

## Draft Inshes and Raigmore Development Brief



## Status

This is a draft development brief for the Inshes and Raigmore Areas of Inverness which is published for public consultation. It sets out a suggested land use planning framework against which future development proposals in the area would be assessed. It reflects policy advice provided in the Highland-wide Local Development Plan and Scottish Planning Policy. The brief does not form part of the development plan until it is finalised and statutorily adopted following this consultation period.

## How to Make Comment

The public consultation runs from <date> – <date>. During this time the Council is inviting comments on the draft development brief. In particular we ask for your views on the suggested land uses, and the guidelines for the layout and design for future development.

As part of the public consultation an afternoon public drop-in exhibition and evening meeting take place from <time> to <time> on:

- <date>, <location>

All comments should be made by the <date> and submitted in one of the following ways:

- By filling in the online comments form accessed from [www.highland.gov.uk/irdb](http://www.highland.gov.uk/irdb);
- By email to [devplans@highland.gov.uk](mailto:devplans@highland.gov.uk); or
- In writing to Inshes and Raigmore Development Brief, Development Plans Team, Development and Infrastructure Service, The Highland Council, Glenurquhart Road, Inverness, IV3 5NX.

Please note that the consultation is limited to the content of this development brief only. The other related projects – Inshes Junction Improvements Phase 2 and Transport Scotland's A9/A96 Connections Study are not subject to consultation at this time.

## What Happens Next

All comments received during the consultation on this draft development brief will be considered when the Council prepares the final version later this year. The final version will be adopted as statutory supplementary guidance and will form part of the development plan. It will therefore be used to assess all planning applications with the brief area.

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### **3. Monitoring and Review**

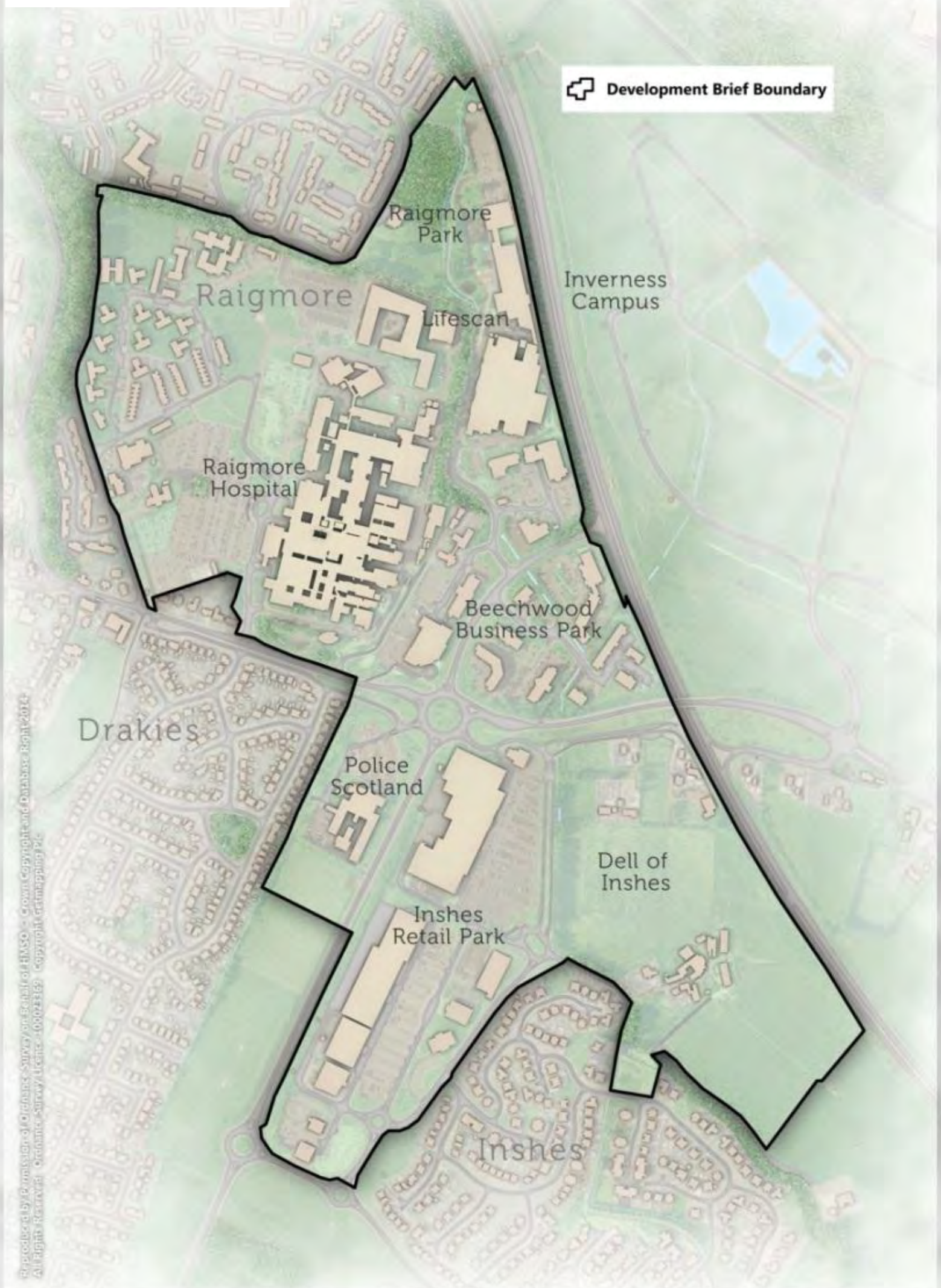
**Appendix A – Inner Moray Firth Proposed Local Development Plan – Inshes and Raigmore Extracts**

**Appendix B – Inshes Junction Improvement Phase 2 Outline Proposals and Alternatives**

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Figure 1: Development Brief Area



