

Agenda Item	5
Report No	HC/18/26

The Highland Council

Committee: Highland Council

Date: 25 June 2026

Report Title: Highland Investment Plan Update

Report By: Assistant Chief Executive – Place

1 Purpose/Executive Summary

- 1.1 This report provides an update on the projects to be delivered through the ambitious Highland Investment Plan (HIP) programme in line with the Point of Delivery (POD) approach. It reflects updates on a number of key milestones reached in relation to the Plan and major projects, including engagement by Hub North Scotland (HNS) with Tier 1 contractors and as a result the updating and re-baselining of project budgets and profiles based on HNS/Tier 1 feedback.
- 1.2 With the existing core programme (those core capital budgets which are separate to budgets set aside for major HIP/POD projects) currently covering the period to 2028/29, this report also reflects the “rolling forward” of that core programme to maintain the Council holding a minimum 5-year HIP covering all its General Fund capital priorities. This report therefore provides an updated core programme for 5 forward years. This provides additional Council budget resource in 2029/30 and 2030/31 for the range of core capital budgets previously agreed by the Council and now rolled forward into those two additional years. This provides ongoing and additional funding for core capital budgets including core roads capital, core school estate improvement and other capital budgets amongst others.
- 1.3 As set out in this report and appendices, the totality of all planned net investment within the Highland Investment Plan, over the 5 years 2026/27 to 2030/31, is £748m.
- 1.4 The report also describes how cost pressures, price rises, economic and other factors have and are forecast to impact on capital project costs and budgets. Reports over the past year have provided context and update in this regard, and Members through past reports have recognised and agreed the need to ensure the HIP is managed within the agreed funding envelope. Based on HIP funding strategies, and ensuring these continue to be followed, the mitigating actions reflected within this report allow the Council to retain existing HIP priorities and provide for these at revised and updated cost assumptions. This has been achieved through a combination of measures, including the use of any additional external funding available, use of any previously uncommitted or contingency capital budgets, the re-profiling or re-baselining of certain budgets. There remains a degree of risk and uncertainty relating to capital costs, and the impact of middle east events in particular, which this report provides further narrative on risks and potential mitigations.

- 1.5 The HIP has been established through a series of reports to Council meetings since May 2024. It identifies £2.1Bn of capital funding over a 20-year period, based on the ring fencing of 2% Council Tax per annum, or an equivalent revenue stream. These revenue funds will be capitalised to create an investment plan to tackle the major capital challenges that the Council faces: transport and roads; schools and community facilities; depots and offices, as part of work towards a single public estate and integrated community operating model. One of the key objectives will be to initiate a programme of improvements to our school estate with 90 of our 195 operational schools currently rated as “C – Poor” for condition and/or suitability.
- 1.6 The HIP is part of the wider drive towards asset reconfiguration, one of the key drivers for our delivery plan. This is in recognition of the number of assets that are in poor condition or no longer retain their prior functionality. The plan requires that we relinquish assets as required, refurbish those we are committed to, and create new builds as part of a place making plan. Only through this process can we shift and free up resource towards what our communities need for the future. This approach also provides an opportunity to improve long-term operational sustainability, infrastructure resilience and whole-life value across the Council’s estate and wider public service infrastructure.
- 1.7 Members are reminded that the establishment of Community, Depot and Office PODs is linked to plans to modernise service delivery and will be a key driver for the future operating model of the Highland Community Planning Partnership, delivering against the principles within the Highland Outcome Improvement Plan. Such a future operating model needs to be seen as part of a strategy to provide more integrated local services across the ten Council areas, effectively devolving and decentralising Council operations over time and ensuring that all places benefit from this new approach. This is essential to help sustain communities and population through a revised partnership service delivery model. This paper also supports the development of the Council’s Future Operating Model. As this work progresses, there is increasing recognition that place-based investment and public service transformation must also consider wider infrastructure requirements including energy systems, transport connectivity, operational resilience and long-term affordability to ensure communities remain sustainable and resilient over the lifetime of the programme.

2 Recommendations

- 2.1 Members are asked to:-
- i. **Consider and approve** the updated consolidated Highland Investment Plan covering 5 years as set out within Appendix 2; and
 - ii. **Consider and approve** the continuing work on progressing Phase 1 of the HIP and other major projects, conducting place-based reviews and developing masterplans, all as outlined in this report.

3 Implications

- 3.1 **Resource** – Previous reports to Members have set out the consolidated HIP, and the funding strategy and principles supporting the affordability of the Plan. As per this report, the current 5-year total of the HIP is £748m across the period 2026/27 to 2030/31. The capital expenditure recommendations within this report operate within that funding envelope, based upon mitigating actions as set out in this report. As noted within the risk section of this report there remain various risks and uncertainties that apply.

- 3.2 **Legal** – Delivery of the HIP will significantly assist the discharge of various statutory powers and duties of the Council, including those related to Roads, Education and Health and Safety.
- 3.3 **Risk** – The recommendations within this report, and the actions to be taken forward, will support the preparation of updated plans and costings as work moves forward, and support the management and mitigation of project risk. This report highlights that there remains a number of cost pressures and cost risks relating to the Plan, and risks relating to current middle east events. Further reports to Members will continue to ensure that risk and financial implications is a core focus. To remain within the borrowing and funding parameters agreed by the Council, and to ensure investment remains affordable, prudent, and sustainable, it is essential the HIP operates and is managed within the agreed funding levels.

In addition to capital cost pressures, the Council faces increasing risks associated with climate change, energy system constraints and infrastructure resilience. The March 2026 report highlights risks to assets from flooding, coastal change and extreme weather, alongside energy system constraints affecting infrastructure delivery.

Failure to integrate these considerations within HIP investment decisions risks increased long-term costs, reduced asset performance and missed opportunities for external investment.

- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – The adopted approach to health and safety was included in the December 2023 report to Council. This set out a hierarchical approach to where we would prioritise capital resources, specifically: “where the health and safety of staff and other service users, stakeholders, or visitors are at actual or potential risk (section 9.5).” One of the key objectives of the HIP is delivering a programme of improvements to our school estate with 91 of our 195 operational schools currently rated as “C – Poor” for condition and/or suitability. The HIP investment will in time significantly improve the overall performance of our operational estate.
- 3.5 **Gaelic** – The HIP will have a positive impact in relation to maximising the objectives of the Gaelic Language Plan. Several schools that currently deliver Gaelic Medium Education will be in scope for investment, with others potentially having the capacity to expand their provision. There are also opportunities to engage with the Scottish Government (SG) to secure capital funding for the specific purpose of investing in Gaelic education. The implementation of this approach will be modelled as part of the ongoing process.

4 Impacts

- 4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children’s Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.
- 4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.

4.3 This is an update report and therefore an impact assessment is not required.

5 Updated 5 Year HIP Summary Position

- 5.1 Since its inception in May 2024, the Council has developed and maintained a core financial strategy to support the HIP. This approach has been founded on financial strategies which seek to support the Council's innovative HIP, provide a long-term, predictable and potentially increasing profile of capital investment, all of which are, as they must be, founded on the Prudential Code Requirements that plans are Affordable, Prudent and Sustainable.
- 5.2 This financial strategy exists to not only fund and support the HIP, in particular through the earmarking of an equivalent 2% of Council Tax income per annum, but also through ensuring there are appropriate caps and controls in place to ensure the Council operates in a financially sustainable way. The Council's Treasury Management Strategy Statement (TMSS) was agreed by the Council in March 2026, and this sets out the caps and controls for capital and borrowing for current and forward years.
- 5.3 Despite there being a range of increased costs and pressures on the HIP, as described in past reports to Members, and further referenced within this report, through officer review and work taken through the Officer Capital Programme Board, the HIP continues to operate within existing agreed funding envelopes and financial parameters.
- 5.4 Part of the work taken forward to update the Plan, has been a recognition that for many of the core 'generic' capital programme budgets, including roads, bridges, property and other budgets, they had been projected out only up to and including 2028/29 based on prior programmes. To ensure a rolling minimum 5-year Plan is maintained, and to align with major HIP/POD project priorities agreed by Members which cover 5+ forward years, those core budgets have been rolled forward into forward years. This has been done on existing agreed budget levels, adjusted for a recognition of future inflation and any other relevant adjustments. The table below sets out some key information and the resulting additional capital budgets and capacity created by this approach:-

Budget	Plan 26/27 £000	Plan 27/28 £000	Plan 28/29 £000	New 29/30 £000	New 30/31 £000
School Estate Improvement	4,184	4,435	4,698	4,421	5,250
Property Estate Investment	7,778	8,232	8,708	8,940	10,250
Roads Core Capital (see Note 1 below)	7,800	7,809	7,807	7,810	7,810
Private Sector Housing Grants	2,656	764	764	2,330	2,330
Major Bridges	2,574	892	986	870	1,850
Vehicles and Plant	3,228	2,554	2,554	2,000	2,000
ICT core equipment	3,187	2,892	3,885	2,275	2,275
Other (note 2)	12,818	4,179	4,366	2,535	2,535

Note 1: Roads - with the addition of previous commitments for an element of HIP capital for roads, and funding pre-dating the HIP for 2026/27, when added to the core roads capital, the combined roads capital investment is as set out below. Budgets for certain specific named schemes are separate and additional to below.

Budget	Plan 26/27 £000	Plan 27/28 £000	Plan 28/29 £000	New 29/30 £000	New 30/31 £000
Roads Core Capital	7,800	7,809	7,807	7,810	7,810
+26/27 pre HIP addition	13,750				
+C/fwd from prior year	4,483				
Roads HIP allocation	-	14,200	14,600	14,900	15,200
Total Roads Capital	26,043	22,009	22,407	22,710	23,010

Note 2: This covers the range of other core General budget lines which includes Legacy Projects, HLH Life Cycle Investment, Children's Services, Active Travel, Flooding, Harbours, Bereavement Services, etc.

- 5.5 **Appendix 1** of this report sets out for the programme, the various factors by category, and across projects and budgets, which have led to revisions to and increases to costs. Some of these relate to cost increases previously reported to Members but now consolidated within this report. Others are new or emerging cost increases over the past year. Some of which are forecasts or risk/contingency assumptions, rather than actual or realised cost increases at this time. As Members will note from the Appendix, a range of mitigating actions have been deployed in regard to these cost increases, including use of any additional external funding available, use of any previously uncommitted or contingency capital budgets, and the re-profiling or re-baselining of certain budgets. As a result, it has been possible to accommodate the cost increases within the agreed funding envelope for the plan.
- 5.6 Officers are continuing to review the Capital Budget on an ongoing basis to identify any further actions that could be taken to address future or emerging issues and pressures. Current events in the middle east are recognised as being a currently unknown and unquantifiable risk, which may have implications for raw materials, supply chain, inflation and interest rates going forward.
- 5.7 **Appendix 2** provides a consolidated overview of the HIP over the 5-year period, with the table below showing the net totals per annum. As stated previously, these totals operate within the funding envelopes previously agreed.

HIP	26/27 £000	27/28 £000	28/29 £000	29/30 £000	30/31 £000
Net HIP Totals – see Appendix 2 for details	169,243	135,422	142,604	155,905	144,737
Total over 5 years	747,911				

- 5.8 Members will note from **Appendix 2** that as a result of revenue budgets decisions made in recent years, and including March 2026, the revenue budget funding provided for the capital multiplier is being reflected as a positive measure to support capacity within the Plan. £23m of forecast capacity is being created as a result of reduced staff recharges from the multiplier investment. That is being reflected within the Plan as a single line at present, the result of which is to support the other projects and budgets reflected within the Plan. In due course individual budget lines will be adjusted to reflect the expected lower level of multiplier recharges to be applied.
- 5.9 As referenced earlier in this report, there remain some residual risks and uncertainties that may have consequences for the Plan. The impact of middle east events, in terms of inflation, costs and supply chain impacts remains unclear. There remain some contingency budgets within the Plan, which recognise that there may as yet be unquantified risks or cost pressures. It will be important the Council continues to maintain sufficient risk and contingency within its Plan and take a cautious approach to the introduction of new priorities and major projects until greater certainty and designed and tendered costs for existing priorities are in place.

6 The Community POD Model

- 6.1 The May 2024 HIP report identified that Community PODs will be based on a framework of facilities and services that could be included. However, a degree of flexibility would be required to ensure that local needs are considered, and solutions may not be limited to just one building or location. There is also a commitment to ensure that options for the future use of any current buildings impacted by a new POD development are fully considered.
- 6.2 As highlighted in the March 2025 HIP report, the full extent of the Community POD facilities at each location had still to be established and budgets reviewed as the projects developed. This work would include assessment of any revenue/operating cost implications also, to factor into future revenue budget planning. The original project budgets took account of “touchdown” office and meeting room facilities as a standard requirement that Council staff or partner services could access, and which also provide welfare facilities for staff working in the locality.
- 6.3 This is therefore clearly not a “one size fits all approach.” The model has developed over the last two years and, as well as the core touchdown facilities, there will need to be provision for other POD facilities and services based on potential demand while taking account of other local facilities that are in operation, or buildings that may be retained. These would generally be flexible community spaces depending on the scale of the building and the size of the local community, but could support initiatives such as community cafés, enterprise spaces, meeting or conference rooms, digital access and training, adult and family education, health and wellbeing activities, and civic engagement.
- 6.4 Also, enhanced community, leisure and sport facilities beyond the standard school provision have been assessed in conjunction with colleagues in High Life Highland. The inclusion of a public library (such as at Beauly, subject to a community consultation) or a community centre (such as the replacement of the current facilities at Charleston) would provide these flexible community spaces adjacent to school facilities, support the Community POD approach, and bridge the gap between education and the type of community activities mentioned in Paragraph 6.3.

6.5 As a result, a range of additional or enhanced POD facilities have been identified following engagement with partners, stakeholders and communities, and these are summarised within **Appendix 3**.

7 Major Projects – Cost, Scope and Programme

7.1 In March 2025, Members approved the seven HIP Phase 1 projects at Beauly, Charleston, Dingwall, Dunvegan, Fortrose, Inverness High School, and Thurso. The previously approved capital programme included the three Learning Estate Investment Plan (LEIP) projects at Tain, Nairn and Broadford, and the new primary school at Tornagrain. There are therefore eleven major projects in the consolidated HIP programme that was approved in May 2025.

7.2 The budgets, delivery programmes, and project scopes have since been reviewed, and the various activities that have been undertaken and the relevant factors that have been taken into consideration are identified in the following paragraphs.

7.3 Phase 1 Projects to be Delivered in Partnership with HNSL

Members agreed in March 2025 that Hub North Scotland Ltd (HNSL) would be the delivery partner for seven major projects, comprising six of the HIP Phase 1 projects (excluding Dunvegan) along with the new build at Tornagrain. The following are the main workstreams undertaken since then:-

- Launch period for the partnership – April 2025 to December 2025.
- Engagement of design team consultants and project launch meetings from January 2026.
- A Communication and Engagement Strategy was developed in January 2026 that sets out the roles and responsibilities along with a clear approach to support those involved in the delivery of HIP projects covering communication, engagement and consultation.
- Appointment of preferred Tier 1 delivery contractors and engagement on budgets and programmes – from February 2026.

7.4 HIP Phase 1 Project Updates

7.4.1 Beauly

The statutory consultation report for the relocation of the school to a new site was approved at the Education Committee meeting earlier this month. The purchase of the new site is progressing to agree heads of terms to allow conclusion once planning approval has been obtained. The Stakeholder Group has been re-established, and a commitment has been given to arrange a meeting and provide an update before the end of the current school term. Productive community engagement has taken place to inform the proposed POD facilities and there is a commitment to work with the community on developing options for the future operation of the Phipps Hall should the public library be relocated to the new POD.

7.4.2 Charleston

The original masterplan for the campus was based on a phased development of the new building, while the current proposal is based on a single new build with replacement Community Complex facilities incorporated into the building. A Stakeholder Group will be established with an initial meeting to be held early in the new school session, by which time the design proposals and sequencing of the work phases will have been developed. An update will be provided to Ward Members and other stakeholders by the end of the current school term.

7.4.3 Dingwall

Engagement is ongoing with Ward Members, and a Stakeholder Group will be established with an initial meeting to be held early in the new school session, by which time the design proposals and sequencing of the work phases will have been developed. A masterplan has been developed that makes provision for a potential Phase 2 partner POD building on the footprint of the current primary school building. This could provide multi-purpose facilities to bring local community and public sector services together in one location to reduce ongoing costs, improve accessibility, consolidate service provision, and provide a focal point for local residents.

7.4.4 Fortrose

The Stakeholder Group has been established, and the proposed phasing and sequencing of the works has been discussed. The facilities in the adjacent Black Isle Leisure Centre will also be considered as part of this process.

7.4.5 Inverness High School

A Stakeholder Group will be established with an initial meeting to be held early in the new school session, by which time the design proposals and sequencing of the work phases will have been developed. An update will be provided to Ward Members and other stakeholders by the end of the current school term.

7.4.6 Thurso

There has been extensive community engagement which has attracted a high level of feedback from participants. The report on the planned statutory consultation for the relocation of two primary schools to the new POD location was approved at the Education Committee meeting earlier this month and the process will commence in August.

7.4.7 Tornagrain

A Stakeholder Group will be established with an initial meeting to be held early in the new school session. A meeting will be held with Ward Members to consider the timing of the completion of the new build and the impact on Croy Primary School of a later delivery date.

7.5 Other Major Projects

A status update on the other major projects in the programme is provided below.

7.5.1 Tain 3-18 Campus

Handover of the new Tain Campus building was achieved in February 2026, with transition of the new combined Tain Primary School and St Duthus School in April 2026, followed by Tain Royal Academy in June 2026. The planned demolition of the Craighill Primary and Tain Royal Academy buildings, along with the separation of the TRACC facilities, are progressing with tender documentation being prepared. Options for the future use of the Knockbreck Primary and St Duthus sites are being discussed with Ward Members.

