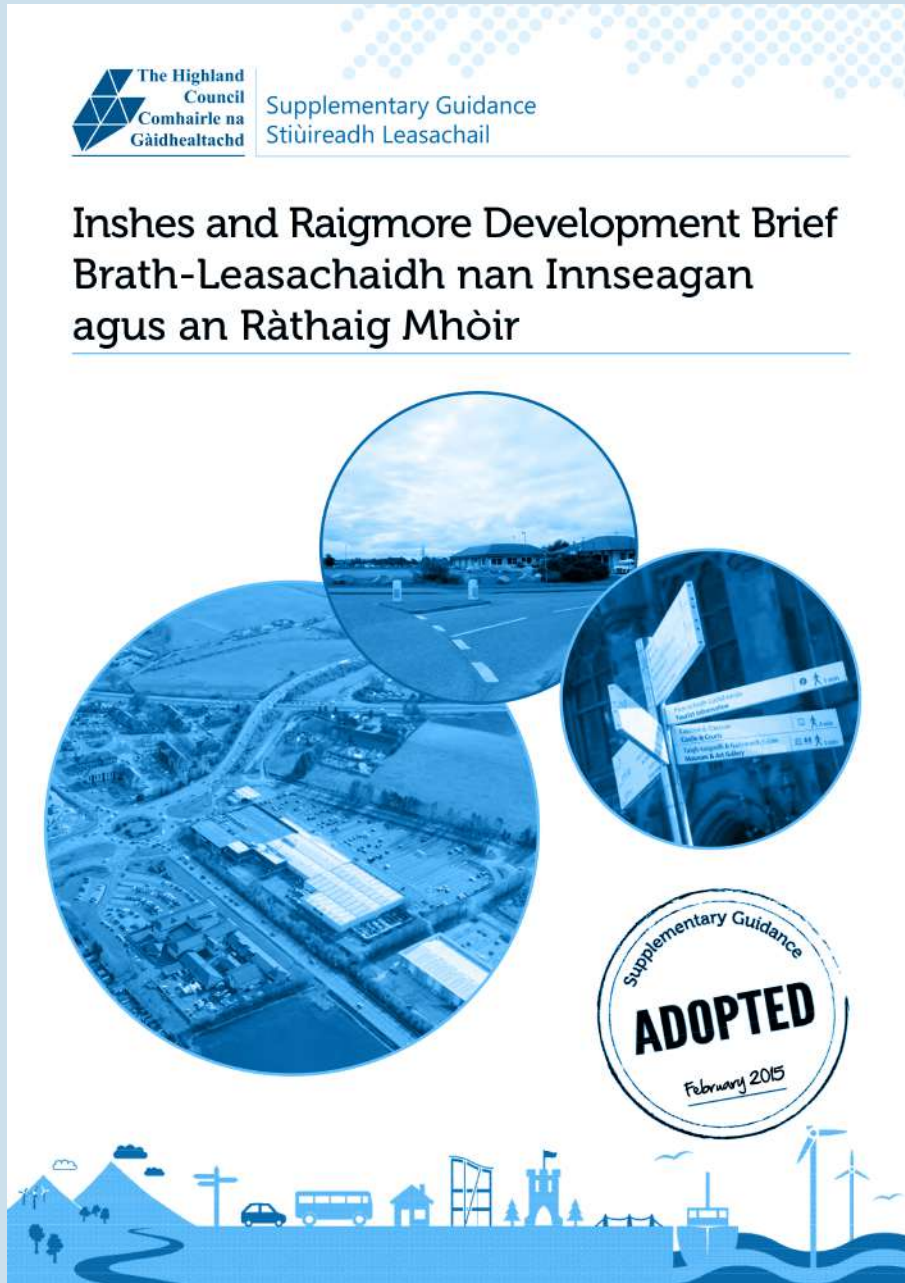
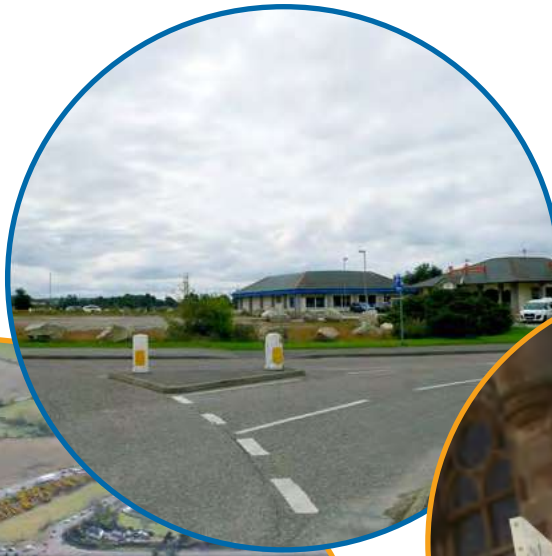


Policy 15(a)

Inshes and Raigmore Development Brief



Inshes and Raigmore Development Brief Brath-Leasachaidh nan Innseagan agus an Ràthaig Mhòir





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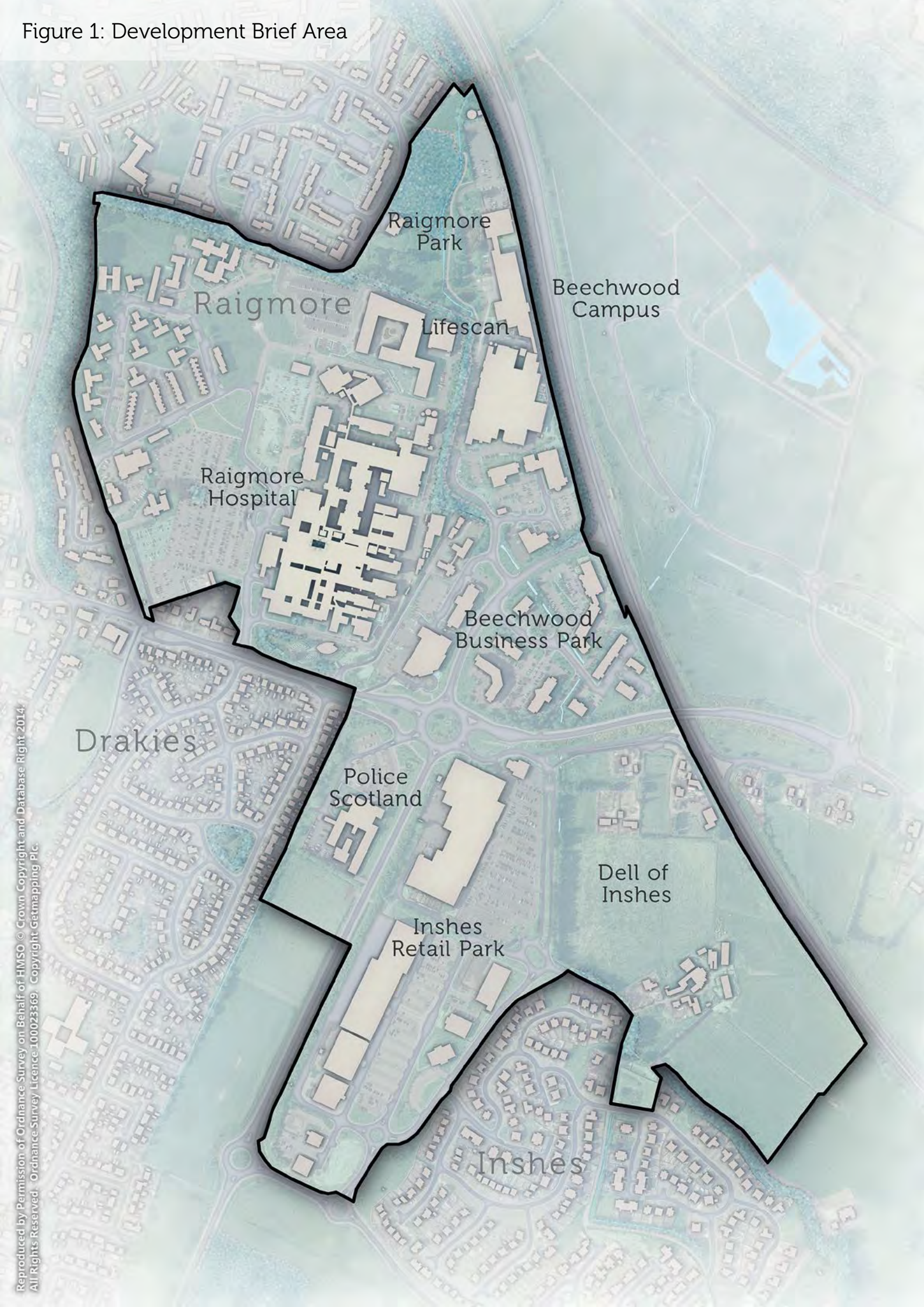
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Status

Inbhe

This development brief is part of the Council's statutorily adopted development plan and carries the same weight in the decision making process. It was cleared by the Scottish Government (subject to minor modifications being incorporated) and subsequently adopted by the Council's Planning, Development and Infrastructure Committee on 18 February 2015.

Figure 1: Development Brief Area



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1. Introduction

Ro-ràdh

Background

1.1. This development brief is for the Inshes and Raigmore area of Inverness. The boundary of this area for the purposes of the development brief is shown in figure 1. It contains a number of important shops, public services and amenities that serve the local area as well as the wider city and Highland. There are a number of areas with development potential within the brief area and it also presents an opportunity to improve walking and cycling connections in the area. Also important to the brief are planned enhancements to the local and strategic road network in the area, along with reducing flood risk. This brief sets out a suggested land use planning framework against which future development proposals in the area will be assessed. It plays an important role in steering future development and investment in the area.

1.2. The key stages in the preparation of this development brief are shown in the diagram below. This shows the brief's content has been informed by two public consultation periods. During these consultation periods public exhibitions and meetings were held. The first 'Issues and Options' consultation sought views on potential future development developments and the Council's outline proposals for transport improvements known as Inshes Junction Improvements Phase 2. This was undertaken in parallel with the related Transport Scotland consultation on their A9/A96 Connections Study. The second consultation was focussed on development opportunities and sought comments on a Draft Inshes and Raigmore Development Brief.

1.3. This brief is being prepared in advance of the finalisation of Inshes Junction Improvements Phase 2, including its related flood alleviation scheme, and the Transport Scotland A9/A96 Connections Study largely owing to current development pressures in the area. Despite this, it provides a sufficient level of detail for the Council to determine planning applications in the area. The Council have committed to an early review of this brief should the outcome of the related projects have significant implications for the content of this brief.

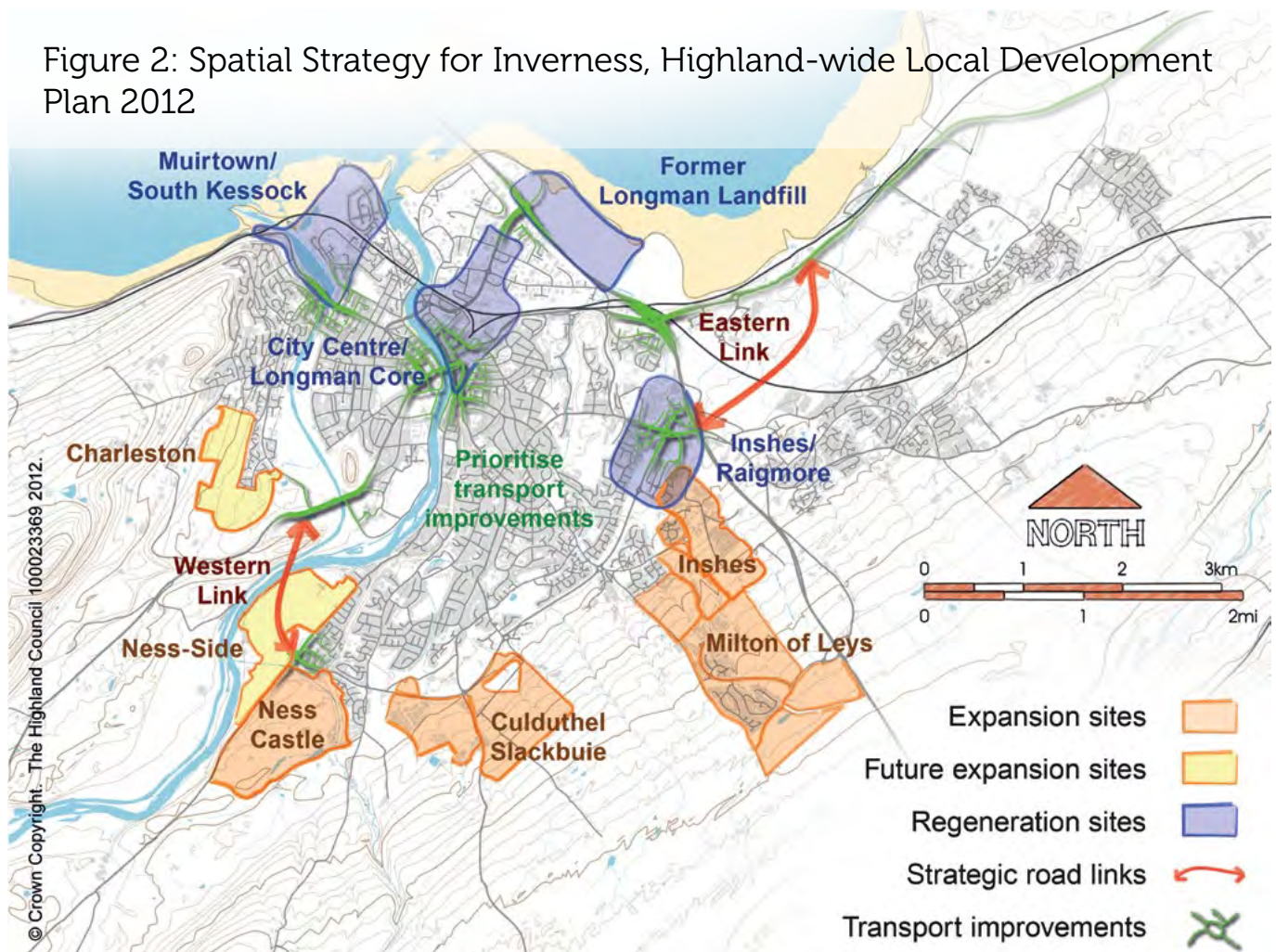


1.4. The brief begins by explaining the policy context, followed by a brief analysis of the area. Section two provides the development framework for the area, including a movement strategy and green network for the area to be addressed through new development. It also explains the Council's design guidelines and developer requirements for development opportunity sites within the brief. It concludes by explaining the process for monitoring and reviewing the brief.

Policy Context

1.5. The Highland-wide Local Development Plan was adopted by the Council in 2012. Its spatial strategy for Inverness shown on figure 2 identifies Inshes/Raigmore as a key regeneration area. It also identifies two important related projects – an ‘Eastern Link’ to improve connectivity between the A9 and A96 trunk roads and prioritisation of transport improvements at the Inshes area. Policy 7 of the Highland-wide Local Development Plan commits the Council to producing a development brief for the Inshes and Raigmore area. The text and map below show the guiding principles for the development brief and the area to be included. Since the publication of the Highland-wide Local Development Plan the brief boundary has been expanded to include additional areas that have potential for change. This expanded boundary is shown in figure 1 on page 2.

Figure 2: Spatial Strategy for Inverness, Highland-wide Local Development Plan 2012



1.6. Policy 7 of the Highland-wide Local Development Plan commits the Council to producing a development brief for the Inshes and Raigmore area. The text and map below show the guiding principles for the development brief and the area to be included. Since the publication of the Highland-wide Local Development Plan the brief boundary has been amended to include additional areas that have potential for change. This expanded boundary is shown in figure 1.

1.7. These areas include properties and land to the south of Dell of Inshes, Raigmore Park and properties and land at Inshes Holdings. The area to the south of Dell of Inshes was included in two options presented by the Transport Scotland A9/A96 Connections Study identified part

of the proposed new road alignment within this area. Properties and land at Inshes Holdings were included as access changes to these properties are likely as a result of the related Inshes Junction Improvements project and also to allow the brief to help manage any potential amenity impacts as a result of future development at the adjacent Dell of Inshes site. To the north Raigmore Park was included as it lies within the wider catchment area of the Dell Burn and forms an important part of the wider active travel network.

Policy 7 Inshes and Raigmore

The Council will produce a development framework for the Inshes and Raigmore area (as identified on Map 4), which will be brought forward as supplementary guidance. The guiding principles for such guidance will be:

Figure 3: Inshes and Raigmore Development Brief Area, Highland-wide Local Development Plan



- to promote, co-ordinate and best utilise improvements to strategic road capacity;
- to built consensus with the community and stakeholders;
- to achieve no net detriment to the existing surface water drainage regime and attendant flood risk;
- the reconfiguration of the Raigmore Medical Campus to allow better public transport and active travel connectivity and to assess the potential for additional primary care facilities in place of staff accommodation;
- the southern expansion of Police Headquarters;
- the reconfiguration of and potential expansion of Inshes Retail Park provided that expansion help deliver improvements in strategic road capacity; and
- provision for mitigation measures in relation to any identified environmental issues.

1.8. At the time of writing the Council is at an advanced stage in preparing the Inner Moray Firth Local Development Plan. This plan will refresh the Highland-wide Local Development Plan and provide more detail on the use of land. Map and text extract from the proposed plan relevant to Inshes and Raigmore are provided in appendix A.

1.9. During the consultation period on the Inner Moray Firth Proposed Local Development Plan a number of representations were received that challenged the proposed site allocations relevant to the development brief. As a result the Council has suggested a limited number of changes to these site allocations in the Plan should the Reporters wish to recommend it. The Report of Examination is expected to be received by the Council in early 2015¹. Should this recommend significant changes to the site allocations contained in this development brief, the brief will be reviewed at an early opportunity.

Area Analysis

Introduction

1.10. This development brief covers an area of around 73 hectares in the south east part of the City of Inverness as shown on figure 4. It forms part of a strategic transport corridor and contains a number of important shops, public services, and amenities that serve the local area as well as the wider city of Inverness and Highland. The area is described in further detail in the sections below. The brief area is mostly surrounded by largely established residential areas to the north, south and west. The A9 trunk road forms the eastern boundary of the brief area. Beyond this is the new Inverness Campus, the first phase of which is scheduled to open in autumn 2015.

Transport Corridor

1.11. The brief area contains a strategic transport corridor that provides key connections within the city as well as the wider trunk road network. There are recognised issues with traffic congestion mainly centred around the Inshes Roundabout but also Culloden Road, Old Perth Road and Sir Walter Scott Drive. This corridor also forms an important part of the city's active travel network, whereby national cycle route 1 runs through the brief area, along with several other well used routes. Projects to improve the local and strategic transport network are fundamental to the development of the area and are currently being progressed by the Council and Transport Scotland. Further information on these projects is provided in section 2.

Raigmore Hospital Campus

1.12. 1.12 The Raigmore Hospital campus is central to the brief area and occupies a significant part of it. The hospital is the largest in Highland and serves a wide area. Within the hospital campus are numerous buildings, of differing age and condition, that provide a wide range of health care services. Other facilities on the site include educational facilities, residential accommodation, a heli-pad and areas of open space. In terms of future development NHS Highland have confirmed that their current long term intention is for the hospital and associated facilities (including residential accommodation) to remain in place. Therefore no major land use changes within the hospital campus are proposed by this brief. Instead, focus is given to improved walking, cycling and public transport connections and green networks within and outwith the campus. A key factor which may constrain future development at Raigmore, including walking and cycling and public transport routes, is its heli-pad where there is a strict development exclusion zone.

1 For all information, including latest progress, on the Examination of the Inner Moray Firth Local Development Plan see Scottish Government's Directorate for Planning and Environmental Appeals website - <http://www.dpea.scotland.gov.uk/>, case reference LDP-270-4.

Figure 4: Area Overview



Beechwood Business Park

1.13. 1.13 Beechwood Business Park is a major employment hub for the city located within an eastern part of the brief area. It is a key employment hub in Inverness. It contains several large, modern office blocks and a research and development centre along a hotel/restaurant and bingo hall. Given much of this area is already developed there are very limited development opportunities within the business park. Similar to the Raigmore Hospital Campus focus is given to improving walking, cycling and public transport connections and development of green networks within and outwith the area.

Police Scotland

1.14. 1.14 The headquarters of the Highland and Islands Division of Police Scotland lies within the southern part of the brief area adjacent to the Inshes Roundabout. A large number of people are employed in this building. It is used for a number of operational police and administrative functions. Land is allocated directly south of the building for business

use where preference is given for Police Scotland expansion purposes. Further details on the Council's expectations for the delivery of this site is provided in section 2.

Inshes Retail Park

1.15. 1.15 Inshes Retail Park is a district centre that occupies a large part of the southern brief area. It has been developed over a significant period of time, and now contains a number of retail units, including two supermarkets, garden centre and clothing and home ware shops along with a church, restaurant, children's play facility and private nursery and a health and fitness club. One development opportunity remains within the existing retail park (Inshes Retail Park South) and the development plan allocates a site for an eastern expansion of the retail park at Dell of Inshes. The Council's requirements for delivery of these sites are explained in section 2.

Raigmore Park

1.16. 1.16 Raigmore Park is located within a northern part of the brief area. Within the park is the Raigmore Community Centre, an equipped children's play area and areas of open space including a sports pitch. The park is a valued open space that forms part of the areas wider green network. It is identified as protected open space in the development plan, meaning there is a presumption against development.

Constraints

Built and Natural Heritage

1.17. The area covered by the development brief is of a largely urban nature and much of it is already developed. Most existing development within the area is of a modern appearance, with large parts being developed from the 1960/70s up until present day. There are no listed buildings or scheduled monuments within the brief area. There are however, a number of sites that are contained within the Council's Historic Environment Record, these are shown on figure 5.

1.18. Archaeological features that would have further enhanced knowledge and understanding of prehistoric Inverness would have been destroyed during construction of existing developments most of which were built prior to archaeological implications being considered within the planning process. However, archaeological potential may remain in the open fields on and around Dell of Inshes.

1.19. The area contains some attractive and valuable green networks consisting of water courses, open space, trees, planting and paths. Figure 5 illustrates areas of open space that are identified in the development plan, areas protected by Tree Preservation Orders and a 20 metre buffer of existing trees.

1.20. The area also forms part of a key gateway view over the city and beyond, particularly when viewed from the A9(T) northbound. This view is illustrated in section 2.

Water and Flood Risk

1.21. Water and flood risk are important considerations for the future development of the area. Three burns lie within or close to the brief area. The Mill Burn flows adjacent to the boundary of the brief area, however the Scottish Environment Protection Agency (SEPA) records suggest that this burn does not pose a risk of flooding to the area. The Dell Burn and Inshes Burn both flow through the area with the latter being culverted through the Inshes Retail Park. Both these watercourses have not been modelled in the SEPA Flood Maps due to their small catchment size, and therefore flood risk areas are not shown on figure 6. However there are recorded of several flooding incidents from these burns, including in 2002 which was caused by heavy rainfall and a combination of undersized and blocked culverts.

1.22. The Flood Maps also indicate that there is a risk of surface water flooding in the development area, particularly in the Beechwood area and the northern end of the retail park.

1.23. The Council has commissioned a number of studies on the Dell Burn which explored options for flood alleviation schemes. The most recent proposals, including resulting implications for development opportunities are shown in section 2.

1.24. Figure 6 also indicates distances that development must be set back from water courses. This is explained further in the Council's [Flood Risk and Drainage Impact Supplementary Guidance](#).

1.25. Scottish Water has advised that there is currently some capacity in the water network. However necessary upgrades will need to be undertaken to enhance the network when new development is brought forward.

Figure 5: Built and Natural Heritage



- Historic Environment Record Site
- ⊕ Tree Preservation Order
- ⊕ Protected Open Space
- ⊕ 20m Buffer of Trees
- ← Key Gateway View

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Figure 6: Water and Flood Risk



-  6m Buffer of Water Courses
-  Medium Risk of Surface Water Flooding

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2. Development Framework

Frèam Leasachaidh

Key Challenges and Opportunities

2.1. 2.1 This chapter builds upon the context described in the previous chapter, and presents the development framework for the area. Its content has been shaped by feedback received from communities, landowners and key agencies during the two earlier consultation periods. This brief aims to address key challenges and opportunities in the area, principally:

- The delivery of increased capacity on the local transport network to relieve congestion and accommodate future development by the delivery of Inshes Junction Improvements Phase 2;
- A solution to reduce flood risk associated with the Dell Burn;
- The delivery of increased capacity on the local transport network to relieve congestion and accommodate future development by the delivery of Inshes Junction Improvements Phase 2;
- A solution to reduce flood risk associated with the Dell Burn;
- Links with Transport Scotland's A9/A96 Connections Study;
- Improved walking, cycling and public transport connections;
- Enhancement of green networks;
- Completion of the existing Inshes Retail Park;
- Integrated and sustainable expansion of Inshes Retail Park; and
- Enabling business development at land south of Police Scotland.

2.2. The opportunities plan shown in figure 7 highlights these key challenges and opportunities.

Movement Strategy

Inshes Junction Improvements Phase 2

2.3. The Council recognises that there are traffic congestion issues in the Inshes and Raigmore area of Inverness, predominantly at Culloden Road, the Inshes Roundabout, Old Perth Road and Sir Walter Scott Drive. In particular Inshes Roundabout cannot accommodate a significant number of additional vehicles generated by development that does not already benefit from planning consent. To address existing congestion and accommodate future development the Council is progressing a project known as Inshes Junction Improvements. The Council project was split into two phases with Phase 1 constructed in 2012/13 that provided improvements to Culloden Road east of Inshes Overbridge.

2.4. Phase 2 extends from Inshes Overbridge westwards along Culloden Road through Inshes Junction and along Old Perth Road to the Fluke Roundabout at the junction of Old Perth Road and Culcabock Road. Outline and alternative proposals for Inshes Junction Improvements Phase 2 were presented for public consultation alongside the Issues and Options for the development brief in between May and July 2014. These proposals can be viewed in appendix B.

2.5. As the proposals could potentially impact on the alignment of the Dell Burn, where flooding has previously been experienced, the project is also considering how flood defences and attenuation could be provided in the area and also reduce the risk of flooding downstream. The outline proposals presented a flood attention basin positioned adjacent to the eastern

Figure 7: Opportunities Overview

-  Transport network improvements
-  Water course
-  Active travel/green network enhancement opportunities
-  Development opportunity

Inshes Junction Improvements Phase 2
Upgrade road network to relieve congestion and accommodate future development

Land South of Police Scotland
Business use development opportunity

Inshes Retail Park South
Completion of existing Inshes Retail Park

Dell Burn
Reduce flood risk

Dell of Inshes
Integrated and sustainable expansion of Inshes Retail Park

Transport Scotland A9/A96 Connections Study
New road link being considered (Route Option C and D)

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boundary of the northern part of Inshes Retail Park, within the existing access road. An illustration can be viewed in appendix B.

2.6. The Council are currently considering responses received to the consultation on this project and will work with interested parties, particularly landowners directly affected by the proposals, as the designs evolve. Detailed designs will be progressed following Transport Scotland announcing a preferred route as part of their related A9/A96 Connections Study. Further details on the Transport Scotland project are explained below.

2.7. Land identified in the outline proposals drawings, including that for the flood attenuation scheme, and any subsequent iterations, must be safeguarded from development and/or provided as part of development proposals.

Transport Scotland A9/A96 Connections Study

2.8. Transport Scotland's A9 / A96 Connections Study is looking at the problems, opportunities and issues concerning traffic travelling between Inshes, Raigmore and Longman junctions in Inverness. It aims to develop a potential solution to the congestion and journey time reliability issues that exist at these key junctions.

2.9. Transport Scotland presented three new route options for this study in tandem with the Council's consultation on the development brief issues and options and Inshes Junction Improvements Phase 2 during May-July 2014. These route options are provided in appendix C and can also be viewed on the Transport Scotland website. A section of route options C and D lie within the brief area, both taking a similar route that stretches from the A9 to the roundabout that connects the northern and southern parts of Inshes Retail Park. An indicative alignment of these options is shown in the opportunities plan in figure 7.

2.10. Transport Scotland is currently considering feedback received and intend to announce a preferred route in 2015 which will be the subject of further assessment. 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.

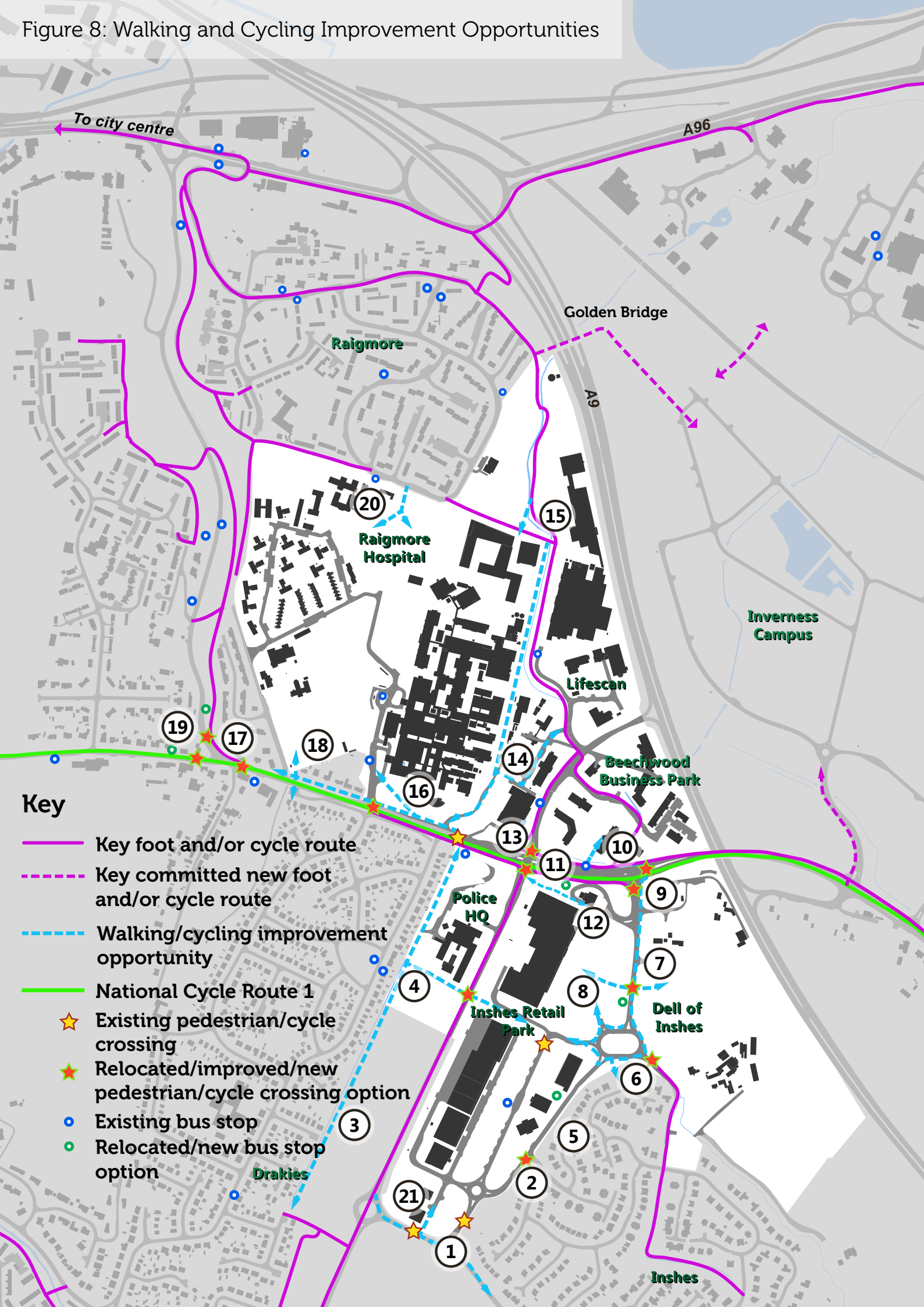
Walking, Cycling and Public Transport

2.11. Scottish Planning Policy requires the planning system to support patterns of development that provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport. New development and changes to the transport network in the brief area provide opportunities for new and improved active travel and public transport infrastructure to be provided.

Walking and Cycling

2.12. The area contains several important walking and/or cycling routes. The development brief provides an opportunity to improve these. Suggested improvements are shown on figure 8 and an action plan follows which details the ways these improvements should be delivered. A number of the improvements illustrated are dependant upon several factors, for example detailed design of Inshes Junction Improvements and the outcome of the Transport Scotland A9/A96 Connections Study, and therefore the location and timing of the links are subject to change. The improvements shown however do provide an indication of the scale of active travel improvements that development is expected to deliver.

Figure 8: Walking and Cycling Improvement Opportunities



Walking, Cycling and Public Transport Action Plan

No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
1	Redetermine and signpost as shared use B8082 to Inshes Primary	Consult Community Services	Lead: The Highland Council Stakeholders: Inshes Primary School, Community Council
2	Relocated/new pedestrian/cycle crossing	Requirement dependant upon outcome of Transport Scotland A9/A96 Connections Study and any subsequent increase in traffic in the area	Lead: The Highland Council/Transport Scotland Stakeholders: Local Communities, Community Council
3	Walking/cycling improvement opportunity	Consult land managers	Lead: The Highland Council Stakeholders: Land managers, Local Communities, Community Council, Police Scotland
4	New shared use path south and west of Police HQ linking to Old Perth Road, Sir Walter Scott Drive and Inshes Retail Park, including new pedestrian/cycle crossing	Potential for delivery as part of development at Land South of Police Scotland and/or Inshes Junction Improvements	Lead: Land South of Police Scotland Developer/The Highland Council Stakeholders: Land managers, Local Communities, Police Scotland, Community Council
5	Relocated/new bus stop	Requirement dependant upon outcome of Inshes Junction Improvements/Transport Scotland A9/A96 Connections Study and consultation with bus operators	Lead: The Highland Council/Transport Scotland/Bus Operators Stakeholders: Land managers, Local Communities
6	Walking/cycling improvement opportunity to connect to residential area	Requirement dependant upon outcome of Inshes Junction Improvements/Transport Scotland A9/A96 Connections Study and ownership/feasibility. Potential for delivery as part of development at Dell of Inshes.	Lead: The Highland Council /Dell of Inshes Developer Stakeholders: Land managers, Landowners, Local Communities

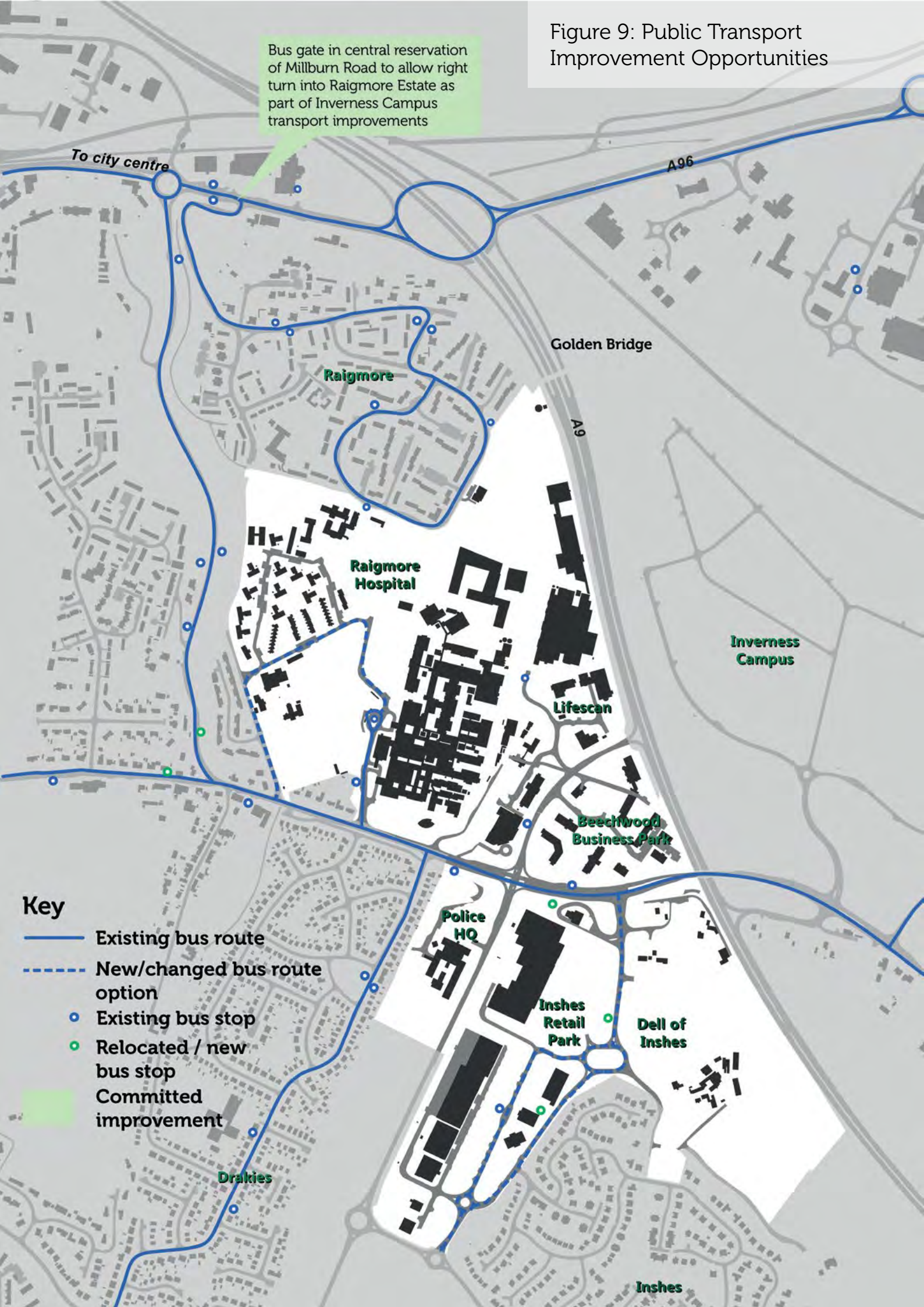
No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
7	Walking/cycling improvement opportunity along avenue between Dell of Inshes and existing retail park; walking/cycling connections between Dell of Inshes and existing retail park including pedestrian/cycle crossing	Delivery as part of proposals for Dell of Inshes and/or Inshes Junction Improvements Phase 2	Lead: Dell of Inshes Developer/The Highland Council Stakeholders: Land managers, Local Communities
8	New bus stop	Requirement dependant upon outcome of Inshes Junction Improvements and consultation with bus operators	Lead: The Highland Council/ Bus Operators Stakeholders: Land managers, Local Communities
9	Relocated/new pedestrian/cycle crossings	Requirement dependant upon outcome of Inshes Junction Improvements. Potential for delivery as part of development at Dell of Inshes.	Lead: The Highland Council Stakeholders: Dell of Inshes Developer, Local Communities
10	Walking/cycling improvement opportunities into Beechwood Business Park	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Local Communities
11	Relocated/new bus stop	Requirement dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Bus Operators, Local Communities
12	Walking/cycling improvement opportunity	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Local Communities
13	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Land managers, Local Communities
14	Walking/cycling improvement opportunities between Raigmore Hospital and Beechwood Business Park	Potential for delivery as part of Inshes Junction Improvements Phase 2/ explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Local Communities

No.	Proposals	Next Steps	Lead for Delivery and Stakeholders
15	Walking/cycling improvement opportunity between Old Perth Road, Raigmore Hospital Campus, Beechwood Business Park and beyond	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Centre for Health Science, NHS Highland, Local Communities
16	Walking/cycling improvement opportunity along B9006 and into Raigmore Hospital	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Local Communities
17	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities, Bus service providers
18	Walking/cycling improvement opportunity between Culcabock Avenue and King Duncan's Well	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities
19	Relocated/new bus stops	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Bus service providers, Local Communities
20	Walking/cycling improvement opportunities to develop an effective network in and around Raigmore Hospital Campus that is easy to follow, useful and attractive	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Neighbouring businesses
21	New walking/cycling link to Inshes Retail Park	Delivery as part of development of Inshes Retail Park South	Lead: Inshes Retail Park South Developer Stakeholder: The Highland Council

Public Transport

2.13. The brief contains and/or supports further development of significant travel-generating uses, including Inshes Retail Park, Raigmore Hospital and Beechwood Business Park. It is therefore important that it is supported by measures to promote the availability of high-quality public transport services. A key deficiency to the existing bus services is that no routes pass

Figure 9: Public Transport Improvement Opportunities



directly through Inshes Retail Park. Existing bus routes and opportunities for improvements are shown in figure 9. The Council will work with bus service providers and developers to deliver improvements to public transport in the area.

Green Networks

2.14. Green spaces and green networks make a strong contribution to the sense of place in this area. They provide an attractive framework in which people live, work, shop and receive healthcare. It is important that the brief helps to promote green spaces linkages and safeguards and enhances wildlife corridors in and around new and existing developments. Figure 7 indicates the existing green network in the area (including links to the wider green network) and opportunities for enhancement that should be delivered as part of development proposals. This includes safeguarding of watercourses and their margins, and a presumption for retention and enhancement where possible of tree belts. Green infrastructure should be an integral element of development proposals. Walking and cycling routes form an important part of the green network, and most opportunities within the brief area to enhance this aspect of the green network coincide with identified active travel improvements (see figure 8).

Phasing

2.15. The Council requires development at Inshes Retail Park South to be completed prior to commencement of development at Dell of Inshes. However, the Council may accept a degree of flexibility with regards to this phasing requirement if the landowner/applicant:

- Submits a reasoned justification for early development at Dell of Inshes; and
- Completes landscape and amenity enhancements at Inshes Retail Park South prior to commencement of development at Dell of Inshes.

Inshes Retail Park South

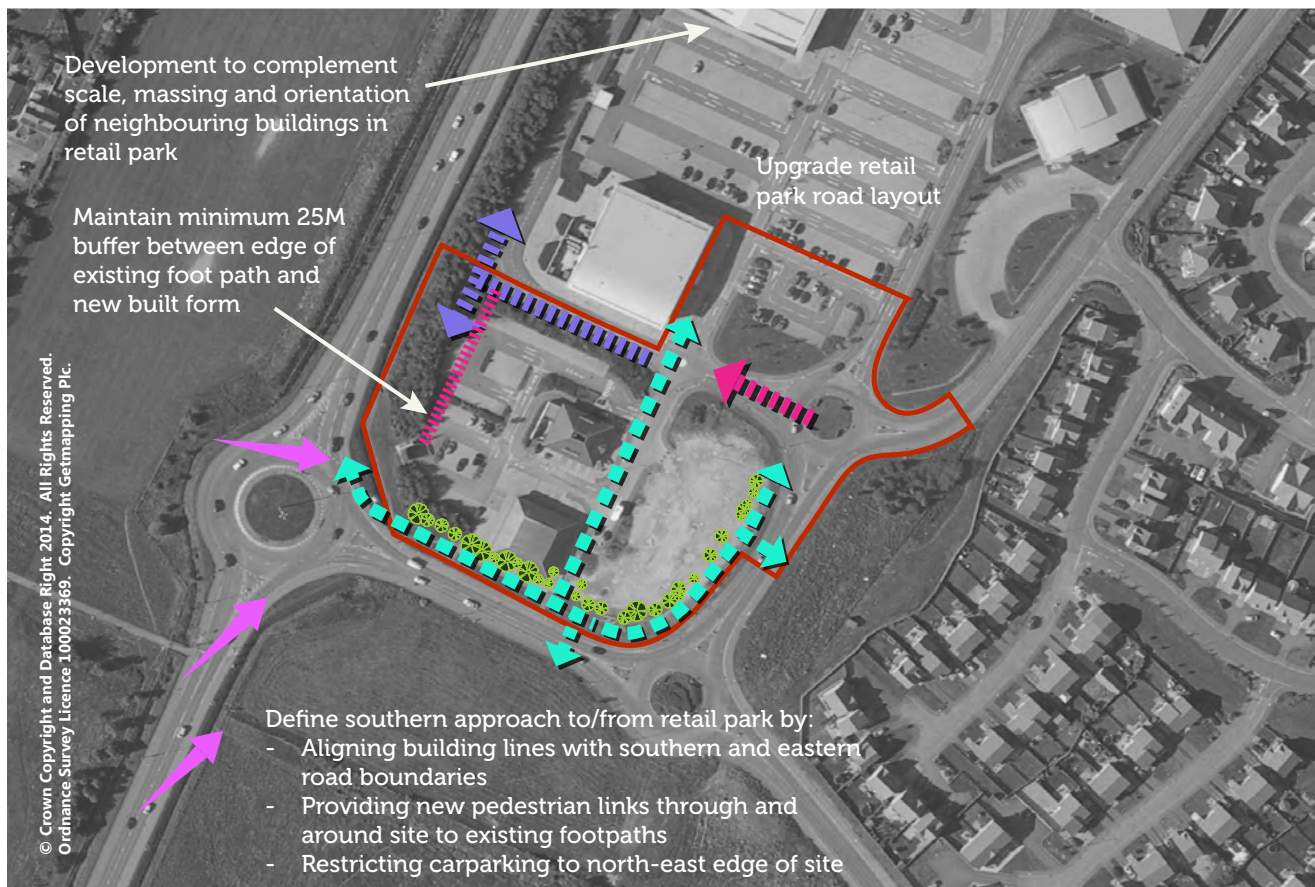
2.16. The site occupies a southern section of the retail park and comprises an area of rough ground and two small commercial units. It has an area of approximately one hectare. Once this site is developed the existing district centre will be complete. The site currently has planning permission for non food, bulky goods retail development.

2.17. Should proposals for an alternative development/s come forward the requirements described and illustrated below should be satisfied.







2.18. Proposed uses and scale of development would be assessed against the suitability of being located within a district centre. Consistent with the sequential town centre first approach specified in Scottish



Figure 11: Inshes Retail Park South Design Guidelines



KEY

-  Indicative site boundary
-  Key view
-  Retain and enhance existing landscaping and provide visually attractive landscaping at new/improved walking / cycling routes and car park area
-  New/improved walking/cycling links to existing active travel routes
-  Service access
-  Indicative vehicle and service access point

Planning Policy (2014) proposals for any uses which generate significant footfall must justify why locations within Inverness city centre or the edge of the city centre are not suitable. Policy 1: Promoting and Protecting City and Town Centres of the Inner Moray Firth Proposed Local Development Plan will also be a material consideration. This policy does not support proposals that are likely to have an adverse effect on the vitality and viability of specified settlements, including Inverness City Centre.

2.19. Should alternative proposals result in an increase in the area of existing permitted floor space and/or a more intensive uses are proposed additional developer contributions towards infrastructure upgrades, including Inshes Junction Improvements, would be required. Guidelines for design of alternative proposals on the site are illustrated below.

Dell of Inshes

2.20. Dell of Inshes lies directly east of the existing district centre. It has an area of approximately 3.8 hectares and currently comprises an open field enclosed by areas of mature

trees. The development of the site must form an integrated expansion of the district centre. The key aims of this site are to expand the range of services available to local communities and businesses, improve public transport links and make it easy and attractive to walk and cycle to Inshes District Centre.