## **1 Introduction**

### **Background**

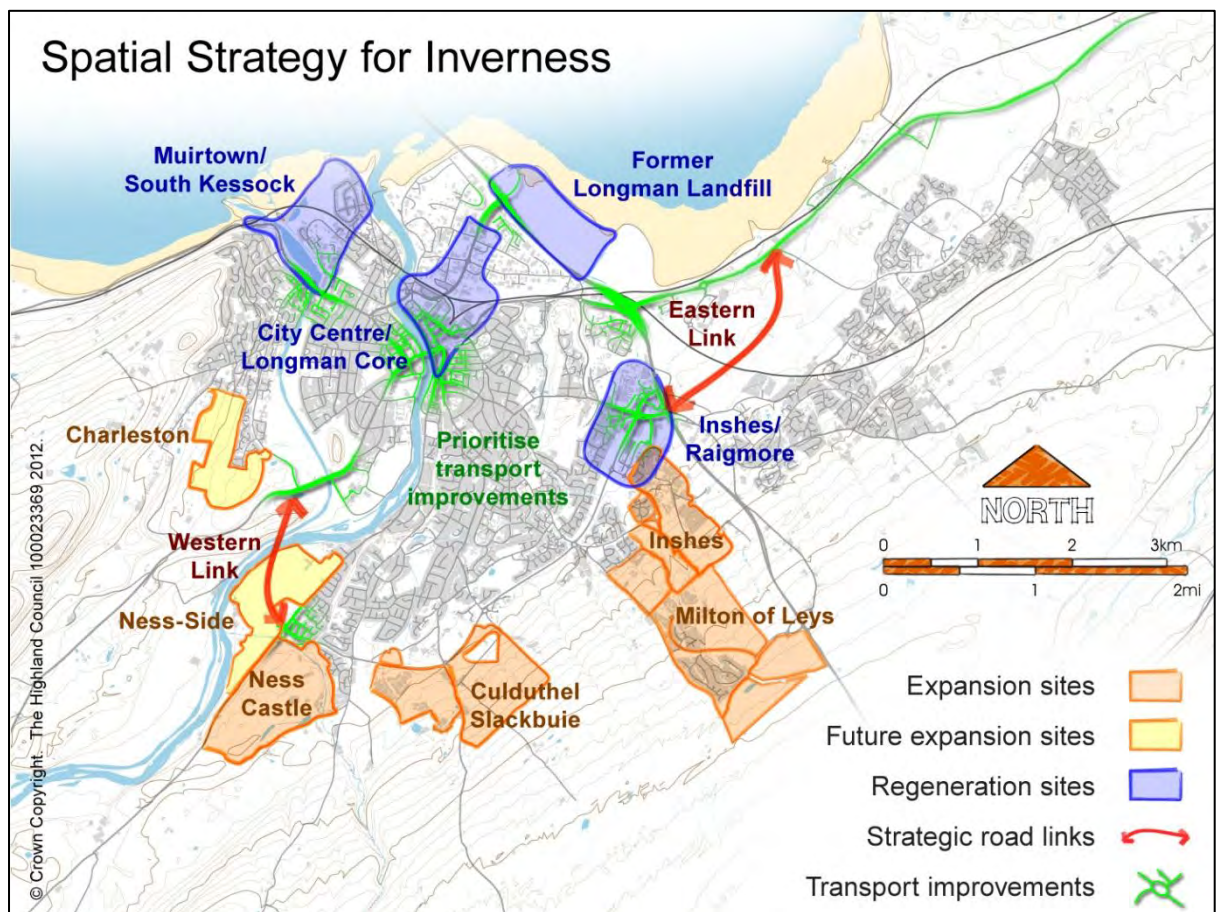
- 1.1 This development brief is for the Inshes and Raigmore area of Inverness. The boundary of this area for the purposes of the development brief is shown in figure 1 opposite. This area includes a number of major employers and a range of retail and public services and plays an important role in the regeneration and future growth of the City of Inverness. There are a number of development opportunities 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 This draft development brief has been prepared following a consultation held in spring/summer 2014 that explored the issues and options for transport and land uses in the area. That consultation sought views on potential future developments and the Council's outline proposals for transport improvements known as Inshes Junction Improvements Phase 2. This was undertaken in parallel with Transport Scotland's consultation on the A9/A96 Connection Study. The consultation included two public exhibitions. Comments received during the issues and options consultation have helped to shape the content of this draft 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. Despite this, once adopted, it will provide a sufficient level of detail for the Council to determine planning applications in the area.
- 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, developer requirements and developer contributions 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' connecting the A9 and A96 trunk roads and prioritisation of transport improvements at the Inshes Roundabout.

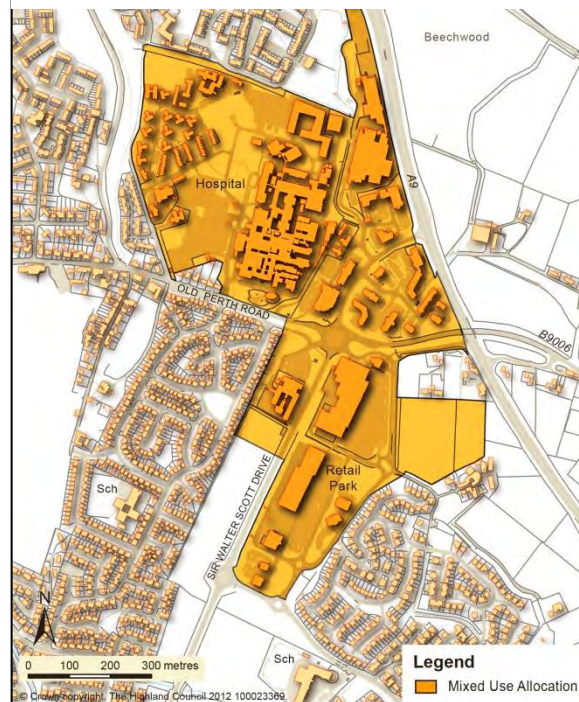


**Figure 2: Spatial Strategy for Inverness, Highland-wide Local Development Plan 2012**



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 expanded to include additional areas that have potential for change. This expanded boundary is shown in figure 1 on page 3.

**Figure 3: Inshes and Raigmore Development Brief Area (Map 4, Highland-wide Local Development Plan)**



#### **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:

- to promote, co-ordinate and best utilise improvements to strategic road capacity;
- to build 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.

- 1.7 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.
- 1.8 During the consultation period on the Inner Moray Firth Proposed Local Development Plan a number of representations were received on the 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. Should the Report of Examination from Scottish Ministers recommend significant changes to the site allocations contained in this development brief, the brief will be reviewed at an early opportunity. The Report of Examination is expected to be received by the Council in early 2015.



## Area Analysis

### Introduction

- 1.9 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 an important 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 largely 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

- 1.10 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 key to development of the area and are currently being progressed alongside this brief by the Council and Transport Scotland. Further information on these projects is provided in section 2.

### Raigmore Hospital Campus

- 1.11 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 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. 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.

### Beechwood Business Park

Figure 4: Area Overview





- 1.12 Beechwood Business Park is a major employment hub for the city located within an eastern part of the brief area between Raigmore Hospital and the A9. 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. As with the Raigmore Hospital Campus the instead, focus is given to improving walking, cycling and public transport connections and development of green networks within and outwith the area.

#### *Police Scotland*

- 1.13 The headquarters of the Highland and Islands Division of Police Scotland lies within a southern part of the brief area adjacent to the Inshes Roundabout. A large number of people are employed in this building which 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 expansion of Police Scotland. Further details on the Council's expectations for the delivery of this site is provided in section 2.

#### *Inshes Retail Park*

- 1.14 Inshes Retail Park is a district centre that occupies a large part of the southern brief area. It has been developed over a number years, 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 and the development plan allocates a site for an eastern expansion of the retail park at Dell of Inshes. The Council's expectations for delivery of these sites are explained in section 2.

#### *Raigmore Park*

- 1.15 Raigmore Park lies 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*

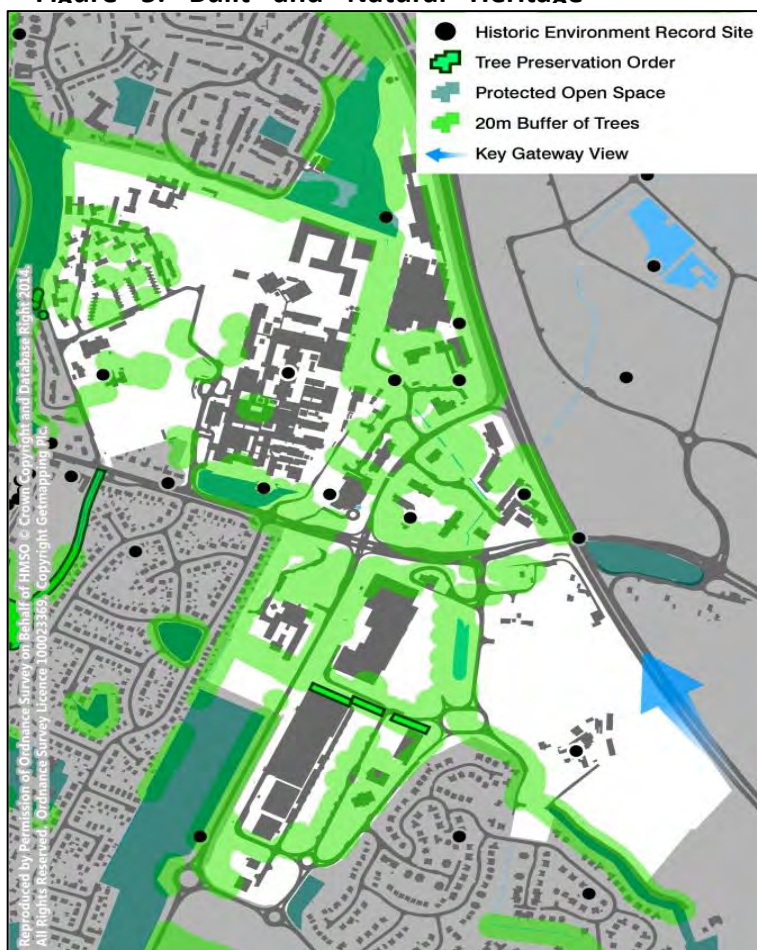
- 1.16 The area covered by the development brief is largely urban nature, which much of is already developed. Most existing development within the area is of a modern appearance, with large parts being developed from the 1960/70s up until present day. There are no listed buildings or scheduled monuments 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 below.