7.5.2 Nairn Academy

Continued progress on the construction of the replacement Nairn Academy building that is due to commence operation in October 2026. Options will be considered through the stakeholder group for the future development of the existing building footprint once this has been demolished.

7.5.3 Broadford Primary

Award of the contract for the new build at Broadford Primary in April 2026 with construction due to be completed by December 2027. The new building will also accommodate the relocated library and service point.

7.5.4 Dunvegan Primary

The design and contract documents are being finalised for the new build at Dunvegan Primary with construction due to start in late 2026 and be completed by early 2028. A new access road was completed in November 2025 as the first phase of the place-based masterplan developed in partnership with Lochalsh and Skye Housing Association that includes the development of adjacent land for housing, and provision of a site to allow the community to take forward funding applications for a new sports pitch.

7.6 Project Scopes

The scope of each project has been reviewed and the additional POD facilities referred to in Section 6 are now included. The accommodation to be provided in all locations has been reviewed to take account of the annual update of school roll forecasts. Also, additional pupil capacity has been provided in the new St Clement's School at the Dingwall Community POD following an assessment of future demand.

7.7 Financial Challenges

The current construction climate continues to experience inflation and market volatility pressures. Other local, national, and global factors that may impact on cost and programme over the project delivery periods include:-

- Persistent labour constraints – skilled labour shortages, ageing workforce, insufficient new entrants, Brexit and immigration changes, other sectors attracting workforce (Energy);
- High energy and fuel costs – driving up the cost of operating machinery, production of materials, delivery and transportation costs;
- UK Government Steel Strategy – limits on imported steel and constraints on home grown supply;

- Middle East conflict – disruption to shipping affecting material availability and higher transport costs as well as attacks on gulf smelters;
- Regulatory changes and compliance – changes in planning and building standards, insurance requirements etc., and
- Industry consequences of the above include price volatility, supply chain shortages and pricing risk in uncertain conditions.

7.8 Mitigation Measures

A period of intensive review has taken place in conjunction with HNSL with a number of jointly agreed cost and programme mitigation actions. These include further review of design specifications and energy performance, targeting increased accommodation efficiencies, a review of Authority costs and ongoing drive for programme and procurement opportunities, as summarised below:-

- Design Specification review – this included a review of the approach to energy performance moving away from Passivhaus certification but still retaining Net Zero Public Sector Building Standards as a baseline, a general value management approach across design aspects and standardisation across all new build elements.
- Accommodation efficiencies – this will include ongoing review of accommodation areas to ensure designs are efficient and in line with briefed requirements.
- Procurement efficiencies - a procurement working group has been established following on from the Setting up for Success Day held in April 2026. The group comprises representatives from Hub North, Highland Council and each of the Tier 1 contractors with the focus on exploring opportunities for efficiencies and to ensure collaboration regarding managing the supply chain across the programme.

7.9 Programmes

The current target programmes are provided within **Appendix 4**. The table shows the latest construction start and completion dates along with proposed operational commencement dates.

Project programmes are still being challenged and reviewed with a focus on earliest possible delivery. However, recognising there are factors which may affect individual project delivery such as ongoing engagement activity, Highland supply chain management, cashflow considerations and achieving quality, taking into account lessons learned from previous projects delivered.

8 Wider Highland Investment Plan Projects

8.1 Locality Reviews – East Sutherland and Cromarty Firth Areas

At the Council meeting on 30 October 2025, it was confirmed that following on from locality reviews in Dingwall and Thurso, a similar place-based approach would be taken in the East Sutherland and Cromarty Firth (Alness and Invergordon) areas. Work has started on the East Sutherland review, which focuses on the settlements of Brora, Dornoch, and Golspie and the wider network of communities. The scope for this work has been adapted to better integrate with the asset reviews outlined above, and to take account of potential opportunities with wider public sector partners. It will

also capture the range of other activities and projects underway across the area that might inform and improve high quality public service delivery in the area. This revised approach will inform the place-based locality review in Cromarty Firth ward which focuses on Alness and Invergordon.

- 8.2 An initial of analysis has been carried of data, plans and strategies, which outlines a framework of current opportunities and future challenges which will have to be considered in the context of the Council's Future Operating Model as part of the Council Delivery Plan.
- 8.3 To share the intended approach to this work, an informal engagement meeting has been held with elected members and separately officers attended presentation to Golspie Community Council. Discussions have also been held with a small number of Council service representatives. These engagements are intended to highlight areas of alignment and shared priorities across organisations, alongside opportunities to share assets and resources in the short, medium and longer term. This approach supports the delivery of redesigned services for localities and aligns with the strategic collaboration and planning being taken forward through the Highland Property Partnership.
- 8.4 To formalise this approach an engagement and consultation plan is being developed to guide structured discussions with partners, services, and communities which will be co-ordinated through the Highland Investment Plan communication strategy. Work will continue, which will review and map opportunities for assets and services across East Sutherland. This will lead to comprehensive local area masterplans and place programmes with prioritised actions for the short (0-2 years) medium (3-6 years) and long term (7-10 years and beyond).
- 8.5 Thurso Place-Based Masterplan

The Thurso Transformation Delivery Group continues to meet on a regular basis with senior representation drawn from public, private, and community partners, ensuring strong strategic oversight and effective integration across the full portfolio of initiatives for Thurso. A subset group meets more frequently, which is made up of those in active phases of preparing plans for future projects, share updates of progress and alignment of opportunity.

The feedback from recent community engagement activities has shown strong support for a future integrated learning experience that would include further education. An example of the continued partnership is the realisation that the delivery of the Community POD and the UHI aspirations do not align in relation to delivery timescale and availability of funding. However, the ongoing partnership working to support the Community POD approach and the development of a coherent wider masterplan includes the concept of a future Lifelong Learning Campus and the potential connectivity of the new POD and the current UHI buildings.

As this workstream evolves, additional stakeholder organisations may be invited to join. These may include local businesses and industry representatives, community development organisations, skills and training providers, Scottish Government departments and agencies, and wider third sector partners, ensuring the group remains inclusive and responsive to emerging opportunities.

A communications plan is currently in place, with core messages drafted and refined to reflect the needs and expectations of key stakeholders and ensure alignment of communications suits all partners.

8.6 Highland Property Partnership

The Highland Property Partnership has reviewed progress made in 2025, and an annual report is in development and will be published shortly. As part of this review, partners identified areas for improvement, and a work plan for 2026 has been developed. This includes synthesised priorities and projects from all community planning partners to support reform, collaboration, and integration.

A recent workshop held in mid-May included a refreshed work plan comprising the likely priorities and changes from partners over the coming years across the region to support partnership working across all public-sector investment and disinvestment. This will ensure that asset opportunities are aligned as much as possible.

9 Lochaber Adult Social Care Provision Project

9.1 As reported previously to Members, work has been progressing to explore the future model of adult social care in Lochaber, in response to the issues at Moss Park Care Home. This work is essential to understanding the key drivers of demand and what models of care are most likely to be successful in meeting the needs of the community in the future. Any agreed models of care require of course to be consistent with the Strategic Plan for the Partnership which looks to support people wheresoever possible in their homes and communities.

9.2 The Lochaber Adult Social Care transformation work to understand people's experiences of health and social care in Lochaber commenced in January 2026. A project team has been established with membership including officers from both the Council and NHS Highland as well as community stakeholders to take this work forward. The project brings together local people, community groups, and organisations to build a clearer picture of what is working well, what is getting in the way, and what matters most. Officers have been meeting with local people and hosting community learning events, collating data from local organisations and the NHS services where it is available. The project has been able to draw upon the Joint Strategic Needs Assessment which was led by the Public Health service. The community learning events have been paused during the pre-election period but there have been ongoing meetings with organisations and individuals. The findings from this work are being finalised in a report that will be shared with participants from local organisations and the community councils and will be the evidence to be used in the next phase of the work.

9.3 A Blar Mhor Liaison Group is in the process of being established with a focus on the health and social care solutions and associated housing requirements for the wider Blar Mhor site. Members will be aware that there is currently a Lochaber Stakeholder Group meeting with a focus on the new hospital and it is intended that the liaison group operates in parallel. An initial meeting with Community Council representatives was held to review the draft terms of reference and arrangements for this group. The first meeting of this group will take place in August.

- 9.4 The next phase of the work will also focus on defining the future Adult Social Care requirements for residential and nursing care and housing in Fort William for the wider Lochaber area, taking into account current provision. Housing provision will take into account not only the need for accessible and suitable housing to support people to stay in their own homes but also the need for housing for key workers as Members will be aware that staffing of service has been an issue. The Housing Need and Demand Assessment work will be crucial to informing this work, along with information on current and forecasted health needs from NHS Highland. The funding and delivery strategy will also be a key element of future work.
- 9.5 Members will be aware that there is a site available at Blar Mhor which is adjacent to the site identified for the new hospital. The Master planning work for the Blar Mhor site is being supported by Hub North who have already provided information in terms of the technical aspects of the site in terms of infrastructure issues such as drainage and access as detailed within **Appendix 5**. The Stakeholder engagement referred to, as well as the data being gathered, will then be shared with Hub North who will then be involved in the design of service provision for the site. Those options will extend and take account of other services provided in the wider Fort William area including Moss Park and Invernevis House. Those options will become clear from both the data and co-design work with all stakeholders and will then be taken forward in partnership with Hub North.

10 Other Workstreams

10.1 Community Benefits Plan

The Highland Council and Hub North Scotland continue to work in partnership to deliver a community wealth building and community benefit strategy that aligns with the Highland Council's Community Benefit Policy and Community Wealth Building Strategy. This approach assists with our aspirations to ensure local, social and economic benefits through collaboration, innovation and a strong focus on community needs.

Community benefit plans have been established for each of the seven HIP projects. A minimum of **639** community benefit commitments has been pledged by the four Tier 1 contractors, sub-contractors and design teams across the seven projects. These include:-

Community Benefit Commitment	Minimum Activity Target
Fair Work Practices & Real Living Wage / Highland Employer Charter	7
Job creation / Apprenticeships / Graduate Placements /	79
Education engagement activities	71
Employability engagement activities	36
Work placements / experience / Work taster days	132
Prompt Payment in the Supply Chain	7
Local Economic Development Activities (160+ hours)	7
Staff training, upskilling and development	190
Innovation and Sharing Best Practice Case Studies	60
Community Volunteering Engagement and Empowerment (825+ hours)	7
Community Donations Materials & Supplies	7

Promotion of Highland key initiatives (cascaded through contractor's internal channels) in relation to: <ul style="list-style-type: none"> • Fostering & Adoption • Armed Forces Covenant 	18
Environmental Wellbeing measures to support Net Zero (175+ hours)	18

Following the Highland Investment Programme - 'Setting up for Success' day on the 23 April 2026, a Community Wealth Building Working Group has been established with representation from the Council, Hub North Scotland, and Tier 1 contractors. The purpose of this group is to:-

- further develop the seven project plans to adopt a place-based approach and ensure a clear understanding of the specific needs and priorities of the Highland region;
- ensure equitable distribution and delivery of community benefits and community wealth building across the Highland region and the lifetime of the projects;
- map delivery proposals across all projects and stakeholders including design teams and local supply chains;
- identify and maximise opportunities for collaboration across each key theme;
- support activity related to the Construction Skills Academy and Work Force North;
- share best practice, lessons learnt and innovation;
- embed the Highland Employer Charter across the supply chain; and
- engage with communities and community groups with a view to supporting activities and initiatives through the Highland Project Bank which will be hosted on the [BeConnected Highland](#) website.

This coordinated approach aims to ensure that community wealth building and community benefits are integral to the delivery of the Highland Investment Plan, supporting sustainable, inclusive growth and long-term positive outcomes for Highland communities.

Updates and activity from the Community Wealth Building Working Group will be reported to the Project Board and future Committee meetings.

10.2 Construction Skills Academy

Work is ongoing with key partners to develop a coordinated approach to skills development that supports a long-term workforce legacy through the Highland Investment Plan. This activity is focused on strengthening employability and training opportunities, including apprenticeships, work experience, clear progression pathways, and wider community benefits, particularly for local communities and priority groups.

Workforce North Co Investment Fund

The Workforce North Co Investment Fund has seen a commitment of £2m seed capital from Skills Development Scotland and £1.6m commitment from Highland Council.

The fund is in the final stage of design with the purpose of enabling expansion of the workforce to support economic growth and enabling co investment in practical employer led workforce development.

The fund works by using a repeatable framework for shared public-private investment, aligned to employer demand with the programme structured around three funding streams:-

- **Workforce Growth** - which supports rapid, employer-led training and apprenticeships— early growth where capacity already exists.
- **Workforce Innovation** - which pilots new pathways and delivery models where the current system is not meeting employer needs.
- **Workforce Accelerator** - this scales up proven models across the region to meet high-volume workforce requirements.

Sector Skills Academies will play a key role in the Workforce Accelerator phase of the Co-Investment Fund, and the Construction Skills Academy would require a range of initiatives such as on-site training, work experience, pre apprenticeship and apprenticeship opportunities, mentoring, skills development and supporting individuals towards industry recognized qualifications.

Sector Skills Boards

Work is progressing in the formation of a Construction Sector Skills Board as part of the key workstream within the My Highland Future Portfolio; Employer Engagement and Job Opportunities.

The Skills Board is responsible for identifying and supporting delivery of sector-relevant, industry-led skills actions across the Highland region and will provide a coordinated approach to understanding current and future labour market needs, strengthening collaboration between the public sector, private sector, and education providers.

This includes:-

- Developing a clear understanding of job opportunities and skills demand
- Identifying skills gaps and improving training provision
- Supporting development of accessible career pathways
- Enabling coordinated, partnership-led action across sectors
- Development of a construction skills academy and defining the scope of a Construction Skills Academy in practice, including its delivery model and operational arrangements

10.3 Delivery of Portfolio, Climate and Energy Policy Requirements

All priority HIP Community Point of Delivery (POD) projects are aligned with the Reconfiguring our Asset Base portfolio requirements, with coordination continuing across Operational Delivery Plan portfolios. Benefits realisation plans are being developed for individual projects to support long-term delivery outcomes.

Following approval by Full Council on 26 March 2026 of Item 5 – *Climate Change, Energy and Community Resilience* – there is a requirement to review how the Highland Investment Plan delivers against the Council’s approved climate, energy and resilience priorities, identify gaps within current delivery arrangements and establish how these can be addressed consistently across the programme over time.

A gap analysis has therefore been commissioned, with outcomes to be reported to a future Committee. Pending completion of this work, the feasibility scopes and indicative budgets identified within this report represent the initial resource requirements necessary to begin aligning HIP delivery with the Council’s long-term commitments relating to climate change, energy and community resilience.

Designation: Assistant Chief Executive - Place

Date: 15 June 2026

Author: Brian Porter, Chief Officer – Corporate Finance
Robert Campbell, Strategic Lead – Investment Strategy & Planning
Scott Dalgarno, Strategic Lead – Property & Asset Management
Sharon Barrie, Strategic Lead – Project Management, Design & Construction
Fiona Malcolm, Chief Officer Integrated People Services

Background Papers: None

Appendices: Appendix 1 – Summary of Capital Cost Revisions
Appendix 2 – Updated 5-Year Highland Investment Plan
Appendix 3 – Community POD Accommodation
Appendix 4 – Major Project Delivery Timescales
Appendix 5 – Lochaber Adult Social Care Masterplan

Capital Budget Cost Revisions and Mitigations

This annex describes a range of budget cost revisions, increases and adjustments, and how they have been mitigated.

The following budgets have had budget accelerated/reprofiled in order to meet the costs incurred. Naver Bridge is expected to complete in 26/27. Some costs are expected in 26/27 but the total additional cost has been met from acceleration from the Major Bridges general budget.

Budgets requiring accelerated spend	£'000
School Estate Improvement	3,313
Property Estate Investment	5,239
Naver Bridge / Major Bridges	3,920
	12,472

In June 2024 Members approved additional spend on the following projects. This action allocates budget to cover these amounts. There were also subsequent budget revisions reflected, as agreed via the the Capital Programme Board in line with aged capital governance arrangements.

Revised Budgets allocations	£'000
Nairn Academy	6,305
Legacy Projects (incl Beaulay and St Clements)	650
	6,955

Contingency funds to cover final account negotiations and final costs as they fall due or may arise on several projects.

The CFIS project completed a QRA (Quantified Risk Assessment) exercise prior to award of the contract which indicated a risk contingency should be set aside for this sum.

Specific Contingencies/Risk allowances	£'000
Final accounts being negotiated - several	7,500
Corran Ferry Infrastructure - QRA contingency	2,700
	10,200

Budget decisions in March 26 removed some EMRs for Capital projects which now require alternative funding.

Overestimates/changes in other funding sources to be covered.

Legacy Property Capital Multiplier Impact (non-recurrent and will be mitigated in future years through revenue budget decisions made 5 March).

Change in planned funding or necessary accounting adjustment	£'000
Tornagrain PS Developer contributions revisions	4,600
Portree Demonstrator project - no longer funded from reserves	3,400
Essential Waste Projects - no longer funded from reserves	1,130
Property Capital Multiplier Impact - historic	1,371
	10,501

These following budget additions were considered by the capital programme board, based on a new of revised funding need.

New or additional capital requirements	£'000
Portree Link Road	950
Residential child care	1,000
Spean Bridge TPS	350
	2,300

These projects require further budget allocation than originally allocated.

PSHG and BS are provisional figures based on estimates and will be allocated by the Capital Programme Board only if essential.

