

A8.2 Assessment of Development Plan Policy Compliance

1 Introduction

- 1.1.1 The key policies and relevant criteria that may affect the development of the Scheme are listed in Table 1. The route options that are marked with 'X' are of particular relevance as there may be non-compliance issues. Route options that are marked with a tick '✓' are generally compliant. Route options marked '?' indicate potential non-compliance issues that should be further assessed at Design Manual for Roads and Bridges (DMRB) Stage 3 and for which mitigation proposals may be developed, where appropriate. Where policies included in the assessment have been found to be not applicable to one or more of the route options, the route option is marked 'n/a'.

Table 1: Assessment of Policy Compliance

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
Highland wide Local Development Plan (HwLDP) (The Highland Council 2012)								
Policy 9 – A96 Corridor – Phasing and Infrastructure	Chapter 8 (Policies and Plans)	✓	✓	✓	✓	✓	✓	<p>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 interim infrastructure improvements set out in the Plan.</p> <p>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 proposed 'link road' connecting the A96 to the A9 which would further reaffirm provision for the Scheme. The Scheme's a key piece of infrastructure required to accommodate new development. It is therefore considered that all route options are compliant with delivering this policy.</p> <p>Furthermore, as noted in Chapter 17 (People and Communities: Community and Private Assets), a number of key developments in this corridor are constrained until the improvements to the existing A96 are completed.</p>
Policy 10 – Beechwood Campus	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>As noted in Policy 9 – 12, a number of key developments along the A96 Corridor Strategy are constrained from development until appropriate infrastructure, including the Scheme, are implemented. All route options would support these developments to be delivered and are considered in Chapter 17 for as development land allocations. As such, they are in accordance with the policy.</p>
Policy 11 – Inverness Retail and Business Park	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	
Policy 12 - Stratton	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	
Policy 28 - Sustainable Design	Chapter 9 (Air Quality)	✓	✓	✓	✓	✓	✓	<p>Policy 28 sets out the requirement for all development to be designed in the context of sustainable development and climate change. In regard to sustainable development, developments should promote and enhance social, economic and environmental</p>

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	Chapter 10 (Noise and Vibration)	?	?	?	?	?/✓	?/✓	<p>wellbeing.</p> <p>Changes to air quality is relevant to the consideration of this policy. Chapter 9 (Air Quality) concludes that the route options would not have a significant effect upon local air quality for local residents and other representative receptors, as no route options would exceed the Air Quality Objectives (AQO) based on the Air Quality (Scotland) Regulations 2000 and 2002 Amendments. Furthermore, Chapter 9 states that no mitigation measures are required for the operational phase of the Scheme, for all route options. The route options are therefore deemed to be compliant with Policy 28 in this regard.</p> <p>Another aspect relevant to this policy is noise. In terms of changes to existing properties, Chapter 10 (Noise and Vibration) identifies that receptors (dwellings and other sensitive receptors) would experience adverse changes to noise throughout all route options. While it is noted in Chapter 10 that Options 1 (A&B) and 3 (A&B) are predicted to have the least number of perceptible adverse noise impacts and are most likely to comply with the broad aims of policy, the identification of suitable mitigation in DMRB Stage 3 is required to fully determine compliance with Policy 28.</p> <p>In relation to impacts on designated areas and settings, while there are no landscape designations within the study area, there are three Local Landscape Character Areas (LLCAs), one Site of Special Scientific Interest (SSSI), two Tree Preservation Orders (TPOs) and 44 built receptor groups (latterly identified in Chapter 11: Landscape and Visual).</p> <p>As noted in Chapter 11 (Landscape and Visual), all LLCAs within the study area would be affected by direct impacts from the route options, due to physical changes to the landscape, with the exception of the Inverness Urban Fringe and Culloden LLCA, which would be affected both directly and indirectly through changes to views. All of the built receptors identified in the study area would be impacted by all route options.</p> <p>Option 3A is considered to have the lowest significance of impact on landscape character as it has the smallest footprint and an alignment that avoids areas of deciduous woodland. It is also considered that Option 3A would have the least impacts on the setting of built receptors.</p> <p>In regards to long term landscape impacts, further assessment, including the identification of mitigation, is required at DMRB Stage 3 to determine whether the Scheme would comply with this policy's aim for landscape, including demonstrating a sensitivity in the</p>
	Chapter 11 (Landscape and Visual)	?	?	?	?	?	?	
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	
	Chapter 13 (Geology and Soils)	?	?	?	?	?	?	
	Chapter 14 (Road Drainage and the Water Environment)	✓	✓	✓	✓	✓	✓	
	Chapter 15 (Cultural Heritage)	X/?	X/?	X/?	X/?	X/?	X/?	
	Chapter 16 (People and Communities: Effects on all Travellers)	✓	✓	✓	✓	✓	✓	
	Chapter 17 (People and Communities: Community and Private Assets)	✓/?	✓/?	✓/?	✓/?	✓	✓	

