Agenda Item	**7.6**
Report No	**PLS/73/25**

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 03 December 2025

Report Title: 25/01156/PIP: Highlands and Islands Enterprise

Land 310M East of Inverness College UHI, 1 Inverness Campus, Inverness

Report By: Acting Area Planning Manager - South

Purpose/Executive Summary

Description: Phase 2 Inverness Campus comprising erection of buildings for use as business (Class 4), hotel (Class 7), staff and student residential accommodation (sui generis) and alternative shops and professional services (Class 1A), food and drink (Class 3) and/or non-residential institutions (Class 10) uses, associated infrastructure including internal campus roads, access, parking, open space, landscaping, sustainable urban drainage, utilities and associated works

Ward: 19 – Inverness South

Development category: Major

Reason referred to Committee: Major Development

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

Recommendation

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

1. PROPOSED DEVELOPMENT

1.1 Planning permission in principle is sought for Phase 2 of Inverness Campus, including up to 83,080 sqm of gross floorspace comprising Class 4 Business (70,000 sqm), Hotel (8,000 sqm), staff/student accommodation (3,580 sqm), and ancillary uses (1,500 sqm), with associated infrastructure, landscaping, and access arrangements. Development is to be delivered in phases, with the initial phase comprising approximately 20,000 sqm of gross floor space to be permitted prior to the construction of the East Link Road (ELR) and then full build-out post construction of the ELR.

1.2 Eight distinct Character Areas (CA) are identified in the supporting information accompanying the application:

- CA 1 – East / West Landscape Corridor, which includes the existing green and blue space;
- CA 2 – Existing Phase 1 development;
- CA 3 – Proposed hotel site immediately west of the existing campus entrance;
- CA 4 – Area of land to the north of the railway line described as a 'Fully Flexible Site' and intended to provide an opportunity for larger Class 4 uses that cannot be accommodated elsewhere on the campus;
- CA 5 – Land identified for sporting facilities and located south of the railway line and to the east of Phase 1 development;
- CA 6 – 'The Village', intended to provide an opportunity for smaller scale businesses and offering the support and infrastructure provided by the larger campus, but at a scale appropriate for small and medium enterprises (SMEs) and located east of CA 5, and west of the location of the ELR;
- CA 7 – this is the largest Character Area described as 'Flexible & Adaptable' with the intention for developable plots accommodating a variety of uses including laboratories and workshops, office spaces, and light manufacturing and could host a range of business sectors including life sciences, offshore wind, hydrogen, marine technology, space, and advanced manufacturing; and
- CA 8 – Land to the northeast of the campus where a scheduled monument comprising a ring ditch and three pit circles is located.

1.3 The Scottish Government has designated a significant portion of the Phase 2 land as part of the Inverness and Cromarty Firth Green Free Port, which was established in April 2024. It is a partnership of public and private sector organisations which aim to ensure the Cromarty Firth and wider region becomes a major global hub for green energy and delivers transformational benefits to Highland communities and the decarbonisation agenda. It offers a package of tax and customs incentives to attract inward investment and stimulate innovation and growth.

1.4 It is intended that Phase 2 will build on the high quality of development provided for on Phase 1, with further improvements to active travel and biodiversity enhancement, along with improved connectivity and an emphasis on pedestrian and cycle priority.

1.5 The main vehicular access to the site is via the existing junction off Culloden Road. This will continue to be the main access for the campus and the existing western

internal loop road and the proposed eastern loop road. Construction of the ELR will include a new roundabout adjacent to the northeastern boundary of the extended campus, providing access to CAs 4 (Fully Flexible Site) and 8 (Scheduled Monument Site) to the north of the railway line.

1.6 Phase 1 of the campus provides a range of SUDS features, including swales, retention ponds and wetland vegetation areas. Phase 2 will require to be served by an appropriate additional SUDS scheme.

1.7 Pre-Application Consultation: A statutory Pre-Application Consultation (PAC) process was undertaken, including public events being held on 7 February and 21–22 February 2025, with notices published in the Inverness Courier along with online engagement. Key feedback themes included: support for active travel and sustainable transport; desire for a train station; provision of green space and biodiversity enhancements; inclusion of community facilities (cafés, childcare, sports); and maintaining high design quality. The applicant responded by incorporating flexible plots for community uses, retaining sports facilities, and committing to active travel infrastructure.

1.8 Supporting Information: The following information relevant to the determination of this application has been submitted:

- Environmental Impact Assessment Report and Non-Technical Summary with subsequently updated/replacement sections on Ecology; Protected Species Surveys; and Flood Risk
- Pre-application Consultation Report and appendices
- Design Statement and appendices
- Planning Statement
- Planning Application Cover Statement
- Energy Statement and Carbon Assessment
- Tree Survey Report
- Biodiversity Net Gain Report
- Transportation Technical Note

1.9 Variations: Updates to EIAR.

2. SITE DESCRIPTION

2.1 The application site extends to approximately 55 hectares and is located to the east of Inverness, approximately 3km from Inverness city centre. It is strategically positioned between the A9 Trunk Road (T) to the west and the Inverness–Aberdeen railway line, which divides the site into northern and southern parcels.

2.2 The land is generally level with gentle undulations, historically used for arable farming. Existing vegetation is limited, comprising species-poor grassland, occasional hedgerows, and tree belts along the Scretan Burn and field boundaries. Shelterbelts and scrub vegetation occur sporadically, offering modest ecological value. The site includes minor watercourses and drainage ditches, notably the

Scretan Burn, which flows through the site and contributes to the green-blue infrastructure strategy.

2.3 To the north lies the Inverness Retail and Business Park and the site of HMP Highland, with the latter currently under construction. To the west, the A9(T) provides strategic road access, and to the south, the existing Phase 1 of Inverness Campus accommodates academic, research, and business facilities. The site is adjacent to residential areas at Inshes and Cradlehall. The southern edge is bounded by Caulfield Road North and existing campus access roads.

3. PLANNING HISTORY

3.1	08 February 2011	09/00887/PIPIN: Education Campus comprising: non-residential institution, business, residential institutions, assembly and leisure and associated landscaping, open space, parking and infrastructure, services and means of access	Granted
3.2	20 September 2019	13/02911/MSC: Revised Design Guidelines (Cond. 2b) of PIP previously approved under 11/02146/MSC	Approved
3.3	26 May 2014	13/00618/S42: Application for non-compliance with Condition 20 of Permission in Principle 09/0887/PIPIN (Inverness Campus); Raigmore Bus Gate	Granted
3.4	12 June 2024	24/00180/PREMAJ: Phase 2 Inverness Campus comprising Class 4 Business Floorspace (amount to be confirmed), Class 8 Residential Institution Floorspace (amount to be confirmed), Class 10 Non-residential Institution Floorspace (amount to be confirmed), ancillary facilities, associated landscaping and infrastructure.	Response issued
3.5	15 November 2025	24/03837/SCOP: Phase 2 of Inverness Campus comprising 70,000sqm of Commercial (Class 4) floorspace, 8,000sqm of Hotel (Class 7) floorspace, 3,000sqm of Ancillary (Class 1/3/10) floorspace and 2,500sqm of Academic (Class 10) floorspace associated infrastructure and landscaping	Scoping Opinion issued
3.6	27 January 2025	25/00313/PAN: Phase 2 Inverness Campus comprising up to 70,000sqm of Commercial (Class 4) floorspace; up to 8,000sqm of Hotel (Class 7) floorspace; up to 3,000sqm of Ancillary (Class 1/3/10) floorspace; and up to 2,500sqm of Academic (Class 10) floorspace; associated infrastructure including landscaping and green space, sustainable urban drainage, utilities and access	Proposal of Application Notice received

4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 / Unknown Neighbour / EIA Development

Date Advertised: 04 July 2025

Representation deadline: 03 August 2025

Timeous representations: None.

Late representations: None.

5. CONSULTATIONS

5.1 **Cradlehall & Westhill Community Council:** No response received.