Funding required Greater than Original budget estimate	£'000
Kimmylies Nursery	50
Private Sector Housing Grants (PSHG)	2,472
Crematorium	1,680
Bereavement Services (BS)	1,325
Longman Travelling Site	490
Broadford PS	2,100
	8,117

The following summarises the mitigating actions utilised to address the matters as outlined above

Mitigating Actions	£'000
Reprofile/rebase available budgets and funding	- 3,975
Utilise unallocated and uncommitted budgets ('HIP Other').	- 34,098
Accelerate use of future year budgets	- 12,472

	Programme Funding (note 4)	5-Year Total Net £'000	(Note 3)					(Note 7)	Overall Phase 1 Projects Cost Net £'000
			+1 26/27 Net £'000	+2 27/28 Net £'000	+3 28/29 Net £'000	+4 29/30 Net £'000	+5 30/31 Net £'000	Future years (HIP Phase 1 Projects Only) Net £'000	
HIP Phase 1 Projects		346,850	14,133	77,874	87,325	94,828	72,690	28,185	375,035
Programme Budget	HIP	346,850	14,133	77,874	87,325	94,828	72,690	28,185	
SCHOOLS - LEIP FUNDED		39,473	38,173	1,300	-	-	-		
Tain 3-18 Campus - LEIP 1	Core	3,039	3,039	-	-	-	-		
Nairn Academy - LEIP 2	Core	16,418	15,418	1,000	-	-	-		
Broadford Primary - LEIP 2	Core	20,016	19,716	300	-	-	-		
SCHOOLS - ESTATE MANAGEMENT		30,997	10,493	5,285	5,548	4,421	5,250		
School Estate Improvement Programme	Core	22,988	4,184	4,435	4,698	4,421	5,250		
Free School Meals	Core	1,959	1,959	-	-	-	-		
Legacy projects	Core	5,243	3,543	850	850	-	-		
Residential Properties	Core	807	807	-	-	-	-		
PROPERTY ESTATE ASSET MANAGEMENT		46,659	10,529	8,232	8,708	8,940	10,250		
Council Property Estate Investment (See note 9)	Core	43,908	7,778	8,232	8,708	8,940	10,250		
Portree Demonstrator Project	Core	2,751	2,751	-	-	-	-		
COMMUNITY AND LEISURE FACILITIES (See note 9)		1,971	1,017	466	488	-	-		
HLH Properties - Life Cycle Investment	Core	1,258	675	285	298	-	-		
Community & Leisure Facilities	Core	713	342	181	190	-	-		
HEALTH & SOCIAL CARE PROGRAMME (See note 9)		3,475	2,317	565	593	-	-		
Adult Services (NHS)	Core	1,739	880	419	440	-	-		
Children's Services/Out of Authority	Core	1,736	1,437	146	153	-	-		
HOUSING (NON-HRA)		11,549	5,274	851	764	2,330	2,330		
Private Sector Housing Grants	Core	8,844	2,656	764	764	2,330	2,330		
Housing First	Core	104	104	-	-	-	-		
Cladding Remediation Programme for SBAs	Core	1,534	1,534	-	-	-	-		
Longman Travelling People Site	Core	1,067	980	87	-	-	-		
ROADS		131,703	34,135	27,155	24,693	22,710	23,010		
Roads General Infrastructure Improvements (incl. BWC & STTS)	Core	57,279	26,043	7,809	7,807	7,810	7,810		
HIP - Roads capital	HIP	58,900	-	14,200	14,600	14,900	15,200		
Sub-total Roads General Improvements		116,179	26,043	22,009	22,407	22,710	23,010		

	Programme Funding (note 4)	5-Year Total Net £'000	(Note 3)					(Note 7)	Overall Phase 1
			+1 26/27 Net £'000	+2 27/28 Net £'000	+3 28/29 Net £'000	+4 29/30 Net £'000	+5 30/31 Net £'000	Future years (HIP Phase 1 Projects Only) Net £'000	Projects Cost Net £'000
A890 Stromeferry Rockface Stabilisation	Core	1,166	566	50	550	-	-		
B851/B862 South Loch Ness Road Improvements	Core	1,464	464	500	500	-	-		
A890 Strathcarron Widening	Core	18	18	-	-	-	-		
Other Minor Schemes	Core	6	6	-	-	-	-		
Traffic Management Improvements	Core	19	19	-	-	-	-		
Inshes Roundabout	Core	9,667	4,567	4,500	600	-	-		
Portree Link Road	Core	950	950	-	-	-	-		
Dingwall Development Infrastructure	Core	740	100	50	590	-	-		
Tier 1 Active Travel (formerly SRTS)	Core	1,580	1,488	46	46	-	-		
BRIDGES		9,602	4,619	1,277	986	870	1,850		
Major Bridges	Core	7,172	2,574	892	986	870	1,850		
Naver Bridge	Core	1,960	1,960	-	-	-	-		
Infirmiry Bridge	Core	470	85	385	-	-	-		
ACTIVE TRAVEL & TRANSPORT		5,456	1,659	926	971	950	950		
Bus Infrastructure Fund Tier 1	Core	646	646	-	-	-	-		
Bus Shelters	Core	82	36	23	23	-	-		
National Cycle Network - Ness Bridge	Core	20	20	-	-	-	-		
Aviemore Transport Hub	Core	9	9	-	-	-	-		
Active Travel Transformation	Core	4,717	966	903	948	950	950		
Community Bus Fund	Core	-	-	-	-	-	-		
CAR PARKS		625	565	30	30	-	-		
Rose Street Multistorey	Core	224	164	30	30	-	-		
Torvean Resurfacing	Core	76	76	-	-	-	-		
Inverness Lorry Park	Core	2	2	-	-	-	-		
Parking Machines/Equipment	Core	98	98	-	-	-	-		
Glencoe Village*	Core	175	175	-	-	-	-		
Broadford Car Park	Core	50	50	-	-	-	-		
Achmelwich Beach*	Core	-	-	-	-	-	-		
LIGHTING & COMMUNICATIONS		2,259	342	462	485	485	485		
Lighting Structural Works	Core	2,147	230	462	485	485	485		
Radio Masts	Core	106	106	-	-	-	-		
Public Space CCTV Modernisation	Core	6	6	-	-	-	-		
FLOOD PROTECTION		6,201	4,538	403	420	420	420		
Surface Water Management Plans	Core	367	150	52	55	55	55		
Coastal Flood Protection Studies	Core	391	154	57	60	60	60		
Coastal Change Management	Core	861	861	-	-	-	-		
Flood Risk Management Act	Core	1,556	347	294	305	305	305		
Flood Protection General	Core	2,723	2,723	-	-	-	-		
Caol FPS	Core	210	210	-	-	-	-		
River Peffery Dingwall Business Park	Core	60	60	-	-	-	-		
River Nairn & Auldearn Burn FPS	Core	30	30	-	-	-	-		
South West Inverness Flood Relief Channel	Core	6	6	-	-	-	-		
River Gynack FPS	Core	9	9	-	-	-	-		

Programme Funding (note 4)	5-Year Total Net £'000	(Note 3)					(Note 7)	Overall Phase 1 Projects Cost Net £'000
		+1 26/27 Net £'000	+2 27/28 Net £'000	+3 28/29 Net £'000	+4 29/30 Net £'000	+5 30/31 Net £'000	Future years (HIP Phase 1 Projects Only) Net £'000	
HARBOURS & FERRIES	19,126	17,084	1,400	242	200	200		
Harbours Health & Safety and General Structural	Core	1,000	128	230	242	200	200	
Kinlochbervie Harbour	Core	2,962	1,962	1,000	-	-	-	
Lochinver Harbour	Core	2,956	2,956	-	-	-	-	
Portree Harbour	Core	1,930	1,930	-	-	-	-	
Uig Ferry Terminal and Link Span*	Core	368	368	-	-	-	-	
Corran Ferry Infrastructure	Core	9,910	9,740	170	-	-	-	
Corran Ferry Electric Vessel (Note 2)	Core	-	-	-	-	-	-	
PLANNING & DEVELOPMENT	-	513	-	-	-	-		
Inverness Castle*	Core	-	1,041	-	-	-	-	
Town & Countryside Regeneration	Core	368	368	-	-	-	-	
Inshes District Park	Core	-	-	-	-	-	-	
Wester Ross Visitor Hubs	Core	64	64	-	-	-	-	
Misc Assets, Bridges & Structures	Core	59	59	-	-	-	-	
Tomich Junction (Note 1)	Core	-	113	-	-	-	-	
Green Infrastructure Merkinch Boardwalk	Core	79	79	-	-	-	-	
Smart City Digital Projects	Core	-	-	-	-	-	-	
Storr Footpath Improvements	Core	71	71	-	-	-	-	
VISITOR MANAGEMENT	-	8	-	-	-	-		
Whaligoe steps Car Park & Junction	Core	-	8	-	-	-	-	
WASTE MANAGEMENT	4,897	4,248	470	79	50	50		
Landfill Restoration Programme	Core	3,254	2,815	416	23	-	-	
Fort William WTS	Core	457	457	-	-	-	-	
Household Green Bin Replacements	Core	201	47	41	43	35	35	
Waste Recycling Centre Office/Welfare Facilities	Core	65	9	13	13	15	15	
Plant, Infrastructure & Banks	Core	848	848	-	-	-	-	
Waste Bulky Shredders*	Core	72	72	-	-	-	-	
RIF Capital Projects	Core	-	-	-	-	-	-	
BEREAVEMENT SERVICES	5,113	3,356	452	345	480	480		
Crematorium	Core	2,206	2,179	27	-	-	-	
Burial Ground Alness	Core	345	345	-	-	-	-	
Burial Ground Canisbay	Core	48	48	-	-	-	-	
Burial Ground Dores	Core	157	157	-	-	-	-	
Burial Ground Dunvegan	Core	249	249	-	-	-	-	
Burial Ground Glen Nevis	Core	187	187	-	-	-	-	
Burial Ground Kilmorack	Core	127	7	120	-	-	-	
Burial Ground Mount Vernon Thurso	Core	150	150	-	-	-	-	
Burial Ground Portree	Core	480	480	-	-	-	-	
Burial Ground Reay	Core	117	117	-	-	-	-	
War Memorials	Core	19	19	-	-	-	-	
Memorial Safety	Core	48	38	5	5	-	-	
Bereavement Services General	Core	2,036	436	300	340	480	480	
PLAY PARKS	1,473	1,473	-	-	-	-		
Play Parks Renewal	Core	1,473	1,473	-	-	-	-	
VEHICLES & PLANT	12,336	3,228	2,554	2,554	2,000	2,000		
Vehicle & Plant Purchases	Core	10,244	2,244	2,000	2,000	2,000	2,000	
Corran Ferry Capital Works	Core	1,602	494	554	554	-	-	
Amenities Plant & Equipment	Core	10	10	-	-	-	-	
Mechanical Street Sweepers	Core	500	500	-	-	-	-	
ICT	14,514	3,187	2,892	3,885	2,275	2,275		
ICT Core Equipment	Core	14,514	3,187	2,892	3,885	2,275	2,275	
COMMUNITY REGENERATION CAPITAL GRANTS	903	903	-	-	-	-		
Nature Restoration Fund	Core	903	903	-	-	-	-	
Capital Programme Contingency Earmarked (Note 5)	Core	13,570	6,107	7,213	250	-	-	
Capital Programme Contingency (Note 5)	Core	59,669	1,341	-	9,850	20,330	28,148	
Capital Multiplier Impact (Note 8)	Core	-	2,604	4,385	5,612	5,384	5,651	
To be allocated to individual project lines								
HIP Phase 1 - Other	3,647	3,647	-	-	-	-		
HIP - Other - TRACC	HIP	1,162	1,162	-	-	-	-	
HIP - Other - Aquadome and Leisure Centre - Phase 1 and Queenspark Track	HIP	1,205	1,205	-	-	-	-	
HIP - Other - Synthetic pitch - Invergordon	HIP	580	580	-	-	-	-	
HIP - Other - Synthetic pitch - Inverness Campus	HIP	600	600	-	-	-	-	
Sports Strategy Development	HIP	100	100	-	-	-	-	
HIP CONSOLIDATED TOTALS	747,911	169,243	135,422	142,604	155,905	144,737	28,185	

Programme Funding (note 4)	5-Year Total Net £'000	+1 26/27 Net £'000	+2 27/28 Net £'000	+3 28/29 Net £'000	(Note 3)		(Note 7)		Overall Phase 1 Projects Cost Net £'000
					+4 29/30 Net £'000	+5 30/31 Net £'000	Future years (HIP Phase 1 Projects Only) Net £'000		

Note 1
 Tomich Junction is within the Green Freeport FBC seed funding proposals - updated cost, funding and profile to be reflected.

Note 2
 The Corran Ferry Electric Vessel project has external funding allocated of £28m.

Note 3
 For years 29/30 to 30/31 - Core capital programme indicative allocations for each core theme are shown, with allocations against any specific individual budgets to be confirmed in due course.

Note 4
 This column indicates whether the funding for the investment line comes from the core investment programme or from the Highland Investment Plan 2% earmarking.

Note 5
 Earmarked Capital Programme Contingency - contingency for identified risks which Capital Programme Board would allocate as/when risks or cost increases are realised.
 Capital Programme Contingency - general contingency for any further/future risks, cost increases or new demands.

Note 6
 *Project budgets are either wholly or partly self-funded (ie from income generated or savings).

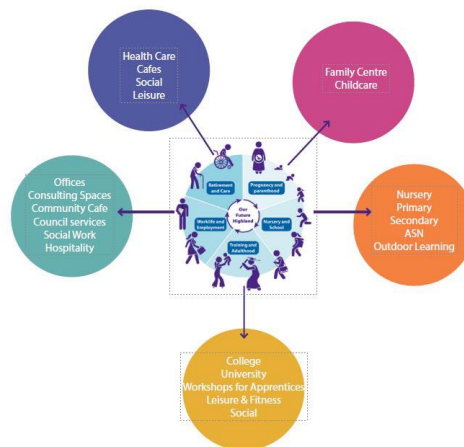
Note 7
 Future years 'budget' has been added for information only, to capture the budget required for the estimated remaining HIP Phase 1 projects spend.

Note 8
 Revenue funding to reduce the Capital Multiplier is being phased in as part of revenue budget decisions. The outcome of which is that the Capital Programme should be able to complete the same amount of work at a lower cost (as staff recharge costs will reduce). This is shown as a single line at this time, which in turn will be allocated across relevant project budgets.

Note 9
 For presentational purposes, the number of General lines has been reduced. With budgets previously shown separately, now rolled up and incorporated within Property General budgets.

APPENDIX 3

POD FACILITIES



Potential POD facilities for consideration:

- **Touchdown Desks**
- **Community Digital Access**
- **Welfare facilities/tea prep**
- **Accessible toilet provision**
- **Bookable meeting space/training room**
- **Partner room**
- **Multi purpose space - Adult and Family Education/Health & Wellbeing activity/Breastfeeding and Nursing/3rd sector/Business start up**
- **Community Library**
- **Community Café**
- **Fitness Studio**
- **Sports Hall (community access outwith school hours)**
- **Sports pitches (out of hours availability)**

APPENDIX 4

PHASE 1 PROJECT DELIVERY TIMESCALES

Proposed Programme					
Project	Mobilisation	Construction Commencement	Construction Completion	Community POD Opening	Phase 2 Completion Demolition & Landscaping
Beaulieu Community POD	Oct-27	Nov-27	Apr-29	Aug-29	n/a
Charleston Community POD	Nov-27	Jan-28	Mar-30	Aug-30	Mar-31
Dingwall Community POD	Oct-27	Nov-27	Nov-29	Apr-30	Feb-31
Fortrose Community POD	Jun-27	Jul-27	Feb-29	Aug-29	Aug-30
Inverness High Community POD	Sep-27	Nov-27	Nov-28	Apr-30	n/a
Thurso Community POD	Jan-28	Feb-28	Nov-30	Apr-31	May-32
Tornagrain Community POD	Apr-27	May-27	Oct-28	Jan-29	n/a
Community POD Opening dates are programmed to be operational from the next available new term.					

Highland Investment Plan

Blar Mhor Community Land – Site Capacity Study

Draft Report. Issued to THC 3rd March 2026

1. Introduction

This report has been prepared by hub North Scotland Ltd. (hNSL) in response to a request from the Highland Council to prepare a Site Capacity Study for the Community Land at the Blar Mhor site in Fort William.

The site in question is zoned for community uses. The terms of this study are based on Section 14 of Highland Councils Committee Report of October 2025 which focuses on ‘Lochaber Adult Care Provision’.

A detailed brief for the Adult Care Provision (in line with the Committee Report) is being developed through the Adult Social Care commissioning strategy pan Highland led by Gavin Sell, Project Manager – Integrated Services (Adult) Highland Council and in consultation and engagement with communities and groups in Lochaber. A collaborative co-design approach to delivering change with the communities will be adopted including consideration of alternative models of providing accommodation to those who can no longer be supported safely to remain in their current homes.

Whilst the detailed briefing work is underway (with participation from hNSL) this report focuses on the site capacity of the current Community Land at Blar Mhor based on a series of assumed Adult Care uses.