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	Chapter 18 (Materials)	?	?	?	?	?	?	<p>road's siting.</p> <p>Chapter 12 (Ecology and Nature Conservation) identifies one Site of Special Scientific Interest (SSSI), one Special Protection Area (SPA), one Ramsar site, one non-statutory designated site and two Ancient Woodland Inventory (AWI) areas within the study area. There is one Special Area of Conservation (SAC) outwith the study area but considered in the assessment.</p> <p>Chapter 12 illustrates that the Moray Firth SAC and AWIs would not be impacted by the route options. However, the SPA and Ramsar site would be affected by all route options. Options 1A and 3A are predicted to have the lowest impact on the designated SPA and Ramsar sites. Further design work will be undertaken at DMRB Stage 3 to determine potential mitigation; therefore, the full extent of impact on the designated sites and compliance with this policy cannot yet be determined.</p> <p>Chapter 13 (Geology and Soils) highlights that the variations between the route options are not considered sufficient to inform identification of a preferred route at this stage. At this stage it is considered that there will likely be compliance with Policy 28, however given the level of study to be investigated further during the Stage 3 DMRB assessment, this will be further reviewed.</p> <p>In regards to Policy 28, consideration is given to public service provisions, including water and sewerage and drainage. Chapter 14 (Road Drainage and the Water Environment) identifies that adverse residual impacts of Moderate to Large significance in relation to water and drainage would result from all route options. Significant impacts are expected to occur however it is anticipated that these impacts will be avoided for all route options through mitigation. Therefore, all route options are considered compliant with Policy 28 at this stage.</p> <p>Chapter 15 (Cultural Heritage) identifies a number of historic designations within the study area. These include 9 historic buildings, 10 historic landscape types and 23 archaeological remains. Chapter 15 (Cultural Heritage) states that all route options have the potential to conflict with Scottish Planning Policy (SPP) and Policy 28 in relation to the potential impacts that would occur on a Scheduled Monument and a *B Listed Buildings (*with the exception of 3A & 3B). Furthermore, for all route options, there could be potential impacts on as yet unknown archaeological remains during construction activities. The study area is located within an area of high potential for the presence of unknown archaeological remains. As such, while all options have the potential to conflict with policy, further assessment in DMRB Stage 3 will be required to determine the extent of impact and subsequent compliance with policy. Chapter 16 (People and Communities: Effects on All Travellers) states that all route options would have the potential to impact on the non-motorised users (NMUs) utilising the existing path network throughout the assessment area of the Scheme due to a decrease in amenity and an increase in journey length.</p>

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								<p>However, while Option 3B is considered within Chapter 16 to be more compliant than the other options for accessibility to walking and cycling routes, in regards to policy, all route options would have some beneficial impact to the wider path network and are therefore considered compliant with Policy 28.</p> <p>References in Policy 28 to energy proposals and to take cognisance of physical constraints are not applicable to the Scheme. No physical constraints are identified throughout the assessment area.</p> <p>Community facilities, including educational facilities, emergency services and places of worship are identified within 500m of the Scheme in Chapter 17 (People and Communities: Community and Private Assets). However, in accordance with policy, Chapter 17 notes that no impacts are expected on community facilities as a result of the route options.</p> <p>In regards to <i>'the impact on individual and community residential amenity'</i> outlined in Policy 28, Chapter 17 (People and Communities: Community and Private Assets) states that all route options would create an impact on properties, with the highest number of properties to experience adverse impacts associated with Options 2A and 2B.</p> <p>Options 3A and 3B would require no demolition to residential properties and have an impact on only two commercial/industrial properties. There is potential for some demolition associated with all of the other options.</p> <p>In addition, there would not be any unacceptable impacts on community land as a result of the route options.</p> <p>While policy permits for significant adverse impacts in the event of the over-riding strategic benefit of a scheme it is considered with exception to this, at this stage, Options 3A and 3B would protect and maintain individual and community residential amenity. The remaining options would need to be further considered in DMRB Stage 3 once detailed consideration of properties at risk of demolition or land-take have been further assessed.</p> <p>Policy 28 also seeks to safeguard non-renewable resources. As noted in Chapter 17 (People and Communities: Community and Private Assets), agricultural land-take would be required in rural areas for all of the route options, this would include land-take from prime agricultural land. However, cognisance of this has been considered in the route options and no route option would exceed 0.8ha of prime agricultural land-take.</p> <p>Policy 28 states that developments should make use of brownfield sites, existing buildings and recycled materials, and developments should demonstrate that they have sought to minimise the generation of waste during construction and operation. While this aspect of policy is broadly aimed at building developments, an assessment of materials has been undertaken in Chapter 18 (Materials). Due to the nature of the Scheme, all route options are expected to require a significant volume of materials to be imported; however, the</p>

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								<p>impact of these materials cannot be determined until sufficient mitigation measures have been identified at DMRB Stage 3. Therefore, compliance of the route options with this policy will not be determined until DMRB Stage 3.</p> <p>In terms of needing to promote communities and contribute to economic and social development, as noted above, it would be considered that the overarching need for all route options complies with this as the key aims of the Scheme are to improve the operation of the network for local and longer journeys, enable delivery of Development Plan opportunities, improve safety for motorised and non-motorised users and to maximise opportunities for active travel.</p> <p>Overall, compliance with Policy 28 would need to be reviewed at Stage 3 once mitigation has been considered as part of the assessment.</p>
Policy 29 - Design Quality and Place-Making	Chapter 11 (Landscape and Visual Impact)	?	?	?	?	?	?	<p>Policy 29 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 Designing Places (2010) Policy statements, and is predominantly targeted at new developments within the urban environment.</p>
	Chapter 15 (Cultural Heritage)	X/?	X/?	X/?	X/?	X/?	X/?	<p>Chapter 11 (Landscape and Visual) notes that all LLCAs would be impacted (both directly and indirectly) by all route options. While these are not designated areas the impacts are unavoidable due to the nature of the Scheme in a rural environment. Further mitigation and compliance of route options will be identified at DMRB Stage 3 to determine fully the level of impact on the quality of the environment.</p>
	Chapter 16 (People and Communities: Effects on All Travellers)	✓	✓	✓	✓	✓	✓	<p>Policy 29 also seeks that developments have regard to the historic pattern of development and landscapes. As noted above in Policy 28, Chapter 15 (Cultural Heritage) finds a total of 9 historic buildings, 10 historic landscape types and 23 (known) archaeological remains within the study area. Impacts are expected to occur as a result of all route options during both construction and operation on the setting of the Ashton Farm Ring Ditches and Pit Circles Scheduled Monument. The study area is located within an area of high potential for the presence of unknown archaeological remains. As such, while all options have the potential to conflict with policy, mitigation measures have not been sufficiently developed to allow full assessment of the Scheme's accordance with this policy to be determined at this time. Whilst at this stage it is expected that the Scheme could conflict with heritage conservation policies, due to the impact on the setting of a Scheduled Monument compliance with policy will be assessed during the DMRB Stage 3 assessment.</p>
	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Chapter 16 (People and Communities: Effects on All Travellers), considers the impact the route options would have on pedestrians, cyclists and equestrians (collectively referred to as NMUs), as well as vehicle travellers. The development of a new road and/or alterations to an existing road layout can alter how NMUs move around a community or wider</p>