1.17 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.

1.18 The area it contains some attractive and valuable areas green networks consisting of open space, trees and planting. 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 trees.

1.19 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.

**Figure 5: Built and Natural Heritage**



#### *Water and Flood Risk*

1.20 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 which flows adjacent to the boundary of the brief area, however the Scottish Environment Protection Agency (SEPA) Flood Maps 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, and therefore flood risk areas are not shown on figure 6. However there are recorded of flooding incidents from these burns in 2002 caused by heavy rainfall and a combination of undersized and blocked culverts.

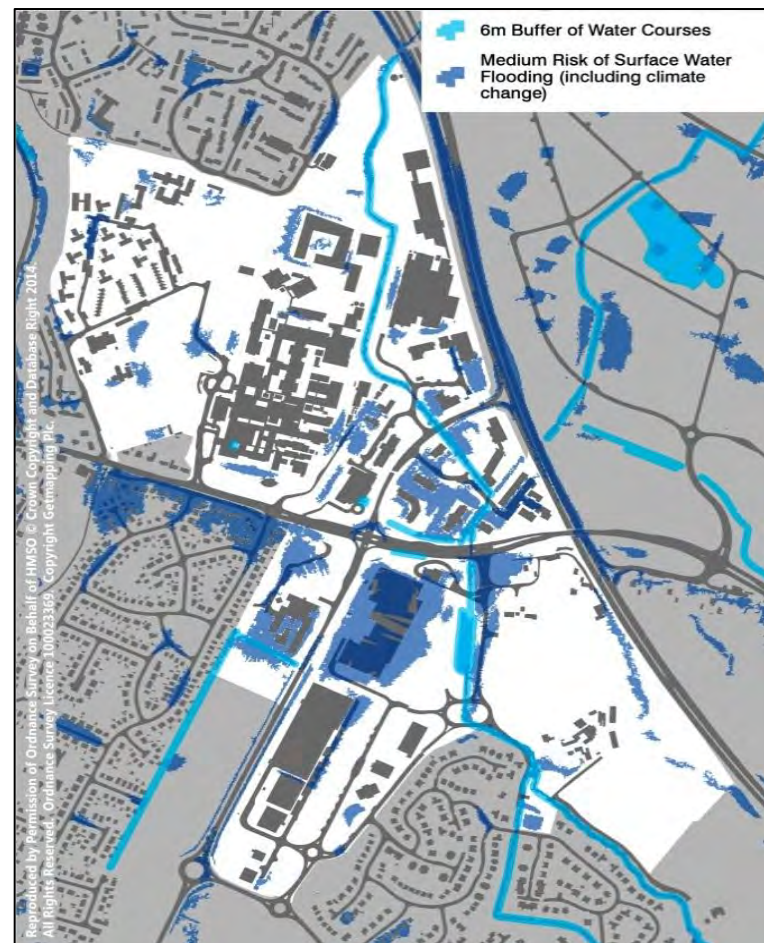
1.21 The Flood Maps also indicate that there is a risk of surface water flooding in the development area, particularly in the Beechwood area and near the supermarket and garden centre.

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

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

1.24 Scottish Water have 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 6: Water and Flood Risk**





## **2 Development Framework**

### **Key Challenges and Opportunities**

2.1 This chapter builds upon the context described in previous chapter, and presents the development framework for the area. This reflects the comments received to the earlier Issues and Options consultation. 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;
- 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.



Figure 7: Opportunities Overview





## **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, particularly at Culloden Road, the Inshes Roundabout and Old Perth Road. 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 and are contained in appendix B and can be viewed on the Council's website.
- 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.
- 2.6 The Council are currently considering responses received to this consultation and will progress detailed designs following Transport Scotland announcing a preferred route as part of their A9/A96 Connections Study.
- 2.7 Land identified in the outline proposals drawings, including that for the flood attenuation scheme must be safeguarded from development.

### *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 in an effort 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 route options for an A9/A96 connection in tandem with the Council's consultation on the development brief issues and options and Inshes Junction Improvements Phase 2. 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. The alignment of these options is shown in the opportunities plan in figure 7.
- 2.10 Transport Scotland are currently considering feedback received but have no firm timescales for announcing a preferred route. Whilst the brief cannot insist on land being safeguarded for the current route options, these route options must still be a consideration in development proposals.

### *Walking, Cycling and Public Transport*

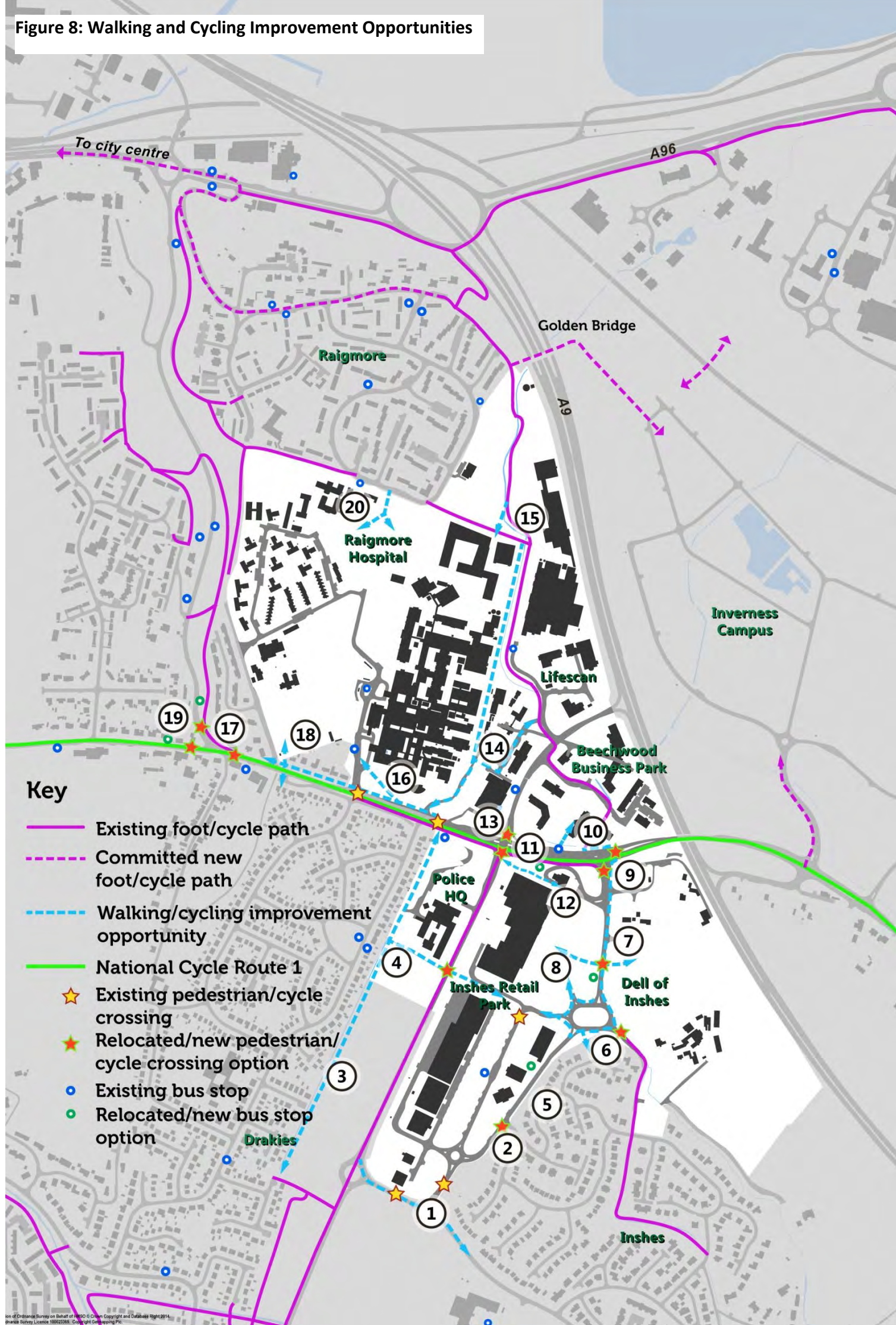


- 2.11 Scottish Planning Policy requires the planning system to support patterns of development that provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport. New developments and changes to the transport network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

