

Appendix A18.2: Assessment of Development Plan Policy Compliance

1.1 Tables 1 and 2 summarise the policies in the Highland-wide Local Development Plan (The Highland Council 2012) and Inner Moray Firth Local Development Plan (The Highland Council 2015) which are relevant to the proposed scheme. Policies that are marked with 'X' are of particular relevance as there may be non-compliance issues. Policies that are marked with a tick '✓' are generally compliant. Those EIAR chapters that are relevant to individual policies are cross-referenced.

Table 1: Assessment of Policy Compliance (Highland-wide Local Development Plan)

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
Highland-wide Local Development Plan (2012)			
Policy 7 – Inshes and Raigmore	Chapter 15 (People and Communities: Community and Private Assets)	✓	Policy 7 seeks to promote a number of guiding principles through development frameworks. These include improving strategic road capacity, protecting environmental assets as well as the expansion of Raigmore Medical Campus, the Police headquarters and Inshes Retail park to help deliver improved strategic road capacity. The Highland Council has produced a Development Brief for Inshes and Raigmore. The Development Brief considers and supports the proposed scheme, as it states that ' <i>whilst the brief cannot insist on land being safeguarded for the current route options, the route options must still be a consideration in development proposals</i> ' (p.15). Chapter 15 (People and Communities: Community and Private Assets) states that No Significant Impact is assessed on the overall development capacity of the site at Inshes and Raigmore. It is considered that the proposed scheme complies with this policy.
Policy 9 - A96 Corridor - Phasing and Infrastructure	Chapter 2 (Need for the Scheme)	✓	The Council's strategy is that the majority of the City's growth in the medium and long term (2016-2031) should be directed to the corridor between Inverness and Nairn. Policy 9 seeks to ensure that any development will be supported subject to the provision of infrastructure improvements set out in the Plan, and that there is no adverse effects on the integrity of international designated sites. Improvements to the existing A96 are identified on the HwLDP A96 Corridor Strategy Map (Figure 5 in the HwLDP). In addition, the map includes an indicative route for a 'link road' connecting the A96 to the A9. Chapter 11 (Ecology and Nature Conservation) states that no significant impacts on the Moray Firth Special Area of Conservation (SAC) are expected for construction or operation. The proposed scheme is considered a key piece of infrastructure required to accommodate new development as explained in Chapter 2 (Need for the Scheme) and is compliant with this policy.
	Chapter 11 (Ecology and Nature Conservation)	✓	
	Chapter 18 (Policies and Plans)	✓	
Policy 10 – Beechwood Campus	Chapter 15 (People and Communities: Community and Private Assets)	✓	A number of key developments along the A96 Corridor Strategy require land to be safeguarded for a link road between the A9 and A96 (now the proposed scheme), and / or make developer contributions towards strategic road improvements. This includes areas within Inverness covered by Policies 10 – 12. The development of the proposed scheme is recognised in Policy 10 (Beechwood Campus) which states that the development of the first phase of Inverness Campus, Beechwood will be accompanied by the 'Reservation of land for the potential route of the A96-A9 Trunk Road' (p.39). Chapter 15 (People and Communities: Community and Private Assets) assesses that although the proposed scheme will result in loss of land at Inverness Campus, Beechwood, given the
Policy 11 – Inverness Retail and Business Park		✓	
Policy 12 - Stratton		✓	

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			<p>requirement to safeguard land for the proposed scheme, as well as the improved access to the site which it will provide, the potential impact on the allocated development area is Beneficial. The proposed scheme complies with Policy 10.</p> <p>Policy 11 (Inverness Retail and Business Park): Chapter 15 (People and Communities: Community and Private Assets) does not anticipate any impacts on Inverness Retail and Business Park as a result of the proposed scheme.</p> <p>Policy 12 (Stratton) requires 'contribution towards the A9-A96 Link road' (p.44) in order to facilitate later phases of development at the Stratton site. Chapter 15 (People and Communities: Community and Private Assets), assesses that the proposed scheme would potentially result in No Significant Impact on the Stratton site as it is expected that there will be no further impacts on amenity that have not previously been assessed under the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme.</p> <p>It is considered that the proposed scheme complies with Policies 10-12.</p>
Policy 28 - Sustainable Design	Chapter 2 (Need for the Scheme)	✓	<p>Policy 28 sets out the requirement for all development to be designed in the context of sustainable development and climate change. Developments should promote and enhance social, economic and environmental wellbeing. The key themes of the policy are each italicised and summarised below.</p> <p><i>"Are compatible with public service provision (water and sewerage, drainage, roads, schools, electricity)"</i> This criterion is not applicable to the proposed scheme, which is a public service provision.</p> <p><i>"Are accessible by public transport, cycling and walking as well as car"</i> Facilities for pedestrians, equestrians and cyclists, are an integral feature of the proposed scheme. The proposed scheme incorporates an NMU shared use facility adjacent to the northbound and southbound carriageway.</p> <p>Chapter 16 (People and Communities – All Travellers) states that during construction and operation there are no significant residual impacts anticipated on public transport after the implementation of mitigation. During construction, it is expected that the proposed scheme will result in temporary but significant residual impacts for NMU's using Core Path IN08.10 and Local Paths 2, 4, 5 and 8 and NCR1/LP11. In addition, during operation, after the application of mitigation, Moderate impacts are anticipated for NMUs using IN08.10, LP2 and LP5 as a result of an increase in journey length due to severance and diversion. However, given these adverse impacts are either temporary, or limited to particular locations, on balance it is considered that the proposed scheme complies with this component of Policy 28 given the overall benefits of the proposed scheme as a key element of new transport infrastructure with provision for new NMU shared use paths.</p> <p><i>"Maximise energy efficiency in terms of location, layout and design, including the utilisation of renewable sources of energy and heat"</i> This criterion is not applicable to the proposed scheme.</p> <p><i>"Are affected by physical constraints described in Physical Constraints on Development: Supplementary Guidance"</i></p>
	Chapter 7 (Air Quality)	✓	
	Chapter 8 (Noise and Vibration)	✓	
	Chapter 9 (Landscape)	X	
	Chapter 10 (Visual)	X	
	Chapter 11 (Ecology and Nature Conservation)	✓	
	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	
	Chapter 13 (Road Drainage and the Water Environment)	✓	
	Chapter 14 (Cultural Heritage)	X	
	Chapter 15 (People and Communities: Community and Private Assets)	✓	
Chapter 16 (People and Communities: All Travellers)	✓		
Chapter 17 (Materials)	✓		

