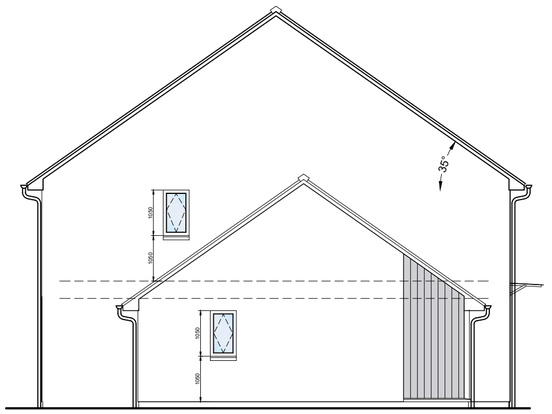
REAR ELEVATION



GABLE ELEVATION



FRONT ELEVATION



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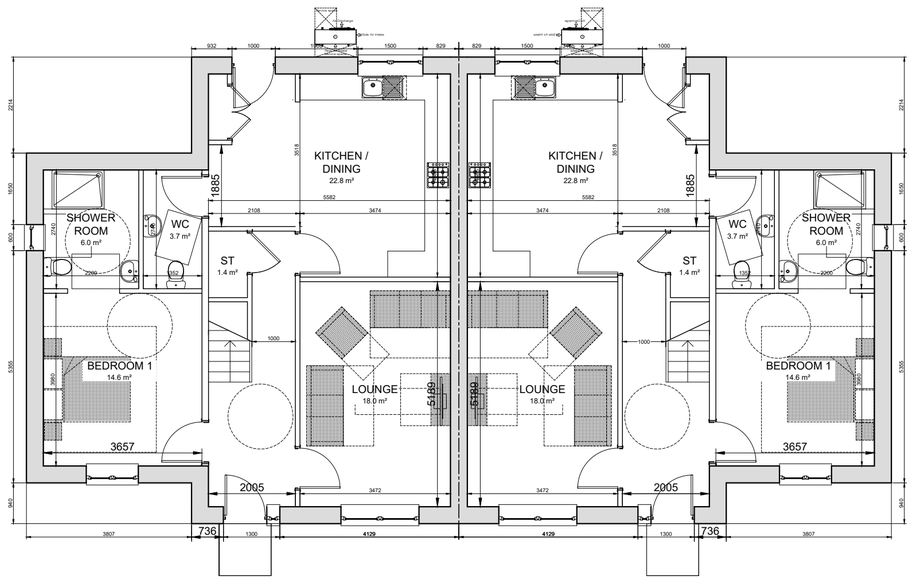
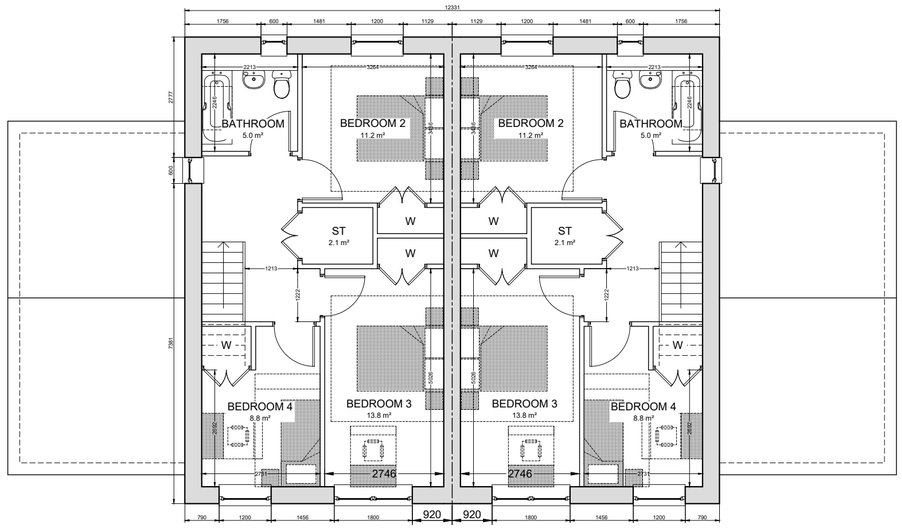


4B7P VILLA GROUND FLOOR PLAN
GIA 137.4 m²



FIRST FLOOR PLAN

1 : 100 0 1m 2m 3m 6m

Note to Designers and Contractors

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Windows	High performance uPvc double glazed units Colour - White
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Wall	System Render - K rend or similar Colour - White Eternit Cladding Ocean Blue - C73 Silver Grey - C51

REV	DATE	DESCRIPTION	DRN
A	23.09.24	CLARIFIED ELEVATIONS FOR PLANNING SUBMISSION	JS

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILLICOULTRY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
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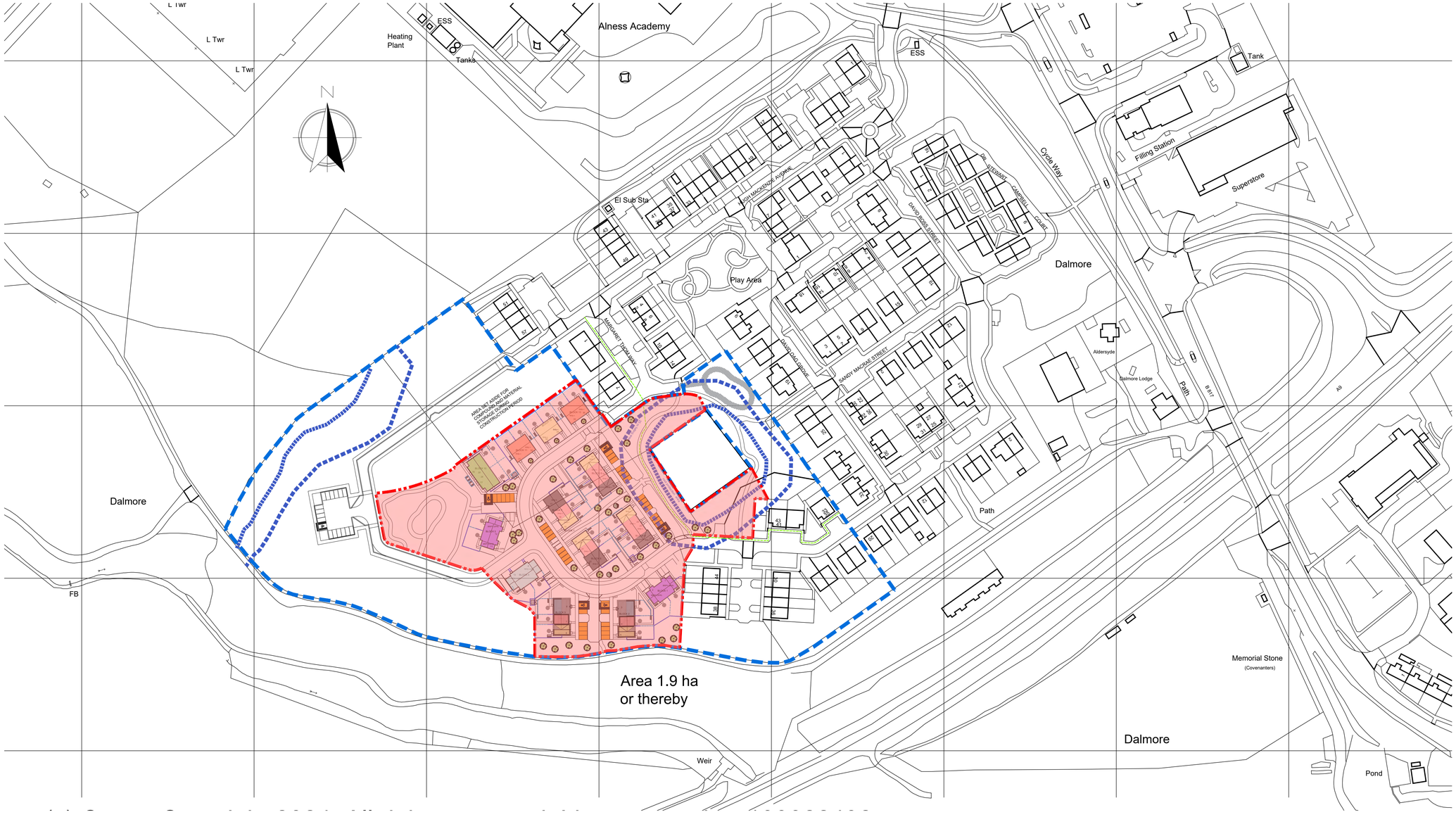
DALMORE, ALNESS
PHASE 7
ALBYN HOUSING SOCIETY

4B7P VILLA GFB - PLAN AND ELEVATION

STATUS: **PLANNING**

SCALE:	1 : 100	DRAWN:	MJ
PAPER SIZE:	A2	DATE:	Sep 2024
DWG No.	5074-01-700	REV.	A



LOCATION PLAN

1 : 1250 0 25m 50m 75m

Note to Designers and Contractors

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LEGEND

Ownership Boundary

Application Boundary

REV	DATE	DESCRIPTION	DRN
A	24.09.24	NEW OS TILE ADDED AND ISSUED FOR PLANNING	MJ

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILLICOULTRY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

DALMORE, ALNESS
PHASE 7
ALBYN HOUSING SOCIETY

LOCATION PLAN

STATUS: **PLANNING**

SCALE:	1:1250	DRAWN:	MJ
PAPER SIZE:	A1	DATE:	Sep 2024

DWG No. 5074-01-002 REV. A

FIGURED DIMENSIONS ONLY TO BE USED

Notes:
1. Pre-development overland flow arrows generated from topographical survey information using 3D modelling software.

Issue	Revision	Initial	Date

Cameron Ross
CIVIL + STRUCTURAL ENGINEERING
Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB
t 01224 642 400 | w cameronross.co.uk
Mulberry House | 39–41 Harbour Road | Inverness | IV1 1UF
t 01463 570 100 | w cameronross.co.uk

Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

Drawing Title:
Pre–Development Overland Flow Arrows

Status:
Planning

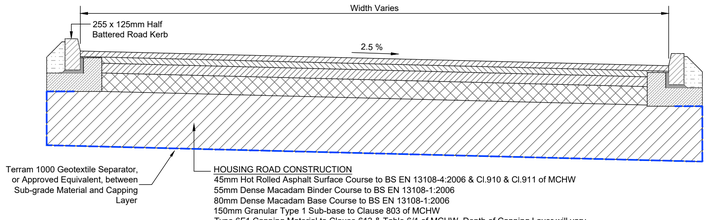
Scale:	1:500 @ A2	Date:	30/09/24
By:	JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-260	–

FIGURED DIMENSIONS ONLY TO BE USED

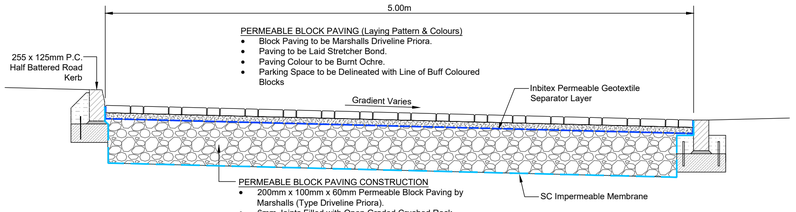
Notes:

1. Refer to all Architects & Engineers Drawings for Detailed Development Design Information.
2. Design & Construction of Roads & Associated Infrastructure to Comply with the Relevant Sections of Highland Council Document 'Roads & Transport Guidelines for New Developments'.
3. Any Departures from the aforementioned Standards Document ot from the Approved RCC drawings to be Agreed with Highland Council.
4. Prior to Commencement of Roads Construction Works, the Appointed Contractor is to Arrange for CBR Tests to be Carried out at 25.0m Centres along the Centrelines of the Proposed Carriageways. The Results of these Tests are to be Submitted to Highland Council to Determine Suitability of Approved Roads Make-up Design and any Requirements for Increased Sub-base or Capping.
5. Road Signs & Markings to Comply with Statutory Document 'Traffic Signs Regulations & General Directions 2016'.
6. Location & Design of Road Name Plate Signs to be Agreed with Highland Council.