2.21. Proposals for Dell of Inshes must be suitable for its location within an expanded Inshes District Centre. Consistent with the sequential town centre first approach specified in Scottish Planning Policy (2014) proposals for any uses which generate significant footfall must justify why locations within Inverness city centre or the edge of the city centre are not suitable. Policy 1: Promoting and Protecting City and Town Centres of the Inner Moray Firth Proposed Local Development Plan will also be a material consideration. This policy does not support proposals that are likely to have an adverse effect on the vitality and viability of specified settlements, including Inverness City Centre.



Figure 12: Dell of Inshes

2.22. The Council's preference is for a selection of unit sizes that can accommodate a range of different uses to be delivered on the site. It is envisaged the site will provide a mix of facilities suitable for serving a neighbourhood and district catchment. A combination of a number of the uses listed below is acceptable in principle on the site. The combination of uses must include a mix of the community uses specified. For further explanation of the use classes specified see [The Town and Country Planning \(Use Classes\) \(Scotland\) Order 1997](#).

- Shops
 - Consistent with Class 1 Shops
 - Convenience/food retail limited to small scale units with a maximum floor area of 250sqm
- Services
 - Consistent with and Class 2 Financial, Professional or other Services
- Healthcare facilities
- Nursing home/residential accommodation with care
- Food and drink, or public house
 - Consistent with Class 3 (Food and Drink)
 - Public house (primary use sale of alcohol liquor)
- Hotel
- Community uses, must include:
 - Allotments
 - Areas of attractive open space that can be used for informal recreation
 - High quality landscaping

Design Guidelines

2.23. The Council expects the design of the development to be of exceptionally high quality

and reflect the six qualities of successful places described in Scottish Planning Policy (2014). The design must harness the distinct characteristics and strengths of the site and wider area to enhance the retail park's sense of identity, in particular the opportunity to create a welcoming place that prioritises social interaction over vehicle movement and parking.

Design principles:

- The development must interact positively with surrounding uses, in particular the existing district centre;
- Built form should take account of its location adjacent to a residential area to achieve a satisfactory transition between domestic and commercial scales;
- Large retail units should be designed and positioned to minimise the extent of exposed blank walls;
- Principal frontages of new development should be divided into small commercial units to create active frontages, conceal bulk and provide natural surveillance;
- Layout should include attractive spill-out space for outdoor uses;
- Open space, including car parking areas, should be designed to a high quality. Layout should provide generous circulation space for walking and cycling using visually attractive landscaping; and
- The development must ensure safe, attractive walking and cycling links to neighbouring residences, shops and businesses.

2.24. Illustrations of the design characteristics and design guidelines for this site that must be delivered to meet these design aspirations are provided in figures 16 and 17. Illustrations of key views that must be considered in the design of the site are shown in figures 13-15.

Developer Requirements

2.25. In determining any planning applications for development on the Dell of Inshes site the

Figure 13: View A (from B9006 flyover)

© 2014 Google



Figure 14: Viewpoint locations

© Getmapping Plc



Figure 15: View B (from A9, northbound)

© 2014 Google

Figure 16: Dell of Inshes Design Characteristics



Landscaped parking facilities providing safe attractive pedestrian links

© Sarah Smith



Small commercial units with attractive ground floors

© Alexander P Kapp



Generous circulation space that prioritises walking and cycling

© Sustrans



Enhanced walking and cycling connections

© Cycleways



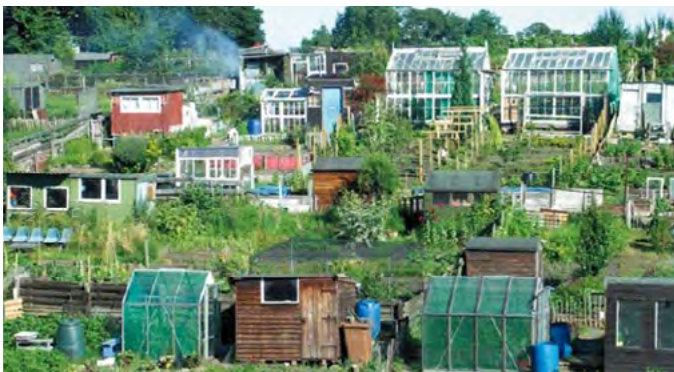
High quality public realm prioritising social interaction

© Kenneth Allen



Well-landscaped spill-out space for outdoor uses

© Broxap



Accommodate community use

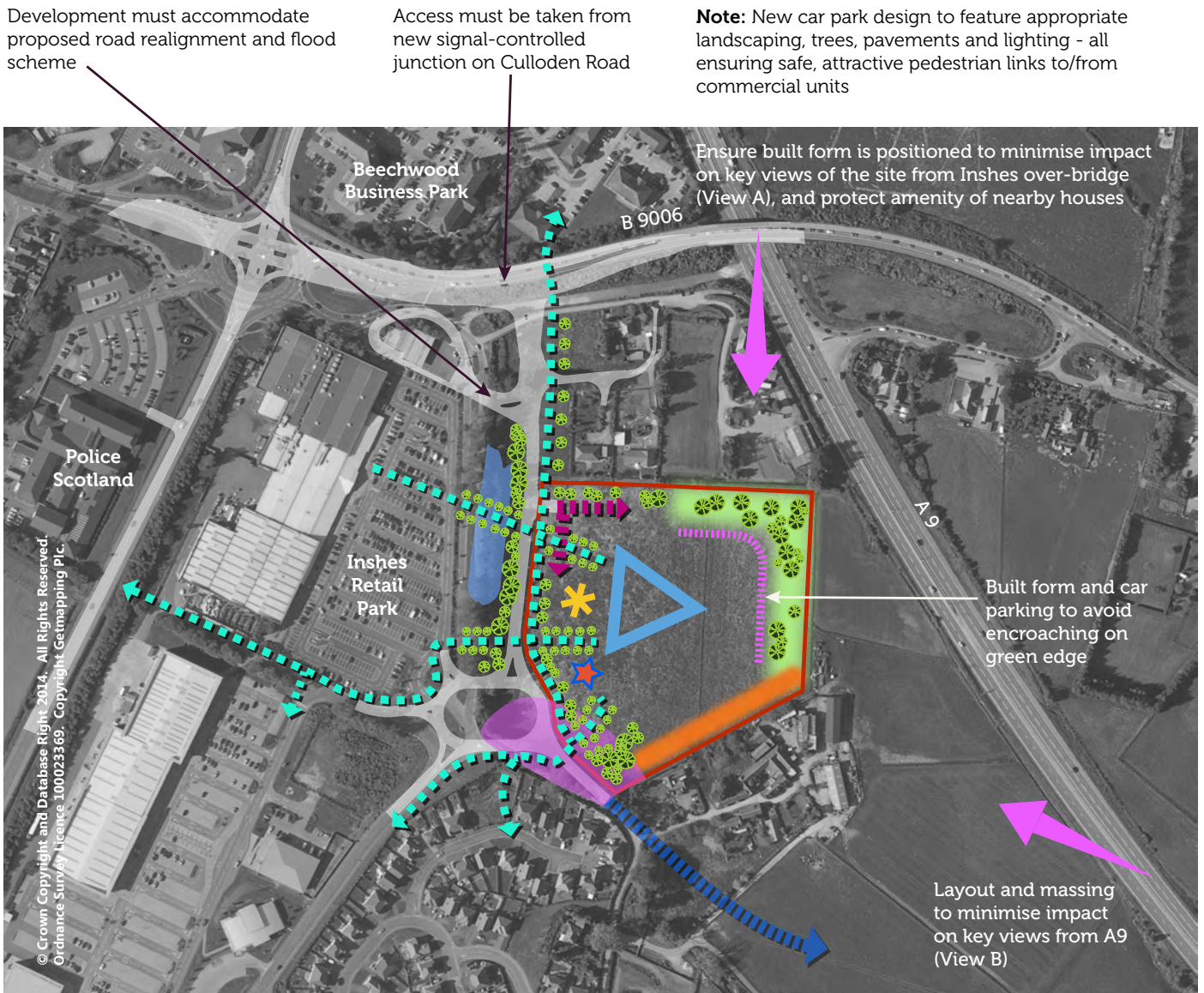
© SAGS





Energy efficient design and use of sustainable materials

© FWP Group

Figure 17: Dell of Inshes Design Guidelines



KEY

-  Indicative site boundary
-  Key view
-  Open space between new building(s) and roadway should interact positively with surrounding uses and prioritise social interaction over vehicle movement / parking. Layout should include generous, landscaped circulation space for pedestrians and cyclists
-  New accommodation to feature:
 - active ground floors
 - small commercial units
 - spill-out space for outdoor uses
-  Focal point for new neighbourhood facilities, e.g. family restaurant/pub
-  New or enhanced walking and cycling routes, including attractive landscaping and lighting, between local communities, public services, businesses, areas for recreation and the city centre
-  Potential vehicle access
-  Area for community use must include allotments /open space and high quality landscaping
-  Visually attractive landscaping that provides effective screening of built form and car parking from key view points and enhances setting of development, green network and wildlife habitats
-  Visually attractive landscaping and improved wildlife habitats that minimise / compensate for any loss of existing mature trees
-  Proposed area for flood storage and defences
-  Inshes Junction Improvements Phase 2 Outline Proposals road alignment
-  Route option under consideration as part of Transport Scotland A9/A96 connections study
-  Land may be required to accommodate route options under consideration as part of Transport Scotland A9/A96 Connections Study. Land should be protecte from development until a preferred route is confirm

Council will expect the following issues to be reflected and incorporated in any development proposals:

Key Requirements	Supporting Documents
Design and Place Making	
<ul style="list-style-type: none"> ● The proposals must reflect the illustrations and descriptions provided in the Dell of Inshes Design Characteristics and Dell of Inshes Design Guidelines ● Delivery of public art in line with Public Art Strategy: Supplementary Guidance 	<ul style="list-style-type: none"> ● Design and Access Statement, including 3D visualisations
Water Environment	
<ul style="list-style-type: none"> ● Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance ● Minimum set back of 6m between the top of the bank of any water body and any proposed new development ● Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible ● Early engagement with Scottish Water ● All development must connect to the public water and waste water network ● Up to date network modeling studies 	<ul style="list-style-type: none"> ● Flood Risk Assessment, including the impact of any potential realignment of the Dell Burn ● Drainage Impact Assessment ● Sustainable Urban Drainage Plan ● Hydrogeomorphological Assessment
Amenity	
<ul style="list-style-type: none"> ● Limit impact on amenity of nearby residential properties 	<ul style="list-style-type: none"> ● Noise assessment (dependant on nature of proposals)
Phasing	
<ul style="list-style-type: none"> ● No development shall commence in advance of completion of Inshes Retail Park South unless the criteria set out in section 2.15 are met to the satisfaction of the Council 	
General	
<ul style="list-style-type: none"> ● Provision of developer contributions in accordance with the Council’s Development Contributions – Supplementary Guidance ● For significant footfall generating uses justification why city centre or edge of city location is not suitable 	<ul style="list-style-type: none"> ● Retail Impact Assessment

Transport and Wider Access

- | | |
|--|---|
| <ul style="list-style-type: none"> ● Access must be taken from a new signal controlled junction on Culloden Road, in a format that reflects the design shown on the Inshes Junction Improvement Phase 2 Outline Proposals drawings or any subsequent iterations ● New access from Culloden Road will be delivered by either: <ul style="list-style-type: none"> ○ Direct developer provision of new access as shown indicatively on the Inshes Junction Improvement Phase 2 Outline Proposals. This will require detailed design, traffic modelling of early phase works, all land acquisition at developers expense and construction by developer; or ○ Detailed design, traffic modelling and costing of early phase; nominal value land transfer of early phase and payment to Council of construction costs ● Remainder of land required for the provision of Inshes Junction Improvements Phase 2 Outline Proposals, including flood alleviation, (or any subsequent iterations) is to be: <ul style="list-style-type: none"> ○ safeguarded from development ; and ○ secured by agreement using established valuation principles ● Land within a southern portion of the site may be required to accommodate a new/upgraded road link and potentially water course realignment dependant on the outcome of the Transport Scotland A9/A96 Connections Study; land identified in the development guidelines should be protected from development until the preferred route is confirmed ● Access plan which includes the provision of new/ improved walking and cycling routes shown in the Walking and Cycling Improvements Opportunities map in section 2 where Dell of Inshes developer is specified as a lead stakeholder in the walking, cycling and public transport action plan | <ul style="list-style-type: none"> ● Transport Assessment ● Green Travel Plan |
|--|---|

Built and Natural Heritage

- Safeguard existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the wider green network
- Incorporation of green infrastructure as an integral element of detailed design
- Archaeological Evaluation and carry out any necessary mitigation
- Protected Species Surveys, including:
 - badgers and any resultant Badger Protection Plan and necessary mitigation
 - bats if any mature trees within the site require to be felled
- Landscape Plan
- Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting
- Spoil Management Plan

Land South of Police Scotland

2.26. 2.26 This site lies on the west site of Sir Walter Scott Drive, between Inshes Retail Park and Drakies housing estate. It is an area of approximately 1 hectare and currently consists of an open field in agricultural use. The Council's preference is for this site to be utilised for future expansion of Police Scotland at this location. However should Police Scotland confirm this site is not required for expansion purposes, alternative proposals for business development may be acceptable. The Council's aims for this site are to enable business expansion, create employment opportunities and develop safer walking and cycling routes to Inshes District Centre.

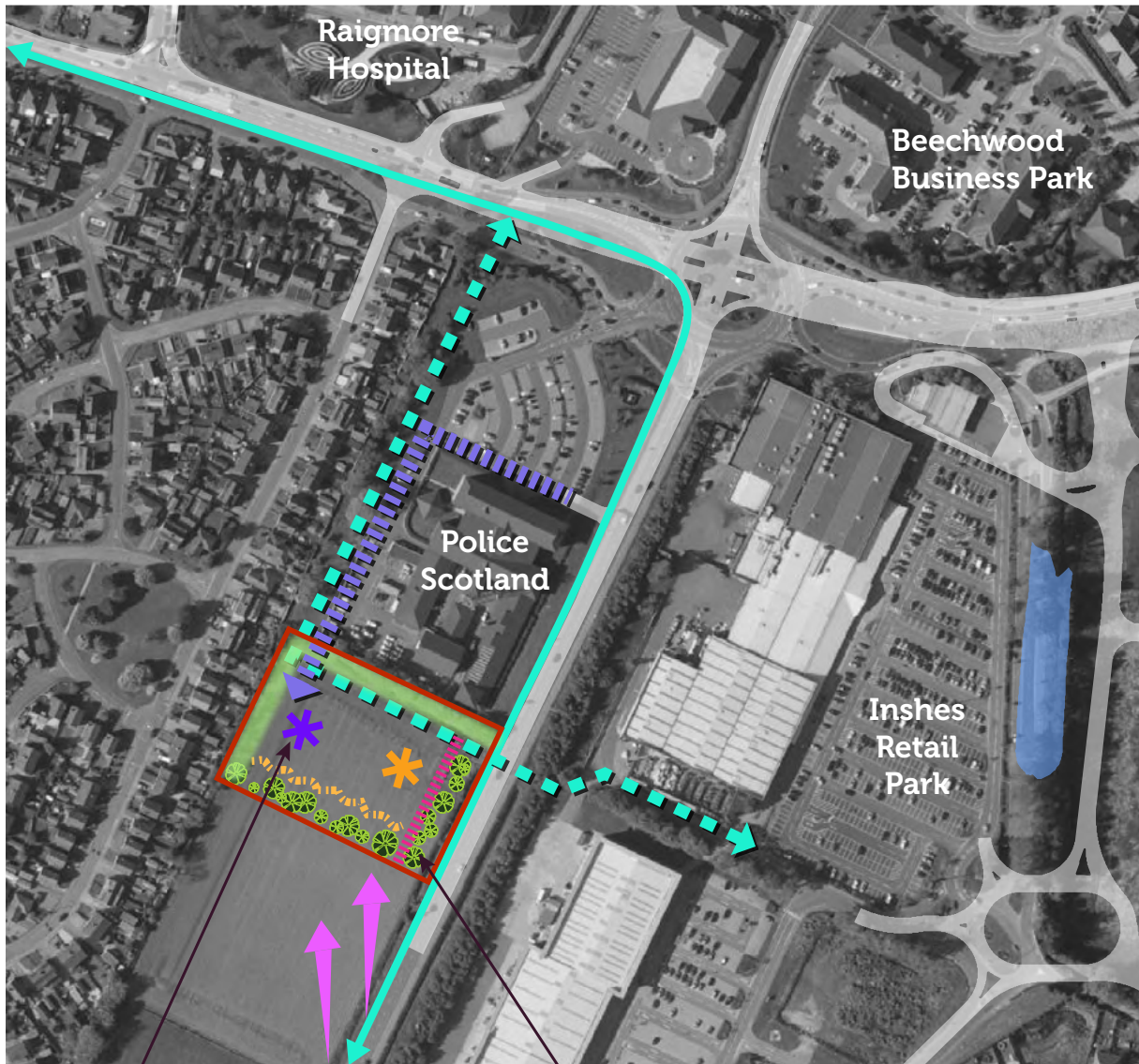
2.27. Subject to confirmation regarding any future Police Scotland intentions for this site, the following land uses are considered acceptable on this site:

- Business Use
 - Consistent with Class 4 (business) of the Use Class Order

2.28. Design guidelines for the site are illustrated and described below.














Figure 19: Land South of Police Scotland Design Guidelines



Car parking restricted to western edge of site and designed to minimise impact on amenity of adjacent residential properties

Minimise impact on key views and enhance setting of development by:
 - new landscaping on south and east boundaries
 - sensitive massing of built form

KEY

-  Site boundary
-  Maintain existing building line along Sir Walter Scott Drive and complement scale, massing and orientation of Police Scotland
-  Maximise opportunity for energy efficient, passive solar design presented by south-facing site
-  Principal entrance clearly defined and positioned to prioritise connection to walking and cycling routes
-  Indicative location for carpark
-  Key view
-  Visually attractive landscaping and improved wildlife habitats at water courses that minimise /compensate for any loss of existing mature trees (in particular at proposed vehicular access point) and minimise amenity impacts
-  Potential vehicular access point (should site be used for expansion of Police Scotland)
-  Safer, attractive walking and cycling links to Inshes Retail Park and Old Perth Road
-  Existing shared-use path
-  Inshes Junction Improvements Phase 2 Outline Proposals road alignment

Developer Requirements

2.29. In determining any planning applications for development on the land south of Police Scotland site the Council will expect the following issues to be reflected and incorporated in any development proposals:

Key Requirements	Supporting Documents
Transport and Wider Access	
<ul style="list-style-type: none"> ● Access must be compatible with Inshes Junction Improvements Phase 2 Outline Proposals or any subsequent iterations ● Shared point of access must be provided for existing Police Scotland building and development of land to South of Police Scotland in consultation with Police Scotland and other relevant landowners ● Access point dependant on end user, outcome of Inshes Junction Improvements and discussion with Police Scotland and other relevant landowners: <ul style="list-style-type: none"> ○ Expansion of Police Scotland - access via Police Scotland or any alternative access point proposed by future iterations of Inshes Junction Improvements; ○ Alternative business use – access to be agreed with Council prior to submission of planning application ● Any land required for the provision of Inshes Junction Improvements Phase 2 Outline Proposals, including flood alleviation (or any subsequent iterations), is to be: <ul style="list-style-type: none"> ○ safeguarded from development ○ secured by agreement using established valuation principles ● Dependant upon the nature and intensity of use developer contributions may be sought towards Inshes Junction Improvements Phase 2 ● Provision of improved walking and cycling routes illustrated and specified in the Walking and Cycling Improvements figure in section 2 where developer at land South of Police Scotland is specified as a lead stakeholder in the walking, cycling and public transport action plan 	<ul style="list-style-type: none"> ● Transport Assessment/Statement (dependant upon nature and intensity of development) ● Green Travel Plan
General	
<ul style="list-style-type: none"> ● Provision of developer contributions in accordance with the Council’s Development Contributions – Supplementary Guidance 	

Design and Place Making	
<ul style="list-style-type: none"> The proposals must reflect the illustrations and descriptions provided in the Land South of Police Scotland Design Guidelines 	<ul style="list-style-type: none"> Design Statement
Water Environment	
<ul style="list-style-type: none"> Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance Minimum set back of 6m between the top of the bank of any water body and any proposed new development Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible All development must connect to the public water and waste water network Early engagement with Scottish Water 	<ul style="list-style-type: none"> Flood Risk Assessment Drainage Impact Assessment Sustainable Urban Drainage Plan
Built and Natural Heritage	
<ul style="list-style-type: none"> Safeguard of existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the wider green network Incorporation of green infrastructure as an integral element of detailed design 	<ul style="list-style-type: none"> Landscape Plan Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting Spoil Management Plan

3. Monitoring and Review

Sgrùdadh agus Ath-bhreithneachadh

3.1. This brief has been prepared in advance of the finalisation of a number of related plans/projects. These are listed in the table below alongside known timescales for their progression:

Project/Plan	Current Stage	Next Steps	Timescales
Inshes Junction Improvements Phase 2	Consideration of feedback following presentation of outline proposals and alternatives	Commission further traffic modelling and progress to detailed design work; landowner consultation	2015
Transport Scotland A9/A96 Connections Study	Consideration of feedback following presentation of route options	Announcement of preferred route and detailed design work	2015
Inner Moray Firth Local Development Plan	Proposed Plan Examination by Scottish Ministers	Adoption incorporating Reporter recommendations	Early 2015

3.3. The outcome of the above projects/plans could result in significant changes to the content of this brief. As such progress will be closely monitored and early review of this brief will be undertaken where appropriate.

Appendix A



Inner Moray Firth Proposed Local Development Plan – Inshes and Raigmore Extracts

Site: IN55 Land at Dell of Inshes

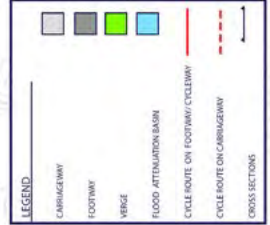
Area (ha): 3.5 **Uses:** Community, Retail (bulky goods only), Non-residential Institutions

Requirements: The Council will produce a masterplan/development brief which it will adopt as supplementary guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements/safeguards; flood risk assessment (may affect developable area); transport assessment

Site: IN65 Land at Rairmore/Beechwood

Area (ha): 42.4 **Uses:** Business

Outline Proposals



Alternatives to Outline Proposals

FLUKE ROUNDABOUT



© Crown Copyright. The National Gazetteer of Scotland

OUTLINE PROPOSAL
Traffic signal controlled Junction with signal controlled crossings for pedestrians and cyclists.

AMBULANCE JUNCTION



© Crown Copyright. The National Gazetteer of Scotland

OUTLINE PROPOSAL
Traffic signal controlled junction with priority for Ambulances coming from the north leg. Local access to Old Perth Road removed.

INSHES OVERBRIDGE



© Crown Copyright. The National Gazetteer of Scotland

OUTLINE PROPOSAL
Utilises existing structure. Carriageway arrangement amended to two lanes westbound, one lane eastbound.



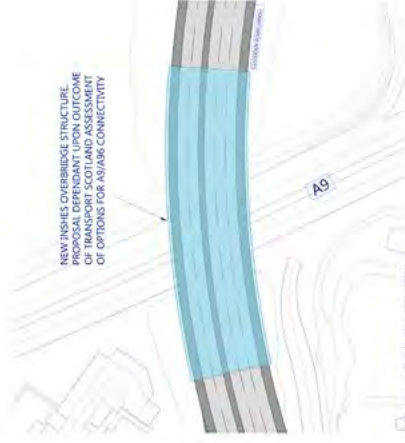
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ALTERNATIVE PROPOSAL
As existing with pedestrian crossings set back from junction.



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ALTERNATIVE PROPOSAL
No traffic signals. Two lanes westbound, one lane eastbound. Standard T-junction arrangement. Local access to Old Perth Road removed.



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ALTERNATIVE PROPOSAL
New structure in the same location. Carriageway arrangement amended to three lanes westbound, two lanes eastbound.

Requirements: The Council will produce a masterplan/development brief which it will adopt as supplementary guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguards for drainage improvements/safeguards; flood risk assessment (may affect developable area); transport assessment.

Appendix B

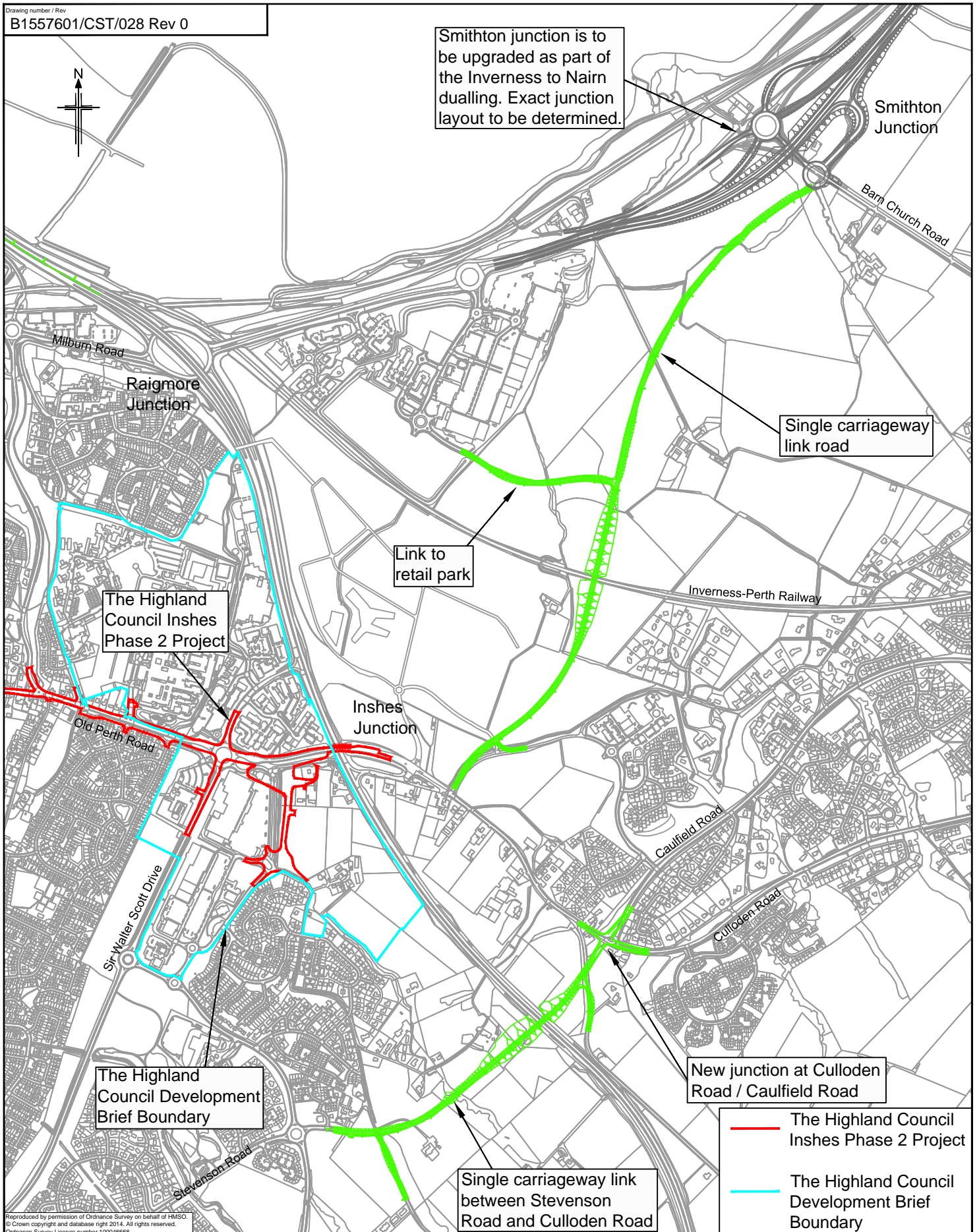
Inshes Junction Improvements Phase 2 Outline and Alternative Proposals

Appendix C

Transport Scotland A9/A96 Connections Study Route Options B, C and D

Option B

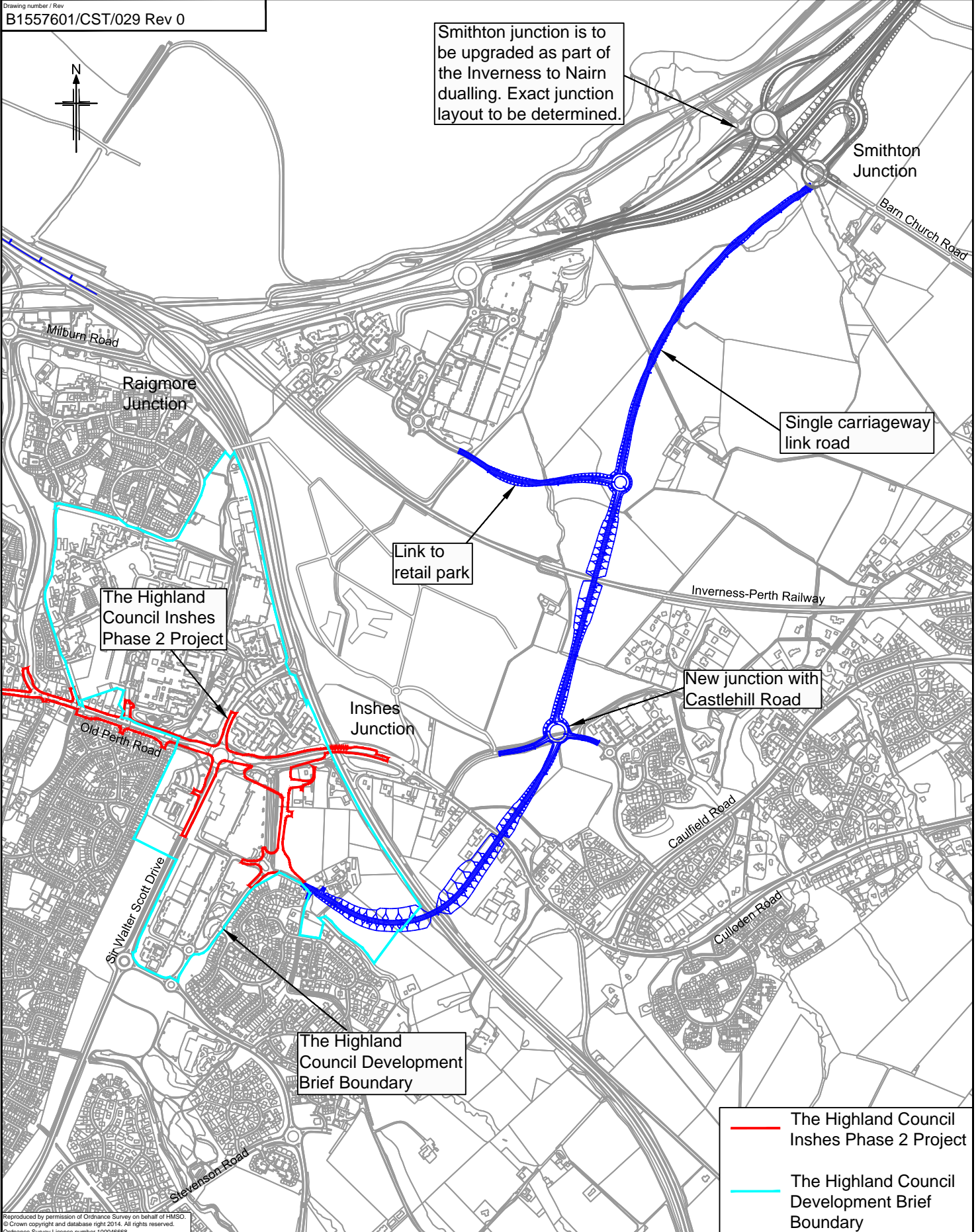
Drawing number / Rev
B1557601/CST/028 Rev 0



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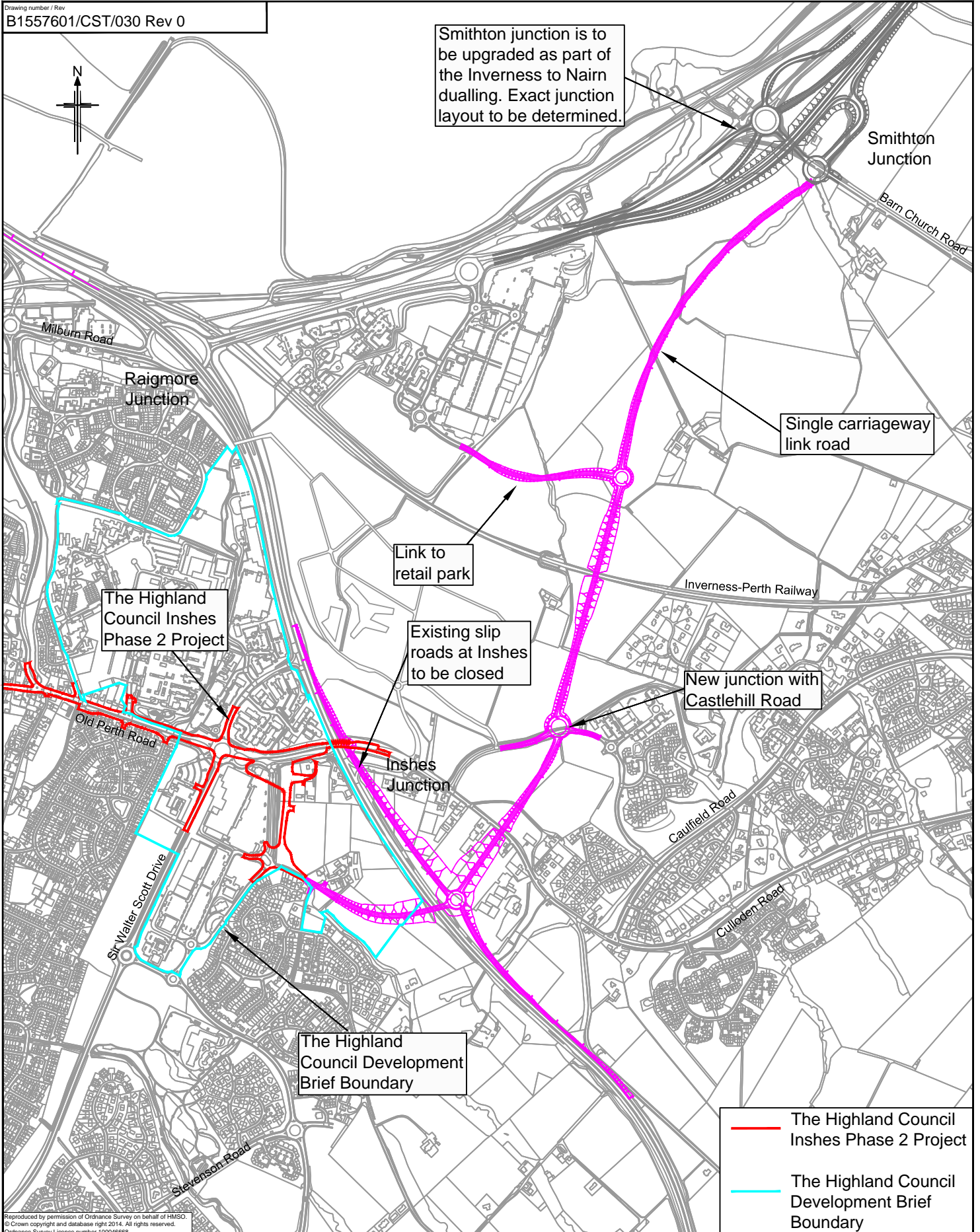
Option C

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B1557601/CST/029 Rev 0



Option D

Drawing number / Rev
B1557601/CST/030 Rev 0





Getting Involved

If you would like more information or to get involved in the production of future plans please contact us in one of the following ways:

Telephone

(01349) 886608

Post

Director of Development and Infrastructure, The Highland Council, Glenurquhart Road, Inverness IV3 5NX

Email

devplans@highland.gov.uk

Fax

(01463) 702298

For the most up to date news on the work of the Development Plans Team (and more) please follow our twitter account, 'Like' our Facebook page and check out our blog:

Twitter

www.twitter.com/highlanddevplan

Facebook

www.facebook.com/highlandLDPs

Blog

hwldp.blogspot.co.uk

Feedback

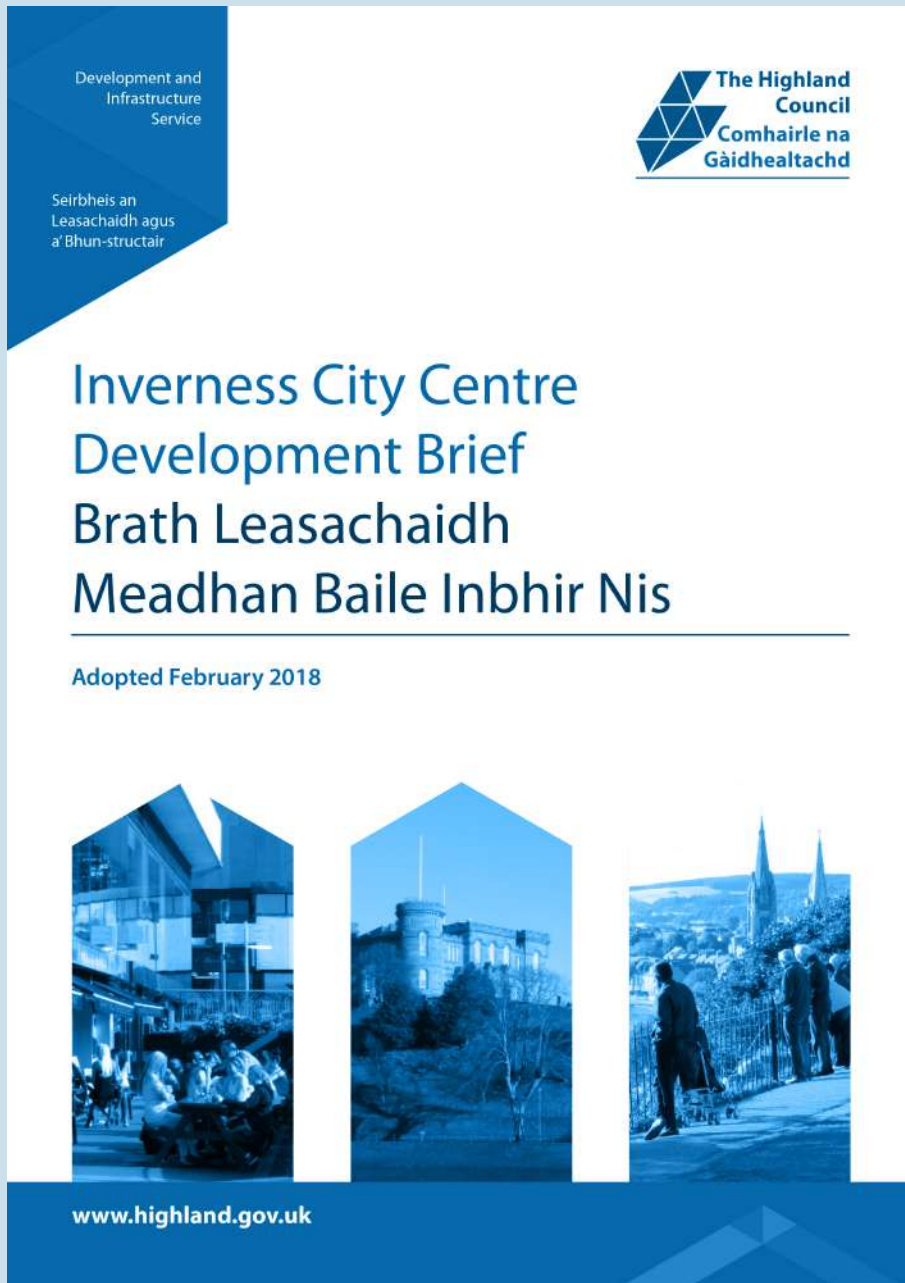
If you have any experience of Development Planning that you would like to comment on please complete a customer satisfaction survey:

<http://www.surveymonkey.com/s/X89YVTY>



Policy 15(b)

Inverness City Centre Development Brief



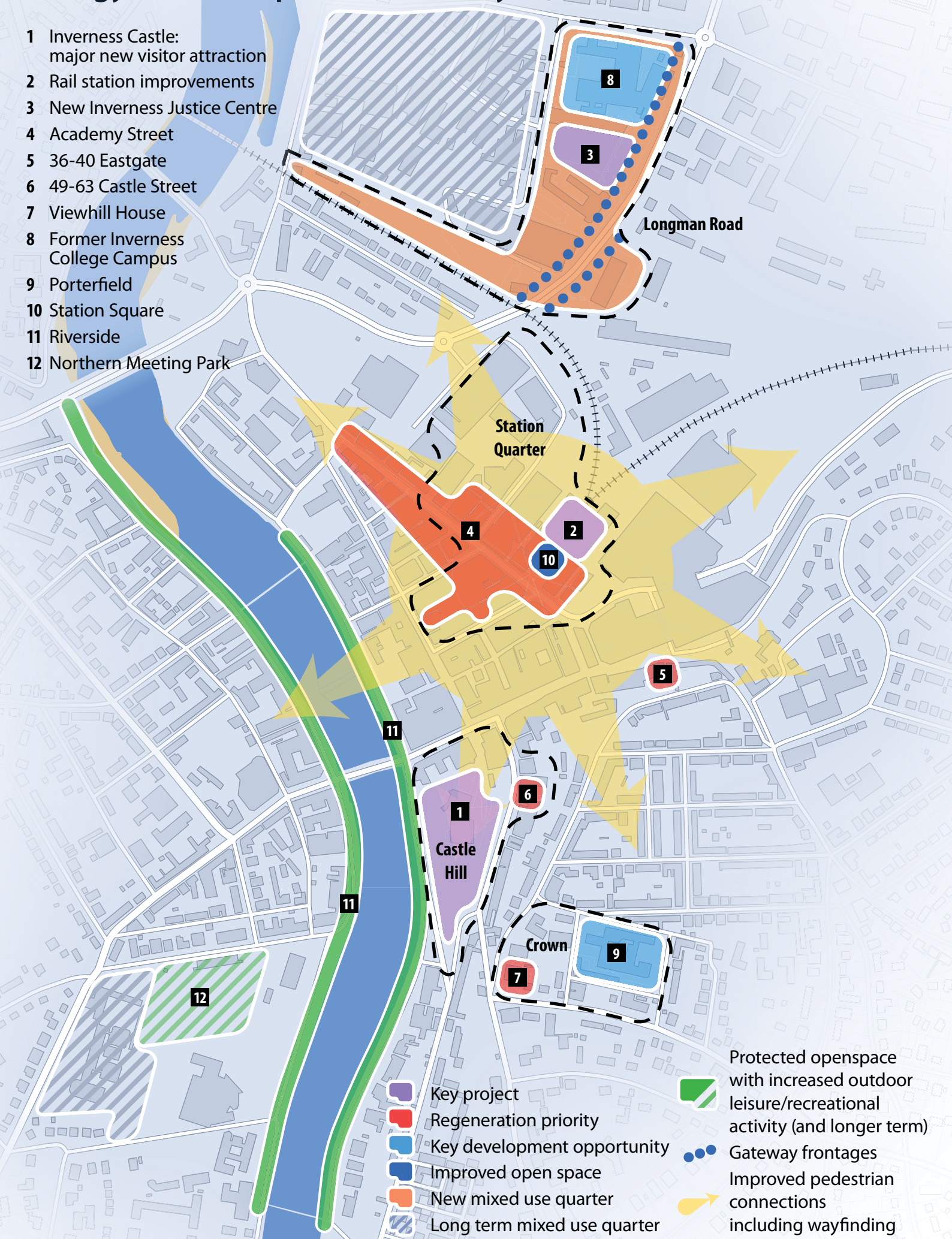
Inverness City Centre Development Brief Brath Leasachaidh Meadhan Baile Inbhir Nis

Adopted February 2018



Strategy for Development in the City Centre

- 1 Inverness Castle: major new visitor attraction
- 2 Rail station improvements
- 3 New Inverness Justice Centre
- 4 Academy Street
- 5 36-40 Eastgate
- 6 49-63 Castle Street
- 7 Viewhill House
- 8 Former Inverness College Campus
- 9 Porterfield
- 10 Station Square
- 11 Riverside
- 12 Northern Meeting Park



- Key project
- Regeneration priority
- Key development opportunity
- Improved open space
- New mixed use quarter
- Long term mixed use quarter

- Protected openspace with increased outdoor leisure/recreational activity (and longer term)
- Gateway frontages
- Improved pedestrian connections including wayfinding

Inverness City Centre Development Brief

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1 Introduction and Context

Introduction

1.1 The Inverness City Centre Development Brief (the Brief) promotes and guides opportunities for development, regeneration and enhancement of Inverness city centre. By setting priorities and criteria for change, the Brief will guide decision-making towards the delivery of key outcomes. While it does not set out a programme of capital expenditure, the Brief will help to direct resources and investment into city centre regeneration.

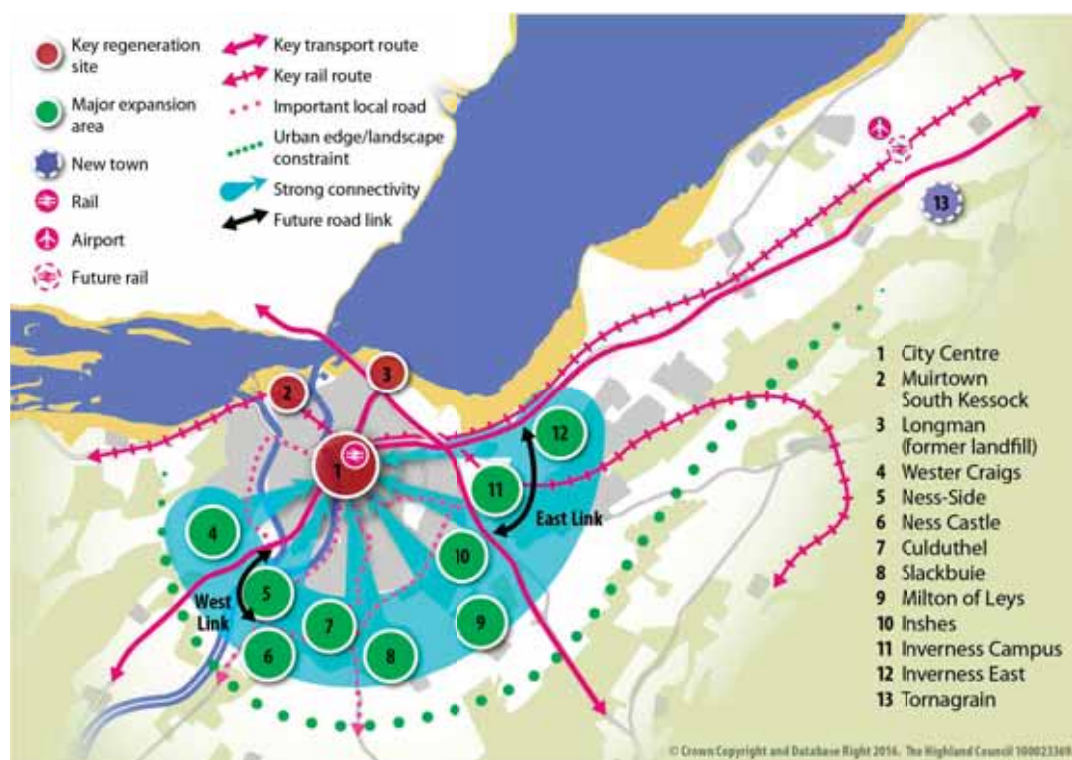
1.2 The Brief forms Supplementary Guidance which, as part of the Council's statutory Development Plan, carries equal weight to Local Development Plans in the determination of planning applications.