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			<p>Full consideration of this supplementary guidance is undertaken below in Policy 30. However, it is considered that the proposed scheme does not result in impacts of significance to the physical constraints listed.</p> <p><u><i>“Make use of brownfield sites, existing buildings and recycled materials”</i></u> This criterion is not applicable to the proposed scheme. However, where possible reuse of materials will be undertaken.</p> <p><u><i>“Demonstrate that they have sought to minimise the generation of waste during the construction and operational phase”</i></u> Chapter 17 (Materials) outlines the general approach to the handling of materials and waste which includes an adherence to the waste hierarchy as well as the implementation of a CEMP and a Site Waste Management Plan (SWMP). As such, Chapter 17 (Materials) concludes that impacts on materials and waste are not predicted to be significant. The proposed scheme accords with this criterion.</p> <p><u><i>“Impact on individual and community residential amenity”</i></u> Chapter 8 (Noise and Vibration) identifies 2711 dwellings and 42 other noise sensitive receptors within the calculation area. During construction of the proposed scheme, assuming appropriate noise mitigation measures are employed, it is anticipated that any potentially significant adverse impacts associated with construction are unlikely to arise and any would be short-term in nature. During operation, the short-term assessment concludes that Drumossie Cottage and ten dwellings on Castlehill Court are predicted to have a residual significant noise impact. In the long-term assessment, there is only considered to be one NSR (Drumossie Cottage) significantly affected by the proposed scheme level. However, it is noted in Chapter 8 that the increase in noise levels is attributed to traffic flow changes in the wider road network and is not directly from the proposed scheme. Policy 28 also makes exception to developments that have ‘significant adverse effects...if there is demonstrable over-riding strategic benefit or if satisfactory overall mitigating measures are incorporated’ (p.78). It is believed that the objectives of the proposed scheme, as outlined in Chapter 2 (Need for the Scheme), as well as the proposed mitigation by Chapter 8, including the preparation of a CEMP, the appointment of a suitably qualified Environmental Clerk of Works (EnvCoW) prior to construction and the adherence to best practice meet this requirement, meet this policy requirement. As such compliance with Policy 28 in relation to Noise and Vibration is expected.</p> <p>In terms of visual impact, Chapter 10 (Visual) states that by the summer 15 years after the opening of the proposed scheme, the establishment of landscape mitigation (e.g. new mixed and riparian woodland, scrub and heavy standard and feathered tree planting) would reduce the total number of significant impacts on views from individual built receptors to 38. However, impacts are still anticipated to be moderate in nature as a result of proximity to new infrastructure, embankments and other elements of design for the proposed scheme, and the affected receptors include residential properties which will affect their amenity. As such the proposed scheme will result in non-compliance with this aspect of Policy 28 (Sustainable Design), however it should also be noted that the urbanisation of the wider area, as planned for the Inverness East expansion area, will change the landscape setting within which the proposed scheme will be located.</p> <p><u><i>“Impact on non-renewable resources such as mineral deposits of potential commercial value, prime quality agricultural land, or approved routes for road and rail links”</i></u></p>

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			<p>Chapter 15 (People and Communities – Community and Private Assets) states that the proposed scheme will result in the loss of 7.95ha of prime agricultural land. However, SPP (Scottish Government 2014) allows an exception for development of prime agricultural land where it is required for essential infrastructure and where it is a component of a settlement strategy. The proposed scheme forms part of the wider Inverness East expansion area as identified in the HwLDP and IMFLDP, and it is also identified as essential infrastructure both for the strategic network improvements, and to provide a transport corridor for the Inverness East area. The proposed scheme is considered compliant with this aspect of policy.</p> <p><u>Impact on the following resources, including pollution and discharges, particularly within designated areas (habitats, freshwater systems, species, marine systems, landscape, cultural heritage, scenery, air quality)</u></p> <p>Chapter 9 (Landscape) assesses a significant direct residual impact within the Enclosed Farmed Landscapes LLCA, as the proposed scheme would affect the positive qualities of tranquillity and disrupt the landscape pattern. Impacts on this LLCA would be Moderate/Substantial and then reducing to Moderate after 15 years. In addition, it is anticipated that the proposed scheme would result in a Moderate impact on the Inverness Campus LLCA due to the introduction of the roads, earthworks, structures and lighting on the edges of the LLCA, however this impact would be reduced to Slight after 15 years. On this basis, the landscape impacts are assessed as being non-compliant with this aspect of policy, however as noted elsewhere, the urbanisation of the wider area, as planned for the Inverness East expansion area will change the landscape setting within which the proposed scheme will be located.</p> <p>In addition, Chapter 14 (Cultural Heritage) states that the proposed scheme will have an impact on the setting of Ashton Farm Cottages Ring Ditch 415m SW and Pit Circles 460m WSW of (hereafter known as the Scheduled Monument; Asset 14) and Stratton Possible Hut Circles 1 (Asset 45). The residual significance of impacts to both assets, after the implementation of mitigation, has been assessed as Moderate as well as eight other high value archaeological remains. Although impacts of significance are anticipated, the route option selected for the proposed scheme has been influenced by the location of the Scheduled Monument (Asset 14) to avoid direct impacts upon it. Mitigation has been proposed to offset impacts on the Scheduled Monument through measures such as increased interpretation and/or additional research to understand the Scheduled Monument and surrounding prehistoric landscape. However, due to the level of impact on a nationally significant asset, it is considered that the proposed scheme conflicts with policy.</p> <p>Chapters 7 (Air Quality), 11(Ecology and Nature Conservation) and 13 (Road Drainage and the Water Environment) identify no impacts of significance in relation to pollution and discharges in the resources listed in this component of Policy 28.</p> <p><u>“Demonstrate sensitive siting and high-quality design in keeping with local character and historic and natural environment and in making use of appropriate materials”</u></p> <p>Appropriate materials which are locally sourced will be used where possible for the proposed scheme as noted within Chapter 17 (Materials) and therefore aligns with policy. In addition, Chapter 14 (Cultural Heritage) states that during construction and operation there are no significant impacts predicted on the historic landscape as a result of the proposed scheme.</p>