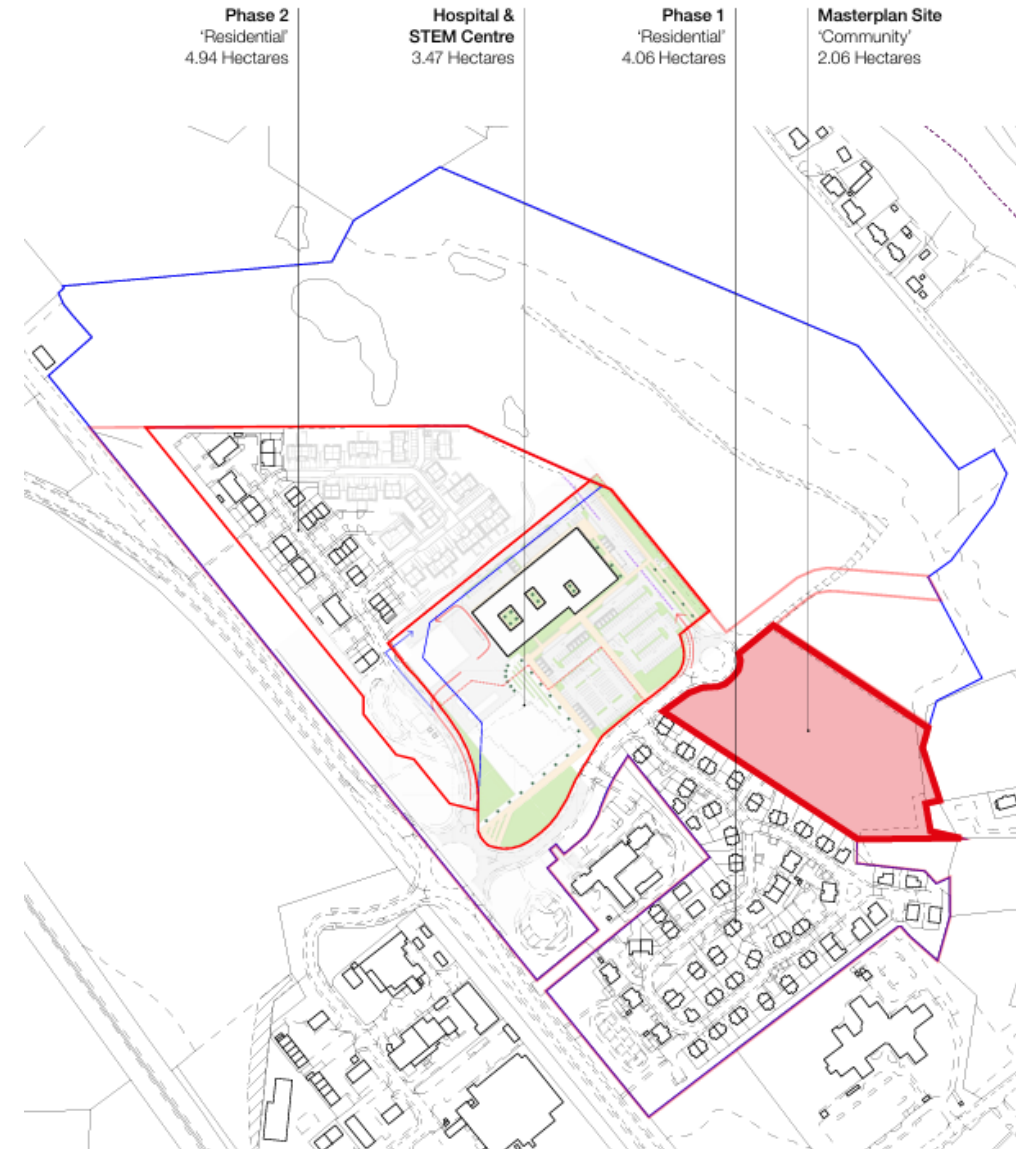
This report has been compiled with input from Threesixty Architecture and Goodson Associates (Civil, Structural, Infrastructure + Transportation Engineers) both of whom have been actively engaged in the development of the wider Blar Mhor masterplan since its inception.

Two appendices accompany this report. They are:

Appendix 1 – Blar Mhor Masterplan Sketchbook REV A (prepared by Threesixty Architecture)

Appendix 2 - Blar Mhor - Community Platform TN001 (prepared by Goodson Associates)

Current Blar Mhor Masterplan (2026)



2. Intended Site Uses

As noted above, a detailed brief for the site is being prepared as a co-production between THC Adult Social Care Team in consultation and engagement with communities and groups in Lochaber.

For the purposes of this capacity study, the following assumptions have been made in terms of site uses for the community land.

Use	Accommodation	Benchmark Ref.
1. In-patient Care Home	20no. Bedroom single storey facility	Thomson Gray database - based on an average Gross Area per bed (46 sqm) = GIFA of 940 sqm
2. Assisted Living Units	2 blocks consisting of 12no. 1 Bedroom and 3no. 2 Bedroom homes	Sizes based on FIT Homes, Stratton, Inverness for Albyn Housing Society Ltd. Benchmarked against hNSL Wick Care Village project for NHS Highland
3. Assisted Living Support / Community Care Centre	300 sqm facility adjacent to Assisted Living Units (for 24-hour care)	Benchmarked against hNSL Wick Care Village project for NHS Highland
4. Additional Community Building	300 to 400 sqm provision for community day care or GP facility	Based on residual capacity within the community land

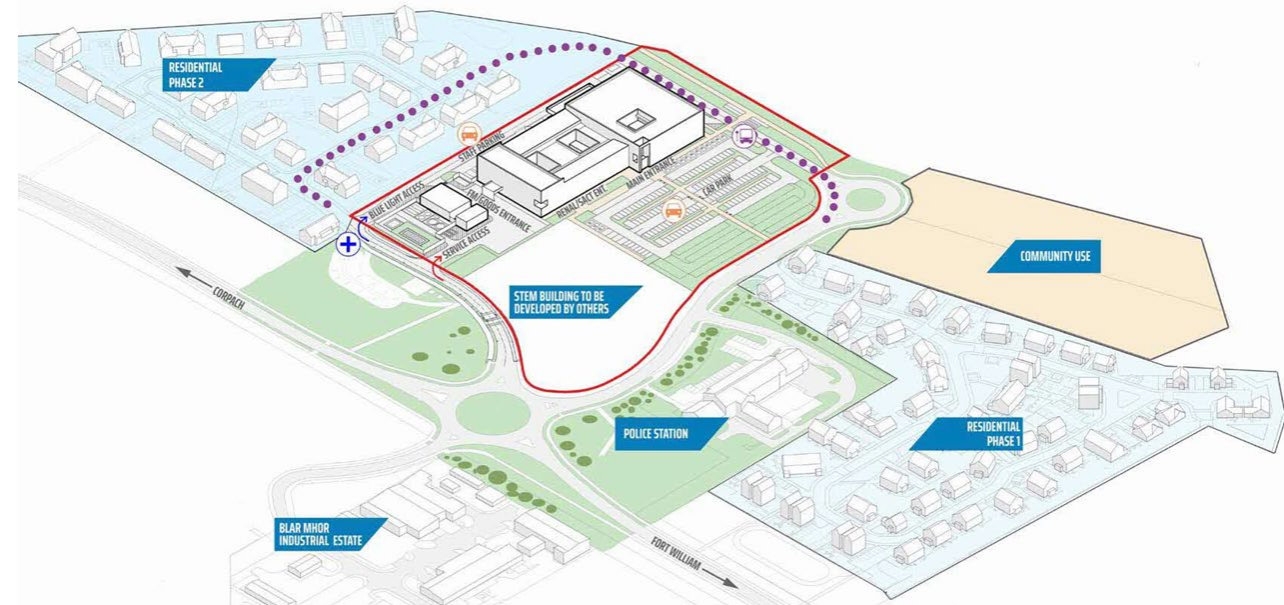


Diagram illustrating the Community Land in context of the wider Blar Mhor Masterplan – refer Appendix 1

3. Site Planning History

December 2018 – Approval for Mixed-use masterplan comprising residential (Class 9 and flatted), Hospital (Class 8), STEM Centre (Class 10), commercial (Classes 1 & 2) and **community uses**.

April 2019 – Approval for Construction of new college building to form a Centre for Science & Technology

June 2019 - Application approved for relating to the detailed design of **Phase 1** residential development of 117 units.

March 2021 – Application approved for various enabling works for the formation of a new SUDS basin and the extension of an existing SUDS basin to serve Phase 1 residential development.

December 2022 - Application approved for erection of 122 residential units with associated works (**Phase 2**)

January 2026 – Application approved to develop land to increase the Hospital GFA (up to 12,400m²) plus Energy Centre (up to 1,000m²) with associated site area increases

Approved Masterplan (2018) for the Blar Mhor Site including the Community Land



Information relating to the Planning History of the Blar Mhor site with all relevant 'Planning Permission In Principle' and 'Section 42 Permission' documents is included in Appendix 1.

4. Site Technical Information

A Site Technical Appraisal has been prepared by Goodson Associates based on their prior knowledge and experience of developing the masterplan including the Community Land. This is included as **Appendix 2**.

The headings in this report are listed below.

1.0 General Conditions

- Reference Material
- The Development Site Pre-Platforming
- Community Site Peat Conditions
- Summary of Environmental Assessment
- Summary of Geotechnical Assessment

2.0 Existing Site Infrastructure

- Potable Water
- Surface and Foul Water Drainage Infrastructure

Known Site Constraints are set out in **slide 6** of this report.

Goodson Associates - Site Technical Information

(individual documents available on request)

- P13613-IDS500-F-Peat Quantity Estimates
- P13613-701-P-Phase 1 - Road Adoption Plan
- P13613-IDS501-B-Sand & Gravel Quantity Estimates
- P13613-IDS500-F-Peat Quantity Estimates
- P13613-500-DD-Phase 1 - Proposed Site Levels
- P13613-501-CC-Phase 1 - Proposed Drainage Layout
- P13613-502-K-Phase 1 - Proposed Foul Pumping Station General Arrangement
- P13613-512-F-Preliminary works to Regional Suds Basin
- P13613-550---Peat Excavations. Phase 1, Community Zone & Off-Site East
- P13613-RP01---Transport Statement
- P13613-IDS507---Platform Cut Fill Analysis
- P13613-RP00-A.1-Drainage Strategy Plan
- SLR Ref_ 428-00576-00080---Blar Mhor Groundwater Assessment
- DAM 3608 Post-Platforming FACT (Phase 1)---Post-Platforming FACT
- DAM 3608 Post-Platforming FACT (Phase 2)---DAM 3608 Post-Platforming FACT (Phase 2)
- GA 13613 Blar Mhor UKWIR SAR---Blar Mhor UKWIR SAR
- GA 13613 Post-Platforming FACT---Blar Mhor Post-Platforming FACT
- P13613-IDS503-D-Drainage Strategy Layout
- P13613-IDS505-D-Development Platform Levels
- P13613-IDS501-B-Sand & Gravel Quantity Estimates

5. Summary of Constraints

Known site constraints relating to the Community Land are set out below.

Potable Water

Note, no capacities within the Scottish Water local network are guaranteed and normal pre-development negotiations with Scottish Water will be required as development proposals emerge.

Surface & Foul Water Drainage Infrastructure

As the community use platform levels sit relatively low in elevation (8.70m to 9.8m AOD) to the installed infrastructure within Phase 1 of development, localised land raising will be required within the community site to achieve gravity connections to the infrastructure installed within phase 1 of development.

Peat Remediation and Pre-Platforming – ‘no build’ zone

As per the diagram on this slide and linked directly to the Peat Remediation work including the Pre-Platforming of the Community Land, there is a recognised ‘no build’ zone which sits within the site boundary. This restriction has been acknowledged and has influenced the development of the Capacity Site Masterplan.

Power and Comms

It is understood that capacity for Power + Comms was upgraded for previous phases of the Blar Mhor site development. This will need to be checked for the development of accommodation on the Community Land.

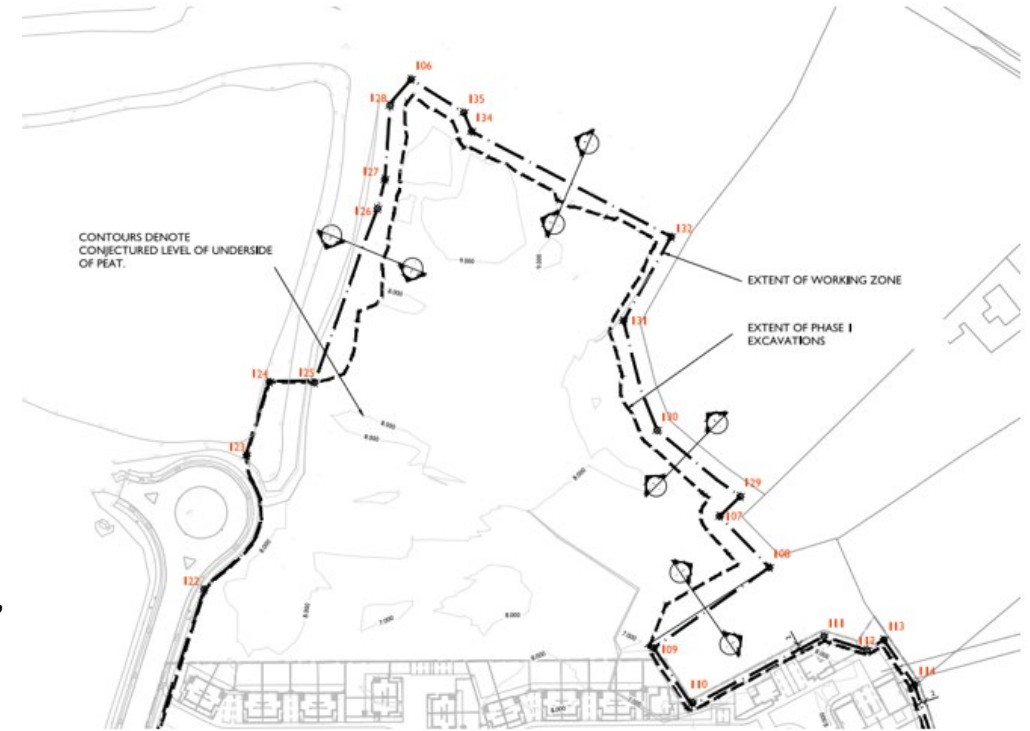


Diagram illustrating the ‘no build’ zone at the perimeter of the Community Land Refer Appendix 2

6. Capacity Study Masterplan – Initial Sketch Layout

This sketch layout has been prepared to illustrate how the assumed site uses can be accommodated within the Community Land and by reference to known site technical constraints.

The layout also includes:

- Car Parking
- Road Access
- Community Gardens
- Potential Allotments

This layout is included in **Appendix 1** together with indicative plans of Assisted Living Units