#### Walking and Cycling

- 2.12 The area contains several important walking and 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



### Inshes and Raigmore – Walking, Cycling and Public Transport Improvement 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	Lead: The Highland Council /Dell of Inshes Developer



No.	Proposals	Next steps	Lead for delivery and stakeholders
		Scotland A9/A96 Connections Study and ownership/feasibility. Potential for delivery as part of development at Dell of Inshes.	Stakeholders: Land managers, Landowners, Local Communities
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	Lead: The Highland Council Stakeholders: Land managers, Local

No.	Proposals	Next steps	Lead for delivery and stakeholders
		travel funding opportunities	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
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	Lead: The Highland Council

No.	Proposals	Next steps	Lead for delivery and stakeholders
		Improvements Phase 2 and consultation with bus operators	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



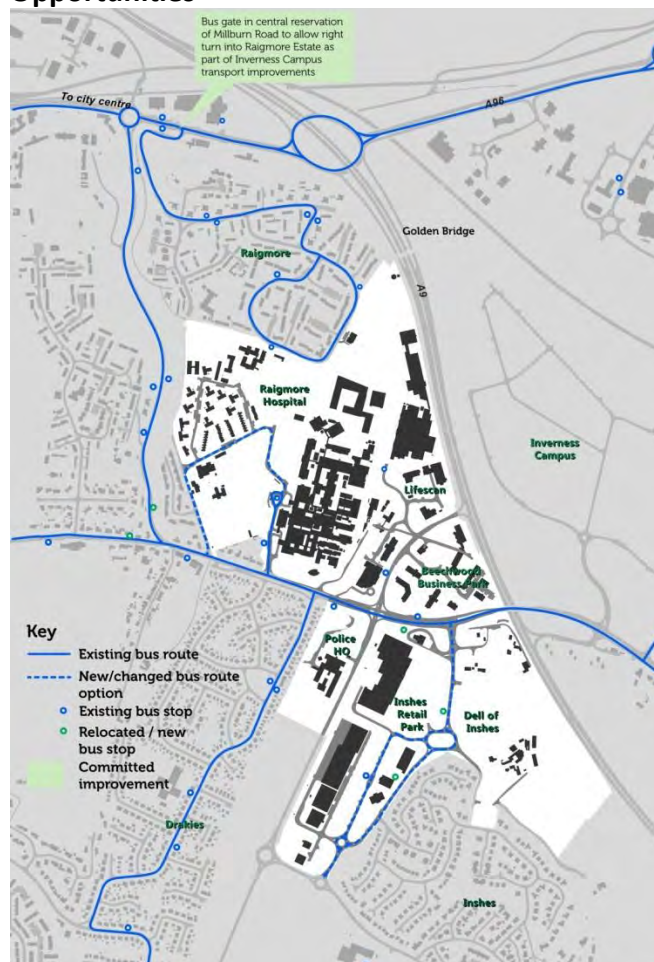
## Public Transport

2.13 The brief contains and 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 well served by public transport, and 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 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 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 and opportunities for enhancement that should be delivered as part of development proposals. Walking and cycling routes form an important part of the green network, most opportunities with the brief area to enhance green network coincide with identified active travel improvements.

**Figure 9: Public Transport Improvement Opportunities**



## Inshes Retail Park South

2.15 The site occupies a southern section of the retail park and currently 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 retail park will be complete. The site has planning permission for non food retail development. Guidelines for the development of the site are illustrated below <insert development guidelines>. These principles are expected to be delivered as part of the current planning permission or any alternative development proposals. The Council requires the existing district centre to be completed prior to any expansion of the retail park at Dell of Inshes.

2.16 Should proposals for alternative uses come forward these would be assessed against their suitability for their location within the 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.

2.17 Given this site benefits from an extant planning permission developer requirements beyond the guiding principles set out above are not specified in this brief. If any alternative proposals increase the area of existing permitted floor space and/or a more intensive use is proposed additional developer contributions towards required infrastructure upgrades, including Inshes Junction Improvements, would be required.

Figure 10: Inshes Retail Park South











# Inshes retail park south: design guidelines



## KEY

-  Site boundary
-  Potential new walking and cycling links between retail park and Sir Walter Scott Drive with visually attractive landscaping
-  Indicative location for carpark
-  Key view
-  Visually attractive landscaping surrounding carparking and walking / cycling routes
-  Potential vehicular access



## Dell of Inshes

2.18 Dell of Inshes lies directly east of the existing retail park. 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 retail park. 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. The Council requires the existing district centre (i.e. the Inshes Retail Park South) to be completed prior to any development at Dell of Inshes.

2.19 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.

2.20 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. The following uses would be acceptable in principle on the site:

- Shops and services
  - Consistent with Class 1 Shops and Class 2 Financial, Professional or other Services excluding convenience retail (food) of [The Town and Country Planning \(Use Classes\) \(Scotland\) Order 1997](#)
- Food and drink, or public house
  - Consistent with Class 3 (Food and Drink) of the Use Class Order
  - Public house (primary use sale of alcohol liquor)
- Community uses, must include:
  - Allotments
  - Areas of attractive open space that can be used for informal recreation
  - High quality landscaping

2.21 Illustrations of key views and guidelines for development of this are illustrated on the following pages.

Figure 11: Dell of Inshes



# Dell of Inshes: design guidelines

## KEY VIEWS

 Site location

© 2014 Google



View A (from B9006 flyover)



© 2014 Google

© 2014 Google



View B (from A9, northbound)