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								<p>environment using the existing network. It can also influence the stress vehicle travellers experience when travelling along certain sections of road. While the aims of Policy 29 are predominantly focused on residential developments, the consideration of NMUs within the wider scheme design for all route options demonstrates accordance with the aims of this policy.</p> <p>As noted, Policy 29 states that high quality environments should be created in which people can live and work. Chapter 17 (People and Communities: Community and Private Assets) identifies that community facilities add to this high quality environment. As it has been noted in Policy 28, none of the route options would impact any community facilities in the study area and therefore all are compliant with this aspect of Policy 29.</p> <p>While each aspect of Policy 29 is assessed above, overall compliance will need to be determined at the next stage (DMRB Stage 3) when a greater understanding of the level of impact, particularly on heritage assets can be assessed.</p>
Policy 30 - Physical Constraints	Chapter 11 (Landscape and Visual)	?	?	?	?	?	?	<p>This policy seeks to ensure that developers consider various physical and technical constraints, as set out in the 'Physical Constraints Supplementary Guidance', including those that affect public health and safety. Constraints of relevance to the Scheme include (but not limited to):</p> <ul style="list-style-type: none"> Water bodies; Private Water Supplies; Active Quarries and Mineral reserves; Areas of potential for flooding; Waste management or other contaminated land (including sewers); and Rights of way. <p>The policy goes on to state that, "<i>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. provided.</i>"</p> <p>It is therefore considered that Environmental Assessment process involved within DMRB does comply with the aims of policy by undertaking an assessment to identify constraints and appropriately mitigate them.</p> <p>As the preferred option will not be chosen until DMRB Stage 3, an assessment of the</p>
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	
	Chapter 13 (Geology and Soils)	?	?	?	?	?	?	
	Chapter 14 (Road Drainage and the Water Environment)	?	?	?	?	?	?	
	Chapter 16 (People and Communities: Effects on all Travellers)	?	?	?	?	?	?	

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	Chapter 18 (Materials)	?	?	?	?	?	?	individual constraints relevant to the Scheme will be undertaken at that stage, when mitigation is also identified in compliance with this policy.
Policy 34 - Settlement Development Areas	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Policy 34 highlights the importance of supporting existing communities. This 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>The impacts on proposed SDAs, as identified in the HwLDP proposals map, are assessed in Chapter 17 (People and Communities: Community and Private Assets), which concludes that, despite some land-take from existing residential properties, there is not expected to be any significant impacts resulting from any of the route options. Similarly, land-take from designated development land is expected, in some instances (relevant to all route options), to have a beneficial impact by alleviating existing infrastructure constraints. All route options are therefore considered to be compliant with Policy 34.</p> <p>At this stage it is considered that there will be a broad compliance with the policy, however as noted above in Policy 28 and Policy 29 there will be a further review at Stage 3.</p>
Policy 36 - Development in the Wider Countryside	Chapter 11 (Landscape and Visual Impact)	?	?	?	?	?	?	<p>Policy 36 sets out the requirements for all development in the wider countryside to be sympathetic to the character of the landscape.</p> <p>As all of the options traverse both urban and rural land, including land outwith designated SDAs, Policy 36 is of significance to the Scheme.</p>
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	<p>In respect of the route options compatibility with the landscape character, as noted in Chapter 11 (Landscape and Visual) the siting of a road scheme in a relatively rural area has resulted in unavoidable impacts on all of the three LLCAs that lie within the study area. While these impacts are unavoidable, mitigation items will be identified at DMRB Stage 3 which will determine the level of impact. Compliance to policy will therefore be identified during the next stage.</p> <p>In regards to the impact on the natural environment, as noted in Chapter 12 (Ecology and</p>
	Chapter 14 (Road Drainage and the Water Environment)	?	?	?	?	?	?	

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	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Nature Conservation), significant impacts are expected to occur on both habitats (designated and non-designated) and species. Further design work will be undertaken at DMRB Stage 3 to determine potential mitigation; therefore, the full extent of impact on the designated sites and compliance with this policy cannot yet be determined.</p>
								<p>All route options would have an adverse impact on drainage, as noted in Chapter 14 (Road Drainage and the Water Environment). However, it is considered that further assessment is required at DMRB Stage 3, including a Flood Risk Assessment, to determine appropriate mitigation. Therefore, it is not fully known whether the Scheme would accord with this policy at this stage (DMRB Stage 2).</p> <p>While Policy 36 isn't directly applicable to a road scheme, it should be noted that all route options would alleviate and address road access constraints relating to the wider development in the countryside. These sites include Development Land Allocations, which have been highlighted in Chapter 17 (People and Communities: Community and Private Assets). Therefore, all route options are considered compliant with Policy 36 in relation to Community and Private Assets. Discussions are also ongoing with The Highland Council's Planning Department to ensure that a collaborative approach is taken to the delivery of development land with necessary infrastructure.</p> <p>Given the uncertainties and requirement for further assessment in DMRB Stage 3 it is unknown at this stage whether the Scheme will comply with policy.</p>
Policy 40 - Retail Development	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Policy 40 is primarily aimed at retail development within areas designated for retail. While the Scheme is not directly applicable to this policy, it should be noted that it aims to improve the infrastructure between Inverness Retail and Business Park and Inshes Retail Park.</p> <p>Chapter 17 (People and Communities: Community and Private Assets) identifies retail properties within the 500m study area, including Inverness Retail and Business Park, Smart Pets, The Green House, Simpsons Garden Centre and Inshes Retail Park.</p> <p>Several commercial buildings could be impacted at Simpsons Garden Centre, where there is potential for some demolition due to a small requirement for land-take associated with Options 1A, 1B, 2A and 2B. Options 3A and 3B would not impact on any of the retail properties identified above.</p> <p>It is considered that the route options would contribute to alleviating some infrastructure constraints associated with these allocations; therefore, all route options are compliant with Policy 40.</p>
Policy 41 - Business and	Chapter 17 (People and Communities:	✓	✓	✓	✓	✓	✓	This policy promotes sustainable economic growth and supports provision of business and