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			<p><u><i>"Promote varied, lively and well-used environments which will enhance community safety and security and reduce any fear of crime"</i></u></p> <p>Safety is one of the main objectives of the proposed scheme within Chapter 2 (Need for the Scheme), which seeks 'to improve safety for motorised and non-motorised users where the trunk and local road network interact'. Chapter 16 (People and Communities: All Travellers) identifies no impacts on the safety of NMUs as a result of the proposed scheme. Ongoing consultation has been held with The Highland Council to align design development of the proposed scheme with the planned urban expansion at Inverness East.</p> <p><u><i>"Accommodate the needs of all sectors of the community, including people with disabilities or other special needs and disadvantaged groups"</i></u></p> <p>Chapter 16 (People and Communities: All Travellers) considers the requirements of the Equality Act 2010 where any new path, underpass or access point forms part of the proposed scheme. Any potential barriers to disabled users, such as gradient, verge width, radius of bends and surface material were considered in the scheme design.</p> <p><u><i>"Contribute to the economic and social development of the community"</i></u></p> <p>As outlined in Chapter 15 (People and Communities: Community and Private Assets) the proposed scheme is important in enabling development aspirations set out in The Highland Council's Inverness East Development Brief (IEDB) and the local development plan. The proposed scheme will support the Inverness East Growth Area which will enable the economic and social development of the community. Its delivery is a commitment of the Inverness and Highland City Region Deal.</p> <p>Given the assessment of the relevant criterion above, it is considered that although there are potentially significant impacts related to landscape, visual, noise and all travellers, Policy 28 makes exception to developments that result in 'significant adverse effects...if there is demonstrable over-riding strategic benefit or if satisfactory overall mitigating measures are incorporated' (p.78). These are described in the objectives of the proposed scheme as outlined in Chapter 2 (Need for the Scheme), and overall compliance with this policy is expected.</p>
Policy 29 - Design Quality and Place-Making	Chapter 9 (Landscape)	✓	<p>Policy 29 (Design Quality and Place Making) seeks to ensure a high quality of design in development within both urban and rural parts of the plan area and the creation of high quality environments in which people can live and work. The policy is derived from The Scottish Government's Designing Streets (2010) and Creating Places (2013) policy statements and is predominately targeted at new developments within the urban environment. The need to accord with national place making policies and guidance is also outlined in paragraph 121 of the IEDB.</p> <p>Chapter 9 (Landscape) assesses the proposed scheme's sensitivity to and respect for landscape character, which contributes towards local distinctiveness and place-making. The existing landscape is classified into eight Local Landscape Character Areas (LLCAs). Chapter 9 (Landscape) identifies a potential significant direct residual impact within the Enclosed Farmed Landscapes LLCAs as a result of the proposed scheme. The impact would be Moderate/Substantial</p>
	Chapter 10 (Visual)	✗	
	Chapter 14 (Cultural Heritage)	✓	
	Chapter 15 (People and Communities: Community and Private Assets)	✓	
	Chapter 16 (People and Communities: All Travellers)	✓	

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			<p>reducing to Moderate after 15 years. Additionally, the proposed scheme would result in a Moderate impact on Inverness Campus LLCA, however this would reduce to Slight after 15 years.</p> <p>Although areas of impact are anticipated on landscape character, it is also expected that the rural landscape within which the scheme is located will become urbanised as a result of future planned development as outlined in the Inverness East Development Brief (IEDB).</p> <p>In relation to the '<i>visual quality of the place in which it is located</i>', Chapter 10 (Visual) states that people's views at approximately 82 built receptor locations and six outdoor receptor locations would be significantly affected during the winter of the year opening of the proposed scheme. However, by the summer, 15 years after the proposed scheme opening, mitigation including new riparian woodland, scrub and individual tree planting as well as grass establishment, would reduce the total number of significant adverse impacts on views from built receptor locations to 38 and for outdoor receptor locations to two. Built receptors include residential properties at Cradlehall Meadows, Ashton Farm Farmhouse, Ashton Farm Cottages and Caulfield Road North and impacts to outdoor receptors include Core Path IN08.10 and Local path from Inverness Campus access road to Drumrosach Footbridge.</p> <p>In relation to having regard to 'historic pattern of development', Chapter 14 (Cultural Heritage) states that during construction and operation there are no significant impacts predicted on the historic landscape as a result of the proposed scheme.</p> <p>In compliance with the local distinctiveness of the layouts aspect of the policy, Chapter 16 (People and Communities: All Travellers) considers the impacts on Non-Motorised Users (NMUs) as a result of the proposed scheme.</p> <p>Policy 29 states that high quality environments should be created in which people can live and work. Chapter 15 (People and Communities: Community and Private Assets) states that there are no significant residual impacts expected on community land and community facilities as a result of the proposed scheme.</p> <p>In summary, although there are potential areas of policy conflict in relation to landscape and visual impacts, this is expected in a scheme of this scale and nature. Further, the environment in which the proposed scheme is situated is planned as an urban expansion area, which when implemented will change the existing landscape and visual environment of the proposed scheme.</p>
Policy 30 - Physical Constraints	Chapter 9 (Landscape)	✓	<p>This policy requires that developers consider various physical and technical constraints, as set out in the 'Physical Constraints Supplementary Guidance', and where relevant demonstrate compatibility with the constraint or outline appropriate mitigation.</p> <p>Constraints of relevance to the study area for the proposed scheme include:</p> <ul style="list-style-type: none"> • Water bodies; • Private Water Supplies;
	Chapter 11 (Ecology and Nature Conservation)	✓	
	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
	Chapter 13 (Road Drainage and the Water Environment)	✓	<ul style="list-style-type: none"> • Active Quarries and Mineral reserves; • Areas of potential for flooding; • Waste management or other contaminated land (including sewers); • Flood Risk Areas; • Rights of way, and; • Other contaminated land. <p>The policy goes on to state that, “Where a proposed development is affected by any of the constraints detailed within the guidance, developers must demonstrate compatibility with the constraint or outline appropriate mitigation measures to be provided.”</p> <p>Through the DMRB assessment process, consideration and assessment of impacts has been undertaken for the following physical constraints: areas of flood risk (Chapter 13: Road Drainage and the Water Environment); private water supplies (PWS), active quarries, mineral reserves and contaminated land (Chapter 12: Geology, Soils, Contaminated Land and Groundwater), woodlands (Chapter 11: Habitats and Biodiversity, Chapter 9: Landscape and Chapter 16: People and Communities – Community and Private Assets) and rights of way (Chapter 16: People and Communities: All Travellers).</p> <p>It is therefore considered that the DMRB Stage 3 Environmental Assessment does comply with the aims of policy by undertaking an assessment to identify and mitigate physical constraints and to ensure human health and safety is protected.</p>
	Chapter 16 (People and Communities: All Travellers)	✓	
Policy 34 - Settlement Development Areas	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>Policy 34 highlights the importance of supporting existing communities. The policy will support proposals within Settlement Development Areas (SDAs) (as defined in existing local plans and future area local development plans (LDPs)) if they meet the requirements of Policy 28.</p> <p>Settlement Development Areas (SDA) are defined in the HwLDP as areas in and around certain existing settlements, being the preferred areas for most types of development, including housing. The proposed scheme is situated within the SDA for Inverness, which includes the proposed urban expansion at East Inverness. The proposed scheme is an essential infrastructure component of the delivery of that urban expansion and so is consistent with this policy.</p>
Policy 40 – Retail Development	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>Policy 40 is primarily aimed at retail development within areas designated for retail. Although the proposed scheme is not within a designated retail area, Chapter 15 (People and Communities: Community and Private Assets) assesses impacts upon commercial property and land allocated for retail uses.</p> <p>Chapter 15 (People and Communities: Community and Private Assets) states that there are no impacts of significance expected on commercial properties (which include retail) as a result of the proposed scheme. However, there is a</p>