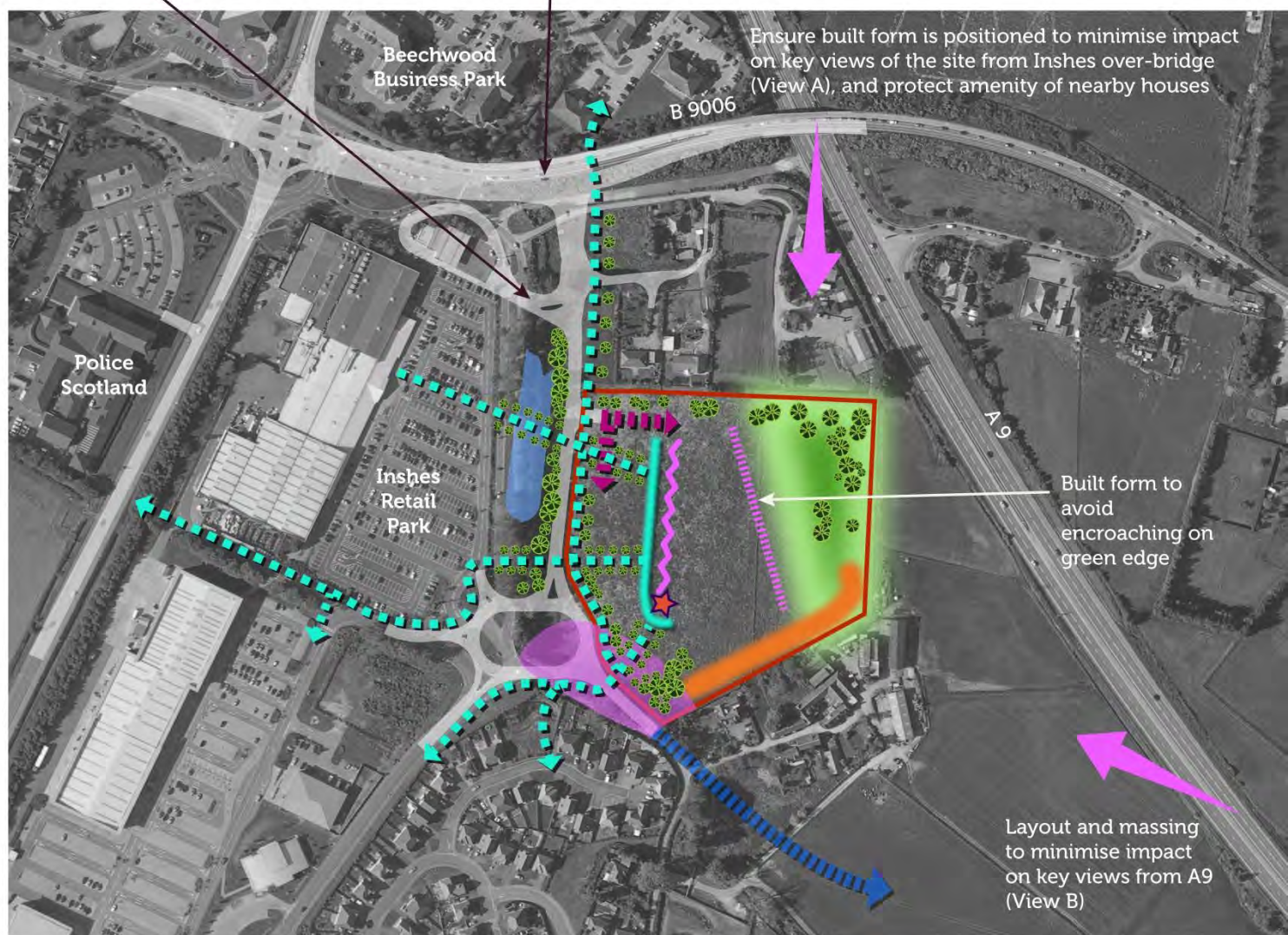


# Dell of Inshes: design guidelines

Development must accommodate proposed road realignment and flood scheme

Access must be taken from new signal-controlled junction on Culloden Road

**Note:** New car park design to feature appropriate landscaping, trees, pavements and lighting - all ensuring safe, attractive pedestrian links to/from commercial units



Ensure built form is positioned to minimise impact on key views of the site from Inshes over-bridge (View A), and protect amenity of nearby houses

Built form to avoid encroaching on green edge

Layout and massing to minimise impact on key views from A9 (View B)

## KEY

— Site boundary

← Key view

~ New accommodation to have active ground floors and include small commercial units.

— Spill-out space for outdoor uses and generous circulation space that prioritises movement for pedestrians and cyclists

— New or enhanced walking and cycling routes, including appropriate 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

★ Focal point for new neighbourhood facilities, e.g. family restaurant/pub

— Visually attractive landscaping that enhances:  
- key views  
- setting of development  
- quality of green space  
- wildlife habitats

**Green and habitat network enhancement:**  
— 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 protected from development until a preferred route is confirmed.



## Dell of Inshes: design guidelines



© Sarah Smith

**Landscaped parking facilities providing safe attractive pedestrian links**



© Alexander P Kapp

**Small commercial units with active ground floors**



© Sustrans

**Generous circulation space that prioritises walking and cycling**



© Cycleways

**Enhanced walking and cycling connections**



© Kenneth Allen

**High quality public realm prioritising social interaction**



© Broxap

**Well-landscaped spill-out space for outdoor uses**



© SAGS

**Accommodate community use**



© FWP Group

**Energy efficient design and use of sustainable materials**

### Developer Requirements

2.22 In determining any planning applications for development on the Dell of Inshes site the Council will expect the following issues to be reflected and incorporated in any development proposals:

Topic	Key Requirements	Supporting Document
Design and Place Making	<ul style="list-style-type: none"> <li>The proposals must reflect the guidelines for development illustrated and described in the Dell of Inshes Design Guidelines</li> <li>Delivery of public art in line with Public Art Strategy: Supplementary Guidance</li> </ul>	<ul style="list-style-type: none"> <li>Design and Access Statement, including 3D visualisations</li> </ul>
Transport and Wider Access	<ul style="list-style-type: none"> <li>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</li> <li>New access from Culloden Road will be delivered by either: <ul style="list-style-type: none"> <li>Developer contribution towards the construction of the new access proportionate to additional vehicular trips generated and the overall cost of the scheme; or</li> <li>Construction of the new access in advance of the wider Inshes Junction Improvements Phase 2 at the developers expense</li> </ul> </li> <li>All 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"> <li>safeguarded from development</li> <li>transferred to the Council at nil cost</li> </ul> </li> <li>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</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Transport Assessment</li> <li>Green Travel Plan</li> </ul>

	and public transport action plan <ul style="list-style-type: none"> <li>• Early engagement with Scottish Water</li> <li>• All development must connect to the public water and waste water network</li> <li>• All costs of additional consents, order and legal agreement to be reimbursed to the Council</li> </ul>	
Built and Natural Heritage	<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Archaeological Evaluation and carry out any necessary mitigation</li> <li>• Protected Species Surveys, including:             <ul style="list-style-type: none"> <li>○ badgers and any resultant Badger Protection Plan and necessary mitigation</li> <li>○ bats if any mature trees within the site require to be felled</li> </ul> </li> <li>• Landscape Plan</li> <li>• 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</li> <li>• Spoil Management Plan</li> </ul>
Water Environment	<ul style="list-style-type: none"> <li>• Consistency with the Flood Risk &amp; Drainage Impact Assessment Supplementary Guidance</li> <li>• Minimum set back of 6m between the top of the bank of any water body and any proposed new development</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Flood Risk Assessment, including the impact of any potential realignment of the Dell Burn</li> <li>• Produce a Drainage Impact Assessment</li> <li>• Sustainable Urban Drainage Plan</li> <li>• Hydrogeomorphological Assessment</li> </ul>
Amenity	<ul style="list-style-type: none"> <li>• Limit impact on amenity of nearby residential properties</li> </ul>	<ul style="list-style-type: none"> <li>• Noise assessment dependant on nature of proposals</li> </ul>



Phasing	<ul style="list-style-type: none"> <li>• No development shall commence in advance of completion of the existing retail park (i.e. Inshes Retail Park South)</li> </ul>	
General	<ul style="list-style-type: none"> <li>• Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance</li> <li>• For significant footfall generating uses justification why city centre or edge of city location is not suitable</li> </ul>	<ul style="list-style-type: none"> <li>• Retail Impact Assessment</li> </ul>

## Land South of Police Scotland

2.23 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 is 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.