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Industrial Land	Community and Private Assets)							<p>industrial development on various sites.</p> <p>As noted in Chapter 17 (People and Communities: Community and Private Assets) all route options would result in the loss of some commercial and industrial land identified on the HwLDP proposals map. However, it is considered that Options 3A and 3B would require the least amount of land-take from commercial properties (0.4ha) in comparison to the other options. There is also no potential for demolition currently associated with these options.</p> <p>It is considered that despite the need for some commercial and industrial land, all options would not contribute to a significant impact on sustainable economic growth and, therefore, it is considered that all options are compliant with this policy. Discussions have been ongoing with The Highland Council's Planning Department to ensure that a collaborative approach is taken to the delivery of development land with necessary infrastructure and mitigation.</p>
Policy 43 - Tourism	Chapter 17 (People and Communities: Community and Private Assets)	n/a	n/a	n/a	n/a	n/a	n/a	Chapter 17 (People and Communities: Community and Private Assets) identifies land-take associated with tourism. There are no tourism resorts identified within the study area. As such, this policy is not applicable.
Policy 47 - Safeguarding Inbye-AppORTioned Croftland	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Policy 47 recognises that crofting and agriculture is a core component of life in the Highlands and is beneficial not only to crofting communities, but also to the wider population. These benefits include: economic wellbeing and job creation; improving and proper management of biodiversity/landscape interests/scenic areas; social/community benefit; and productive use of land.</p> <p>No designated in-bye or apportioned croft land has been identified within the assessment area of the route options in Chapter 17 (People and Communities: Community and Private Assets). Therefore, all route options are considered compliant with Policy 47.</p>
Policy 51 - Trees and Development	Chapter 11 (Landscape and Visual Impact)	?	?	?	?	?	?	<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>
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	<p>Within Chapter 11 (Landscape and Visual) two TPOs have been considered: HR96 Inshes Woodland (Inverness); and H1A12 Inshes Retail Park (Inverness). Trees covered by TPOs are considered to be key features within the landscape and, although they are not individually referred to, they have been taken into account in the wider assessment. The cumulative impact of this will be determined during DMRB Stage 3, as such it cannot be</p>

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								<p>determined if it will be compliant with policy at this stage.</p> <p>With the exception of Option 3A, all of the route options would require removal of some mature trees, hedges and woodland.</p> <p>While Option 3A complies with the aims of policy, mitigation items identified in DMRB Stage 3, including compensatory replanting, will determine the level of compliance for the remaining route options.</p> <p>Within Chapter 12 (Ecology and Nature Conservation) it is indicated that within the study area there are AWI woodland (2 sites), Native Woodland Survey Scotland (NWSS) woodland sites (of which 13 are categorised as Native woodland) and other non-designated woodland and agricultural land. Ancient Woodland is not impacted by any route option. However, the operation of the Scheme would result in loss of NWSS woodland across all route options. Mitigation items, such as compensatory planting, will be identified at DMRB Stage 3; as such the extent of compliance with policy will not be determined until then.</p>
Policy 52 - Principle of Development in Woodland	Chapter 11 (Landscape and Visual Impact)	✓	✓	✓	✓	✓	✓	<p>Developments are expected to demonstrate the need to develop a wooded site and to show that the site has capacity to accommodate the development, as stated within this policy. 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>
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	<p>Chapter 11 (Landscape and Visual) states that vegetation, including woodland, would be impacted by all of the route options. However, it is regarded at this stage (DMRB Stage 2) that Smithton Junction has a high potential for planting mitigation due to the presence of surrounding woodland. Cradlehall Business Park and Castlehill Drive areas have some potential for planting mitigation due to the presence of surrounding shelterbelts, which deciduous mitigation planting could tie into. Through the delivery of this, all route options would be compliant with this policy.</p>
	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Chapter 12 (Ecology and Nature Conservation) notes two AWI sites are present within the study area, along with 13 sites categorised as Native Woodland under the NWSS. Ancient Woodland is not impacted by any route option; however, all of the route options would result in loss of NWSS woodland. Mitigation items, such as compensatory planting, will be identified at DMRB Stage 3. As such, the extent of compliance with this policy will not be determined until the next stage.</p> <p>As noted in Chapter 17 (People and Communities: Community and Private Assets) impacts on community land (including woodland) are not expected as a result of any of the</p>