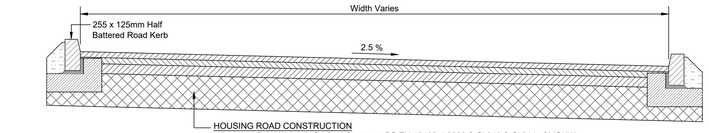
As per Highland Council's Standards For Road Construction Consent and Adoption, the CBR value of the Soil Shall be Determined by the Laboratory CBR Test in Accordance with BS 1377-4:1990

TYPICAL CROSS SECTION OF HOUSING ROAD IN CROSSFALL BASED ON CBR VALUE OF LESS THAN 2.5%
(1:25)



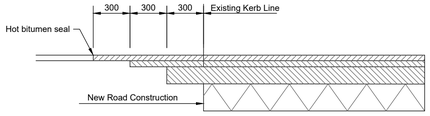
As per Highland Council's Standards For Road Construction Consent and Adoption, the CBR value of the Soil Shall be Determined by the Laboratory CBR Test in Accordance with BS 1377-4:1990

TYPICAL SECTION THRO' PERMEABLE BLOCK PAVED PARKING AREAS
(1:25)



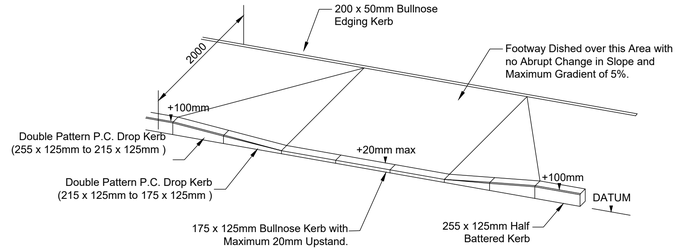
As per Highland Council's Standards For Road Construction Consent and Adoption, the CBR value of the Soil Shall be Determined by the Laboratory CBR Test in Accordance with BS 1377-4:1990

TYPICAL CROSS SECTION OF HOUSING ROAD IN CROSSFALL BASED ON CBR RESULTS
(1:25)



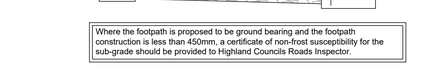
TRANSITION DETAIL AT JUNCTION OF NEW ACCESS ROAD AND EXISTING ROAD
(1:25)

Note:
Protection of existing services within the existing service strip width to be to the satisfaction of the relevant Statutory Authorities.



NOTE:
3 No. Drop Kerbs for Single Driveway.
5 No. Drop Kerbs for Double Driveway.

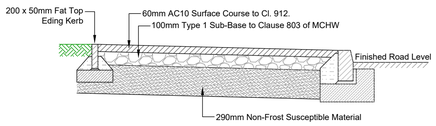
TYPICAL DROP KERB DETAIL AT VEHICLE CROSSING POINT
(1:50)



Where the footpath is proposed to be ground bearing and the footpath construction is less than 450mm, a certificate of non-frost susceptibility for the sub-grade should be provided to Highland Councils Roads Inspector.

TYPICAL DRIVEWAY CROSSING MAKE-UP
(1:25)

TYPICAL SECTION THRO' FOOTWAY AND DRIVEWAY CONSTRUCTION
(1:25)



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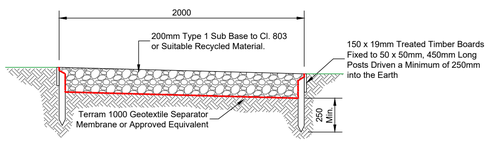
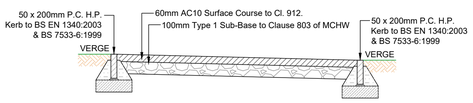
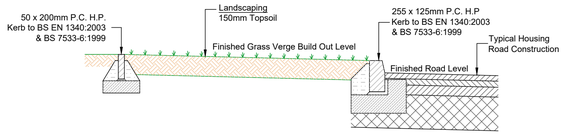
TYPICAL FOOTPATH CONSTRUCTION
(Scale 1:25)



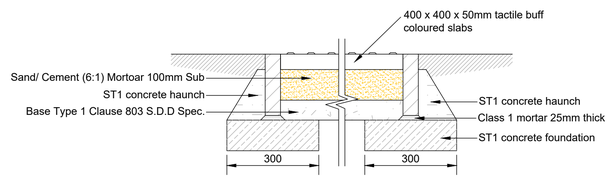
TYPICAL SECTION THRO' NON-ADOPTABLE REMOTE FOOTPATH CONSTRUCTION (COUNTRYSIDE SPEC.)
(1:25)



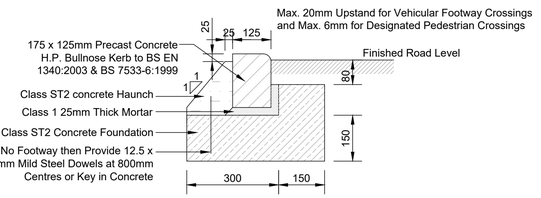
TYPICAL SECTION THRO' NON-ADOPTABLE REMOTE FOOTPATH CONSTRUCTION (TARRED SPEC.)
(1:25)



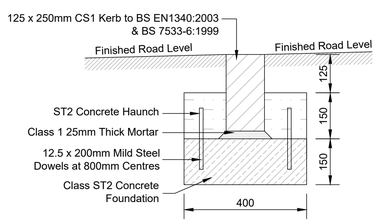
TYPICAL GRASS VERGE CONSTRUCTION
(1:25)



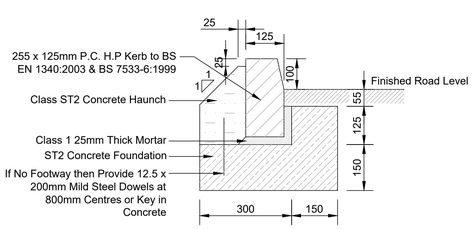
BUFF TACTILE/ RIBBED PAVING - TYPICAL CROSS SECTION
(SCALE 1:10)



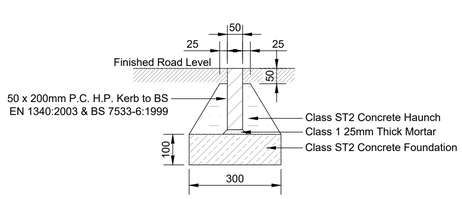
175 x 125mm BULLNOSE KERB (Ref: BN)
(1:10)



125 x 250mm CS1 KERB
(1:10)



255 x 125mm HALF BATTERED ROAD KERB (Ref: HB)
(1:10)



50 x 200mm FLUSH FINISH EDGING KERB (Ref: EF)
(1:10)

Issue	Revision	Initial	Date

Cameron+Ross
CIVIL + STRUCTURAL ENGINEERING
Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB
t 01224 642 400 | w cameronross.co.uk
Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF
t 01463 570 100 | w cameronross.co.uk

Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

Drawing Title:
Road Construction Details
(Sheet 1 of 2)

Status:
Planning

Scale: As Stated @ A1	Date: 30/09/24	
By: JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-270	–

FIGURED DIMENSIONS ONLY TO BE USED

Notes:

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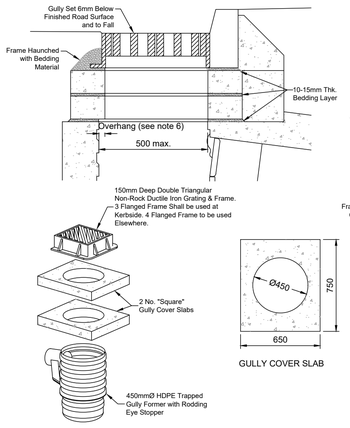
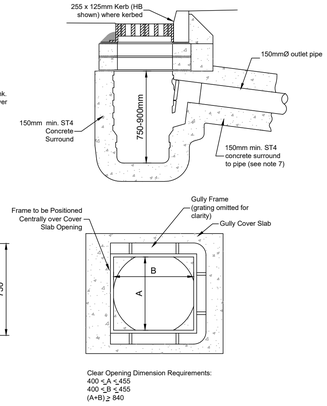
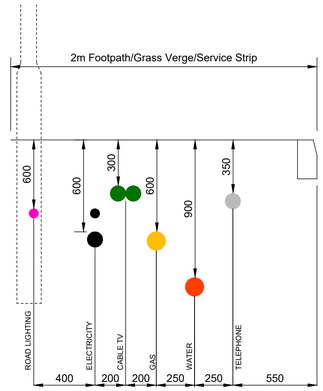


GULLY COVER SLAB



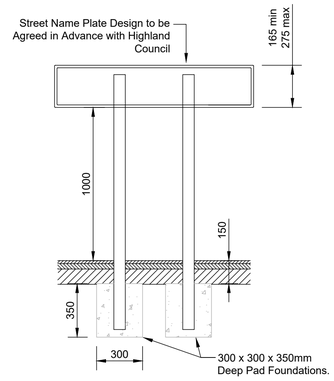
Clear Opening Dimension Requirements:
400 ≤ A ≤ 455
400 ≤ B ≤ 455
(A+B) ≥ 840

1. Grating & frame to be at least Class D400 in accordance with BS EN 124 and be marked with kitemark. Grating shall meet requirements for Type R classification in accordance with HA 102/00.
2. Gully cover slabs to be 100mm thick and comply with BS 5911-6.
3. Gully former to have current HAPAS certificate.
4. Concrete surround to gullies shall fill the whole void between the gully pot and the face of the excavation. The concrete shall be compacted by a vibrating poker to remove voids.
5. The concrete gully slab shall not overhang the inner rim of the gully pot by more than 30mm at any point.
6. Concrete surround to gully pipe to continue to a depth earthworks outline.
7. Bedding materials shall comply with the requirements of HA 104/09 and shall be laid strictly in accordance with manufacturers' recommendations.
8. Accurate setting out for position, depth and crossfall will be necessary to comply with this detail. Packing materials shall not be permitted in new gully installations.
9. The contractor/developer shall provide a pump or gully emptier vehicle and operator(s) to enable a complete internal inspection of the gully at the end of the maintenance period at a time and date agreed with the Engineer's representative.