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

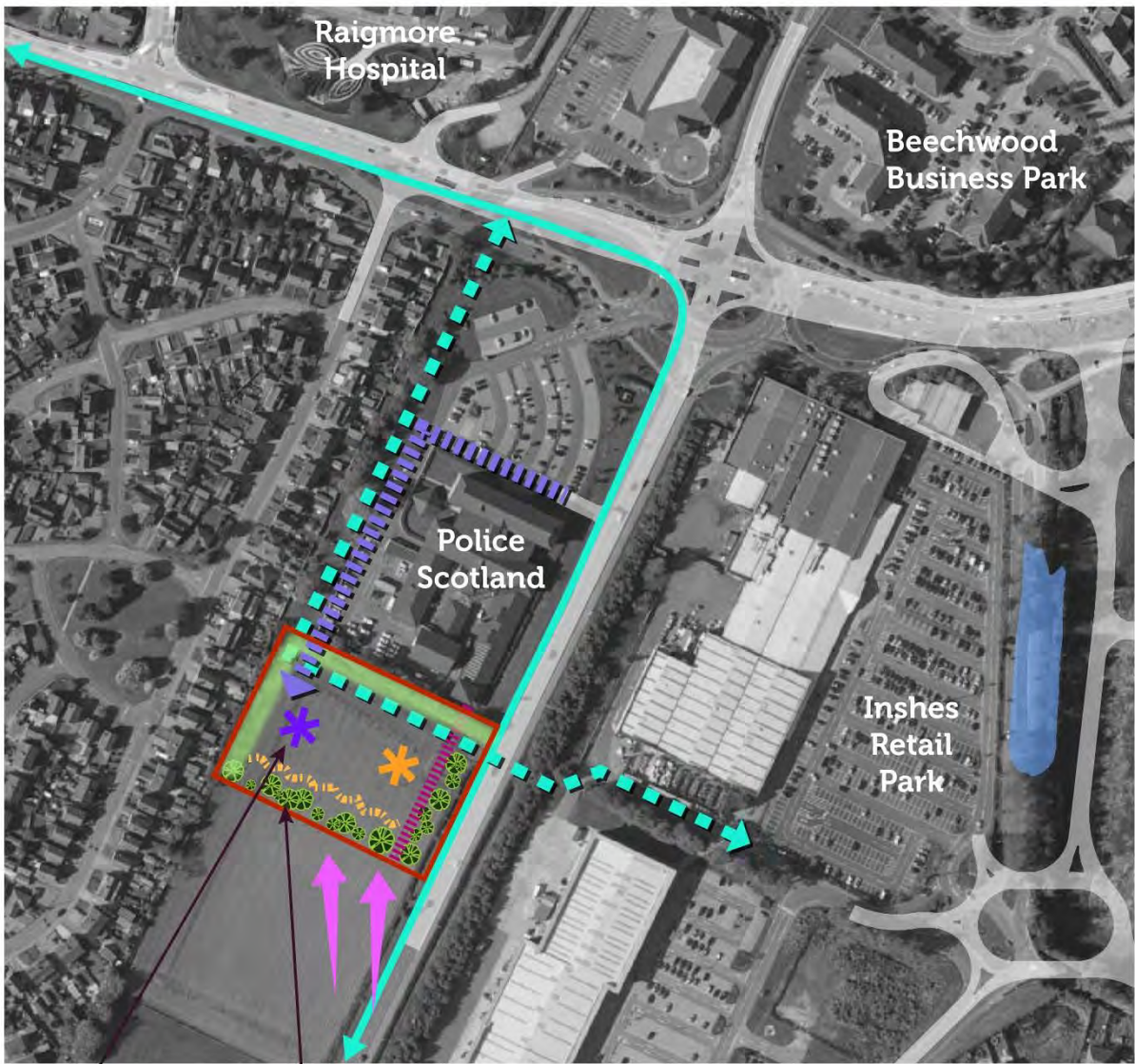
- Business Use
  - Consistent with Class 4 (business) of the Use Class Order

2.25 Guidelines for development are illustrated below

**Figure 12: Land South of Police Scotland**



# Land south of Police Scotland: design guidelines



Car parking restricted to western edge of site

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 massing and orientation of Police Scotland building
- 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
- Potential vehicular access point
- 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

2.26 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:

Topic	Key Requirements	Supporting Document
Design and Place Making	<ul style="list-style-type: none"> <li>The proposals must reflect the guidelines for development illustrated and described in the Land South of Police Scotland Design Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Design Statement</li> </ul>
Transport and Wider Access	<ul style="list-style-type: none"> <li>Access must be compatible with Inshes Junction Improvements Phase 2 Outline Proposals or any subsequent iterations</li> <li>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"> <li>safeguarded from development</li> <li>transferred to the Council at nil cost</li> </ul> </li> <li>Dependant upon the nature and intensity of use developer contributions may be sought towards Inshes Junction Improvements Phase 2</li> <li>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</li> <li>All development must connect to the public water and waste water network</li> <li>Early engagement with Scottish Water</li> <li>Deliver sufficient land on the site to meet the Council's requirements for waste management as set out in the Managing Waste in New Development: Supplementary Guidance</li> <li>All costs of additional consents, order and legal agreement to be reimbursed to the Council</li> </ul>	<ul style="list-style-type: none"> <li>Transport Assessment</li> <li>Green Travel Plan</li> </ul>
Built and Natural Heritage	<ul style="list-style-type: none"> <li>Safeguard of existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the</li> </ul>	<ul style="list-style-type: none"> <li>Landscape Plan</li> <li>Tree Survey, Tree Protection Plan and Method Statement,</li> </ul>

	wider green network	<p>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</p> <ul style="list-style-type: none"> <li>• Spoil Management Plan</li> </ul>
Water Environment	<ul style="list-style-type: none"> <li>• Consistency with the Flood Risk &amp; Drainage Impact Assessment Supplementary Guidance</li> <li>• Minimum set back of 6m between the top of the bank of any water body and any proposed new development</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Flood Risk Assessment, including the impact of any potential realignment of the Dell Burn</li> <li>• Produce a Drainage Impact Assessment</li> <li>• Sustainable Urban Drainage Plan</li> </ul>
General	<ul style="list-style-type: none"> <li>• Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance</li> </ul>	

### **3 Monitoring and Review**

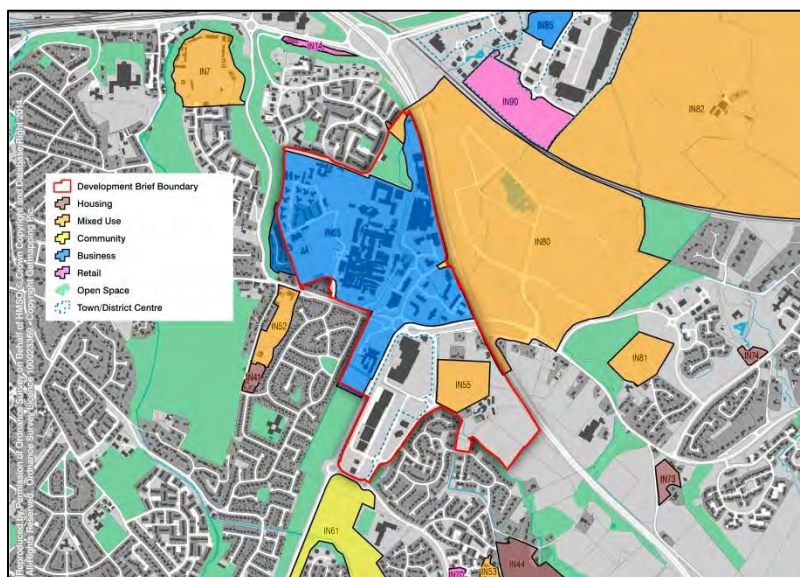
3.1 This brief has been prepared in advance of the finalisation of the following projects/plans:

- Inshes Junction Improvements Phase 2
- Transport Scotland A9/A96 Connections Study
- Outcome of Examination of Inner Moray Firth Proposed Local Development Plan

3.2 The outcome of the above project/plans could result in significant changes to the content of this brief. As such the Council will closely monitor the progress of the above project/s plans and undertake an early review of this brief where appropriate.