1.3 For further information and enquires about the Brief, please contact the Development Plans Team, Development and Infrastructure Service, The Highland Council, Glenurquhart Road, INVERNESS, IV3 5NX. Telephone: 01349 886608. Email: devplans@highland.gov.uk. Information on our pre-application advice service is available on the Council's [Pre-application advice webpage](#)⁽¹⁾.

The role of Inverness city centre in its wider context

1.4 Inverness is a remarkable place with a fabulous setting and amazing assets. It is remote but well connected. It is a place where people want to be and choose to move to. The city acts as the administrative, educational, business and commercial centre of the Highlands and a transport hub for connections to other parts of the country and beyond. It is also a meeting place and public transport hub for the Inner Moray Firth area, the most densely populated part of the Highlands where demand for growth and development is greatest.

1.5 Between 1991 and 2011 the population of Inverness grew by almost 18% to over 79,000. The Council's Development Plan allocates land for over 9,000 new homes and 190 ha of employment land. The strategy for growth focuses on strengthening the city centre, restricting urban sprawl and increasing the sustainability of existing neighbourhoods including increased opportunities for active travel and use of public transport. Growth will be delivered by directing development to key regeneration sites, including the city centre, and to areas allocated for major expansion on the city's southern and eastern flanks. Expansion is contained to the north by the Moray Firth and to the west and south by higher land and steep slopes.



Map 1.1 Inverness City Centre in its wider context.

1 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/785/

1.6 Future growth will be enabled by significant improvements to transport infrastructure already in preparation or underway, including:

- The new West Link road joining the Southern Distributor Road with the A82 trunk road, currently under construction and due for completion in 2020;
- Dualling of the A96 trunk road between Inverness and Nairn; and
- A significant programme of improvements/upgrading to Inverness Railway Station.

1.7 Longer term proposals include a new “East Link” connecting the A9 with the A96, a new rail halt at Inverness Airport and upgrading of the Longman Interchange at the junction between the A9 and A82.

1.8 City-Region Deal funding announced in March 2016 provides the Council with significant financial support to deliver regeneration and infrastructure improvements, including the transformation of Inverness Castle into a substantial new city centre visitor/cultural attraction. Initial investigations are underway into the viability of opening up land for development at the former Longman landfill site. City-Region Deal funding will also support the East Link and Longman Interchange improvements.

1.9 Inverness campus also continues to develop as a centre for academic and business excellence for the city. A further phase of UHI halls of residence has been completed and the City-Region Deal includes £9M of funding for a School of Health and Life Sciences to be based on the campus. The Council will continue to work to develop the presence of the UHI within the city, to enhance options for the retention of young people within the city and region and encourage sector growth industries.

City centre boundary

1.10 Since the adoption of the existing Development Brief the city centre boundary was extended and defined in the Inner Moray Firth Local Development Plan (IMFLDP) adopted July 2015. The new boundary extends from Harbour Road to the north to Infirmiry Bridge to the south, Midmills to the east and Glenurquhart Road to the west – all as shown in Map 1.2.

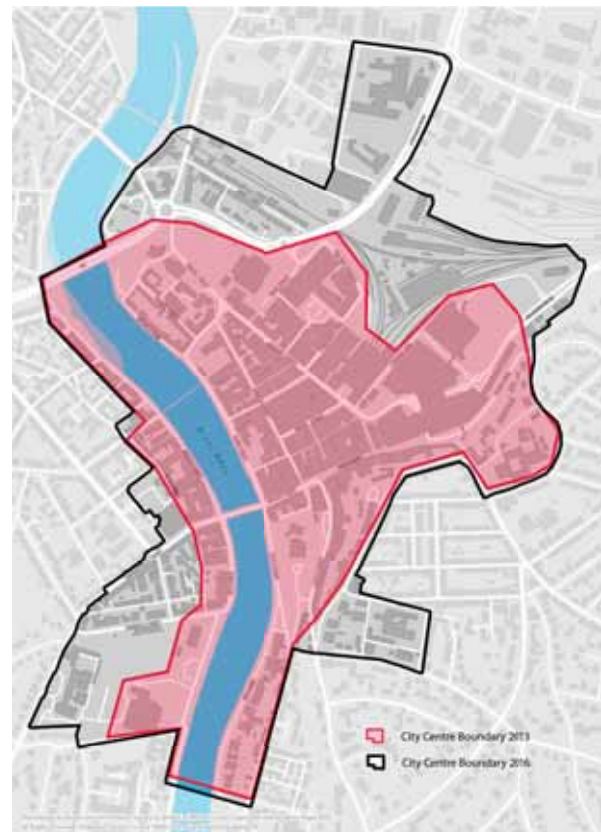
Purpose, scope and structure of this Brief

1.11 The purpose of this Development Brief is to assist in attracting investment to Inverness city centre by promoting opportunities and actions to regenerate, develop and enhance the built environment, while ensuring that the city centre remains open for business.

1.12 The Development Brief’s outcomes, priorities and criteria for development take account of partner and public feedback on city centre regeneration, in particular three key priorities identified in consultation events held in April 2014:

1. Improvements to city centre access and connections.
2. Physical enhancement of Academy Street and its surroundings.
3. Redevelopment of key sites to create new visitor and cultural attractions.

1.13 Section 1 and Section 2 set the context for the current update and the proposed vision, outcomes and approach to development in the city centre. Map 2.1 presents an overview of key projects and development opportunities.



Map 1.2 Inverness City Centre - revised boundary.

1 Introduction and Context

1.14 Sections 3 – 7 explain how the Council will contribute to delivering these outcomes, identifying priorities and actions, appropriate uses and locations for development, and criteria that will be applied in determining planning applications. Section 7 also identifies key placemaking principles to ensure that new development complements and enhances the visual, spatial and environmental character of the city centre.

1.15 Section 8 sets out typical Developer Contributions to deliver necessary infrastructure such as affordable housing, schools, community facilities, open space, car parking, and active travel and public realm improvements. The public realm refers to space around, between and within buildings that is publicly accessible, including streets, squares, parks and open space.

1.16 Site-specific development guidance for 12 key sites is presented in Appendix A.

Planning policy

1.17 This Development Brief will form part of the Development Plan for the Highlands, supplementing key principles and policies set out in the [Highland-wide Local Development Plan](#)⁽²⁾ (HwLDP), adopted April 2012 and policies and allocations within the [Inner Moray Firth Local Development Plan](#)⁽³⁾ (IMFLDP), adopted July 2015. The city centre boundary incorporates parts of Riverside Conservation Area and Crown Conservation Area.

1.18 This Development Brief is underpinned by IMFLDP Policy 1 Promoting and Protecting City and Town Centres which seeks to maximise investment within the city centre. This requires all footfall generating use developments (visits by the general public) to sequentially consider all viable city centre sites ahead of alternative edge-of-centre or out-of-centre locations.

1.19 The Highland Council offers a pre-application advice service to help applicants submit valid and accurate planning applications. Engaging in pre-application discussion will help avoid delays during the application process and will identify any problems/issues with proposals at an early stage. Further information concerning the Pre-Application Advice Service is available [online](#)⁽¹⁾.

2 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/199/highland-wide_local_development_plan

3 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

What should Inverness city centre look like in 2030?

2.1 Feedback for the public consultation in 2014 produced an overarching vision for Inverness city centre:

Vision for 2030

Inverness has a vibrant, prosperous and unique city centre on the river, well connected and accessible, and valued as an attractive place to work, live and visit.

Outcomes for 2030

2.2 To realise the vision and priorities for the city centre recorded in public feedback, this Brief proposes five outcomes for 2030, as set out below. Sections 3 - 7 describe how the Brief will contribute to delivering these outcomes.

2.3 In 2030 Inverness city centre will be:



A Great Place for Business

The city centre has a strong and diverse economy based on a vibrant mix of uses that includes prime business accommodation, a retail hub for the Highlands and Islands and an attractive destination for leisure and recreation.



A Great Place to Visit

Our internationally-acclaimed tourist destination is best known for showcasing Highland culture and hospitality with a lively retail core and leisure and recreational activities that attract local, national and international visitors.



A Great Place to Live

The city centre is a thriving, desirable place to live and work, supporting a diverse, socially-inclusive community that enjoys convenient access to services, public transport, green infrastructure and recreational facilities.



Accessible, Easy and Safe to Move Around

A network of safe, attractive routes gives clear priority to walking, cycling and use of public transport, enabling people of all-abilities to move comfortably while ensuring efficient access for vehicles, including parking.



Distinctive and Attractive

Inverness takes pride in being a high quality city centre that celebrates and safeguards its unique combination of natural, cultural and built heritage, in particular its historic river setting.

Our approach to development

2.4 Our approach to development is to create and promote a vibrant, high density mix of uses that:

- Enables more people to live and work in the city centre;
- Showcases and expands the range of visitor, leisure and cultural attractions;

2 Vision, Outcomes and Approach

- Maximises the role of the River Ness as an important open space corridor and civic asset;
- Brings vacant or underutilised space back to active use;
- Makes it convenient and attractive to access city centre destinations on foot or by bicycle or public transport, improving air quality where required;
- Incentivises alternatives to car use/ownership by improving active travel infrastructure, offering flexible levels of on-site parking, and facilitating use of public transport; and
- Delivers high quality development, including an attractive public realm.

2.5 Energy efficiency and low carbon heat technologies will be encouraged, particularly (but not exclusively) in larger scale developments. The Development Plan for Highland sets out requirements for developments in terms of their sustainability and energy efficient design. Low carbon heat technologies could include heat networks; if necessary these could be fed in the first instance by non-renewable sources which could later be replaced by renewables. Such heat networks may be designed to provide heat from a single, central boiler to just a few properties or to many more as part of a wider network. Where heat networks are not viable, micro-generation and heat recovery technologies associated with individual properties will be encouraged. Developers are encouraged to consider options for low carbon heating by making use of the Scotland Heat Map which provides information on heat demand and supply opportunities.

Development planned or already underway

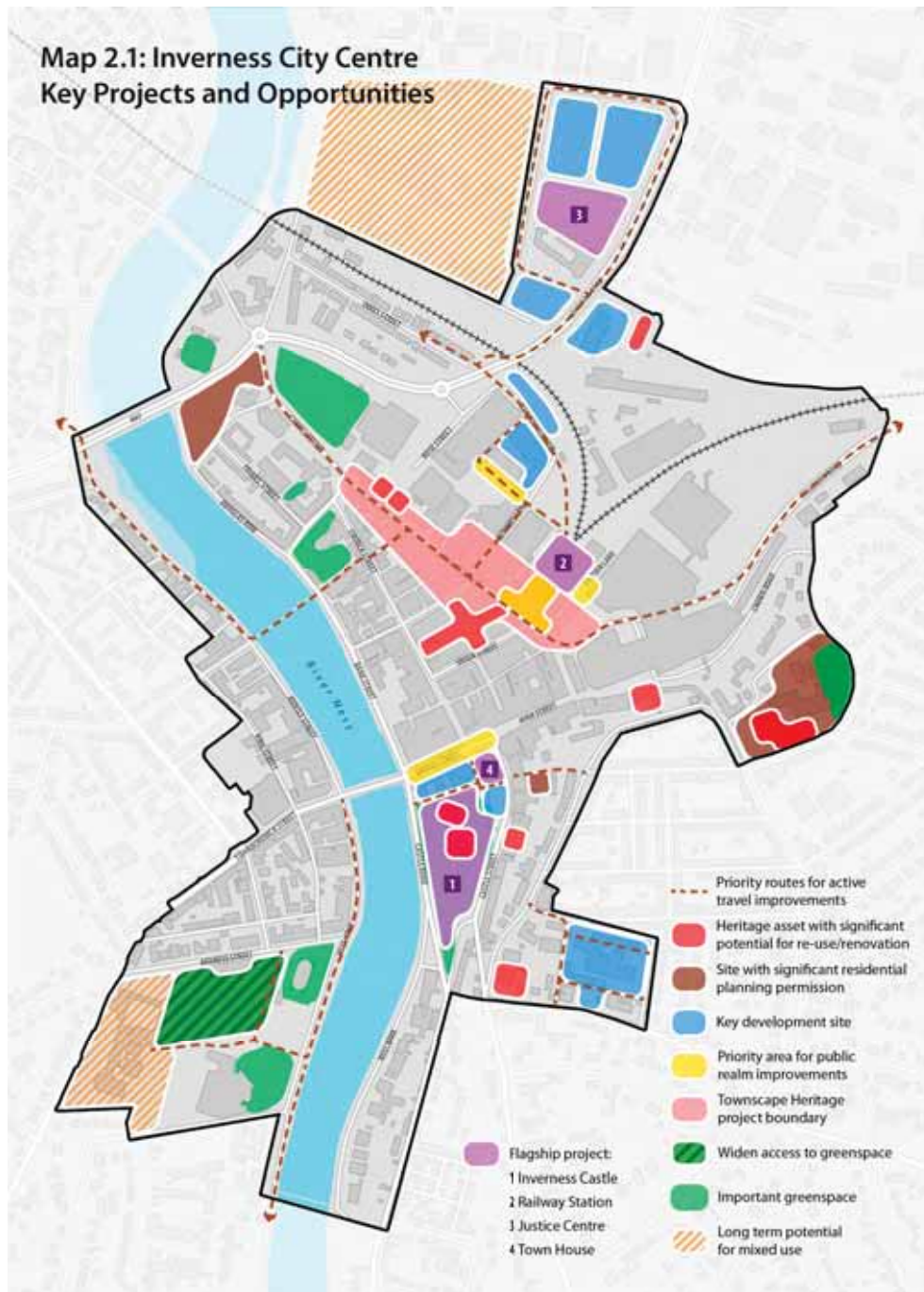
2.6 Map 2.1 presents an overview of key projects and development opportunities that will deliver transformational change in the city centre. Table 2.1 identifies projects in development or already underway.

Project	Anticipated Timescale	Lead Agency [funding source]
Conversion of North Tower, Inverness Castle, into a visitor attraction including viewing platform and tourist shop	2017	The Highland Council (THC) [City Deal, THC]
Transformation of Inverness Castle into a significant new visitor/cultural attraction	2021	The Highland Council [City Deal; tbc]
Regeneration of Academy Street through the Inverness Townscape Heritage Project	2020	The Highland Council [Inverness Townscape Heritage Project partners]
Inverness Railway Station upgrading and improvements	2019	Abellio Scotrail [Abellio Scotrail; THC; Scottish Stations Fund]
The Inverness Justice Centre (Longman Road)	2019	Scottish Courts & Tribunal Service [Scottish Government]
River Ness Flood Alleviation Scheme Public Art Project	2017	The Highland Council [THC]
Creative Hub/artists' studios at former Inverness College, Midmills	2017	Wasps Studios [tbc]
City centre public WiFi	2017	The Highland Council [City Deal]
Glebe Street re-development for housing.	2018	Tulloch Homes [Tulloch Homes]

Table 2.1 Key Projects.

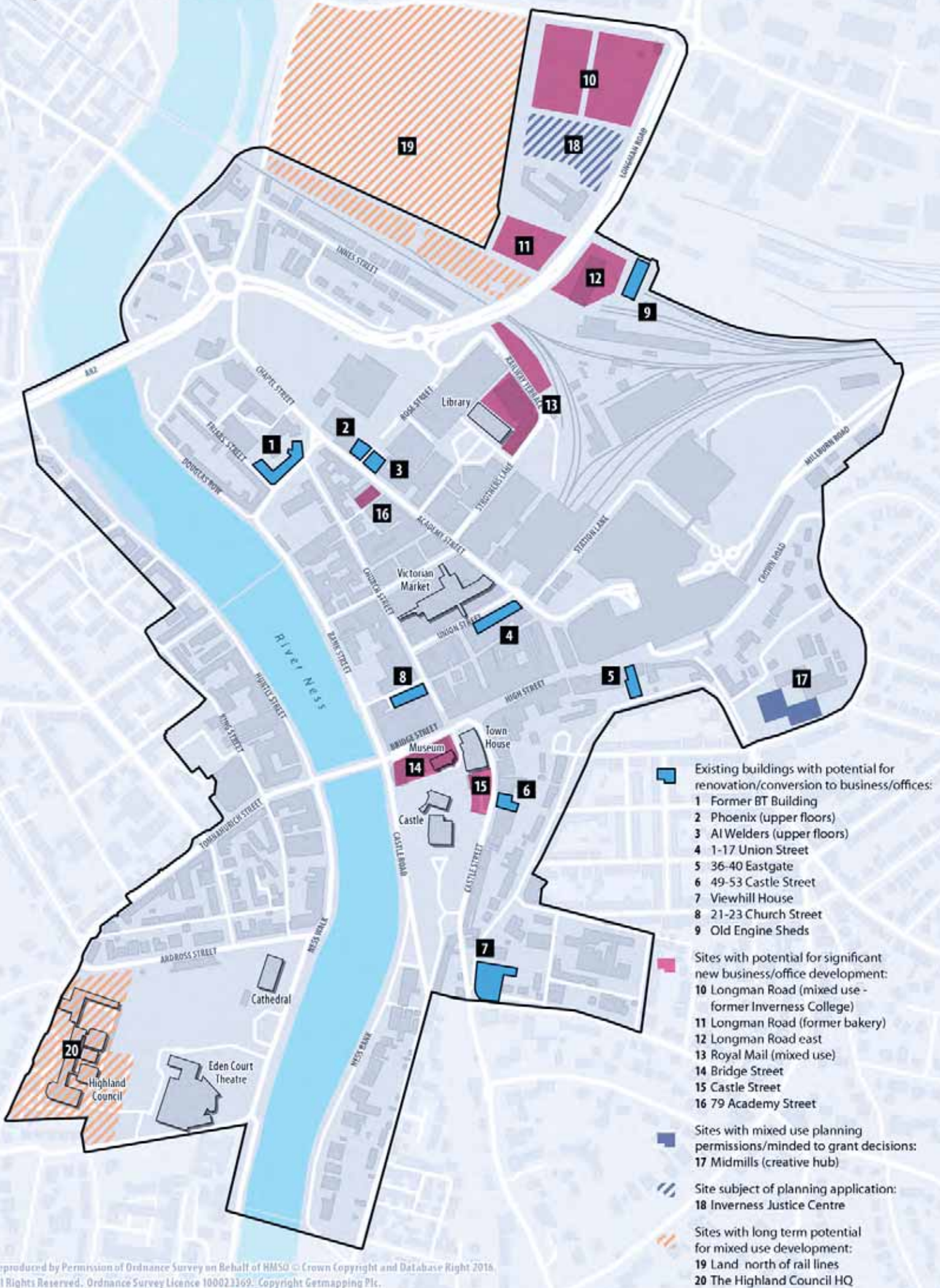
The longer term

2.7 The Brief draws attention to the allocation of land at Glenurquhart Road (Council Headquarters) for mixed business/residential use in the IMFLDP. It also identifies, as a long term aspiration, the potential for mixed use development on the western edge of the Longman Industrial Estate, between Harbour Road and the city centre, which falls outwith the city centre boundary. This area is not allocated for development in the IMFLDP and is highlighted for information only. It represents a significant opportunity to expand the city centre north and eastwards from the core to create a new urban neighbourhood fronting onto the river, replacing or relocating low density industrial and commercial uses with residential, business, leisure, tourism and community uses. This would enable the creation of new green space to add to the green network within the city centre, and help to promote active travel choices due to close proximity to the bus and rail stations. New development would have to be carefully considered, however, to ensure compatibility with nearby uses including the Longman's oil storage facilities.



Map 2.1 Key Projects and Opportunities

Map 3.1: A Great Place for Business



OUTCOME: In 2030 the city centre has a strong and diverse economy based on a vibrant mix of uses that includes prime business accommodation, a retail hub for the Highlands and Islands and an attractive destination for leisure and recreation.

3.1 People are the life blood of the city centre and the ability to generate footfall by enabling people to work and conduct business is vital to its survival and success. Inverness city centre has long been a hub of business and commercial activity. People are attracted to work there by the choice and convenience of high density, mixed use combined with easy access to public transport.

3.2 A growing number of city centre properties need renovation and refurbishment to keep pace with the current needs of workers and employers. If renovated to improve building performance, meet regulatory requirements and provide better service arrangements, these properties will also attract higher rental values. Map 3.1 identifies a range of vacant properties well-suited to renovation for commercial/office use. The Council recognises the economic and technical challenges of Building Standards requirements for bringing redundant buildings and space back to active use. The Council welcomes and encourages pre-application discussions with businesses and developers to provide advice on regulatory and site-specific issues. In the first instance, queries should be directed to: building.standards@highland.gov.uk.

3.3 There is also scope to expand the range of footfall-generating uses that occupy ground floor space. In common with other city and town centres in Scotland, a growing number of shop units are being taken over by other commercial operations, such as professional services, attracted by the opportunity to showcase their business and the convenience and vibrancy of the city centre location.

3.4 Map 3.1 also highlights opportunities for significant new commercial development on sites allocated for mixed use, such as the potential for substantial new office space at the Eastern Gateway adjacent to the proposed new Inverness Justice Centre. This map also indicates, as a long term aspiration, the potential for a new urban quarter on the southern edge of the Longman industrial estate (outwith the current city centre boundary) that could accommodate future employment growth as part of a vibrant, high density mixed use neighbourhood.

3.5 Recent investment in business/employment space includes major refurbishment work at 1 Union Street, 1-5 Church Street and Inverness Town House. Planned investment includes a major improvement programme at Inverness Railway Station and the restoration of the redundant A.I. Welder's building on Academy Street with support from the Inverness Townscape Heritage project.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Attract investment into city centre businesses and properties by enabling renovation of existing buildings and space for office or employment use.
- Widen the range of footfall-generating uses that occupy commercial ground floors, in particular vacant shop units.
- Identify sites for office space to attract public and private sector organisations to locate, remain and expand in the city centre.
- Maximise opportunities for new prime office space to be developed as part of new mixed use development.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Office, commercial and employment space

B 1

All footfall generating developments (visits by the general public) including office, commercial and employment uses must sequentially consider all viable city and town centre sites ahead of alternative edge of centre or out of centre sites in line with IMFLDP Policy 1: Promoting and Protecting City and Town Centres.

B 2

Proposals for new office, commercial and other employment space will be supported in key opportunity sites for mixed use development identified on Map 3.1 and at other locations, including vacant and underutilised ground or upper floors, providing they accord with Criteria for Development set out in Section 7 and relevant site-specific guidance set out in Appendix A.

Action

Bringing redundant buildings and space back to active use

1. Businesses, property owners, developers and building professionals to be supported in developing innovative solutions that bring redundant buildings and spaces back to use, with liaison and [pre-application advice](#)⁽¹⁾ from the planning and building standards team.



Former BT buildings, Frairs Lane.



21-23 Church Street.

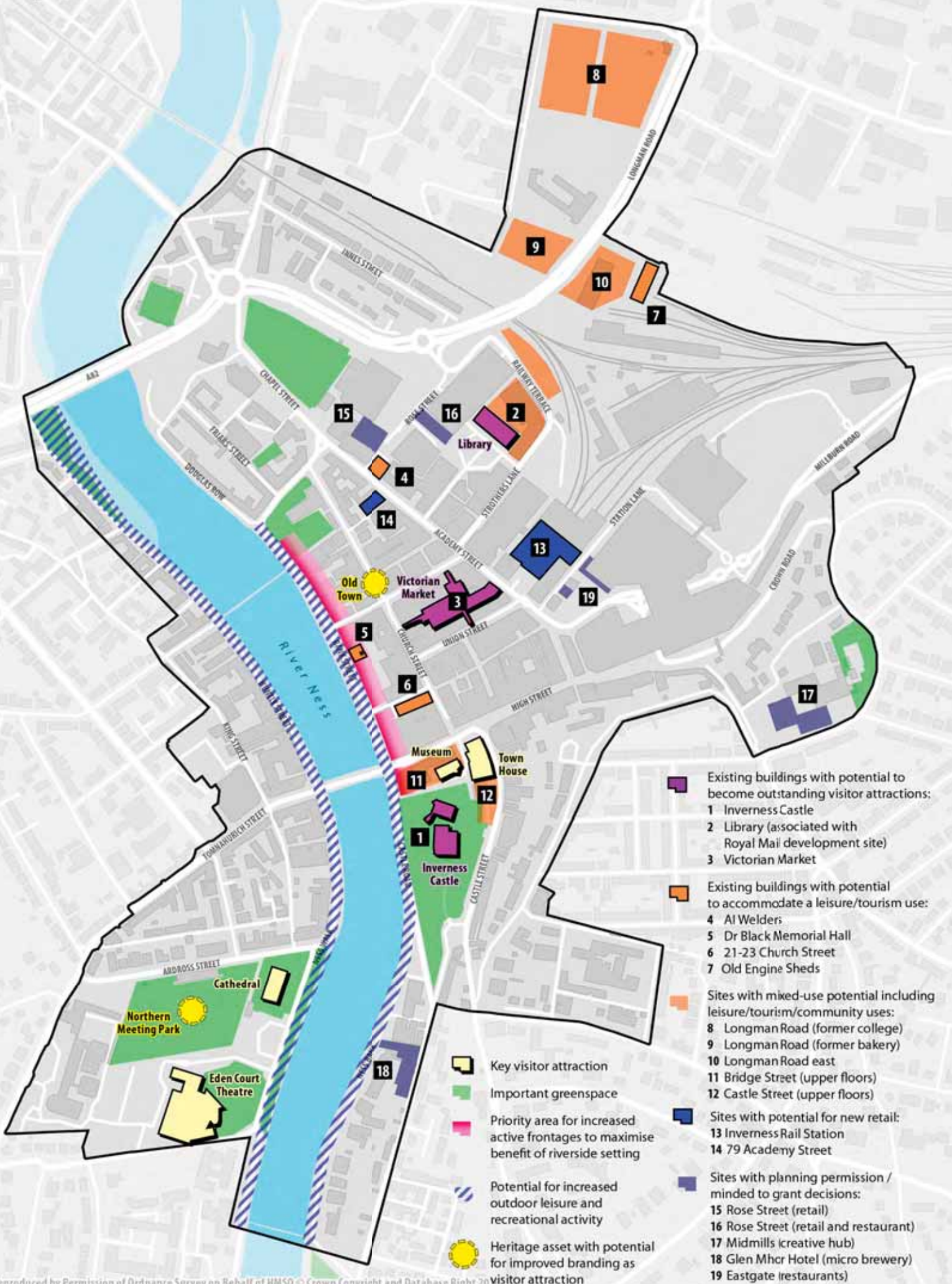


1-17 Union Street.



A. I. Welders and The Phoenix, Academy Street.

Map 4.1: A Great Place to Visit



OUTCOME: In 2030 our internationally-acclaimed tourist destination is best known for showcasing Highland culture and hospitality with a lively shopping core and leisure and recreational activities that attract local, national and international visitors.

4.1 People visit Inverness city centre for a wide variety of reasons. The city centre is a market place and focal point for local commercial and leisure activity, in addition to a regional hub that meets the service, retail and business needs of the Highlands and Islands. It is also a key tourist destination accommodating almost 900,000 visitors per year. While a significant majority of tourists come from other parts of the UK, Inverness is the third most popular city in Scotland for overseas visitors, and 14th in the UK. Between 2012 and 2014 the Highlands experienced a 3% rise in tourist numbers. In summer 2016 Inverness hotels reached their highest ever occupancy rate of 96%. Despite this tourists stay, on average, just 1.8 days in the city centre. Widening the range of attractions is likely to incentivise them to stay longer. There is also significant scope to increase local and visitor awareness of important city centre assets such as Eden Court Theatre, the north of Scotland's largest arts centre, and the Victorian Market, Old Town, River Ness and Northern Meeting Park as well as destinations within easy walking or cycling distance such as Ness Islands, Inverness Botanic Gardens, the Marina, Caledonian Canal and Merkinch Nature Reserve.

4.2 People's reasons for visiting the city centre are changing. For at least a decade city centre shopping habits have been affected by online retailing and peripheral commercial centres, while leisure demand has increased the number of restaurants and bars. Council monitoring from 2014-2016 shows an increase in shop vacancy rates (from 11.2% at October 2014 to 14.8% at June 2016). Many national retailers, however, have maintained their city centre presence. In common with city and town centres across Scotland, Inverness faces a challenge to diversify its mix and pattern of uses to offer choice and convenience to people of different ages and abilities, at different times of day. The Victorian Market has potential for sensitive renovation and night time uses. A coordinated change to retail opening hours could increase vibrancy, particularly for visitors returning from daytime excursions. Greater diversity of retail outlets could attract footfall particularly in the Old Town, which has significant potential to accommodate niche independent units.

4.3 Recent consultations on city centre regeneration highlighted keen public interest in redevelopment of key sites, in particular Inverness Castle, to create new visitor and cultural attractions. In April 2017 the Castle's North Tower opened as a visitor attraction and viewpoint. This Council-funded project attracted over 22,000 visitors in its first season. In December 2015 the Scottish Courts and Tribunals Service confirmed it will vacate the Castle by 2019 and since then, City-Region Deal funding has been secured to support its transformation into a significant new visitor attraction. City-Region Deal funding will also enable free city centre WiFi, supporting businesses and facilitating access, via hand held devices, to information about attractions, events and wayfinding. Wayfinding is the term used for signs, maps and other devices that convey information about location and directions to visitors and residents.

4.4 Recent and planned investment in retail and leisure attractions include: a £1M refurbishment of the Victorian Market's roof, windows and heating system by the Inverness Common Good Fund; planning permission to develop a creative hub, including artists' studios at the listed Midmills building; and planning permission to develop four new restaurants surrounding Falcon Square. The city centre is also gaining recognition for night time activity such as restaurants, craft beer bars established or in the pipeline, and music venues.



What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Promote redevelopment of key city centre sites to create outstanding visitor and cultural attractions.
- Make the most of existing assets and attractions, such as the Old Town, Inverness Castle, the Victorian Market, Northern Meeting Park, River Ness and Ness Islands to grow the city centre's reputation as a great place to visit.
- Facilitate leisure activities and events that attract local, UK and international visitors.
- Support the development of high quality tourist accommodation.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Attracting footfall

V 1

Retail and other uses that generate footfall which attract visiting members of the public remain the preferred ground floor land use for the city centre, with the exception of sites allocated for alternative uses in the IMFLDP.

Increasing 24/7 activity

V 2

Proposals that promote 24/7 city centre activity, including extended opening hours, will be supported where neighbouring residential amenity can be respected.

Inverness Castle

V 3

Adaptive re-use of Inverness Castle should accord with placemaking principles and site specific guidance set out in Section 7 and Appendix A to create an outstanding new visitor attraction of international calibre.

Other visitor attractions and facilities, leisure, retail and community uses

V 4

Proposals for new retail, leisure, community and tourism uses will be supported in key opportunity sites identified on Map 4.1 and at other locations that will enhance visitor experience providing they accord with criteria for adaptive re-use and re-development and placemaking principles set out in Section 7, and site specific guidance set out in the appendices.

Riverside activity

V 5

Proposals that attract footfall to the riverside will be supported provided they: safeguard or increase active frontages⁽⁴⁾, or make use of spill-out⁽⁵⁾ or event space that promotes outdoor activity; respect neighbouring residential amenity; avoid any negative impact on the local environment; and respect pedestrian and cycle desire lines.

Action

Inverness Castle

1. Progress plans to develop a substantial new international calibre visitor/cultural attraction at Inverness Castle.

Shopping

2. Reinforce the identity of the Old Town as a discrete visitor attraction, building on its historic character and capacity to accommodate independent shops, niche businesses and unique leisure destinations.
3. Diversify the city centre shopping experience, with a particular focus on independent outlets in the Old Town.
4. Establish a city centre awards scheme that enhances overall service standards and improves the customers' experience.

Victorian market

5. Partnership working through the Victorian Market Stakeholder Group to identify ways to sustain and improve the economic viability of the market and attract increased footfall.

City centre WiFi

6. A public Wi-Fi service for Inverness city centre in 2017 will boost its profile as a connected and smart city and promote information about attractions and events.

4 A building frontage that contains uses that promote activity on the street, often featuring high levels of transparency and/or frequently spaced windows and doors.

5 A contained area for seating/tables that enables activity from a restaurant, café or pub to spill out onto a pavement or open space.

4 A Great Place to Visit

River trail

7. Map and signpost the river digitally and physically by late 2017, as part of the River Ness Flood Alleviation Scheme Public Art Project.

Northern Meeting Park

8. Enable wider access to Northern Meeting Park for sporting, leisure and recreational activity.

Retail vacancy monitoring

9. Continued annual monitoring of retail vacancy rates to inform decision-making on land use and regeneration.

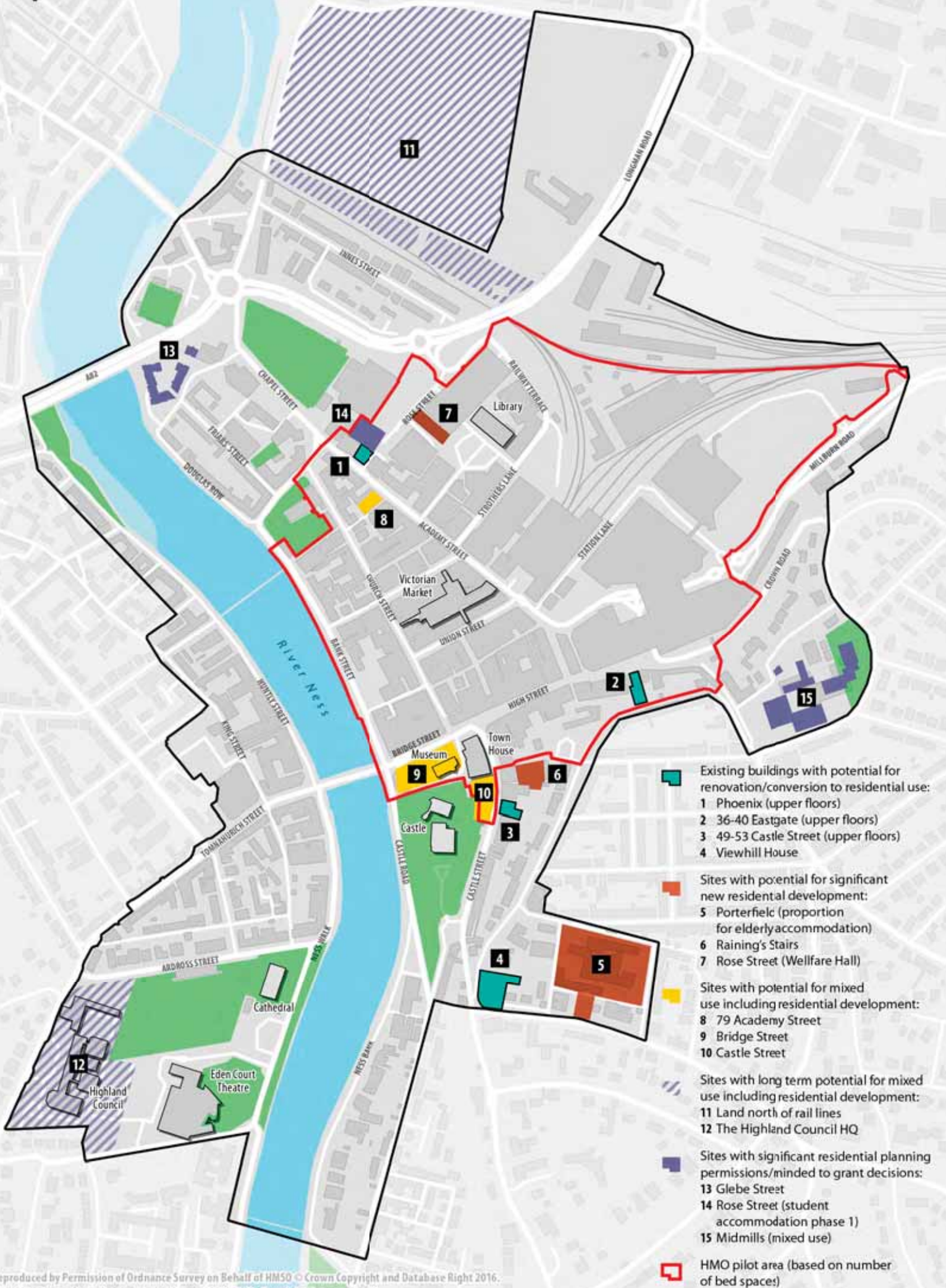
Events industry

10. Ongoing partner-ship activity to attract visitor, cultural and sporting events that deliver significant economic benefits for the city centre including sporting events (such as Etape Loch Ness; Scottish Open Golf Championship, conferences and seasonal activity such as the largest free Hogmanay concert in the UK). Partnership-activity will also promote temporary use of buildings and sites by creative, cultural and community organisations.





Map 5.1: A Great Place to Live



- Existing buildings with potential for renovation/conversion to residential use:
 - 1 Phoenix (upper floors)
 - 2 36-40 Eastgate (upper floors)
 - 3 49-53 Castle Street (upper floors)
 - 4 Viewhill House
- Sites with potential for significant new residential development:
 - 5 Porterfield (proportion for elderly accommodation)
 - 6 Raining's Stairs
 - 7 Rose Street (Wellfare Hall)
- Sites with potential for mixed use including residential development:
 - 8 79 Academy Street
 - 9 Bridge Street
 - 10 Castle Street
- Sites with long term potential for mixed use including residential development:
 - 11 Land north of rail lines
 - 12 The Highland Council HQ
- Sites with significant residential planning permissions/ minded to grant decisions:
 - 13 Glebe Street
 - 14 Rose Street (student accommodation phase 1)
 - 15 Midmills (mixed use)
- HMO pilot area (based on number of bed spaces)

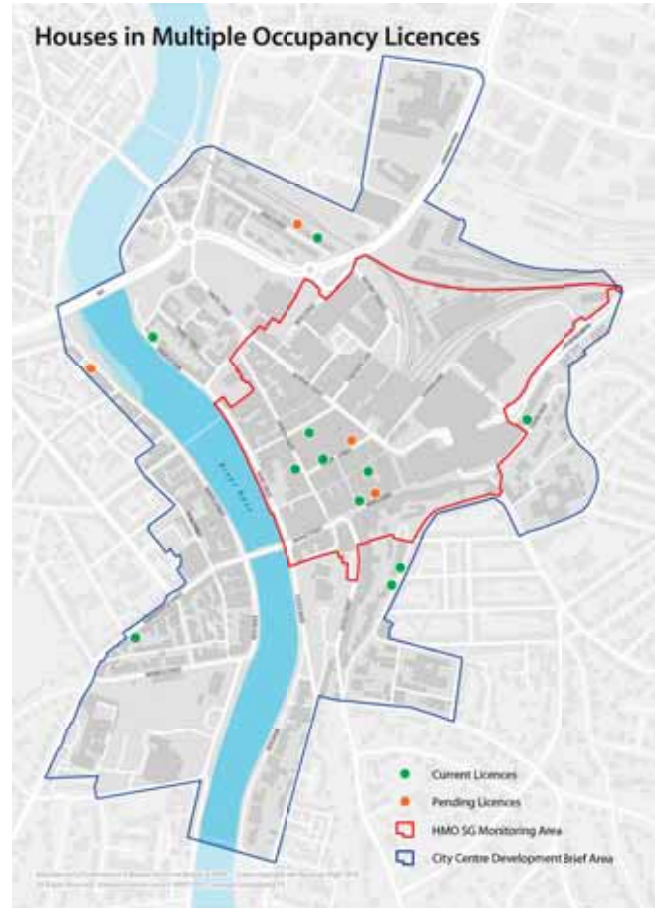
OUTCOME: In 2030 the city centre is a thriving, desirable place to live, supporting a diverse, socially-inclusive community that enjoys convenient access to services, public transport, greenspace and recreational facilities.

5.1 People living in the city centre play a key role in achieving a successful, thriving place. In addition to using shops and services, they also contribute to caring for its environment, safety and security. The population of Inverness city centre has risen by 38% in the last decade and demand for accommodation, particularly social rented accommodation, remains high.

5.2 Current growth projections for the city of Inverness indicate a requirement for more than 10,000 new homes over the next 20 years. Some of this demand could be met by new development in the city centre and by bringing vacant upper floors into residential use. Map 5.1 identifies a range of appropriate housing sites. The cost of repairing and renovating a city centre property to current regulatory requirements can be prohibitively expensive. The Council’s Housing team is interested in hearing from property owners wishing to access funding to bring property up to a suitable affordable housing standard, or assist the Council or a partner organisation to purchase properties and bring them into affordable housing use.

5.3 Measures that could incentivise housing development include:

- exempting the affordable housing Developer Contribution where a redundant property is converted or brought back to residential use (as set out in Section 8); and
- the potential to relax parking requirements (as set out in Section 6).



Map 5.2 Location of HMOs in the Development Brief area.

Area	No. HMO Licences		No. HMO Bed Spaces		Area Population	Proportion of Population Residing in HMO	Forecasted Proportion of Population Residing in HMO ⁽¹⁾
	Current	Pending	Current	Pending			
ICCDB Boundary (Blue)	11	4	103	150	1796	5.7%	8.1%
HMO SG City Centre Monitoring Area (Red)	5	2	67	99	519	12.9%	18.0%
Central 3 Census Output Areas for Inverness Old Town	5	2	67	99	240	27.9%	36.4%

Table 5.1 HMO City Centre Concentrations.

1. Based on the assumption that all currently pending HMO licence applications and associated bed spaces are consented.

5 A Great Place to Live

5.4 There is a need to diversify the mix of city centre housing. In the last decade affordable housing accounted for almost 25% of all homes built in city centre. A number of recent planning permissions could vary the housing mix, including housing for the elderly at the former Inverness College Midmills campus, private housing development at Glebe Street and student housing at Rose Street.

5.5 Some parts of the city centre feature a disproportionately high concentration of large Houses in Multiple Occupancy (HMO). A HMO exists is where three or more people share a flat who are not all members of the same family, or where six or more people share a house. Small HMOs are an important element of the city centre's rented housing stock, accommodating a wide range of tenants including those on low incomes, young workers and students.

5.6 In order to encourage a broader mix of housing tenure, this Development Brief is piloting a scheme to manage the proportion of the city centre's population living in large HMOs. HMO concentrations in a specified area are currently monitored by assessing the number of HMO licences against the total number of homes. The Council's [HMO Supplementary Guidance](#)⁽⁶⁾ (HMO SG) states that the guidance will be reviewed if the concentration of HMOs reaches 10% of all homes.

5.7 A recent review of city centre HMOs by bed space found an over-concentration of people living in large HMOs in parts of the city that have relatively few homes. The findings of this review are presented in Table 5.1. The analysis took account of existing and anticipated HMO licences⁽⁷⁾, planning permissions, recent housing completions, Council tax address points and 2011 Census data. The review identified that the proportion of people living within HMOs in the city centre (the blue line boundary in Map 5.2) remains relatively low at 5.7%. Within the HMO SG Monitoring Area (the red line boundary) this percentage increases to 12.9%, with concentrations peaking at 27.9% in three Census Output Areas in the Old Town.

5.8 To avoid further concentrations of large HMOs in the city centre, the Council has introduced a pilot cap on new planning permissions for HMOs within the red line boundary on Map 5.2. The cap has been introduced through this Brief and consists of a percentage threshold (13%) of HMO bed spaces relative to the area population. Exemptions include:

- small scale HMO of five or less people sharing a flat or six people sharing a house; or
- purpose built student accommodation (where occupancy restrictions will apply).

5.9 The findings of this pilot will inform the future update of the HMO Supplementary Guidance.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Enable more people to live in the city centre to support a healthy, diverse and strong community.
- Attract investment in the existing building stock by easing barriers to conversions to alternative uses, including residential.
- Encourage a broader mix of tenure that includes piloting a scheme to manage the proportion of bedspaces in Houses in Multiple Occupancy (HMO).

6 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/6

7 All figures quoted reflect both HMO licenced premises and those with pending licence applications as of July 2016.

Criteria for development

In determining planning applications for development in the city centre, the Council expects the following issues to be reflected and incorporated into development proposals:

Residential Development

L 1

Proposals for new residential development will be supported at key opportunity sites identified on Map 5.1 and at other locations suited to residential use, including vacant or underutilised upper floors, providing they accord with criteria for adaptive re-use and re-development and placemaking principles set out in Section 7, and site specific guidance set out in Appendix A.

Affordable Housing - Exemptions for Conversions

L 2

City centre conversions to residential use (for up to 10 homes) are exempt from affordable housing developer contributions.

L 3

Proposals for new build homes (4 or more) and large conversions (10 or more homes) are subject to [HwLDP^{\(2\)}](#) Policy 32: Affordable Housing, which requires contributions towards affordable housing provision at a rate of no less than 25%. Contributions will be subject to market and site conditions, taking into account the financial viability of the proposal and other planning obligations.

HMO in City Centre

L 4

Planning applications for new HMO will not be permitted in the HMO Supplementary Guidance city centre monitoring defined boundary (red boundary on Map 5.2) where the proposal will result in over 13% of the population of this area residing in an HMO.

Exceptions to this include:

- small scale HMO of 5 or less people sharing a flat, or six people sharing a house; or
- purpose built student accommodation, where occupancy restrictions will apply.