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								proposed options. All route options are therefore compliant with Policy 52.
Policy 53 - Minerals and Soils	Chapter 18 (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.</p> <p>Chapter 18 (Materials) sets out the general approach to the handling of materials. For all route options construction would, where possible, look to achieve a cut and fill balance to minimise the materials required to be imported to site. However, it is considered within Chapter 18 (Materials) that although all route options would require significant volumes of materials to be imported, Option 3A has been estimated to require both the import of the least volume of materials, and the lowest cost of structures.</p> <p>Mitigation items including a Construction Environmental Management Plan (CEMP) and a Materials Management Plan (MMP) would set out the approach to the management of all construction phase materials, sourced locally or imported. However further assessment is due to be undertaken in DMRB Stage 3 to determine the significance of impact once mitigation items have been fully identified; therefore, accordance with the aims of this policy cannot yet be fully achieved.</p>
Policy 54 - Mineral Wastes	Chapter 13 (Geology and Soils)	✓	✓	✓	✓	✓	✓	<p>Policy 54 encourages the minimisation and positive re-use/recycling of mineral, construction and demolition wastes.</p>
	Chapter 18 (Materials)	✓/!	✓/!	✓/!	✓/!	✓/!	✓/!	<p>Chapter 13 (Geology and Soils) has identified that all route options may experience direct impacts of contaminated land. Ground water pollution would occur throughout all route options at a moderate/slight significance due to risk of accidental spillage. Contaminated land during direct and indirect disturbance is considered to be at most of low significance. However, the level of full mitigation has not been identified at this stage.</p>
								<p>Policy 54 states that a Waste Management Plan should be provided to show how minimisation of waste generation and minimal harmfulness to the environment is encouraged. Chapter 13 (Geology and Soils) identifies that, for all route options, waste management production procedures, including production and adherence to a Waste Management Plan, should be put in place during construction and operation. Therefore, all route options are likely to be compliant with this policy in terms of managing waste.</p> <p>Chapter 18 (Materials) sets out the general approach to the handling of materials and waste for all route options. This includes an adherence to the waste hierarchy. In compliance with policy, an assessment of materials required has been undertaken in Chapter 18. Further assessment is due to be undertaken during DMRB Stage 3 to determine the significance of impact once mitigation items have been identified. Therefore,</p>

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								full accordance with the policy cannot yet be fully achieved. However, one of the proposed mitigation items is likely to be the inclusion of a Site Waste Management Plan, which is a requirement of policy. As such, the Scheme is expected to accord with the aims of the policy.
Policy 55 - Peat and Soils	Chapter 13 (Geology and Soils)	✓	✓	✓	✓	✓	✓	<p>Development proposals should demonstrate how they have avoided unnecessary disturbance, degradation or erosion of peat and soils, according to Policy 55.</p> <p>As noted in Chapter 13 (Geology and Soils) the excavation of peat deposits cannot be ruled out during this stage of the assessment (DMRB Stage 2). Excavation, storage and any off-site removal, if required, should be undertaken with cognisance of 'Development on Peatland: Guidance on the Assessment of Peat Volumes, Reuse of Excavated Peat and the Minimisation of Waste' (Scottish Renewables and Scottish Environment Protection Agency (SEPA) 2012). However, it is noted that the potential geological impacts for all the route options would be of Negligible significance and, therefore, mitigation measures are not required. Therefore, in the context of the above, all route options accord with the aims of this policy.</p>
Policy 56 - Travel	Chapter 16 (People and Communities: Effects on All Travellers)	✓	✓	✓	✓	✓	✓	<p>Policy 56 highlights the importance of supporting sustainable development in terms of its location and its design, where the need to travel is reduced and people have a choice of sustainable modes of travel between the main places where they might reside, work, shop, learn and do leisure activities.</p> <p>In relation to bullet points 1 to 4 of the policy, proposals should be served by the most sustainable modes of travel available in the locality. This involves providing an opportunity for a modal shift from private car to walking, cycling, public transport, which are designed for the safety and convenience of all potential users and where mitigation measures are incorporated to include improvements and enhancements of the travel networks.</p> <p>As assessed in Chapter 16 (People and Communities: Effects on All Travellers), all route options would have an impact on how NMUs move around a community or wider environment. Impacts common to all route options include a potential impact on amenity for the users of 12 paths within the study area, three of which provide access to the Moray Firth. Chapter 16 also states that the construction phase of all route options would disrupt users of public transport within the immediate vicinity of bus stops due to temporary severance and disruption.</p> <p>Chapter 16 goes on to state that all route options would have a potentially significant adverse effect on NMUs utilising the path network and on access to outdoor areas, either as a result of an increase in journey length or a decrease in amenity. However, all route options would have some beneficial impacts on NMUs utilising the path network as a result of improved amenity along paths nearby the A9 and A96 Aberdeen to Inverness trunk</p>

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								roads, as traffic is re-routed away from the trunk roads. The requirement for parking provision is not applicable to any of the options nor, as noted in Policy 30, is the potential impact on identified Physical Constraints. However, by incorporating NMUs and the wider impacts on the local and strategic transport network, it is considered that all route options broadly accord with the aims of this policy.
Policy 57 - Natural, Built and Cultural Heritage	Chapter 9 (Air Quality)	✓	✓	✓	✓	✓	✓	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 11 (Landscape and Visual Impact)	✓	✓	✓	✓	✓	✓	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:
	Chapter 12 (Ecology and Nature Conservation)	?	?	?	?	?	?	<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.
	Chapter 15 (Cultural Heritage)	X/?	X/?	X/?	X/?	X/?	X/?	No significant impacts are predicted on the air quality surrounding representative receptors (including cultural assets), as set out in Chapter 9 (Air Quality).
								Chapter 11 (Landscape and Visual) considers the impacts on landscape designations. There are no national landscape designations within the study area. While impacts would occur on individual LLCAs these are classed as subsidiaries of LCT and not applicable to this policy.
								Chapter 11 (Landscape and Visual) states that TPOs have also been taken into account in the impact assessment and any alteration of TPOs would have the risk of adverse effects to the area.
								Chapter 11 (Landscape and Visual Impacts) has outlined that, with mitigation, Option 3B is expected to have the least significant landscape and visual impacts. However overall with mitigation measures the route options are compliant with Policy 57.
								Chapter 12 (Ecology and Nature Conservation) identifies that two internationally designated sites (Inner Moray Firth Wetland of International Importance (Ramsar) and