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



Inshes and Raigmore - Extract from Inner Moray Firth Proposed Local Development Plan

## Site: IN55 Land at Dell of Inshes

**Area (ha):** 3.8**Uses:** Community, Retail (bulky goods only), Non-residential institution

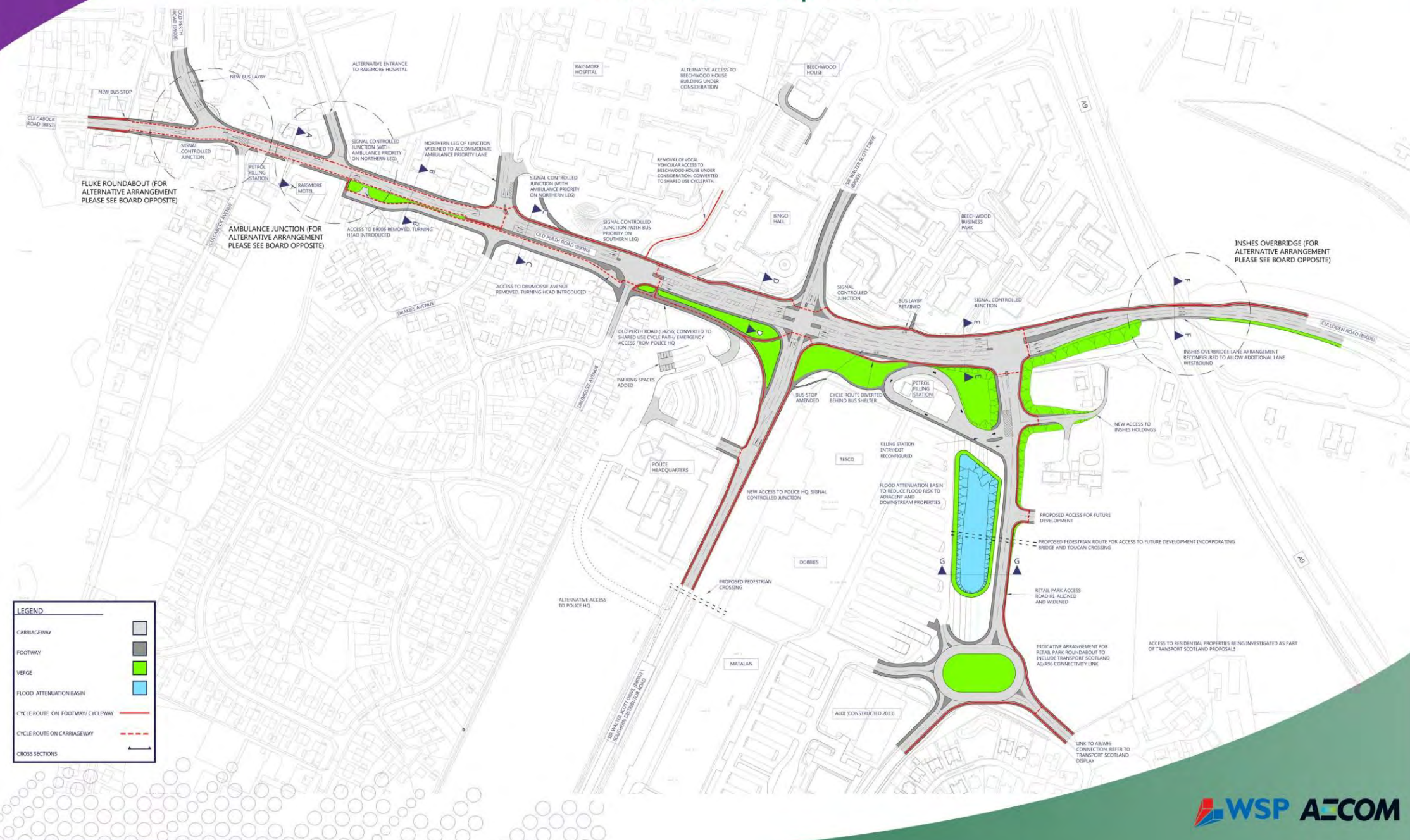
**Requirements:** The Council will produce a masterplan/development brief which it will adopt as supplementary guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements/safeguards;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

## Site: IN65 Land at Raigmore/Beechwood

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

**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.

# Outline Proposals





## Alternatives to Outline Proposals

### FLUKE ROUNDABOUT



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

### AMBULANCE JUNCTION



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

### INSHES OVERBRIDGE



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



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



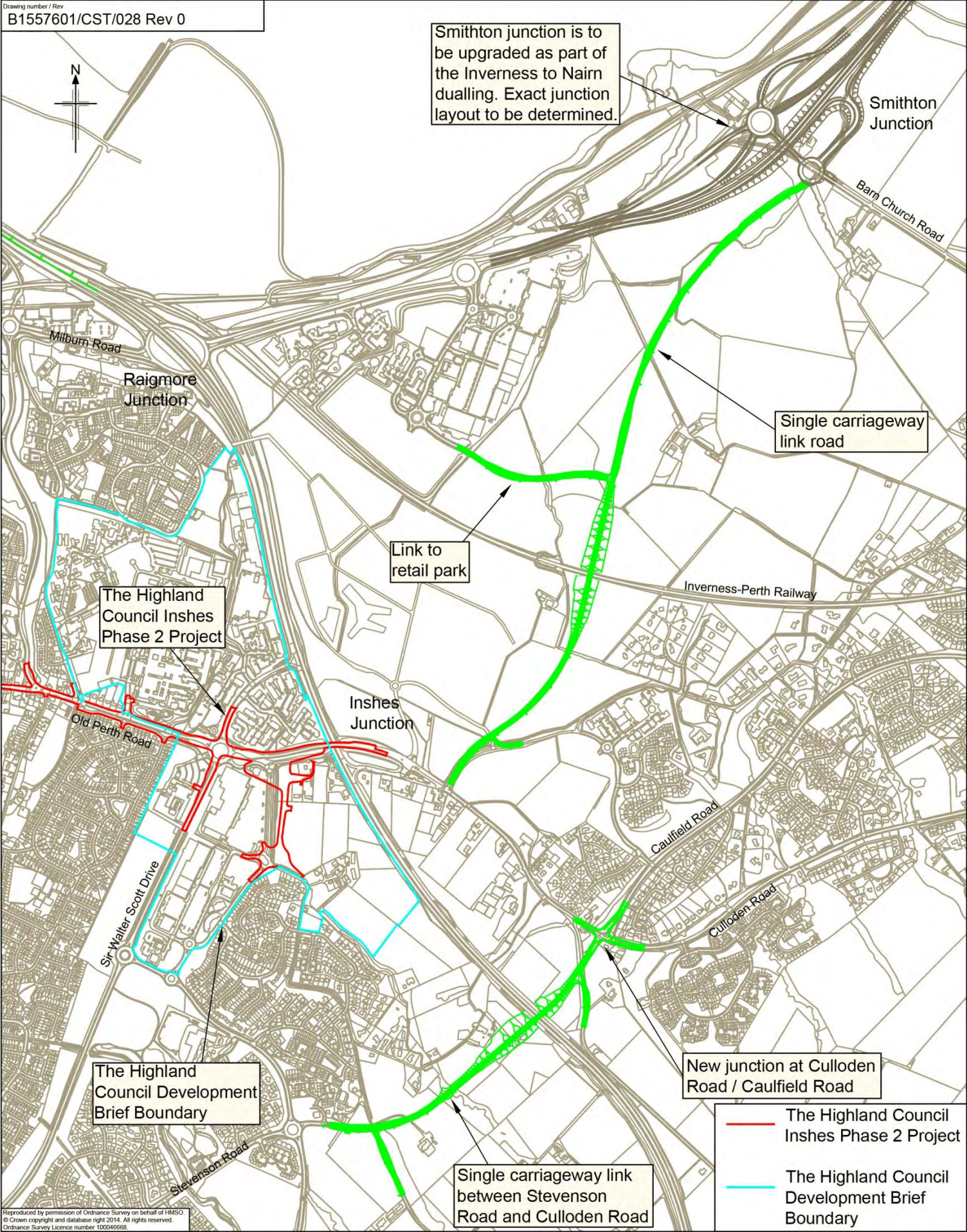
**ALTERNATIVE PROPOSAL**  
No traffic signals. Two lanes westbound, one lane eastbound. Standard T-junction arrangement. Local access to Old Perth Road removed.