Action

Residential Development

1. Continue to work with developers to facilitate delivery of residential development in the city centre.

Affordable Housing

2. Continue to work with affordable housing providers to deliver affordable housing developments in the city centre.

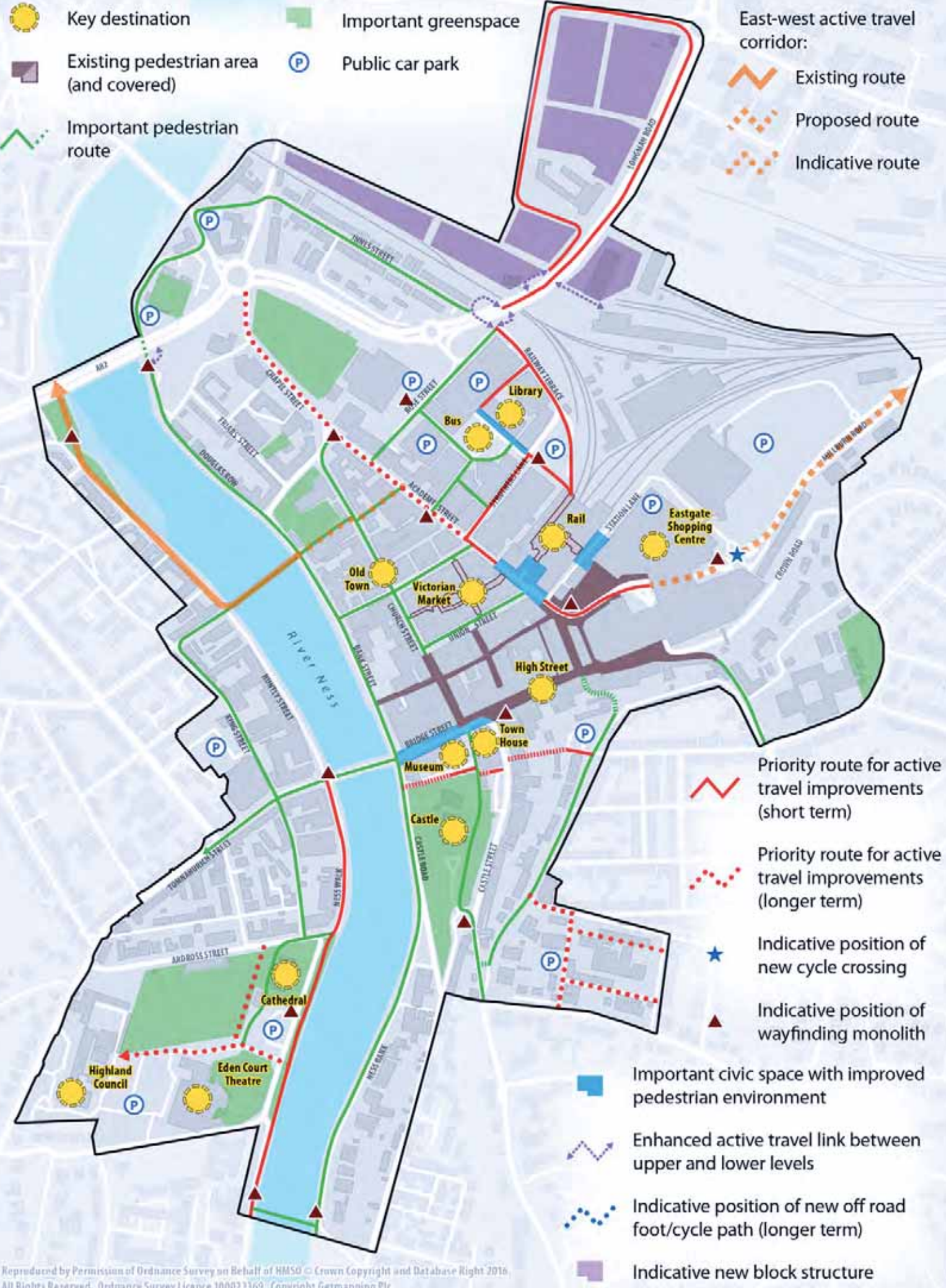
HMO Supplementary Guidance

3. Monitor impact of HMO pilot within the city centre with the intention to review the HMO Supplementary Guidance within the next 2-3 years.





Map 6.1: Accessible, Easy and Safe to Move Around



OUTCOME: In 2030 A network of safe, attractive routes gives clear priority to walking, cycling and use of public transport, enabling people of all-abilities to move comfortably while ensuring efficient access for vehicles, including parking.

6.1 Movement and access play a key role in making Inverness city centre a great place to live, work and visit. For the time being the city's road network provides a limited number of connections for vehicles crossing the city, resulting in significant congestion at peak times in certain locations. When completed in 2020, the city's new West Link is expected to reduce city centre traffic congestion. The Council will monitor and report on the impact of West Link on both motorised and non-motorised travel patterns, comparing predicted and actual effects of the development. A reduction in traffic should also help to improve air quality issues in the city centre, as explained in Section 7, para 7.4.

6.2 The Council is collaborating with Abellio Scotrail and HITRANS to improve the passenger experience at Inverness Railway Station. The annual volume of rail passenger journeys to, from and through Inverness Railway Station exceeds 1.3 million, demonstrating that it is a vital gateway for commuters, employees, residents and visitors. Abellio Scotrail plans to invest up to £2M on station improvements by 2019. There is also potential to expand the significant volume of bus passenger journeys to and from the city centre (currently 3.3 million trips per annum).

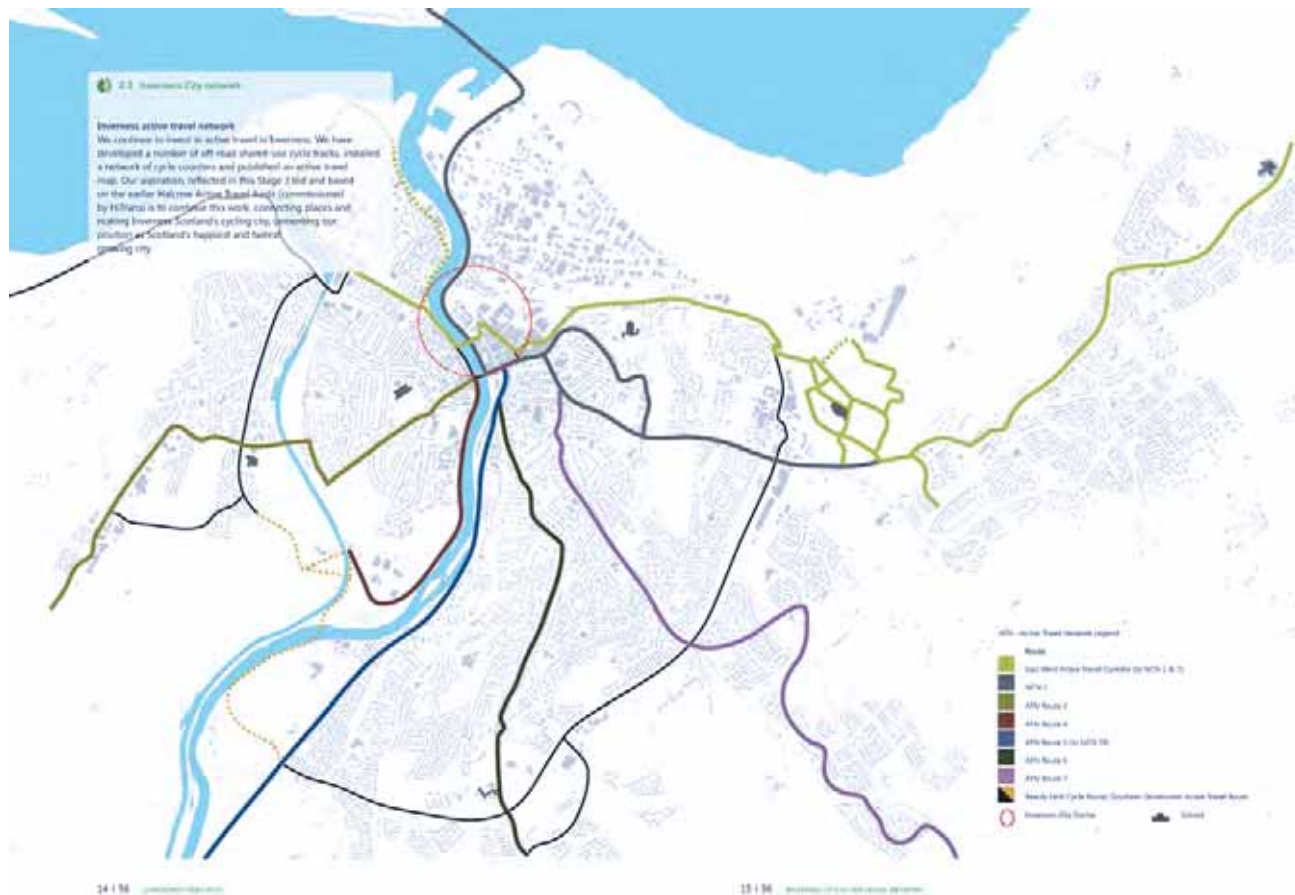
6.3 A reduction in traffic combined with an expansion in rail travel will increase opportunities to improve the environment for active travel and public transport and make the city centre 'car light'. Active travel involves walking or cycling as an alternative to motorised transport. Inverness already boasts one of the best track records for commuter cycling in Scotland. Over 5% of commuters in three city wards (Ness-side, Central and Millburn) travel to work by bike, placing these amongst the Top 10 wards in Scotland for cycle commuting. In 2014 a new active travel route was completed connecting Millburn Road with Inverness Campus at a cost of £0.73M.

6.4 More work is needed to convert short journeys (less than two miles) by car into walked or cycled trips. Map 6.1 identifies how this Brief will expand the network of safe, attractive walking and cycling routes in the city centre and promote use of public transport. In September 2017 the Minister for Transport and the Islands announced that the Highland Council had been awarded a grant of £6.5M, from Transport Scotland funds, to deliver the ambitious Inverness City Active Travel Network (ICATN) that connects all of the city's communities with the centre, as well as developing several seamless and segregated cycle-friendly routes. One objective of the ICATN is to facilitate the Scottish Government target for doubling cycling to 10% of everyday journeys by 2020 through substantially improving conditions for active travel by transforming the environment for these modes even beyond what has already been achieved.

6.5 Recent significant investment in streetscape and public realm improvements has improved the walking environment in the Old Town and along the River Ness. There is still scope, however, to improve walking and cycling routes on Academy Street and Bridge Street and surrounding the rail and bus stations. A second Transport Scotland-funded study commenced in October 2017 to enhance access by foot and bike to Inverness Railway Station via its three entrances and their connecting routes to the city centre. Led by HITRANS, this study involves community engagement, feasibility and design.

6.6 A draft city centre wayfinding strategy is in preparation and expected to undergo public consultation in early 2018. When finalised the strategy will provide a template for all new signage systems, maps and other devices conveying information about location and directions to visitors and residents in Inverness city centre.

6 Accessible, Easy and Safe to Move Around



Picture 6.1 Inverness City Active Travel Network.

6.7 While opportunities may arise in the longer term to make better use of Farraline Park as a civic space⁽⁸⁾ and enhance the setting of the A listed Library, the short-to-medium term objectives are to enhance bus access via the requirement for a new street linking Rose Street to the bus station, (as shown in Appendix A, Site 2) and improve the pedestrian route linking the rail station to the bus station and Rose Street multi storey carpark.

6.8 Good access to public transport can encourage people living or working in the city centre to avoid owning or using a car. There is therefore scope to adjust parking requirements for new development below those recommended in Council guidelines if proposals can demonstrate a high level of good quality, non-car accessibility.

6.9 The availability of well-located, convenient car parking plays a significant role in sustaining the vitality and vibrancy of the city centre. In 2015 a comprehensive assessment of existing parking provision found that, while there is variation in demand and occupancy levels between different areas, there is a sufficient capacity of car park spaces across the city centre.

6.10 Expanding the range of leisure and visitor attractions within walking and cycling distance of the city centre will contribute to making it a great place to live, work and visit. The proposed new wayfinding strategy will signpost destinations such as Ness Islands, Inverness Botanic Gardens, the Caledonian Canal and Merkinch Nature Reserve, and National Cycle Network Route 1, which passes Inverness Port and Marina. The potential to create a new mixed use neighbourhood between Longman Road and the River Ness, as shown on maps 3.1 and 5.1, represents an important opportunity to extend the riverside as an attractive walking and cycling corridor.

⁸ An urban square or other hard surfaced area designed to prioritise pedestrian movement, whose primary purpose is to provide a setting for civic buildings, community activity or public gathering.

What else needs to happen to achieve this outcome?

The priority for this Brief is to widen the range of choices for people of all-abilities travelling to and through the city centre by making it more convenient to walk, cycle and use public transport, particularly for short journeys, than it is to use a car.

Criteria for development

In determining planning applications for development in the city centre, the Council will expect the following issues to be reflected and incorporated into development proposals:

Sustainable and active travel

A 1

Development on or adjacent to a priority route for active travel improvement or enhancement, as specified in Map 6.1, should integrate with this route and facilitate its creation.

A 2

Development should take account of opportunities to promote new or enhanced infrastructure for walking and cycling, that:

- promotes safe, attractive routes for cyclists and all pedestrians, including disabled people
- contributes to the delivery of a high quality public realm
- includes high quality, fit-for-purpose cycle parking and storage
- accords with guidance set out in [Cycling by Design 2010^{\(9\)}](#) (Revision 1, June 2011).

To promote a sense of safety, new frontages adjacent to active travel routes should feature high levels of transparency, including frequently spaced windows and doors.

A 3

Where relevant, development should support the implementation of the Inverness City Centre Wayfinding Strategy (in preparation).

A 4

Where appropriate, contributions will be sought towards enhancement or provision of active travel improvements, including walking and cycling infrastructure, wayfinding components and/or improved connectivity to public transport (as set out in Section 8 Developer Contributions).

9 https://www.transport.gov.scot/media/14173/cycling_by_design_2010__rev_1__june_2011_.pdf

6 Accessible, Easy and Safe to Move Around

Inverness Railway Station

A 5

Alterations and improvements to Inverness Railway Station should accord with site-specific guidance set out in Appendix A, Site 1, including measures to: improve station entrances for pedestrians, cyclists and disabled people; enhance Station Square; refurbish the concourse; expand commercial and retail opportunities; improve walking routes between the Station and the Victorian Market, bus station and Rose Street car park.

Parking

A 6

The following issues will be taken into account in identifying the appropriate level of on-site parking provision:

- the specific needs of the development;
- its distance from the Rail Station and main bus hubs;
- opportunities for cycle parking;
- wider regeneration benefits that such development will bring to the city centre; and
- whether it is appropriate for the Council to secure a commuted payment towards the enhancement of alternative parking locations.

Action

Sustainable Travel

1. Continue to promote new or enhanced active travel links between key destinations and important development sites within the city centre that are pedestrian friendly and cycle friendly and cater for disabled people.
2. Develop and implement a city centre wayfinding information strategy that maps suitable locations for at least eight monoliths and associated finger signs, including the removal/reuse of existing signage as appropriate.
3. Promote safer crossing points for pedestrians and cyclists by managing vehicular movements appropriately and reconfiguring streets at the following locations:
 - Academy Street at Station Square;
 - Strothers Lane linking Inverness Railway Station to Farraline Park;
 - Millburn Road at junction leading to Inverness Railway Station; and
 - Bridge Street at junction with Church Street and Castle Wynd.
4. Undertake feasibility studies into:

6 Accessible, Easy and Safe to Move Around

- The creation of an Active Travel Hub in the city centre (which consists of facilities and routes to support cycling, walking and public transport use as an alternative to the car) and a satellite hub at Inverness Campus; and
- The introduction of an Electric Vehicle charging network for Inverness capable of supporting buses, taxis and private cars.

Inverness Railway Station

5. Partnership working between The Highland Council, Abellio Scotrail and HITRANS to identify appropriate mechanisms and funding sources for investment in Rail Station enhancements.
6. Develop comprehensive programme of upgrading and improvement work leading to min £2M investment in Station enhancement.
7. Secure Townscape Heritage funding (£320K) for improvements to the public realm at Station Square.

Parking

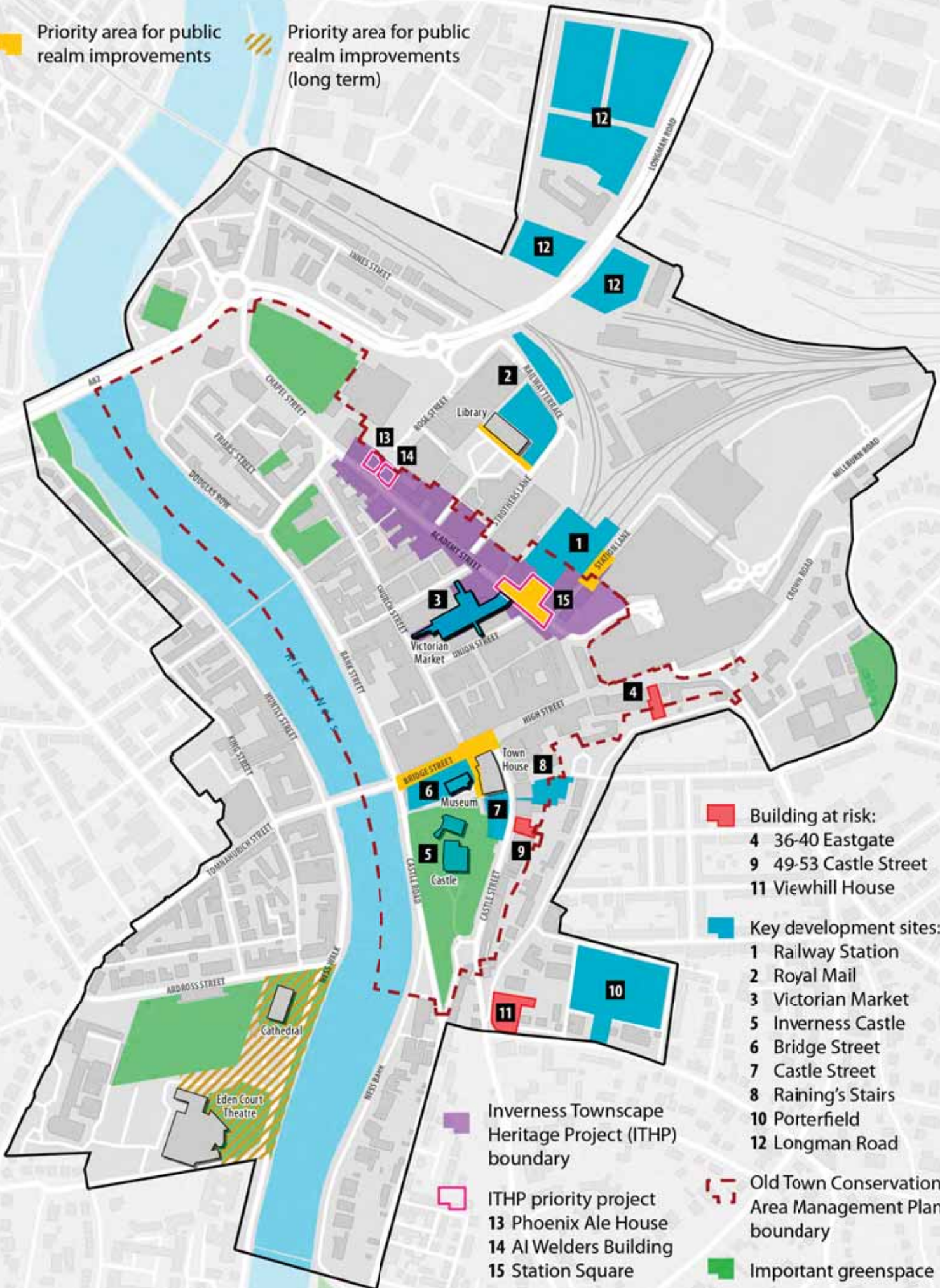
8. Promote measures that lower individual parking requirements for major new development, such as bike-share schemes, bike hire facilities, and the recently established city Car Clubs⁽¹⁰⁾. Engage with Car Club operators to develop appropriate ways to increase uptake, including monitoring demand.
9. Promote increased levels of conveniently-placed, high quality cycle parking, including secure lockers for expensive bicycles or loaded touring bicycles. Provide for non-standard bicycles such as tandems, trikes and cargo bikes. Consider Pay & Display cycle parking and Season Permits for commuters.



10 A membership organisation that enables people to have access to and share use of cars.

Map 7.1: Distinctive and Attractive

- Priority area for public realm improvements
- ▨ Priority area for public realm improvements (long term)



- Building at risk:
 - 4 36-40 Eastgate
 - 9 49-53 Castle Street
 - 11 Viewhill House
- Key development sites:
 - 1 Railway Station
 - 2 Royal Mail
 - 3 Victorian Market
 - 5 Inverness Castle
 - 6 Bridge Street
 - 7 Castle Street
 - 8 Raining's Stairs
 - 10 Porterfield
 - 12 Longman Road
- Inverness Townscape Heritage Project (ITHP) boundary
- ITHP priority project
 - 13 Phoenix Ale House
 - 14 AI Welders Building
 - 15 Station Square
- Old Town Conservation Area Management Plan boundary
- Important greenspace

OUTCOME: In 2030 Inverness takes pride in being a high quality city centre that celebrates and safeguards its unique combination of natural, cultural and built heritage, in particular its historic river setting.

7.1 Inverness city centre is distinguished from every other city in Scotland by a unique combination of built heritage and visual and physical links to areas of outstanding natural beauty.

7.2 Promoting a distinctive and attractive city centre involves safeguarding and showcasing what already makes Inverness special and ensuring that new development complements the city's most important assets – the river and its relationship with the city, views to and from Castle Hill, and the historic character of shops, streets and spaces. The appearance of buildings, streets and spaces, how they are used, and their role in enhancing the look and feel of the city centre are key to creating a great place to live, work and visit.

7.3 In common with city and town centres across Scotland, the physical environment of Inverness city centre faces a range of challenges that inform the priorities for this Development Brief. The character of some streets and spaces is undermined by traffic movement, a poor pedestrian environment or permanent storage of waste bins. A number of prominent properties lie vacant or underutilised and there is a general lack of investment in older buildings. Historic shopfronts have been unsympathetically altered or replaced and some blocks feature post-war buildings whose scale, form and materials have little regard for surrounding historic fabric. In some areas there is a shortage of publicly accessible greenspace, trees and planting.

7.4 Poor air quality has an impact on people's health. Within Inverness city centre air quality is generally good with the exception of one small area at the junction of Academy Street and Queensgate where pollutant level have been found to be higher than UK Air Quality Strategy objective values, identified in Map 7.4. The Council has declared this area to be an Air Quality Management Area and prepared a Draft Air Quality Action Plan (AQAP) aimed at reducing air pollution and avoiding negative health impacts. This Brief complements and is helping to achieve a number of specific measures put forward in the Draft AQAP by:

- Further encouraging active travel and enhancement of train station and cycle parking (Section 6: *Accessible, Easy and Safe to Move Around*).
- Actively promoting low emission vehicle charging points (Section 6, Action 4).
- Identifying circumstances where an Air Quality Assessment will be required (this Section, Development Criterion D9).

7.5 Recent consultations on city centre priorities highlighted keen public interest in realising the full potential of the River Ness as a scenic, historic and recreational resource that distinguishes Inverness from every other city in Scotland. To do so, the riverside requires more active frontages, more potential to accommodate activity and events, and clear, convenient walking links between here and other key destinations. When completed in 2017, the River Ness Public Art Project will draw attention to the river and enhance its recreational value. This will be backed up, in due course, by improvements to city centre wayfinding, including signs, maps and other devices that give information about location and directions to visitors and residents.

7.6 Public feedback also prioritised the development of Academy Street and its surroundings. The Inverness Townscape Heritage Project was launched in September 2015 to invest £3M over five years in regenerating buildings and shopfronts on Academy Street through a grant scheme for repair and restoration of historic fabric. Map 7.2 identifies the project boundary and priority projects.

7.7 Recent Council investment in safeguarding and showcasing the city centre's built and natural heritage includes: £4.2M on repairing and conserving the external fabric of Inverness Town House, due for completion in 2021; conversion of the North Tower of Inverness Castle from office space to visitor attraction for completion by Easter 2017; and £0.75M on the delivery of six public art projects in association with the recently completed River Ness Flood Alleviation Scheme.

7 Distinctive and Attractive

7.8 The principles and criteria for new development set out in this section take account of recommendations in three recent reports: [Inverness Old Town Conservation Area Management Plan](#)⁽¹¹⁾ (adopted March 2015); Inverness Academy Street Placemaking Study (2015), which identified issues and options for improving the public realm on Academy Street and surrounding Inverness Railway Station; and [Approaching Inverness](#)⁽¹²⁾ (2016), planning guidance to enhance the character and quality of the main public approaches to the city.

What else needs to happen to achieve this outcome?

The priorities for this Brief are to:

- Promote:
 - re-use of neglected or under-used heritage buildings and spaces;
 - re-development of other properties where uses are not viable;
 - more diverse use of the riverside, including an increase in active frontages;
 - high quality shopfronts and signage;
 - a vibrant, attractive public realm; and
 - innovative solutions for waste storage and collection.
- Enable innovative, high quality, contemporary design through the application of placemaking principles to all new development.
- Facilitate delivery of the Inverness Townscape Heritage Scheme.
- Support delivery of the Council's Draft Air Quality Management Plan.

11 http://www.highland.gov.uk/info/192/planning_-_listed_buildings_and_conservation_areas/167/conservation/4

12 http://www.highland.gov.uk/download/downloads/id/16291/strategy_and_design_guide_-_part_1.pdf



Map 7.2 Inverness Townscape Heritage Project: boundary and projects



Map 7.3 Air Quality Management Area



Inverness Townscape Heritage Project Priority Project: 96-104 Academy Street (A.I. Welders).



Inverness Townscape Heritage Project Priority Project: 106-110 Academy Street (The Phoenix).

7 Distinctive and Attractive



Inverness Townscape Heritage Project Priority Project: Station Square (Makar, 2015).



Illustration from Placemaking Study (2015) exploring options for improving the public realm surrounding Inverness Railway Station (WMUD, 2015).

Criteria for development

In determining planning applications for development in the city centre, the Council will expect the following issues to be reflected and incorporated into development proposals:

Adaptive re-use and re-development

D 1

Development of sites with underused or neglected heritage assets that have potential to create new landmarks and provide a focus for activity will be supported provided this demonstrates sensitive conservation and re-modelling of buildings and space.

D 2

Re-development of sites where current uses may not be viable and where the building or the space around it has no heritage value and is of poor design or otherwise inappropriate will be supported provided this will be replaced by a high quality development that makes a positive contribution to the visual and spatial character of the surrounding area.

Placemaking

D 3

All new development should accord with the key place-making principles set out in Table 7.1, which address: impact on key views; appropriate height, scale and massing; building design; block structure and permeability; frontages; elevational treatment; materials and colour; access and servicing; public realm design; open space; green infrastructure; trees; and planting.

D 4

Development on the following sites (identified on Map 7.1) should accord with the site specific guidance set out in Appendix A:

Station Quarter

1. Inverness Railway Station
2. Royal Mail
3. Victorian Market
4. 36-40 Eastgate

Castle Hill

5. Inverness Castle
6. Bridge Street
7. Castle Street
8. Raining's Stairs
9. 49-53 Castle Street

Crown

10. Porterfield
11. Viewhill House

Eastern Gateway

12. Longman Road

Public Art

D 5

Significant developments must incorporate public art in line with the Council's Public Art Strategy: Supplementary Guidance, which should not be restricted to statues or sculptures. Instead, consideration should be given to incorporating public art at an early stage in the design of building features and external works such as external lighting, street furniture, planting, surfaces and boundary treatments. Siting and design should have regard for the access needs of disabled people.

Shopfronts, signage and advertising

D 6

The alteration, reinstatement or improvement of a shopfront should accord with the Council's Shopfront and Signage Guidance (in preparation).

Waste storage and collection

D 7

Suitable, sufficient waste collection points and off-street bin storage must be provided at ground floor level. Storage areas must have adequate capacity to service the development and meet Council requirements for disposal of refuse and recyclable materials. No refuse or recycling material shall be stored or placed for collection on the pavement or public highway except on day of collection.

Natural heritage and the environment

D 8

Development must safeguard and, where possible, enhance existing important landscape structure and green infrastructure such as street and riverside trees, woodland and escarpments. Development adjacent to, abutting, or within the River Ness must not have a detrimental impact on its environmental condition. Proposals should also give careful consideration to potential impact on the River Moriston Special Area of Conservation and the proposed Moray Firth Special Protection Area.

Air Quality

D 9

Development must give careful consideration to potential impact on air quality within the Air Quality Management Area (as shown on Map 7.4). Proposals for development that are likely to have a detrimental impact on air quality will be required to complete an Air Quality Assessment to demonstrate how such impacts will be mitigated.

Action

Inverness Townscape Heritage Project

1. Until 2020 the Council will continue to promote investment in regenerating the built environment of Academy Street through a £3M grant scheme for repair and restoration of historic fabric.

Redundant heritage assets

2. Prioritise re-development of the following heritage assets by collaborating with property owners and heritage groups to encourage investment and facilitate fundraising: Viewhill; 47-53 Castle Street; 36-40 Eastgate.

Innovative design solutions

3. Support businesses, property owners, developers and building professionals by providing pre-application planning and Building Standards advice, and facilitating design advice through the Inverness Design Review Panel.

Public realm improvements

4. Promote public realm enhancement by identifying appropriate funding sources and securing developer contributions, where appropriate for improvements at, but not limited to, the following locations:
 - Station Square
 - Academy Street
 - Farraline Park (north side)
 - Bridge Street
 - A82 (between Harbour Road and Rose Street roundabouts).

Public Art

5. Invest £0.75M in the delivery of six public art projects associated with the River Ness Flood Alleviation Scheme by 2018.

Waste storage and collection

6. Work with businesses, property owners and developers to develop a city centre waste storage and collection strategy that eliminates the need for permanent on-street storage of refuse and recycling bins.
7. Commence a trade waste pilot project in January 2018 to reduce the amount of trade waste containers on city centre streets.

Key placemaking principles

Why placemaking?

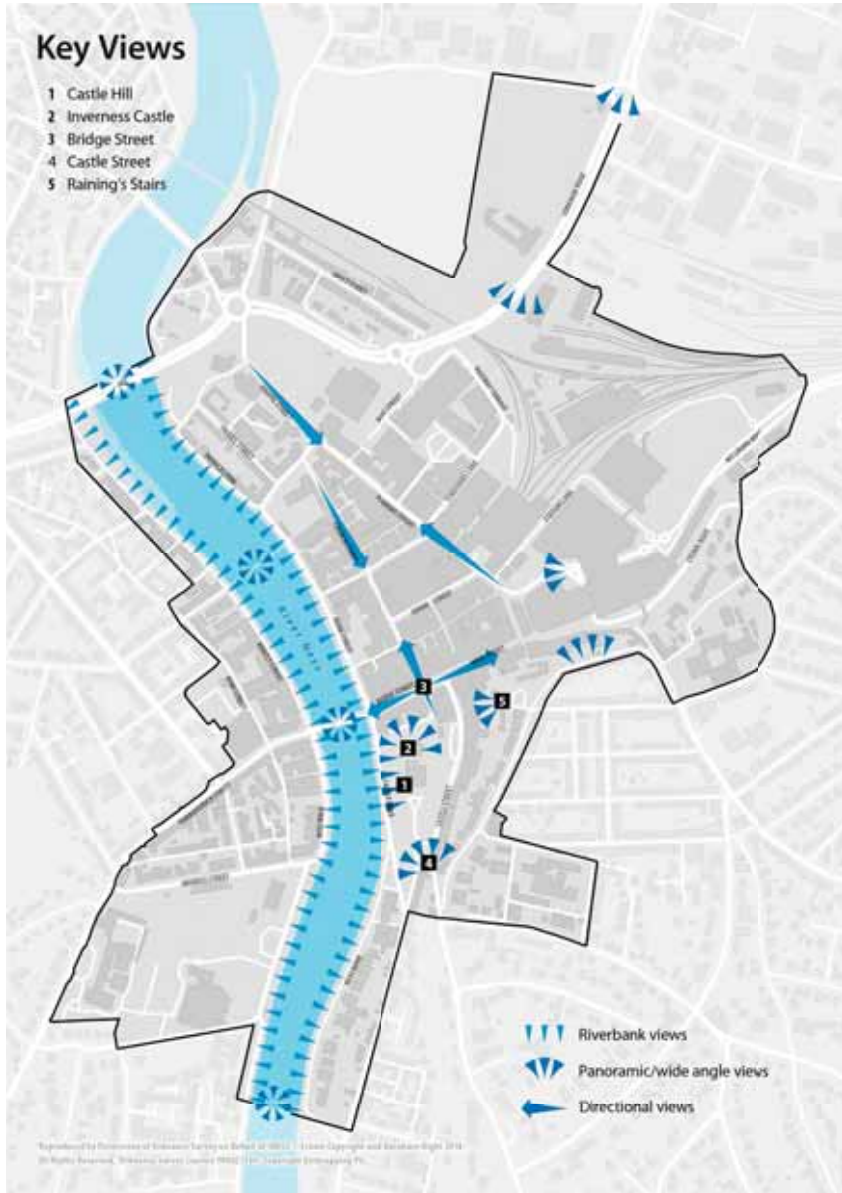
7.9 Scottish Planning Policy defines placemaking as “a creative, collaborative process that includes design, development, renewal or regeneration of our urban or rural built environments.” It encourages the creation of high quality places through a design-led approach that emphasises the importance of the location, layout and design of new development. The planning process contributes to making the city centre a successful place to invest, visit, live, work and enjoy.

7.10 Table 7.1 identifies key placemaking principles to shape the visual and spatial character of new development in the city centre. These focus on increasing the vibrancy of streets and spaces, making the most of our built and natural heritage, and improving connections to and through the city centre, particularly for walking and cycling.

7.11 Appendix A provide site-specific guidance for 12 key development sites addressing issues such as use, height, massing, elevational treatment, and access.



7 Distinctive and Attractive



Map 7.4 Key Views.



The following placemaking principles will be used to assess planning applications for all new development in the city centre, except where site-specific guidance for key development sites identify a need for greater flexibility and/or alternative design requirements.

1. Contextual analysis

Development proposals should be backed up by an illustrated analysis of the city centre context and the rationale for design decisions, such as:

- An analysis of existing visual and spatial character including heights, scale, massing, materials, block pattern, size and structure, permeability, connectivity, and accessibility to key destinations, public transport and active travel routes;
- Options explored, in terms of site layout, impact on townscape and key views, scale and massing, materials, parking, articulation of public/private/semi-private space, open space, public access and connections to surrounding movement networks; and
- 3D images, including photomontage, street elevations and street sections, demonstrating how development will impact its setting including townscape, roofscape and streetscape and key views.

2. Key views

When viewed from key locations within and on approach to the city, the scale, height and massing of development must not obscure or have an adverse impact on key views, as shown on Map 7.5, in particular:

- the city's historic skyline, riverfront, townscape or roofscape;
- sightlines towards Ben Wyvis, the Moray Firth or the Great Glen; or
- the setting of historic buildings and spaces.

3. Historic buildings and spaces

Development must safeguard the setting of the built heritage and retain the character and distinctiveness of heritage assets.

Development impacting on a Listed Building or structure should highlight its importance and be subservient to it in height and scale. Alteration and/or extension of a Listed Building must be justifiable in terms of safeguarding or securing its long-term future and must not harm its special interest. All works to Listed Buildings must demonstrate high quality design and utilise high quality materials.

Opportunities should be taken to use planting/trees to enhance the setting of historic assets.

Alterations to unlisted buildings in a Conservation Area must preserve or enhance the character and appearance of the area.

Where development includes or impinges on a listed building, a scheduled monument or other heritage asset, a conservation statement must be submitted for approval by the Council's Historic Environment Team addressing: how the importance of the asset will be preserved or enhanced; plans for the asset's future management and maintenance; and how relevant design criteria have been met.

7 Distinctive and Attractive

4. Contemporary design

Proposals should demonstrate high standards of contemporary design that is derived from its context and responds appropriately to the site. This does not mean that new build or alterations should mimic historic details or styles. Development should be clearly of its time, avoiding pastiche.

5. Block structure and permeability

Development should preserve and reinforce the existing pattern and scale of perimeter blocks that is a key feature of the city's historic urban fabric. It should promote permeability by maintaining or enhancing the network of active travel routes that are safe, easy to navigate, well-overlooked and well-lit.

Block structure should replicate the existing strong, relatively continuous building lines that define streets and other movement routes. It should ensure that streets and lanes are principally defined by the position of buildings rather than the layout of carriageways for vehicle movement. It should also achieve a clear definition between public, private and semi-private space.

6. Height, scale and massing

Height, scale and massing should be in keeping with and broadly determined by the predominant pattern of adjacent historic urban fabric, in terms of size, volume, proportion and geometry of built form. Roof profile should relate well to the existing roof pitches, ridge heights and patterns of fenestration.

In some circumstances it may be appropriate to achieve additional height using, for example, a recessed top floor, where this can be justified in terms of density and townscape benefit, backed up by contextual analysis.

There will be a presumption against:

- buildings that are out-of-scale with the surrounding townscape or feature one or more large mass of uniform height;
- extensive areas of flat roof (unless merited in townscape terms or to support high quality contemporary design); and
- rooftop plant or other ancillary accommodation that adds height or has a negative impact on surrounding roofscape.

7. Frontages

Development fronting onto busy streets, open space, and routes where footfall is concentrated should feature continuous active frontages comprised of entrances, high levels of transparency and minimal use of blank walls. Fenestration should create clear views from the interior to put 'eyes on streets' and provide pedestrians with a sense of safety. There should be no blank walls at ground floor level. Shopfront and signage design should comply with Criteria for Development D6 (Distinctive and Attractive).

Entrances, including access to upper floor accommodation, should be located so that people come and go directly off the street.

Buildings with long frontages should incorporate entrances at frequent intervals to maximise interaction between street and building.

Activities such as cafes, that spill out into the street are encouraged at sites with appropriate orientation, where pavement or threshold space is sufficiently wide and activity does not interfere with residential amenity.

8. Elevational treatment

Elevational treatment must relate well to the predominant pattern of surrounding historic fabric having regard for existing scale, proportion and geometry, and variations in plot width, architectural rhythm and roof profile.

9. Materials and colour

Building materials should be consistently durable and high quality reflecting the importance of the city centre context and its historic character. They should be in keeping with the historic fabric of the city centre (predominantly sandstone with slate roofs) and sensitive to the surrounding context.

Use of distinctly contrasting materials, such as high quality modern glazing or metal, is appropriate where this is merited in terms of highlighting adjacent historic fabric or supporting high quality contemporary design.

There will be a presumption against:

- uPVC (including rainwater goods, windows, doors, eaves boards, bargeboards and fascias); dry dash; reconstituted stone and slate; and concrete tiles; and
- widespread use of materials that are at odds with the historic fabric of the city centre (such as brick, timber cladding).

Overall colour range should be neutral to complement the predominant colours of city centre sandstone. Intermittent use of accent colour is acceptable. In general, use of brilliant white render is inappropriate.

10. Access

Development should facilitate easy access to and through the city centre for pedestrians, cyclists and disabled people. It should also maximise opportunities to promote public transport use, including, where necessary improvements to the active travel environment linking development to public transport routes.

Important active travel routes should be lined with active frontages providing high levels of natural surveillance to maximise perception of public safety. They should also be well-lit.

11. Parking and servicing

Proposals should include appropriate levels of well-designed, secure cycle parking.

Car Club vehicle parking bays should be prominently located, easy and safe to access.

Parking for privately owned vehicles should be accommodated within perimeter blocks. On street parking is only acceptable where it does not dominate the public realm and its visual impact is mitigated, as far as possible, by trees and planting.

Parking should be designed to accommodate all users, including the disabled and, where relevant, special needs such as taxis, minibuses or coaches.

Servicing must be managed to avoid conflicts with required access needs of the public, building occupants, and other street users. Suitable access routes must be identified for service vehicles including loading/unloading points and facilities for vehicle-turning.

As far as possible, bays for loading/unloading and servicing should be accommodated within perimeter blocks.

7 Distinctive and Attractive

Waste storage and collection must comply with Criteria for Development D7 (Distinctive and Attractive).

12. Public realm

Public realm design should reinforce the identity and distinctiveness of the city centre, making appropriate use of public art to enhance the quality of architectural design, boundary treatments, surfaces, street furniture and lighting. A varied range and distribution of well-designed seating is encouraged, to accommodate people of all ages/abilities.

Public realm design should feature:

- hard and soft landscaping that make streets, routes and spaces attractive for pedestrians of all-abilities and promote easy wayfinding and legibility; and
- approved wayfinding components signposting links to city centre destinations.

Materials and components should be consistently high quality and durable, for example:

- Caithness stone slabs, granite setts and granite kerbing to delineate spaces for pedestrians and vehicle access;
- High quality ranges or bespoke design for street furniture and lighting.

Design should have regard for the access needs of disabled people by, for example, prioritising avoidance of street clutter, including road signs, bollards, railings and finger signs.

In prominent locations, proposals should make use of appropriate decorative scaffold or building wraps to screen sites awaiting or undergoing development, to make a positive contribution to enhancing the public realm.

13. Open space

Publicly accessible open space, including greenspace, must be safeguarded and wherever possible, increased or enhanced to meet acceptable standards for recreation and visual amenity. Where development impacts on open space, public access should be integrated into the proposal.

Open space design should enable opportunities for well-designed SUDS to be retro-fitted into the local drainage network.

To avoid safety concerns, open space must be well over-looked by surrounding properties.

14. Trees and planting

As far as possible development should contribute to "greening" the city centre by introduction of appropriately-sited planting at footpath boundaries, and regularly-spaced, semi-mature trees that reinforce a sense of street enclosure.

In residential design, consideration should be given to appropriately sited balconies, patios and roof-top gardens to promote residential amenity.

Use of tree pits should be avoided. Tree selection and planting should ensure:

- appropriate species (i.e. civic not domestic-scale trees)
- effective ground preparation that enables trees to survive well and mature

- appropriate proprietary soil protection systems
- advanced proprietary systems that prevent roots interfering with road construction, underground services and footways.

15. Security

The design of all new residential development should have regard for guidance on crime prevention measures put forward in the Police Security Initiative [Secured by Design](#)⁽¹³⁾ addressing specification, design and build of new homes, and major or minor property refurbishment.

Table 7.1 Key placemaking principles.

13 http://www.securedbydesign.com/wp-content/uploads/2017/06/Secured_by_Design_Homes_2016_V2.pdf

8 Developer Contributions and Delivery

Developer Contributions

8.1 The Council is open to flexible methods of infrastructure delivery and phased financial payments to ensure that the city centre remains open for business.

8.2 All city centre developments are subject to HwLDP Policy 31: Developer Contributions and the associated [Supplementary Guidance](#)⁽¹⁴⁾, although developer contributions are not sought in all instances. In order to attract investment, maintain development viability and make development a reality, the scope of city centre developer requirements will remain focused on addressing service and infrastructure deficiencies that are barriers to development.

8.3 There are a number of development scenarios where reduced levels of developer contributions may be considered in the city centre. Contribution variations or exceptions are likely to be viewed favourably for derelict and contaminated sites. The known costs associated with such sites should however be reflected in the site purchase price and a viability assessment is required.

8.4 Typical developer requirements are set out at Table 8.1. Further site specific advice can be made available through [pre-application enquires](#)⁽¹⁾ and at the planning application stage. The [Developer Contributions Supplementary Guidance](#)⁽¹⁴⁾ is expected to be reviewed within the lifetime of this Development Brief and will provide the most up to date position regarding developer requirements.

Office, Retail and Other Commercial Uses	
Parking	Bicycles: Visitor and staff cycle parking provision with staff changing facilities.
	Cars: The Council's parking standards ⁽¹⁾ will apply. Reduced levels of parking maybe acceptable where proposals are accompanied by: <ul style="list-style-type: none"> • a Parking Appraisal; and • a financial contribution of £3,220⁽²⁾ per equivalent parking space towards active travel provision.
Sustainable and active travel	Sustainable and active travel network improvements, informed through travel plans, including electric vehicle charging infrastructure, improved connectivity to public transport, traffic flow changes, crossing points or physical realignment works.
Public realm and wayfinding	Public realm improvements, potentially incorporating public art at 1% of the overall build cost, to be delivered either on site or in the immediate vicinity. Any commuted sum for off site resurfacing works will be calculated based on the streetscape works previously carried out for Church Street, equating to £520 per sqm ⁽³⁾ . Contributions are also expected towards the implementation of the city centre wayfinding strategy where developments will benefit from the new signposting proposed.
Waste	The following standard planning condition will usually apply: <p><i>A suitable and sufficient off-street storage area shall be maintained at all times for refuse containers associated with this development. All refuse and recycling materials associated with the development shall be stored within the approved area detailed on the site plan REF X. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on day of collection.</i></p>
Service access	To prevent service vehicles obstructing traffic flow, servicing is generally sought from a private rear or side access, rather than via the public road. Building regulation emergency vehicle paths must also be adhered to.

14 http://www.highland.gov.uk/downloads/file/2580/developer_contributions_supplementary_guidance

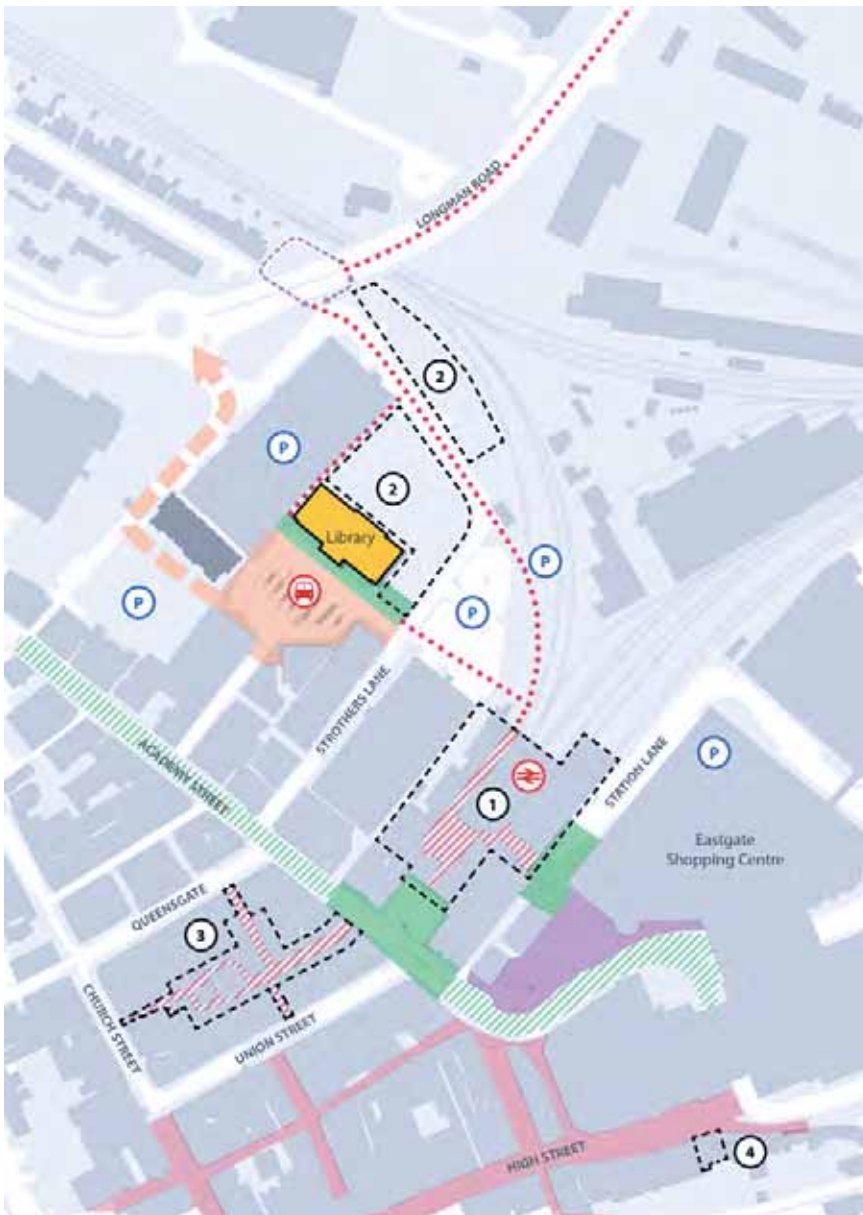
Residential Uses	
(4 or more homes including hostels, special needs accommodation and affordable homes.)	
As above	The above developer requirements apply (with the exception of wayfinding).
Affordable housing	Conversion of buildings to provide up to 10 homes are exempt from providing affordable housing. New build developments of 4 or more houses require to contribute towards affordable housing provision at a rate of no less than 25%.
Community facilities	Community facilities in the city centre can adequately accommodate an increase in population and no developer contributions will be sought.
Open space (including sports facilities)	Open space provision will be required in line with the Council's Open Space in Residential Development Supplementary Guidance ⁽⁴⁾ . For Inverness, the Council requires 40 sqm of open space per person. The ratio of persons per home in the Supplementary Guidance open space calculator is set for Inverness as a whole at 2.23. Given that the city centre ratio is currently 1.86 ⁽⁵⁾ , this lower ratio will be applied. By way of example, the development of 20 homes, accommodating 1.86 persons per home, would require 1,488 sq m of fit for purpose opens space on site or in the vicinity. Should no open space be available or provided, a financial contribution will be sought for compensatory or enhanced off-site provision.
Education	Education contributions in line with the Developer Contributions Supplementary Guidance ⁽¹⁴⁾ informed by the most up to date School Roll Forecasts which are reported annually on the Council's website ⁽⁶⁾ .