HIP Lochaber Adult Social Care Masterplan for Blar Mhor

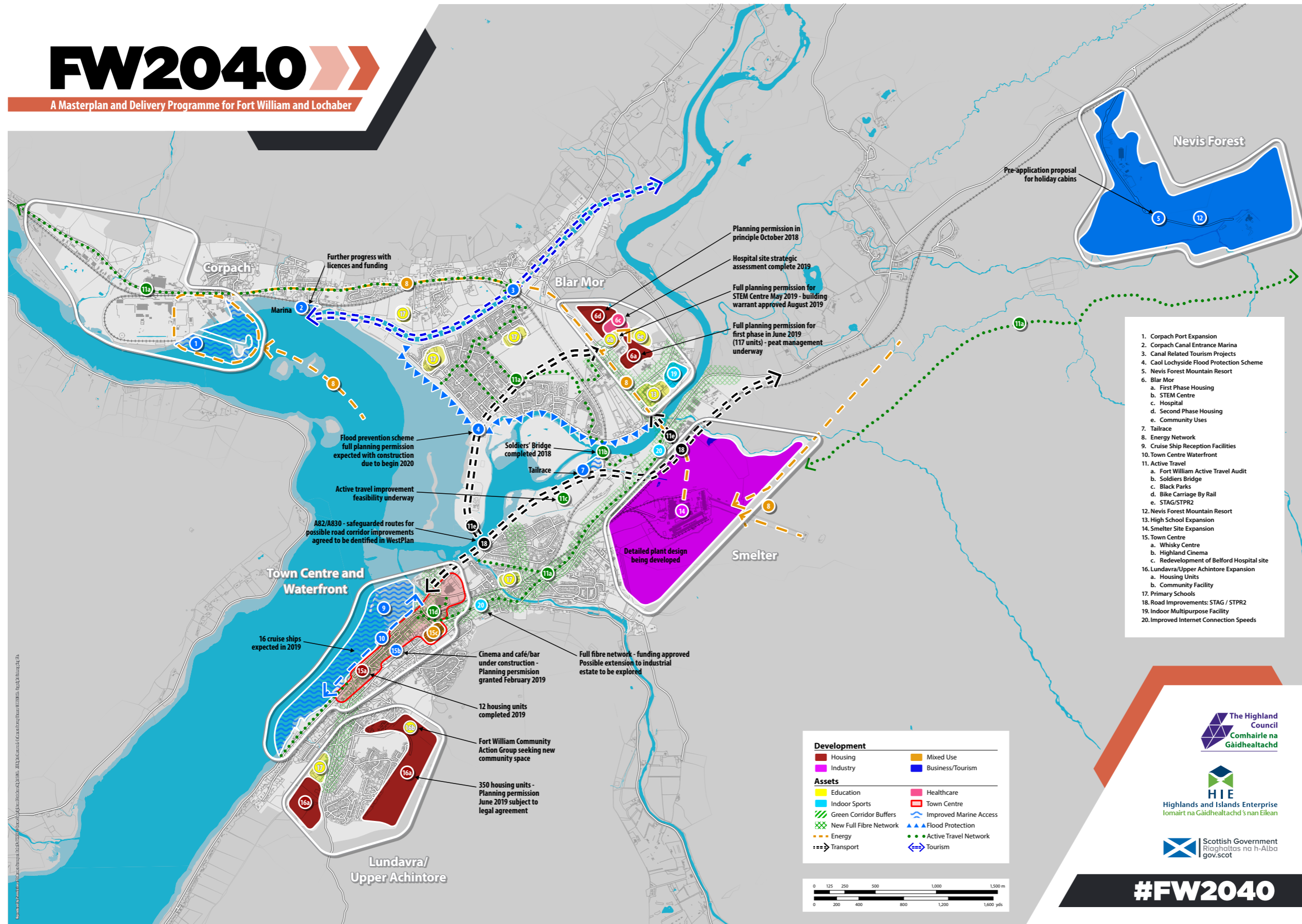
Sketchbook 01 Revision A: 26.02.26



Context:
Fort William 2040

FW2040

A Masterplan and Delivery Programme for Fort William and Lochaber



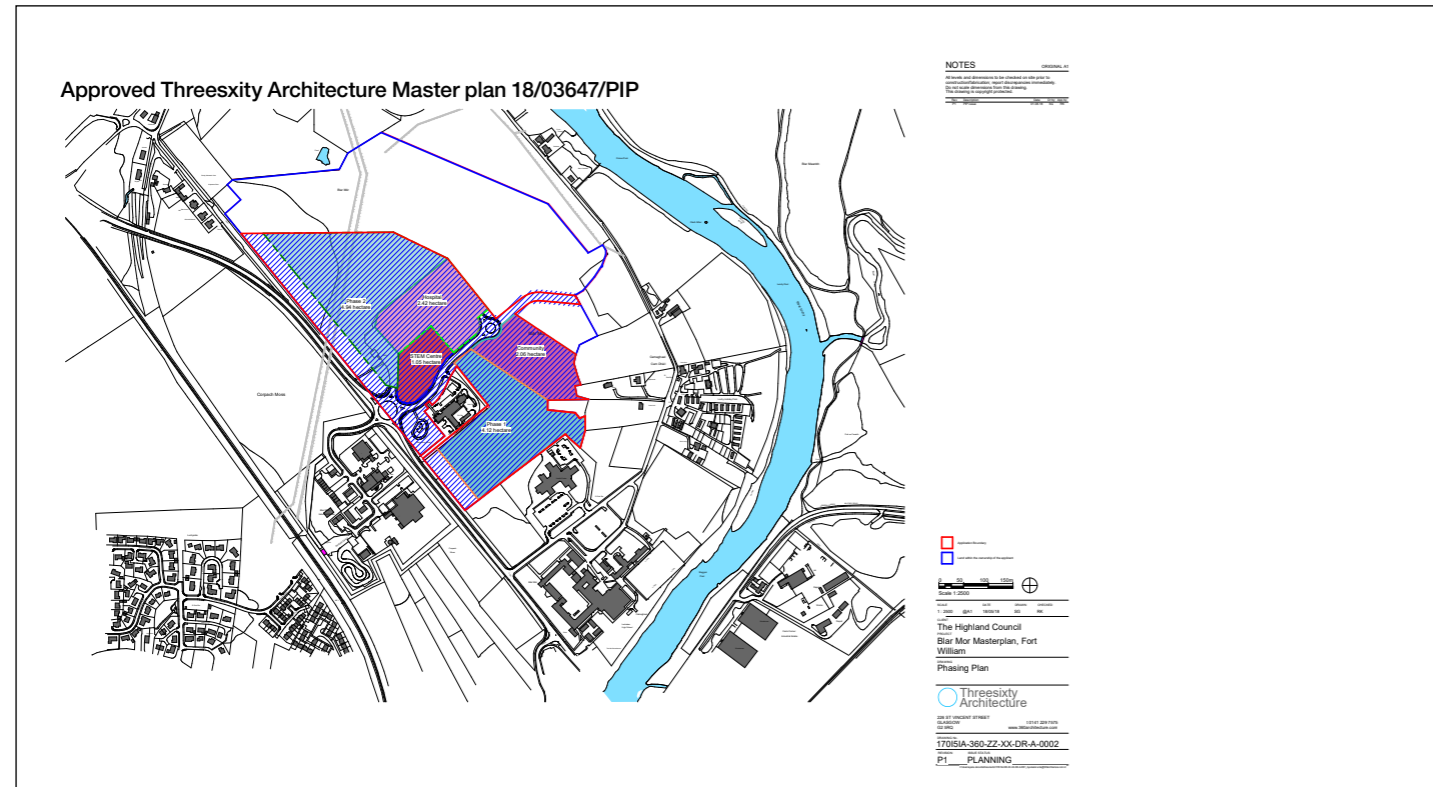
1. Corpach Port Expansion
2. Corpach Canal Entrance Marina
3. Canal Related Tourism Projects
4. Caol Lochside Flood Protection Scheme
5. Nevis Forest Mountain Resort
6. Blar Mor
 - a. First Phase Housing
 - b. STEM Centre
 - c. Hospital
 - d. Second Phase Housing
 - e. Community Uses
7. Tailrace
8. Energy Network
9. Cruise Ship Reception Facilities
10. Town Centre Waterfront
11. Active Travel
 - a. Fort William Active Travel Audit
 - b. Soldiers Bridge
 - c. Black Parks
 - d. Bike Carriage By Rail
 - e. STAG/STPR2
12. Nevis Forest Mountain Resort
13. High School Expansion
14. Smelter Site Expansion
15. Town Centre
 - a. Whisky Centre
 - b. Highland Cinema
 - c. Redevelopment of Belford Hospital site
16. Lundavra/Upper Achintore Expansion
 - a. Housing Units
 - b. Community Facility
17. Primary Schools
18. Road Improvements: STAG / STPR2
19. Indoor Multipurpose Facility
20. Improved Internet Connection Speeds

Development	
■	Housing
■	Industry
■	Mixed Use
■	Business/Tourism
Assets	
■	Education
■	Indoor Sports
■	Green Corridor Buffers
■	New Full Fibre Network
■	Energy
■	Transport
■	Healthcare
■	Town Centre
■	Improved Marine Access
■	Flood Protection
■	Active Travel Network
■	Tourism



#FW2040

Context:
Planning history of the site



18/03647/PIP
Approved 19th December 2018
 Mixed-use masterplan comprising residential (Class 9 and flatted), Hospital (Class 8), STEM Centre (Class 10), commercial (Classes 1 & 2) and community uses

2019

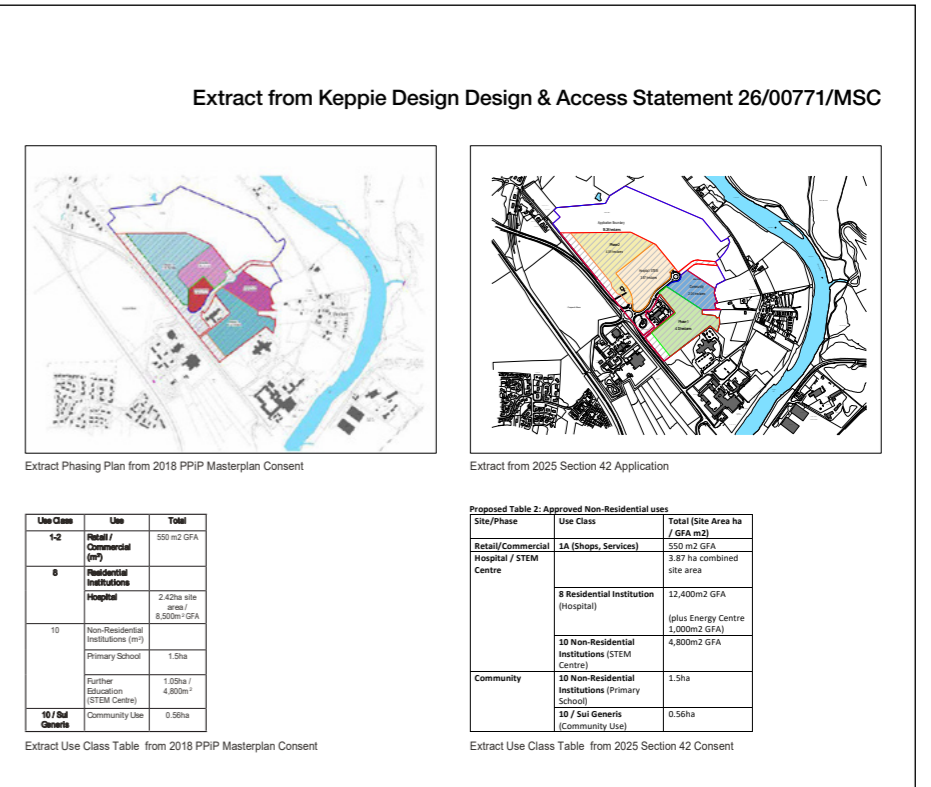
18/05654/FUL
Approved 29 April 2019
 Construction of new college building to form a Centre for Science & Technology

18/05939/MSC
Approved 25th June 2019
 Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP relating to the detailed design of Phase 1 residential development of 117 units

19/05601/MSC & 19/05623/ MSC & 19/05621/MSC
Approved 12 March 2020
 Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP - Amendments to design for sub-phase of residential masterplan including changes to fuel source, minor alterations to external works and alterations to detailed house type design

19/00965/MSC
Approved 16th March 2021
 Approval of matters specified in conditions 2n (details of surface water drainage system), 2r (existing and proposed site levels), 6 (surface water drainage), 7 (capacity of surface water drainage) and 8 (scheme for remodelling of surface water drainage basin) of application 18/03647/PIP in relation to enabling works for the formation of a new SUDS basin and the extension of an existing SUDS basin to serve Phase 1 residential development

22/03479/MSC
Approved 22 December 2022
 Erection of 122 residential units with associated works (Phase 2)



26/00771/MSC
Validated 20th Feb 2026
 Proposed hospital (Class 8) with associated energy centre, outbuildings, and miscellaneous development. Application for the approval of matters specified in conditions 2 (a - c), (e - g), (j - t), 6, 7, 9, 10, 12, 13, 16, 17, 18, 21, and 25 of planning consent 25/03053/S42

2026

25/03053/S42
Approved 16 Jan 2026
 Section 42 Application to develop land without compliance with conditions 1 of 18/03647/PIP to increase the Hospital GFA (up to 12,400m2) plus Energy Centre (up to 1,000m2) with associated site area increases

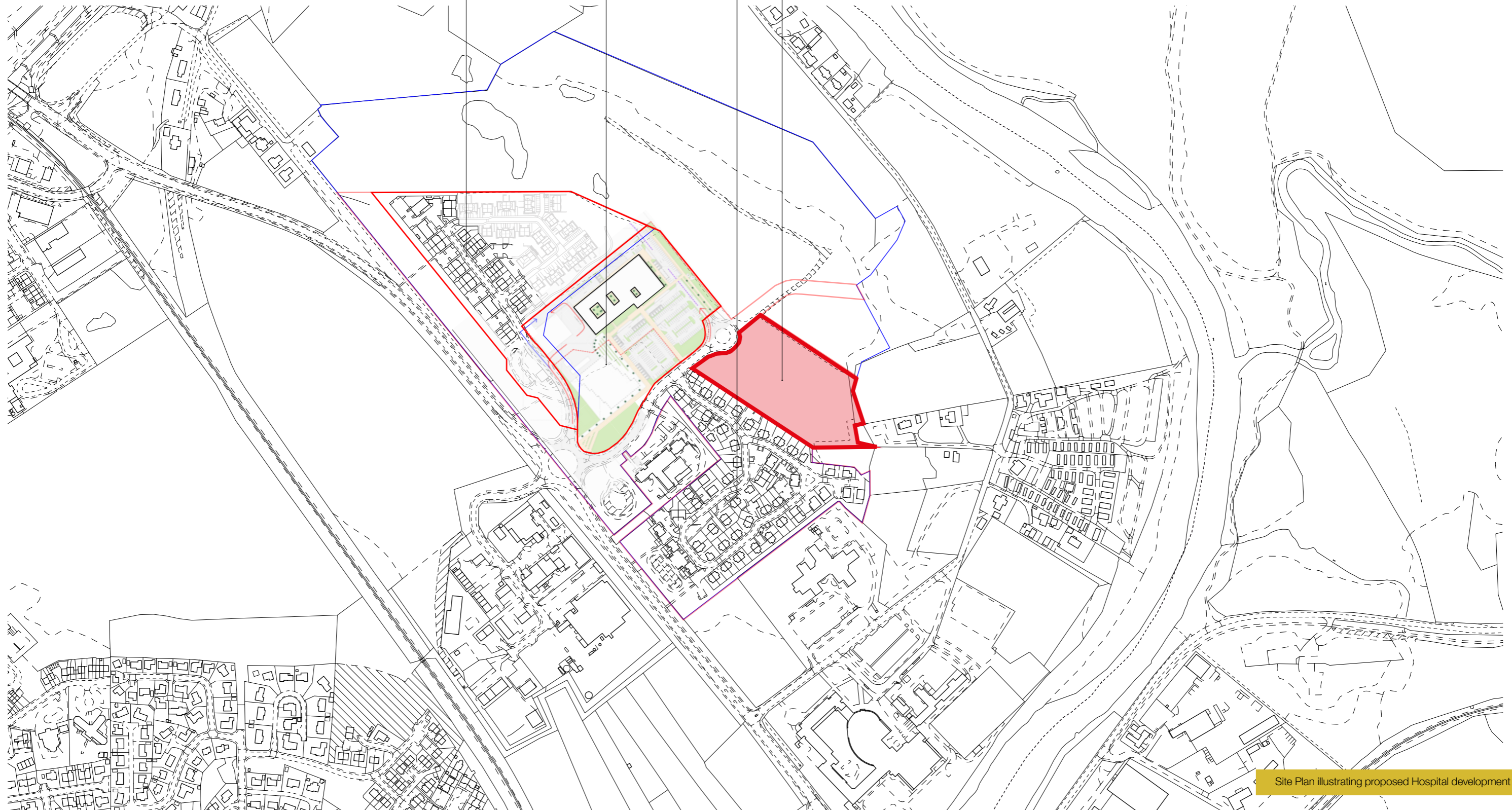
Context:
Wider Masterplan Context

Phase 2
'Residential'
4.94 Hectares

Hospital & STEM Centre
3.47 Hectares

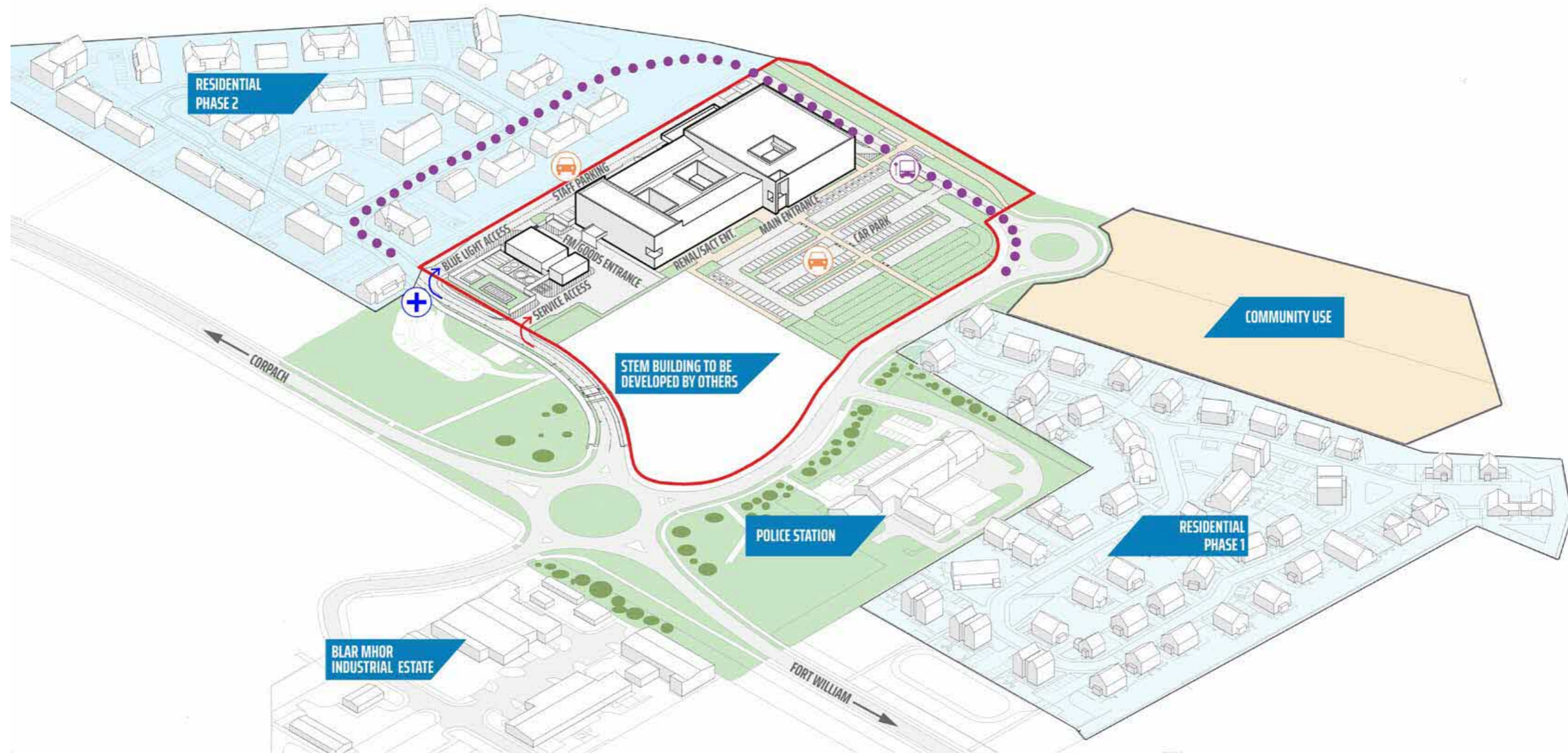
Phase 1
'Residential'
4.06 Hectares

Masterplan Site
'Community'
2.06 Hectares



Site Plan illustrating proposed Hospital development

Context:
Wider Masterplan Context



Proposals: Initial Sketch Layout

Design Rationale

- Central spine road from roundabout with turning head at end
- Extra Community Building and Care Home act as 'gateway' into site with active corners
- Tree lined pedestrian / active travel route to 'sunny' side of new access road
- Amenity housing located at most secluded section of available site
- Potential Community Planting areas incorporated adjacent to community building and adjacent to / within the 'no build zone' at the south east corner of the site

Programme

1. Assisted Living Support / Community Care Centre

300 sqm facility located adjacent to new Assisted Living Units with shared parking facilities

2. Assisted Living Units

2 Blocks consisting of 12 no. 1 Bedroom and 3no. 2 Bedroom homes based on FIT Homes, Stratton, Inverness for Albyn Housing Society Ltd (illustrated on next page)