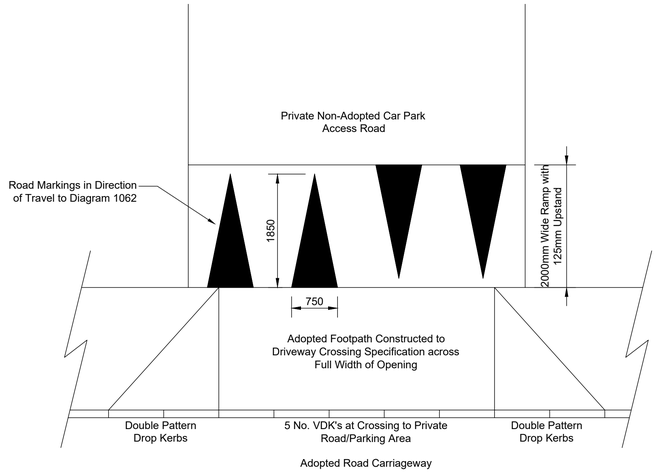
DISPOSITION OF MAINS WITHIN 2m FOOTPATH AND/OR SERVICE STRIP

(SCALE : 1:20)



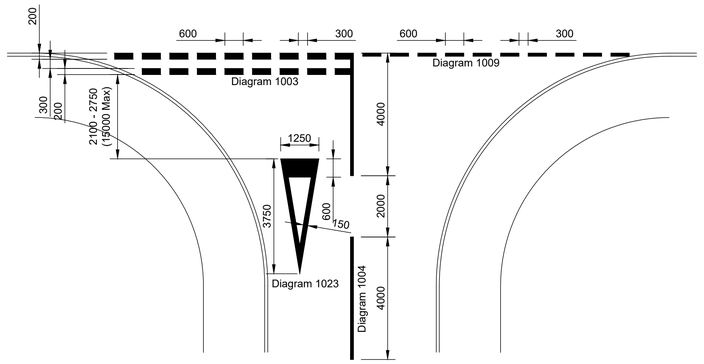
STREET NAME PLATE ERECTION DETAILS

(1:20)



DETAILS OF RAMP AT ACCESS TO PRIVATE ROAD/PARKING AREAS

(1:50)



DETAILS OF ROAD MARKINGS AT GIVEWAY JUNCTIONS

(1:100)

Issue	Revision	Initial	Date

Cameron+Ross

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Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF
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Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

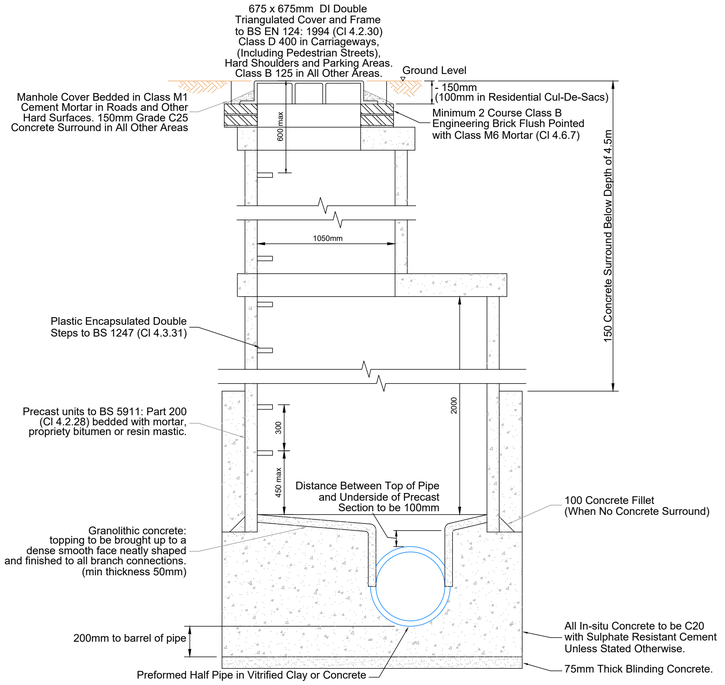
Drawing Title:
Road Construction Details
(Sheet 2 of 2)

Status:
Planning

Scale: As Stated @ A1	Date: 30/09/24
By: JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-271	–

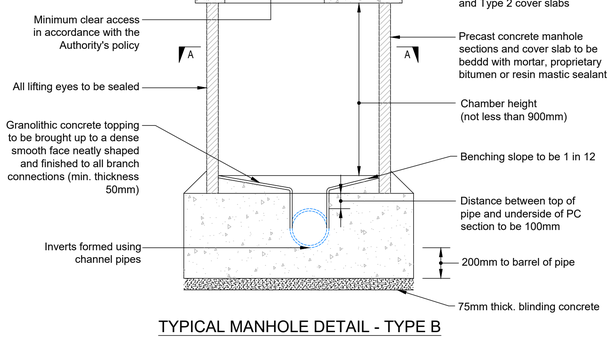
FIGURED DIMENSIONS ONLY TO BE USED



TYPICAL MANHOLE DETAIL - TYPE A

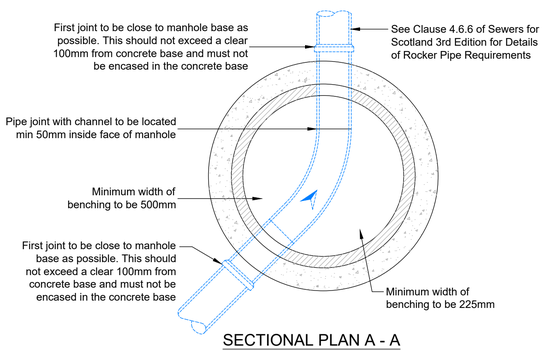
(Scale 1:20)

Depth from ground level to soffit of pipe 3m to 6m
Access ladder arrangements or otherwise to be fitted as required by the Authority's policy



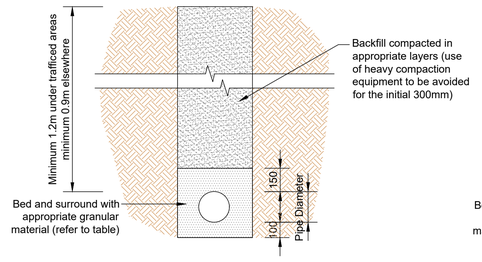
TYPICAL MANHOLE DETAIL - TYPE B

(Scale 1:20)



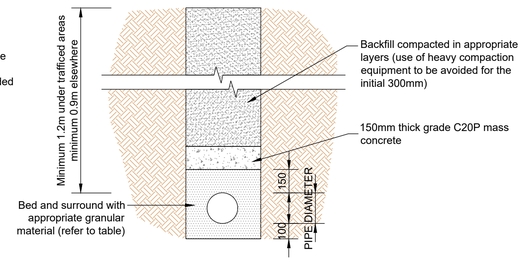
SECTIONAL PLAN A - A

(Scale 1:20)



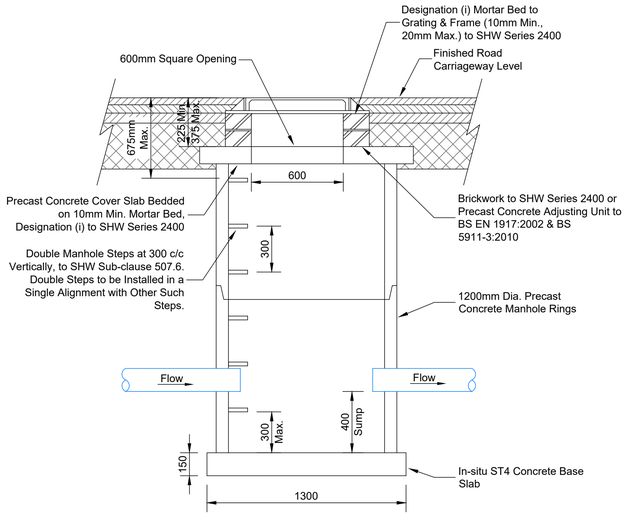
PIPE BEDDING DETAIL (PVC & VC)

(Scale 1:20)



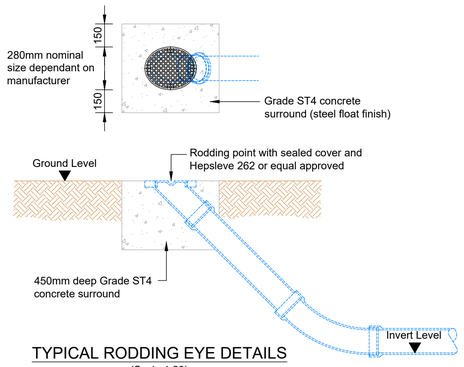
CONCRETE PROTECTION DETAIL (PVC)

(Scale 1:20)



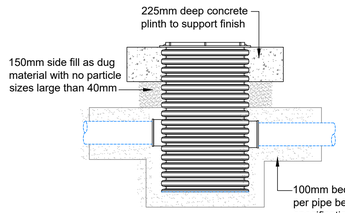
1050mmØ CATCHPIT MANHOLE DETAILS

(Scale 1:20)



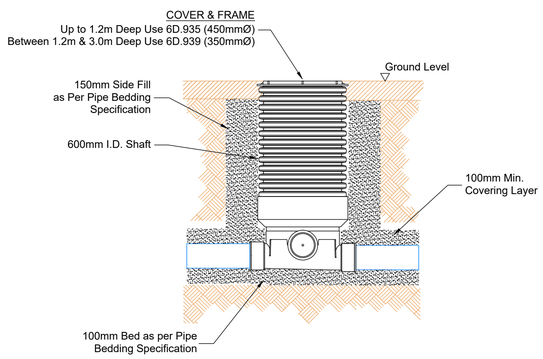
TYPICAL RODDING EYE DETAILS

(Scale 1:20)



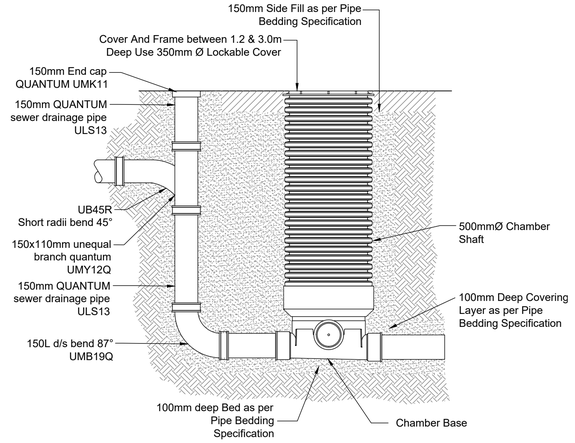
PLOT SILT TRAP

(Scale 1:20)



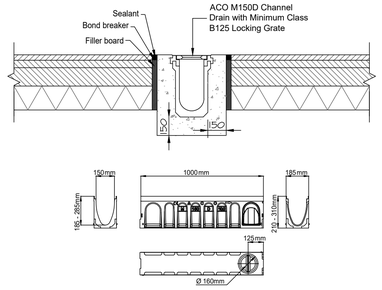
TYPICAL SECTION THRO' NON-ENTRY DISCONNECTION CHAMBER FOR DEPTHS UP TO 3.0m

(Scale: 1:25)



TYPICAL DETAILS OF BACKDROP ARRANGEMENT UPSTREAM OF FOUL DC CHAMBERS

(Scale: 1:20)



TYPICAL CHANNEL DRAIN DETAIL IN DRIVEWAYS (BASED ON ACO M150D CHANNEL)

(SCALE 1:25)

NOTES:

1. This drawing is to be read in conjunction with all relevant engineers and architects drawings.
2. Drainage - all sewers to be constructed in accordance with Scottish water's publication ``Sewers for Scotland (4th Edition) a policy, design and construction guide for developers in Scotland"
3. SuDS components to be constructed and maintained in accordance with the guidance in CIRIA document, 'The SuDS Manual' and, where adoptable, in accordance with the specific requirements of Aberdeenshire Council.
4. Sewers laid within roads should have a minimum cover of 1.5m from final road surface to pipe soffit level. Where this cannot be achieved then ridged pipes shall be protected by a full concrete surround, similarly, flexible pipes shall be protected by a concrete slab at a depth less than 1.2m.
5. The contractor is responsible for checking the line and level of all existing services prior to commencement of works. Any discrepancies from design information must be reported to the site manager and site engineer in writing.
6. Drainage tail positions to be confirmed on site to suit house type discharge points. A surface water and foul water branch should be established for each plot.
7. Gully positions are approximate and should be confirmed on-site by contractor to ensure they are located at the absolute low point where necessary.
8. Gully connections to be 150mm dia solid uPVC Marley Quantum pipework or equal, surrounded with concrete 150mm min. thick to a depth 1.0m below formation.
9. All gullies to be connected to new surface water drains at 45° unless otherwise noted on drawing.
10. The contractor should allow for CCTV camera survey of entire drainage system upon substantial completion of works. If any remedial works are required a repeat survey should also be carried out prior to formal submission to Engineer together with as-built drawing including manhole co-ordinates, cover and invert levels and pipe gradients.
11. The contractor should also allow for lifting of manhole covers during vesting inspection by Scottish Water and any additional drainage survey requirements to ensure full adoption.