5.2 **Smithton Community Council:** No response received.

5.3 **Raigmore Community Council:** No response received.

5.4 **Access Officer:** No objection subject to a condition requiring submission and approval of an Access Management Plan in line with Policy 77 (Public Access) of the Highland-wide Local Development Plan.

5.5 **Contaminated Land:** Site investigation and remediation information was previously submitted with respect to the former sheep wash, HGV servicing infrastructure and underground fuel storage tank which were present in parts of this site in support of 09/00887/PIPIN. Reference should be made to Fairhurst report entitled Verification of Remediation Works - Beechwood, Inverness dated May 2013. Therefore, further contamination is not expected. Should contamination be encountered in any site investigations to support development, or during the development, contact the Contaminated Land team to discuss.

5.6 **Development Plans:** No objection. Provided the issues detailed in the Development Plans response are addressed, the proposal would be in overall compliance with the approved development plan. In summary, these are:

- Further detail on the hotel component of the proposals, including its role as part of the wider campus and development plan policy assessment;
- A suitable solution to allow delivery of a new active travel link between Culloden Road (B9006) and Inverness Campus;
- The applicant being agreeable to a planning condition that limits the development to Phase 2A, comprising no more than 16,500sqm GFA of Class 4 Business use and 3,580sqm GFA of staff / student accommodation, until the A9 / A96 Inshes to Smithton scheme (the ELR) is completed and fully operational; and
- Amendments to the design of development to the north of the railway to allow consistency with relevant design principles in the IEDB.

5.7 **Ecology:** Object, due to insufficient biodiversity enhancements in line with the environmental commitments for the Inverness and Cromarty Firth Green Freeport.

Further information is required on the biodiversity enhancement measures and also badger mitigation.

This application is part of the Inverness and Cromarty Firth Green Freeport and therefore must adhere to the outcomes within the Full Business case which has recently been signed off by the UK Government. The enhancement measures do not meet the environmental aspirations of the Full Business Case.

5.8 **Flood Risk Management:** No objection subject to conditions covering the matters below which are based on the latest technical information provided on behalf of the applicant:

- Flooding is predicted from the Dell Burn within plot 06A and from the Beechwood Burn within plot 24. In both cases the plot layouts will need to ensure that there is no development, or any form of ground raising, within the flood risk area, which should be set aside as greenspace. As set out in the FRA, the finished floor level of the adjacent buildings will need to be a minimum of 600mm above the 1 in 200 year plus climate change flood level. These requirements will need to be secured through an appropriately worded condition;
- The technical information submitted sets out a high-level drainage strategy for the new plots, identifying preliminary greenfield discharge rates, discharge locations and attenuation volume requirements. The discharge from each plot will be limited to the equivalent pre-development 2-year greenfield rate and attenuation will be provided to ensure that runoff from a 1 in 200 year plus climate change storm event will be manged within the plots. It is noted that plots 15 to 20 require a new regional SuDS system and this will need to be in place prior to these plots being developed. The Flood Risk Management team recommends that a condition is imposed on any permission granted that the final surface water drainage design for each plot is submitted for review. In accordance with the drainage strategy proposed in the supporting technical information, this will need to include information that demonstrates that appropriate SuDS is provided; that surface water discharge is limited to the 1 in 2 year greenfield runoff rate for the area of positively drained hardstanding within the plot; and that a 1 in 200 year plus climate change storm is managed within the boundary without flooding to any of the buildings.

5.9 **Forestry:** No objections to the proposed development, subject to conditions covering the following matters:

- Submission and approval of a Tree Protection Plan and Arboricultural Method Statement; protection of retained trees during construction; detailed Landscaping Plans; and employment of a suitably qualified landscape consultant to ensure that the approved landscaping plans are implemented to the agreed standard.

5.10 **Historic Environment Team (Archaeology):** No objection subject to a condition requiring an archaeological Written Scheme of Investigation (WSI) to be submitted and approved prior to any works being carried out in connection with the development. Should the archaeological works reveal the need for post excavation analysis the development shall not be occupied or brought into use unless a Post-

Excavation Research Design document has been submitted to and approved by the Planning Authority.

5.11 **Transport Planning:** No objection subject to conditions and arrangements being in place to secure developer contributions towards ELR and Inshes Corridor Improvement Scheme.

Following Transport Planning's previous objection relating to the traffic assessment work done, additional technical work has now been undertaken. The outcomes of that have been summarised within the Transportation Technical Note dated October 2025.

Based on the initial phase of development being limited to 16,500 sqm of commercial; and 100 bed student accommodation, the report has concluded that there will be some impacts to the existing Inshes Roundabout on the B9006. However, this will be mitigated by the financial contributions that will be sought as highlighted above.

Transport Planning recommends that conditions are imposed on any permission granted covering the following matters:

- Approval of design details relating to proposed changes to the lane designations on the A9(T) southbound off-slip on the approach to the signalised junction; and changes to the traffic signal timings to incorporate the proposals and optimise performance of that junction;
- Approval of a Construction Traffic Management Plan (CTMP) for each individual development proposal;
- Restriction on delivery of floor space as part of a first phase;
- No further development taking place prior to delivery of the ELR until a further transport assessment is carried out and approved by the Planning Authority;
- Full details of active travel connections and their association with vehicle traffic movements;
- The inclusion of EV charging points; and
- Car parking standards in accordance with Council guidelines, with the caveat that consideration be given to centralised shared communal parking areas, evolved as part of the development of the indicative masterplan;

5.12 **Landscape Officer:** No response received.

5.13 **Environmental Health:** No objection subject to conditions. The proposed development involves a significant expansion of the existing university campus and will bring elements of the campus closer to existing housing. There is potential for an adverse impact from noise, vibration and dust during construction and also from operational noise from plant, equipment or processes etc. depending on the type of commercial or industrial use of the new campus areas. With appropriate conditions relating to the control of construction noise; operational noise; air quality; and dust control measures, the proposed development would be acceptable.

5.14 **Active Travel:** No formal response received, although discussions have taken place with relevant officers.

5.15 **Transport Scotland:** No objection subject to conditions limiting the scale of development permitted until the ELR is completed and fully operational; requiring

approval of a lighting scheme; requiring approval of a landscaping scheme along the trunk road boundary; requiring approval of any fencing / barrier along the trunk road boundary; and a condition stating that there must be no drainage connections to the trunk road drainage system.

5.16 **Scottish Water:** No objection. There is currently sufficient capacity in the Inverness Water Treatment Works to service this development. There is currently sufficient capacity for a foul only connection in the Allanfearn Waste Water Treatment works to service this development.

Scottish Water has been engaged with the developer over a number of years on the successful delivery of the Campus and a significant amount of work has been completed on the network to service the requirements. Scottish Water request that a Pre Development Enquiry be submitted for this phase of the development as this will help inform any model refreshes and provide Scottish Water with the latest position.

5.17 **NatureScot:** No objection. NatureScot has reviewed the proposal for Phase 2 of Inverness Campus and provided advice on potential impacts to designated sites and protected species. The development lies close to the Inner Moray Firth Special Protection Area (SPA), Moray Firth SPA, Moray Firth Special Area of Conservation (SAC), and Longman and Castle Stuart Bays Site of Special Scientific Interest (SSSI).

For the Inner Moray Firth SPA, NatureScot advises that the proposal is likely to have a significant effect on qualifying species, requiring an appropriate assessment by the Council. However, based on the information provided, NatureScot concludes that the development will not adversely affect the integrity of the site. Factors considered include limited SPA species recorded on-site, low likelihood of significant disturbance from new recreational routes, and mitigation through pollution prevention measures.

The required appropriate assessment is appended to this report.

Regarding the Longman and Castle Stuart Bays SSSI, the development is outside the site boundary and, given the limited qualifying species recorded, is unlikely to cause significant impacts.

NatureScot also notes potential impacts on badgers and bats and advises the applicant to consult its licensing team regarding any necessary species protection licences.