Table 8.1 City centre developer requirements

1. Refer to the [Roads Guidelines for New Developments](#)⁽¹⁵⁾, Pages 148-172.
2. Inverness city centre Parking Report and Draft Action Plan, 3 December 2015 PDI Committee, page 23. Subject to indexation with sum reflecting Quarter 3 - 2017 of the BCIS All-in Tender Price Index.
3. Subject to indexation with sum reflecting Quarter 3 - 2017 of the BCIS All-in Tender Price Index. Sum based on £440 per sqm quoted in the 21 Jan 2014 South Planning Applications Committee Report for 92-94 Academy Street, planning permission reference 13/03720/FUL. http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/8
4. http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/213/supplementary_guidance/8
5. Based on there being 966 households and a population of 1,796 within the city centre at July 2016.
6. http://www.highland.gov.uk/downloads/download/1281/school_roll_forecasts_2015_to_201




15 http://www.highland.gov.uk/downloads/file/2652/roads_and_transport_guidelines_for_new_developments

Station Quarter



Map A.1 Station Quarter.



- | | |
|---|--|
| <ul style="list-style-type: none">  Development site: <ol style="list-style-type: none"> 1. Inverness Rail Station 2. Royal Mail 3. Victorian Market 4. Eastgate Hostel  Priority route for active travel improvements  Priority route for active travel improvements (longer term)  Important civic space with improved pedestrian access | <ul style="list-style-type: none">  Enhanced active travel link between upper and lower levels  Key existing building  Civic Space  Bus Station  Future bus route  Existing pedestrian area  Covered pedestrian route  Parking |
|---|--|

Site 1: Inverness Railway Station

Introduction

The volume of passenger journeys to, from and through Inverness Railway Station exceeds 1.3 million per year, making it a vital gateway for visitors to the city and the region. In addition, it is estimated that annually almost 50,000 people use station facilities but do not travel by train, and over half a million one-way pedestrian journeys are made through the station, most often between Falcon Square and Strothers Lane. The Falcon Square entrance attracts the heaviest footfall.

Station Square has been a major focal point at the heart of Inverness city centre since the city's first rail link was established in 1855. It is a well-proportioned public open space flanked by prominent listed buildings and the station façade. It also features two important war memorials.

The station's capacity to promote access and provide a welcoming, attractive gateway to the city centre is currently limited. In particular:

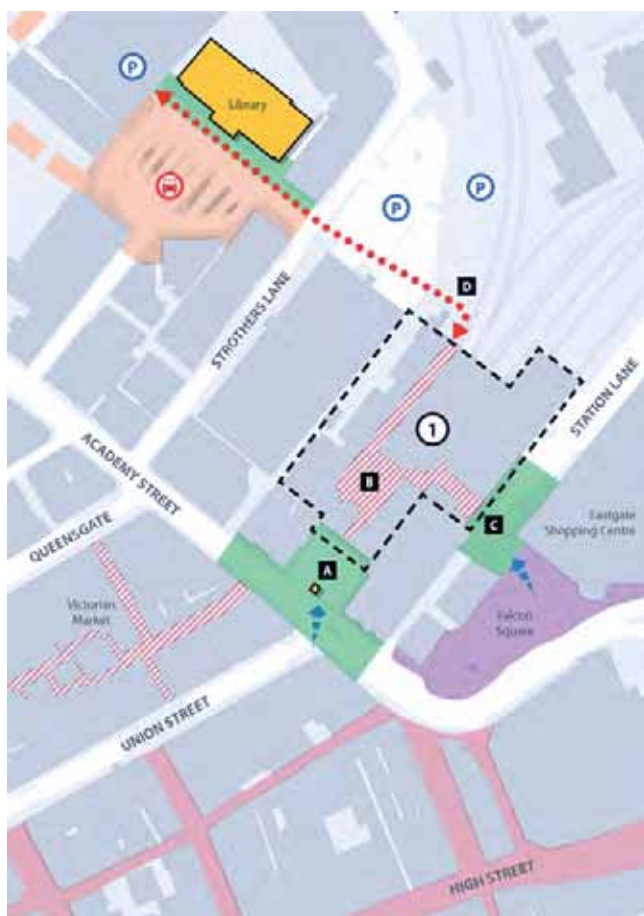
- The character and vitality of Station Square have been eroded by vehicle movement and parking – all contributing to a poor quality, unsafe pedestrian environment. The Square also lacks direct, safe pedestrian access to the west side of Academy Street.
- The Station concourse is cluttered and dated in appearance and its facilities lacking by comparison with equivalent stations elsewhere in Scotland.
- The main entrance façade, dating to the 1960s, is generally regarded to be in need of an upgrade. The Falcon Square entrance is dark, narrow and un-welcoming. Both this and the Strothers Lane entrance are dominated by unattractive heavy metal fencing.
- The station lacks a convenient, legible pedestrian link to the bus station and Rose Street carpark. Facilities for cyclists are also poor, including secure, weatherproof cycle parking.
- The southern end of the lane behind the Royal Highland Hotel is cluttered with bins and illegal parking, creating problems for service deliveries to hotel, retail and restaurant units and an unpleasant walking and cycling environment.

The Council is collaborating with HITRANS and Abellio Scotrail on proposals to upgrade and improve the station, including relevant fundraising activity. Grant funding is available from the Inverness Townscape Heritage (TH) Project towards repair and conservation of the public realm at Station Square aimed at improving the gateway experience, in particular the pedestrian environment, and reinstating the Square as an important civic space.

Enhancing the environment and facilities at Inverness Railway Station will address two key priorities for city centre regeneration: (1) improvements to city centre access and connections; (2) development of Academy Street and its surroundings.

Inverness Railway Station: placemaking priorities

- A. Enhance all three station entrances to make them more welcoming and attractive, improving the quality of facades, signage, lighting, surface finishes and boundary treatments.
- B. Improve the visual and spatial character of Station Square, reinstating it as a significant civic space and a welcoming environment for people using the station.
- C. Improve the setting of the Square's listed buildings and structures and demonstrate exemplary standards of building conservation in their repair and maintenance.
- D. Enhance the character and appearance of the Conservation Area by making best use of the built heritage within and surrounding the station, reversing unsympathetic alterations to highlight its distinct sense of place.
- E. Prioritise quality of place for pedestrians and cyclists.
- F. Increase the vitality of the station concourse by improving its appearance and reconfiguring its layout.
- G. Enhance all three station entrances to make them more welcoming and attractive, improving the quality of facades, signage, lighting, surface finishes and boundary treatments.



Map A.2 Site 1: Inverness Railway Station.



Inverness Railway Station: placemaking guidance

1. Use(s)

Station Square (A): Retail/commercial associated with enhanced Station entrance, entered off Square; potential spill-out space for restaurant/café use.

Concourse (B): Retail, commercial, passenger facilities.

Station Lane (C): Retail associated with enhanced station entrance; restaurant; hotel.

2. Heritage Assets

- A Conservation Management Plan must be submitted alongside any proposal for alterations or improvements to Station Square or its surrounding buildings, for approval by the Council's Historic Environment Team.
- Ensure all necessary repair and maintenance of Listed Buildings and structures arising from alterations or improvements are integrated into development proposals. These must demonstrate exemplary standards of building conservation.
- Proposals should protect and enhance the setting of both war memorials, undertaking all necessary conservation and repair.

3. Frontages and elevational treatment

- The preferred option is for removal and replacement of the Station's 1960s main entrance façade. A new station frontage should be subservient in height and scale to the adjacent listed buildings and feature high levels of transparency, including the absence of blank walling at ground floor level.

- b. Frontages on Station Square and Station Lane should respect existing building lines to maintain the existing strong sense of spatial enclosure.
- c. Entrances at Falcon Square and Strothers Lane should be reconfigured to improve their visual and spatial character, enhance their prominence and legibility, and replace existing surface treatments (e.g. metal fencing/enclosures) with high quality materials.
- d. It would be appropriate for new entrances to make use of high quality modern glazing to optimise transparency and, where relevant, highlight the importance of adjacent built heritage.



Station Square c1900. Image courtesy of Highland Photographic Archive.



Station Square 2016.



Concept image for improving Rail Station frontage to Station Square. (Nicholl Russell Studios, 2016).

4. Access, movement and parking

- a. Proposals must improve the pedestrian environment at all three station entrances.
- b. The preferred option is for Station Square to be fully pedestrianised, avoiding all necessity for vehicle access. If this is not viable, vehicle access must be justified in terms of commercial or public interest and should be restricted to taxi drop-off, disabled vehicle drop-off and significantly reduced car parking provision. Appropriate controls should be put in place to prevent vehicles accessing the Square for unauthorised passenger pick-up and drop-off.
- c. Proposals should incorporate:
 - Safe new pedestrian crossing points linking Station Square to the Victorian Market and Union Street;
 - A safe, direct, attractive pedestrian route linking the station (D) to Inverness Bus Station, Library, and Rose Street car park that is clearly distinguished from vehicle movement routes and parking;
 - Expanded, improved cycle parking that is convenient, weatherproof and secure.

Appendix A: Site Specific Development Guidelines

- d. Alterations to vehicle access must prioritise:
- Provision of convenient pick-up/drop off points for rail replacement buses and coaches carrying hotel visitors;
 - Provision of safe, convenient short-stop pick-up/drop off points for vehicles carrying passengers to the rail station;
 - Improved access to Station Lane for service vehicles;
 - Measures to eradicate illegal parking.
- e. All alterations to vehicle, cycle and pedestrian access must avoid causing or exacerbating traffic congestion on surrounding streets.
- f. Opportunities to locate Car Club vehicle and bike-share parking spaces at convenient points for rail-travellers should be considered. Bike-share bikes should be prominently displayed and easy to access from the station.

5. Public realm

- a. Public realm improvements must deliver welcoming, versatile open spaces that prioritise pedestrian movement and all abilities access. Pedestrian routes must be attractively lit.
- b. Improvements should include removal of existing surfacing materials and their replacement with appropriate finishes, having regard for all-abilities access, that:
- delineate spaces for pedestrians, cyclists and, where necessary, vehicle access;
 - promote easy wayfinding and legibility.
- c. Proposals should incorporate:
- Measures to discourage illegal parking and on-street bin storage;
 - Wayfinding components signposting links to city centre destinations;
 - Public art.
- d. Station entrances should be illuminated with feature lighting to promote safety and enhance their role as night-time landmarks, avoiding light pollution. Station lighting should also highlight heritage assets.



Entrance to Rail Station from Strothers Lane.



Entrance to Rail Station from Falcon Square.

Site 2: Royal Mail Building, Strothers Lane

Introduction

Re-development of the Royal Mail site presents a valuable opportunity to improve the setting of Inverness Library, which is currently compromised by proximity Royal Mail's Sorting Office and Yard, Inverness Bus Station and Rose Street multi-storey carpark. Designed as a school in the first half of the nineteenth century, the A-Listed library building is one of the most important architectural landmarks in the city centre.

Farraline Park is an important civic space and city centre gateway for bus travellers and drivers using Rose Street multi-storey car park. Improving the visual character of this space, particularly the area in front of the Library, would make a significant contribution to enhancing the city centre environment.

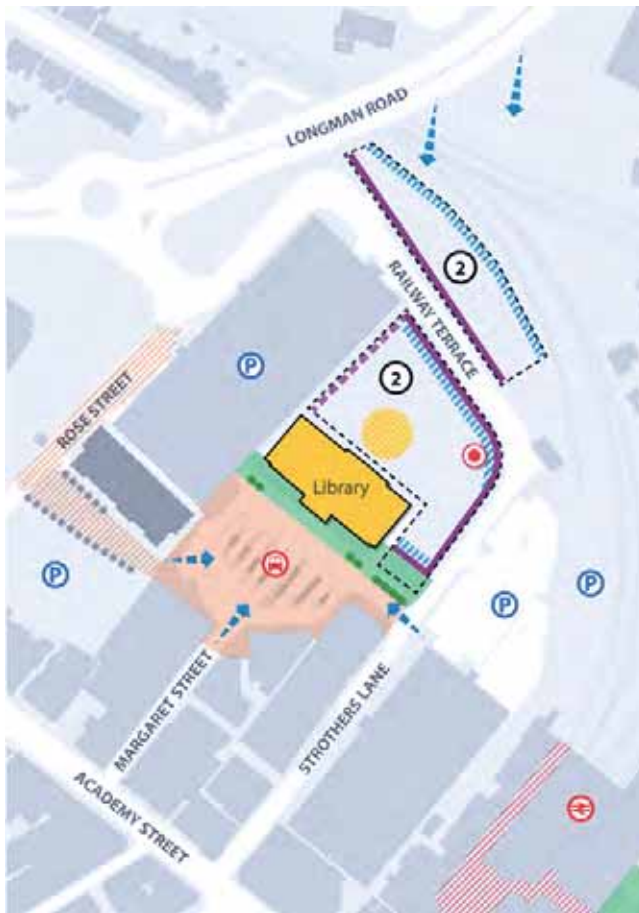
Re-development of the Royal Mail site also presents an opportunity to enhance pedestrian and cycling routes linking Farraline Park to both the A82 and Inverness Railway Station. Recent public feedback on city centre regeneration prioritised improvements to city centre connections, including the provision of better walking and better cycling routes.

Railway Terrace is an important vehicular, cycling and pedestrian approach to the city centre from the A82 trunk road. The street is currently flanked by predominantly blank facades and lacks character and legibility as a walking route.

An area of open space has been reserved for the future provision of a bus-only route linking Farraline Park to Rose Street and the A82 (as shown on Map A.3) to create a one-way system for buses leaving the bus station.

Royal Mail: placemaking priorities

- A. Enhance the setting of Inverness Library and re-define it as an important city centre destination and landmark.
- B. Create safe, more attractive pedestrian routes between Farraline Park and Strothers Lane, Railway Terrace, Inverness Railway Station, and the A82.
- C. Improve the visual and spatial character of Farraline Park, in particular the quality and distinctiveness of the public realm.
- D. Create a more welcoming environment for people using Inverness Bus Station and Rose Street multi-storey carpark.
- E. Establish welcoming frontages along Railway Terrace, building on the strong street enclosure of Strothers Lane to form a continuous attractive street from Academy Street to the Innes Street underpass.
- F. Ensure development is context-sensitive and contemporary in style, clearly of its time while avoiding pastiche.



Map A.3 Site 2: Royal Mail, Strothers Lane.



ROYAL MAIL: placemaking guidance

1. Use(s)

Preferred option: Civic use/cultural attraction, associated with Inverness Library building.

Alternative: Mixed use - Commercial/Retail (ground floor), Business, Community, Residential

2. Layout and frontage

- a. Site layout must enhance the setting of the listed building, in particular:
 - The building line at entrance to Farraline Park should be set back to accommodate a wider pavement and improved sightlines to Library facade;
 - Open space must be retained at the centre of the block, abutting the boundary with rear wall of listed building.
- b. Articulate the bend in the Railway Terrace frontage with landmark feature such as variation in roof profile, curved frontage or marginal change in height.

3. Height and scale

- a. Eaves line at the corner of Farraline Park and Strothers Lane should not exceed top of Library parapet. No part of the building should extend above the library parapet when viewed from the Margaret Street entrance to Farraline Park.
- b. Railway Terrace frontage should increase incrementally from the block flanking Farraline Park to maximum 4 storeys adjacent to Rose Street carpark.
- c. Contextual analysis, including 3-D modelling is required to demonstrate that height will not impact negatively on views towards, or the setting of the listed building.

4. Public realm

- a. Introduce trees and wider pavements along eastern edge of Farraline Park, using natural stone surfaces, to improve the pedestrian environment and create an attractive spill-out space for Library activities.
- b. Introduce wayfinding components for bus travellers, carpark and Library users, signposting links to city centre destinations.
- c. Improve the quality and legibility of the active travel route along Railway Terrace, using natural stone surfacing, lighting and signage.
- d. Widen pavements where possible.



Inverness Library (Category A listed).



Entrance to Farraline Park from Strothers Lane.



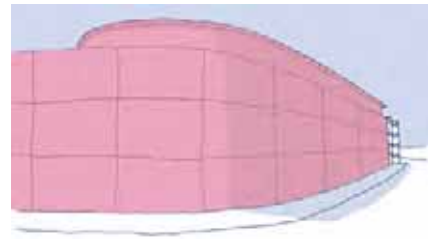
Railway Terrace looking towards Rose Street Car Park.



Concept image (1) showing library setting enhanced by setback and reduced height of new development.



Concept image (2) showing pedestrian access to Farraline Park enhanced by altered building line.



Concept image (3) showing scope for increased height on Railway Terrace.

Site 3: Victorian Market

Introduction

The category B listed Victorian Market (VM) is widely regarded as a major heritage asset within the Old Town of Inverness, attracting footfall and a wide range of visitors to its unique range of small, independent or traditional shops. Safeguarding the Market's future is a city centre priority.

The VM contains the best assembly of small shops in the city centre, the best historic shopfronts, and is itself a very attractive space of architectural and social significance. Much of its original structure is intact and in good order including fine original, or near original shopfronts, and the handsome roof structure of the main market hall. The Market also provides popular, sheltered pedestrian shortcuts between key destinations such as Station Square, the Post Office and the Old Town, making an important contribution to city centre permeability.

The VM's visual and spatial character has been partially undermined by a range of unsympathetic alterations to entrances, interior spaces, shopfronts and finishes. The main market hall has been infilled with additional shop units that detract from the volume of the space and create relatively narrow walkways. The entry points off Union Street and Queensgate are uninviting and there is a shortage of attractive seating and social space.

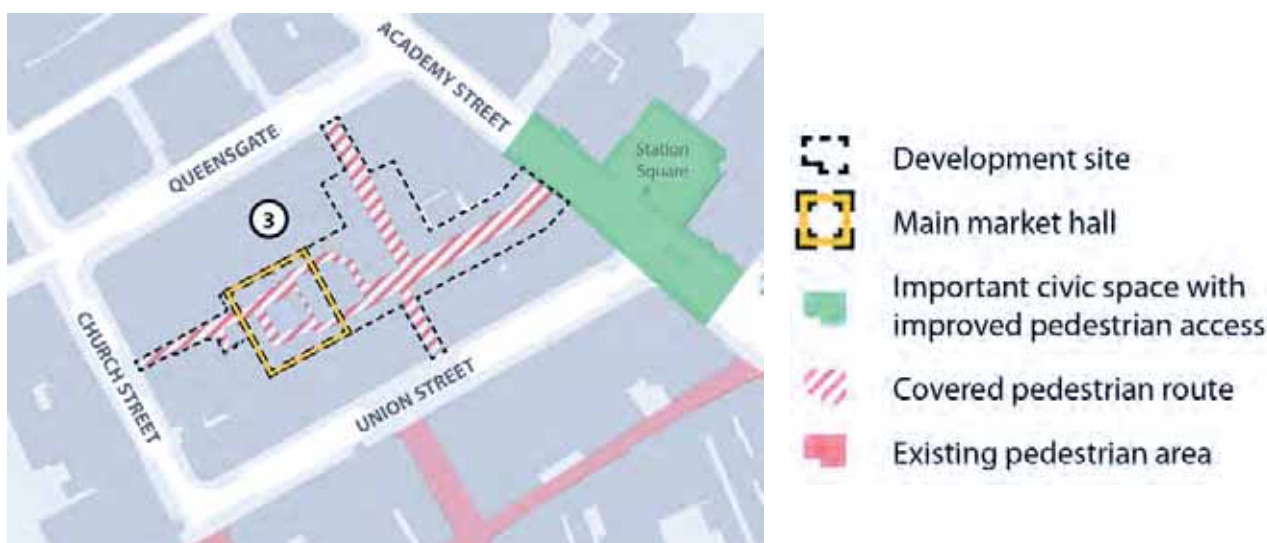
The Market's role as an important civic space and catalyst for city centre regeneration could be enhanced by sensitive restoration and re-modelling of interior spaces and the introduction of night time uses such as restaurants, cafes, and live entertainment to create a distinctive all-day, all-weather destination.

The Inverness Old Town Conservation Area Management Plan recommends that a detailed documentary and physical analysis be carried out to identify how much original built fabric has survived, where alterations were made and how changes and upgrading could be best carried out.

Placemaking priorities

Ensure that future changes:

- A. Highlight the architectural value of the Market and reinforce its historic character.
- B. Accentuate entrances and their passageways to make the more welcoming and attractive.
- C. Prioritise sensitive alteration, remodelling and restoration of original built fabric, all based on analysis and understanding of what has survived.



Map A.4 Site 3: Victorian Market.

Victorian Market: placemaking guidance

1. Street entrances

- a. De-clutter entrances by removal of unsympathetic decorative fixtures, aluminium components, fascias and signage.
- b. Repair and restore finishes to walls, floors and ceilings.
- c. Create welcoming new frontages, prioritising height and transparency to create clear views from the street to the Market interior.
- d. Avoid recessing frontages flanking Market entrances to ensure that entrance ways are clearly defined.
- e. Make appropriate use of feature lighting to promote safety and enhance the Market's role as a night-time landmark.
- f. Relocate the stone bench blocking the entrance from Union Street.
- g. Improve the pedestrian crossing facilities on Academy Street to create a safer, more attractive walking link between the market entrance and Station Square.



2. Interior

- a. Restore visual and spatial character by sensitive remodelling of interior space, in particular the main market hall, and repair/reinstatement of original finishes, including shopfronts.
- b. De-clutter walkways and remove unsympathetic signage, advertising and fixtures.
- c. Rationalise signage, fascias and lighting to restore the uniform rhythm and proportions of the original arcades.
- d. Develop a suitable range of contrasting paint colours for internal decoration that is in keeping with the Market's Victorian character.
- e. Rationalise CCTV provision and remove obsolete fixtures.
- f. Remove and replace inappropriate litter bins.

Appendix A: Site Specific Development Guidelines



Site 4: 36-40 Eastgate

Background

This former backpackers' hostel at 36-40 Eastgate is one of the most important surviving historic assets at the east end of Inverness High Street. The building was extensively damaged by fire in April 2013 and has since lain vacant. Its street façade is propped up by scaffolding that is surrounded by hoarding, which detracts from the visual and spatial character of the city centre's most important pedestrianised street. The Council served a dangerous a building enforcement notice on the owners in February 2015.

Placemaking priorities

- A. Remedial works are needed as a matter of urgency to eliminate the need for scaffolding and hoarding on the High Street, and to make safe what remains of the building fabric and ensure it is wind and water tight.
- B. There is a presumption in favour of retaining the building's historic façade and roof profile. The Council will not support demolition and replacement with a new building in the style of nearby modern properties.
- C. Restoring this property to active use is a key city centre priority.
- D. Restoration work should improve the appearance of both shopfronts, making use of high quality materials and appropriate design to enhance the character of the historic street frontage.

Use(s)

Ground floor

Retail/commercial.

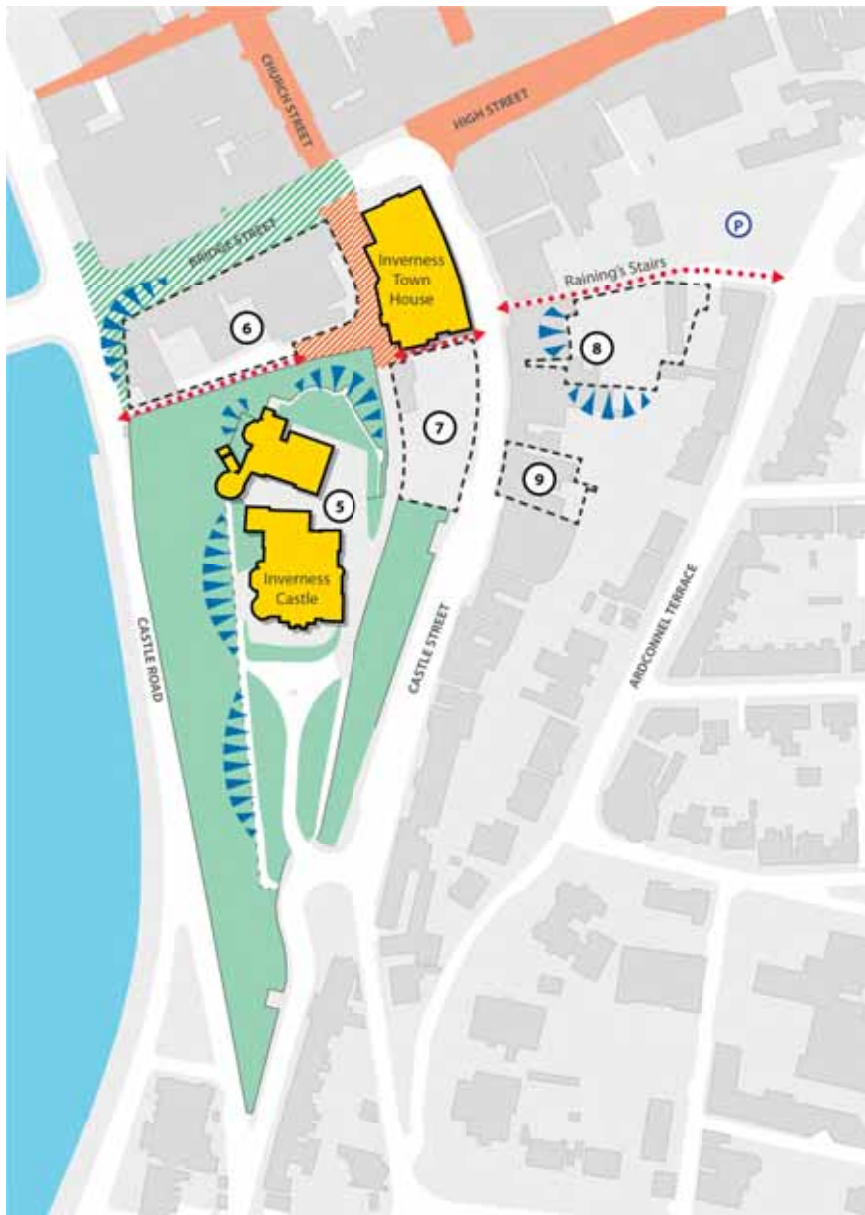
Upper floors

Residential, tourism, business.



36-40 Eastgate © Copyright Kenneth Allen and licensed for reuse under the Creative Commons Licence.

Castle Hill



Map A.5 Castle Hill.

- | | | | |
|---|---|---|---|
|  | Development site:
5. Inverness Castle
6. Bridge Street
7. Castle Street
8. Raining's Stairs
9. 49-53 Castle Street |  | Priority route for improvements to pedestrian environment |
|  | Key existing building |  | Existing pedestrian area |
|  | Key views out of site |  | Existing shared pedestrian vehicle surface |
|  | Parking |  | Landscaped open space |
| | |  | Priority route for active travel improvements |

Site 5: Inverness Castle

Background

Inverness Castle is an important A-Listed building that plays a significant part in defining the character of Inverness due to its prominent position overlooking the river. The current Castle complex comprises two adjoining 19th century buildings that accommodate court services and Council offices. The site is likely to contain significant archaeological remains from a previous castle that was blown up by Jacobites in 1746.

Castle Hill is the The silhouette of the Castle complex, particularly when viewed from river, contributes strongly to the city's unique sense of place. Castle Hill's outstanding views and exceptional setting at the top of the Great Glen make it one of the most popular vantage points for tourists visiting the Highlands.

Recent public consultations highlighted keen interest in adapting the Castle to a more appropriate use that would facilitate wider public access and enjoyment.

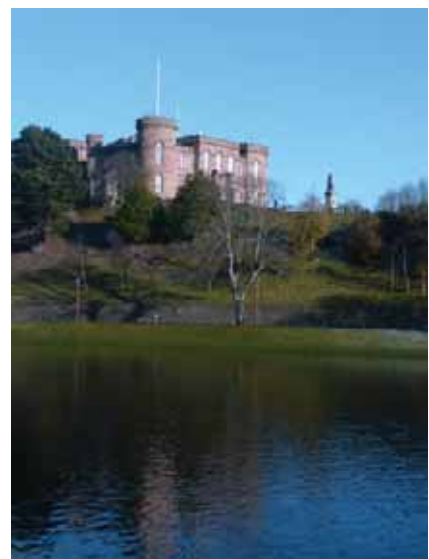
Work to convert the North Tower into a tourist attraction, including a viewing platform, will be completed at the end of 2016.

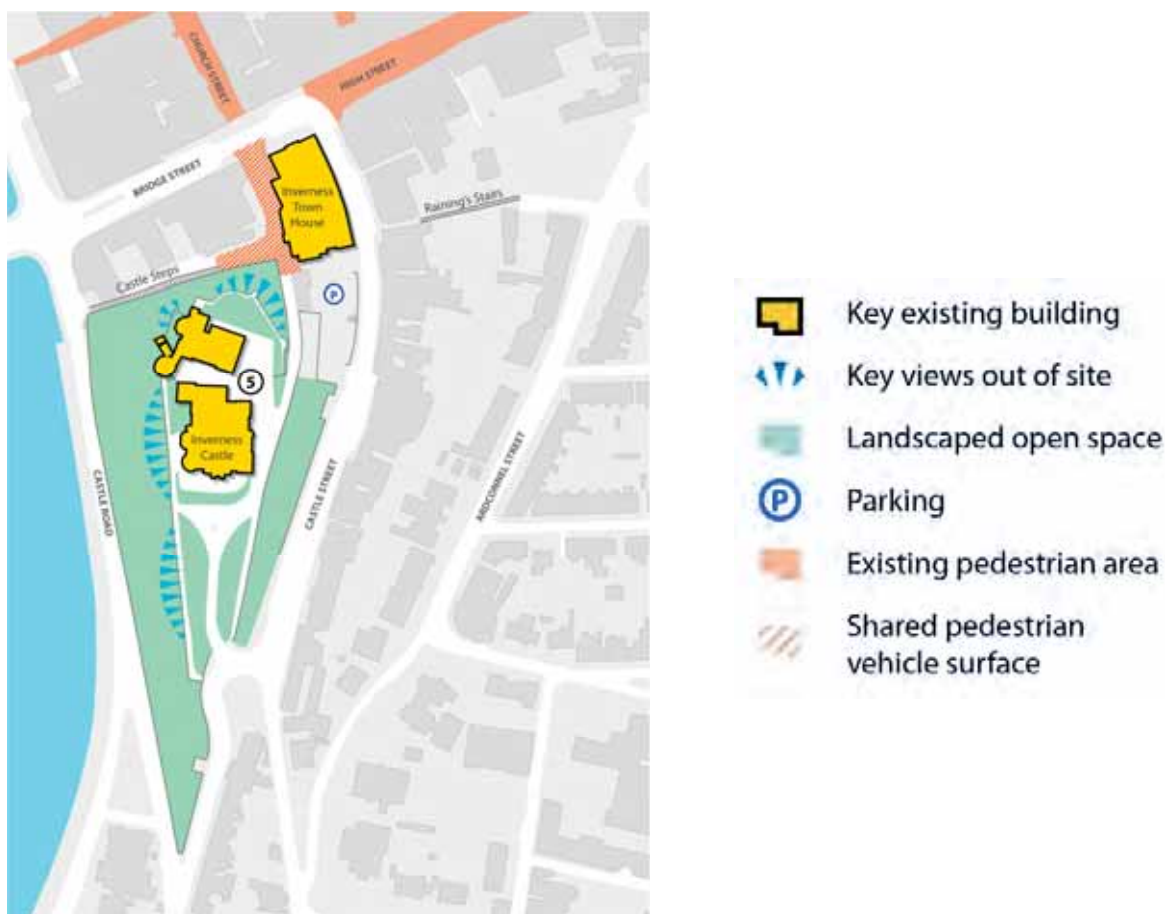
In December 2015 the Scottish Courts and Tribunals Service confirmed its intention to vacate the Castle to set up a new justice centre in the city by 2019.

City-Region Deal funding announced in March 2016 provides the Council with significant financial support to transform the Castle into a significant new international calibre visitor/cultural attraction, addressing a key priority for city centre regeneration.

Placemaking priorities

- A. Demonstrate sensitive adaptation and re-use of buildings and spaces that expands access to the Castle for local residents and visitors while respecting and enhancing the outstanding quality of its built heritage.
- B. Create a new high quality visitor/cultural attraction.
- C. Safeguard the distinct character and open space environment of Castle Hill, including the important silhouette of the Castle environment.
- D. Put in place a Conservation Management Plan for Castle Hill's historic buildings, archaeology and landscape.





Map A.6 Site 5: Inverness Castle.

Inverness Castle: placemaking guidance

1. Use(s)

Mixed use including visitor and cultural attraction(s) with associated retail/café/tourist facilities.

2. Historic buildings, structures and spaces

- a. Proposals to alter the Castle or its surroundings must be accompanied by a Conservation Management Plan that analyses historic and architectural value and establishes guidance for dealing with Castle Hill's A-listed structures. This should incorporate landscape conservation management guidance to ensure the Castle's unique setting is maintained and enhanced.

3. Access, movement and parking

- a. Existing active travel routes linking Castle Hill with Bridge Street, Culduthel Road, the Raining's Stairs and Castle Road must be retained and enhanced, including appropriate improvements to surfacing, lighting and signage.
- b. Proposals should prioritise and promote access to Castle Hill on foot, cycle or public transport, including associated infrastructure such as cycle parking and wayfinding components.
- c. Proposals for vehicle access should be consistent with protection of the Hill's built and cultural heritage. Parking must have minimal visual impact.

Site 6: Bridge Street and Site 7: Castle Street

Introduction

Bridge Street:

This site is located at a prominent gateway to the city centre that dominates views to Inverness Castle from the River Ness. Public feedback frequently identifies this as the key site for re-development in the city centre. The Bridge Street frontage attracts heavy footfall and high traffic volumes from pedestrians, cyclists and vehicles crossing Ness Bridge.

The massing, scale and materials of the existing property, which dates to the 1960s, are at odds with the city's historic urban grain. They detract from the visual and spatial character of the surrounding area and have a negative impact on the historic setting of the Castle, Inverness Town House and the riverfront.

The Council's preferred option is for re-development of the entire site to enhance the character of Castle Hill and this important approach to the city centre. Prospective developers are encouraged to assess opportunities for wider land assembly to enable development that is more in keeping with its important historic setting.

Proposals to upgrade the appearance of existing buildings may be acceptable as a short term measure providing these can be demonstrated to have a positive visual impact on the historic setting.

Castle Street:

This site is owned by the Inverness Common Good Fund and currently operates as a carpark serving Inverness Town House. There are currently no plans to re-develop it. Site-specific guidelines are identified in case circumstances change and re-development is appropriate in association, for example, with the adaptation of the Castle to a visitor attraction.

Until the mid-20th century, buildings lined the west side of Castle Street (where this site is located) all the way from Inverness Town House to the Castle entrance at View Place.

Placemaking priorities

- A. Improve the overall visual and spatial character of Castle Hill, Bridge Street and the riverfront.
- B. Ensure that development does not rise above or adversely impact on sightlines to the historic silhouette of Castle Hill and the Townhouse, or views from the Castle Esplanade.
- C. Ensure scale, massing and elevational treatment blend well with the historic urban grain of this part of the city centre.
- D. Avoid the appearance of one large building through careful articulation of massing, heights, roof profiles and materials.





Map A.7 Site 6: Bridge Street and Site 7: Castle Street.

Bridge Street and Castle Street: placemaking guidance

1. Use(s)

Mixed use: active ground floor retail/business accommodation.

Residential (indicative capacity 35 homes), community, business and/or tourism use on upper floors.

2. Scale, massing and building lines

- Scale and massing should achieve a variation in built form that is consistent with the surrounding urban grain. They should respect the rhythm, plot size, geometry and proportions of the city centre's traditional buildings and avoid the appearance of a single large building.
- Roof form/treatment, including roof level plant or equipment, must not have an adverse impact on the view from the Castle esplanade. Appropriate use of a green roof system would be supported.

Bridge Street:

- Take full advantage of the site's unique aspect, including views to the river, Castle, Town House and Ben Wyvis, making use of terraces, roof gardens and balconies as appropriate.
- The building line on Castle Road should be set back to accommodate a wider footway with potential for use as spill-out space for café/bar/restaurant activity.

3. Heights

Bridge Street:

- a. Maximum height of Bridge Street and Castle Road frontages to be 3.5 storeys, with reduction in the number of storeys as block ascends Castle Wynd. It may be appropriate to achieve additional height using a recessed top floor (see Key Placemaking Principle 7).
- b. As a general guide, ground floor and eaves heights should be consistent with existing traditional frontages at 4-8 Bridge Street.

Castle Street:

- c. Maximum height to be 2.5 storeys adjacent to Town House, dropping to 2 storeys as the building ascends Castle Street.

4. Materials and elevational treatment

- a. Materials must be consistently high quality and durable, reflecting the sites' location and visual prominence. Appropriate materials include natural stone cladding (e.g. sandstone) and high quality proprietary glazing.
- b. Elevations should demonstrate variation in composition using, for example, articulation of materials, fenestration and rooflines. Fenestration should make best use of surrounding views.

Bridge Street:

- c. The corner of Bridge Street and Castle Road should be designed as a high quality landmark, in keeping with its status as a gateway to the city centre.
- d. It would be appropriate to replicate the "base, middle and top" articulation of surrounding historic frontages to break down the scale of elevational treatment.



5. Public realm

- a. Integrate public art into public realm improvements.

Bridge Street:

- b. Widen existing pavements at Bridge Street and Castle Road using natural stone surfaces to delineate spaces for different uses, such as café spill-out space.
- c. Repair and upgrade Castle Steps to create a safe, attractive pedestrian route that is well-overlooked and well-lit. Consider accessing parts of the development from the steps to increase footfall and promote pedestrian safety.
- d. Introduce wayfinding components signposting links to city centre destinations.
- e. Provide enhanced pedestrian crossing point at Castle Road using surfacing materials that calm traffic and facilitate pavement activity.

Castle Street:

- f. Replace the existing pedestrian steps descending from Castle Wynd to Castle Street, re-configuring the route as necessary to create an attractive pedestrian link that is well-lit and well-overlooked.
- g. Deliver streetscape improvements on Castle Street.

6. Masterplan approach

- a. Development on either site should be accompanied by a masterplan setting out:
 - how the proposal will address the placemaking requirements and site-specific guidelines set out in this Development Brief; and where relevant,
 - proposed phasing of development.

Site 8: Raining's Stairs

Introduction

Small, derelict, steeply sloping site that features prominently in views from Inverness Castle esplanade, a key destination for tourists exploring the city on foot. Topographical and access constraints have contributed to the site lying vacant for decades.

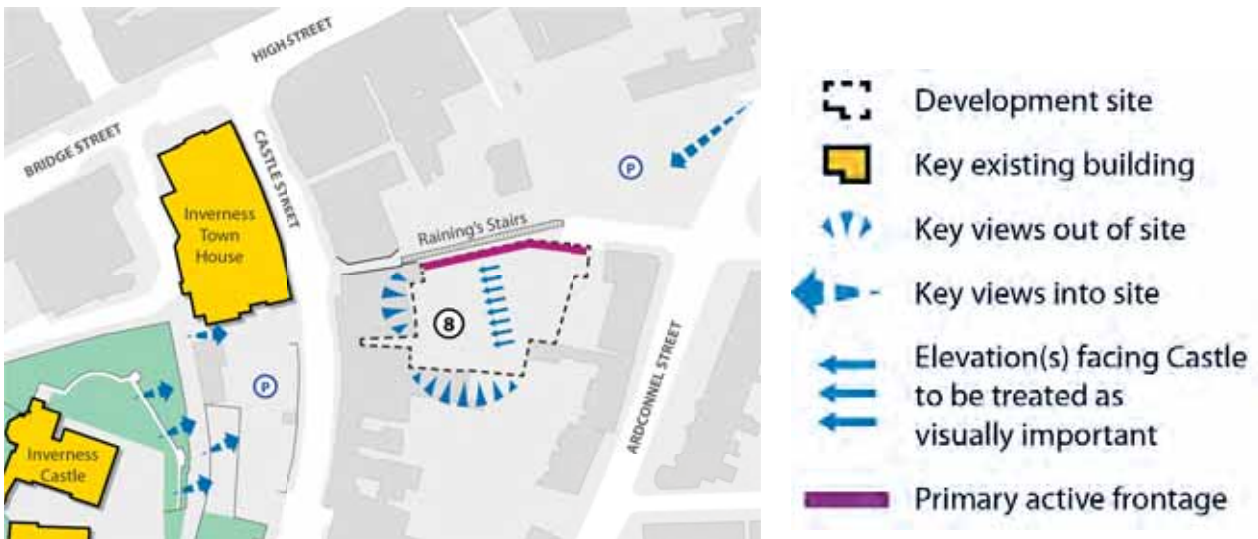
Re-development presents an opportunity to bring the city centre's most prominent vacant site back to active use.

The location is suited to high density residential development.

The Raining's Stairs take their name from John Raining, an 18th century benefactor of Highland schools. Although for centuries an important walking route linking Ardconnell Terrace to Castle Street (Core Path IN19.56), the Stairs' condition has deteriorated over time. Remedial action is needed to restore this to a safe, attractive pedestrian route.

Placemaking priorities

- A. Safeguard and enhance views from Inverness Castle esplanade.
- B. Restore Raining's Stairs to a safe, attractive pedestrian environment that is and well-maintained and well-overlooked.
- C. Ensure heights and massing of new development respond well to the Stairs and the site's topography, mirroring the existing pattern of buildings steeping down the hill.
- D. Ensure scale, massing and elevational treatment blend well with the historic urban grain of this part of the city centre, characterised by relatively small buildings in close proximity to each other. Avoid the appearance of one large building through variations in massing, height, roof profiles and materials.
- E. Take full advantage of the site's unique aspect, including views to the river, Castle, Town House and Ben Wyvis, making use of terraces, roof gardens and balconies, as appropriate.
- F. Ensure the privacy and amenity of residents living in adjacent Castle Street properties are not adversely affected by overlooking and overshadowing.



Map A.8 Site 8: Raining's Stairs.

Raining's Stairs: placemaking guidance

1. Use(s)

Residential, commercial.

2. Scale, massing and building line

- a. Scale and massing must not adversely impact on the wider setting, in particular views from the Castle esplanade, Market Brae, or Castle Street.
- b. Massing must be broken down to achieve variation in built form that is consistent with the surrounding urban grain. This should be guided by the site's topography and should respect the plot size, geometry and proportions of historic buildings in this part of the city.
- c. To reduce visual dominance, massing should read as a series of linked but discrete forms, avoiding the appearance of one large building.
- d. Contextual analysis should include scaled cross-sections/elevations spanning from Ardconnel Street to Castle Street that demonstrate how proposed heights and massing relate to existing buildings to the north, east and west.



2. Heights

- a. Eaves heights should be consistent with heights of nearby buildings, and should drop incrementally from east to west, echoing the topography.

3. Materials and elevational treatment

- a. Materials must be consistently high quality and durable, reflecting the site's location and visual prominence.
- b. The quality of elevation(s) facing Castle Hill is of particular significance because of their visual prominence.
- c. Elevations should demonstrate variation in materials and composition using, for example, projections, recesses, and articulation of fenestration and rooflines. There will be a presumption against flat monotonous facades.
- d. Fenestration should make best use of surrounding views.

4. External works

- a. Proposals must feature:
 - repair and upgrading of the Raining's Stairs to create a safe, attractive pedestrian route that is well-overlooked and well-lit;
 - high quality planting and fit-for purpose private out door amenity space that makes best use of orientation and views;
 - streetscape improvements on Castle Street.

b. Proposals should:

- Integrate public art into the Raining's Stairs work.
- Use landscaping and planting to minimise visual impact on views from Castle Hill.



5. Access

- a. There may be scope to relax current parking standards to take account of the site's unusual location and topography.
- b. Secure cycle storage facilities must be provided.

Site 9: 47-53 Castle Street

Introduction

This important Category-B Listed, late 18th century building retains a significant proportion of original fabric, including original glazing at first floor and attic levels. It is also in serious disrepair having lain vacant and unused for decades. The Council recently served its owners with a dangerous building notice and thereafter undertook emergency remedial work to make the building safe. Preparations are underway to propose that the property should be included in Scotland's Buildings At Risk register, a database of buildings, mostly listed, considered to be under threat of neglect or demolition.

The property features prominently in views from Inverness Castle esplanade, a key destination for tourists exploring the city on foot. Despite its poor condition and redundant state, the building's fine proportions, massing and materials contribute positively to the surrounding townscape. Its upper floors are likely to be well-suited to residential accommodation.

Placemaking priorities

- A. Urgent works are needed to repair the structure and fabric of the building.
- B. Restoring this property to active use is a key city centre priority.
- C. Safeguard and enhance views from Inverness Castle esplanade.

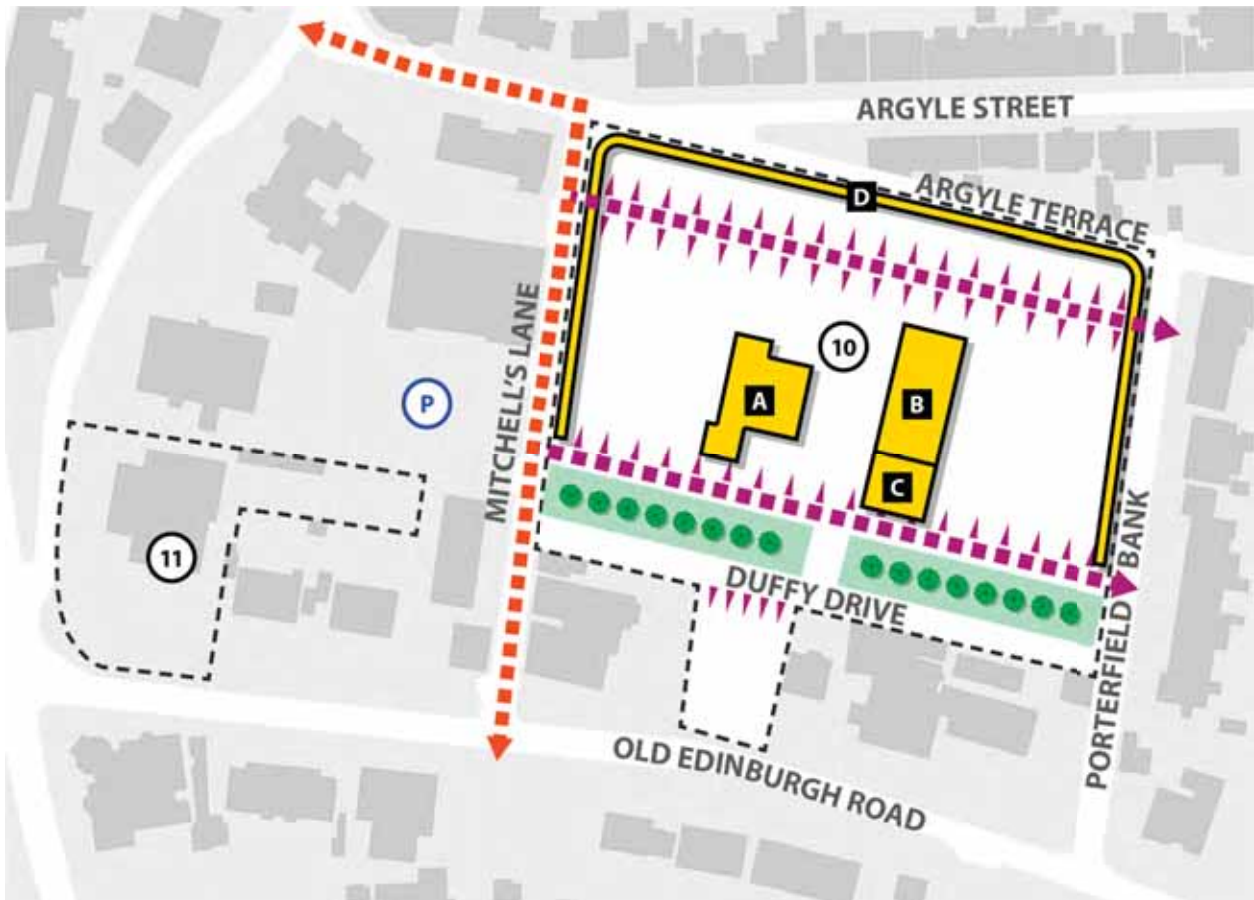
Use(s)

The Council will adopt a flexible approach to proposed alternative uses.