3. Care Home

20no. bedroom single storey in-patient Care Home

4. Extra Community Building

300-450 sq.m. provision for a community building or GP healthcare facility

Key

Assisted Living/
Community Support
20 Bed Care Home

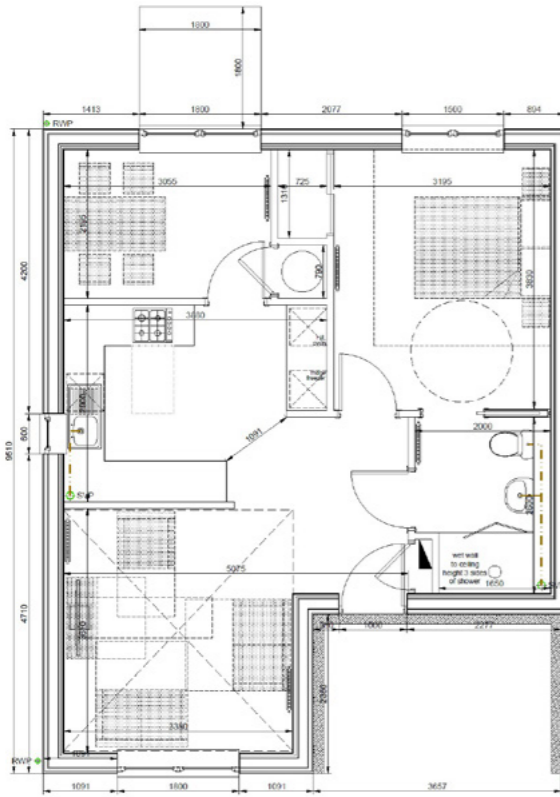
Additional community
use

1 Bed Assisted Living

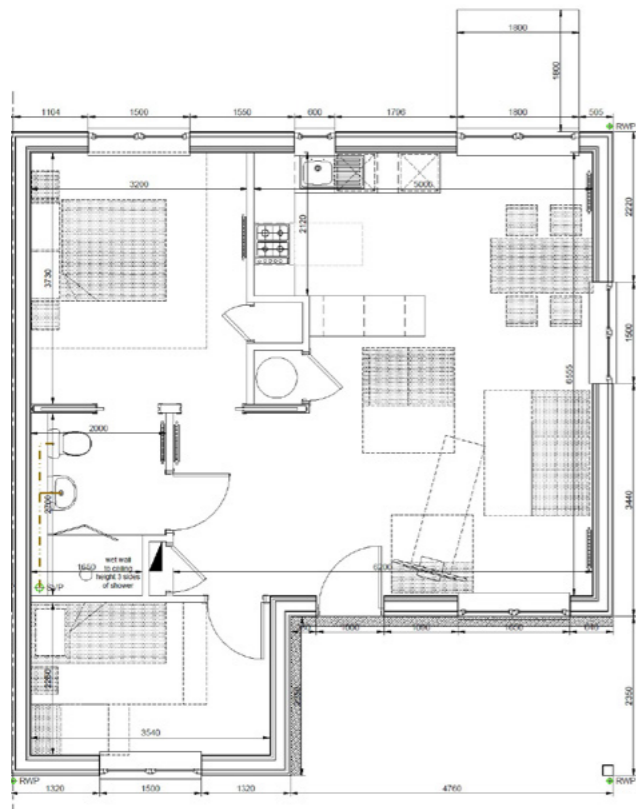
2 Bed Assisted Living



Proposals:
Amenity House Type Example



Typical Floor Plan: 1 Bedroom Home



Typical Floor Plan: 2 Bedroom Home



Typical Site layout

Appendix A

18/03647/PIP Planning Permission in Principle



PLANNING PERMISSION IN PRINCIPLE

Reference No: 18/03647/PIP

PLANNING PERMISSION IN PRINCIPLE

Reference No: 18/03647/PIP

To:
The Highland Council
Council Headquarters
Glenurquhart Road
Inverness
IV3 5NX

Per:
Threesixty Architecture
Per: Stuart Graham
Moray House
16-18 Bank Street
Inverness
IV1 1QY

**Town and Country Planning (Scotland) Act 1997 (As Amended)
Planning Etc. (Scotland) Act 2006**

DECISION NOTICE

**Mixed-use masterplan comprising residential (Class 9 and flatted), Hospital (Class 8), STEM Centre (Class 10), commercial (Classes 1 & 2) and community uses
Land 400M NE of Blar Mhor Industrial Estate, Lochyside, Fort William**

The Highland Council in exercise of its powers under the above Acts grants **planning permission in principle** for the above development in accordance with the particulars given in the application and the following documents:

Document Type	Document No.	Version No.	Date Received
Location Plan	170151A-360-ZZ-XX-DR-A-0014	P2	03.08.2018
Site Phasing Plan	170151A-360-ZZ-XX-DR-A-0002	P1	03.08.2018

CONDITIONS & REASONS

This permission is granted subject to the following conditions and reasons:

1. Planning Permission in Principle is hereby granted for a mixed use development upon 18.37 hectares to be developed in accordance with the Master Plan hereby approved in two sequential residential Phases in accordance with the Phasing Plan and as set out in Table 1 and the Approved Non-residential Uses for each Phase set out within Table 2:

Table 1: Approved Residential Phasing

Phase Use	1	2
Residential	120	130
(units)		

Table 2: Approved Non-residential uses

Dated: 19th December 2018

Susan Macmillan
.....
Area Planning Manager
Page 1 of 15

Use Class	Use	Total
1-2	Retail / Commercial (m ²)	550 m ² GFA
8	Residential Institutions	
	Hospital	2.42ha site area / 8,500m ² GFA
10	Non-Residential Institutions (m ²)	
	Primary School	1.5ha
	Further Education (STEM Centre)	1.05ha / 4800m ²
10 / Sui Generis	Community Use	0.56ha

The development shall be undertaken in accordance with the agreed Phasing Plan or in Sub-Phases as may be approved in writing by the Planning Authority. A Sub-Phase means any part of any Phase of Development the subject of an Approval of Matters Specified in Conditions issued by the Council following an application in that behalf, or otherwise subject of any equivalent planning approval following an application in that behalf.

Reason: To ensure that the development proceeds in an appropriate manner and that the necessary elements of the development are provided at the appropriate stages.

2. No development shall commence within each Phase, or 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 by the Planning Authority in respect of the following matters, insofar as they relate to the details of the proposed development taking full account of the approved Master Plan, Creating Places, Designing Streets and other relevant national and local policy and guidance related to the matters set out below:-
 - a. the siting, design and external appearance of all buildings and other structures;
 - b. details of sustainable design considerations;
 - c. the means of access to the site including connections to the A830(T) for all modes of transport;
 - d. the layout of the site, in accordance with Designing streets principles;

Dated: 19th December 2018

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.....
Area Planning Manager

PLANNING PERMISSION IN PRINCIPLE

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- e. road layout including:
 - 1. the road hierarchy;
 - 2. typical form of the routes forming the hierarchy;
 - 3. junction layouts and design with projected traffic figures supported by traffic modelling;
 - 4. junction visibility requirements;
 - 5. junction spacing both within the development and on the spine road;
 - 6. vehicle tracking at junctions and standard radii;
 - 7. details of any bus routes and bus stops inclusive of bus tracking;
 - 8. details of provision for cyclists and pedestrians including carriageway crossings and pedestrian linkages to the A830;
 - 9. provision for disabled users following consultation with the Lochaber Access Panel;
 - 10. details of safer routes to school;
 - 11. details of the location and type of service strips within the intended adoptable road boundary;
- f. the provision of car parking inclusive of disabled parking including incurtilage parking, communal parking areas, parking courts and onstreet parking with no driveways being located in positions where they may conflict with traffic movements at junctions;
- g. the provision of covered cycle parking including resident cycle parking in houses and communal covered cycle parking at flats and external covered visitor cycle parking at flats;
- h. the details of and timetable for delivery of the provision of public open space, including, in accordance with the Open Space in New Residential Developments: Supplementary Guidance, (or any superseding guidance prevailing at the time of submission);
- i. details of public art provision in accordance with the Highland Council's Public Art Strategy Supplementary Guidance (or any superseding guidance prevailing at the time of submission);
- j. the details of, and timetable for, the hard and soft landscaping of the site;
- k. details of management and maintenance arrangements of the areas identified in (h), (i), and (j) above;
- l. details of all boundary treatments within the development, as set out within the relevant approved Area Development Brief.
- m. the provision for service vehicles inclusive of the loading and unloading all goods vehicles during the operation of the developments;
- n. details of the provision of surface water drainage systems, including access for maintenance, across the phase or sub-phase, how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements of said infrastructure;
- o. details of the water and waste water connections, with connection to the public water and waste water networks. For the avoidance of doubt there shall be no connections to the

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- trunk road drainage system;
- p. means of dealing with domestic and commercial waste in accordance with the Highland Council's 'Managing Waste in New Developments' Supplementary Guidance' including details of the siting of a recycling facility (or any superseding guidance prevailing at the time of submission);
- q. details of existing trees, shrubs and hedgerows to be retained;
- r. details of existing and proposed site levels with fall arrows;
- s. details of finished floor levels;
- t. details of all street lighting and lighting of car parking areas ensuring that safety and security matters are addressed;

Reason: To enable the planning authority and relevant consultees to consider these aspects of the development in detail.

- 3. No development shall commence within each Phase, or sub-Phase, until a Construction Environmental Management Document has been submitted to and approved in writing by the Planning Authority. The Document shall include:
 - a. An updated Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions
 - b. Processes to control / action changes from the agreed Schedule of Mitigation
 - c. The following specific Construction and Environmental Management Plans (CEMP):
 - i. Habitat and Species Protection Plan
 - ii. Pollution prevention plan
 - iii. Dust management plan
 - iv. 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
 - v. Site waste management plan
 - vi. Measures to protect private water supplies; including an emergency response plan.
 - d. Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities.
 - e. Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, Planning Authority and other relevant parties.
 - f. Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs

The development shall proceed in accordance with the approved Construction Environmental

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Management Document.

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

4. No development shall commence within each Phase, or sub-Phase, until a scheme to deal with potential contamination on site within that Phase has been submitted to and approved in writing by the Planning Authority. The scheme shall include:

i) the nature, extent and type of contamination on site, identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment in line with PAN 33 and BS10175:2001, or any superseding guidance prevailing at the time of the assessment), the scope and method of which shall be submitted to and approved in writing by the Planning Authority;

ii) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works and proposed verification plan to ensure that the site is fit for the uses proposed;

iii) measures to deal with contamination during construction works;

iv) a means of monitoring any decontamination measures;

v) a means of verifying the completion of any decontamination measures that may arise.

Thereafter, no development shall commence within the phase in question until written confirmation that the scheme will be implemented and completed in accordance with an agreed programme and, if required, monitoring measures are in place, has been issued by the Planning Authority.

Reason: *In order to ensure that the site is suitable for development, given the nature of previous uses/processes.*

5. No development shall commence within each Phase or sub-Phase until pre-commencement surveys to locate the presence or absence of protected species have been undertaken and copies submitted to both the Planning Authority. Should any of these species be found within or adjacent to an area likely to be affected by construction activities, appropriate mitigation measures shall be put in place by the developer prior to development commencing and be maintained for the duration of development, details of which shall first be submitted to, and approved in writing by, the Planning Authority.

Reason: *To protect and enhance nature conservation from construction activities.*

6. Any details pursuant to Condition 2 above shall be informed by and include full details of surface water drainage provision within the relevant Phase or sub-Phase and how that relates to the surface water drainage approach for the site as a whole (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Third Edition, or any superseding guidance prevailing at the time). This shall also detail updated greenfield run-off rates to reflect the details of the proposed development. Thereafter, only the approved details shall be

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.....
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implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: *In the interests of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution*

7. Any details pursuant to Condition 2 above shall include an assessment of the remaining capacity, inclusive of the cumulative uptake of the capacity by any prior phase or sub-Phase and the greenfield run-off rates of the next phase or phase or sub-phase, of the regional SuDS basin.

Thereafter, any mitigation identified to enhance the capacity of the overall SuDS system on the site shall be implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: *In the interests of amenity, to protect and enhance the natural environment, protect the water environment, reduce the risk of flooding and prevent pollution.*

8. No development shall commence until a scheme for the re-modelling of the regional SuDS basin without infiltration features to assess the capacity and flood risk during a non-infiltration scenario has been submitted to and approved in writing by the Planning Authority.

Thereafter any mitigation required shall be implemented and completed prior to the occupation of the first phase of development.

Reason: *In the interests of amenity, to protect and enhance the natural environment, protect the water environment and reduce the risk of flooding.*

9. Any details pursuant to Condition 2 above shall be informed by and include an access management plan (including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure) shall be submitted for the written approval of the planning authority for each phase or sub-phase of the development. The plan shall show:-

- a. All existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights;
- b. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage in relation to proposed buildings or structures;
- c. All paths and tracks proposed to be constructed for use by walkers, riders, cyclists, all abilities users etc and how these will integrate with existing or proposed networks;
- d. Any diversion of paths, temporary or permanent proposed for the purposes of the development;
- e. Links to the Highland Council's core paths and green frameworks.

Each Access Management Plan shall be implemented as approved and in accordance with the timetables outlined therein, unless otherwise approved in writing by the Planning Authority.

Reason: *To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003.*

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.....
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- 10. Any details pursuant to Condition 2 above for the development of any Further Education (STEM Centre) facility or any Hospital until measures to mitigate the potential noise impact of development on existing and/or future noise sensitive dwellings (including any development of a primary school on the land identified for community uses has been submitted to and agreed in writing by the Planning Authority. The agreed measures shall thereafter be implemented.

Reason: *To ensure acceptable levels of external and internal noise levels are achieved.*

- 11. Any details pursuant to Condition 2 above for the development of any primary school, shall include, a detailed survey and assessment of the environmental noise sources impacting the school site shall be submitted for the written approval of the planning authority. Thereafter the agreed scheme of noise mitigation shall be implemented to the satisfaction of the planning authority.

Reason: *To ensure acceptable levels of external and internal noise levels are achieved in the school.*

- 12. All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration or similar mechanical services, including fans, ducting and external openings shall be installed, maintained and operated such that any operating noise complies with Noise Rating Curve 20 and details and a noise assessment of each installation will require to be submitted for the written approval of the planning authority.

Reason: *In the interests of amenity.*

- 13. Any details pursuant to condition 2 above shall be informed by and include a Waste Management Strategy for each phase or sub-phase. This shall detail the approach to sustainable waste management in the operational of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes in each phase or sub-phase.

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

- 14. All roads intended to link with future phases of development or to other adjoining sites shall be taken to the edge of the application site with no impediments.

Reason: *To ensure that future roads and routes can be provided without impediment.*

- 15. No development shall commence each phase or sub- phase until a Construction Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved Construction Traffic Management Plan shall be implemented prior to development commencing and remain in place until the development is complete.

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.*

- 16. Any details pursuant to condition 2 above shall show car parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments prior to first occupation of the element of the development to which it relates,

Dated: 19th December 2018

Susan Macmillan
.....
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thereafter being maintained for this use in perpetuity.

Reason: *To ensure adequate provision of car parking.*

- 17. Any details pursuant to condition 2 above shall show secure, covered cycle parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments prior to first occupation of the element of the development to which it relates, thereafter being maintained for this use in perpetuity.

Reason: *To ensure that the proposed cycle parking is safe and secure for use by the public.*

- 18. Any details pursuant to Condition 2 above which includes development of non residential uses within each Phase or sub-phase shall include a Parking Management Plan in respect of each application for non-residential development that includes car parking for that Phase shall be submitted for the written approval of the planning authority. The parking management plan shall include signage, specific provision for short-stay parking, management of staff parking and other parking control measures to which it relates, thereafter being maintained for this use in perpetuity

Reason: *To ensure that the car parking provided is used in an effective and appropriate manner.*

- 19. Any details pursuant to condition 2 above shall include details, including full specifications, for the layout, design and construction of green spaces, outdoor sports and recreation facilities that comply with, or exceed, the Highland Council's adopted standards contained within 'Open Space in New residential Development' for that Phase shall be submitted to and agreed in writing by the planning authority. The agreed scheme shall be implemented thereafter to the satisfaction of the planning authority.

Reason: *In the interests of amenity and to ensure that open space and recreational facilities are in accordance with Council standards.*

- 20. Before the first occupation of each Phase, or sub-Phase, a scheme for the maintenance in perpetuity of all on-site green spaces and/or woodland and/or sports facilities, features or parts of the development that are not the exclusive property of any identifiable individual house owner such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water for that Phase of sub-Phase, shall be submitted to and agreed in writing by the planning Authority. The agreed scheme, which shall accord with the Highland Council's adopted standards contained within 'Open Space in Residential Development', shall be implemented thereafter to the satisfaction of the planning authority.

Reason: *In the interests of amenity and to ensure that communal infrastructure on the site are maintained in accordance with the Council's standards.*

- 21. Any details pursuant to condition 2 above shall include and be informed by a programme of archaeological work for the preservation and recording of any archaeological features affected by the proposed development. This will include a timetable for investigation, all in accordance with the attached specification which shall require to be submitted for the written approval of the planning authority. All arrangements thereby approved shall be implemented by the

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Susan Macmillan
.....
Area Planning Manager

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applicant/developer at his expense in accordance with the approved timetable for investigation.

Reason: To ensure the protection and/or recording of the historical and archaeological interest that may be found on the site.

- 22. Any details pursuant to Condition 2 above shall be informed by:
 - a. Arboricultural Assessment;
 - b. Tree Constraint and Protection Plan
 - c. Arboricultural Method Statement;
 - d. Tree and Woodland Management Plan for existing woodlands Such details should be in accordance with BS5837:2012 - Trees in Relation to Design, Demolition and Construction (or any superseding document prevailing at the time).

Thereafter, development shall progress in line with the approved details unless otherwise agreed in writing by the Planning Authority.

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

- 23. All planting comprised in the approved scheme of landscaping for each phase or sub-phase shall be undertaken in the first planting season following occupation of the first building for that Phase. Any plants which, within a period of five years from the occupation of the first building on that Phase, die, are removed, or become seriously damaged or diseased, shall be replaced in the immediately following planting season with others of a similar size and species.

Reason: In the interests of amenity and in order to ensure that the development is adequately landscaped.

- 24. No part of the development shall be occupied until Traffic Regulations Order(s), limiting the speed of traffic on all roads, with the exception of the Spine Road, to no more than 20mph, have been submitted to and approved in writing by the Roads Authority. For the avoidance of doubt any Traffic Regulation Order(s) and any required signage and road markings shall be at the expense of the developer.