5.18 **Historic Environment Scotland (HES):** No objection. HES consider that the proposed development has been sensitively designed to protect the archaeological integrity of the scheduled monument known as Ashton farm cottages, ring ditch 415m SW and pit circles 460m WSW of (SM11535).

We note that provision has been made by the applicant to protect the scheduled monument from unintentional damage arising from construction. Defined buffer zones will be fenced off during construction works. No trees will be planted in the buffer area avoiding the risk of growing roots damaging the scheduled monument.

HES is content that these measures should avoid physical impacts on the monument but recommend a Monument Protection Plan be employed to ensure clarity to all parties involved with the development.

The proposals would introduce new built infrastructure in relatively close proximity to the monument, but the monument and immediate surrounding area is to be retained as parkland. Key views to the north and northwest would remain largely unchanged. These views incorporate the Inner Moray Firth as well the prehistoric cemetery, cropmarks and enclosures (NHRE: NH64NE 40) in the vicinity of the A96 which were investigated in the 1990s. Therefore, the coastal setting of the monument would not be significantly impacted by the proposals.

5.19 **SEPA:** No objection subject to a condition that there is to be no built development or landraising within the flood risk area as identified within the Flood Risk Assessment provided by Kiloh (Technical Annex F3 – Flood Risk Assessment dated July 2025).

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 7 - Historic Assets and Places
Policy 12 - Zero Waste
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 15 - Local Living and 20 Minute Neighbourhoods
Policy 18 - Infrastructure First
Policy 19 - Heating and Cooling
Policy 20 - Blue and Green Infrastructure
Policy 21 - Play, Recreation and Sport
Policy 22 - Flood Risk and Water Management
Policy 25 - Community Wealth Building
Policy 26 - Business and Industry
Policy 27 - City, Town, Local and Commercial Centres

6.2 Highland Wide Local Development Plan 2012 (HwLDP)

Policy 9 – A96 Corridor – Phasing and Infrastructure
Policy 10 – Beechwood Campus
Policy 31 – Developer Contributions
Policy 34 – Settlement Development Areas
Policy 65 – Waste Water Treatment
Policy 66 – Surface Water Drainage

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

1 – Low and Zero Carbon Development
2 – Nature Protection, Restoration and Enhancement

3 – Water and Waste Water Infrastructure Impacts in the Nairn and Inverness Areas
8 – Placemaking
9 – Delivering Development and Infrastructure
14 – Transport
15 – Development Briefs: Inverness East

6.4 **Highland Council Supplementary Planning Policy Guidance**

Developer Contributions (November 2018)
Flood Risk & Drainage Impact Assessment (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Managing Waste in New Developments (March 2013)
Physical Constraints (March 2013)
Public Art Strategy (March 2013)
Roads and Transport Guidelines for New Developments (May 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**

Designing Streets
Creating Places

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) Siting, layout and design
c) Biodiversity enhancement
d) Environmental impacts (Topics scoped into EIAR)
e) Impact on infrastructure and services and proposed mitigation (developer contributions)
f) any other material considerations

Development plan/other planning policy

8.4 The site lies within the Settlement Development Area of East Inverness. The land to the south of the railway line is allocated (INE08) in the IMFLDP2 for community, business and office uses. The area to the north of the railway line is allocated (INE10) in the IMFLDP2 for community, business, office, tourism, industry, and leisure uses. Both allocations require conformity with IMFLDP2 Policy 15(c) 'Inverness East Development Brief'. The proposal comprising Class 4 business use, hotel, staff/student accommodation, and ancillary uses complies in principle with the Development Plan.

8.5 NPF4 Policies 1-3 (Tackling the climate and natures crises; Climate mitigation and adaption; and Biodiversity) apply to all development proposals nationwide. When considering all development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

8.6 Other key NPF4 policies relevant to the determination of this application include Policies 5 (Soils), 7 (Historic assets and places), 13 (Sustainable transport), 14 (Design, quality and place), 15 (Local living and 20 minute neighbourhoods), 18 (Infrastructure first), 19 (Heating and cooling), 20 (Blue and green infrastructure), 26 (Business and industry), and 27 (City, town, local and commercial centres).

8.7 Several of these policies point in favour of the proposal. Providing that the future detailed proposals continue to provide an exemplary high quality built and natural environment created by Phase 1 then the proposal offers the prospect of accordance in full with Policies 3, 14, 15, 20 and 26. Policies 5, 7 and 19 can be addressed by minimising the footprint of built development, setback from the scheduled monument, and consideration of a heat network for the wider campus.

8.8 Subject to the development being considered acceptable in relation to its siting and design, and having no significant environmental impacts, the proposal would comply with the Development Plan.

Siting, layout and design

8.9 The planning application is accompanied by several indicative layout plans comprising:

- Pre East Link Road Scenario Masterplan;
- Post East Link Road Scenario Masterplan;
- Parameters – Land Use Classes;
- Parameters – Proposed Building Heights; and
- Landscape Masterplan

The Scenario Masterplans are clearly marked as being illustrative only and not for approval. Similarly, the Parameters Land Use Classes plan is marked as indicative

and not intended to be prescriptive or preclude use classes being proposed on alternative plots. The Parameters Proposed Building Heights plan defines the maximum heights of buildings across the Phase 2 development.

8.10 The above plans are supported by a Design Statement that explains the context, concepts, the rationale behind the proposals, and outlines the Character Areas (CA) and overall design principles for the Phase 2 Masterplan. It is accompanied by three appendices covering (i) Plot Guidelines and Boundary Interfaces; (ii) Landscape Statement; and (iii) Indicative Visualisations.

8.11 Given the indicative nature of the submitted plans and supporting Design Statement, it is not intended that these be approved if planning permission in principle is granted. Rather, they act to provide a high-level approach to how Phase 2 is likely to be developed. Should the Committee agree to grant planning permission in principle, conditions recommended for inclusion in the permission will require the applicant to provide revised design guidelines and a revised masterplan along with other requirements, to ensure that the broad principles set out in the submitted documentation are adhered to as the wider scheme evolves and is finalised.

8.12 Phase 2 objectives include reinforcing the identity of the 'Campus Core' created during Phase 1; preserve and reinforce the significant public open space; ensuring density of development is appropriate to the location and the defined character areas; provide flexible plots that can accommodate expansion and future adaptability for different use classes; and ensuring all future proposals prioritise pedestrian and cycle permeability.

8.13 Whilst acknowledging the indicative nature of the submitted plans and supporting information, there are several key elements that will influence future matters specified in conditions submissions, should planning permission in principle be granted. For example, the existing landscaped corridor will be developed through the Phase 2 land and, similar to the existing western loop road that provides access to Phase 1, an eastern loop road will be constructed that will serve the majority of plots located to the south of the railway line.

8.14 As mentioned at para. 1.2 a key feature of the development will be the creation of several new character areas, each with their own identity. These will continue the high design quality of Phase 1, whilst providing flexible plots to accommodate expansion and collaboration.

8.15 To ensure that the mix of uses within the development is appropriate (with particular reference to ancillary uses) a maximum gross floor space for these ancillary uses has been specified in the application as being up to 1,500 sqm of gross floor space. This equates to less than 2% of the overall maximum gross floor space to be developed in Phase 2. The table below sets out the maximum permitted gross floorspace to be undertaken, in accordance with the details submitted with the application:

Land-use	**Gross floorspace (sqm)**
Business (Class 4)	Up to 70,000sqm

Hotel (Class 7)	Up to 8,000sqm
Shops and financial, professional and other services (Class 1A)	Up to 1,500sqm
Food and drink (Class 3)	
Non-residential institutions (Class 10)	
Staff and student residential accommodation (sui generis)	Up to 3,580sqm
Total	**up to 80,080sqm**

8.16 The indicative masterplan envisages up to 24 development plots could be created, including plot 14 (The Village CA) which is further sub-divided into smaller plots. In terms of building heights, the applicant proposes a variety of building heights spread across the development area, ranging from a maximum of two storeys and primarily located in CAs 4, 6, and 8 (Fully Flexible Site north of the railway line; The Village southeast of the railway line; and the Scheduled Monument, northeast of the railway line respectively) with a smaller area contained within the eastern loop road; a maximum of three storey buildings predominately in the southern Flexible & Adaptable CA 8; two sites within the eastern loop road; and a remaining site south of the National Treatment Centre. Potentially higher buildings (Plots 11 and 12) are envisaged at the end of the Avenue Approach Road, which is the main campus access road heading north to the Campus Core where building heights could be up to four and five storeys respectively on these plots.