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			Beneficial impact in relation to vehicle travellers connecting from Inverness Retail Park to the A9 via the proposed scheme. Thus, the proposed scheme is expected to result in improved access to retail facilities and is compliant with Policy 40.
Policy 41 - Business and Industrial Land	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>Policy 41 (Business and Industrial Land) seeks to promote business and industrial sites/locations as indicated on the Proposals Map and those listed in the policy. The policy lists Inverness East as a key site, which the council will safeguard from other competing uses.</p> <p>As noted in Chapter 15 (People and Communities: Community and Private Assets), the proposed scheme would result in no negative impacts to the business and industrial sites listed within Policy 41. In addition, Slight beneficial impacts are expected to vehicle travellers using Cradlehall Business Park, Holmes Care (Group) Limited, Simply UK – Cradlehall Care Home, Inverness Campus and Scottish Vet Referrals when connecting to and from the A96 via the proposed scheme.</p> <p>The proposed scheme complies with this policy.</p>
Policy 43 - Tourism	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>Policy 43 provides criteria for assessment of tourist facilities, taking cognisance of impacts on natural, built and cultural heritage features.</p> <p>This policy is not directly applicable to the proposed scheme, as noted in Chapter 15 (People and Communities: Community and Private Assets) there are no tourist destinations identified within the study area of the proposed scheme.</p> <p>However, the 'National Long Distance Cycling and Walking Network' is a national development identified within NPF3 which is within the study area and links key outdoor tourism locations across the country. It is considered a tourism asset in its own right. Chapter 16 (People and Communities: All Travellers) highlights that continuity of the NCR Route 1 will be maintained at Caulfield Road North. It will tie into the proposed scheme at Cradlehall Roundabout and cyclists will be directed North of Cradlehall Roundabout. The proposed scheme complies with policy.</p>
	Chapter 16 (People and Communities: All Travellers)	✓	
Policy 51 - Trees and Development	Chapter 9 (Landscape)	✓	<p>Policy 51 seeks to protect existing hedges, trees and woodland. The acceptable development area of a site is influenced by tree impact, and adequate separation distances, which will be required between established trees and any new development. The Highland Council will seek to secure additional tree/hedge planting within a tree planting or landscape plan to compensate removal and to enhance the setting of any new development.</p> <p>Chapter 9 (Landscape) states that construction and operation of the proposed scheme will result in the loss of existing hedgerows and hedgerow trees and the partial loss of woodland along the proposed scheme corridor. However, mitigation is proposed to reduce impacts, including the retention of existing trees and vegetation where possible and the incorporation of new planting proposals to replace trees lost to construction. It is anticipated that this planting will assist in integrating the proposed scheme with the local landscape character by using species mixes and planting patterns typical of the local landscape.</p> <p>Chapter 11 (Ecology and Nature Conservation) states there are no Ancient Woodland Inventory (AWI) sites within the study area, however nine sites on the Native Woodland Survey of Scotland (NWSS) lie partly within the study area. Chapter 11 states that woodland habitat used by bats and breeding birds would be lost due to the proposed scheme. However, impacts will be mitigated by woodland retention and landscape and ecological planting.</p>
	Chapter 11 (Ecology and Nature Conservation)	✓	

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			With the implementation of the above proposed mitigation to 'compensate removal and to enhance the setting of any new development', it is expected that the proposed scheme complies with Policy 51.
Policy 52 - Principle of Development in Woodland	Chapter 9 (Landscape)	✓	<p>Policy 52 (Principle of Development in Woodland) requires applicants to demonstrate the need to develop a wooded site and to show that the site has capacity to accommodate the development. There is a strong presumption in favour of protecting woodland resources and development resulting in their loss will only be supported where they offer clear and significant public benefit. Compensatory planting will usually be required where woodland will be removed.</p> <p>Chapter 11 (Ecology and Nature Conservation) states that no Ancient Woodland Inventory (AWI) sites were identified within the study area, however nine sites categorised on the Native Woodland Survey of Scotland (NWSS) lie partly or entirely within the study area. Species are anticipated to be impacted as a result of woodland habitat loss with the study area. However, Chapter 11 (Ecology and Nature Conservation) proposes that with the implementation of mitigation including the retention of woodland and planting measures, impacts will be reduced.</p> <p>Chapter 10 (Visual) states that although the proposed scheme will result in the loss of woodland that provides screening, landscape mitigation has been proposed in the form of mixed, scrub and riparian woodland planting. It is considered that this will help in replacing trees lost during construction, provide screening where appropriate, to enhance biodiversity and to reflect and enhance local landscape character.</p> <p>The provision of alternative or compensatory measures has been considered as a key element of mitigation for the proposed scheme as outlined in Chapters 9 (Landscape) and 10 (Visual), including proposed mixed woodland planting for visual screening purposes.</p> <p>In summary, due to the proposal of mitigation measures including compensatory planting to protect woodland resources, it is considered that the proposed scheme complies with policy.</p>
	Chapter 10 (Visual)	✓	
	Chapter 11 (Ecology and Nature Conservation)	✓	
	Chapter 15 (People and Communities: Community and Private Assets)	✓	
Policy 53 – Minerals	Chapter 17 (Materials)	✓	<p>Policy 53 seeks to ensure that minerals are appropriately managed. When identifying material for the construction phase, it is the expectation that as much of the materials as possible would be sourced locally. Although this type of development is not considered a 'minerals development', Chapter 17 (Materials) sets out the general approach to the handling of materials which includes pollution prevention, restoration and mitigation proposals. In addition, Chapter 17 (Materials) states that a number of quarries have been targeted for the coursing of aggregates as well as much of the material required for the scheme to be sourced locally. It is concluded that all impacts on materials and waste are not predicted to be significant, thus the proposed scheme is assessed to comply with relevant HwLDP policy.</p>
Policy 54 - Mineral Wastes	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	<p>Policy 54 (Mineral Waste) seeks to ensure that an appropriate approach is adopted in developments to encourage the minimisation and positive re-use/recycling of mineral, construction and demolition wastes. In addition, the policy also states that a Waste Management Plan should be provided to show how minimisation of waste generation and minimal harmfulness to the environment is encouraged.</p>
	Chapter 17 (Materials)	✓	<p>Chapter 12 (Geology, Soils, Contaminated Land and Groundwater) states that prior to construction, appropriate waste management procedures for working with potentially contaminated soils will be established. Waste Management</p>