Issue	Revision	Initial	Date

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Client: Albyn Housing Society

Project: Housing Development Phase 7 Dalmore, Alness

Drawing Title: Drainage Construction Details (Sheet 1 of 3)

Status: Planning

Scale: As Stated @ A1 | Date: 08/10/24

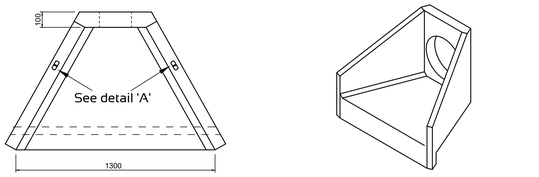
By: JMA | Checked: JMA | Approved: RAG

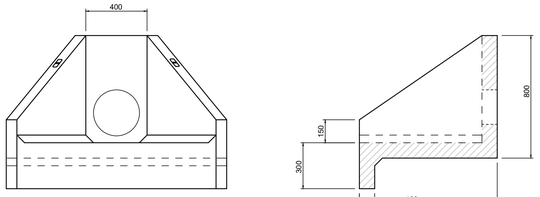
Dwg. No. 240574-000-CAM-DR-C-460 | Rev. –

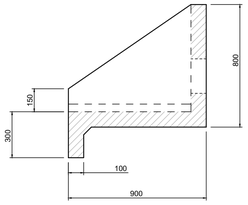
FIGURED DIMENSIONS ONLY TO BE USED

H3C Specification Information

- Opening in back all cast to suit outside diameter of the pipework
- Invert level of pipe can be set to your specification
- H3C suitable for pipework up to 300mm ID twin wall or clay / 225mm ID concrete







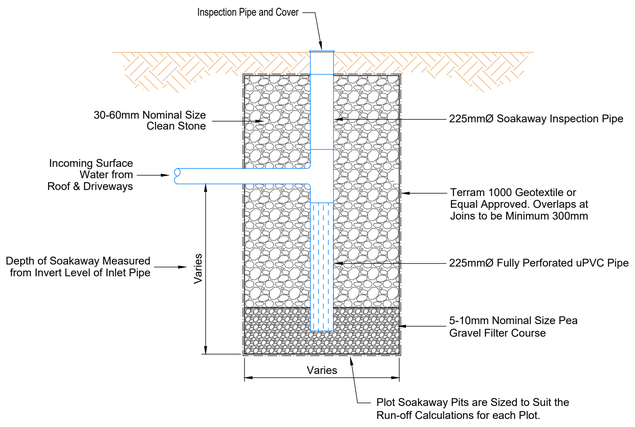
Althon H3C Headwall Installation

Units should be bedded on minimum 100mm of semi-dry concrete.
Sit the headwall level or with a slight fall 1:50 from pipe to spill mouth.
For full detailed installation instructions contact ALTHON Ltd. 01603 488700

Material: Reinforced concrete

Weight approximately 540kg

All dimensions in mm

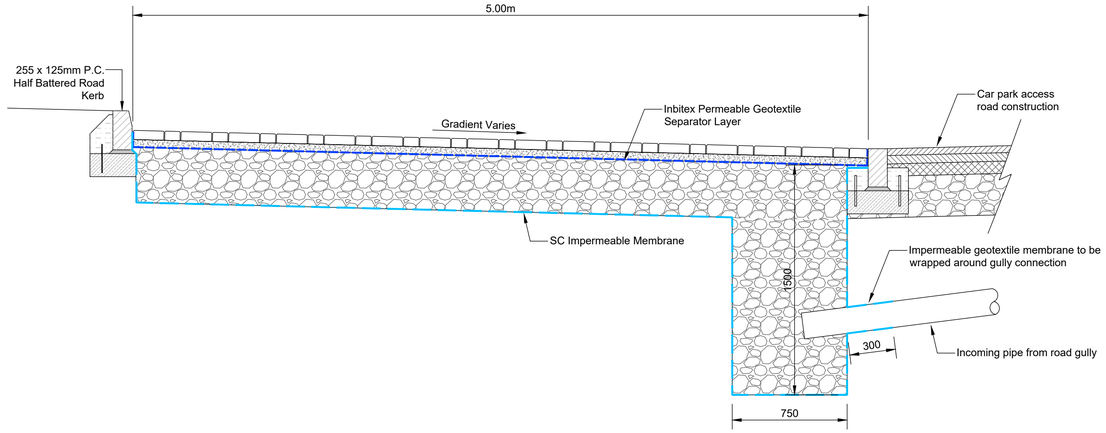


TYPICAL PLOT SOAKAWAY SECTION

(N.T.S.)

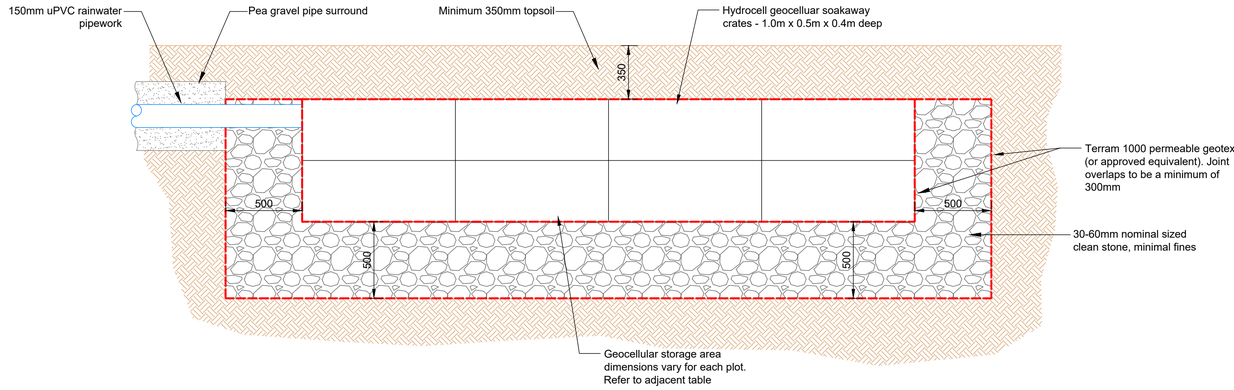
Trench Soakaway Dimensions

Plot No.	Length (m)	Width (m)	Depth (m)
3-5	1.50	10.00	1.00
6-8	1.50	10.00	1.00
27-30	2.00	8.00	1.00



TYPICAL SECTION THRO' PERMEABLE BLOCK PAVED PARKING AREAS WHERE SUB-BASE IS TO BE DEEPENED LOCALLY TO ACCEPT GULLY CONNECTIONS (Blocks 2, 6, 9 & 10)

(1:20)



TYPICAL DETAILS THRO' GEOCELLULAR PLOT SOAKAWAY

(Scale 1:20)

Cellular Soakaway Dimensions

Plot No.	Length (m)	Width (m)	Depth (m)	No. of Crates
1-2	5.00	2.00	0.80	40
9-10	9.50	1.00	0.80	38
11-12	8.00	1.00	0.80	32
13-16	9.00	1.00	0.80	36
17-19	9.50	1.00	0.80	38
20-22	9.50	1.00	0.80	38
23-26	15.00	0.50	0.80	30
31-32	8.00	1.00	0.80	32
33-34	8.00	1.00	0.80	32
35-36	8.00	1.00	0.80	32

NOTES:

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11. The contractor should also allow for lifting of manhole covers during vesting inspection by Scottish Water and any additional drainage survey requirements to ensure full adoption.

Issue	Revision	Initial	Date

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Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

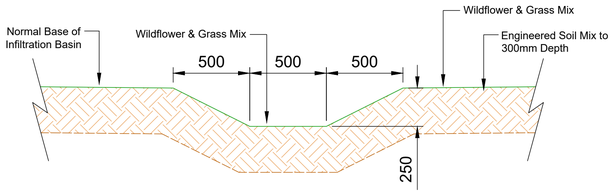
Drawing Title:
Drainage Construction Details
(Sheet 2 of 3)

Status:
Planning

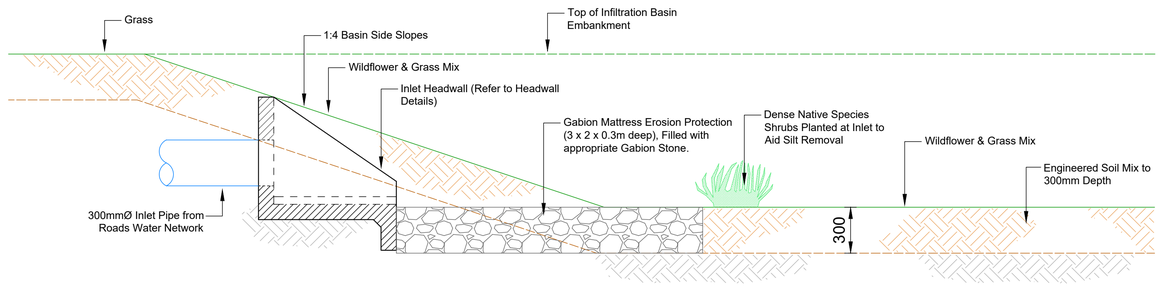
Scale: As Stated @ A1	Date: 08/10/24
By: JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-461	–

FIGURED DIMENSIONS ONLY TO BE USED



TYPICAL SECTION THROUGH INFILTRATION BASIN
LOW FLOW CHANNEL
(Scale 1:20)



TYPICAL SECTION THROUGH SUDS INFILTRATION BASIN
(Scale 1:20)

SuDS Infiltration Basin Construction Notes:

1. Refer to all engineering plans, sections and construction details relevant to the surface water network and SuDS components prior to commencing works on site.
2. SuDS infiltration basin and access track to be constructed in accordance with approved engineering drawings and in accordance with any additional provisions from the adopting statutory authority, where applicable, and/or in accordance with all relevant sections of CIRIA C753, The SuDS Manual, including Sections 13, 30 & 31.
3. SuDS attenuation facility inlet chamber, headwalls, overflow facilities and outfall pipework to be constructed in accordance with approved engineering drawings and the provisions of the adopting statutory authority, where applicable.
4. Emergency overflow facilities to be carefully constructed in accordance with all relevant engineering drawings, details and levels, to ensure that exceedance flows are routed as intended.
5. SuDS infiltration basin headwall safety grilles to be installed in all cases where the inlet pipe diameter exceeds 350mm.
6. Headwall safety grilles to be of a hinged type to allow easy access for maintenance and debris removal. Safety grill shall be secured to wall plate by heavy-duty padlock on one side. Safety grille bar spacing shall be no greater than 150mm and not less than 75mm.
7. Construction of the SuDS Infiltration basin should ideally take place after the site has been established, in order to minimise the risk of premature system failure. Where this is not possible, initial excavation should be carried out to within 450mm of the basin floor, and final excavation carried out after site stabilisation.
8. The SuDS infiltration basin must not be used to manage construction run-off and trap construction sediments.
9. Topsoil should not be laid in the basin when the ground or topsoil is saturated.
10. All excavations and levelling should be performed by plant equipment with tracks which exert minimal pressure, to prevent compaction of the basin floor, which may reduce infiltration capacity. Before and after construction, other vehicle movements in and immediately adjacent to the basin should be prevented.
11. The base of the infiltration basin should be carefully prepared to an even garde with no significant undulations. The surface soils within the basin should not be smeared or compacted during construction. After final grading, the basin floor should be tilled to a depth of 150mm to provide a well aerated, porous surface texture.
12. Backfilling against inlet and outlet structures to be controlled to minimise settlement and erosion.
13. Topsoils used to finish the side slopes need to be suitably fertile, porous and of sufficient depth to ensure healthy vegetation growth.
14. Immediately following basin construction, the base and side slopes should be stabilised with a dense coverage of water-tolerant grass.
15. Any deviations from the approved engineering drawings should be made in writing to the engineer for consideration, prior to any amendments being made on site. Statutory authority approval may be required for amendments to the approved engineering designs and the contractor and developer should take account of this when considering any amendments.