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

- 25. Any details pursuant to Condition 2 above which includes development of non residential uses within a Phase or sub-phase shall include an Outline Travel Framework Plan in respect of each application for non-residential development. This shall set out proposals for reducing dependency on the private car and encouraging active travel. Thereafter, no development shall be occupied in each phase or sub-phase of the development until a detailed Travel Framework Plan, based on the principles of the outline Travel Framework Plan, have been submitted and agreed in writing by the Planning Authority. The detailed Travel Framework Plan shall include:
 - a. Measures for extending and/or increasing the active travel opportunities in the area;

Dated: 19th December 2018

Susan Macmillan
.....
Area Planning Manager

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- b. Details for the management, monitoring, review and reporting of these measures;
- c. A system of management, monitoring, review, and reporting.

The Travel Framework Plan shall be implemented as approved from the first occupation of the development.

Reason: To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.

- 26. No development shall commence until the Planning Authority has approved the terms of appointment and the identity of the appointee by and at the cost of the Developer of an independent and suitably qualified consultant to act as Travel Plan Co-ordinator to deliver the Travel Framework Plan required under Condition 25 of this Planning Permission from commencement of development to the date of completion of the development.

Reason: To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.

- 27. No development shall commence until a community liaison group is established by the developer, in collaboration with The Highland Council, Lochaber Access Panel and affected local Community Councils. The group shall act as a vehicle for the community to be kept informed of project progress and, in particular, should allow advanced dialogue on the provision of all mitigation measures and to keep under review the timing and type of development within future development phases. The liaison group, or element of any combined liaison group relating to this development, shall be maintained until the development has been completed and is occupied.

Reason: To assist with the provision of mitigation measures and delivery of future phases of the development.

- 28. Prior to the commencement of the development (including any engineering works) of any phase or sub-phase a Peat Management Plan shall be submitted to and approved in writing by the Planning Authority in consultation with the SEPA. The Peat Management Plan shall include:
 - a. The protection of peat within areas where peat is to be retained;
 - b. The effective removal of peat in phases from the proposed development areas to be reused within landscape / amenity bunds;
 - c. Details of all peat stripping, excavation, storage and reuse of material in accordance with good practice published by SEPA;
 - d. Details of peatland restoration as it relates to the relevant phase or subphase;
 - e. Details for the marking out of any sensitive peat areas on site which shall not be disturbed and to prevent any vehicle causing inadvertent damage; and

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- f. where necessary, plans for the final disposal of any removed peat which cannot be effectively accommodated on site.

Reason: To ensure the re-engineering of the site secures effective restoration of the peat resource retained on site as a natural / landscaped feature.

29. No mineral extraction shall be undertaken until a site specific scheme for the working and restoration of each area of working forming part of the Development has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall include;
- a. A detailed prioritisation plan for all the mineral extractions on site which shall provide detail on which mineral extractions are required or likely to be worked and the sequence in which they will be opened up;
 - b. A detailed working method statement based on site survey information and ground investigations;
 - c. Details of the handling of any overburden (including peat, soil and rock);
 - d. Drainage, including measures to prevent surrounding areas of peatland, and Ground Water Dependant Terrestrial Ecosystems (GWDTE) from drying out;
 - e. A programme of implementation of the works described in the scheme; and
 - f. Full details of the reinstatement, restoration and aftercare of the mineral extraction areas at the end of the construction period, to include topographic surveys of pre-construction profiles, and details of topographical surveys to be undertaken of the restored mineral extraction profiles.

The approved scheme shall thereafter be implemented in full.

Reason: To ensure that excavation of materials from the site is carried out in a manner that minimises the impact on road safety, amenity and the environment, and to secure the restoration of any areas of mineral extraction at the end of the construction period.

Variations

During the processing of the application the following variations were made to the proposal:

None.

Section 75 Obligation

An Obligation in terms of Section 75 of the 1997 Planning Act relates to this development. The terms of the Section 75 Obligation are as follows:

- a) Delivery of Affordable Housing
- b) Contributions to primary school accommodation within the Lochaber High School Catchment Area, in the first instance Caol Primary School providing a two classroom extension (£2041 per house and £1157 per flat).

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- c) Contribution to the delivery of community facilities within the Lochaber High School Catchment Area, in the first instance being the delivery of the Indoor Training Facility (£482 per residential unit)
- d) Contributions to Waste Management Infrastructure (£6 per residential unit).

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.

IMPORTANT INFORMATIVES

Please read the following informatives and, where necessary, act upon the requirements specified:

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION IN PRINCIPLE

The Highland Council hereby makes the following Direction under Section 59(5) & (7) of the Town and Country Planning (Scotland) Act 1997 (as amended).

An application or applications for the approval of matters specified in conditions attached to this planning permission in principle must be made no later than whichever is the latest of the following—

For Phase 1

- i. THREE YEARS from the date on this decision notice;
- ii. SIX MONTHS from the date on which an earlier application for the requisite approval was refused; or
- iii. SIX MONTHS from the date on which an appeal against such refusal was dismissed.

For each subsequent Phase

- i. THREE YEARS from the date of approval of matters specified in conditions for each previous Phase;
- ii. SIX MONTHS from the date on which an earlier application for the requisite approval was refused; or
- iii. SIX MONTHS from the date on which an appeal against such refusal was dismissed.

In respect of each phase, this permission will lapse on the expiration of the period from the date of the requisite approval of any matters specified in conditions applicable to that phase (or, in the case of approval of different matters on different dates, from the date of the requisite approval for the last such matter being obtained), whichever is the later, unless that phase of the development to which the permission relates is begun before that expiration.

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FOOTNOTE TO APPLICANT

Initiation and Completion Notices

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

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

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

Accordance with Approved Plans & Conditions

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

Flood Risk

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

Scottish Water

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

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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 & Debris on Road

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

Construction Hours and Noise-Generating Activities

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

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

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

Protected Species - Halting of Work

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

Land Ownership/Planning Permission

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

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RIGHT OF APPEAL

1. If the applicant is aggrieved by the decision to refuse planning permission for, or approval required by a conditions in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under Section 47 of the Town and Country Planning (Scotland) Act 1997 (as amended) **within three months** beginning with the date of this notice. The notice of appeal should be addressed to:

**Directorate for Planning and Environmental Appeals
4 The Courtyard
Callendar Business Park
Callendar Road
Falkirk
FK1 1XR**

Appeals can also be lodged online via the ePlanning Portal at:

<https://www.eplanning.scot>

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997 (as amended).

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Appendix B

25/03053/S42 Section 42 Permission



SECTION 42 PERMISSION

To: The Highland Council
 Per: Mrs Helen Cameron
 The Highland Council Headquarters
 Glenurquhart Road
 Inverness
 IV3 5NX

Per:
 Keppie Design
 Per: Chris Mitchell
 160 West Regent Street
 Glasgow
 G2 4RL

ReferenceNo:25/03053/S42

**Town and Country Planning (Scotland) Act 1997 (As Amended)
 Planning Etc. (Scotland) Act 2006**

DECISION NOTICE

Application under Section 42 to develop land without compliance with condition 1 previously attached to planning permission in principle ref. 18/03647/PIP for the increase of the Hospital GFA (up to 12,400m2) plus Energy Centre (up to 1,000m2) with associated site area increases at Land 400M NE Of Blar Mhor Industrial Estate, Lochyside, Fort William.

The Highland Council in exercise of its powers under the above Act grants planning permission in principle to develop land without compliance with condition 1 previously imposed, in accordance with the particulars given in the application and the following conditions and reasons:

A. The development to which this 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: In accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended).

1. Planning Permission in Principle is hereby granted for a mixed-use development upon 18.37 hectares to be developed in accordance with the Master Plan hereby approved in two sequential residential Phases in accordance with the Phasing Plan and as set out in Table 1 and the Approved Non-residential Uses for each Phase set out within Table 2:

Table 1: Approved Residential Phasing

Phase	1	2
Use		
Residential (units)	120	130

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Table 2: Approved Non-residential uses

Site/Phase	Use Class	Total (Site Area ha/GFA m ²)
Retail/Commercial	1A (Shop, Services)	550 m ² GFA
Hospital / STEM Centre		3.87ha combined site area
	8 Residential Institution (Hospital)	12,400 m ² GFA (plus Energy Centre 1,000 m ² GFA)
	10 Non-Residential Institution (STEM Centre)	4,800 m ² GFA
Community	10 Non-residential Institution (Primary School)	1.5ha
	10 / Sui Generis (Community Use)	0.56ha

The development shall be undertaken in accordance with the agreed Phasing Plan or in Sub Phases as may be approved in writing by the Planning Authority. A Sub-Phase means any part of any Phase of Development the subject of an Approval of Matters Specified in Conditions issued by the Council following an application in that behalf, or otherwise subject of any equivalent planning approval following an application in that behalf.

Reason: To ensure that the development proceeds in an appropriate manner and that the necessary elements of the development are provided at the appropriate stages.

2. No development shall commence within each Phase, or 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 by the Planning Authority in respect of the following matters, insofar as they relate to the details of the proposed development taking full account of the approved Master Plan, Creating Places, Designing Streets and other relevant national and local policy and guidance related to the matters set out below:-
 - a. the siting, design and external appearance of all buildings and other structures;
 - b. details of sustainable design considerations;
 - c. the means of access to the site including connections to the A830(T) for all modes of transport;
 - d. the layout of the site, in accordance with Designing Streets principles;
 - e. road layout including:
 1. the road hierarchy;
 2. typical form of the routes forming the hierarchy;
 3. junction layouts and design with projected traffic figures supported by traffic modelling;

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- 4. junction visibility requirements;
- 5. junction spacing both within the development and on the spine road;
- 6. vehicle tracking at junctions and standard radii;
- 7. details of any bus routes and bus stops inclusive of bus tracking;
- 8. details of provision for cyclists and pedestrians including carriageway crossings and pedestrian linkages to the A830;
- 9. provision for disabled users following consultation with the Lochaber Access Panel;
- 10. details of safer routes to school;
- 11. details of the location and type of service strips within the intended adoptable road boundary;
- f. the provision of car parking inclusive of disabled parking including in-curtilage parking, communal parking areas, parking courts and on street parking with no driveways being located in positions where they may conflict with traffic movements at junctions;
- g. the provision of covered cycle parking including resident cycle parking in houses and communal covered cycle parking at flats and external covered visitor cycle parking at flats;
- h. the details of and timetable for delivery of the provision of public open space, including, in accordance with the Open Space in New Residential Developments: Supplementary Guidance, (or any superseding guidance prevailing at the time of submission);
- i. details of public art provision in accordance with the Highland Council's Public Art Strategy Supplementary Guidance (or any superseding guidance prevailing at the time of submission);
- j. the details of, and timetable for, the hard and soft landscaping of the site;
- k. details of management and maintenance arrangements of the areas identified in (h), (i), and (j) above;
- l. details of all boundary treatments within the development, as set out within the relevant approved Area Development Brief.
- m. the provision for service vehicles inclusive of the loading and unloading all goods vehicles during the operation of the developments;
- n. details of the provision of surface water drainage systems, including access for maintenance, across the phase or sub-phase, how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements of said infrastructure;
- o. details of the water and waste water connections, with connection to the public water and waste water networks. For the avoidance of doubt there shall be no connections to the trunk road drainage system;
- p. means of dealing with domestic and commercial waste in accordance with the Highland Council's 'Managing Waste in New Developments' Supplementary Guidance' including details of the siting of a recycling facility (or any superseding guidance prevailing at the time of submission);
- q. details of existing trees, shrubs and hedgerows to be retained;
- r. details of existing and proposed site levels with fall arrows;
- s. details of finished floor levels;
- t. details of all street lighting and lighting of car parking areas ensuring that safety and security matters are addressed.

Reason: To enable the Planning Authority and relevant consultees to consider these aspects of the development in detail.

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- 3. No development shall commence within each Phase, or sub-Phase, until a Construction Environmental Management Document has been submitted to and approved in writing by the Planning Authority. The Document shall include:
 - a. An updated Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions
 - b. Processes to control / action changes from the agreed Schedule of Mitigation
 - c. The following specific Construction and Environmental Management Plans (CEMP):
 - i. Habitat and Species Protection Plan
 - ii. Pollution prevention plan
 - iii. Dust management plan
 - iv. 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
 - v. Site waste management plan
 - vi. Measures to protect private water supplies; including an emergency response plan.
 - d. Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities.
 - e. Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, Planning Authority and other relevant parties.
 - f. Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs

The development shall proceed in accordance with the approved Construction Environmental Management Document.

Reason: To protect the environment and amenity from the construction and operation of the development.
- 4. No development shall commence within each Phase, or sub-Phase, until a scheme to deal with potential contamination on site within that Phase has been submitted to and approved in writing by the Planning Authority. The scheme shall include:
 - i) the nature, extent and type of contamination on site, identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment in line with PAN 33 and BS10175:2001, or any superseding guidance prevailing at the time of the assessment), the scope and method of which shall be submitted to and approved in writing by the Planning Authority;
 - ii) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works and proposed verification plan to ensure that

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the site is fit for the uses proposed;

- iii) measures to deal with contamination during construction works;
- iv) a means of monitoring any decontamination measures;
- v) a means of verifying the completion of any decontamination measures that may arise.

Thereafter, no development shall commence within the phase in question until written confirmation that the scheme will be implemented and completed in accordance with an agreed programme and, if required, monitoring measures are in place, has been issued by the Planning Authority

Reason: In order to ensure that the site is suitable for development, given the nature of previous uses/processes.

- 5. No development shall commence within each Phase or sub-Phase until pre-commencement surveys to locate the presence or absence of protected species have been undertaken and copies submitted to the Planning Authority. Should any of these species be found within or adjacent to an area likely to be affected by construction activities, appropriate mitigation measures shall be put in place by the developer prior to development commencing and be maintained for the duration of development, details of which shall first be submitted to, and approved in writing by, the Planning Authority.

Reason: To protect and enhance nature conservation from construction activities.

- 6. Any details pursuant to Condition 2 above shall be informed by and include full details of surface water drainage provision within the relevant Phase or sub-Phase and how that relates to the surface water drainage approach for the site as a whole (which shall accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time). This shall also detail updated greenfield run-off rates to reflect the details of the proposed development. Thereafter, only the approved details shall be implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: In the interests of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution

- 7. Any details pursuant to Condition 2 above shall include an assessment of the remaining capacity, inclusive of the cumulative uptake of the capacity by any prior phase or sub-Phase and the greenfield run-off rates of the next phase or phase or sub-phase, of the regional SuDS basin.

Thereafter, any mitigation identified to enhance the capacity of the overall SuDS system on the site shall be implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: In the interests of amenity, to protect and enhance the natural environment, protect

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the water environment, reduce the risk of flooding and prevent pollution.

- 8. No development shall commence until a scheme for the re-modelling of the regional SuDS basin without infiltration features to assess the capacity and flood risk during a non-infiltration scenario has been submitted to and approved in writing by the Planning Authority.

Thereafter any mitigation required shall be implemented and completed prior to the occupation of the first phase of development.

Reason: In the interests of amenity, to protect and enhance the natural environment, protect the water environment and reduce the risk of flooding.

- 9. Any details pursuant to Condition 2 above shall be informed by and include an access management plan (including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure)) shall be submitted for the written approval of the Planning Authority for each phase or sub-phase of the development. The plan shall show:-

- a. All existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights;
- b. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage in relation to proposed buildings or structures;
- c. All paths and tracks proposed to be constructed for use by walkers, riders, cyclists, all abilities users etc and how these will integrate with existing or proposed networks;
- d. Any diversion of paths, temporary or permanent proposed for the purposes of the development;
- e. Links to the Highland Council's Core Paths and green frameworks.

Each Access Management Plan shall be implemented as approved and in accordance with the timetables outlined therein, unless otherwise approved in writing by the Planning Authority.

Reason: To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003

- 10. Any details pursuant to Condition 2 above for the development of any Further Education (STEM Centre) facility or any Hospital shall include measures to mitigate the potential noise impact of development on existing and/or future noise sensitive dwellings, including any development of a primary school on the land identified for community uses. The agreed measures shall thereafter be implemented.

Reason: To ensure acceptable levels of external and internal noise levels are achieved

- 11. Any details pursuant to Condition 2 above for the development of any primary school, shall include a detailed survey and assessment of the environmental noise sources impacting the school site for the written approval of the Planning Authority. Thereafter the agreed scheme

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of noise mitigation shall be implemented to the satisfaction of the Planning Authority.

Reason: To ensure acceptable levels of external and internal noise levels are achieved in the school.

- 12. All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration or similar mechanical services, including fans, ducting and external openings shall be installed, maintained and operated such that any operating noise complies with Noise Rating Curve 20 and details and a noise assessment of each installation will require to be submitted for the written approval of the Planning Authority.

Reason: In the interests of amenity

- 13. Any details pursuant to Condition 2 above shall be informed by and include a Waste Management Strategy for each phase or sub-phase. This shall detail the approach to sustainable waste management in the operation of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes in each phase or sub-phase.

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

- 14. All roads intended to link with future phases of development or to other adjoining sites shall be taken to the edge of the application site with no impediments.

Reason: To ensure that future roads and routes can be provided without impediment.

- 15. No development shall commence on each phase or sub- phase until a Construction Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved Construction Traffic Management Plan shall be implemented prior to development commencing and remain in place until the development is complete.

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.

- 16. Any details pursuant to Condition 2 above shall show car parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments prior to first occupation of the element of the development to which it relates, thereafter being maintained for this use in perpetuity.

Reason: To ensure adequate provision of car parking.

- 17. Any details pursuant to Condition 2 above shall show secure, covered cycle parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments prior to first occupation of the element of the development to which it relates, and thereafter being maintained for this use in perpetuity.

Reason: To ensure that the proposed cycle parking is safe and secure for use by the public.