8.17 In relation to the proposed hotel site, the Development Plans team advised that IEDB supports Class 7 use within an alternative part of the campus and that the site also lies within the INE08 allocation of the IMFLDP2 and is therefore acceptable in principle. However, concerns have been raised that it could be a significant size, may not be integral to the campus, and could serve as a standalone hotel. Its location and height within the campus will make it highly visible, meaning it may potentially attract passing trade. Support for a hotel in the IEDB was on the understanding that it was primarily intended for visitors to the campus, for example parents of college students, visiting lecturers, business travellers and/or as part of a training facility linked to the UHI. There is potential for a hotel at this revised location to not be in accordance with Policy 27 (City, town, local and commercial centres) of NPF4 and IMFLDP Policy 6 (Town Centre First). It is a significant footfall generating use (and car trip generating use in this location) and should ideally be within a city/town centre if its function is to serve customer needs wider than those solely connected to campus uses. Further information should be provided on the intended nature of the hotel as well as a policy assessment against the development plan policies outlined.

8.18 The applicant subsequently provided a detailed response to the Development Plans team concerns and following further consultation Development Plans advised:

"The applicant's response accepts that whilst non-campus visitors could use the hotel, it is essential to contribute towards Inverness Campus being a world-class

destination for life sciences. It explains that it will provide accommodation for people visiting the campus, provide support for conferences and events, provide economic benefits as well as reducing the need to travel for those visiting the campus. The key design principles set out in the Masterplan for the hotel would help to ensure an appropriate design can be achieved in the proposed location.

A development plan policy assessment of the hotel element has been provided that highlights that the development plan, specifically IEDB, already accepts the principle of a hotel on the campus site, albeit in a different location. A town centre first assessment has not been provided as part of the policy assessment. Despite this, the hotel is in broad conformity with the intent and outcomes of NPF4 Policy 27 whereby the hotel is intended to complement the campus offering and unlikely to have an adverse effect on the vitality and viability of the city centre and it is located in a sustainable and accessible location. Similarly, there is broad conformity with IMFLDP2 Policy 6, given the exceptional circumstances of the case previously outlined, and there are overriding economic benefits deriving from the wider campus development."

8.19 The Development Plans team has also suggested that for the development that is proposed north of the railway line (CA 4 – Fully Flexible Site and CA 8 Scheduled Monument) where the indicative masterplan envisages larger Class 4 development and smaller business development respectively, is not wholly consistent with the IEDB and have recommended that the masterplan is amended to illustrate consistency with the design principles of the IEDB. This largely relates to the requirement for landmark buildings; strong continuous building lines along the 'Main Street' frontage leading from West Ashton to the retail park; no blank walls; and corner treatments at key locations - for example, the new ELR roundabout.

8.20 The Design Statement indicates that the materials and finishes specification for Phase 1 was quite prescriptive and whilst generally successful, this approach occasionally limited diversity and adaptability. The Design Statement envisages increased diversity and adaptability in materials and finishes will better support the masterplan objectives. Crucially, the Design Statement highlights the need to ensure that the continued development of an exemplary high quality built and natural environment.

8.21 It is noted in the Design Statement that "…future proposals will prioritise the preservation and enhancement of active travel connections, promote a modal shift away from resilience on private cars and excessive parking, contribute to a sustainable transport network, and address historic, cultural, and natural environment requirements, including achieving net biodiversity enhancement. Lessons learned from Phase 1 have informed the Design Principles for Phase 2."

8.22 The indicative approach to car parking however, is at odds with the above statement. Whilst noting in Appendix A of the Design Statement (Plot Guidelines & Boundary Interfaces) that parking is shown indicatively only, Part 3 of the Design Statement (Design concepts & principles) advises that each plot will have its own private access leading to a car park. This is further illustrated in the indicative plot guidelines where it is noted that a substantial number of the plots have significant areas set aside for parking.

8.23 The Council's Transport Planning team highlighted in their consultation response that consideration could be given to a reduction in the Council's normal parking provision standards where the masterplan for the wider development incorporates centralised shared communal parking facilities that different businesses and other proposed uses could share. Such shared use parking arrangements would allow for fluctuations in demand to park between different uses and therefore make best use of the parking provided across the wider site.

8.24 In addition to the above comment from Transport Planning, a reduction in the overall level of car parking available to serve Phase 2 would also act to encourage alternative means of travel for employees and visitors and be a tangible approach to the aspirations set out in the Design Brief to promote a modal shift away from a reliance on private cars and excessive parking. An additional benefit of reduced parking arrangements would be that it would free up additional space over the wider development site to facilitate further built and natural environment improvement opportunities. The applicant will be expected to address this in any future matters specified in conditions submission(s).

8.25 The Design Statement makes several references to active travel and high-quality walking, wheeling and cycling connectivity through the site and into the surrounding area. It also highlights how the character areas are intended to support such provision through development with the integration of active travel routes into all character areas; safe clear pedestrian and cycle networks; cycle storage provision; connectivity to public transport; and a modal shift away from private car dependency. Clear detailed evidence demonstrating how these measures will be delivered will be required in future matters specified in conditions applications.

Biodiversity enhancement

8.26 The Design and Access Statement acknowledges that climate change and biodiversity enhancement are key considerations moving forward. It states that as well as giving consideration to biodiversity enhancement measures at the planning permission in principle stage, consideration should also be given at the detailed stage on an individual plot by plot basis. It recognises the importance of landscape as a key design consideration. The extension of the east / west landscape corridor is an opportunity to enhance biodiversity and environmental sustainability through the retention, protection and enhancement of existing trees and habitats.

8.27 The Statement advises that drainage features should be integrated within the overall scheme, either as ponds, swales or similar, and should support biodiversity. Planting should consider habitat potential and should use native species where possible.

8.28 The Council's Ecology team has objected to the proposal due to insufficient biodiversity enhancements in line with the commitments for the Inverness and Cromarty Freeport. Further information was requested on biodiversity enhancement measures and badger mitigation, advising that the current landscaping plan does not provide enough badger mitigation measures.

8.29 The Ecology team has however welcomed the range of recommendations set out in the EIAR for the protection and enhancement of site ecology but recommend that

more nature-based solutions integrated within the site such as green roofs to comply with NPF4 Policy 3b)ii (Biodiversity).

8.30 In response, the consultant acting on behalf of the applicant has clarified detailed measures that will seek to address biodiversity net gain. It has also been stated that the landscaping plan does provide sufficient mitigation for badgers. Nevertheless, as this is an application for planning permission in principle only, further details will require to be finalised and agreed through future matters specified in conditions submissions. This has been further confirmed in correspondence from the applicant's agent, advising that subject to suitable conditions and where necessary, obligations, the proposal complies with the development plan and is acceptable in principle.

Environmental impacts (Topics scoped into EIAR)

8.31 **Air Quality**

Construction activities, including excavation, material handling, and vehicle movements, will generate dust and fine particulates particularly during earthworks and material handling. Sensitive receptors include nearby residential properties, student accommodation, and designated ecological sites. While health impacts are predicted to be negligible, dust deposition could cause temporary nuisance and minor ecological effects if unmanaged. Operational emissions from traffic have been modelled for nitrogen dioxide, particulate matter, and nitrogen deposition, and are predicted to remain well below air quality objectives due to the scale of development and existing background levels.