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								<p>Inner Moray Firth SPA) and one nationally designated site (Longman and Castle Stuart Bays SSSI) are located within the study area. Impacts on the Ramsar site and SPA are predicted to be of Major significance during both construction and operation. Impacts on the SSSI are predicted to be of Major significance during construction and Moderate significance during operation.</p> <p>As noted in Policy 57, significant impacts on nationally and internationally designated sites are required to be subject to an appropriate assessment and impacts on the SPA will only be acceptable if there is <i>'no alternative solution and there are imperative reasons of overriding public interest, including those of a social or economic nature'</i>. In compliance with this aspect of policy, the Scheme, through the DMRB assessment process, has undertaken a Habitats Regulations Appraisal (HRA) to consider the implications from the project on the Natura 2000 network, in particular the Inner Moray Firth SPA and Ramsar, under the requirements of the Habitats Regulations 1994 (as amended in Scotland). The HRA will enable the undertaking of an appropriate assessment by the relevant competent authority.</p> <p>Further design work will be undertaken in DMRB Stage 3 to determine potential mitigation from pollution; therefore, the full extent of impact on the designated sites and compliance with policy cannot yet be determined.</p> <p>Chapter 15 (Cultural Heritage) identifies 42 cultural heritage assets, including 9 historic buildings, 10 historic landscape types and 23 archaeological remains. Common to all route options are the impacts on Ashton Farm Ring Ditches and Pit Circles (Scheduled Monument); however, the significance differs depending on whether the route option passes to the west (variant A) or east (variant B) of Ashton Farm. Route options with variant A pass between the elements of the Scheduled Monument and thereby create a greater impact on its setting. In addition, all route options – with the exception of Option 3A and B - would also significantly impact the garden of a Category B Listed Building (Castlehill House), which is associated with the setting of the listing.</p> <p>In terms of compliance with Policy 57, as a nationally important heritage asset, compliance would only be achieved if it can be demonstrated that there would be no significant adverse effects on the Scheduled Monument or, where significant effects are identified, that these are clearly outweighed by social or economic benefits of national importance. While the Scheme would provide local and regional benefits, in regards to the significance of impact, the level of which the route options directly impact the Scheduled Monument is required to be further determined in DMRB Stage 3 through further survey work, such as geophysical surveys. As such it is unknown whether the impact on the Scheduled Monument would be compliant with this policy.</p> <p>In regards to the impact on Castlehill House, this is classed in Policy 57 as being of local/regional importance. In relation to policy, the impact of all route options (with the</p>

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								exception of Option 3A) would have an impact on the setting of the Listed Building. Detailed mitigation to prevent this impact would be developed at DMRB Stage 3 for the preferred option; however, at this stage it is considered that all route options would not fully comply with this policy due to the potential impacts upon cultural heritage.
Policy 58 - Protected Species	Chapter 12 (Ecology and Nature Conservation)	X/?	X/?	X/?	X/?	X/?	X/?	<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>There are a number of protected species and habitats within the study area, as outlined in Chapter 12 (Ecology and Nature Conservation). Chapter 12 has found that impacts range from a low to high magnitude level throughout the study area and all route options would have impacts upon protected species. Therefore, the route options are not compliant with Policy 58 and Policy 59 at this stage.</p>
Policy 59 - Other Important Species	Chapter 12 (Ecology and Nature Conservation)	X/?	X/?	X/?	X/?	X/?	X/?	<p>In regards to Policy 60, a number of aquatic habitats have been identified in the study area, including Scretan Burn, Inshes Burn and Cairnlaw Burn. Construction activities associated with all route options could result in runoff of contaminants or sediments into Cairnlaw Burn. Changes in hydrology from over pumping during construction could also affect this aquatic habitat.</p> <p>During operation there is a risk for the loss of habitat structures associated with Cairnlaw Burn downstream as well as unnatural flow and substrate conditions created from culverts. There would also be an increase in sediment inputs and contamination runoff for the Cairnlaw Burn downstream aquatic habitat.</p>
Policy 60- Other Important Habitats	Chapter 12 (Ecology and Nature Conservation)	X/?	X/?	X/?	X/?	X/?	X/?	Chapter 12 (Ecology and Nature Conservation) considers there is the potential for no significant long-term residual impacts on any protected species, important habitats or species listed in Annexes I, II and V of the EC Habitats Directive following successful implementation of mitigation measures. These will be proposed and assessed fully during DMRB Stage 3. However, at this stage it is considered that all route options are not compliant with Policies 58, 59 and 60 due to the significant impact they have on species and habitats.
Policy 61 - Landscape	Chapter 11 (Landscape and Visual Impact)	✓/?	✓/?	✓/?	✓/?	✓/?	✓/?	<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 or distinctive sense of place.</p> <p>As noted in Chapter 11 (Landscape and Visual) the SNH Inverness District Landscape</p>