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			<p>procedures will take account of inter alia: Waste Management License Regulations 1994, HSE Guideline Note MS13 Asbestos 1988 and the Health and Safety Commission Approved Code of Practice and Guidance Note.</p> <p>Chapter 17 (Materials) sets out the general approach to the handling of materials and waste for the proposed scheme; this includes an adherence to the waste hierarchy in compliance with policy. Furthermore, implementation of a CEMP and a Site Waste Management Plan (SWMP) have been identified as mitigation items and would be implemented during the construction phase in accordance with the policy. As such it is concluded within Chapter 17 (Materials) that all impacts on materials and wastes are not predicted to be significant.</p> <p>It is considered that waste management has been appropriately addressed within this EIAR and as such the proposed scheme complies with policy.</p>
Policy 55 - Peat and Soils	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	<p>Policy 55 (Peat and Soils) seeks to ensure that proposals do not unnecessarily disturb, degrade or erode peat and soils. Unacceptable disturbance of peat will not be permitted unless it is shown that the adverse effects of such disturbance are clearly outweighed by social, environmental or economic benefits arising from the development proposal. Where development on peat is clearly demonstrated to be unavoidable then the Council may ask for a peatland management plan to be submitted which clearly demonstrates how impacts have been minimised and mitigated.</p> <p>Chapter 12 (Geology, Soils, Contaminated Land and Groundwater) identifies that no peat is present within the study area, however the potential excavation cannot be ruled out at this stage but would be expected to be localised and minimal. Any peat excavation, storage, and any off-site removal required would be undertaken in accordance with 'Development on Peatland: Guidance on the Assessment of Peat Volumes, Reuse of Excavated Peat and the Minimisation of Waste' (Scottish Renewables and SEPA 2012) and should comply with relevant waste management practices under The Waste Management Licensing (Scotland) Regulations 2011 (Scottish Government 2011). As a result, the proposed scheme is considered compliant with policy.</p>
Policy 56 - Travel	Chapter 16 (People and Communities: All Travellers)	✓	<p>Policy 56 (Travel) provides direction for developments that will involve travel generation. While the policy is not directly applicable to the proposed scheme, the main objectives of the policy are to ensure that Non-Motorised Users are accounted for.</p> <p>Development of the proposed scheme design has taken into account the need to maintain access for NMUs with a new shared use NMU facility incorporated into the design. New signage will direct NMUs and cyclists on NCR1 to the proposed scheme footway and Cradlehall Roundabout Chapter 16 (People and Communities: All Travellers) states that no significant residual impacts on public transport are anticipated during construction or operation.</p> <p>Although impacts are expected during construction to NMUs, these are temporary and will mostly be reduced to not significant during operation of the proposed scheme (with the exception of three NMU routes which will experience significant impacts due to increase in journey length or impacts on amenity value). On balance, taking into account the nature of the proposed scheme to improve travel patterns and provide new facilities for NMUs, it is considered that the proposed scheme is compliant with the requirements of HwLDP Policy 56 (Travel).</p>

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
Policy 57 - Natural, Built and Cultural Heritage	Chapter 2 (Need for the Scheme)	✓	All development proposals will be assessed taking into account the level of importance and type of heritage features, the form and scale of the development and any impact on the feature and its setting as detailed in Policy 57.
	Chapter 7 (Air Quality)	✓	
	Chapter 9 (Landscape)	✓	<p>For features of national importance, development will only be allowed if they can be shown not to compromise the natural environment, amenity and heritage resource. Where there will be significant adverse effects, these must be clearly outweighed by social or economic benefits of national importance. Dependent on their importance, impacts from development will need to comply with the following relevant criteria:</p> <ul style="list-style-type: none"> For locally or regionally important features, as per Criteria 1, if a significant impact is identified they must be appropriately mitigated. Criteria 2 states that if a nationally important feature is significantly impacted and cannot be mitigated then the impacts should be shown to be outweighed by social or economic benefits. For features of international importance developments will be subject to appropriate assessment to determine the impact as per Criteria 3. <p>Chapters 9 (Landscape), 10 (Visual), 11 (Ecology) and 12 (Geology, Soils) consider the impacts of the proposed scheme on the designations listed in Appendix 2 of the HwLDP. The assessments for these chapters conclude that there are no impacts on international, national or local landscape designations in relation to the proposed scheme and therefore there is no conflict with policy.</p> <p>Chapter 14 (Cultural Heritage) identifies 83 Archaeological Remains, eight historic buildings and nine historic landscapes within the study area. As assessed in Chapter 14 (Cultural Heritage) no significant impacts are predicted on historic buildings and historic landscape types as a result of construction or operation of the proposed scheme. However, in relation to archaeological remains, construction and operation of the proposed scheme will result in the loss of integrity of the setting of the Scheduled Monument (Asset 14) and Stratton Possible Hut Circles 1 (Asset 45). The residual significance of impact, after the implementation of mitigation, has been assessed to be Moderate.</p> <p>Moderate impacts are also expected to the following archaeological remains: Ashton Farm Possible Pits 1 (Asset 49), Ashton Farm Possible Settlement Activity 1 (Asset 50), Ashton Farm Pits 1 (Assets 55), Beechwood Farm Possible Settlement Activity 3 (Asset 63), Ashton Farm Possible Settlement Activity 6 (Asset 72), Ashton Farm Possible Settlement Activity 7 (Asset 78), Ashton Farm Possible Pits 3 (Asset 83) and Beechwood Farm Possible Enclosure 3 (Asset 91).</p> <p>Overall with the implementation of proposed mitigation, the overall impact on cultural heritage archaeological remains has been assessed to be of Moderate significance. However, the route option selected for the proposed scheme has been influenced by the location of the Scheduled Monument (Asset 14) in order to avoid direct impacts upon it (which has been the subject of consultation with Historic Environment Scotland (HES)). Whilst there are still areas of conflict with policy in terms of impact on setting, the proposed scheme is considered the most beneficial option possible in terms of cultural heritage impacts.</p> <p>The policy provides an exemption for developments where adverse effects are 'clearly outweighed by social or economic benefits of national importance'. This will require to be considered by Scottish Ministers as part of the decision on the</p>
	Chapter 10 (Visual)	✓	
	Chapter 11 (Ecology and Nature Conservation)	✓	
	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	
	Chapter 14 (Cultural Heritage)	X	