8.32 Mitigation will be secured through a Construction Environmental Management Plan (CEMP), incorporating dust suppression techniques such as water spraying, wheel washing, and covering of stockpiles. Monitoring will ensure compliance with best practice. Residual effects are assessed as not significant.

8.33 **Climate Change**

The development will contribute embodied carbon during construction, estimated at approximately 3% of the Highland carbon budget for 2027–2040. This includes emissions from materials, transport, and energy use. Operational emissions, though small in absolute terms (around 0.0017% of UK carbon budgets), are considered significant in policy terms given national net zero commitments.

8.34 Mitigation will include progressive decarbonisation measures such as energy-efficient building design, renewable energy integration, and active travel infrastructure, as set out in the Low and Zero Carbon Supporting Statement. Additional measures include low-carbon heating systems, electric vehicle charging, and biodiversity enhancements to support carbon sequestration. While operational emissions cannot be fully eliminated, long-term strategies will manage impacts and align with climate targets.

8.35 **Cultural Heritage**

Construction will involve ground disturbance that could affect archaeological remains, including potential unrecorded features. A Scheduled Monument within the site will be safeguarded by a buffer zone to prevent direct impacts. A Written Scheme

of Investigation will guide archaeological evaluation, monitoring, and preservation by record where necessary.

8.36 Operational impacts are limited to minor changes in the setting of two designated assets, which are not considered significant. Residual effects may remain significant for any unrecorded archaeological remains discovered during works, but mitigation will ensure these are documented and preserved appropriately.

8.37 **Ecology**

The site is predominantly of low ecological value, but habitats support species such as badgers and bats. Construction could disturb these species and temporarily affect local biodiversity. Pre-construction surveys will identify active setts and roosts, and mitigation will include exclusion zones, timing restrictions, and ecological supervision. The CEMP will incorporate measures to prevent pollution and habitat degradation, including spill response protocols and sediment control.

8.38 Operationally, habitat enhancement measures such as native planting, green roofs, and wildlife corridors will improve ecological connectivity. No significant residual effects are predicted for designated sites or protected species, and biodiversity net gain is anticipated.

8.39 **Flooding and Surface Water**

Construction may temporarily alter drainage patterns and increase sedimentation risk, but catchments are of low sensitivity. Works will comply with best practice measures, including silt traps, controlled discharge, and avoidance of in-channel works during sensitive periods.

8.40 Operational drainage will be managed through a Sustainable Drainage Strategy designed to accommodate extreme rainfall events and climate change allowances. This will include swales, retention basins, permeable surfaces, and attenuation ponds to reduce runoff and improve water quality. Residual effects on flood risk and water quality are not significant.

8.41 **Landscape Views**

Construction will result in significant adverse effects on local landscape character and several viewpoints due to the scale and duration of works, including visible plant, cranes, and material storage. Despite landscaping measures, similar significant effects will persist during operation because of the introduction of built form into an open setting. These impacts are considered unavoidable given the nature and extent of the development, although mitigation such as structural planting, sensitive building design, and phased implementation will reduce severity over time. Long-term integration with the surrounding landscape will improve visual amenity but cannot fully remove significant effects.

8.42 **Noise and Vibration**

Construction noise may be significant at sensitive receptors including student accommodation, the UHI building, and the health centre during specific phases such as piling and heavy plant operation. Best Practicable Means will be applied under the CEMP, including restricted working hours, acoustic screening, and low-noise

equipment where feasible. Vibration impacts are expected to be minor and temporary.

8.43 Operational noise from traffic and building services is predicted to be negligible, with compliance to relevant standards. Plot-specific acoustic design will be addressed at a detailed design stage to ensure internal and external noise levels remain acceptable.

8.44 **Socio-Economic**

Construction will provide temporary employment and training opportunities, supporting local supply chains and apprenticeships, though these effects are not considered significant in isolation. Operationally, the development will deliver substantial economic benefits, including a projected 19% increase in local employment and 7% regionally. This represents a significant positive effect, supporting regional growth, innovation objectives, and the Highland economy. Additional benefits include improved infrastructure, enhanced educational opportunities, and increased attractiveness for inward investment.

8.45 **Transport**

Construction traffic will be managed through a Construction Traffic Management Plan, including routing, timing restrictions, and signage to minimise disruption and maintain safety. Operational traffic increases are below thresholds for significant effects, and the East Link Road has been designed to accommodate predicted flows. Active travel and public transport enhancements, including cycle paths and bus priority measures, will further reduce reliance on private vehicles. Parking provision will be managed to discourage car dependency. No residual transport impacts are anticipated.

8.46 **Cumulative Impacts**

Cumulative impacts may arise when this development is considered alongside other planned projects in the area. For ecology, combined effects could occur for species such as badgers, bats, and birds due to habitat fragmentation and disturbance. For landscape and views, cumulative change in local character and visual amenity is likely, particularly when viewed from elevated locations or key transport corridors. Cultural heritage may experience cumulative pressures if multiple developments require archaeological interventions. No other topics show cumulative significance, as air quality, noise, and transport impacts remain within acceptable limits when assessed collectively.

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

8.47 The Council's Transport Planning team highlight that the proposed Phase 2A development (16,500 sqm commercial floorspace and 100-bed student accommodation) will generate additional traffic, placing pressure on the existing road network, particularly at the Inshes Roundabout (B9006) and the signalised junction at Culloden Road/A9(T) southbound slip road/UHI campus access. The area is already subject to congestion during peak periods, and construction traffic could

exacerbate this. Future phases (2b and 3) cannot be fully assessed until the A9/A96 East Link Road is operational.

8.48 In addition to the above, the Council has identified a requirement for the provision of an active travel link between Culloden Road and the campus to improve connectivity and provide a more direct route to the campus from the Inshes area.

8.49 In order to adequately address these impacts, the following developer contributions are required:

- Financial contributions towards the delivery of the East Link Road and the Inshes Corridor improvements, in accordance with current development plan policies; and
- A financial contribution towards the provision of the active travel link.

Other material considerations

8.50 **Community Wealth Building**

NPF4 Policy 25 (Community wealth building) seeks to encourage, promote and facilitate a strategic approach to economic development. It states that development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported.

8.51 The applicant's supporting Planning Statement confirms that Phase 2 of Inverness Campus will deliver substantial socio-economic benefits, including significant job creation, training and apprenticeship opportunities during both construction and operation. Economic impact assessments forecast a 19% increase in net employment within the local study area and a 7% increase across the wider region, alongside notable gains in gross value added (GVA) and income. The project aligns with local and regional economic priorities and supports the Scottish Government's Green Freeport initiative, fostering innovation and inclusive growth in sectors such as offshore wind, hydrogen and advanced manufacturing. These outcomes will enhance community resilience, increase local spending and strengthen supply chains, representing a major contribution to community wealth-building objectives and a key planning advantage in favour of the proposal.

Non-material considerations

8.52 None.

Matters to be secured by Legal Agreement

8.53 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 delivery of an Active Travel Link from Culloden Road to the campus, safeguarding of land from development and provision of land for delivery; and

b) Financial contribution towards Inshes Corridor Improvement Scheme and East Link Road.

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

9. CONCLUSION

9.1 Planning Permission in Principle is sought for Phase 2 of Inverness Campus, including up to 83,080 sqm of gross floor space comprising Class 4 Business (70,000 sqm), Hotel (8,000 sqm), staff/student accommodation (3,580 sqm), and ancillary uses (1,500 sqm), with associated infrastructure, landscaping, and access arrangements. Development is to be delivered in phases, with the initial phase of comprising approximately 20,000 sqm of gross floor space to be permitted prior to the construction of the East Link Road (ELR) and then full build-out post construction of the ELR.

9.2 Inverness Campus is one of Highland's most important sites for learning, research, enterprise and employment, and the Council supports its continued expansion as an innovative exemplar of modern design and layout. The proposed Phase 2 development of Inverness Campus is welcomed and, as set out in the supporting information accompanying the application, represents a significant opportunity for economic growth, innovation and sustainable development for the area. The proposal represents a significant and welcome expansion of the Inverness Campus which will bring clear economic and social benefits to the Highlands. The Green Freeport designation covering much of the site offers a package of tax and customs incentives to attract inward investment and stimulate innovation and growth.