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								<p>Character Assessment was used as the basis for the landscape character assessment. The Landscape Character Types (LCTs) identified in these documents were then divided into LLCAs to provide a better reflection of local variations in character. LLCAs identified include Enclosed Farmed Landscapes, Inverness Urban Fringe and Culloden and Coastal Lowlands Forest Edge Farming.</p> <p>All route options would affect the LLCAs present within the study area. While these are not designated sites, it is considered an unavoidable impact on the character of the area due to the nature of this type of development. Overall, Option 2B would have the most significant impact on landscape character due to the introduction of the new road and associated features into agricultural land, disruption and fragmentation of existing field pattern and loss of mature deciduous woodland. Option 3B is considered to have the least impact</p> <p>It is concluded that the identification of mitigation items in DMRB Stage 3, including replanting, will be required to fully determine compliance with this policy.</p>
Policy 62 - Geodiversity	Chapter 13 (Geology and Soils)	✓	✓	✓	✓	✓	✓	<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 13 (Geology and Soils) states that for all route options, the impact on bedrock deposits and soil and drift deposits is expected to be of Negligible significance due to the widespread presence of deposits elsewhere in the region and in the country. It is therefore considered that specific sites of geodiversity interest would not to be impacted by the route options. Therefore, all route options are compliant with Policy 62.</p>
Policy 63 - Water Environment	Chapter 14 (Road Drainage and the Water Environment)	✓/!	✓/!	✓/!	✓/!	✓/!	✓/!	<p>Policy 63 supports proposals for development that do not compromise the objectives of the Water Framework Directive (2000/60/EC), aimed at the protection and improvement of Scotland's water environment.</p> <p>Within Chapter 14 (Road Drainage and the Water Environment) it is considered that potential impacts on water quality during construction would be short term and, with appropriate mitigation in place, the magnitude of impact arising from the construction of the carriageway on water quality attributes is expected to be reduced to a residual magnitude of minor adverse (or less) for all route options.</p> <p>With the adoption of appropriate treatment measures, the magnitude of impact arising during operation would be reduced. The magnitude of these impacts would vary dependent on the impermeable area draining to the surface water feature, the dilution capacity of the receiving surface water feature and the sensitivity/importance of that surface water feature. However, as the drainage design should be appropriate to the</p>

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								particular characteristics of the area drained and the receiving surface water feature, it is expected that adverse residual impacts of Moderate to Large significance could be avoided for all route options. It is concluded that the identification of mitigation items in DMRB Stage 3 is required to determine compliance with Policy 63.
Policy 64 - Flood Risk	Chapter 14 (Road Drainage and the Water Environment)	?	?	?	?	?	?	Development proposals should avoid areas susceptible to flooding and promote sustainable flood management, as indicated in Policy 64. As indicated in Chapter 14 (Road Drainage and the Water Environment), for all route options potential impacts on flooding would occur during construction. These impacts would be short term and any flood management strategies should be investigated during the DMRB Stage 3 assessment for mitigation purposes. As such, it is not possible to determine the level of policy compliance at this stage.
Policy 66 - Surface Water Drainage	Chapter 14 (Road Drainage and the Water Environment)	✓	✓	✓	✓	✓	✓	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. The preliminary drainage strategies for all of the route options include SUDS treatment systems. Therefore, it would be considered at this stage that all route options are in compliance with Policy 66.
Policy 72 - Pollution	Chapter 9 (Air Quality)	✓	✓	✓	✓	✓	✓	Proposals that may result in significant pollution, such as noise, air, water and light, will only be approved where a detailed assessment reports on levels, character and transmission and receiving environment of the potential pollution is provided to show how pollution can be appropriately avoided and, if necessary, mitigated, as outlined in Policy 72. In broad compliance with this policy, the DMRB Stage 2 assessment identifies processes within Chapter 9 (Air Quality), Chapter 10 (Noise and Vibrations), Chapter 13 (Geology and Soils), Chapter 14 (Road Drainage and the Water Environment) and Chapter 18 (Materials) that would be put in place to manage pollution, common to all route options. This assessment will be continued at DMRB Stage 3, where these processes will identify the preferred option for compliance and mitigation measures. However, at this stage (DMRB Stage 2) the proposed processes indicate that all route options are expected to be
	Chapter 10 (Noise and Vibrations)	✓	✓	✓	✓	✓	✓	
	Chapter 13 (Geology and Soils)	✓	✓	✓	✓	✓	✓	
	Chapter 14 (Road Drainage and the Water Environment)	✓	✓	✓	✓	✓	✓	
	Chapter 18 (Materials)	✓	✓	✓	✓	✓	✓	

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
								compliant with this policy.
Policy 73 - Air Quality	Chapter 9 (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>Chapter 9 (Air Quality) states that best practice construction dust mitigation measures would be implemented for the preferred option. Chapter 9 concludes that the route options would not have a significant effect upon local air quality as no route options exceed the AQOs based on the Air Quality (Scotland) Regulations 2000 and 2002 Amendments. Furthermore, Chapter 9 (Air Quality) states that no mitigation measures are required for the operational phase of the Scheme for any of the route options in compliance with Policy 73. To confirm this approach, the DMRB Stage 3 assessment will include a detailed air quality modelling of the preferred option, including assessment of local air quality sensitive receptors that have the potential to be affected by the construction and operation phases of the Scheme to satisfy the stipulations of policy.</p>
Policy 74 - Green Networks	Chapter 11 (Landscape and Visual Impact)	n/a	n/a	n/a	n/a	n/a	n/a	Policy 74 requires green networks to be protected and enhanced.
	Chapter 12 (Ecology and Nature Conservation)	n/a	n/a	n/a	n/a	n/a	n/a	No designated Green Networks are to be disrupted by the Scheme.
Policy 75 - Open Space	Chapter 17 (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 development of the open space would significantly contribute to the spatial strategy for the area.</p> <p>The main area of community land for recreation/amenity use is Inshes District Park, as identified in Chapter 17 (People and Communities: Community and Private Assets). Other areas of land-take are small parcels of natural/semi-natural and amenity greenspace identified in the Inverness Settlement Map and Natural/ Semi-natural Greenspace in the Nairn Settlement Map. However, the value of this land is considered to be low and would not affect the purpose of the open space strategy. No impacts are expected in relation to community land as a result of any of the route options. All route options are therefore compliant with Policy 75.</p>