SuDS Infiltration Basin As-Built Notes:

1. On completion of the SuDS infiltration basin and all associated chambers, headwalls, overflow facilities and outfall pipework, the main contractor is responsible for ensuring that each component is free from silt, construction debris and any other deleterious materials that may have entered the system during construction.
2. An as-built topographical survey of the basin, access track and all associated chambers, headwalls, overflow facilities and outfall pipework is to be provided to the engineer. This should include chamber and headwall invert and cover levels & pipework invert levels.

SuDS Infiltration Basin Operation & Maintenance Notes:

1. Once fully constructed, and prior to completion of any vesting or handover process, the developer is to put in place an operation and maintenance program to ensure that the SuDS infiltration basin and all associated components operate optimally throughout this period. The operation and maintenance schedule should be in accordance with the guidance in CIRIA C753, The SuDS Manual, Section 13.12.2 and Table 13.2.

NOTES:

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Issue	Revision	Initial	Date

Cameron+Ross
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Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

Drawing Title:
Drainage Construction Details
(Sheet 3 of 3)

Status:
Planning

Scale:	As Stated @ A1	Date:	08/10/24
By:	JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-462	–

Tree Constraints Plan

Details tree categories and Root Protection Areas.

Tree
Showing Canopy extents, category colour, RPA circle (BS5837), tag number

Category A
Trees of high quality with an estimated remaining life expectancy of at least 40 years

Category B
Trees of moderate quality with an estimated remaining life expectancy of at least 20 years

Category C
Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm

Category U
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years

Group
Showing canopy extents and category colour which will also represent RPA unless detailed separately

Treetek

Treetek, Woodland Park, Contin, Ross-shire. IV14 9EU

Tel: 07857 145226 Email: Lawrence@treetek.co.uk

Client: Albyn Housing Society

Project: Phase 7, Dalmore

Drawing Title: Tree Constraints Plan

Scale: 1:500 @ A1 | Date: 27th Sept 2024 | DB: LM

Drawing Number: TCP_AHS_270924 | Rev | Sheet: 1 of 1

Note
Tree Protection Barriers must be installed immediately after approved trees removed and prior to any demolition or construction activity, including the storage of materials. Barriers must be installed in accordance with the specification in key adjacent with all weather signage attached as illustrated. The protected area must remain as a Construction Exclusion Zone until the development is complete. TP Barrier positions should be set out using the relevant co-ordinates and/or any annotations on drawing. It is important that TP Barriers are in correct position to ensure adequate tree protection and avoid clash's with construction works; once the TP Barriers are installed and signed off by an appointed Arboricultural Clerk of Works they must not be moved.

Tree protection zone
Do not remove this fencing

Area of trees out with survey

MARGARET THOMAWAY

AREA SET ASIDE FOR COMPOUND AND MATERIAL STORAGE DURING CONSTRUCTION PERIOD

T2738, T2741, T796, T806 out with site boundary but recommended for removal.

TP Barriers positioned 8m from T797.

Mature woodland

Large fallen tree

Area of trees out with survey

T2771, T2743, T2746, T2805 - see section 3.10 page 7 in accompanying Tree Constraints Report

Phase 7 site perimeter fencing to suffice as TP Barriers

T810, T811 out with site boundary but recommended for removal.

TP Barriers positioned in line with canopies.

Wooded belt out with site

T807 out with site boundary but recommended for removal.

Wooded belt out with site

Tree Protection Plan

Detail of trees for removal and protection measures for retained trees

- Tree — Showing Canopy extents, category colour, RPA circle (BS5837), tag number
- Category A — Trees of high quality with an estimated remaining life expectancy of at least 40 years
- Category B — Trees of moderate quality with an estimated remaining life expectancy of at least 20 years
- Category C — Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm
- Category U — Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years
- Group — Showing canopy extents and category colour which will also represent RPA unless detailed separately
- T168 — Tree recommended for removal
- G1 — Group proposed for removal
- Tree Protection Barriers
- Specialist construction methods (Cellular Containment System) for root protection

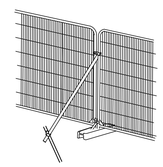

ILLUSTRATION SHOWING HERAS FENCING AS TEMPORARY ROOT PROTECTION BARRIER WITH SCAFFOLD BACKSTAY CLAMPED ONTO DRIVEN UPRIGHT ON ROOT SIDE AS RECOMMENDED BY BS 5837:2012
SEE PLAN FOR POSITIONING

Treetek
Treetek, Woodland Park, Contin, Ross-shire. IV14 9EU
Tel: 07857 145226 Email: Lawrence@treetek.co.uk

Client: Albyn Housing Society

Project: Phase 7, Dalmore

Drawing Title: Tree Protection Plan

Scale: 1:500 @ A1
Date: 7th October 2024
DB: LM

Drawing Number: TPP_AHS_270924
Rev:
Sheet: 1 of 1

FIGURED DIMENSIONS ONLY TO BE USED

Site Investigations Legend:

BHX Borehole Location (groundwater monitoring)

TPX Trial Pit Location (infiltration tests)

Site Investigations Notes:

1. infiltration tests to be carried out in strict accordance with BRE Digest 365. 'f' values to be provided in infiltration test results report.
2. Ground condition to be logged at each trial pit location.
3. Borehole to be drilled to a depth of 6.0m below existing ground level with suitable diameter of standpipe installed to allow for monitoring.
4. Groundwater Monitoring to take place over the course of 7 consecutive days.

Issue	Revision	Initial	Date
B	Development horizontal road alignment amended.	JMA	22/05/25
A	Development layout plan updated for relocation of firefighting sprinkler tanks.	JMA	26/02/25

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t 01463 570 100 | w cameronross.co.uk

Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

Drawing Title:
Geotechnical Site Plan

Status:
Planning

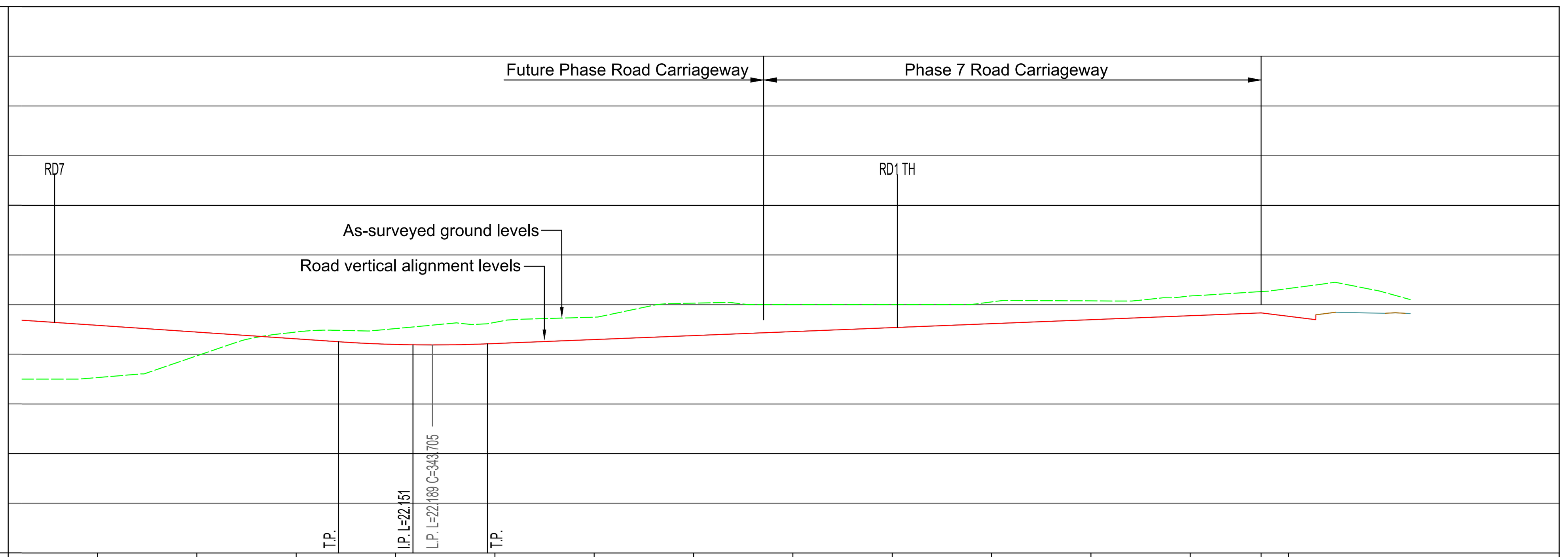
Scale:	1:500 @ A2	Date:	30/09/24
By:	JMA	Checked:	JMA	Approved:	RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-120	B

FIGURED DIMENSIONS ONLY TO BE USED

RD1

Vertical Exaggeration: 5
Datum: 18.000M AOD



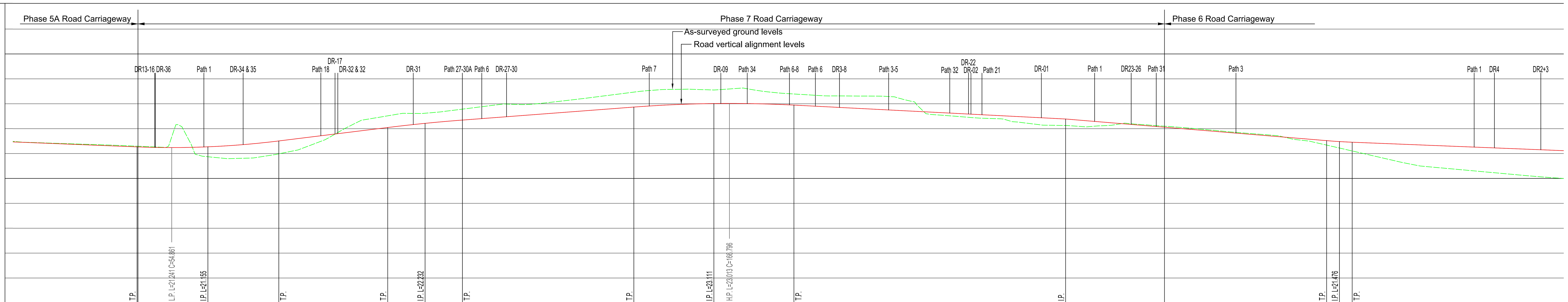
CHAINAGE ON CENTRELINE (m)	LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	LEVELS ON LEFT HAND CHANNEL (m)	LEVELS ON RIGHT HAND CHANNEL (m)	EXISTING LEVELS (m)	Final Surface (m)
310.000	22.583	22.515	22.813	21.531	22.583
320.000	22.447	22.378	22.516	21.969	22.447
330.000	22.311	22.242	22.380	22.449	22.311
340.000	22.198	22.130	22.267	22.518	22.199
350.000	22.217	22.148	22.285	22.643	22.217
360.000	22.297	22.228	22.365	22.748	22.297
370.000	22.377	22.308	22.445	23.030	22.377
380.000	22.457	22.388	22.525	23.000	22.457
390.000	22.537	22.468	22.605	23.000	22.537
400.000	22.617	22.617	22.617	23.054	22.617
410.000	22.697	22.764	22.629	23.076	22.697
420.000	22.777	22.845	22.708	23.173	22.777
427.139	22.834			23.262	22.834
429.889	22.765				

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: '3) / ;92m | SAG CURVE K = 6.938 L = 15.000 | GRADIENT 0.8% (1 in 125) LENGTH = 77.884m

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: AIGHT = 40.111m | CURVE R = 10.000 L = 10.698 | STRAIGHT LENGTH = 46.751m | CURVE R = 14.948 L = 12.880 | STRAIGHT LENGTH = 32.744m