9.3 It is fully expected that Phase 2 will build on the high quality of development provided by Phase 1, with further expansion and improvements to active travel routes, biodiversity enhancement measures, and improved connectivity, with an emphasis on pedestrian and cycle priority.

9.4 The Council is satisfied that environmental effects of this development can be addressed by way of mitigation. The Council has incorporated the requirement for a schedule of mitigation within the conditions recommended for inclusion in any permission granted by the Council.

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

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

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued Y

Notification to Scottish Ministers N

Conclusion of Section 75 Obligation Y

Revocation of previous permission N

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

1. The development to which this planning permission in principle relates shall be begun no later than the expiration of five years beginning with the date of grant of this permission.

   Reason: Section 59 of the Town and Country Planning (Scotland) Act 1997 requires a condition to be attached to planning permissions in principle limiting their duration. Five years is the default period set by law and there is no material reason indicating that a different period should be set.

2. Planning permission in principle is hereby granted for the following types and quantum of land-uses:

Land-use	**Gross floorspace (sqm)**
Business (Class 4)	Up to 70,000sqm
Hotel (Class 7)	Up to 8,000sqm
Shops and financial, professional and other services (Class 1A)	Up to 1,500sqm
Food and drink (Class 3)	
Non-residential institutions (Class 10)	
Staff and student residential accommodation (sui generis)	Up to 3,580sqm

Total	**up to 80,080sqm**

Reason: In order to clarify the terms of the permission hereby granted.

3. For the avoidance of doubt, the Masterplan drawings 23078IA-PL-120 and 23078IA-PL-121 (submitted on 2 May 2025) are illustrative only and are not hereby approved.

Reason: In order to clarify the terms of the permission hereby granted.

4. The first application for approval of matters specified in the conditions (MSC) of this planning permission in principle shall comprise:

i) A Masterplan;
ii) Site wide Design Guidelines; and
iii) A Phasing Plan for the entire site.

For the avoidance of doubt, no other MSC applications shall be determined until the above matters have been approved in writing by the Planning Authority.

1) The Masterplan shall illustrate the planned layout of the site, including the disposition of land uses, access arrangements, development plot boundaries, common or estate areas, indicative building zones and landscape framework (showing existing and planned landscaping).

   The Masterplan shall be updated and resubmitted for approval as part of each subsequent application for approval of matters specified in conditions (MSC), reflecting any changes required by the detailed design or other relevant considerations arising at each stage.

2) The Design Guidelines shall include details of the following:

   - The overall vision and character of the development, including principles for layout, scale of buildings, appearance of buildings and landscaping;
   - Street hierarchy, block structure and movement network;
   - Public realm design, including materials, street furniture, lighting and open space provision;
   - Guidance on building types, heights, massing and architectural features;
   - Boundary treatments, parking arrangements and servicing; and
   - Sustainability measures, including Travel Plan Framework, provisions for energy efficiency and biodiversity

3) The Phasing Plan shall include the phasing and timing for the provision of development plots, common/estate areas and infrastructure such as drainage, principal access for roads, footpaths and cycleways.

All subsequent MSC applications shall accord with the Masterplan; Design Guidelines; and Phasing Plan, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that the development is guided by an overarching framework while allowing for flexibility and refinement at each detailed application, thereby maintaining coherence and quality throughout the delivery of the scheme and to ensure a coordinated approach to design quality across the site and that development aligns with local character and design preferences.

5. No development shall commence until an application setting out the design details for changes to the lane designations on the A9 Trunk Road southbound off-slip on the approach to the signalised junction at the campus entrance on the B9006 Culloden Road, along with details of the changes to traffic signal timings to incorporate the lane designation changes, has been submitted to, and approved in writing by the Planning Authority in consultation with Transport Scotland.

   Following approval, the changes to the lane designations and traffic signal timings shall be completed and fully operational prior to first occupation of any of the Phase 2 development.

   Reason: In the interests of road safety and to effectively manage the performance of traffic movements in the area of the signalised junction.

6. No development shall commence within each Phase, or pre-approved Sub-Phase, until an application, or applications, as they relate to or are relied upon by that Phase or Sub-Phase, has been submitted to, and approved in writing by, the Planning Authority, with regard to the following matters, insofar as they relate to the details of the proposed development: -

   a) Siting, design and external appearance of all buildings and other structures;

   b) Existing and proposed site levels with fall arrows;

   c) Finished floor levels;

   d) Sustainable design considerations, including details of measures to improve active travel connectivity and promote a modal shift away from reliance on private cars and excessive parking;

   e) Access, layout and design of roads, footways, footpaths, cycle routes;

   f) Car parking, inclusive of disabled parking and electric vehicle charging infrastructure;

   g) Cycle parking;

   h) Open space, including a timetable for delivery;

   i) Proposals for public art provision, in accordance with the Council's Public Art Strategy Supplementary Guidance (Adopted March 2013);

   j) Hard and soft landscaping;

k) Management and maintenance arrangements for communal parking and public art;

l) Provision of surface water drainage systems, including how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements thereof;

m) Water and wastewater connections, with connections to the public water and wastewater networks;

n) Means of dealing with waste and recycling

o) External lighting

p) Biodiversity enhancement measures

q) A Noise Assessment

r) A Construction Environmental Management Plan

s) Construction Traffic Management Plan

t) An Outdoor Access Management Plan

u) Travel Plan

v) Scheme for the control and eradication of invasive non-native species.

Reason: Planning permission is granted in principle only and these specified matters must be approved prior to development commencing within each Phase or Sub-Phase, and with regard to external lighting, ensure that there will be no distraction or dazzle to drivers on the Trunk Road and that the safety of the traffic on the Trunk Road will not be diminished.

7. No development or work within a Phase or Sub-Phase shall commence until an archaeological Written Scheme of Investigation (WSI) as it relates to that Phase or Sub-Phase has been submitted to, and approved in writing by, the Planning Authority. The WSI shall include a programme of archaeological works and details of how the recording and recovery of archaeological resources found within the site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis, a Post-Excavation Research Design (PERD) for the analysis, publication and dissemination of results and archive deposition shall be submitted to and approved in writing by the Planning Authority. The PERD shall be carried out in complete accordance with the approved details.

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

8. Any landscaping details pursuant to Condition 6 above shall include a scheme of hard and soft landscaping covering all areas of public and private open space for submission to, and approval in writing by, the Planning Authority.

The scheme shall include details of:

i. Existing and proposed finished ground levels;

ii. Existing landscape features, trees, woodland and vegetation to be retained or removed and a scheme for the protection of all trees to be retained within and immediately adjacent to the site;

iii. Details of the landscaping treatment along the trunk road boundary, located such that it can be installed and maintained without requiring access to the trunk road;

iv. Details of the fencing / barrier proposals along the trunk road boundary, located such that it can be erected and maintained without requiring access to the trunk road;

v. Existing and proposed services and utilities including cables and pipelines;

vi. Proposed tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting;

vii. Location, design and materials of walls, fences, gates and street furniture;

viii. Arrangements for the management and maintenance of existing and proposed open space and landscaped areas;

ix. Proposed hard surface finishing materials; and

x. Timetable for delivery.

The scheme shall be supported by a Tree Protection Plan and Arboricultural Method Statement (including arboricultural supervision).

A suitably qualified landscape consultant shall be employed at the applicant's expense to ensure that the approved Landscape Plans are implemented to the agreed standard. Stages requiring supervision are to be agreed with the Planning Authority and certificates of compliance for each stage are to be submitted for approval.

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of each respective Phase or Sub-Phase of the development or such other date as may be agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of each Phase or Sub-Phase of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Reason: In order to integrate the development into the surrounding landscape, increasing the biodiversity and recreational value of the site, creating a suitable environment, with regard to (iii) to ensure that there will be no distraction to drivers on the Trunk Road, and that the safety of the traffic on the Trunk Road will not be diminished and with regard to (iv) to minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.