47-53 Castle Street.

Crown



Map A.9 Crown.









Prison Chapel - entrance.



Prison wall.



Prison Chapel - wallhead.

-  Development site
-  Heritage asset
-  A Block
-  B Block
-  Chapel
-  Perimeter wall

-  Priority route for active travel improvements
-  Indicative position of new active travel route overlooked by active frontages
-  Active frontage
-  Trees
-  Landscaped open space

Site 10: Porterfield

Introduction

An important opportunity for new residential or tourism development in the city centre within comfortable walking distance to city centre shops, services and public transport.

Significantly large site within the most extensive, intact Victorian urban neighbourhood in the Highlands.

[Historic Environment Scotland](#)⁽¹⁶⁾ recently applied a Category B listing to parts of the site - as follows: the Edwardian Chapel, A Hall (cell block, including former laundry and kitchen), B-Hall (cell block) and the boundary wall.

The IMFLDP requires preparation of masterplan/development brief to be agreed with the Council, who may adopt this as Supplementary Guidance.

There is a need for satisfactory transition from the enclosed nature of the site to welcoming, residential streets that connect with and form an integral part of the surrounding urban fabric. Prospective developers are encouraged to assess opportunities for wider land assembly if this enables more sensitive integration of the historic asset into its surroundings.

Placemaking priorities

- A. Ensure sensitive re-development of this important site that avoids any negative impact on the neighbourhood /surrounding properties in terms of scale, amenity and traffic intensity.
- B. Ensure layout complements and integrates well with the distinct character of surrounding residential streets and lanes, which are configured around perimeter blocks and characterised by strong spatial enclosure and high levels of natural surveillance.
- C. Demonstrate high quality, contemporary design that is context sensitive, in keeping with the quality and character of the Conservation Area.
- D. Prioritise sensitive re-modelling of heritage assets to conserve the visual and spatial character of adjacent streets and promote distinctiveness, including the creation of new landmarks.
- E. Improve permeability and connectivity across the wider neighbourhood, in particular enhanced walking and cycling links to services, facilities, public transport and existing active travel routes.
- F. Ensure streets and lanes are designed as attractive social spaces, where social interaction, walking and cycling take priority over vehicle access.
- G. Use durable materials, appropriate planting and public art to achieve a high quality, distinctive public realm.

Porterfield: placemaking guidance

1. Use(s)

Housing: indicative capacity 30 homes, including provision of a proportion of accommodation suitable for the elderly.

Tourism: Other appropriate uses for the Chapel and Cell Block will be considered.

2. Heritage assets

- a. The preferred option is for:
 - retention and adaptation of perimeter stone wall to form the rear garden wall of properties within the enclosure and a continuous 2M high boundary fronting onto Porterfield Bank and Argyll Terrace, and partially onto Mitchell's Lane and Duffy Drive – all as shown on Map A.9.
 - Adaptive re-use of the Chapel building and the prison's oldest Cell Block.

16 <http://portal.historicenvironment.scot/designation/LB52418>

3. Heights

- a. Ridge heights should not rise above the ridge of the existing chapel unless additional height can be justified in terms of architectural design and townscape benefit, backed up by contextual analysis.

4. Layout

Layout should be in keeping with the urban grain of the Conservation Area, including:

- a. strong building lines and active frontages;
- b. clear articulation between public, private and semi-private space;
- c. streets and lanes that are:
 - well-overlooked;
 - principally defined by the position of buildings rather than the layout of carriageways for vehicle movement or parking;
 - designed and laid out to promote social interaction and neighbourly behaviour.
- d. use of planting to reduce visual impact of car parking;
- e. use of public art to enhance distinctiveness, e.g making reference to local history, or using stone left over from prison wall dismantling.



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5. Connectivity

- a. Neighbourhood permeability and connectivity should be improved through the creation of welcoming, publicly accessible walking and cycling links to surrounding active travel routes. New routes should be legible, well-overlooked and well-lit.

Site 11: Viewhill

Introduction

Viewhill is an important B-Listed early 19th century house, whose elevated position makes it a prominent landmark on the city skyline. The house was designed, built and first occupied by Joseph Mitchell, a distinguished engineer who worked with Thomas Telford on the Caledonian Canal. Last used as a youth hostel, it was sold and vacated in the 1990s. The building lay vacant until a serious fire in 2007 rendered it virtually derelict.

Viewhill features in Scotland's Buildings At Risk register, a database of buildings considered to be under threat of neglect or demolition. Its fire-damaged condition has a negative impact on city views and detracts from the character the Conservation Area. The Highland Historic Buildings Trust has undertaken options studies to bring the building back to active, viable use.

Placemaking priorities

- A. The preferred option is for retention, repair and adaptive re-use of Viewhill.
- B. The Council will support sensitive, feasible and appropriate proposals that secure a long term future for the building, do not adversely impact its special architectural and historic interest and do not detract from the character and appearance of the wider conservation area.

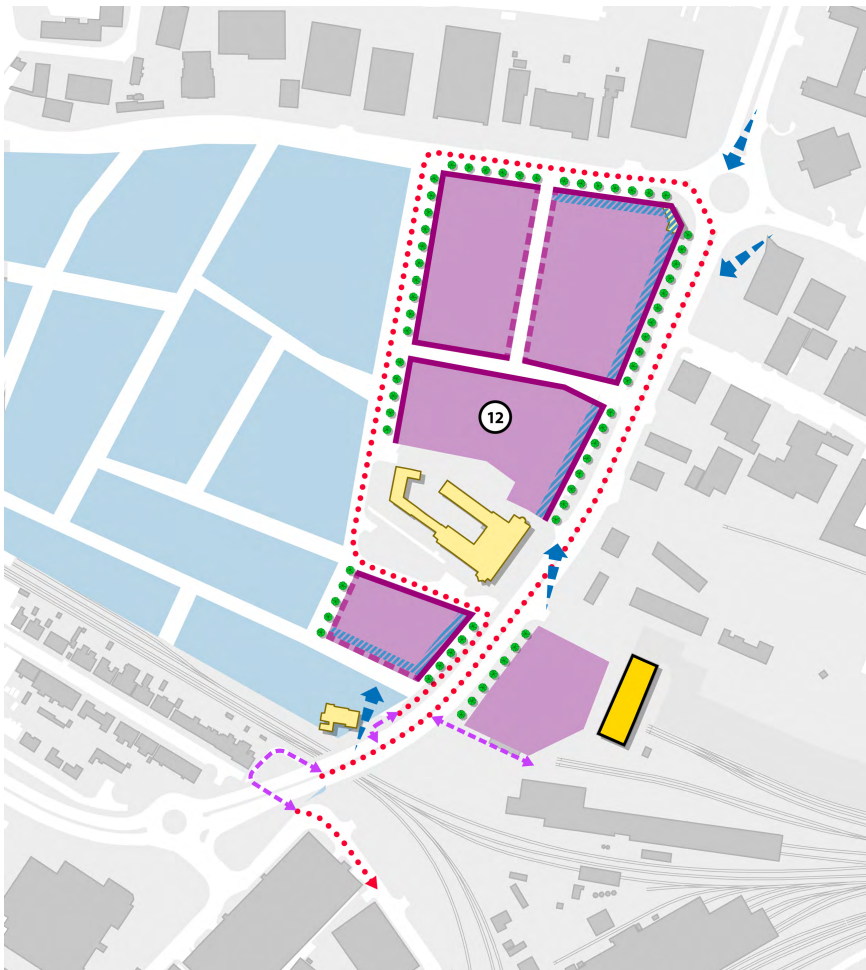
Use(s)

The Council will adopt a flexible approach to proposed alternative uses.














Viewhill House c1960. Image courtesy of Highland Photographic Archive.

Eastern Gateway Longman Road



Map A.10 Eastern Gateway Longman Road.

- | | | | |
|---|---|---|--|
|  | Indicative block structure |  | Enhanced active travel link between upper and lower levels |
|  | Indicative block structure (longer term) |  | Visually important elevation |
|  | Existing building |  | Primary active frontage |
|  | Heritage asset |  | Secondary active frontage |
|  | Priority route for active travel improvements |  | Trees |
| | |  | Key views into site |

Site 12: Longman Road

Introduction

This area occupies a key position at the northern gateway to Inverness city centre, within easy walking distance of the city's rail and bus stations.

Development in this area presents an important opportunity to:

- expand the mix and scale of city centre development;
- create strong, well-defined urban character, with a gateway feature, a on key approach route to city centre;
- develop prominent, high quality landmarks to enhance the character and identity of this part of the city;
- make significant improvements to active travel routes linking centres of employment with the city centre, bus and railway stations.

The Council's preferred option is for demolition of existing buildings that will allow sites to be developed in a considered manner.

Prospective developers/purchasers are encouraged to assess opportunities for wider land assembly in this area. Various sites are understood to be surplus or underutilised and if also acquired, could optimise coherent, high density development.

Development will contribute to the longterm objective, expressed in this Development Brief, of diversifying the western edge of Longman Estate to form a significant new mixed use urban quarter with strong links to the riverfront.

Placemaking priorities

- A. Improve visual and spatial character on the A82.
- B. Support the creation of a gateway to Inverness city centre using landmark features.
- C. Improve active travel links between Longman Estate and city centre.
- D. Adapt the character of Burnett Road to create a safe, attractive walking and cycling route.
- E. Create distinct character and identity through improvements to the quality of public realm.
- F. Ensure streets have relatively continuous building frontages, a good sense of enclosure and high levels of natural surveillance.
- G. Provide active frontages at ground floor level to develop lively, well-overlooked public realm.
- H. Create new public open space and meeting places serving employment uses in suitable locations.

Longman Road: placemaking guidance

1. Use(s)

Mixed use: Business, Industrial, Community, Leisure.

2. Heights

- a. The preferred option is for buildings of 4-5 storeys to improve sense of street enclosure.
- b. Minimum building height should be 2 storeys and maximum height 5 storeys.
- c. Roof level plant and equipment should not exceed 3M in height and should be set well back from the building eaves and effectively screened to avoid negative visual impact.

3. Block structure and permeability

- a. Development should adopt a perimeter block form to increase permeability of the urban fabric, creating new active travel routes between Longman Road, Harbour Road and the city centre and, in the longer term, the riverside.

- b. Block structure should:
- feature strong continuous building lines that give clear definition to new and existing streets, providing new streets with a strong sense of enclosure and high levels of natural surveillance;
 - clearly define public, private and semi-private space;
 - create attractive public outdoor space that supports and provides a setting for the surrounding uses.

4. Massing and elevational treatment

- a. Massing and elevational treatment should demonstrate high quality, contemporary design that enhances the visual prominence and legibility of this city centre gateway.
- b. There should be variations in elevational treatment by, for example, projections, recesses and articulation of entrances, fenestration and rooflines.
- c. There will be a presumption against development of large building masses of uniform height.



Harbour Road showing former Inverness College UHI campus.



Longman Road looking north from the rail bridge.



Burnett Road.

5. Frontage(s)

- a. Frontages facing Longman Road and Harbour Road must be high quality and distinctive, enhancing the sense of arrival to the city centre.
- b. Provide continuous active frontages at ground floor level with high levels of transparency.
- c. There should be no blank walls at ground floor level or on any elevation facing Harbour Road, Burnett Road or Longman Road.
- d. Fenestration should create clear views from the interior to the street to maximise surveillance.
- e. The main public entrance to each building should face directly onto Longman Road or Harbour Road.
- f. Frontages to Burnett Road should support uses that attract street life such as small retail units and cafés.

6. Materials and colour

- a. Materials should be consistently high quality reflecting the importance and prominence of sites flanking this city centre gateway.

7. Active travel and public transport

Development must make a significant contribution to strengthening and improving active travel and public transport links between the Longman estate and retail, commercial, and transport hubs in other parts of the city. This should include but not be limited to:

- a. New/improved active travel routes that are attractive and well-lit:
- along the A82 between the railway bridge and the Harbour Road roundabout;
 - along Burnett Road linking Harbour Road with the A82; and
 - connecting other parts of this Development Brief area to both Harbour Road and Shore Street.

- b. Measures to prevent the A82 forming a barrier to pedestrian and cycle connectivity including:
 - improving the pedestrian environment at the underpass linking Innes Street to the city centre;
 - replacing or improving existing steps and ramps to the A82 from Innes Street, Railway Terrace and Burnett Road;
 - enhanced crossing facilities of the A82. (This will require engagement with Trunk Road operators Transport Scotland); and
 - wayfinding components signposting links to key facilities and city centre destinations.
- c. Improvements to bus facilities including siting and design of bus stops to ensure they are within easy walking distance of new development and have good waiting environments.
- d. Proposals must demonstrate that active travel improvements make sufficient provision for disabled users.

8. Vehicle Access

- a. Proposals must identify a clearly defined hierarchy of connected vehicle routes into and through the site. They must demonstrate that all new or enhanced junctions:
 - accommodate anticipated vehicle types and volumes;
 - provide safe levels of visibility; and
 - do not impede non-motorised or disabled accessibility.
- b. Transport Scotland must be consulted about access arrangements from the A82 (Longman Road). Proposals for additional accesses and new junctions off the A82 are unlikely to be supported.

9. Public realm

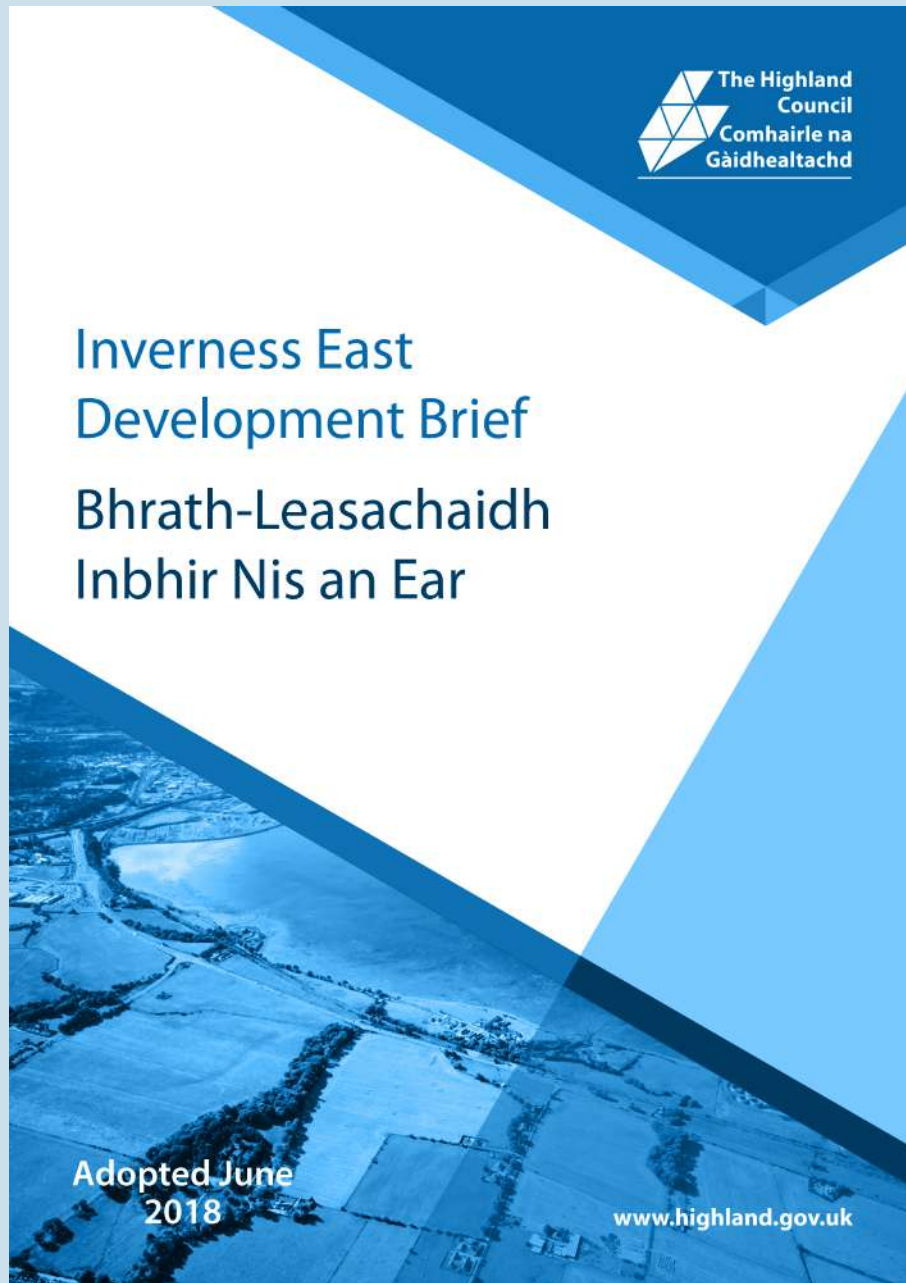
- a. Existing boundary walls flanking pavements should be removed.
- b. Development should make a significant contribution to greening this edge of the city centre by introduction of appropriately sited, attractive landscaping including regularly-spaced trees that that reinforce a sense of street enclosure. Appropriate species include Lime, Norway Maple and Hornbeam.
- c. Existing trees on frontages facing Longman Road and Harbour Road to be retained and supplemented by new tree planting that is aligned with existing in a regular pattern.
- d. Open space should be located, designed and laid out to support surrounding employment uses, promoting social interaction.
- e. Proposals should incorporate green space that supports attractive SUDS features.

10. Parking/ Servicing

- a. Provide well-designed, secure cycle parking that is located within easy access of surrounding active travel routes.
- b. No vehicular parking, drop-off or loading will be permitted on Longman Road or Harbour Road, or between these roads and buildings fronting onto them.
- c. A majority of vehicular parking spaces, including bays for loading/unloading and servicing should be accommodated within perimeter blocks.

Policy 15(c)

Inverness East Development Brief



Inverness East Development Brief

Bhrath-Leasachaidh Inbhir Nis an Ear



Adopted June
2018

www.highland.gov.uk

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Section 1: Introduction

Introduction | Ro-ràdh

- 1 Inverness continues to grow and embed itself as the capital of the Highlands with city expansion and population growth of 1,495 between 2011 and 2016⁽¹⁾. As the city continues to prosper it is essential that land is made available to accommodate growth and deliver a high quality place for living, working and leisure.
- 2 This Development Brief (referenced in the rest of this document as 'the Brief') provides the detailed land use requirements for the Inverness East city expansion areas. It is based on the allocations and policies set out in the [Highland-wide Local Development Plan](#)⁽²⁾ and the [Inner Moray Firth Local Development Plan](#)⁽³⁾.
- 3 The Brief has been informed by a range of public consultation and forms part of the Development Plan for Highland and is a material consideration for planning applications.

Context

- 4 Inverness East is an area rich in landscape, natural and heritage assets. What initially appears as flat arable land bounded by the A96, Highland Mainline railway and existing urban edges is actually a long-settled landscape. There are historic sites, tree-lined field margins, gently undulating landscapes and several distinct character areas that make this place unique.
- 5 The area is located at the foot of north facing slopes that roll into the Inverness Firth. Coupled with the Black Isle and Ben Wyvis massif to the north and mountains to the west, the firth provides a scenic Highland backdrop that offers an excellent opportunity to take advantage of a high quality landscape setting in easy reach of the city centre.
- 6 Well-established communities surround the Brief area and enjoy a range of facilities and activities but there is potential for improvement. Culloden Academy serves as a hub of community activities, providing secondary education and a range of sports and community facilities managed by Highlife Highland.
- 7 There are around 7400 existing homes within walking distance (1 km) of the Brief boundary and around 8 % of these are Council-owned. Similar to the national context, access to social and private rented housing in the area is limited but in high demand.
- 8 The proximity of the area to the city centre means it is an ideal location for easy commuting by bicycle, bus or road (around 2-5 km). There are a range of employment hubs around the area including Inverness Campus, Cradlehall Business Park, Raigmore Hospital, LifeScan, Beechwood Business Park, Inverness Retail and Business Park and Inshes Retail Park. As well as these hubs, economic activity and employment is distributed among communities in

1 <http://highland.maps.arcgis.com/apps/webappviewer/index.html?id=7a7b626c26234480896d72072ada7ded>

2 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/199/highland-wide_local_development_plan

3 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

existing neighbourhood centres, primary schools and local facilities. Planning permission has already been granted at Stratton for the first phase of this city expansion area, including a new town centre on Barn Church Road, also providing economic and employment potential.

- 9 Movement between major destinations like the city centre and the Brief area is constrained by the Highland Mainline railway to the west and south, the A9 road to the west and the A96 road to the north. Opportunities for crossing the railway by motor vehicle are limited to Tower Road to the south and the A96 to the north via the Raigmore Interchange. Similarly, crossing the A9 by road is limited to an over-bridge at Inshes, an underpass at Milton of Leys or the A96 at Raigmore Interchange.
- 10 Movement on foot or by bicycle is less constrained. National Cycle Network Route 1 provides a range of cycleways (including on-road shared surface paths) just south of the Brief area. A dedicated pedestrian and cyclist crossing over the railway at Inverness Campus provides a good link along with the 'Golden Bridge' over the A9 at Inverness Campus. There is also footway and cycle provision at the A9 overbridge at Inshes and at the Raigmore Interchange. Future development of a dedicated bus bridge (including access for cyclists and pedestrians) from the north of Inverness Campus to Inverness Retail and Business Park will further improve movement for pedestrians, cyclists and buses.
- 11 There is a heavy reliance on car-based travel in the area. The A96 dualling scheme and A9/A96 link road (referenced in the rest of this document as 'East Link') proposals seek to reduce Raigmore Interchange congestion and remove local journeys from the trunk roads. The four specific scheme objectives for East Link are available [online](#)⁽⁴⁾ Development in this area could cause increased reliance on car journeys but could also offer opportunity to enhance non car based travel by increasing the number and convenience of pedestrian and cycle links, reducing active travel times and by enabling bus operators to introduce new bus routes that widen access to public transport.
- 12 The pressure for land use change across the area is demonstrated by the consented development at Stratton Farm, the [A96 Dualling Scheme](#)⁽⁵⁾, and proposals for an [East Link](#)⁽⁶⁾ across Ashton Farm. The Brief takes these factors into account.

Expected Future Development

- 13 On completion of all phases of development, the Brief area will provide the following.
 - A network of up to 3,000 homes in distinctive walkable neighbourhoods with a mix of housing types and tenures.
 - 23.6 ha of employment land.
 - A community core (Ashton Centre) including community facilities, shops, places for food and drink and for leisure.
 - A secondary school with community facilities.
 - Two, two-stream primary schools.

4 <https://www.transport.gov.scot/media/6144/a9-a96-inshes-to-smithton-leaflet.pdf>

5 <http://www.transport.gov.scot/project/a96-dualling-inverness-aberdeen>

6 <http://www.transport.gov.scot/project/a9a96-inshes-smithton>

Section 1: Introduction

- A district park (Ashton Park), two linear parks, local play areas and open space, community growing spaces and a well-connected high quality green network.
- A dedicated cycleway and network of active travel routes.
- A 'Main Street' that connects the network of new and existing neighbourhoods.

Using This Document

The Brief is separated into seven sections described below, three appendices provide further information. Throughout the document there are hyperlinks shown in underlined blue text that link to other sources of information and hyperlinks shown in inverted commas that take the reader to different parts of the Brief. Where referred to, 'the Masterplan' refers to the series of maps and illustrations throughout the Brief that set out how development in the area should deliver the Vision.

Section 1:'Introduction' - sets the context for the Brief, and describes and illustrates the Vision for the area.

Section 2:'Indicative Masterplan' - explains and illustrates the masterplan for the area which interprets the Vision.

Section 3:'Key Infrastructure' - sets out the major infrastructure components required to enable development and achieve the Vision.

Section 4:'Character Areas'- breaks the Brief down into five character areas, sets out how the Vision should be delivered in these areas and describes development criteria that will be used in decision making.

Section 5:'Placemaking Principles' - describes the key principles that developers must follow to deliver high-quality places through a design-led approach.

Section 6:'Infrastructure Delivery'- sets out how major infrastructure components will be funded, including what contributions the Council will seek from developers to offset the impacts of their development.

Section 7:'Phasing' - describes the phasing of development into early, middle and late phases and links parcels of land with infrastructure required to be delivered in tandem.

Vision

- 14** The aim for the Brief area is to deliver a high quality place for living, working and leisure. The area is a mixed use major city expansion led by residential development. The Vision for the area is represented by the following four criteria and illustrated in Map 1.1 'Vision'. We expect new development proposals to fully address these criteria, along with the development criteria set out in Section 4: 'Character Areas' and Section 5: 'Placemaking Principles'.

Vision Criteria

A series of **high-quality** distinctive and well designed places, some characterised by a sense of enclosure and mature trees and others by coastal and mountain views.

A **well-connected** and easy to move around place where pedestrians and cyclists are prioritised, people have access to good public transport and vehicles move in a safe way.

A series of places with attractive, inviting **destinations** for people to meet, socialise and do business, where communities have easy access to usable green infrastructure and facilities.

Places that promote vibrant **diverse** communities with access to a range of housing types and tenures and good quality locations for business and leisure.

- 15** To achieve the Vision, development will deliver a new walkable destination in the heart of the Brief area with an attractive civic space and range of uses such as shops, cafés, offices and other services. This central destination will adjoin a district park. Surrounding, walkable neighbourhoods will feature their own local places with amenities like play areas and open space. Development will build on existing city centre links and forge new routes.

Inverness East Development Brief Vision



Development Brief Boundary

Development

- Built Development
- High School
- Primary School
- Ashton District Park
- Sports Facilities
- Proposed Prison Site

East-West Connection

Views

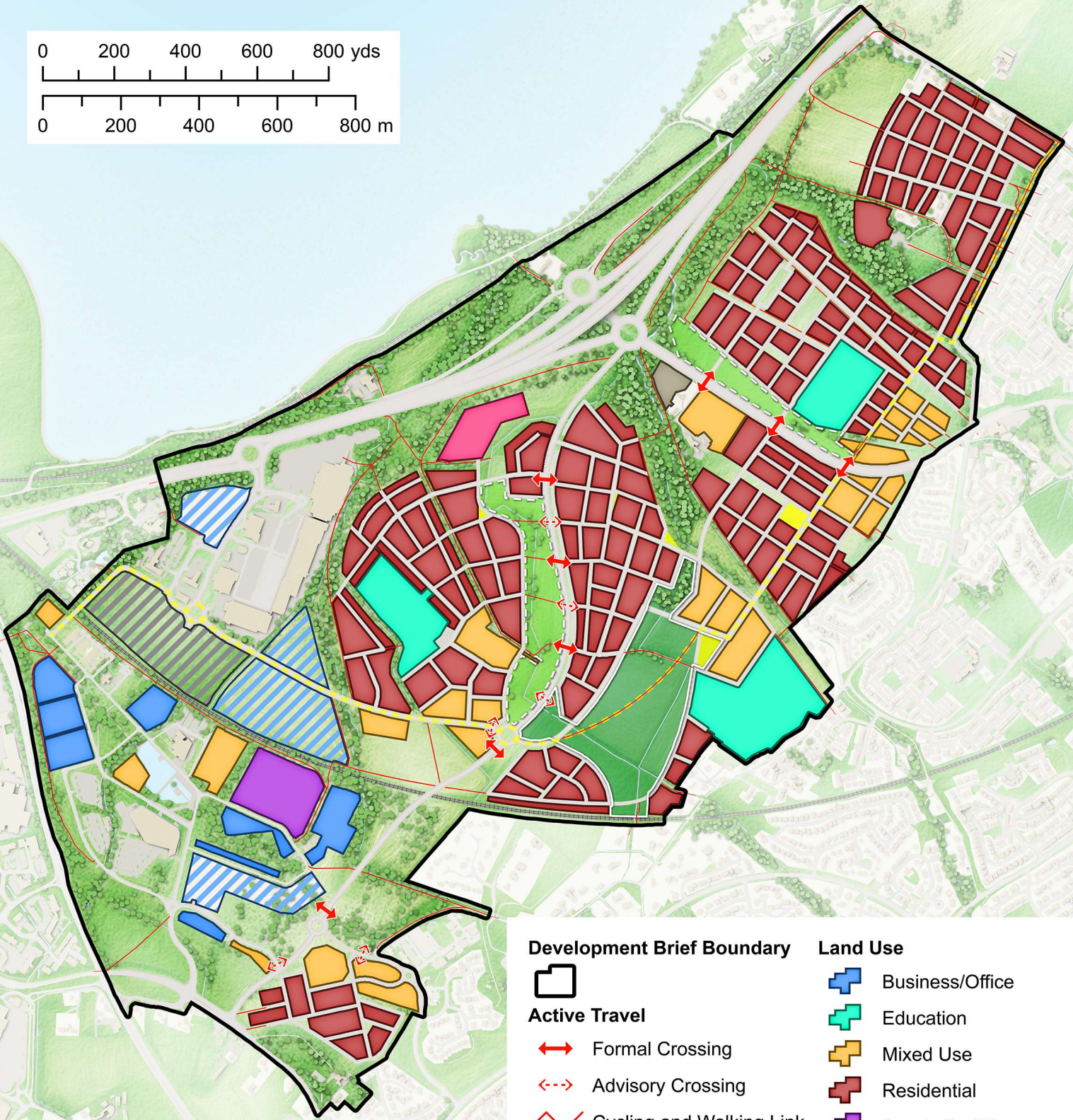
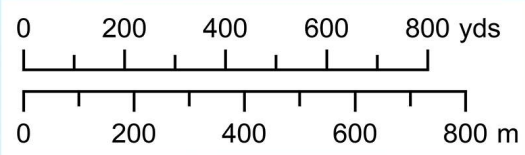
Indicative Masterplan | Plana-Maighstir Taisbeanach

- 16** The Indicative Masterplan for development in the Brief area is shown in Map 2.1 'Indicative Masterplan'. It sets out how the 'Vision' will be delivered through the planning system. The Masterplan refers to all of the maps and illustrations shown throughout the Brief.
- 17** The form and layout of the Masterplan has been shaped by feedback from the local community and other stakeholders, site-specific constraints, in particular flood risk and the need to safeguard green infrastructure, and local and national planning policy on the creation of high quality, successful places.
- 18** The Masterplan establishes a framework for the location and built form of development blocks, movement routes and open space, and interprets the Vision into the following key objectives for the creation of a high quality, successful place:
- Promote a wide variety of housing types and tenures to ensure each new neighbourhood is socially inclusive and provides choice and opportunity to a wide range of home-buyers and tenants.
 - Make land available for community facilities such as schools in parallel with the construction of new houses.
 - Integrate development into the existing landscape structure by ensuring the layout of blocks, streets and active travel routes safeguards and utilises natural assets such as green corridors and riparian woodland belts.
 - Locate development to maximise the attractive outlook to existing and new greenspaces and to the Firths by, for example, orientating homes so that as many residents as possible benefit from park, woodland and Firth views.
 - Provide community, commercial and recreational facilities in locations central and accessible to communities to maximise potential for people making dual or multi-purpose visits.
 - Promote a range of residential and employment densities to sustain new businesses, shops, community facilities, public transport and other amenities.
 - Establish a clear hierarchy of connected routes and spaces that maximises linkages for active travel, public transport use and vehicle movement to and through the Brief area.
 - Create legible, distinctive neighbourhoods that have separate identities, a degree of physical separation and landmark buildings to orientate local residents and visitors.
- 19** The extent of the developable land within the Development Brief is based on SEPA flood maps. Each development will be required to carry out a site specific Flood Risk Assessment for each application to confirm the developable land out with the 1:200 flood extents. The limits of the developable land could therefore increase or decrease and its geometry change, beyond what is currently shown. It is the Council's preference for any flood risk assessment to be strategic in nature to deliver the most effective flood management and a layout that contributes positively to placemaking.
- 20** For development in the Brief area that exceeds 2 ha in area, or 50 houses, or on other sites deemed appropriate by the Council, a detailed masterplan (as described in Appendix 2) must be prepared by a suitably qualified multi-disciplinary team. Any detailed masterplan submitted in support of a planning application will be assessed on the extent to which it accords with:

Section 2: Indicative Masterplan

- The Vision, policies, Masterplan and Placemaking Principles set out in this Brief;
- The six qualities of a successful place, as defined in national planning policy (Distinctive; Safe and pleasant; Easy to move around; Welcoming; Adaptable; Resource-efficient);
- National planning guidance (e.g. PAN 83 *Master Planning*), including best practice examples.

Inverness East Development Brief Indicative Masterplan



Development Brief Boundary



Active Travel



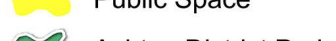
Formal Crossing



Advisory Crossing



Cycling and Walking Link



Dedicated Cycleway

Open Space



Public Space

Ashton District Park

Linear Park

Land Use



Business/Office



Education



Mixed Use



Residential



Sports Facilities



Recycling Centre



Park and Ride

Business/Office Site

Potential Prison Site

Section 3: Key Infrastructure

Key Infrastructure | Prìomh Bhun-structar

- 21** The Council recognises the need to expand infrastructure to accommodate development and deliver the Vision for the Brief area. This section sets out major infrastructure requirements including school provision, transport infrastructure (cycle routes, public transport, roads and park-and-ride facilities), green infrastructure and waste and recycling facilities. It also promotes energy systems that reduce reliance on carbon-based fuels.

Education

- 22** The Highland Council monitors the capacities of primary and secondary schools to accommodate pupils in the region through the [School Roll Forecasts](#)⁽⁷⁾. This provides data to indicate what capacities schools are at and likely to reach based on various assumptions. These assumptions include factors such as the amount of land allocated for development in the Local Development Plan and assumed rates of windfall development (building on sites not identified for development in the Local Development Plan). It is informed by the [Housing Land Audit](#)⁽⁸⁾ (HLA) and both the School Roll Forecasts and HLA are updated annually.
- 23** As part of our review of infrastructure capacity in the Brief area we have completed an analysis which suggests that development will create greater longer-term needs than originally anticipated in the school roll forecasts. To address this, and current capacity needs, we have identified two primary school sites and one secondary school site within the Brief area. The Council will seek financial contributions from developers in the Brief area towards these infrastructure needs.
- 24** Section 6: 'Infrastructure Delivery' sets out the estimated costs that will be sought from developers. This figure will be subject to review based on detailed assessment of the needs at the time of individual planning applications.

Primary Education

- 25** One primary school site is located in the 'Stratton' Character Area and the other in 'West Ashton' as identified in the Masterplan. The Stratton school site is already in Highland Council ownership and is available for development in the short term to meet anticipated needs resulting from development as well as current school rolls pressure in this part of the City. The Stratton school currently does not have a funding commitment in the Council's Capital Programme.
- 26** The school site in the West Ashton area is anticipated for longer term development, outwith the current Capital Programme time period (2014/15 to 2024/25). This site will allow for flexibility in meeting future school demand in the longer term.

7 <http://www.highland.gov.uk/schoolrollforecasts>

8 http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

Secondary Education

- 27** A new secondary school in Inverness has been agreed to as a prioritised project by the City of Inverness Area Committee, subject to Scottish Government funding. Through the phasing of development in the Brief area, the school site can be delivered in the medium term, allowing development, should funding become available within the Capital Programme time period.
- 28** The secondary school site is located within 'East Ashton', as identified in the Masterplan. The site was chosen due to its proximity to existing neighbourhoods and distance from current secondary schools. The future secondary will also be able to take advantage of its location next to the District Park and other neighbourhood amenities. Sharing this site with other community facilities may be an efficient way to deliver other community uses and will be supported. Recent examples like Inverness Royal Academy demonstrate success with this model.

Tertiary Education

Inverness Campus is home to key research and education departments from the University of the Highlands and Islands (UHI) and other academic institutions and offers enterprising organisations the opportunity to co-locate, work together and share knowledge to grow their businesses. The potential for opportunities for synergies between Inverness College UHI and local secondary schools should be explored and developed.

Dedicated Cycleway

- 29** A major influence in changing how people travel is the provision of safe, direct high-quality active travel routes. Section 2: 'Indicative Masterplan' illustrates the key active travel network and this includes dedicated routes and connections for pedestrians and cyclists.
- 30** It is expected that active travel routes are built to the Council's [Roads and Transport Guidelines for New Development](#) ⁽⁹⁾ to the desirable 3 m width for unsegregated shared use paths with verges of at least 1 m. The preference will be for well built bitmac paths, which provide a longer-term facility with lower whole-life costs.
- 31** Where a Core Path is affected by a development proposal, a recreation access management plan will typically be required and should be discussed with the Council's Access Officer at the earliest opportunity.
- 32** The Main Street will provide a spine of high activity due to the mix of uses and higher density of housing. This will create the ideal location for a new segregated cycle route through the Brief area, the Figure 3.1 'Dedicated Cycleway'.

9 http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

Section 3: Key Infrastructure

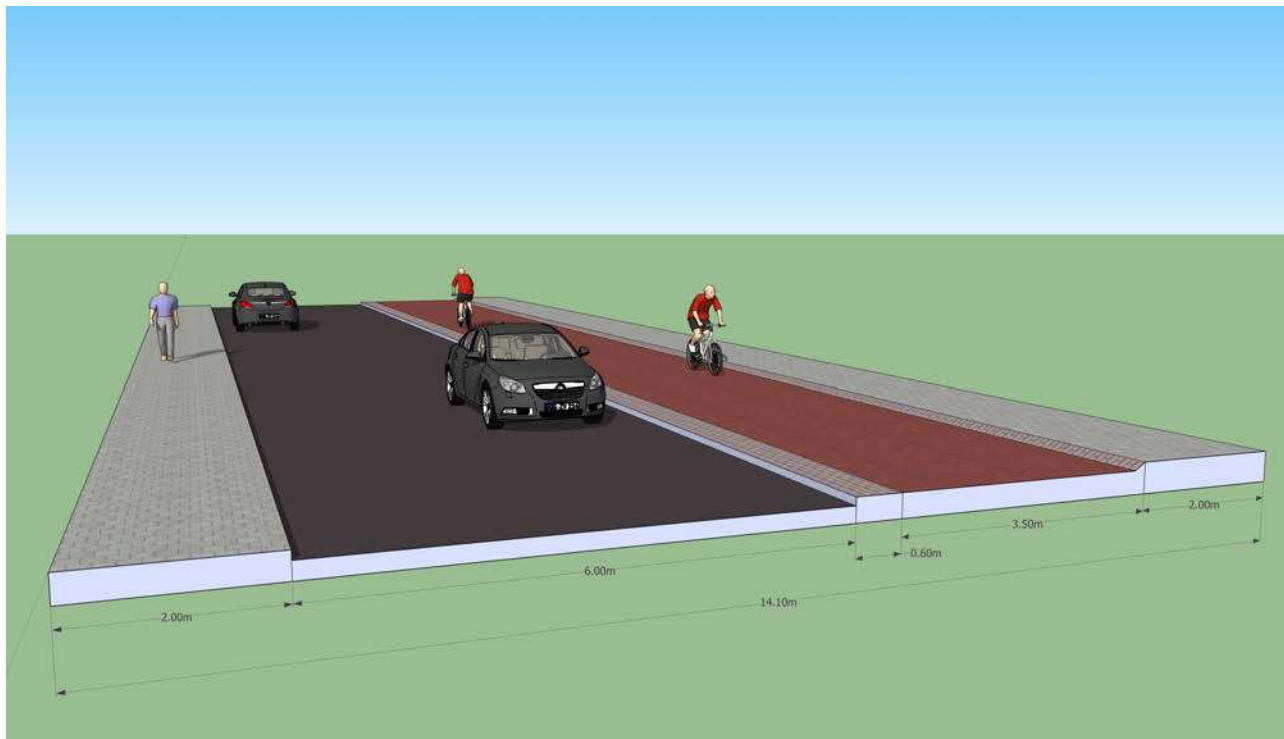


Figure 3.1 Dedicated Cycleway

- 33** This route will provide a direct priority route and seamless connection for cyclists along a desired east-west axis. It will link major destinations and recent active travel improvements at Inverness Campus (leading to the 'Golden Bridge', Raigmore and onto Millburn Road) across the Brief area to the suburbs of Smithton, Culloden and Balloch, and will continue as a segregated route through Ashton District Park.
- 34** The Council has secured the provision of the Dedicated Cycleway in the first phase of development at Stratton and Transport Scotland have incorporated it into their NMU strategy for 'Transport'. Developers of land along the Dedicated Cycleway will be required to provide a seamless connection for their phase of development to continue the route. This route should be a two-way segregated cycle lane (minimum cycling width 3.5 m, with additional 0.6 m separation between the road carriageway and cycle lane) designed to at least the minimum specifications shown in Figure 3.1 'Dedicated Cycleway' and should be provided up to the boundary of landownership. Careful consideration will be required to ensure cycle priority at major crossing points like at Ashton Centre and across East Link and this design work should be done in consultation with the Council's Development and Infrastructure Service.
- 35** Provision of active travel routes within development sites and connections to the wider network will be expected to be delivered by developers of the Brief area. This provision will typically be secured by planning condition. Map 3.1 'Active Travel' illustrates the key active travel routes in the Brief. It should be read alongside the Masterplan to confirm which routes within a proposed development site will require to be delivered as part of the development.


Inverness East Development Brief Active Travel




Development Brief Boundary



Active Travel

 Principal Cycling and Walking Links

 Secondary Cycling and Walking Links

 Dedicated Cycleway

Section 3: Key Infrastructure

Transport

- 36** The safe and convenient movement of people is central to the success of Inverness East as a place. The Brief references ongoing investment in new strategic road capacity, but this is only one part of the solution. The Brief seeks to facilitate a shift from car-based travel to more sustainable forms because of its multiple benefits in reducing road congestion and harmful emissions combined with the health advantages of walking or cycling.

Bus Stops and Subsidised Routes

- 37** The current provision of bus routes is limited to Barn Church Road, the Inverness Retail and Business Park, and some other routes nearby. The Main Street must be designed to accommodate a new bus route. This will include the provision of bus stops, shelters and real-time travel information to ensure that all new development is within 400 m of a bus route. The Council has secured such provision in the first phase of development at Stratton.
- 38** It is expected that once the whole Brief area is developed there will be a commercially viable route along the Main Street to the city centre that connects at Barn Church Road in the east and Inverness Business and Retail Park in the west, potentially including the new bus bridge into Inverness Campus.
- 39** In line with the [Developer Contributions Supplementary Guidance](#), the Council will seek contributions from all developers in the Brief area towards the costs of new bus route infrastructure and, in earlier phases, towards subsidising this new route until it becomes commercially viable.
- 40** Section 6: 'Infrastructure Delivery' sets out the estimated costs that will be sought from developers. This figure will be subject to review based on detailed assessment of the needs at the time of individual planning applications.

Park and Ride

- 41** A 500-space Park and Ride facility was consented as part of the Stratton permission at the northern end of Barn Church Road. This facility may be phased (in line with the planning consent) with an initial 150 spaces in the early phase and the remaining 350 spaces in the medium or long phases. This facility has the potential to enable longer distance commuters and visitors to the city to utilise a sustainable mode of transport into the city centre. Once the Brief area is fully developed, it may also act as a public and active travel transport hub for those living, working and visiting the Brief area. Key active travel links to this facility that are expected to be delivered by developers are identified in the Masterplan.

Rail Halt

- 42** Rail lines connecting to Aberdeen and Perth pass through the Brief area and offer an opportunity for a new, local rail halt to serve residents wishing to travel to the city centre and beyond but also commuters, shoppers and other visitors wishing to visit destinations within the Brief area. Over the next 10 years, both the Perth and Aberdeen lines are scheduled for major investment in line capacity and timetabling of services and therefore this an opportune time for a local connection to the rail network.

- 43** However, there are financial, physical and technical challenges to establishing a new rail halt within the Brief area. The Highland Council is working with The Highlands and Islands Regional Transport Partnership (HITRANS) to further investigate the feasibility of a rail halt at Seafield, the Campus or Stratton. This feasibility will assess: market demand for the facility; technical issues such as signalling, line curvature and gradient; the likely degree of support from funding agencies and rail operators, and; an indicative cost for the facility. This work will require to be informed by a wider appraisal based on the Scottish Transport Appraisal Guidance.

Strategic Roads

- 44** Development of the Brief area requires parallel improvement in trunk and local road networks in the eastern part of the city. There are four principal road schemes:
1. East Link (better connectivity between the A96 and A9);
 2. Barn Church Road (widening of the existing carriageway between Smithton and the A96);
 3. Inshes Corridor (widening and junction improvements between Culloden Road and Raigmore Hospital);
 4. A96 (upgrading to dual carriageway standard).
- 45** Transport Scotland are progressing and funding the East Link and A96 schemes, the Highland Council are progressing the Inshes Corridor improvements and the developers of land at Stratton are widening Barn Church Road. The schemes are at different stages and therefore contain varying levels of detail on the design of the road and its junctions. All the schemes have had public consultation separate to that on the Brief. For each scheme the Brief safeguards land required for the proposal, requires direct provision of it or seeks developer contributions towards its completion (as set out in the Section 6: 'Infrastructure Delivery' section) and ensures a pattern of adjoining land use that is compatible with it.

East Link

- 46** The A96, Barn Church Road and Inshes Corridor schemes do not have a direct influence on the pattern of land use within the Brief area. However, East Link is integral to the pattern of land use within the heart of the Brief area.
- 47** Transport Scotland has announced its preference for the East Link route option and variant, as shown in the Brief, and will now commence detailed design work. The Council are working closely with Transport Scotland in progressing their designs. Any future junctions needed to connect East Link with development land will require to be funded and delivered by the developers of that land. The Masterplan shows the location of these additional connections at the northern end of East Link.