RD5

Vertical Exaggeration: 5
Datum: 15.000M AOD



CHAINAGE ON CENTRELINE (m)	LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	LEVELS ON LEFT HAND CHANNEL (m)	LEVELS ON RIGHT HAND CHANNEL (m)	EXISTING LEVELS (m)	Final Surface (m)
30.000	21.412	21.343	21.481	21.423	21.412
40.000	21.332	21.263	21.401	21.356	21.332
50.000	21.254	21.186	21.323	21.278	21.255
60.000	21.256	21.238	21.325	20.949	21.256
70.000	21.373	21.304	21.442	20.816	21.373
80.000	21.597	21.528	21.665	21.137	21.597
90.000	21.844	21.775	21.912	22.046	21.844
100.000	22.090	22.021	22.158	22.576	22.090
110.000	22.293	22.225	22.362	22.704	22.293
120.000	22.448	22.380	22.517	22.954	22.448
130.000	22.600	22.531	22.669	23.037	22.600
140.000	22.752	22.683	22.820	23.274	22.752
150.000	22.901	22.832	22.970	23.521	22.901
160.000	22.994	22.994	22.994	23.577	22.994
170.000	23.008	23.077	22.940	23.615	23.008
180.000	22.944	23.012	22.875	23.390	22.944
190.000	22.841	22.910	22.773	23.314	22.841
200.000	22.739	22.808	22.670	23.273	22.739
210.000	22.637	22.705	22.568	22.532	22.637
220.000	22.534	22.579	22.465	22.403	22.534
230.000	22.432	22.436	22.428	22.140	22.432
240.000	22.293	22.225	22.361	22.099	22.293
250.000	22.127	22.058	22.196	22.159	22.127
260.000	21.961	21.892	22.030	22.007	21.961
270.000	21.795	21.726	21.864	21.826	21.795
280.000	21.629	21.560	21.698	21.571	21.629
290.000	21.472	21.404	21.541	21.186	21.473
300.000	21.390	21.166	21.459	20.725	21.390
310.000	21.310	21.086	21.379	20.417	21.310
320.000	21.230	21.161	21.299	20.236	21.230
330.000	21.150	21.081	21.219	20.059	21.150

VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE: ADIENT (-1 in 125) = 47.905m | SAG CURVE K = 8.698 L = 28.444 | GRADIENT 2.5% (1 in 40) LENGTH = 21.858m | HOG CURVE K = 15.726 L = 15.000 | GRADIENT 1.5% (1 in 66) LENGTH = 34.408m | HOG CURVE K = 12.648 L = 32.128 | GRADIENT -1.0% (-1 in 98) LENGTH = 54.524m | GRADIENT -1.7% (-1 in 60) LENGTH = 52.390m | SAG K = 5.970

HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE: STRAIGHT LENGTH = 74.594m | R = 7.193 L = 4.987 | STRAIGHT LENGTH = 20.793m | R = 7.240 L = 5.808 | STRAIGHT L = 8.455m | STRAIGHT LENGTH = 32.452m | R = 7.234 L = 5.757 | STRAIGHT LENGTH = 21.373m | R = 7.216 L = 5.165 | STRAIGHT LENGTH = 36.472m | CURVE R = 20.000 L = 13.933 | STRAIGHT LENGTH = 68.679m | CURVE R = 10.000 L = 6.726

Issue	Revision	Initial	Date
A	Road vertical alignment levels amended to suit revised horizontal alignment.	JMA	22/05/25

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Client: Albyn Housing Society

Project: Housing Development Phase 7 Dalmore, Alness

Drawing Title: Road Longitudinal Sections (Sheet 1 of 2)

Status: Planning

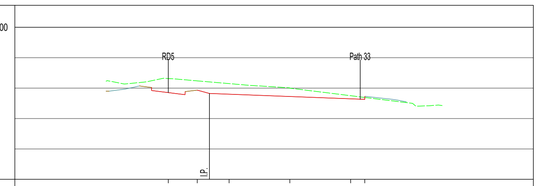
Scale: As Stated @ A1	Date: 30/09/24	
By: JMA	Checked: JMA	Approved: RAG

Dwg. No. 240574–000–CAM–DR–C–220 | Rev. A

FIGURED DIMENSIONS ONLY TO BE USED

DR3-8

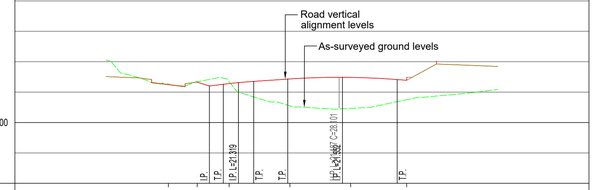
Vertical Exaggeration: 5
Datum: 20.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	4.750	10.000	20.000	30.000	32.323
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	22.653	22.934	22.800	22.724	22.648	22.631
LEVELS ON LEFT HAND CHANNEL (m)			22.577	22.646	22.424	22.599
LEVELS ON RIGHT HAND CHANNEL (m)			23.024	22.803	22.872	22.631
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE		G = -5.4%	GRADIENT -0.8% (-1 in 131) LENGTH = 25.566m			
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE			STRAIGHT LENGTH = 27.573m			
EXISTING LEVELS (m)		23.238	23.149	22.999	22.751	22.693
Final Surface (m)		22.934	22.800	22.724	22.648	22.631

DR13-16

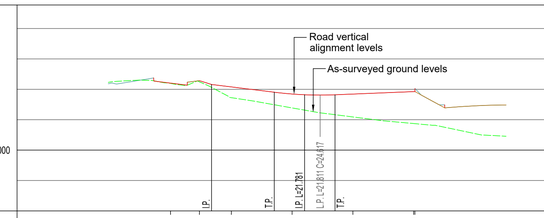
Vertical Exaggeration: 5
Datum: 18.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	4.750	10.000	20.000	30.000	39.214
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	21.347	21.329	21.281	21.434	21.484	21.390
LEVELS ON LEFT HAND CHANNEL (m)			21.212	21.365	21.415	21.321
LEVELS ON RIGHT HAND CHANNEL (m)			21.357	21.653	21.702	21.458
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE		G = -6.3%	G = -2.5%	HOG K = 4.388	G = 1.4%	HOG CURVE K = 8.230 L = 18.000	G = 7.5%
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE			STRAIGHT LENGTH = 34.464m			
EXISTING LEVELS (m)		21.340	21.346	20.949	20.466	20.751
Final Surface (m)		21.329	21.280	21.434	21.484	21.390

DR23-26

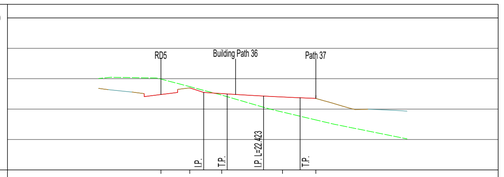
Vertical Exaggeration: 5
Datum: 18.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	4.750	10.000	20.000	30.000	42.260
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	22.204	22.285	22.079	21.946	21.844	21.826
LEVELS ON LEFT HAND CHANNEL (m)			22.148	22.065	22.053	21.992
LEVELS ON RIGHT HAND CHANNEL (m)			22.011	21.777	21.775	21.653
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE		G = -4.5%	GRADIENT -2.5% L = 10.311m	SAG CURVE K = 3.051 L = 10.000	GRADIENT 0.8% (1 in 125) LENGTH = 13.152m	
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE		R = 14.720 L = 5.110	STRAIGHT LENGTH = 29.949m			
EXISTING LEVELS (m)		22.248	21.725	21.388	21.091	20.671
Final Surface (m)		22.285	22.079	21.946	21.844	21.826

DR-27-30

Vertical Exaggeration: 5
Datum: 20.000M AOD



CHAINAGE ON CENTRELINE (m)	0.000	4.750	10.000	20.000	25.469
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	22.480	22.688	22.511	22.399	22.352
LEVELS ON LEFT HAND CHANNEL (m)			22.398	22.474	22.427
LEVELS ON RIGHT HAND CHANNEL (m)			22.311	22.199	22.277
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE		G = -5.6%	G = -1.3%	SAG CURVE K = 27.184 L = 12.000	G = -3.6%
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE			STRAIGHT LENGTH = 20.739m		
EXISTING LEVELS (m)		22.740	22.461	21.503	21.644
Final Surface (m)		22.688	22.511	22.399	22.352

Issue	Revision	Initial	Date
A	Road vertical alignment levels amended to suit revised horizontal alignment.	JMA	22/05/25

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Client:
Albyn Housing Society

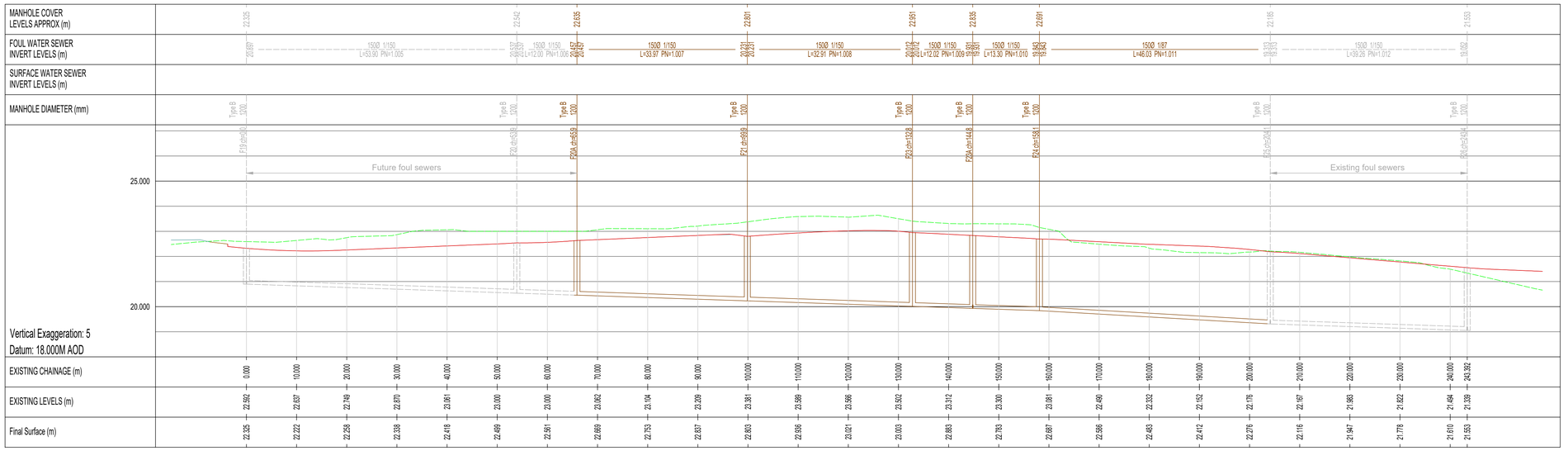
Project:
Housing Development
Phase 7
Dalmore, Alness