9. Any details pursuant to Condition 6 above shall be informed by the submitted Inverness Campus Phase 2 Flood Risk Assessment (KIL2261_250731, Inverness Campus FRA_00) (Kiloh Associates, 31 July 2025) (FRA) including:

    i. No development or land raising to take place within areas identified in the FRA as being at risk of flooding during a 1 in 200 year plus climate change fluvial flood event unless otherwise agreed in writing by the Planning Authority in consultation with SEPA.

    ii. All buildings within Plot 6A, as shown on the submitted plan 23078IA-PL-121 (submitted on 2 May 2025), which are located adjacent to areas identified in the FRA as being at risk of flooding during a 1 in 200 year plus climate change fluvial flood event shall have a minimum finished floor level of 24.86m AOD.

    iii. All buildings within Plot 24, as shown on the submitted plan 23078IA-PL-121 (submitted on 2 May 2025), which are located adjacent to areas identified in the FRA as being at risk of flooding during a 1 in 200 year plus climate change fluvial flood event shall have a minimum finished floor level of 24.73m AOD.

    Reason: To ensure that development avoids the flood risk area.

10. Any details pursuant to Condition 6 above shall be informed by and include a noise assessment. The assessment shall be carried out by a competent person. The assessment shall include:

    i. A description of the proposed development in terms of noise sources and the proposed locations and operating times of the same;

    ii. A detailed plan showing the location of noise sources, noise sensitive premises (new and existing) and survey measurement locations, to be agreed beforehand with the Council's Environmental Health Service;

    iii. A description of any noise mitigation methods and their effect on predicted levels where appropriate;

    iv. A survey of current ambient (LAeq) and background (LA90) noise levels at appropriate locations;

    v. A prediction of noise levels resultant at new and existing noise sensitive premises, from new noise sources;

    vi. An assessment of noise levels resultant at new noise sensitive premises from existing noise sources; and

    vii. An assessment of the predicted noise levels in comparison with relevant standards, to be agreed beforehand with the Council's Environmental Health Service.

    Thereafter, the development shall progress in accordance with the approved Noise Assessment and all approved mitigation measures shall be in place

prior to the first occupation of the development, or as otherwise may be agreed in writing by the Planning Authority.

Reason: In the interests of protecting the amenity of the area.

11. Any details pursuant to Condition 6 above shall be informed by and include a Construction Environmental Management Plan (CEMP). The CEMP shall specify and include:

a) A Schedule of Mitigation including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies);

b) Processes to control / action changes from the agreed Schedule of Mitigation;

c) The following specific plans:

i. Ecological Impact Assessment;

ii. Habitat Management Plan (HMP), to include the following:

a) Proposed biodiversity enhancement measures of the site detailing the creation and management of the biodiversity enhancements. The HMP shall include a plan of the biodiversity enhancements and show a minimum biodiversity net gain (BNG) of 10% using the Defra BNG Metric, or any other justified and appropriate metric available at the time;

b) The HMP shall include provision for the regular monitoring and review of the HMP's objectives and include measure for securing amendments or additions in the event that the HMP's objectives are not being met;

c) Unless and until otherwise agreed in advance in writing with the Planning Authority, the approved HMP (as amended from time to time with the written approval of the Planning Authority) shall be implemented in full;

iii. Updated Species Protection Surveys and Species Protection Plans, as required.

d) Pollution prevention plan, including water management by way of SUDS;

e) Dust management plan, including from construction traffic;

f) Construction Noise, Vibration and Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, with: A description of the most significant noise sources in terms of equipment; processes or phases of construction; The proposed operating hours and the estimated duration of the works for each phase; A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations if required); A description of noise mitigation methods that will be put in place including the proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites shall be followed. Any divergence requires to be justified;

g) Site waste management plan, including details of a materials handling plan with details of existing and proposed site levels, with the plan to specify the removal of inert waste and re-worked material from the top 1m of the site;

h) Measures to protect private water supplies; including an emergency response plan;

i) Details of existing site boundary walls and fences to be retained, repaired or enhanced, and details of construction site access and means of enclosure;

j) Details of the location and extent of all construction compound and laydown areas, as well as timescales for their removal with ground restoration / reinstatement;

k) Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities; and

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

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

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

12. Any details pursuant to Condition 6 above shall be supported by a Construction Traffic Management Plan (CTMP) which shall include:

- Hours of operation;
- The number and type of vehicles required;
- Routing arrangements for all vehicles;
- Contractor parking;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Movements and control of all deliveries;
- Abnormal loads;
- Control of dust, mud and debris in relation to the public road;
- Measures to protect vulnerable road users;
- Pre and post condition surveys of public roads;
- Mitigation for the impact of construction traffic;
- Any necessary temporary traffic management measures;
- Method of communicating to staff, visitors and neighbouring residents and visitors; and
- Timescales for delivery and duration of measures.

The CTMP shall be implemented as approved prior to development commencing on the respective Sub-Phase and remain in place until the

respective Sub-Phase is complete, or in accordance with the approved timescales set out in the CTMP.

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

13. No development shall commence until a detailed Outdoor Access Plan of public access across the site (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority. The plan shall include details showing:

    i. All existing access points, paths, Core Paths, tracks, rights of way and other routes (whether on land or inland water), and any areas currently outwith or excluded from statutory access rights under Part One of the Land Reform (Scotland) Act 2003, within and adjacent to the application site;

    ii. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or effect on curtilage related to proposed buildings or structures;

    iii. All proposed paths, tracks and other routes for use by walkers, riders, cyclists, all-abilities users, etc. and any other relevant outdoor access enhancement (including construction specifications, signage, information leaflets, proposals for ongoing maintenance etc.); and

    iv. Any diversion of paths, tracks or other routes (whether on land or inland water), temporary or permanent, proposed as part of the development (including details of mitigation measures, diversion works, duration and signage).

    The approved Outdoor Access Plan, and any associated works, shall be implemented in full prior to the first occupation of the development or as otherwise may be agreed within the approved plan.

    Reason: In order to safeguard public access both during and after the construction phase of the development.

14. Any details pursuant to Condition 6 above shall be informed by the Travel Plan Framework which acts as a guide and provides the basis for the preparation of individual Travel Plans which meet the operational needs of the end users. The Framework shall identify potential measures that could be implemented by the prospective end users to prepare individual Travel Plans which shall include measures for promoting sustainable travel to and from the site, targets for reducing car usage, details of monitoring and review arrangements, and an implementation programme. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed details for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

    Reason: To encourage sustainable modes of transport.

15. Any details pursuant to Condition 6 above shall be informed by a detailed scheme for the control and eradication of invasive non-native species

identified on site, including but not limited to Japanese knotweed and Himalayan balsam. The scheme shall include a timetable for implementation, monitoring arrangements and measures to prevent spread during construction. The approved scheme shall be implemented in full prior to the occupation of any relevant part of the development and maintained thereafter as required.

Reason: In the interests of environmental protection and to ensure that invasive species are removed from the site.

16. Unless otherwise agreed in writing by the Planning Authority, no development beyond the completion of 16,500sqm of gross external floorspace of business (Class 4) development shall commence until a review of the cumulative impact of the approved development has been undertaken and submitted to, and approved in writing by, the Planning Authority in consultation with Transport Scotland. The review shall assess the effects of the completed development on the trunk and local road network. No further development shall be carried out other than for shops and financial, professional and other services (Class 1A), food and drink (Class 3), non-residential institutions (Class 10) and staff and student residential accommodation (sui generis), as approved, until the Planning Authority has confirmed in writing that the cumulative impacts remain acceptable and, if necessary, additional mitigation measures have been agreed and secured. The trigger for the pause and review shall be upon completion of the first 15,000sqm of gross external floorspace of business (Class 4) development.