Sports Facilities

- 48** There is a recognised deficiency in sports facilities in the east of the city and the Brief area offers multiple opportunities to address this. The provision of new sports facilities on Inverness Campus can help address this deficiency in the shorter term, whilst a new district park and future high school offer opportunities to address the issue in the medium and longer term.

Section 3: Key Infrastructure

Green Infrastructure

- 49** An extensive network of green spaces already exists across the Brief area and provides multiple benefits for biodiversity, landscape and visual amenity and for contributing to the distinctiveness of future neighbourhoods. These features, including trees, burns and wooded gullies, constrain the potential for surrounding land to be developed through the need to safeguard roots, set back development from tree shading, and avoid areas identified as at risk of flooding on the [SEPA Flood Map](#)⁽¹⁰⁾. Existing watercourses shall be maintained and development set-back to create amenity spaces and blue/green corridors. Opportunities to include water features, SUDS ponds and natural flood management are encouraged to enhance green spaces. River restoration and improvements to waterbodies to improve habitat and biodiversity are encouraged along blue/green corridors.
- 50** The Brief promotes the retention and enhancement of many existing green spaces and the creation of new ones such as parkland to facilitate active travel, recreation, biodiversity, water quality and habitat connectivity. The various elements that make up the network of green spaces are identified in Section 2: 'Indicative Masterplan' and are shown in Map 3.2 'Green Network'. The extent of each type of green space meets and exceeds that which is required under the Council's Open Space in New Residential Development Supplementary Guidance.
- 51** Ashton District Park, the proposed 12-hectare park west of Ashton Centre will provide play, recreation and sport facilities as well as less formal areas featuring biodiversity improvements and river restoration, which could include re-meandering which would have natural flood management benefits. Given its scale, it is likely that this park will require to be delivered in two phases, in line with the phasing set out in this Brief. Developer contributions will be sought for the design and layout of park facilities which the Council will deliver. The Council will work with an appropriate community association to secure funding and manage the delivery of play equipment and the establishment of community growing space and/or allotments within the park.
- 52** As well as this formal park, a less formal linear park is identified as part of the consented masterplan for Stratton along the north eastern edge of Barn Church Road. This park will be delivered as part of the on-site provision of facilities by developers of future phases of development within this character area.
- 53** A similar less formal park mirrors the Stratton linear park at 'West Ashton', following the line of the existing burn and abutting the northern edge of the Main Street and the western edge of East Link. This park should be delivered as part of the on-site provision of facilities by developers of this area. The layout of the park should be informed by a detailed Flood Risk Assessment that confirms the flood extents, flow paths and depths of water. The park shall be designed by the developers to include access and amenity provided by the developers.
- 54** Inverness Campus also features a campus green with central water features that serve as an attractive feature and innovative drainage solution. This area plays an increasing role as an urban park for the east of the city.

10 <http://map.sepa.org.uk/floodmap/map.htm>

- 55** Where new planting schemes are proposed it is the Council's preference for the careful selection of appropriate native species to be used. Applicants should discuss planting schemes, including species selection, with the Council's Forestry Team at the earliest opportunity.

Allotments and Community Growing Space

- 56** The Highland Council is currently developing a [food growing strategy](#)⁽¹¹⁾ which will include our new approach to how we identify and deliver land for community growing and allotments. The current [Allotments Policy](#)⁽¹²⁾ sets out the Council's aims to increase provision across the region.
- 57** The Brief area offers potential to deliver allotments and community growing space for new and existing communities. The Green Infrastructure Map shows four key locations where allotments and/or community growing spaces could be delivered. These include land at Milton of Culloden South, where there is scope for the delivery of an integrated green space and growing space; Stratton, where the existing planning permission includes the provision of allotments in the next phase of development; within Ashton District Park; and at Inverness Campus.
- 58** Developers of land where allotments have been identified in the Masterplan will be expected to provide these areas as part of their development, in line with Section 6:'Infrastructure Delivery' and Section 7:'Phasing' of this Brief.

11 https://www.highland.gov.uk/info/1210/environment/321/climate_change/10

12 http://www.highland.gov.uk/download/downloads/id/5884/allotments_policy.pdf

Inverness East Development Brief Green Infrastructure



Development Brief Boundary
[Black outline symbol]

Growing Spaces/Allotments
[Circled A symbol]

Green Space

- [Red solid line symbol] Ashton District Park
- [Red dashed line symbol] Linear Park
- [Yellow square symbol] Public Space
- [Light green square symbol] Informal Green Space
- [Dark green square symbol] Retained and Increased Woodland

Energy

- 59** In promoting sustainable development The Highland Council promotes national ambitions to transform the places we live through greater energy efficiency, more local energy systems and less reliance on carbon-based fuels. Future developments provide opportunities to deliver on these ambitions and have potential to achieve low or zero carbon status. The Development Plan for Highland already sets out requirements for developments in terms of their sustainability and energy efficient design. Applicants in the Brief area are expected to demonstrate how proposals comply with these policies, including how the scheme has taken account of [Scotland's Heat Map](#)⁽¹³⁾ and the measures outlined below. We are developing new and revised policies that will respond further to national strategies and policies.
- 60** Given the current greenfield nature of much of the site, neighbouring built up areas, and the number of new homes planned and varied mix of uses, the Brief area offers potential for a wide range of measures to be considered such as:
- Local generation (capture) of energy and heat, for example taking energy and heat from waste, water, air and sunlight;
 - Local distribution of energy and heat, for example networks of pipes for heating neighbourhoods;
 - Electricity and heat storage, enabling excess generation to be stored and later released for use when demand rises;
 - Electric vehicle charging infrastructure within the residential areas, mixed use centres at West Ashton, Stratton, Ashton and Inverness Campus, and at other destination sites and uses;
 - Air cleansing structures, keeping our air clean by filtering out pollutants;
 - Water re-use and cooling networks, perhaps in association with sustainable drainage systems.
- 61** The Council expects the potential for such measures to be incorporated in the development, be it built in at the outset or safeguarded and planned for future deployment, and will welcome engagement with landowners, developers and communities to consider opportunities – including options for how they can be delivered.

Waste and Recycling

- 62** Waste management facilities should be provided in line with the [Managing Waste in New Developments Supplementary Guidance](#)⁽¹⁴⁾.

13 <http://heatmap.scotland.gov.uk/>

14 http://www.highland.gov.uk/download/downloads/id/2866/managing_waste_in_new_developments_supplementary_guidance.pdf

Section 3: Key Infrastructure

Recycling Centre

- 63** The existing Council recycling centre at Henderson Drive has the highest throughput of waste and recycling in the region and amongst the highest in Scotland. With significant growth of the city through Inverness East and other areas, like Tornagrain, it is likely that the pressures on this facility will increase. Whilst there is no current commitment to create new recycling centres in the city, it is important that appropriate land is reserved for such a use, as shown in Map 3.3'Recycling Facilities'.

Recycling Points

- 64** The Council has made a commitment to work towards the Charter for Household Recycling in Scotland and therefore seeks to meet the essential and desirable requirements set out in the [Household Recycling in Scotland Code of Practice](#)⁽¹⁵⁾.
- 65** New developments should provide glass recycling points to provide sufficient capacity for residents at a maximum travel distance of 1 km from every household. They should be sited away from sensitive uses, but near focal points of the community like retail and community uses, excluding schools (to minimise safety risks).
- 66** The Council will seek developer contributions from residential developers within the Brief area towards the cost of providing glass recycling points or equivalent gifted land. Developers of land where recycling point locations have been shown in Map 3.3'Recycling Facilities' should ensure that 20 m² of hardstanding is created and reserved within the development that is accessible to enable a refuse collection vehicle for regular servicing (e.g. within a car park). The Council will use contributions from residential developers to secure sufficient control of this land to provide and service glass recycling bins. Exact specifications and requirements for the locations shown below should be discussed with the Council's Community Services prior to submitting a planning application.
- 67** Map 3.3'Recycling Facilities' identifies the location of existing and suggested new recycling points for the Brief area.

15 <http://www.zerowastescotland.org.uk/sites/default/files/Household%20Recycling%20COP%20v2.pdf>

Inverness East Development Brief Recycling



Development Brief Boundary



Recycling Facilities



Recycling Centre Site



Existing Recycling Point



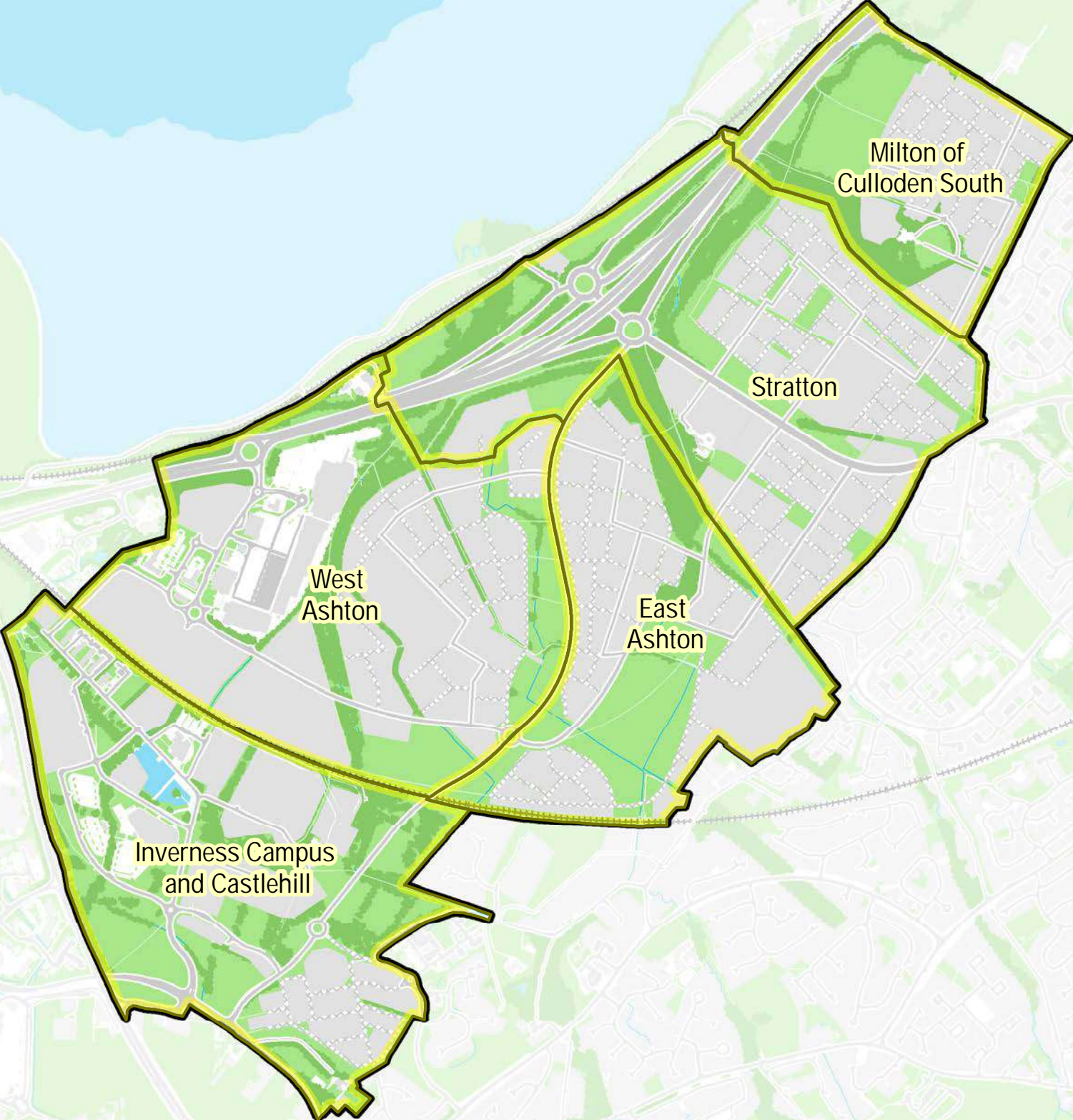
Future Recycling Point



Character Areas | Raointean Caractair

- 68** Five character areas are identified in the Brief area, as shown in Map 4.1 'Character Areas'. These areas are distinguished by location, landscape features and transport infrastructure including East Link and are described in terms of the appearance and function of the neighbourhood once completed.
- 69** The development criteria set out for each area and in Section 5: 'Placemaking Principles' describe requirements that should be addressed in the preparation of masterplans, block and street layouts, and in the design of buildings, open space and greenspace, to achieve the [six qualities of a successful place](#) ⁽¹⁶⁾ defined in national planning policy:
1. Distinctive;
 2. Safe and pleasant;
 3. Easy to move around;
 4. Welcoming;
 5. Adaptable; and
 6. Resource-efficient.
- 70** Whilst the unique character of each area helps to define and create distinctive new places, it is essential that each area contributes to the overall 'Vision' for the Brief area, integrating well with the surrounding context, promoting strong connectivity and delivering high quality public open space.

16 <http://www.gov.scot/Topics/Built-Environment/AandP/InspirationalDesigns/6qualities>

Inverness East Development Brief Character Areas



Development Brief Boundary

Character Areas


Section 4: Character Areas

West Ashton

- 71** West Ashton will be a predominantly residential neighbourhood whose southern edge fronts onto the Main Street and incorporates employment land adjoining Inverness Campus. Its western edge will be occupied by Inverness Retail Park and includes land allocated for business use west of Eastfield Way and the site of HMP Highland, which was recently granted planning permission in principle. West Ashton's Main Street will support higher density, mixed-use development with potential for residential, business and community uses served by good public transport links. North of this street, medium density residential streets will gradually give way to lower density blocks at neighbourhood edges.

The neighbourhood will be separated from East Link by Ashton Burn Park, a large linear park that follows the line of the existing burn.



Map 4.2 West Ashton Character Area

Development Criteria specific to West Ashton

1. Ashton Burn Park will be designed to incorporate formal play areas, active travel routes and appropriate planting, including street trees and parking, including cycle parking.
2. The Main Street will be designed for safe movement with a hierarchy that begins with pedestrians, cyclists, public transport, then private vehicles.
3. Landmark buildings and boundary treatments, including gateway features to Ashton Centre, will make it easy for pedestrians, cyclists and motorists to 'read' and navigate through the neighbourhood.
4. The Dedicated Cycleway will be delivered as part of the East Link project, ensuring a seamless connection to the Prison site which will link users to the bus bridge and Inverness Retail Park.
5. The existing core path (IN08.10) will be integrated into the new block layout, safeguarding associated green infrastructure (trees, ditch, boundary hedges etc.) and improving active travel links to Inverness Retail Park.
6. The existing active travel route crossing the Highland Mainline Railway at Inverness Campus and linking to Inverness Retail Park will be retained and realigned where necessary.
7. Safe, attractive walking and cycling routes will be provided:
 1. from Inverness Retail Park to Stoneyfield Business Park.
 2. from the new primary school to East Ashton, Inverness Campus and neighbourhoods south of the rail line, including:
 - links to and under East Link where the road crosses the rail line;
 - a minimum of three crossing points on East Link in addition to those provided at road intersections.
8. Buildings and boundary treatments at Ashton Farm will be reused or redesigned so that the area continues to benefit from its distinctive character and landmark features.
9. Homes will be orientated so that as many residents as possible benefit from views of greenspace, including parks and woodland, and to ensure good passive surveillance of open space including frequently spaced building entrances and windows.
10. A new public open space will be created to form a gateway feature between the residential area/neighbourhood centre at Ashton Farm and the Main Street.
11. Car park/service areas for commercial uses will be wrapped by surrounding properties.

- 72** A new primary school is proposed close to Ashton Farm, surrounded on three sides by residential properties. The Ashton Farm buildings and boundary treatments present opportunities for adaptive reuse with potential for blocks to be developed as a medium density, local centre supporting services and community uses. This will front onto a small civic space to form a gateway from the Main Street and a focus for community activity. Vehicle access to the neighbourhood centre should incorporate a drop-off area for school traffic and service access for commercial, and school/community use. To promote a strong sense of street enclosure in this area, single storey development must be avoided. Car parking serving commercial uses must be wrapped by surrounding properties.

Section 4: Character Areas

- 73** The Main Street will present an opportunity for medium-high density development comprising 3-storey buildings with strong, continuous urban frontages. In mixed use blocks, non-residential uses should be located at street level with offices or residential uses above. In a similar way development in Inverness Retail Park should present a continuous urban frontage to Eastfield Way, strengthening the urban character of this important route.
- 74** West Ashton should feature a mix of terraced and semi-detached residential properties dropping to lower density at its edge closer to the A96. Frontages overlooking Ashton Burn Park will present an opportunity for two and three storey houses. These must feature frequently spaced building entrances and windows that provide high levels of passive surveillance (overlooking) of public space. Their design must also take advantage of park views.
- 75** The area will be well-served by existing and enhanced active travel links, respecting key desire lines to East Ashton, Inverness Campus and Inverness Retail Park, in line with Map 3.1 'Active Travel'.
- 76** Parking must include adequate provision for bicycles and on-street vehicle parking/loading areas on the Main Street and on one side of the civic space, as well as parking for people accessing Ashton Burn Park.

Ashton Burn Park

- 77** Ashton Burn Park will form a linear extension from the new Ashton District Park, defining the eastern edge of West Ashton as an area of informal public open space shaped by the route of the burn. Its design must incorporate formal play areas and feature clear, direct links to surrounding active travel routes that respect key desire lines including links to Ashton East. Conveniently located cycle and vehicle parking areas must also be provided. The park's boundary treatment to East Link must include a strong line of trees running parallel to the road.

East Ashton

- 78** East Ashton will be the most diverse neighbourhood in the Brief area, featuring a mix of uses, amenities, house types and residential densities. It will be the location of Ashton Centre, an important new mixed-use urban core serving the wider communities in the east of the city⁽¹⁷⁾. This centre will complement the consented town centre at Stratton, around 500 m to the east, with additional facilities and destinations connected by a new Main Street and high quality active travel links. North of Ashton Centre, residential streets with a strong urban character will gradually give way to lower density blocks at the neighbourhood edges. To the west, a strong urban frontage will run parallel to East Link providing good natural surveillance over the main road and Ashton Burn Park. The area will be exceptionally well served by active travel and road links to surrounding neighbourhoods. It will also contain the new Ashton District Park.



Map 4.3 East Ashton Character Area

- 17** Policy 1 of the Inner Moray Firth Local Development Plan sets out the Council's approach to promoting and protecting the vitality and viability of Inverness city centre. All footfall generating proposals in the Brief area should first consider sites within Inverness city centre taking into account their proposal's appropriateness in terms of location, type and scale relative to the primary role of the city centre.

Development criteria specific to East Ashton

1. Development will contribute to East Ashton's sense of place by:
 - creating a new civic open space at the heart of Ashton Centre;
 - using higher density development to define Ashton Centre and sustain new businesses, shops, community facilities, public transport and other amenities;
 - establishing a new Main Street overlooked by active frontages, including higher density mixed-use blocks.
2. A new Ashton District Park will incorporate formal play areas, sports pitches, open parkland, paths, cycle routes, and cycle and vehicle parking.
3. Ashton Centre will be a mixed use central destination providing access to community, commercial and recreational facilities to people living and working in the wider area. Car park/service areas for mixed uses will be wrapped by surrounding properties.
4. The Main Street will be designed for safe movement with a hierarchy that begins with pedestrians, cyclists, public transport, then private vehicles.
5. The Dedicated Cycleway will extend across the character area, linking Stratton to West Ashton. This will be a direct link that prioritises active travel over motorised vehicles and provides a seamless connection for cyclists.
6. The existing core path (IN08.10) will be retained, realigned as necessary, and integrated into the block layout/design of the District Park, safeguarding its role as an important walking and cycling route.
7. A network of safe, attractive walking and cycling routes will be provided from the new secondary school to Stratton, West Ashton, Inverness Campus and neighbourhoods south of the rail line, including crossing points on East Link as shown in the Masterplan.
8. Landmark buildings and boundary treatments, including gateway features to Ashton Centre, will make it easy for pedestrians, cyclists and motorists to 'read' and navigate through the neighbourhood.
9. Homes will be orientated so that as many residents as possible benefit from views of greenspace, including parks and woodland, and to ensure good passive surveillance of open space including frequently spaced building entrances and windows.
10. East Link will be overlooked by a strong urban frontage of apartments and houses set back and separated from the main road by a parallel access road, street trees and a cycle lane.

11. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Ashton Centre

- 79 Ashton Centre will overlook the new Ashton District Park and front onto the Main Street that runs east-west through the Brief area. It will have strong active travel links to Stratton town centre as well as existing neighbourhoods south of the rail line. It will provide a convenient location for a new secondary school with community facilities and a broad mix of services and community facilities such as shops, restaurants, cafés, offices and leisure facilities. The Main Street must be well-served by public transport.
- 80 Ashton Centre presents an opportunity for higher density development facing the primary street and district park, comprising 4-storey blocks with strong, continuous urban frontages. In mixed use blocks, non-residential uses should be located at street level with offices or residential uses above. All frontages facing the park should take advantage of park views. Blocks on the north side of the primary street should take advantage of views north to the firth and mountains, including the potential for attractive penthouse accommodation.
- 81 A civic open space must be provided that can become a focus for community activity. This space must be well-overlooked and well-defined by frontages and boundaries, including the entrance to the school campus, the district park, mixed use blocks, and the primary street.
- 82 Integrating community facilities into the new secondary school campus may be an efficient way to deliver other community uses and will be supported. Recent examples like Inverness Royal Academy's demonstrate success with this type of model.
- 83 The area's legibility and distinctiveness should be underpinned by landmark buildings, entrances and corner treatments, including the built form/boundary treatment of the new secondary school campus.
- 84 Existing Core Path IN08.10 A96 to Caulfield Road North by Ashton Farm must be retained, although the southernmost section may have to be re-routed to avoid crossing the site of the new secondary school. The core path route must be defined and safeguarded where it passes through the district park, and direct new pedestrian/cycle links formed, respecting desire lines, from the path to surrounding uses.
- 85 Vehicle access to the new Ashton Centre should incorporate drop-off area(s) for school traffic and service access for commercial, and school/community use. Parking arrangements must include adequate provision for cycle parking, on-street vehicle parking/loading areas on the Main Street and on one side of the new civic space, and parking spaces for people accessing the district park.

Section 4: Character Areas

- 86** The southern part of East Ashton comprises part of the former Cradlehall Farm landholding which is affected by a still-valid legal agreement. The Council supports the development of the part of this land within the Brief area, as shown in the Masterplan. The landowner will be required to work with the Council to remove this agreement's restriction on development of this land.

District Park

- 87** The new district park must feature formal play areas, sports pitches, open parkland with riparian and wetland habitat, and active travel routes along key desire lines that include safe, segregated cycle routes, and conveniently located cycle and vehicle parking areas. The precise alignment of Main Street and adjacent blocks around the park may vary in response to detailed Flood Risk Assessment information. This is acceptable, provided the total area of district park is maintained and the principles of the Brief in terms of layout, design and frontages are followed.

East Link

- 88** Frontages facing East Link will provide opportunities for three-storey buildings, including terraced townhouses and apartments, accessed by a shared space route running parallel to the road and separated by a line of street trees. These frontages should be urban in character featuring strong, relatively continuous building lines and small front gardens, to enhance the sense of arrival at the Main Street. Main entrances and windows must face directly onto the shared space, promoting high levels of street activity and natural surveillance. The area between the shared space and East Link may accommodate small areas of perpendicular on-street parking, providing these form part of a detailed landscape plan for a high quality public realm.

Stratton

- 89** Stratton has planning permission in principle for a 'new town' including a town centre, housing, and commercial development. Development of this area will be delivered in line with the consents granted, and following more detailed masterplans. The Brief provides the Council's up to date position on how it expects the expansion of the east of the city to proceed, including the Stratton area. It is therefore essential that future planning applications for Stratton follow the original permission as well as this Brief, including its Vision and Masterplan to ensure this area is fully integrated with the wider expansion of the city and is effective as a place.
- 90** Stratton has an important role because it is likely to be the first area to be developed. This means it will set the benchmark for high quality placemaking. It will establish key connections from Barn Church Road to the communities to the south, east and west and will link new neighbourhoods to major employment destinations across the city.



Map 4.4 Stratton Character Area

Development criteria specific to Stratton

1. The block layout and street hierarchy will integrate views across the Moray Firth to the Black Isle, as indicated in the original masterplan.
2. The Dedicated Cycleway will extend to and through the area ensuring a seamless connection from Ashton Centre to Stratton Lodge and Milton of Culloden.
3. Safe walking and cycling routes will link the new primary school to all surrounding neighbourhoods, including East Ashton.
4. The design of Stratton Park (the linear park parallel to Barn Church Road) will incorporate formal play areas, active travel routes and appropriate planting including street trees.
5. Development will be sensitive to existing urban edges at Smithton and Culloden, strengthening connectivity and integrating well with the urban grain, in particular:
 - the mixed use centre at Stratton will relate well to Sinclair Park, facilitating active travel to Shackleton Park and Barn Church Road and ensuring residential amenity is respected;
 - Shackleton Park will provide a gateway and focus for integrating new development with Cranmore Drive and Sinclair Park, informing the layout of new houses, open space and active travel connections;
 - development facing towards Caulfield Road will facilitate safe, attractive routes for active travel to existing neighbourhoods in Galloway Drive.
6. Safe, convenient links will be provided for all modes of transport to the Park and Ride facility at the northern end of Barn Church Road.
7. Key routes, in particular Barn Church Road and the Main Street, and public open spaces will be lined with strong urban frontages.
8. Mixed-use development will be located at the junction of Barn Church Road and the Main Street (reflecting the mix of uses described in the consented Masterplan, including residential) forming a gateway feature, including public open space.
9. Car parking and service areas for commercial uses will be wrapped by surrounding properties.
10. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Planning Context

- 91 Planning Permission in Principle (09/00141/OUTIN) was granted in 2011 which included an indicative masterplan. Further applications were then granted that ultimately led to the area's initial phases being progressed for residential development instead of retail. The planning history is available [online](#) ⁽¹⁸⁾. The Stratton town centre has permission for a range of uses including commercial (with larger scale retail), community facilities and housing. This destination will be complemented by Ashton Centre, around 500 m to the west and provides additional facilities and destinations connected by a new Main Street and high quality active travel links.



Map 4.5 East Ashton Character Area

- 92 The detailed design and layout for each phase of development is being dealt with through Matters Specified by Condition applications. A range of uses for the area have been approved and include:
- Phased development of up to 2,500 new homes, mixed in size, type and ownership.
 - Mixed-use town centre with retail, business, community and commercial uses adjacent to Barn Church Road.
 - A new Primary Street with capacity for pedestrians, cyclists, buses and cars.

18 <http://wam.highland.gov.uk/wam/propertyDetails.do?activeTab=relatedCases&keyVal=KFPVO1IH07801>

Section 4: Character Areas

- A new primary school.
- Retail facilities and a park and ride facility adjacent to Barn Church Road.
- A new Linear Park along Barn Church Road.

Milton of Culloden South

- 93** The Milton of Culloden South area is characterised by its distinctly rural feel, created by its boundary into agriculture to the northeast and the listed Stratton Lodge and associated woodland to the southwest. Road access, pipeline safeguards, scheduled monuments, and the presence of Stratton Lodge and its mature woodland offer both constraints and opportunities for future development.
- 94** The vision for Milton of Culloden South is to create a distinctive and high quality neighbourhood that reflects the agricultural history of the land. A greenspace is identified in the Masterplan between new blocks of development and Caulfield Road. In this location an equipped park will provide residents with a walkable local destination that will facilitate integration with existing neighbourhoods. Community growing space will be encouraged in this area, as well as flexible residential units that offer opportunities to work from home.



Map 4.6 Milton of Culloden South Character Area

Development criteria specific to Milton of Culloden South

1. Sensitive re-development of Stratton Lodge will respect its historic character and landscape setting and secure the future of the listed building.
2. Safe walking and cycling routes lined by active frontages link:
 - Milton of Culloden South to Stratton Lodge and future active travel connections proposed by the A96 Dualling project.
 - all new development to Stratton primary school and existing neighbourhoods abutting Caulfield Road.
3. Medium density residential streets gradually give way to low and very low density development abutting rural land uses to the east.
4. A diverse range of house types reflect the transitional character of the area from urban to rural.
5. A greenspace at Milton of Culloden will provide a safe, attractive public open space for community activity, including play areas and planting.
6. Opportunities for public access to the amenity woodland at Stratton Lodge will be maximised.
7. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

Stratton Lodge and Land to the South

- 95** Stratton Lodge is a late 18th century category B Listed Building. The setting of the Lodge is enhanced by the distinctive tree lined drive and mature policy woodland which contributes to its special interest and serves as an amenity area for nearby neighbourhoods. The building suffered extensive fire damage in 2013, but is capable of restoration and has the capacity for a sensitive and high quality extension to the rear of the building. The area to the front of the building must be preserved and enhanced as part of any redevelopment, including as much of the length of the tree lined driveway as possible. A recreation access management plan will be required along with a woodland management plan and sensitive enhancement of the existing path network.
- 96** Scottish Planning Policy allows for enabling development in order to secure the future of a heritage asset such as a Listed Building. The economic viability of the redevelopment of Stratton Lodge is tied to the land located between the Stratton development and the Lodge's tree-lined driveway. This land is suitable for medium density residential development to enable sensitive adaptive re-use of Stratton Lodge, provided it is compatible with adjacent development.

- 97** To ensure the sensitive redevelopment of Stratton Lodge, development will only be supported in this area if the future of the Listed Building is secured first, and any proposal that comes forward can demonstrate this to the satisfaction of the Council.

Milton of Culloden South

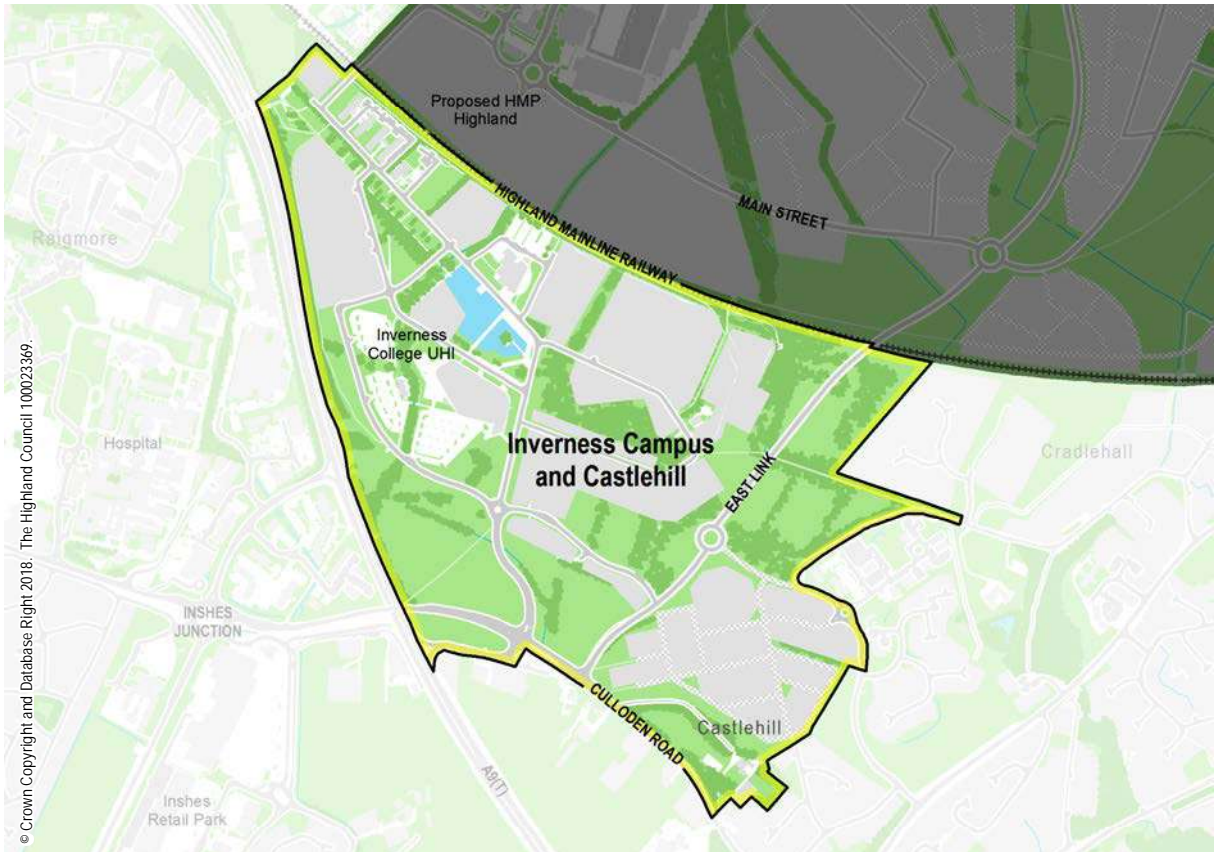
- 98** A detailed masterplan should be prepared in support of planning applications for Milton of Culloden South, following this Brief, and should address the delivery of the two green spaces identified- the less formal northern area and more formal southern open space.
- 99** Due to the presence of development constraints, lower density smallholdings and associated buildings offering agricultural or equestrian use may be appropriate for the blocks closest to the A96, identified for very low density. The presence of a high pressure gas pipeline in this area may mean developers will have to consult the Health and Safety Executive's Planning Advice Team to ensure their proposals are a safe distance from this infrastructure.
- 100** The *access road* (see character area map above) to development land east of Stratton Lodge is the new route that will be formed from Barn Church Road. As part of the A96 dualling scheme Transport Scotland's latest thinking is to close the junction to Milton of Culloden South from the existing A96 and provide a suitable alternative. The details of this scheme may change as it will be subject to Public Local Inquiry, details of which are available ⁽¹⁹⁾.
- 101** The timing of development proposals coming forward for the land at Milton of Culloden South and the junction from the A96 being closed will determine what new access arrangements will be required for existing residents, agricultural access and for new development:
- If the A96 junction is closed first, Transport Scotland will provide existing Milton of Culloden South residents and farmers with an alternative route by upgrading the existing Milton Road up to the junction at Barn Church Road. The route to serve the Milton of Culloden South Character Area will be provided on the *access road*. Once the *access road* is formed this will provide a route for existing Milton of Culloden South residents and the Council will seek to control access along Stratton Lodge Road by way of a locked gate or other appropriate solution at both the Barn Church Road end and the access track to Keppoch Road.
 - If the *access road* is delivered up to existing properties at Milton Culloden South before the A96 junction is closed, access will be along the *access road*. If this occurs, Transport Scotland may only need to provide agricultural access along Milton Road, since the *access road* will provide a route for existing and new residents. The Council will therefore seek to control access along this road as explained above.

19 [online](https://www.dpea.scotland.gov.uk/CaseDetails.aspx?ID=118313) https://www.dpea.scotland.gov.uk/CaseDetails.aspx?ID=118313

Section 4: Character Areas

Inverness Campus and Castlehill

- 102** The south west part of the Brief area comprises land bounded by the Highland Mainline railway, the A9 and the existing neighbourhood of Cradlehall. It also accommodates Inverness Campus and part of the East Link route.
- 103** The Brief proposes a consolidation of predominantly employment uses within the core of the Campus, expansion of the existing residential neighbourhood at Cradlehall and a purposeful green corridor that accommodates East Link and community facilities such as parkland and potential growing space.



Map 4.7 Inverness Campus and Castlehill Character Area

Development criteria specific to Inverness Campus and Castlehill

1. Development at Inverness Campus will follow the existing design code to deliver innovative exemplars of modern design and layout.
2. Amenity space between Inverness Campus and Cradlehall will support practical uses (e.g. allotments, parkland or community woodland) and will safeguard existing trees and provide new tree planting.
3. New active travel links along and across East Link will maximise connectivity from the road to surrounding neighbourhoods and key destinations.
4. Active travel and public transport connections between Cradlehall, Inverness Campus, the City Centre and Inverness Retail and Business Park will be improved.
5. New sports facilities at Inverness Campus will be accessible for use by local communities and the wider City.
6. Development abutting Castlehill Road will feature active frontages including high levels of transparency and frequent pedestrian entrances, focussing activity and providing passive surveillance over the main road. Frontages will be separated from the road by high quality boundary treatments (e.g. low stone walls, trees/planting) in keeping with existing boundary treatments on Culloden Road.
7. The residential amenity of adjacent neighbourhoods will be respected and will inform the design and layout of new development.

104 Inverness Campus is one of Highland's most important sites for learning, research, enterprise and employment. The Brief will support its continued expansion as an innovative exemplar of modern design and layout. Inverness Campus is part complete and part committed in terms of planning permissions and construction starts.

105 The land north of Castlehill Gardens has consent for a care home and the Brief promotes the rest of this area for a mix of residential use and gateway commercial uses on the East Link roundabout. The heights of buildings in this area must be sensitive to surrounding uses and a maximum of two storeys. The area should take its design cues from the adjacent Inverness Campus.

106 The relationship between new and existing neighbourhoods and Inverness Campus is important and East Link serves as a boundary for the two. The land between East Link and Caulfield Road North/ Cradlehall Meadows does not have a suitable road access and is not considered to be appropriate for built development. The Brief promotes this area as a potential community woodland, reflecting the planting scheme shown in the HIE Inverness Campus masterplan, and the potential need for mitigatory planting as part of the East Link project. There may also be potential for allotments in this area, as reflected in the Map 3.2 'Green Network'.

Section 4: Character Areas

- 107** Extant planning permissions exist at the Campus and on land south of Cradlehall Business Park. The Brief's provisions mirror the permissions for these sites.

Placemaking Principles | Prionnsapalan Dealbhadh-àite

- 108** Scottish Planning Policy defines placemaking as “a creative, collaborative process that includes design, development, renewal or regeneration of our urban or rural built environments.” It encourages the creation of high quality places through a design-led approach that emphasises the importance of the location, layout and design of new development.
- 109** The key Placemaking Principles are set out below that will shape the visual and spatial character of new development in the Brief area. These focus on achieving a successful place for living, working and leisure through ensuring an appropriate mix of uses, a diverse housing pattern, safe, attractive streets and high quality public open space, including well-connected active travel routes.
- 110** Development proposals will be assessed on the extent to which they accord with these principles.

Housing Mix and Tenure

- 111** The housing mix must address a wide range of household needs to enable multi-generational neighbourhoods that people can enjoy at all stages of life. It should meet the needs of first-time buyers, families, and people who are disabled, elderly, downsizing or retired. This includes provision of large and small flats, terraced houses, semi-detached and detached homes.
- 112** Design and layout must ensure that affordable tenures are dispersed throughout the area. Buildings and frontages must be tenure-blind so that private homes are indistinguishable from those that are rented.
- 113** A sufficient range of housing options for older people must be provided close to services and facilities.

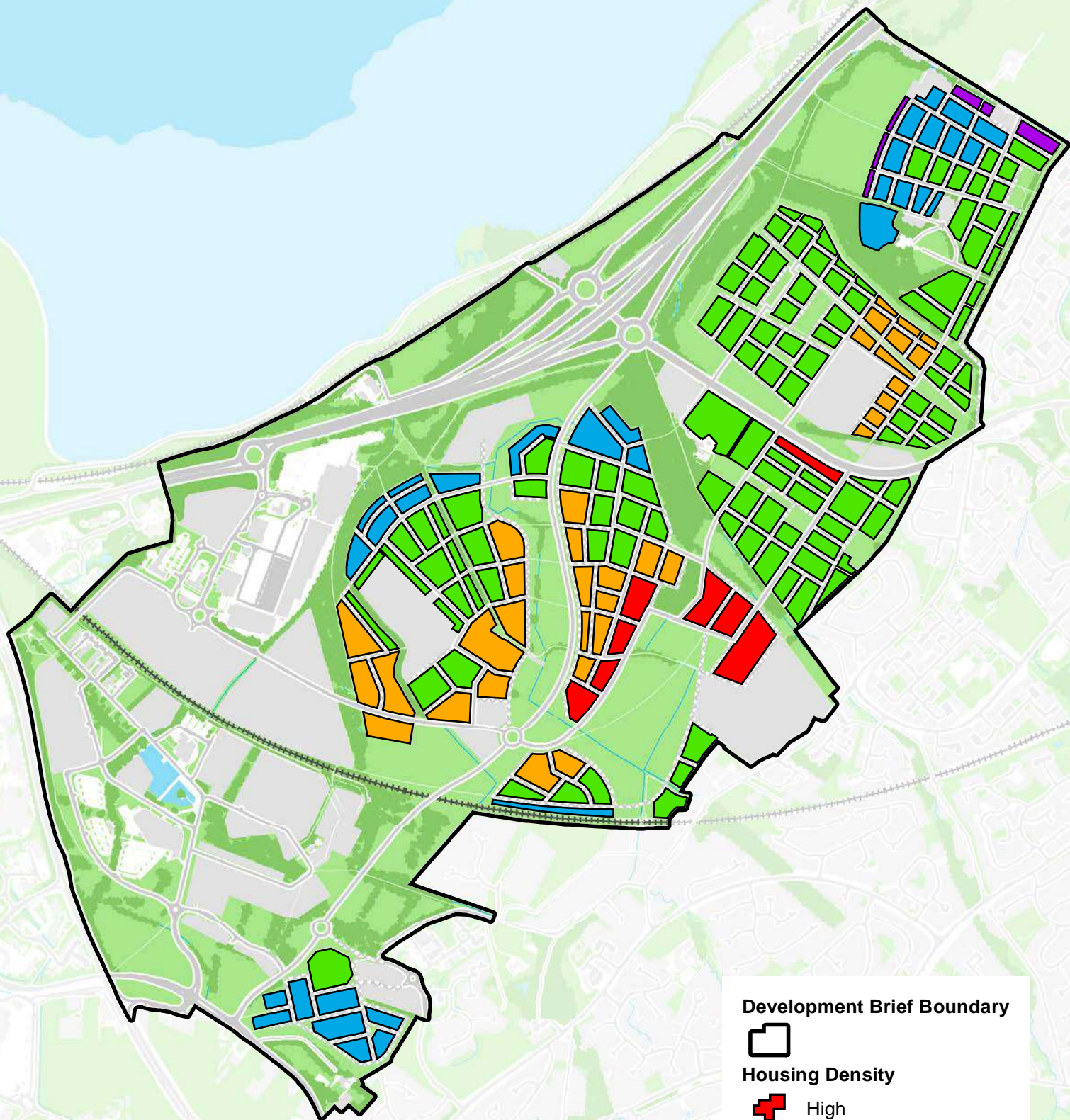
Block Structure and Density

- 114** Section 2: 'Indicative Masterplan' describes the layout of new development which is based on a perimeter block structure that contributes to a legible hierarchy of streets and spaces. While there is room for flexibility with respect to the configuration and boundary of blocks and open space, their position, form and scale should respect this layout.
- 115** Higher density blocks should be predominantly comprised of terraced townhouses and apartments fronting onto the street. Block interiors should be configured to provide private/communal open space and secure private car and cycle parking in small, communal courtyards that are well-overlooked. Mews houses, small workshops and/or live-work units can be incorporated into the interior layout of larger blocks.
- 116** Medium density blocks should be predominantly comprised of terraced or semi-detached houses fronting onto the street. They should maintain a strong building line but may have deeper setbacks from the footway and softer boundary treatments than high density blocks.

Section 5: Placemaking Principles

- 117** Low density blocks should comprise terraced, semi-detached or detached houses fronting onto a street or active travel route. These blocks have scope for greater flexibility in plot sizes, building lines and setbacks to promote or enhance a sense of space or achieve better integration with the surrounding landscape.
- 118** Map 5.1 'Housing Density' presents the indicative range and distribution of residential densities across the Brief area. Variation and gradation in density should promote an easily recognised street hierarchy and distinctive character areas. Highest density built form should be concentrated on and near the new primary street to maximise opportunities for new businesses, services and facilities to flourish and to promote public transport use. Lower densities should be located away from main routes or at neighbourhood edges. Areas of mixed-use development should include residential accommodation designed to suit the location and proposed density range.

Inverness East Development Brief Housing Density



Development Brief Boundary



Housing Density

-  High
-  Medium/High
-  Medium
-  Low
-  Very Low

Street Hierarchy

119 Map 5.2 'Road Hierarchy' illustrates an indicative street hierarchy for the Brief area taking into account Transport Scotland's proposed changes to existing road infrastructure including the A96 dualling and the construction of East Link. The Main Street in this hierarchy runs east-west from Barn Church Road to Inverness Retail Park, passing through Ashton Centre and skirting the edge of the new district park. To the north, a secondary street also runs east-west linking the new neighbourhoods of East Ashton, West Ashton and Stratton. Both streets intersect East Link, creating the only direct accesses for vehicles to East Link between the A96 and bridge over the Highland Mainline railway. Tertiary streets provide access to residential blocks where it would be appropriate to use a Home Zone approach to achieve an appropriate balance between pedestrian, cycle and vehicle movement, including space for social interaction.

120 The street hierarchy must:

- make it easy and safe for pedestrians, cyclists and motorists to access, navigate and move through new neighbourhoods in the Brief area;
- promote use of active travel and public transport by enabling convenient, all-abilities access.

Inverness East Development Brief Road Hierarchy



Development Brief Boundary
[Icon: Thick black outline]

Street Hierarchy

- [Icon: Thick black line] Main Road
- [Icon: Red line] Primary (Main) Street
- [Icon: Orange line] Secondary Street
- [Icon: Green line] Tertiary Street

Street Section
[Icon: Arrow pointing right]

Section 5: Placemaking Principles

Street Design

- 121** All street design must accord with policies and principles set out in national guidance in [Designing Streets](#)⁽²⁰⁾ and [The National Roads Development Guide](#)⁽²¹⁾. All streets must be well-overlooked to ensure high levels of passive surveillance.
- 122** Street design should reinforce the distinctive character of individual neighbourhoods.
- 123** The layout of the Main Street must be configured so that geometry and junction arrangements control speed and movement, enabling pedestrians, cyclists and vehicles to travel through in safety.
- 124** Residential streets should make use of tight geometry and sensitive junction arrangements to limit vehicle speeds to 20 mph or less, discourage rat-runs and prioritise safe movement for pedestrians and cyclists. Incidental narrowing of the carriageway by means of built form, street trees, soft landscaping or areas of discreet on-street parking is encouraged. Shared surface streets should use variation in surface materials and colours, as appropriate, to create a safe, attractive pedestrian environment that demarcates, for example, vehicle routes, junctions and parking space.
- 125** The design of East Link should allow for variation in road character between semi-rural and urban surroundings. The route must have a high place function and a medium movement function where it passes between East and West Ashton. Intersections with the Main Street and Secondary Street must ensure that space is principally defined by the position of buildings, landscape and boundary features, rather than the route of the carriageway. Safe crossing points for pedestrians and cyclists must be provided at these intersections and at least three intermediary points between East Ashton and Ashton Burn Park as shown in Map 2.1 'Indicative Masterplan'.
- 126** Streets should be defined by appropriately scaled buildings and/or trees to achieve a comfortable sense of enclosure. As a general guide, the height to width ratio should not exceed 1:3. At mews lanes, the ratio should be closer to 1:1.
- 127** The following figures show a range of indicative street sections:

20 <http://www.gov.scot/Publications/2010/03/22120652/0>

21 <http://www.scotsnet.org.uk/phone/national-roads-development-guide.html>

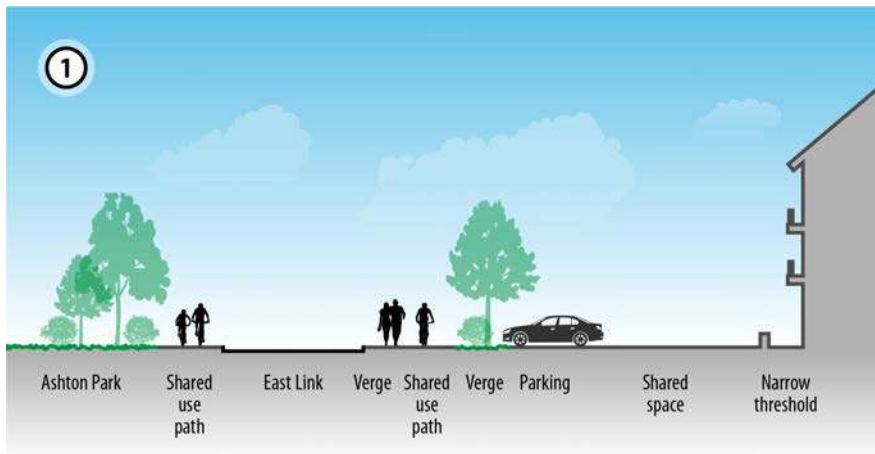


Figure 5.1 Indicative Street Section 1: East Link facing Ashton Burn Park.