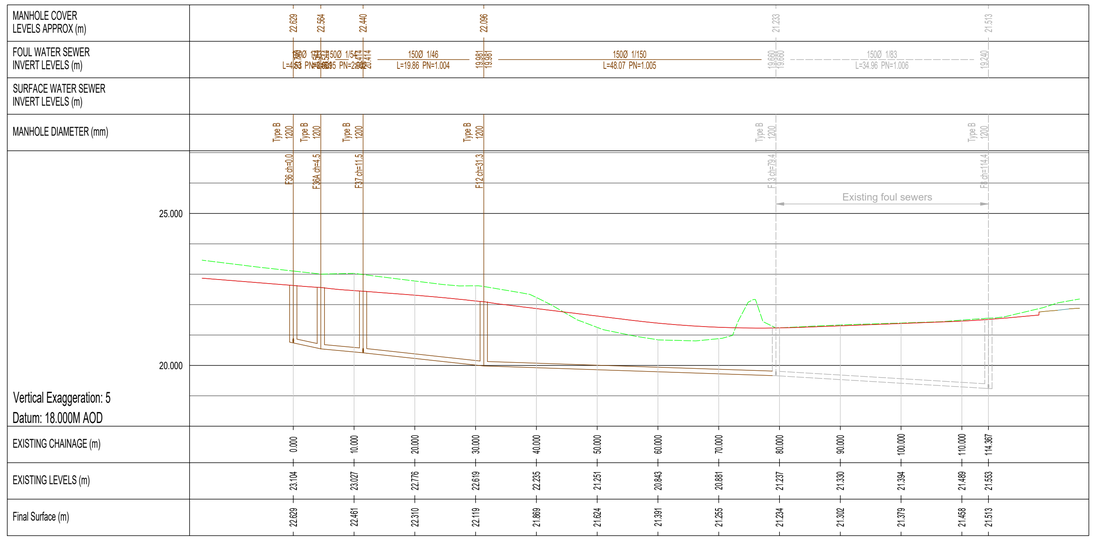
Drawing Title:
Road Longitudinal Sections
(Sheet 2 of 2)

Status:
Planning

Scale: As Stated @ A1	Date: 30/09/24
By: JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-221	A





FIGURED DIMENSIONS ONLY TO BE USED

DRAINAGE NOTES:

1. Location and cover levels of existing sewer manholes as per topographical survey data.
2. Invert levels of existing sewer manholes extracted from Scottish Waters GIS data. All invert levels to be checked on site prior to construction.
3. Surface water & foul sewers infrastructure to be constructed in accordance with the relevant sections of Scottish Water document, 'Sewers for Scotland, 4th Edition'.
4. Construction & maintenance of SuDS devices to comply with the relevant sections of CIRIA C753 'The SuDS Manual'.
5. Unreinforced and reinforced concrete pipes & fittings shall comply with the relevant provisions of BS EN 1916 & BS EN 5911-1.
6. uPVC pipes, joints & fittings for gravity sewers shall comply with the relevant provisions of BS 4660 and BS EN 1401-1.
7. Pre-cast concrete manhole units for manholes, chambers and wet wells shall comply with the relevant provisions of BS EN 1917 & BS 5911-3.
8. Pre-cast concrete slabs and cover frame seating rings shall comply with the relevant provisions of BS EN 1917 and BS 5911-3.
9. Manhole covers & frames shall comply with the relevant provisions of BS EN 124, BS 7903 and the 'Design Manual for Roads & Bridges: HA/104/09 Geotechnics & Drainage: Chamber Tops & Gully Tops for Road Drainage & Services: Installation & Maintenance'.
10. As a Minimum, Class D400 covers shall be used in carriageways of Roads (including pedestrian streets), hard shoulders and parking areas.
11. Class B 125 covers shall be used in footways, pedestrian areas and comparable locations.

DRAINAGE LEGEND:

- Highway sewers for adoption by Highland Council
- Foul sewers for adoption by Scottish Water
- Private Foul sewers to be maintained by Albyn Housing Society
- Existing and future sewers

Issue	Revision	Initial	Date
A	Sewer long' sections updated to reflect alterations to sewers layout plan (Drg. 400).	JMA	22/05/25

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Client: Albyn Housing Society

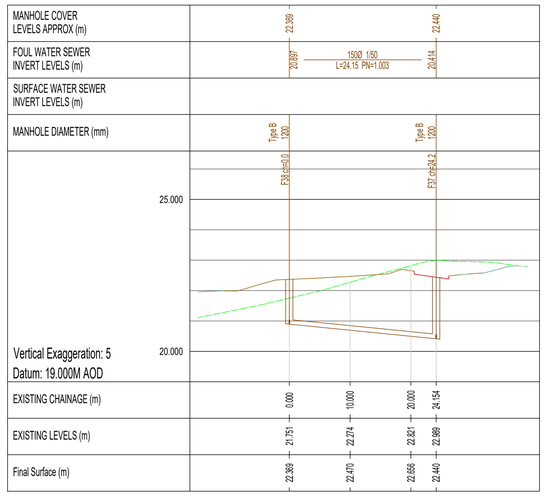
Project: Housing Development Phase 7 Dalmore, Alness

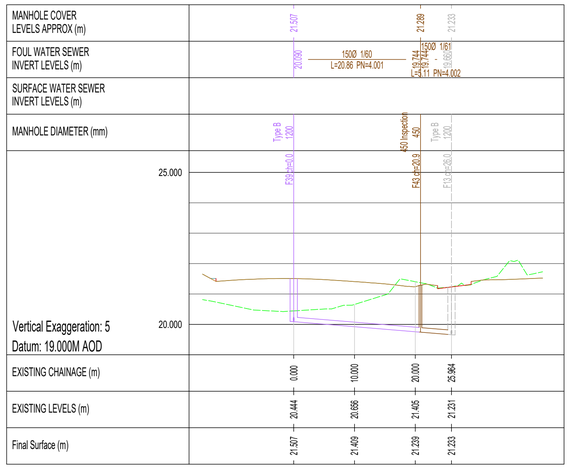
Drawing Title: Foul Sewer Longitudinal Sections (Sheet 1 of 2)

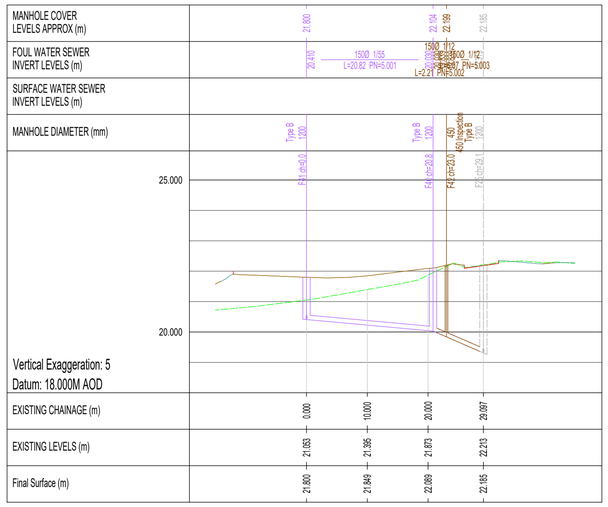
Status: Planning

Scale:	1:500 @ A1	Date:	08/10/24
By:	JMA	Checked: JMA	Approved: RAG

Dwg. No. 240574-000-CAM-DR-C-420 | Rev. A







FIGURED DIMENSIONS ONLY TO BE USED

DRAINAGE NOTES:

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2. Invert levels of existing sewer manholes extracted from Scottish Waters GIS data. All invert levels to be checked on site prior to construction.
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- Existing and future sewers

Issue	Revision	Initial	Date
A	Sewer long' sections updated to reflect alterations to sewers layout plan (Drg. 400).	JMA	22/05/25

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Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

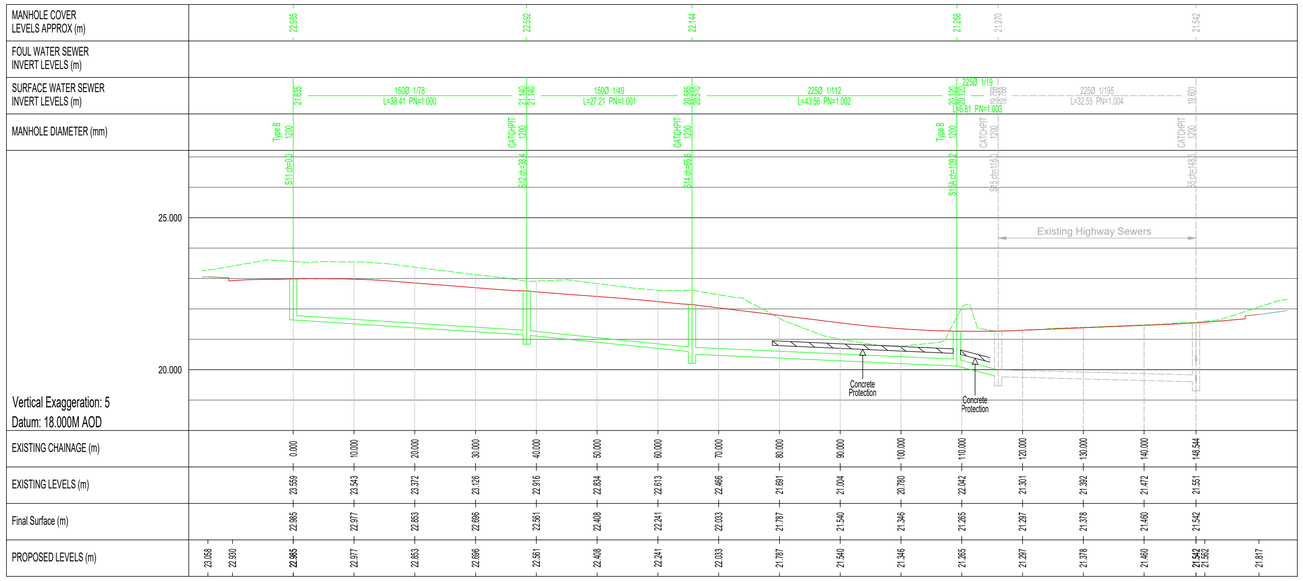
Drawing Title:
Foul Sewer Longitudinal Sections (Sheet 2 of 2)

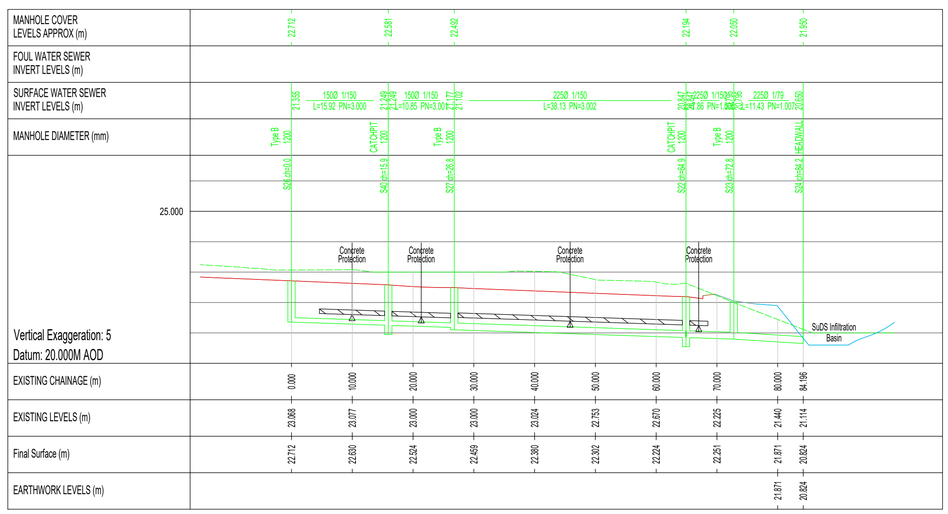
Status:
Planning

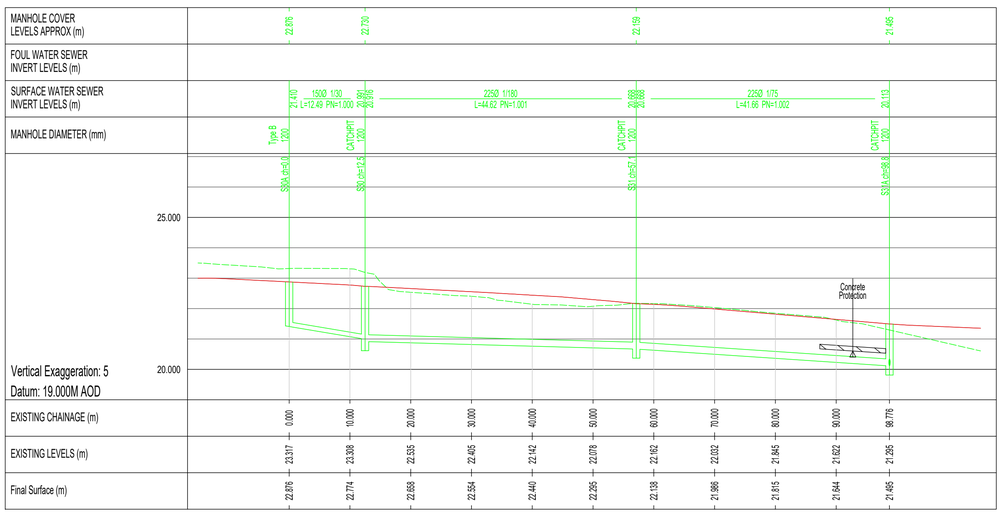
Scale:	1:500 @ A1	Date:	08/10/24
By:	JMA	Checked:	JMA	Approved:	RAG