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			<p>proposed scheme, however it is considered that the proposed scheme presents significant socio-economic benefits which are consistent with national objectives for sustainable economic growth, which may be considered to meet this exception.</p> <p>With the above considered, the proposed scheme conflicts with Policy 57 (Natural, Built and Cultural Heritage) due to the impact upon the setting of the Scheduled Monument, unless it is determined that the social and economic benefits outweigh the environmental impact.</p>
Policy 58 - Protected Species	Chapter 11 (Ecology and Nature Conservation)	✓	<p>Policies 58, 59 and 60 aim to ensure that species, including European Protected Species, are appropriately managed and safeguarded from new developments.</p> <p>Chapter 11 (Ecology and Nature Conservation) considers the impact of the proposed scheme on protected species within the study area. Policy 58 specifically mentions avoiding adverse disturbance, including cumulatively, to badgers and badger setts. Chapter 11 (Ecology and Nature Conservation) anticipates that no significant residual impacts are expected to Badger species during both construction and operation after the implementation of mitigation.</p> <p>During the growth phase of landscape and ecological planting, a negative residual impact on breeding birds and bats is predicted due to loss and fragmentation of habitat. However, this impact would be temporary in nature and once cover is established no significant residual impacts are predicted.</p> <p>Chapter 11 (Ecology and Nature Conservation) proposes mitigation for protected species including the provision of suitable crossing structures to reduce barrier effects and collision risk as well as providing otter and badger fencing to prevent access on the A9/A96 mainline.</p> <p>In addition, a management system to structure the implementation of the proposed mitigation measures will be prepared and will include a Construction Environmental Management Plan (CEMP).</p> <p>As no impacts of significance are expected to species highlighted in Policies 58-60, the proposed scheme is expected to comply with policy.</p>
Policy 59 - Other Important Species		✓	
Policy 60- Other Important Habitats		✓	
Policy 61 - Landscape	Chapter 9 (Landscape)	✓	<p>Policy 61 requires new developments to be designed to reflect the landscape characteristics and special qualities identified in the Landscape Character Assessment of the area in which they are proposed. The Highland Council encourages applicants to include measures to enhance the landscape characteristics of the area, particularly where the condition of the landscape characteristics has deteriorated to such an extent that there has been a loss of landscape quality of distinctive sense of place.</p> <p>Chapter 9 (Landscape) states that the existing landscape is classified into eight Local Landscape Character Areas (LLCAs). It identifies a potential significant direct residual impact within the Enclosed Farmed Landscapes LLCA as a result of the proposed scheme. The impact would be Moderate/Substantial reducing to Moderate after 15 years. Additionally, the proposed scheme would result in a Moderate impact on Inverness Campus LLCA, however this would reduce to Slight after 15 years.</p> <p>However, the changing context of the surrounding area is a relevant consideration of this policy compliance assessment. Chapter 9 (Landscape) explains that the assessment of landscape impacts is based on existing land use, given the layout</p>
	Chapter 10 (Visual)	✓	

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			<p>and programme of future development in Inverness East Development Brief (IEDB) is indicative. However, on completion of all phases of expected future development the landscape character in parts of the study area is expected to undergo substantial change, the existing farmland giving way to suburban development. As the IEDB is realised and housing implemented it is considered that the sensitivity of the local landscape to the proposed scheme would be unlikely to be any greater than that of the existing rural landscape. This is due to the urbanising effect of the future development, the proposed scheme being an integral part of the expansion.</p> <p>In addition, embedded, standard and project specific mitigation measures have been developed through an iterative design process. Specific mitigation measures include woodland, tree line/avenue and hedge row planting to reduce the impacts on the landscape.</p> <p>With the above considered, although impacts upon LLCAs within the study area are expected, the proposed scheme demonstrates compliance with this policy as '<i>measures to enhance the landscape characteristics of the area</i>' are proposed through mitigation as well as the reduced effect of the proposed scheme due to sensitivity of the local landscape.</p>
Policy 62 - Geodiversity	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	<p>Policy 62 highlights that those developments which include measures to protect and enhance geodiversity interests of international, national and regional/local importance in the wider countryside will be supported.</p> <p>Chapter 12 (Geology, Soils, Contaminated Land and Groundwater) notes that no designated receptors or Geological Conservation Review (GCR) sites are located within the study area. Therefore, compliance with policy is expected.</p>
Policy 63 - Water Environment	Chapter 13 (Road Drainage and the Water Environment)	✓	<p>Policy 63 supports proposals for development that do not compromise the objectives of the Water Framework Directive (WFD) (2000/60/EC), aimed at the protection and improvement of Scotland's water environment.</p> <p>Reported within Chapter 13 (Road Drainage and the Water Environment) and Appendix A13.6 (Water Framework Directive and River Basin Management Planning), consideration during the design of the proposed junction options has been given to relevant River Basin Management Plans' objectives for water bodies. The assessment concludes that if good practice guidance is adhered to, and appropriate mitigation measures are implemented, the proposed scheme design will pose no risk to the degradation of the current quality elements for Cairnlaw Burn (SWF08) considered under the WFD. As such the objectives of the WFD are considered to be achieved resulting in policy compliance.</p>
Policy 64 - Flood Risk	Chapter 13 (Road Drainage and the Water Environment)	✓	<p>Policy 64 (Flood Risk) outlines a general presumption against proposals for built development in areas susceptible to flooding. As set out in the SPP (Scottish Government, 2014), a Flood Risk Assessment (FRA) is required to support a planning application where the development may be at 'medium to high risk' area of flooding.</p> <p>As indicated within Chapter 13 (Road Drainage and the Water Environment) the proposed scheme crosses areas of high flood risk as categorised by SEPA Flood Maps. However, although the proposed scheme does not '<i>avoid areas susceptible to flooding</i>', Chapter 13 (Road Drainage and the Water Environment) represents a Flood Risk Assessment and adheres to the aims of SPP through the submission of suitable information such as mitigatory measures. A flood mitigation strategy for the proposed scheme has been developed to 'avoid increasing flood risk on areas of land outside the proposed Compulsory Purchase Order area for the proposed scheme.</p>