Reason: To enable the Planning Authority in consultation with Transport Scotland to control the development of the site and ensure that the scale of development does not exceed that assessed by the submitted Transport Assessment, and that the scale and operation of the proposed development does not adversely affect the safe and efficient operation of the trunk and local road network.

17. No development shall take place within a 6 metre wide buffer, measured from the top of either bank of any watercourse, and protected against construction-related damage or impact, other than infrastructure works relating to watercourse crossings, water and sewerage facilities and other utilities, green infrastructure and works to upgrade existing transport infrastructure unless otherwise agreed in writing by the Planning Authority.

Reason: In the interests of protecting the water environment.

18. Prior to the commencement of any development on the north side of the railway, a Monument Protection Plan shall be submitted to and approved in writing by the Planning Authority. The Monument Protection Plan shall include a scheme for the protection of the Scheduled Monument (SM11535) during construction. The scheme shall include details of protective fencing, including its location, around the Scheduled Monument, and the timescale for measures. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the Scheduled Monument and its setting.

19. Prior to the commencement of any development on the north side of the railway, details of a buffer from the Scheduled Monument (SM11535) where no development or tree planting can take place shall be submitted to and approved in writing by the Planning Authority.

    Reason: To protect the Scheduled Monument and its setting.

20. There shall be no drainage connections to the trunk road drainage system.

    Reason: To ensure that the efficiency of the existing trunk road drainage network is not affected.

21. In the event that contamination is discovered during development, the developer shall immediately notify the Planning Authority. No further development shall take place on the affected part of the site until a remediation strategy, detailing measures to make the site suitable for its intended use, has been submitted to and approved in writing by the Planning Authority. The approved remediation shall thereafter be implemented in full prior to the continuation of development on that part of the site.

    Reason: To ensure that the site is clear of contamination and to protect human health and the environment.

REASON FOR DECISION

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

REASONED CONCLUSION

The Council is in agreement with the findings of the Environmental Impact Assessment Report that Phase 2 Inverness Campus comprising erection of buildings for use as business (Class 4), hotel (Class 7), staff and student residential accommodation (sui generis) and alternative shops and professional services (Class 1A), food and drink (Class 3) and/or non-residential institutions (Class 10) uses, associated infrastructure including internal campus roads, access, parking, open space, landscaping, sustainable urban drainage, utilities and associated works is unlikely to give rise to any new or other significant adverse impact on the environment. The Council is satisfied that all environmental effects of this development can be addressed by way of mitigation. The Council has incorporated the requirement for a schedule of mitigation within the conditions of this permission. Monitoring of operational compliance has been secured through Conditions that secure environmental mitigation and monitoring of this permission.

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.

Septic Tanks and Soakaways

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

Local Roads Authority Consent

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

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

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

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

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

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.

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

Signature:	Bob Robertson
Designation:	Acting Area Planning Manager - South
Author:	John Kelly
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - Location Plan

Appendix 1 – Appropriate Assessment

The Highland Council

Appropriate Assessment

Inner Moray Firth Special Protection Area

Proposal: Phase 2 Inverness Campus comprising erection of buildings for use as business (Class 4), hotel (Class 7), staff and student residential accommodation (sui generis) and alternative shops and professional services (Class 1A), food and drink (Class 3) and/or non-residential institutions (Class 10) uses, associated infrastructure including internal campus roads, access, parking, open space, landscaping, sustainable urban drainage, utilities and associated works

THC Ref. 25/01156/PIP

CONSIDERATION OF PROPOSALS AFFECTING EUROPEAN SITES

The status of the Inner Moray Firth Special Protection Area (SPA) means that the requirements of the Conservation (Natural Habitats, & c.) Regulations 1994 as amended (the 'Habitats Regulations') or, for reserved matters the Conservation of Habitats and Species Regulations 2017 as amended apply.

The above means that where the conclusion reached by the Council on a development proposal unconnected with the nature conservation management of a Natura 2000 site is that it is likely to have a significant effect on those sites, it must undertake an Appropriate Assessment of the implications for the conservation interests for which the areas have been designated. The need for Appropriate Assessment extends to plans or projects outwith the boundary of the site in order to determine their implications for the interest protected within the site.

This means that the Council, as competent authority, has a duty to:

- Determine whether the proposal is directly connected with or necessary to site management for conservation; and, if not,
- Determine whether the proposal is likely to have a significant effect on the site either individually or in combination with other plans or projects; and, if so, then
- Make an Appropriate Assessment of the implications (of the proposal) for the site in view of that site's conservation objectives.

The competent authority can only agree to the proposal after having ascertained that it will not have an adverse effect on the integrity of the sites. If this is not the case and there are not alternative solutions, the proposal can only be allowed to proceed if there are imperative

reasons of overriding public interest, which in this case can include those of a social or economic nature.

Appraisal Summary

Inner Moray Firth Special Protection Area (SPA)

In its response to the Council, NatureScot advised that the proposal is likely to have a significant effect on the waders and wildfowl of the Inner Moray Firth SPA. Consequently, the Highland Council, as competent authority, is required to carry out an Appropriate Assessment in view of the site's conservation objectives for its qualifying interests. However, as set out in NatureScot's consultation response dated 18 June 2025, NatureScot's conclusion is that the proposal will not adversely affect the integrity of the SPA.

While the responsibility to carry out the Appropriate Assessment rests with the Council, advice contained within Circular 6/1995 is that the assessment can be based on the information submitted from other agencies. In this case, the Appropriate Assessment is informed by information supplied by NatureScot.

APPROPRIATE ASSESSMENT

HIGHLAND COUNCIL APPRAISAL OF THE PROPOSAL IN RESPECT OF INNER MORAY FIRTH SPECIAL PROTECTION AREA (SPA)

The proposal may result in increased disturbance due to improved opportunities for recreational access via new paths and cycleways and in a loss of off-site feeding habitat.

There were only two SPA species recorded during bird surveys undertaken at the development site, which would suggest this is not a core foraging/breeding site for SPA birds.

It is unlikely that any new recreational routes would cause significant disturbance for SPA species as they are more likely to use areas adjacent to the boundary of the SPA, along the shoreline of the Firth.

Similarly, given the limited number of species recorded as using the site the loss of habitat for off-site feeding is unlikely to be significant and there are other areas the birds can use closer to and within the SPA.

Impacts to SPA supporting habitats through changes in water quality will be prevented by the proposed pollution prevention plan which has been proposed in the application.

The Highland Council

20 November 2025

Appendix 2

Transport	Contribution	Rate			Index Linked	Base Date	Payment Trigger	Accounting Dates	Clawback Period
Active Travel	Provision of Active Travel Link from Culloden Road	£240,000			BCIS	N/A	To Be Agreed	Apr/Oct	15 years
Road Improvements	Inshes Improvements & East Link Road	£35.18 per 1sqm of commercial development (or £3,518 per 100sqm) First phase of development up to 16,500sqm, equating to £35.18 x 16,500 = £580,470			BCIS	Q4 2017	To Be Agreed	Apr/Oct	15 years

*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

Raigmore Interchange

Rail

A9

Eastfield Way

Scretan Burn

Rail

A9

Inshes Roundabout

A9

Culloden Road

Castlehill Road

Caulfield Road

NOTES

ORIGINAL A1

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately.
Do not scale dimensions from this drawings.
This drawing is copyright protected.

REVISION

Boundary Areas	
Name	Area
Ownership Boundary	75.40 hectare
Planning Boundary	55.05 hectare

Planning Boundary

Neighbouring Land Owned By Applicant

Scheduled Monument

Scheduled Monument Buffer Zones

0 50 100 150m

Scale 1:2500

PLANNING

SCALE	DATE	DRAWN	CHECKED
1 : 2500 @A1	25.03.25	TA	HRB

PROJECT

Inverness Campus

DRAWING

Location Plan

DRAWING Rev.

Threesixty Architecture
79 - 81 ACADEMY STREET
INVERNESS
IV1 1LU
t 01463 729929
www.360architecture.com

DRAWING No.

23078IA-PL-001