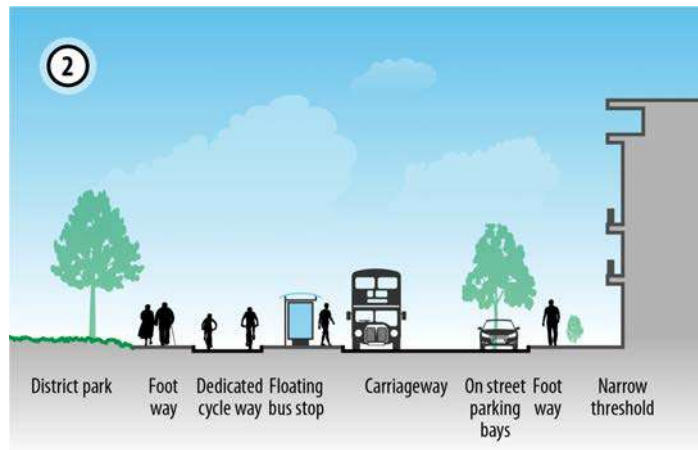


Figure 5.2 Indicative Street Section 2: Primary Street overlooking Ashton District Park.

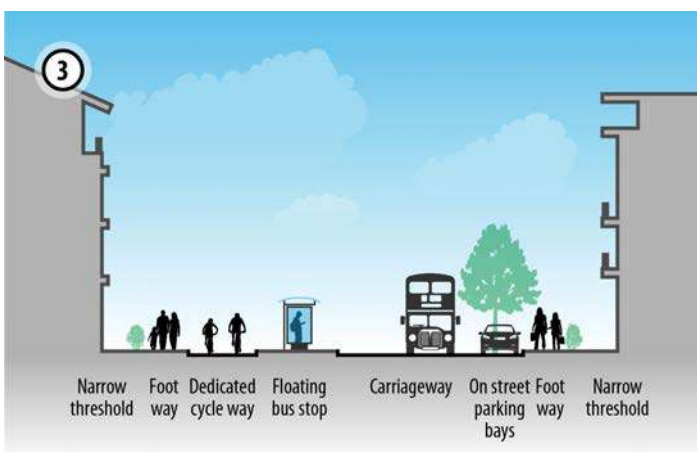


Figure 5.3 Indicative Street Section 3: Primary Street, West Ashton.

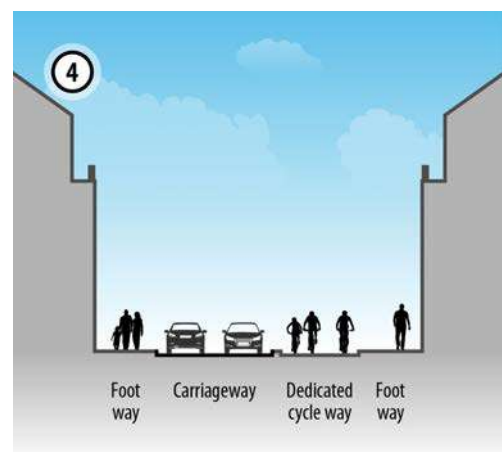


Figure 5.4 Indicative Street Section 4: Primary Street, Ashton Centre.

Section 5: Placemaking Principles

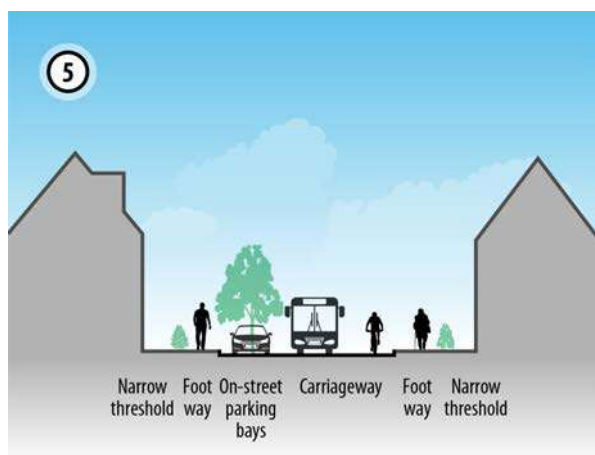


Figure 5.5 Indicative Street Section 5: Secondary Street.

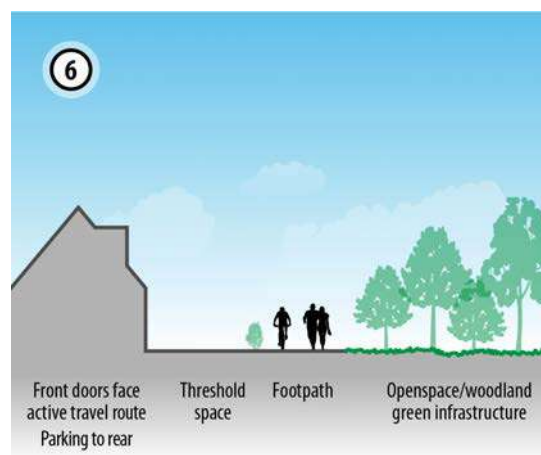


Figure 5.6 Indicative Street Section 6: Edge frontage overlooking active travel route/green infrastructure.

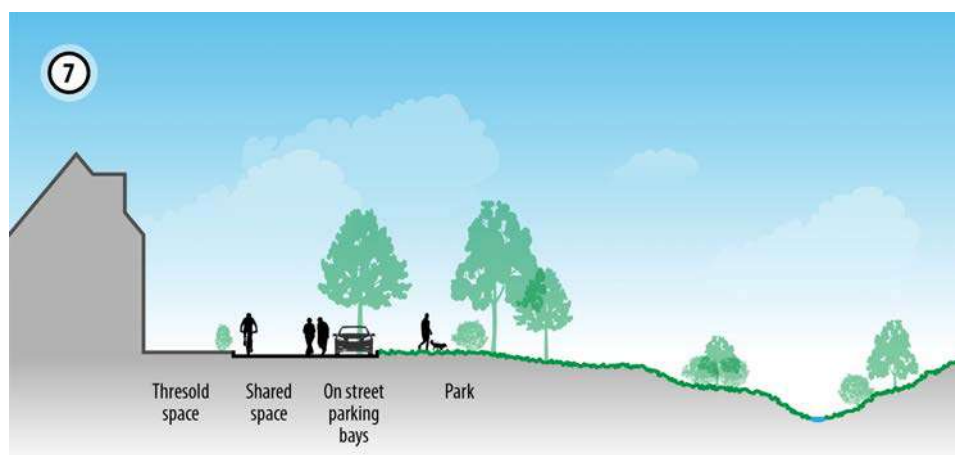


Figure 5.7 Indicative Street Section 7: Tertiary Street overlooking park.

Mixed Use

128 A mix of retail, commercial, leisure and community uses must be conveniently located on or near the Main Street/school sites to achieve a concentration of complementary footfall-generating uses. Mixed use development must present a continuous active frontage to prominent streets and spaces, featuring pedestrian entrances at frequent intervals, high levels of ground floor transparency and good natural surveillance. Mixed use blocks should also achieve a varied vertical mix with potential for upper floor residential development. Cafés and restaurants that make use of spill out space are encouraged at sites fronting onto open space and where orientation is appropriate. Pavement/threshold space must be sufficiently wide to accommodate pedestrian movement. The development of single storey/single use buildings, including retail units, should be avoided.

Active Travel

129 Development must provide for and integrate with new and enhanced active travel routes shown on Map 3.1 'Active Travel'. These include a selection of cycle routes and shared use paths that respect key desire lines to surrounding destinations, including crossing points along East Link. Existing Core Path (IN08.10) and the active travel route from Inverness Campus to Inverness Retail and Business Park must be retained and, where necessary, re-aligned.

Frontages

Frontages

130 Four types of key frontage occur within the Brief area:

1. Urban
 - 2-4-storey, by density.
 - Urban in character featuring strong, relatively continuous building lines that provide good definition and enclosure to streets and spaces.
 - Front doors open onto street.
 - Windows overlook street providing high levels of passive surveillance of public space.
 - No blank walls.
 - Residential blocks predominantly made of apartments and terraces, including townhouses. Limited or no threshold space.
 - Mixed use blocks have taller ground floors with high levels of transparency, including frequently spaced entrances and windows, making internal uses visible from outside.
 - Landmark buildings, entrances and corner treatments at key locations enhance neighbourhood legibility.
2. Park
 - 2-3-storey buildings, by density, including terraced townhouses.
 - Strong building line providing good definition to edge of park/greenspace.
 - Access via shared space route running parallel to the park.
 - Main entrances and windows face directly onto park, promoting high levels of street activity and natural surveillance.
 - The potential for balconies and roof terraces that take advantage of park views must be considered.
 - Absence of side gables and rear garden fences.
3. East Link
 - 2-4-storey buildings, by density, including terraced townhouses.
 - Urban in character featuring strong, relatively continuous building lines that define public space. Narrow threshold space.
 - Access via shared space route or footpath running parallel to East Link and separated from the main road by a strong line of street trees.

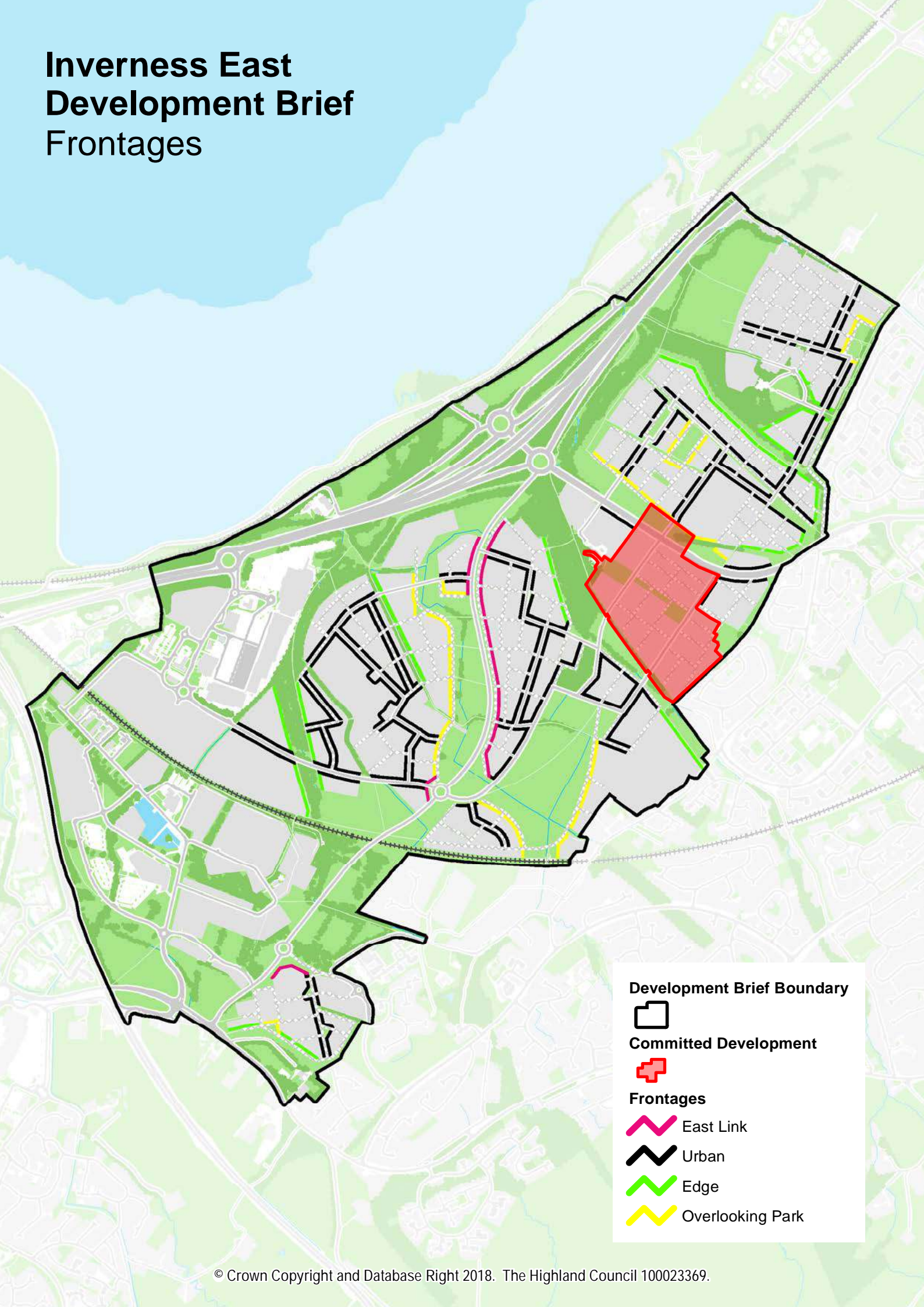
Section 5: Placemaking Principles

- Main entrances and windows face directly onto the shared space/footpath promoting high levels of street activity and natural surveillance.
- Small groups of perpendicular on-street parking spaces located between shared space and East Link, punctuated by street trees (all forming part of a detailed landscape plan).
- In-curtilage parking acceptable if accommodated to one side of the house, avoiding the front garden.

4. Edge

- 1½-2-storey detached, semi-detached or terraced houses, by density.
- Shared-use path or shared space located between plot boundaries and greenspace/woodland.
- A flexible pattern of building setbacks should contrast with a strong, consistent boundary treatment to plots.
- Entrances and windows face onto the active travel route, focusing activity and providing good passive surveillance over greenspace/woodland.
- A mix of in-curtilage, rear parking, and small areas of on-street parking articulated by planting (all forming part of a detailed landscape plan). In-curtilage parking should be located to one side of houses to avoid encroaching on front gardens.

Inverness East Development Brief Frontages



Development Brief Boundary
[Black outline icon]

Committed Development
[Red outline icon]

Frontages

- [Pink wavy line icon] East Link
- [Black wavy line icon] Urban
- [Green wavy line icon] Edge
- [Yellow wavy line icon] Overlooking Park

Section 5: Placemaking Principles

Other Design Considerations

Parking

- 131** Car, cycle and motorbike parking provision must be in accordance with the Council's [Roads and Transport Guidelines for New Development](#) ⁽²²⁾.
- 132** In high density areas, parking should be provided in secure, rear courtyards that are well-overlooked. On-street car parking is also acceptable provided this is designed as an integral part of the public realm and does not inhibit cycle or pedestrian movement, or public transport use. Parking bays should be arranged in small groups punctuated, where possible, by trees, planting or hard landscaping to balance their visual impact. Parking bays for shared cars must be provided to enable the introduction of car clubs or other car sharing schemes. There should be no frontage access to car parking spaces. Parking for business/commercial use should be wrapped by surrounding development and should not occupy the street frontage.
- 133** Medium and low-density areas should feature a mix of sensitively designed in-curtilage, rear court and on-street car-parking. The layout and landscaping of on-street parking must avoid dominating the public realm and should instead be carefully integrated into its design.
- 134** Park users may be provided with on-street perpendicular or angled car-parking spaces providing these are integrated into a high quality landscape design and do not conflict with or inhibit cycle, pedestrian or vehicle movement.

Trees

- 135** Development must respect and safeguard existing trees and woodland throughout the Brief area, in accordance with the Council's Supplementary Guidance on Trees, Woodland and Development. A six meter riparian buffer zone should be maintained where watercourses are present, as set out in the [Flood Risk and Drainage Impact Assessment Supplementary Guidance](#) ⁽²³⁾.
- 136** Where the removal of trees is unavoidable, adequate compensatory planting must be provided at an appropriate location(s) including appropriately sited street trees forming part of a detailed landscape design for greenspace and the public realm. The design and layout of development should promote a positive relationship between local communities and existing woodland ensuring, as far as possible, this is overlooked by active frontages. Back gardens abutting existing trees/woodland must have well-defined boundaries and be sufficiently deep, or buffered, to avoid overshadowing or the potential effect of wind throw.

Sustainable Drainage Systems (SuDS)

- 137** Mechanisms for managing surface water run-off must be considered and integrated into the design and layout of streets, paths, open space and amenity areas at an early stage in the design process. The appearance and form of overground SuDS features should make a

22 http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf

23 http://www.highland.gov.uk/download/downloads/id/2954/flood_risk_and_drainage_impact_assessment_supplementary_guidance.pdf

positive contribution to general amenity, ecology and landscape character. Examples include sensitively-designed detention basins, swales, and ponds that provide habitats for wildlife. Opportunities to integrate public art into the design of SuDS features should be explored, along with the potential to involve local communities in their design, development and operation. Inverness Campus provides examples of good practice. There may be information of relevance in the [RSPB/WWT 2013 guidance document](#) ⁽²⁴⁾

Building Design

- 138** Building design should contribute to the character and distinctiveness of individual neighbourhoods.
- 139** Buildings should demonstrate high quality, contemporary design that is context sensitive. This includes designing from the inside out so that orientation, layout and windows take account of daylight, solar gain, amenity and views.
- 140** Building design must make a positive contribution to the public realm, facing and animating streets and ensuring surrounding public open space has a positive use. Landmark buildings, prominent entrances and corner treatments, including additional height, should contribute to the legibility of the street hierarchy.
- 141** Elevational and boundary treatments should add visual quality and interest to streets and spaces having regard for the vertical rhythm, diverse plot widths, proportions and geometry of traditional Highland streetscapes. Variation in elevational treatment should be achieved using, for example, projections, recesses and articulation of entrances, windows and rooflines. Long elevations should incorporate entrances at frequent intervals to maximise interaction between the building and the street.
- 142** In general, large building masses of uniform height, high rooftop plant and extensive areas of flat roof are unacceptable.
- 143** All homes must be provided with a high quality living environment both internally and externally including easy access to attractive community or shared amenity/recreational space as well as private open space such as gardens, patios or balconies. Apartment buildings should take advantage of Firth views incorporating, for example, roof terraces or penthouses.
- 144** Residential design/layouts that promote flexible use and/or generational change are encouraged, such as potential to accommodate a home-office, multi-generational living (e.g. 'granny flats'), or work studio.
- 145** Extensive use of uniform house types is unacceptable, except where this can be justified in terms of architectural integrity (e.g. a formal terrace) or streetscape benefit.

24 <https://www.rspb.org.uk/globalassets/downloads/documents/positions/planning/sustainable-drainage-systems.pdf>

Section 5: Placemaking Principles

Waste Storage

- 146** Suitable, sufficient waste collection points and off-street bin storage must be provided at ground floor level for all types of development. Storage areas must have adequate capacity to service the development and meet Council requirements for disposal of refuse and recyclable materials. No refuse or recycling material can be stored or placed for collection on the pavement or public highway except on waste collection day.
- 147** Bin storage areas must be positioned and designed to avoid dominating the public realm or detracting from the visual and spatial character of their surroundings. In high density areas, bin storage should be provided in secure, rear courtyards that are well-overlooked. The design and layout of these areas should make use of trees and/or planting to balance visual impact.

Public Realm Design

- 148** Public realm design should contribute to the character and distinctiveness of individual neighbourhoods.
- 149** Areas of hard and soft public open space must be integrated into the design and layout of public space to create frequent nodes of activity (e.g. spillout space for cafes, formal play areas) and quieter areas for people to linger, rest and observe. The design of these spaces should take account of the social and recreational needs of all generations living in the community. Spaces should be sheltered and, as far as possible, south-facing. They should feature appropriate planting, street furniture such as seating, signage and lighting. Their location should align with desire lines and important walking and cycling routes.
- 150** All public open space must be well-overlooked by building entrances and windows to maximise levels of passive surveillance.
- 151** Public realm design for new housing must achieve a clear articulation between public, private and semi-private space using appropriate boundary treatments.
- 152** Public art must be incorporated into all major or significant developments, in line with the [Council's Public Art Strategy Supplementary Guidance](#)⁽²⁵⁾. This should contribute to the creation of a strong sense of place by, for example, integration of public art into the design of building features and/or external works (e.g. SuDS features, lighting, street furniture, planting, and surface and boundary treatments). Mechanisms for involving the local community in developing and producing public art should also be explored.

25 https://www.highland.gov.uk/downloads/file/2387/public_art_strategy_supplementary_guidance

Infrastructure delivery | Lìbhrigeadh Bun-structair

Financial Contributions

- 153** Table 1 'Financial Contributions' sets out the starting point for negotiation of financial contributions the Council will seek from developers to offset the impacts of their proposal on infrastructure in the area. It should be read alongside the [Developer Contributions Supplementary Guidance](#) ⁽²⁶⁾ and the Notes included in Appendix 1: 'Developer Contributions Note'.
- 154** The viability of a development proposal may be affected by a range of economic factors including prevailing housing market conditions. The Developer Contributions Supplementary Guidance sets out the Council's position on how it will strike a careful balance between securing contributions that effectively mitigate the impacts of development whilst ensuring developments remain financially viable.
- 155** Unless otherwise stated, the contributions listed in Table 1 'Financial Contributions' include land acquisition costs. This approach ensures that no landowner is unfairly burdened by a lower value land use but will be paid the appropriate market value for the land required that is identified within their ownership. The figures provided are based on assumed land values and will require confirmation by the District Valuer at the time of negotiation for land acquisition.
- 156** Figures are based on a standard size residential unit equivalent (three bedroom home) and for uses other than residential, 100 m² gross floor area. All figures should be index linked from Q4 2017 to the current financial quarter using the Building Cost Information Service All-in Tender Price Index.

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
Community Facilities				
Sports Facilities	Whole Brief area	On completion of first unit	At the end of each phase of development set out in this Brief	£164
Pitch upgrade at Culloden Academy	Residential uses			Cost to be refined based upon detailed design and land valuation
Inverness Campus Sports Facility				
Recycling Points	Whole Brief area	On completion of first unit	At the end of each phase of development set out in this Brief	£7 or onsite provision
Cost of land and glass bins for five locations	Residential uses			

26 https://www.highland.gov.uk/downloads/file/2580/developer_contributions_supplementary_guidance

Section 6: Infrastructure Delivery

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
<p>Ashton District Park</p> <p>Development of 12 ha district park: natural wetland features, paths, groundworks for sports, play and recreation facilities.</p>	Whole Brief area Residential uses	On completion of first unit	At the end of each phase of development set out in this Brief	£1,369 Cost to be refined based upon detailed design and land valuation
<p>Coastal and Landward Trails</p>	Whole Brief area Residential uses	On completion of first unit	At the end of each phase of development set out in this Brief	In line with costs set out in the Green Networks Supplementary Guidance
Travel Network				
<p>Public transport infrastructure</p> <p>(to include new bus shelters and real-time travel infrastructure and subsidised bus route)</p>	Whole Brief area All uses	On completion of first unit	None, unless justified by developer Transport Assessment	Detailed costs to be calculated in consultation with Council Public Transport Team
<p>East Link and Inshes Corridor</p> <p>Residential development</p>	Whole Brief area Residential uses	On completion of first unit	None, unless justified by developer Transport Assessment	£2,734 Final cost to be refined based on detailed design and land valuation
<p>East Link and Inshes Corridor</p> <p>Retail development</p>	Whole Brief area Retail uses	On completion of first retail unit	None, unless justified by developer Transport Assessment	£42,004 (per 100 m ²) Final cost to be refined based on detailed design and land valuation

Section 6: Infrastructure Delivery

Contribution	Brief Location and Uses	Payment due	Review	Cost per home
East Link and Inshes Corridor Office/Business development	Whole Brief area Office/Business uses	On completion of first unit	None, unless justified by developer Transport Assessment	£3,518 (per 100 m ²) Final cost to be refined based on detailed design and land valuation
A96 Inverness to Nairn Corridor	Whole Brief area All uses	On completion of first unit	None, unless justified by developer Transport Assessment	In line with methodology set out in the Developer Contributions Supplementary Guidance
Education				
Primary (costs as set out in the Developer Contributions Supplementary Guidance ⁽¹⁾)	Whole Brief area Residential uses	On completion of first unit	In line with the Developer Contributions Supplementary Guidance	£7,289 ⁽²⁾
Secondary (costs as set out in the Developer Contributions Supplementary Guidance ⁽¹⁾)	Whole Brief area Residential uses	On completion of first unit	In line with the Developer Contributions Supplementary Guidance	£3,449 ⁽²⁾

Table 1 Financial Contributions

- https://www.highland.gov.uk/download/meetings/id/72729/item_15_draft_developer_contributions_supplementary_guidance
- This figure does not include land acquisition for school sites, which should be added at the time of negotiating a legal agreement, based on the District Valuer's land valuation.

Section 6: Infrastructure Delivery

On-site Infrastructure Provision

- 157** Table 2'Onsite Infrastructure Provision' sets out the infrastructure in the Brief area that the Council expects developers to fund and deliver, these will typically be secured by Planning Condition.
- 158** The Council will require developers to provide all roads and active travel routes that are intended to link to future phases of development up to and including any mutual boundary with adjoining land without impediment to ensure that future routes can be provided.
- 159** As well as on-site provision of the infrastructure set out below, there are a range of Developer Requirements (e.g. Protected Species Survey, Flood Risk Assessment etc.) set out in [Inner Moray Firth Local Development Plan](#) ⁽²⁷⁾ specific to allocated sites that make up the Brief area. These requirements must be followed to be in line with the Local Development Plan.
- 160** The long settled nature of the area means it is highly likely that some degree of archaeological survey work will require to be undertaken and this will typically be secured by Planning Condition.

Contribution	Brief Location and Uses	Delivery	Review
Community Facilities			
Allotments/Community Growing Space Provision in line with Open Space in New Residential Development Supplementary Guidance ⁽¹⁾ and Open Space Requirements Calculator ⁽²⁾ .	As shown on Masterplan Applies to Whole Brief area Residential uses	By completion of each Phase	None
Green Infrastructure Development of high quality integrated green corridors connected to active travel network identified on Masterplan	As shown on Masterplan Applies to Whole Brief area- All uses	By completion of each Phase	None
Travel Network			

27 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan

<p>Dedicated Cycleway delivered to specification set out in this Brief</p> <p>Active travel network (including non-residential uses)</p> <p>Connections to facilitate active travel network</p> <p>(Reference to Figure 3.1 'Dedicated Cycleway' should be made for these contributions)</p>	<p>Dedicated Cycleway - On-site provision (where route is within proposed development site)</p> <p>On-site provision of active travel network</p> <p>On-site provision of links to facilitate wider active travel network as defined on Masterplan</p> <p>All uses</p>	<p>By completion of each Phase</p>	<p>Review upon completion of each transport Assessment</p>
<h3>Affordable Housing</h3>			
<p>25 % of housing developed</p> <p>In line with affordable housing guidance in the Developer Contributions Supplementary Guidance</p> <p>Preference for on-site provision</p>	<p>On-site Provision</p> <p>Residential uses</p>	<p>By completion of each Phase</p>	<p>None</p>
<h3>Public Art</h3>			
<p>Provision in line with Public Art Strategy: Supplementary Guidance</p>	<p>On-site Provision</p> <p>All uses</p>	<p>By completion of each Phase</p>	<p>None</p>

Table 2 Onsite Infrastructure Provision

1. http://www.highland.gov.uk/downloads/file/2966/open_space_in_new_residential_development_supplementary_guidance
2. http://www.highland.gov.uk/download/downloads/id/2965/open_space_requirements_calculator.xls

Section 7: Phasing

Phasing| Mean air Mhean

- 161** Table 3'Expected Phasing' and Map 7.1'Phasing' set out the expected phasing of development in the Brief area at the anticipated time of adoption. The phasing is divided into early, middle and late phases. Sub-areas are identified for each phase and link specific parcels of development land with infrastructure that is required to be delivered in tandem.
- 162** The early phase relates to development deliverable within the lifespan of the Council's current Capital Programme (2015-2025). The middle phase describes development that will require major infrastructure investment to become feasible and the late phase describes development that will also require major investment and the completion of the East Link road.
- 163** Certain elements like schools and other community facilities may secure funding earlier than anticipated here and will therefore have potential to be delivered earlier, this would be acceptable.
- 164** It is assumed that the scope and extent of many infrastructure requirements will be developed through the master planning process, planning applications and legal agreements for financial contributions between the Council and Developers (section 75 agreements). Since site-specific infrastructure requirements are further developed at the point of delivery, Table 3'Expected Phasing' is not exhaustive, and the [Action Programme](#)⁽²⁸⁾ together with the Developer Contributions Supplementary Guidance will provide the up to date position about the needs, timing and delivery of infrastructure required for the Brief area.
- 165** For the avoidance of doubt, ransom free access up to the boundary of land ownership, active travel links, recycling points and other infrastructure assessed at the point of delivery or included in this Brief must also be delivered in accordance with masterplans, section 75 agreements and/or planning applications.

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
Early Phase			
Stratton			
S1	400 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
	Main Street with cycle superhighway delivering access to A1	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers

28 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
S2	Mixed use including up to 65 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
	Community growing space	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
S3	190 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Highland Council, developers
	Lower linear park (Stratton)	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Highland Council, developers
	Primary school	To be enabled at an early stage of S3 and delivered prior to the development of S5.	Highland Council
	Access street to M1	Ransom free access up to boundary of ownership to connect to M1.	Highland Council
S4	Mixed use including 45 homes	To be delivered in accordance with 09/00141/OUTIN and associated consents.	Landowners/developers
Inverness Campus			
C1	Employment and student accommodation	To be delivered independently of other Inverness East development, in accordance with 09/00887/PIPIN and associated consents.	Highlands and Islands Enterprise, University of Highlands and Islands, Developers, Highland Council
	Campus bus bridge	To be delivered in accordance with 09/00887/PIPIN and associated consents.	Highlands and Islands Enterprise, Scottish Prison Service
	Sports facilities	To be enabled in the development of C1. Delivery is contingent on available funding.	Highland Council, Highlands and Islands Enterprise, High Life Highland, Inverness College UHI, Other Parties
C2	Mixed use	Ransom free access up to boundary of ownership required.	Landowner/developers

Section 7: Phasing

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
Retail and Business Park			
R1	Business	Can be delivered at an early stage, independently of other Brief sites.	Landowners/developers
R2	Institutional	Can be delivered at an early stage, subject to the construction of the bus bridge.	Scottish Prison Service
Inverness Campus and Castlehill			
C3	125 homes	Subject to road access through C2, otherwise area dependent of delivery of East Link (Late Phase).	Landowners/developers
Middle Phase			
Stratton			
S5	295 homes	To be delivered following the completion of S1 and S3.	Landowners/developers
S6	Park and ride	To be delivered in accordance with 09/00141/OUTIN and associated consents but can be delivered at an early stage, independently of other Brief sites.	Landowners/developers
	Mixed use including 60 homes		
Ashton East			
A1	175 homes		Landowners/developers
	Cycle superhighway	To be enabled as a component of A1 and fully delivered concurrently with the active travel components of EastLink.	Landowners/developers
	Main Street	To be delivered at an early stage of A1 and prior to the development of A2.	Landowners/developers
	Allotments	To be delivered as a component of the District Park Phase 1.	Highland Council, allotment association
	Secondary School	To be enabled at an early stage of A1. Delivery is contingent on available funding.	Highland Council

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	District Park Phase 1	To be enabled at an early stage of A1. Delivery is contingent on available funding and infrastructure is to be delivered in partnership with a community association.	Highland Council, community association
A2	230 homes		Landowners/developers
	Secondary Street	To be delivered at an early stage and connected to the Primary Street.	Landowners/developers
A3	45 homes	To be delivered concurrently or after the construction of the Secondary School.	Landowners/developers
Milton of Culloden			
M1	90 homes	To be delivered following the completion of S3.	Landowners/developers
	Access to Milton of Culloden	Ransom free access up to boundary of ownership to connect to M2 required.	Landowners/developers
M2	260 homes	To be delivered concurrently with or after the completion of M1.	Landowners/developers
	Access to Stratton Lodge	Ransom free access up to boundary of ownership to connect to the Stratton Lodge development of M1 required.	Landowners/developers
	Village Green	To be delivered at an early stage of M2.	Landowners/developers
	Community Growing Space	To be enabled by the development of the Village Green and delivered by a community association.	Landowners/developers, community association
Late Phase (East Link Dependent)			
Ashton West			
A4	110 homes	To be delivered after the completion of A1.	Landowners/developers
	District Park Phase 2	To be enabled at an early stage of A4. Delivery is contingent on available funding.	Highland Council

Section 7: Phasing

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	Main Street with cycle superhighway delivering access to East Link for A7	To be delivered after the completion of A1 if this area comes forward before A4	Landowners/developers
A5	250 homes	To be delivered after the completion of A2.	Landowners/developers
Ashton West			
A6	Secondary through street connecting A6 to A8 Retail Park link	A secondary through street should be delivered at an early stage of development connecting A6 to the Retail Park East Link connection through A8.	Landowners/developers
	270 homes	Units adjacent to EastLink and the linear park may be delivered prior to the the completion of the secondary street. All other units are dependent on the completion of the secondary through road ⁽²⁹⁾ .	Landowners/developers
	Linear Park	To be delivered at an early stage of A6.	Landowners/developers
A7	Mixed use including 145 homes	To be delivered after the East Link Retail Park link road is complete. ⁽³⁰⁾ .	Landowners/developers
A8	270 homes	To be delivered after secondary through street is complete.	Landowners/developers
	Secondary through street connecting to A6 and A7	To be delivered during the development of A6 and A7 ⁽³¹⁾ .	Landowners/developers
	Primary school	To be enabled at an early stage of A6. Delivery is contingent on available funding.	Highland Council

29 The current landowners of this sub-area do not wish to release the land in their lifetimes

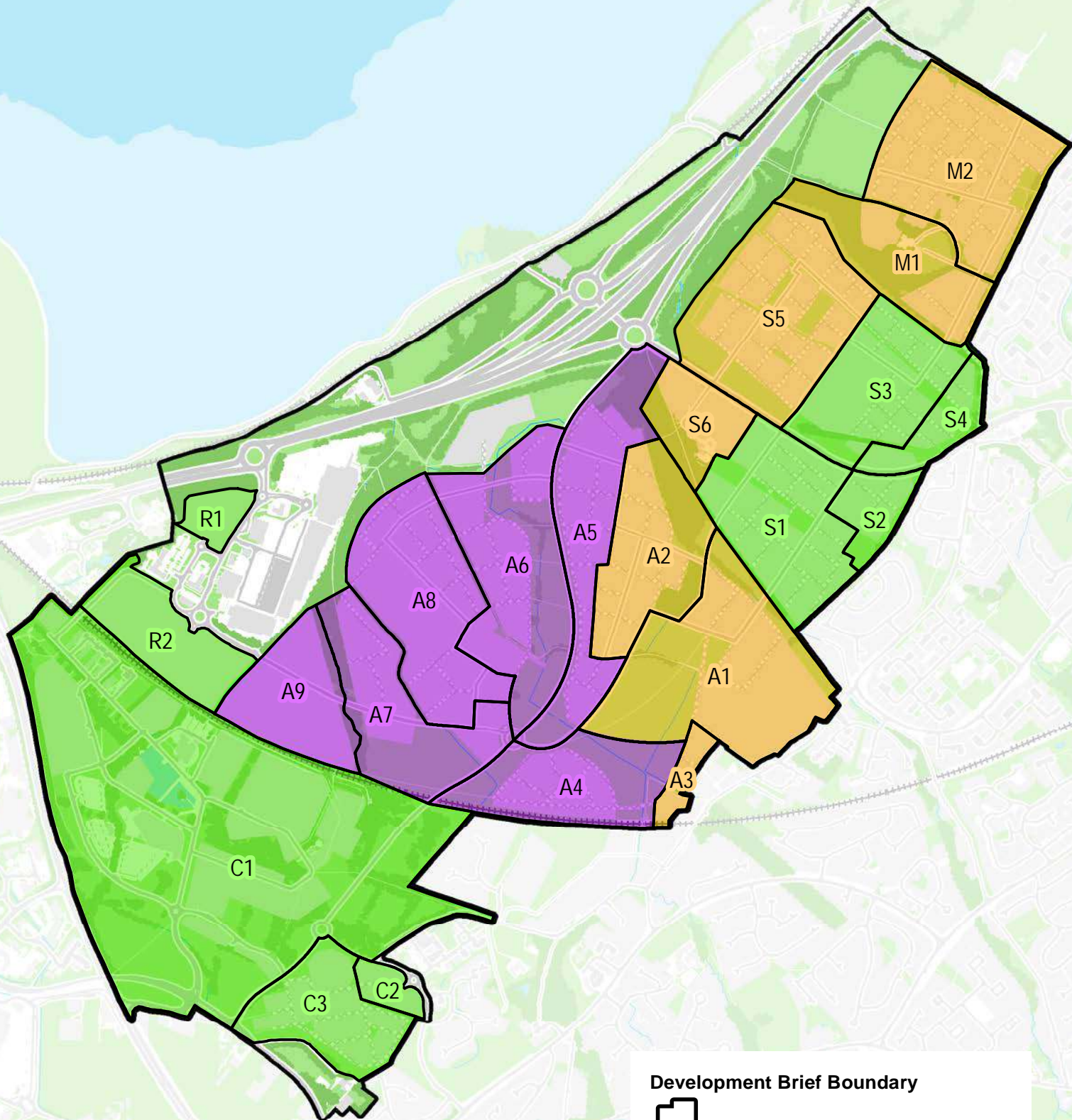
30 The current landowners of this sub-area (north of the Main Street) do not wish to release the land in their lifetimes

31 The current landowners of this sub-area do not wish to release the land in their lifetimes

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
A9	Employment	To be delivered independently of other Inverness East development.	Highlands and Islands Enterprise

Table 3 Expected Phasing

Inverness East Development Brief Phasing



Development Brief Boundary



Phasing



Early Phase



Middle Phase



Late Phase (East Link Dependent)

East Link and Inshes Corridor

It is assumed that only 50 % of total trips on East Link and/ or on the Inshes Corridor will start or end in the Brief area. This is based upon comparing projected trips on East Link at 2036 (AM/PM peaks published by Transport Scotland) and on the Inshes Corridor with the number of trips generated by the development of the land in the Brief area using TRICS³² trip rates. Therefore only 50 % of the cost of the strategic road improvements should be sought from developers⁽³²⁾. The estimated cost of East Link is £35 million and for the Inshes Corridor £6.5 million and 50 % of this cost (£20.75 million) was used to calculate developer contributions. It assumes land acquisition costs are included for the road schemes.

The total floor space of applicable development types (see note below) was calculated and the TRICS³² database used to provide trip rates for each land use type. These rates were then used to estimate the proportion of total trips by use.

Based on the proportion of total trips by use, the £20.75 million cost was divided and the figures expressed as a cost per house (100 m² GEA) or 100 m² equivalent floorspace.

Sports Facilities

Recent feasibility research was undertaken into the potential for new sports facilities at Inverness Campus. An estimate of £4.7 million was suggested as the cost to provide an outdoor 3G pitch, covered half 3G pitch and associated buildings. This estimate was used to calculate the contribution towards community sports facilities for Inverness East. Additional formal and informal outdoor sports facilities will be delivered across the site in the linear and district parks.

Ashton District Park

The Inner Moray Firth Local Development Plan commits to the delivery of a new district park at Ashton Farm. A comparable facility was created at Inshes District Park. The costs of this recent facility were used to estimate the cost of an equivalent 12 ha park for the Brief area. The costs for the Inshes park were index linked, assumptions made about land values and a per-house cost calculated.

Applicable Development Types:

For all developer contributions listed, community uses (e.g. Education) are exempt because their inclusion would inflate costs for that developer contribution.

32 For applicable land uses other than residential, it was assumed that 25 % of the total area of the site would be developed for that use based on a review of recent developments of similar office and retail developments in Inverness which confirmed the the typical proportion of a site developed as floorspace was around 25 %.

Appendix 2: Developer Masterplan Content

Issues to be addressed in a detailed masterplan include:

Background information:	Development, applicant, team/specialists, brief.
Site details:	Location and site plan, description, history, ownership.
Site and area analysis:	Context, identity, connections, constraints- including flood risk and the extent of the functional floodplain.
Key design principles:	National and local policy (including policy set out in this Brief) and how this will be addressed.
Public feedback:	Outcome of public consultation.
Buildings:	<p>Layout and elevations.</p> <p>Scale, mix, height and massing.</p> <p>Details and materials.</p> <p>Resource efficiency.</p>
Movement:	<p>Connectivity and access.</p> <p>Street hierarchy and spaces.</p> <p>Street design.</p> <p>Parking.</p> <p>Traffic speed/safety.</p> <p>Signage.</p> <p>Street furniture and materials.</p> <p>Utilities and services.</p> <p>Access to public transport.</p>
Landscape:	<p>Sustainable Urban Drainage Systems.</p> <p>Retained and new planting.</p> <p>Park design.</p> <p>Ecology and biodiversity.</p> <p>Landscape strategy and management.</p>

Appendix 2: Developer Masterplan Content

Open space:	Public space. Public Art. Play and recreation space. Community growing areas/allotments. Maintenance.
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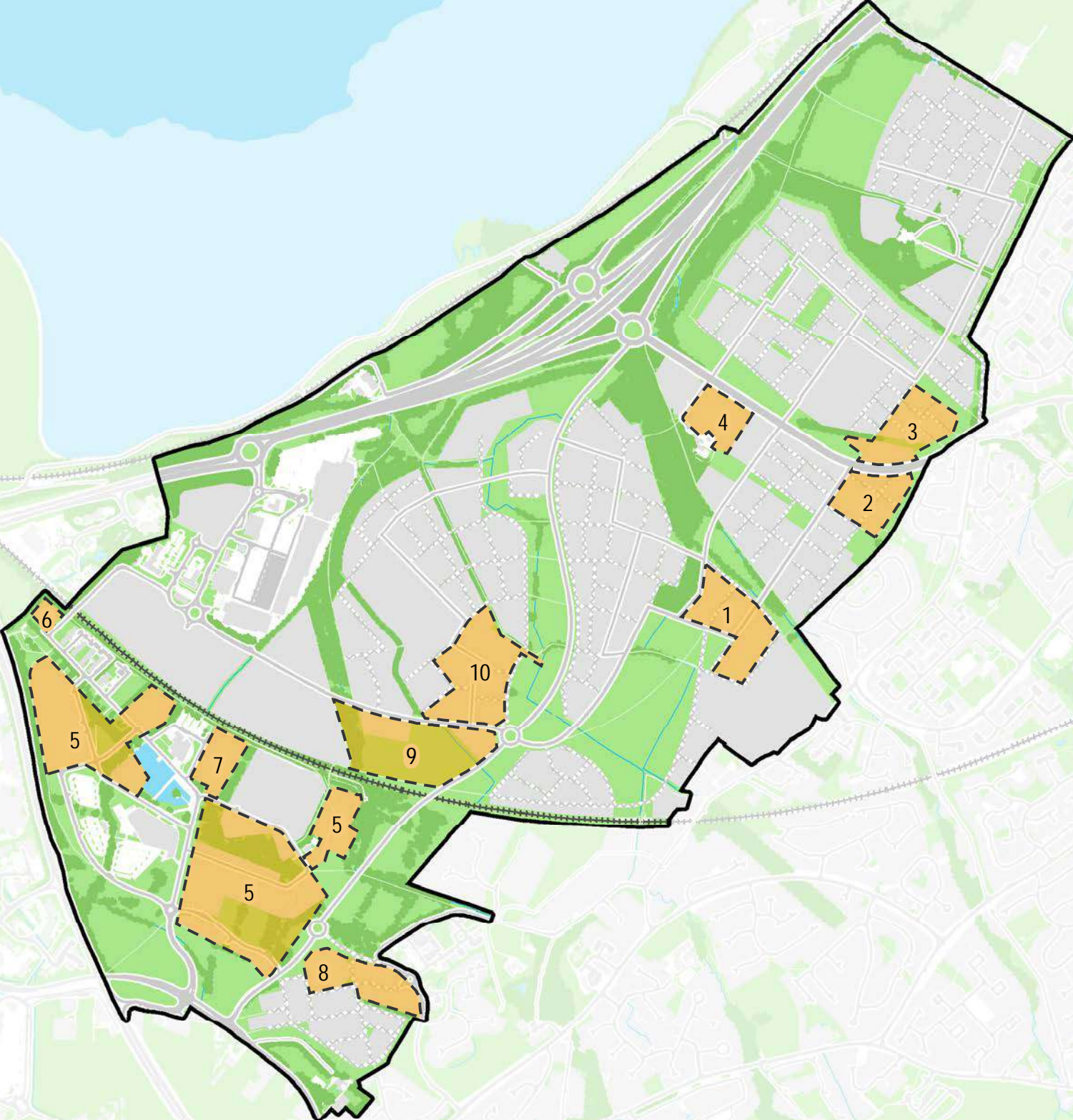
Table 4 Masterplan Issues

Appendix 3: Definition of Acceptable Land Uses

Character Area	Site Number	Acceptable Land Uses
West Ashton	-	Default position explained above.
East Ashton	-	Default position explained above except:
	1	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).
Stratton	-	Default position explained above except:
	2	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).
	9	Use Classes 2 (Financial, professional and other services), 4 (Business), 9 (Houses) and 10 (Non-residential institutions).
	10	Use Classes 2 (Financial, professional and other services), 4 (Business) and 9 (Houses).
	3	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions), 9 (Houses) and 10 (Non-residential institutions).
	4	Use Classes 1 (Shops), 3 (Food and drink), 4 (Business) and 9 (Houses).
Inverness Campus and Castlehill	5	Use Classes 4 (Business) and 10 (Non residential institutions).
	6	Use Classes 4 (Business) and 8 (Residential Institutions).
	7	Use Classes 4 (Business) 7 (Hotels and hostels) and 10 (Non residential institutions).
	8	Use Classes 1 (Shops), 2 (Financial, professional and other services), 3 (Food and drink), 4 (Business) 8 (Residential Institutions) 9 (Houses) and 10 (Non-residential institutions).

Table 5 Definition of Acceptable Land Uses

Inverness East Development Brief Definition of Acceptable Land Uses



Development Brief Boundary

Mixed Use Block




**The Highland
Council
Comhairle na
Gàidhealtachd**