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
Policy 65 - Waste Water Treatment	Chapter 13 (Road Drainage and the Water Environment)	✓	<p>Policy 65 (Waste Water Treatment) seeks to ensure that developments, specifically dwellings, are appropriately connected to the public sewage systems, or have appropriate alternatives in place.</p> <p>Although not directly applicable to the proposed scheme, it should be noted that the impact of sewage as a result of the proposed scheme has been assessed in Chapter 13 (Road Drainage and the Water Environment). Chapter 13 states that for all surface water features within the proposed scheme study area, the significance of water quality impacts at both construction and operation phases have been assessed as being Slight or Neutral following the implementation of proposed mitigation, including the appropriate disposal of sewage from site facilities to a foul sewer or via appropriate treatment and discharge as agreed with SEPA in advance of construction.</p> <p>Chapter 13 (Road Drainage and the Water Environment) suitably considers waste water treatment as a result of the proposed scheme and it is therefore considered compliant with Policy 65.</p>
Policy 66 - Surface Water Drainage	Chapter 13 (Road Drainage and the Water Environment)	✓	<p>All proposed development must be drained by Sustainable Drainage Systems (SuDS) designed in accordance with The SuDS Manual (CIRIA C697) and, where appropriate, the Sewers for Scotland Manual 2nd Edition as set out in Policy 66. In compliance with the policy, Chapter 13 (Road Drainage and the Water Environment) sets out that SuDS have been included in the proposed scheme and designed in accordance with appropriate guidance.</p>
Policy 72 - Pollution	Chapter 7 (Air Quality)	✓	<p>Policy 72 (Pollution) states that proposals that may result in significant pollution (e.g. air, noise, water and light) will only be approved where a detailed assessment has been undertaken which also provides details of appropriate mitigation. Major developments are expected to follow the approach set out in the Council's Guidance Note 'Construction Environmental Management Process for Large Scale Projects'.</p> <p>In compliance with guidance set out in Policy 72, the DMRB assessment process has determined any significant pollution as a result of the proposed scheme and identified mitigation to reduce the significance of these impacts.</p> <p>Chapter 7 (Air Quality) states that the local air quality assessment predicts that 54 receptors will experience a decrease in NO2 concentrations, whilst 22 are predicted to experience an increase in NO2 concentrations as a result of the proposed scheme. However, Chapter 7 concludes that impacts to air quality are not considered significant.</p> <p>Chapter 8 (Noise and Vibration) reports that during construction of the proposed scheme, assuming appropriate noise mitigation measures are employed, it is anticipated that any potentially significant adverse impacts associated with construction are unlikely to arise and any would be short-term in nature. During operation, the short-term assessment indicates that Drumossie Cottage and ten dwellings on Castlehill Court are considered to have a residual significant noise impact. In the long term assessment, the daytime noise levels at ground floor level and night time noise level at ground and first floor levels indicate that only Drumossie Cottage, to the south of the proposed scheme, is expected to experience a significant residual noise impact.</p> <p>No receptor specific noise mitigation is proposed for these properties as the increase in noise levels is assessed to be caused by strategic flow changes on the road network beyond the proposed scheme. They are not directly adversely affected by noise from the proposed scheme.</p>
	Chapter 8 (Noise and Vibration)	✓	
	Chapter 12 (Geology, Soils, Contaminated Land and Groundwater)	✓	
	Chapter 13 (Road Drainage and the Water Environment)	✓	
	Chapter 17 (Materials)	✓	

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			<p>Chapter 12 (Geology, Soil, Contaminated Land and Groundwater) states that during construction of the proposed scheme there is anticipated to be direct disturbance of seven potential contaminated land sources and indirect disturbance of four potential contaminated land sources which have the potential to impact on human receptors. During operation the same list of potentially contaminated land sources have the potential to be directly and indirectly disturbed. However, with the implementation of mitigation measures, including further site investigations as well as implementing appropriate health and safety and waste management procedures, it is expected that potential impacts will reduce to a Low significance during construction and Very Low significance during operation of the proposed scheme</p> <p>In relation to groundwater flow patterns, residual impacts are expected to be Neutral to Slight, with no impact expected on associated receptors such as abstractions, surface water features and ecological receptors.</p> <p>Chapter 13 (Road Drainage and the Water Environment) assessed potential impacts on water supply as a result of disruption, pollution or severance of any public or private water supplies. For all surface water features within the proposed scheme study area, the significance of water quality at both construction and operation phases has been assessed as being Slight or Neutral following the implementation of all proposed mitigation measures.</p> <p>As stated within Policy 72, there is a requirement for 'Major Developments' to follow an environmental management process as set out within the Council's Guidance Note 'Construction Environmental Management Process for Large Scale Projects'. Chapters 7 (Air Quality), 11 (Ecology and Nature Conservation) and 17 (Materials) notes that a CEMP would be implemented by the contractor which is identified as key delivery component of the Council's guidance Note 'Construction Environmental Management Process for Large Scale Projects'.</p> <p>With the above taken into consideration, although there are potential significant impacts in relation to noise and vibration, it is considered that this EIA provides a 'detailed assessment...on the levels, character and transmission and receiving environment of the potential pollution' and subsequently proposes mitigation to avoid any potential pollution. As such this EIA has taken into consideration the approach set out in the Council's Guidance Note and therefore the proposed scheme complies with Policy 72.</p>
Policy 73 - Air Quality	Chapter 7 (Air Quality)	✓	<p>Development proposals which, individually or cumulatively, may adversely affect the air quality of an area to a level which could cause harm to human health and wellbeing or the natural environment must be accompanied by appropriate provisions, such as an Air Quality Assessment (deemed satisfactory to the Local Authority and SEPA as appropriate) which demonstrate how such impacts will be mitigated as stated in Policy 73.</p> <p>A detailed air quality assessment has been undertaken to establish the potential effects of the proposed scheme.</p> <p>Chapter 7 (Air Quality) concludes that some dust impacts may occur at sensitive receptors during the construction phase. Mitigation during construction to minimise potential fugitive dust emissions include adopting best practice measures within a Construction Environmental Management Plan (CEMP). Dust mitigation measures will be agreed between the contractor and the Council prior to the undertaking of works. With appropriate mitigation measures in place the proposed scheme is expected to be compliant with policy.</p>