Dwg. No. 240574-000-CAM-DR-C-421
Rev. A

FIGURED DIMENSIONS ONLY TO BE USED







DRAINAGE NOTES:

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DRAINAGE LEGEND:

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- Foul sewers for adoption by Scottish Water
- Private Foul sewers to be maintained by Albyn Housing Society
- Existing and future sewers

Issue	Revision	Initial	Date
B	Sewer long' sections updated to reflect alterations to sewers layout plan (Drg. 400).	JMA	22/05/25
A	Highway sewer section S26 to S24 updated to reflect alterations to SuDS infiltration basin.	JMA	31/10/24

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Client: Albyn Housing Society

Project: Housing Development Phase 7 Dalmore, Alness

Drawing Title: Highway Sewer Longitudinal Sections

Status: Planning

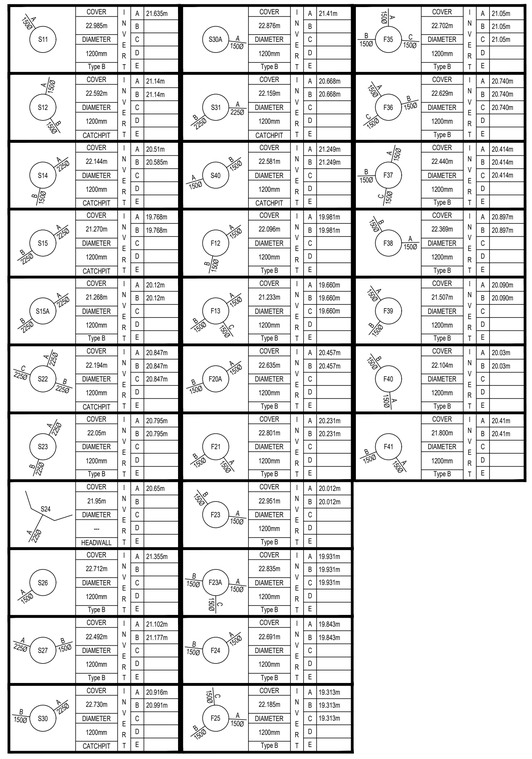
Scale:	1:500 @ A1	Date:	08/10/24
By:	JMA	Checked:	JMA
Approved:	RAG		

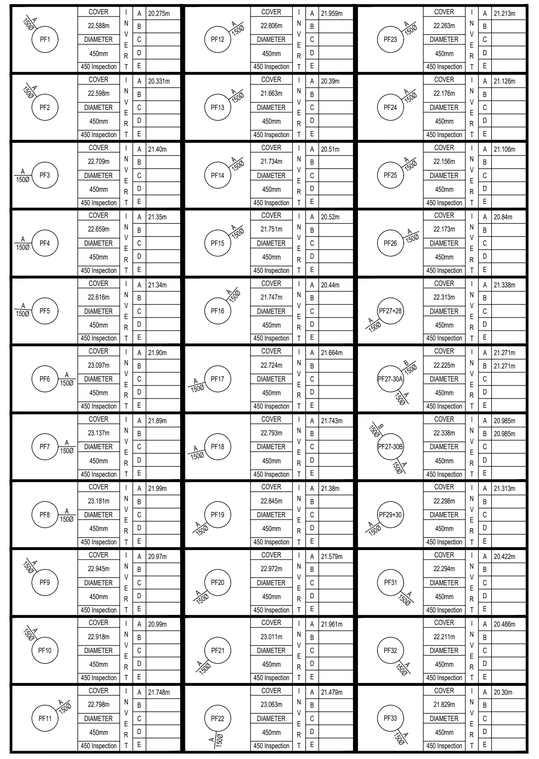
Dwg. No.	Rev.
240574-000-CAM-DR-C-430	B

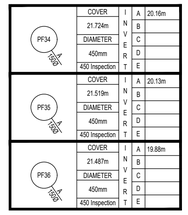
FIGURED DIMENSIONS ONLY TO BE USED

PHASE: 7 Adoptable Manholes								
MH No.	MANHOLE DIMENSION (mm)	MANHOLE TYPE	COVER TYPE	COVER LEVEL (m)	INVERT LEVEL (m)	DEPTH TO SOFFIT (m)	EASTING (m)	NORTHING (m)
S11	1200Ø	Type B		22.985	21.635	1.200	720.092	681.737
S12	1200Ø	CATCHPIT		22.592	21.140	1.302	698.517	713.518
S14	1200Ø	CATCHPIT		22.144	20.510	1.409	704.192	740.127
S15	1200Ø	CATCHPIT		21.270	19.768	1.277	745.309	769.221
S22	1200Ø	CATCHPIT		22.194	20.847	1.121	632.831	690.067
S23	1200Ø	Type B		22.050	20.795	1.030	635.300	697.533
S24	---	HEADWALL		21.950	20.650	1.075	640.532	707.691
S26	1200Ø	Type B		22.712	21.355	1.207	692.659	690.866
S27	1200Ø	Type B		22.492	21.102	1.166	669.223	678.672
S30	1200Ø	CATCHPIT		22.730	20.916	1.589	754.217	672.665
S31	1200Ø	CATCHPIT		22.159	20.668	1.266	790.248	698.993
S40	1200Ø	CATCHPIT		22.581	21.249	1.182	679.644	681.699
S15A	1200Ø	Type B		21.268	20.120	0.923	739.694	765.369
S30A	1200Ø	Type B		22.876	21.410	1.316	741.811	674.117
F12	1200Ø	Type B		22.096	19.981	1.965	705.762	739.287
F13	1200Ø	Type B		21.233	19.660	1.422	744.804	767.328
F21	1200Ø	Type B		22.801	20.231	2.420	709.297	700.049
F23	1200Ø	Type B		22.951	20.012	2.789	729.046	673.718
F24	1200Ø	Type B		22.691	19.843	2.698	754.194	670.778
F25	1200Ø	Type B		22.185	19.313	2.722	791.442	697.817
F35	1200Ø	Type B		22.702	21.050	1.502	741.095	650.296
F36	1200Ø	Type B		22.629	20.740	1.739	702.828	709.260
F37	1200Ø	Type B		22.440	20.414	1.876	701.481	719.896
F38	1200Ø	Type B		22.369	20.897	1.322	677.335	719.257
F39	1200Ø	Type B		21.507	20.090	1.267	759.739	746.090
F40	1200Ø	Type B		22.104	20.030	1.924	790.669	706.059
F41	1200Ø	Type B		21.800	20.410	1.240	778.616	723.034
F20A	1200Ø	Type B		22.635	20.457	2.027	681.412	680.649
F23A	1200Ø	Type B		22.835	19.931	2.753	740.982	672.287

PHASE: 7 Private Chambers								
MH No.	MANHOLE DIMENSION (mm)	MANHOLE TYPE	COVER TYPE	COVER LEVEL (m)	INVERT LEVEL (m)	DEPTH TO SOFFIT (m)	EASTING (m)	NORTHING (m)
PF1	450Ø	450 Inspection		22.588	20.275	2.163	775.186	681.025
PF2	450Ø	450 Inspection		22.598	20.331	2.116	772.972	679.267
PF3	450Ø	450 Inspection		22.709	21.400	1.159	752.373	662.738
PF4	450Ø	450 Inspection		22.659	21.350	1.159	752.433	655.261
PF5	450Ø	450 Inspection		22.616	21.340	1.126	752.516	649.488
PF6	450Ø	450 Inspection		23.097	21.900	1.047	729.660	650.272
PF7	450Ø	450 Inspection		23.137	21.890	1.097	729.689	656.466
PF8	450Ø	450 Inspection		23.181	21.990	1.041	729.571	664.253
PF9	450Ø	450 Inspection		22.945	20.970	1.825	697.711	687.609
PF10	450Ø	450 Inspection		22.918	20.990	1.778	693.928	684.825
PF11	450Ø	450 Inspection		22.798	21.748	0.900	690.167	700.091
PF12	450Ø	450 Inspection		22.806	21.959	0.697	691.083	703.827
PF13	450Ø	450 Inspection		21.663	20.390	1.123	743.914	750.404
PF14	450Ø	450 Inspection		21.734	20.510	1.074	747.999	744.545
PF15	450Ø	450 Inspection		21.751	20.520	1.081	750.383	741.167
PF16	450Ø	450 Inspection		21.747	20.440	1.157	752.924	737.816
PF17	450Ø	450 Inspection		22.724	21.664	0.910	712.599	716.361
PF18	450Ø	450 Inspection		22.793	21.743	0.900	715.476	712.338
PF19	450Ø	450 Inspection		22.845	21.380	1.315	719.509	706.218
PF20	450Ø	450 Inspection		22.972	21.579	1.243	727.174	695.462
PF21	450Ø	450 Inspection		23.011	21.961	0.900	731.247	689.681
PF22	450Ø	450 Inspection		23.063	21.479	1.433	736.830	681.931
PF23	450Ø	450 Inspection		22.263	21.213	0.900	775.571	705.697
PF24	450Ø	450 Inspection		22.176	21.126	0.900	771.988	710.686
PF25	450Ø	450 Inspection		22.156	21.106	0.900	769.544	714.101
PF26	450Ø	450 Inspection		22.173	20.840	1.183	766.799	718.153
PF31	450Ø	450 Inspection		22.294	20.422	1.722	702.434	743.835
PF32	450Ø	450 Inspection		22.211	20.486	1.576	706.378	747.037
PF33	450Ø	450 Inspection		21.829	20.300	1.379	718.989	756.100
PF34	450Ø	450 Inspection		21.724	20.160	1.414	720.945	757.467
PF35	450Ø	450 Inspection		21.519	20.130	1.239	732.576	765.717
PF36	450Ø	450 Inspection		21.487	19.880	1.457	738.594	770.043
PF27+28	450Ø	450 Inspection		22.313	21.338	0.825	671.718	732.147
PF27-30A	450Ø	450 Inspection		22.225	21.271	0.804	665.112	737.119
PF27-30B	450Ø	450 Inspection		22.338	20.985	1.203	675.157	723.176
PF29+30	450Ø	450 Inspection		22.298	21.313	0.835	667.156	738.565







Issue	Revision	Initial	Date
B	Manhole schedules updated to reflect amendment to sewers layout due to revisions to road horizontal alignment.	JMA	22/05/25
A	Manhole schedules updated to reflect amendments to levels at Mh. S23 and headwall S24.	JMA	31/10/24

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Client:
Albyn Housing Society

Project:
Housing Development
Phase 7
Dalmore, Alness

Drawing Title:
Drainage & Manhole Schedules

Status:
Planning

Scale:	1:500 @ A1	Date:	10/10/24
By:	JMA	Checked: JMA	Approved: RAG

Dwg. No.	Rev.
240574-000-CAM-DR-C-480	B