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- 18. Any details pursuant to Condition 2 above which includes development of non-residential uses within each Phase or sub-phase shall include a Parking Management Plan in respect of each application for non-residential development that includes car parking for that Phase. The parking management plan shall include signage, specific provision for short-stay parking, management of staff parking and other parking control measures to which it relates. Thereafter the approved details shall be implemented in accordance with the approved details and thereafter maintained for this use in perpetuity.

Reason: To ensure that the car parking provided is used in an effective and appropriate manner.

- 19. Any details pursuant to Condition 2 above shall include details, including full specifications, for the layout, design and construction of green spaces, outdoor sports and recreation facilities that comply with, or exceed, the Highland Council's adopted standards contained within 'Open Space in New residential Development' for that Phase. Thereafter the agreed scheme shall be implemented thereafter to the satisfaction of the Planning Authority.

Reason: In the interests of amenity and to ensure that open space and recreational facilities are in accordance with Council standards.

- 20. Before the first occupation of each Phase, or sub-Phase, a scheme for the maintenance in perpetuity of all on-site green spaces and/or woodland and/or sports facilities, features or parts of the development that are not the exclusive property of any identifiable individual house owner such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water for that Phase of sub-Phase, shall be submitted to and agreed in writing by the Planning Authority. The agreed scheme, which shall accord with the Highland Council's adopted standards contained within 'Open Space in Residential Development', shall be implemented thereafter to the satisfaction of the Planning Authority.

Reason: In the interests of amenity and to ensure that communal infrastructure on the site are maintained in accordance with the Council's standards.

- 21. Any details pursuant to Condition 2 above shall include and be informed by a programme of archaeological work for the preservation and recording of any archaeological features affected by the proposed development. This will include a timetable for investigation, all in accordance with the attached specification which shall require to be submitted for the written approval of the Planning Authority. All arrangements thereby approved shall be implemented by the applicant/developer at his expense in accordance with the approved timetable for investigation.

Reason: To ensure the protection and/or recording of the historical and archaeological interest that may be found on the site.

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- 22. Any details pursuant to Condition 2 above shall be informed by:
 - a. Arboricultural Assessment;
 - b. Tree Constraint and Protection Plan
 - c. Arboricultural Method Statement;
 - d. Tree and Woodland Management Plan for existing woodlands. Such details should be in accordance with BS5837:2012 - Trees in Relation to Design, Demolition and Construction (or any superseding document prevailing at the time).

Thereafter, development shall progress in line with the approved details unless otherwise agreed in writing by the Planning Authority.

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

- 23. All planting comprised in the approved scheme of landscaping for each phase or sub-phase shall be undertaken in the first planting season following occupation of the first building for that Phase. Any plants which, within a period of five years from the occupation of the first building on that Phase, die, are removed, or become seriously damaged or diseased, shall be replaced in the immediately following planting season with others of a similar size and species.

Reason: In the interests of amenity and in order to ensure that the development is adequately landscaped.

- 24. No part of each phase shall be occupied until Traffic Regulations Order(s), limiting the speed of traffic on all roads, with the exception of the Spine Road, to no more than 20mph, have been submitted to and approved in writing by the Roads Authority. For the avoidance of doubt any Traffic Regulation Order(s) and any required signage and road markings shall be at the expense of the developer.

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

- 25. Any details pursuant to Condition 2 above which includes development of non-residential uses within a Phase or sub-phase shall include an Outline Travel Framework Plan in respect of each application for non-residential development. This shall set out proposals for reducing dependency on the private car and encouraging active travel. Thereafter, no development shall be occupied in each phase or sub-phase of the development until a detailed Travel Framework Plan, based on the principles of the outline Travel Framework Plan, have been submitted and agreed in writing by the Planning Authority. The detailed Travel Framework Plan shall include:
 - a. Measures for extending and/or increasing the active travel opportunities in the area;
 - b. Details for the management, monitoring, review and reporting of these measures;
 - c. A system of management, monitoring, review, and reporting.

The Travel Framework Plan shall be implemented as approved from the first occupation of the development.

Dated: 16th January 2026

Bob Robertson

Area Planning Manager

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- Reason:** To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.
- 26. No development shall commence until the Planning Authority has approved the terms of appointment and the identity of the appointee by and at the cost of the Developer of an independent and suitably qualified consultant to act as Travel Plan Co-ordinator to deliver the Travel Framework Plan required under Condition 25 of this Planning Permission from commencement of development to the date of completion of the development.

Reason: To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.

- 27. No development shall commence until a community liaison group is established by the developer, in collaboration with The Highland Council, Lochaber Access Panel and affected local Community Councils. The group shall act as a vehicle for the community to be kept informed of project progress and, in particular, should allow advanced dialogue on the provision of all mitigation measures and to keep under review the timing and type of development within future development phases. The liaison group, or element of any combined liaison group relating to this development, shall be maintained until the development has been completed and is occupied.

Reason: To assist with the provision of mitigation measures and delivery of future phases of the development.

Variations
None.

Section 75 Obligation
None.

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.

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.

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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. The granting of 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.

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

Construction Hours and Noise-Generating Activities

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

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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>

Building Regulations

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

Land Ownership/Planning Permission

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

Accordance with Approved Plans & Conditions

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

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RIGHT OF APPEAL ETC

1. If the applicant is aggrieved by the decision to refuse planning permission for, or approval required by a conditions in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under Section 47 of the Town and Country Planning (Scotland) Act 1997 (as amended) within three months beginning with the date of this notice. The notice of appeal should be addressed to:

Planning and Environmental Appeals Division (DPEA)
Ground Floor
Hadrian House
Callendar Business Park
Callendar Road
Falkirk
FK1 1XR

Appeals can also be lodged online via the ePlanning Portal at: <https://www.eplanning.scot>

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997 (as amended).

Dated: 16th January 2026

Bob Robertson
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Area Planning Manager

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THs Blar Mhor Community Land Site

Title: Existing site Appraisal
Date: 02/03/2026
Author: Paul Young

1.0 Ground Conditions

Reference Material –

- P13613-550 – Phase 1, Community Zone & Off- Site East Peat Excavations
- P13613-Peatland Management Strategy 2018
- P13613-IDS 505 – development Platform Levels
- Post Platform Monitoring Phase 1 & Community September 2019 (Factual Report)
- Post Platforming Geotechnical Design & Environmental Risk assessment Report October 2019

The Development site Pre-Platforming

A site-wide report the Blar Mhor development was prepared by Halcrow Yolles on behalf of Miller Developments Ltd during January 2010.

The investigations encountered deposits of very soft, reddish brown to dark brown, clayey to very clayey, silty, pseudo-fibrous peat containing grassy, fibrous materials to depths ranging from 0.5m to 3.1m.

Underlying the peat in all the locations at Corpach Moss and in 50% of the locations at Am Blàr Mòr, deposits of organic silt or fine sand containing rootlets were encountered. These deposits were found to range in thickness from 0.1m to 0.6m. The underlying granular strata were described as a brown medium to coarse sand and gravel, or a fine to medium sand and were assessed on visual inspection to be of medium density.

To facilitate the Masterplan a peatland management strategy was prepared aligned with development proposal with the aim to provide platform suitable for development within Phase 1, Phase 2 and Community Use Platforms.



Figure 1 - Masterplan Phasing

The development strategy was reliant on the movement and balance of materials across the development approval area. This strategy had already been successful with the creation of the construction platform for the Hospital and STEM Research Centre..

To facilitate the construction works and complete the development sands and were won from the off-site areas across the site with peat redeployed. It was recognised that where possible peat should be retained as close to it's original location across the development site where possible.

In addition to this significant volume of peat retained, all efforts made to leave peat in place within the development. There are a number of 'green' areas being incorporated into the design of the housing developments. The retained peat bog and 'green' areas are shown above.

Community Site Peat Excavations

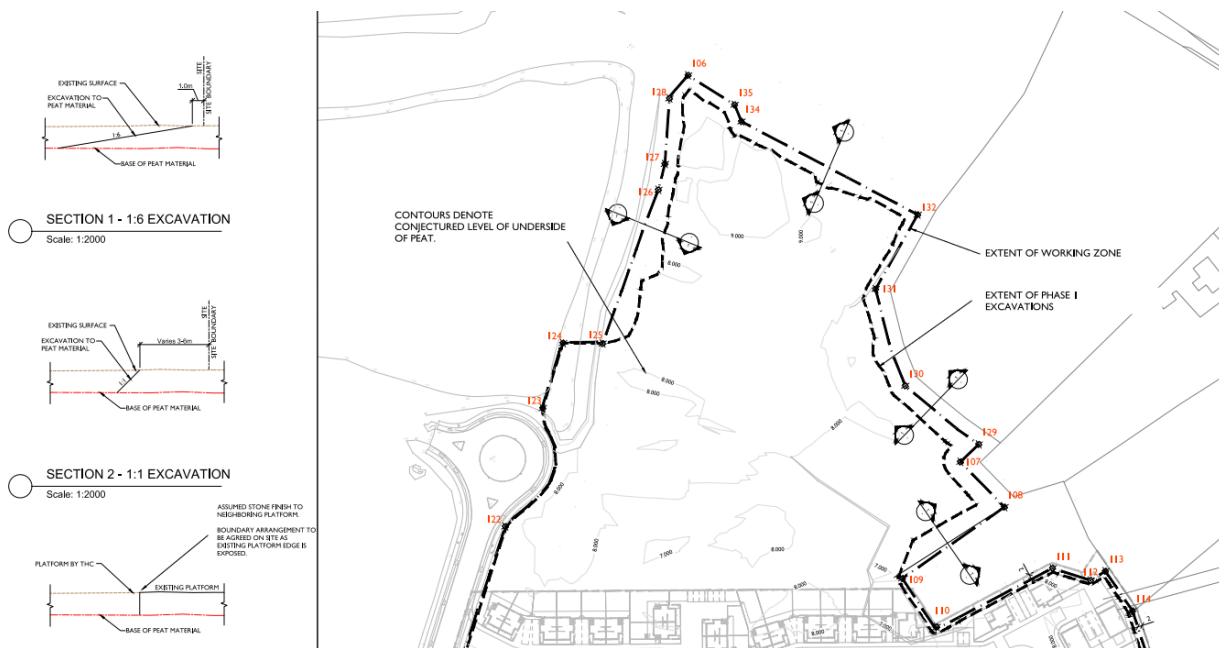


Figure 2 - Community Platform Peat Excavations

The platforming earthworks for this part of the site consisted of stripping the underlying peat from the development platform and another area to the north of the platform and banded prior to re-use. Sand and gravel deposits from under the peat in the northern area were then won and used to upfill the central platform area to the current ground level. The banded peat was then placed in deep cells in the area to the north.

Following the platforming exercise exploratory positions were advanced across the site including cable percussive boreholes, combined gas and groundwater monitoring and mechanically excavated trial pits.

Summary of Environmental Assessment

Completion of the October 2018 - January 2019 site investigation, laboratory analysis and generic quantitative risk assessment confirmed that limited complete pollutant linkages remain in the context of the development.

- There were no recorded exceedances from soil or groundwater data when screened against the applied human health and environmental criteria. The risks were considered low to plausible receptors with respect to contaminant concentrations present within in-situ soils or groundwater.
- The results from ground gas monitoring suggested low concentrations and volumes of ground gas generated beneath the site and the development did not require protection with respect to carbon dioxide or methane. However, the site lies with a radon affected area and basic radon protection measures were required for the development. It was recommended that a radon protection membrane complying with BR 211 2015 and local authority requirement be installed beneath the ground floor slabs and appropriately validated. It was recommended that guidance provided in documents CIRIA C735, and sections 8.0 and 8.4 of BS8485 2015 was adhered to.

- UKWIR water pipe selection recommended the use of polyethylene (PE) pipe, although all pipe types pass the assessment criteria.

Summary of Geotechnical Assessment

The natural underlying near surface fills comprise medium dense to dense brown subangular to rounded fine to coarse sand and gravel deposits and are capable of sustaining normally proportioned plain or reinforced concrete pad and strip footings designed to a net allowable bearing pressure of 100kN/m².

- Ground bearing floor slabs were recommended for the development. It was recommended that a radon gas protection membrane complying with BR 211 2015 and local authority requirements be installed beneath the ground floor slabs and appropriately validated. It was recommended that guidance provided in documents CIRIA C735, and sections 8.0 and 8.4 of BS8485 2015 was adhered to.
- The main foundation solutions will all transfer loadings to near surface platformed sand and gravel fills. The recommended allowable bearing pressure of 100kN/m² will ensure that total final settlements remain less than 25mm and generally of the order of 10-15mm beneath the structural frame. Associated differential settlements will be less than 10mm and within tolerable serviceability limits for the proposed structure.
- Groundwater logger data that the water table at SA5 was recorded at between 3.20m AOD and 3.60m AOD, although it is known that groundwater levels in the vicinity of the platformed area can rise to approximately 5.50m AOD after extended periods of high rainfall.
- Soakaway tests indicated that the near surface platformed fills exhibited low permeability in areas, highlighted by surface ponding across the platform. This appears to be due to surface fines having washed down into the platform materials. The particle size distribution curves for the platform fill material suggest significantly higher permeability values (of the order of 10⁻² m/s). It was recommended that further percolation testing be undertaken once the location and depth of the proposed SUDS features is confirmed.

2.0 Existing Site Infrastructure

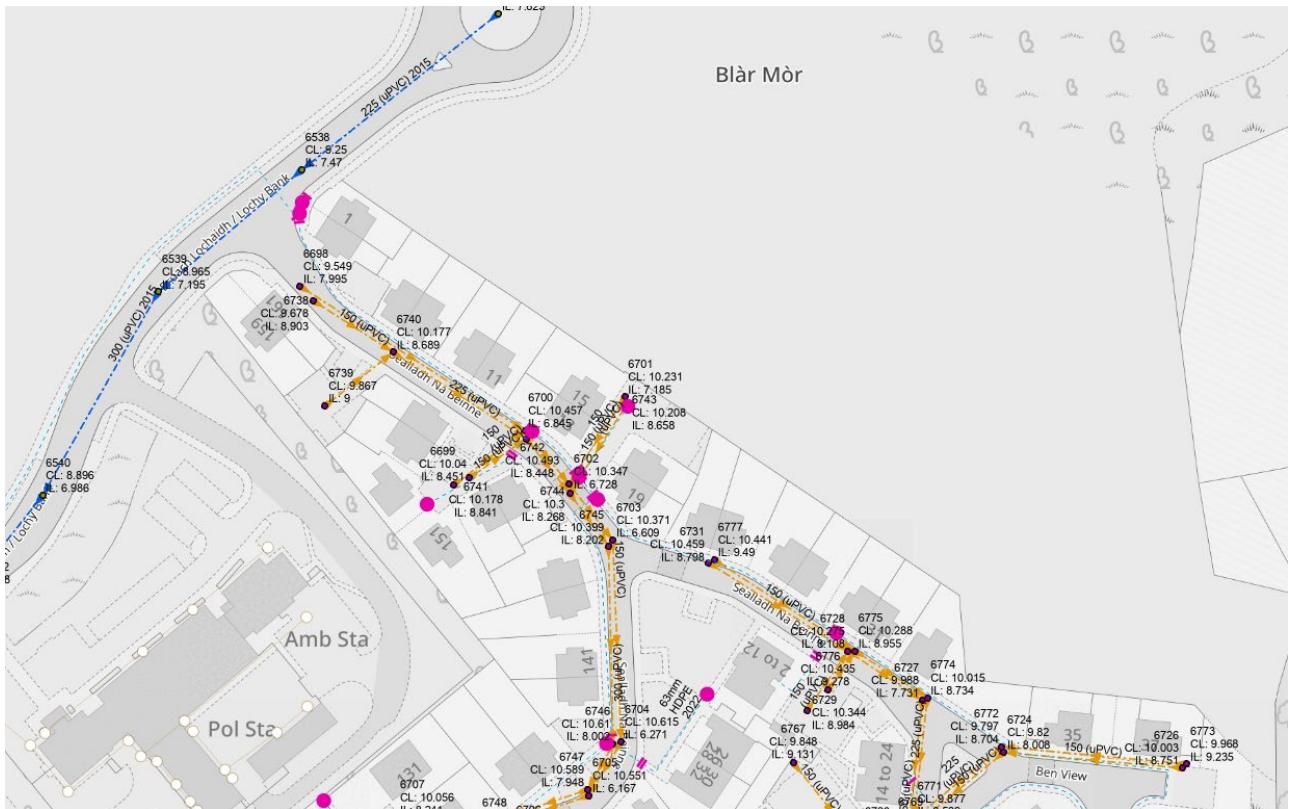


Figure 3 - Scottish Water Asset Information

Potable Water

Scottish Water 180mm HDPE infrastructure present within Lochy Bank Road with a 125mm valve connection provided for the future community use site within Phase 1 of development.

Note, no capacities within the Scottish Water local network are guaranteed and normal pre-development negotiations with Scottish Water will be required as development proposals emerge.

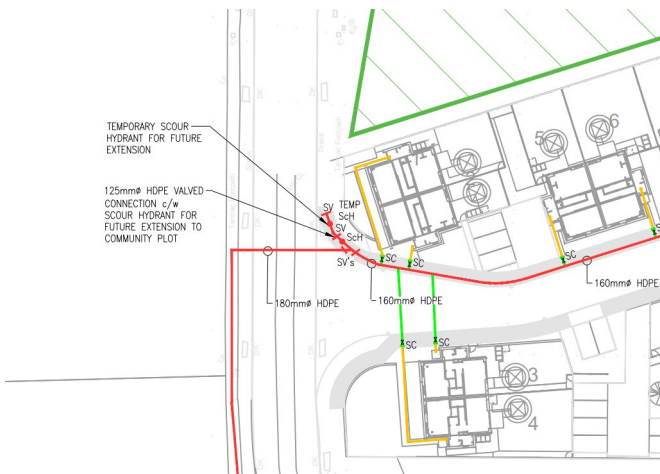


Figure 4 - Site Watermains Layout