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



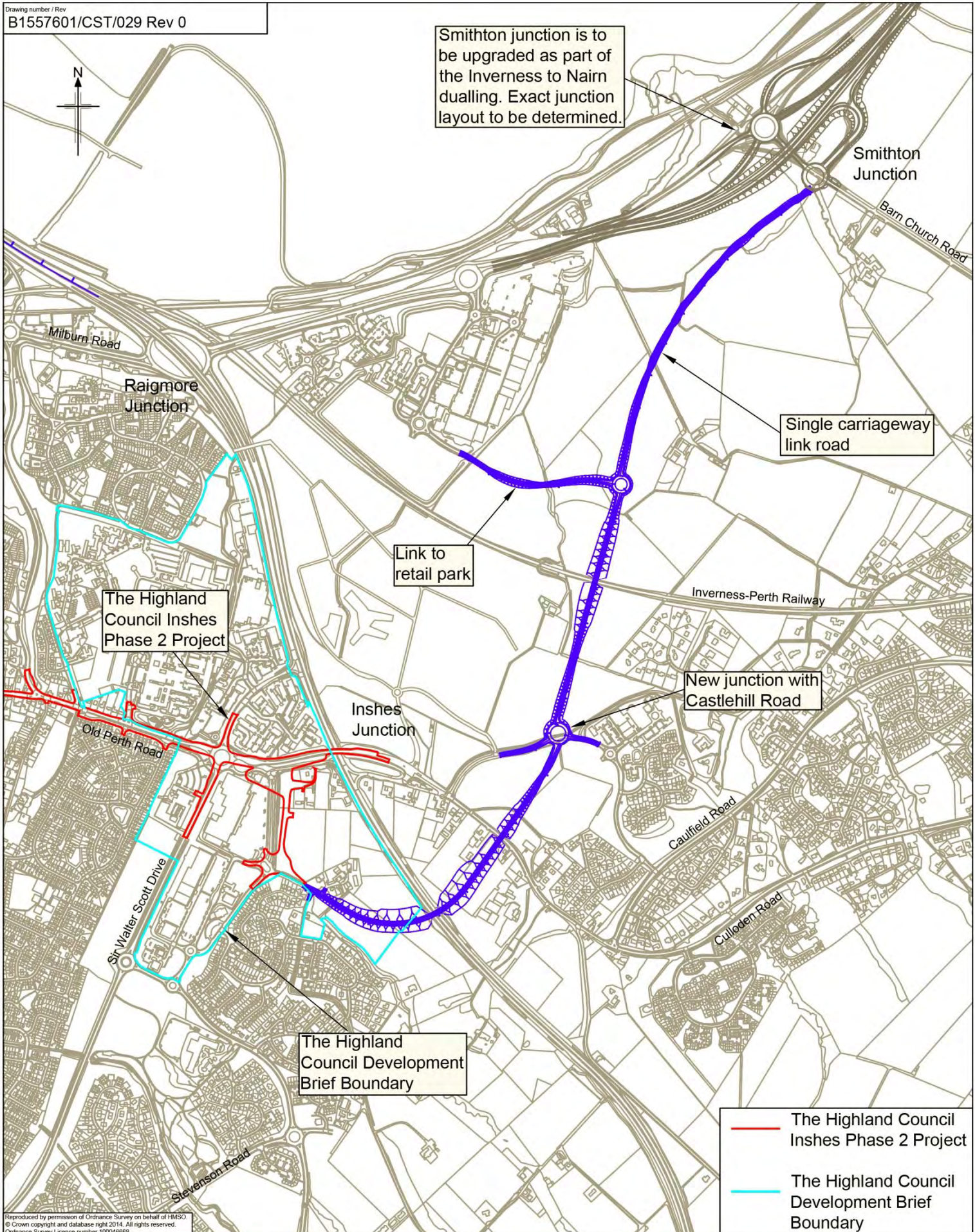
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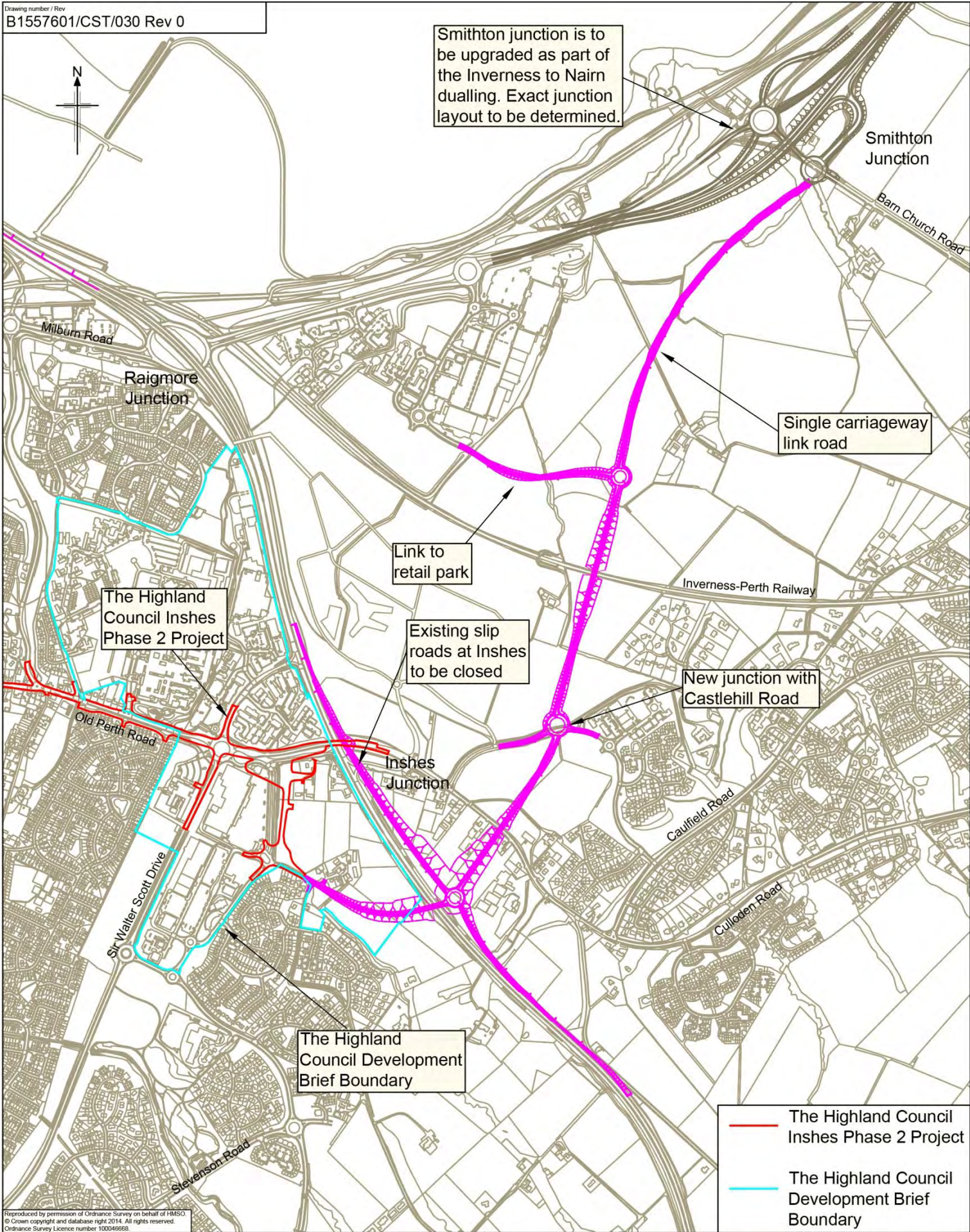


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