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
Policy 74 - Green Networks	Chapter 11 (Ecology and Nature Conservation)	✓	<p>Green Networks are identified in the HWLDP as being areas that should be protected and enhanced. The supplementary guidance on the green network identifies areas within the authority that have been assessed as green networks and are of value to the community.</p> <p>While the proposed scheme is not located directly within an area of designated Green Networks, the assessment in Chapter 11 (Ecology and Nature Conservation) has taken consideration of the Council's supplementary guidance (The Highland Council, 2013a) and sought to implement the principles of good practice from the policy throughout the proposed scheme in order to safeguard and enhance wildlife corridors.</p>
Policy 75 - Open Space	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>The Council's long-term aim for open space provision is for open spaces that improve the quality of life for visitors and residents. All sites identified in The Highland Council's Audit of Greenspace will be safeguarded unless:</p> <ul style="list-style-type: none"> • It can be suitably demonstrated that the open space is not fit for purpose; • Substitute provision will be provided meeting the needs of the local area; or • Development of the open space would significantly contribute to the spatial strategy for the area. <p>Chapter 15 (People and Communities: Community and Private Assets) reports that there is no safeguarded open space affected by the proposed scheme. Therefore, the proposed scheme complies with Policy 75.</p>
Policy 76 - Playing Fields and Sports Pitches	Chapter 15 (People and Communities: Community and Private Assets)	✓	<p>Policy 76 (Playing Fields and Sports Pitches) states that playing fields and sport pitches will be safeguarded from development and should not be developed, except where it can be clearly demonstrated (inter alia) that there is an excess of sports pitches to meet current and anticipated future demand in the area, and that the site could be developed without detriment to the overall quality of provision.</p> <p>Playing fields and sports pitches are included within the assessment of community land in Chapter 15 (People and Communities: Community and Private Assets) which identifies two small public play parks and a skate park within Raigmore. However, the proposed scheme does not require any land from community land or facilities, thus complying with Policy 76.</p>
Policy 77 - Public Access	Chapter 16 (People and Communities: All Travellers)	✓	<p>Policy 77 (Public Access) seeks to ensure that any developments that significantly affect access to any routes included in a Core Paths Plan, will retain existing paths and their amenity and ensure that alternative access is provided that is no less attractive, safe and convenient for public use, and does not damage or disturb species of habitats.</p> <p>As noted in Chapter 16 (People and Communities: All Travellers) there are a total of seven core paths in the study area and 11 local paths. Following the implementation of proposed construction mitigation, it is expected that residual impacts on NMUs during construction of the proposed scheme will be temporary, some of which will be significant due to increased diversion lengths. During operation, after the implementation of mitigation, Moderate/Substantial impacts are expected for NMUs on one path (LP5) due to increase in journey length due to severance and diversion.</p> <p>However, facilities for pedestrians, equestrians and cyclists, are an integral feature of the proposed scheme. The proposed scheme incorporates a NMU shared use facility adjacent to the northbound and southbound carriageway. As such, it is considered that the proposed scheme complies with this component of Policy 28.</p>

Policy	Relevant Environmental Assessment Chapter(s)	Compliance	Summary
			In relation to safety, Chapter 16 (People and Communities: All Travellers) anticipates that there will be no impacts on NMUs safety as a result of the proposed scheme for all local and core paths. Overall, the proposed scheme is expected to comply with Policy 77.
Policy 78 - Long Distance Routes	Chapter 16 (People and Communities: All Travellers)	✓	Policy 78 (Long Distance Routes) seeks to safeguard and enhance designated long distance routes as identified in Figure 11 (Pg. 138) of the HwLDP. The National Cycle Network (NCN) is within the study area. Chapter 16 (People and Communities: All Travellers) reports that continuity of NCN Route 1 will be maintained at Caulfield Road North. It will tie into the proposed scheme at Caulfield Roundabout and cyclists will be directed North of Cradlehall Roundabout. The proposed scheme complies with this policy.

Table 2: Assessment of Policy Compliance (Inner Moray Firth Local Development Plan)

Policy	Relevant Environmental Assessment Chapter(s)	Scheme Compliance	Summary
Inner Moray Firth Local Development Plan (2015)			
Policy 1 - Promoting and Protecting City and Town Centres	Chapter 2 (Need for the Scheme)	✓	Policy 1 seeks to ensure that any proposed developments will not negatively affect the vitality and viability of any centres listed within Section 4 of the Policy. Policy 1 recognises at paragraph 2.14 that ' <i>the provision of infrastructure is fundamental to the delivery of development and to create communities served by an appropriate level of services and facilities</i> '. In addition, it goes on to say at paragraph 2.19 about the need to encourage a further shift to more sustainable forms of travel. Chapter 15 (People and Communities: Community and Private Assets) reports there will not be negative impacts of significance to any areas allocated for development within the Inner Moray Firth area as a result of the proposed scheme. Development Land allocations at Inverness Campus/Beechwood, South of Inverness Retail and Business Park and Ashton Farm are expected to experience beneficial impacts due to the improved access that the proposed scheme provides. In compliance with Policy 1, it is expected that the proposed scheme will improve ' <i>the vitality and viability</i> ' (The Highland Council 2015, p.13) of the Inverness growth areas.
	Chapter 15 (People and Communities: Community and Private Assets)	✓	
Policy 2 - Delivering Development	Chapter 15 (People and Communities: Community and Private Assets)	✓	Policy 2 (Delivering Development) is focused on ensuring that development land identified through the IMFLDP is delivered in a strategic manner which takes cognisance of infrastructure, services and facilities.

Policy	Relevant Environmental Assessment Chapter(s)	Scheme Compliance	Summary
	Chapter 16 (People and Communities: All Travellers)	✓	The proposed scheme is infrastructure which will support delivery of planned development within the Inverness East growth area, and so is consistent with this policy.
Policy 4 - Water and Waste Water Infrastructure in the Inverness to Nairn Growth Area	Chapter 11 (Ecology and Nature Conservation)	✓	<p>Policy 4 refers to Policy 65 of the HwLDP and states that all allocated developments in the Inverness to Nairn Corridor will be required to connect to the public sewer. Improvements to the strategic waste water infrastructure in the area will be required to accommodate the level of development supported in this plan. Such improvements must ensure that there will be no adverse effect on the integrity of the bottlenose dolphin qualifying interest of the Moray Firth Special Area of Conservation in terms of the level of waste water treatment, either alone or in combination without other plans or projects.</p> <p>The proposed scheme is not of relevance to the River Moriston SAC, Urquhart Bay SAC and Loch Ashie SPA.</p> <p>As noted in Chapter 11 (Ecology and Nature Conservation) the proposed scheme could potentially result in pollution of the Moray Firth SAC leading to reduced water quality. However, with the implementation of mitigation measures to control pollution it is anticipated that the proposed scheme will result in no significant impacts to the Moray Firth SAC.</p> <p>With the above considered, the proposed scheme is not expected to result in adverse effects on the integrity of designations related to water within the Inverness to Nairn Growth Area and is compliant with this policy.</p>
	Chapter 13 (Road Drainage and the Water Environment)	✓	