Policy	Relevant Environmental Assessment Chapter(s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
Policy 76 - Playing Fields and Sports Pitches	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Policy 76 requires playing fields and sports pitches to be safeguarded from any development.</p> <p>Chapter 17 (People and Communities: Community and Private Assets) indicates that no impacts are expected in relation to community land as a result of any of the route options. Therefore, all route options are compliant with Policy 76.</p>
Policy 77 - Public Access	Chapter 16 (People and Communities: Effects on All Travellers)	✓/!	✓/!	✓/!	✓/!	✓/!	✓/!	<p>Where a proposal affects a route included in a Core Paths Plan or an access point to water, or significantly affects wider access rights it will be required to retain the existing path while maintaining or enhancing its amenity value and ensuring an alternative access provision that is no less attractive and is safe and convenient.</p> <p>While the Scheme will not be subject to a planning application, the process of the DMRB assessment does reflect, and therefore accord, with a number of aspects identified in this policy for major development proposals. This includes the production of an access plan and identification of how NMU pathways are provisions during both construction and operation phases of the Scheme.</p> <p>As noted in Chapter 16 (People and Communities: Effects on All Travellers) seven designated core paths are identified within the study area (Figure 16.1); this does not include any aspirational core paths. Across all route options there is expected to be an adverse impact on one core path (IN08.10) in regards to a change in journey and amenity. However, there is expected to be beneficial impacts on three further core paths (IN08.26, IN19.15 and IN19.16) as a result of the route options moving vehicle traffic away from the existing paths. Further assessment, including defining the significance of impact, will be undertaken at DMRB Stage 3 but it can be assumed that the general approach to core paths would comply with the aspirations of this policy.</p>
Policy 78 - Long Distance Routes	Chapter 16 (People and Communities: Effects on All Travellers)	n/a	n/a	n/a	n/a	n/a	n/a	<p>Policy 78 has identified that Long Distant Routes should be safeguarded.</p> <p>Chapter 16 (People and Communities: Effects on All Travellers) does not identify any Long Distant Routes within the study area. Therefore, this policy is not applicable to the Scheme.</p>

Policy	Relevant Environmental Assessment Chapter (s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
Inner Moray Firth Local Development Plan (The Highland Council 2015)								
Policy 1 - Promoting and Protecting City and Town Centres	Chapter 17 (People and Communities: Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Policy 1 states that proposed developments that are likely to have adverse effects on the vitality and viability of any of the centres listed in the Inner Moray Firth Local Development Plan (IMFLDP), including the Inshes Retail Park and West Seafield Retail Park, will not be supported. Policy 1 also states that the provision of infrastructure is fundamental to the delivery of development and to create communities served by an appropriate level of services and facilities. It also identifies that a fundamental element of the vision of the IMFLDP is to enable more efficient forms of travel.</p> <p>A key aim of the Scheme is to enable delivery of Development Plan opportunities, including Inshes Retail Park and Seafield Retail Park. Chapter 17 (People and Communities: Community and Private Assets) does not highlight any adverse impacts to the retail parks within each route option for this area; therefore, each route option is compliant to Policy 1.</p> <p>Furthermore, it is considered that all route options would enable 'an appropriate level of services and facilities' and 'more efficient forms of travel' and, as such, they are in accordance with this policy.</p>
Policy 2 - Delivering Development	Chapter 16 (People and Communities: Effects on All Travellers)	✓	✓	✓	✓	✓	✓	<p>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.</p>
	Chapter 17 (People and Community- Community and Private Assets)	✓	✓	✓	✓	✓	✓	<p>Chapter 16 (People and Communities: Effects on All Travellers) identifies that as part of the wider DMRB assessment process, the impact on pedestrians, cyclists and equestrians (collectively referred to as NMUs), as well as vehicle travellers would be seen across all route options. While the aims of Policy 2 are predominantly focused on the delivery of development land, particularly for residential development, the consideration of NMUs within the wider scheme demonstrates accordance with the aims of the policy in that development land would continue to be delivered in a strategic manner despite the impacts on NMU.</p> <p>Chapter 17 (People and Community: Community and Private Assets) highlights that development land would be lost across all route options within the study area. The majority of land-take is from two designated development allocations in the IMFLDP (IN81 and IN81) which are noted in the LDP as having provision for the 'reservation of land for potential A9/A96 Trunk Road' (IMFLDP, p.49) and 'safeguards for existing and likely future transport corridors (this will include a distributor road connection between the rear of the Inverness Retail Park and Barn Church Road)' (IMFLDP, p.50).</p>

Policy	Relevant Environmental Assessment Chapter (s)	Option 1A	Option 1B	Option 2A	Option 2B	Option 3A	Option 3B	Summary
Inner Moray Firth Local Development Plan (The Highland Council 2015)								
								Therefore, while it is acknowledged that land-take would be required for all route options, it can be considered compliant with the requirements of the IMFLDP to facilitate the delivery of the development allocations.
Policy 4 - Water and Waste Water Infrastructure in the Inverness to Nairn Growth Area	Chapter 14 (Road Drainage and the Water Environment)	✓	✓	✓	✓	✓	✓	<p>All allocated developments in the Inverness to Nairn Corridor will be required to connect to the public sewer (as defined in the Sewerage (Scotland) Act 1968). Improvements to the strategic waste water infrastructure in the area will be required in order to accommodate the level of development supported in this plan.</p> <p>In considering the need to increase the level of abstraction from existing sources, or the need for other sources of abstraction to accommodate the level of development supported by this Plan, there must be no adverse effect on the integrity of designated sites. This includes the River Moriston SAC, Urquhart Bay Wood SAC and/or Loch Ashie SPA as a result of reduced water levels/flows on the relative qualifying features either alone or in-combination with other plans or projects. None of the route options would impact these designated sites.</p> <p>In addition, Chapter 14 (Road Drainage and the Water Environment) does not highlight any issues relating to impacts on sewage. Therefore, all route options are considered to be compliant with this policy.</p>