STRATTON

PHASE 1: AREA DEVELOPMENT BRIEF

Prepared By Barton Willmore

MAY 2016

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Desk Top Publishing and Graphic Design by Barton Willmore

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Issue Date	MAY 2016
Job Number	25578
Document Status	Final
Revision	-
Author	MW
Checked By	ST

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Summary

In February 2009, an application for Planning Permission in Principle, with an accompanying indicative Masterplan, was submitted to The Highland Council for the development of a major new community at Stratton, Inverness. The development site extended to just under 80 hectares.

The application proposed a development of up to 2,500 houses with a new mixed-use town centre at its heart. The town centre was intended to serve not only the new community of Stratton, but also the existing adjacent communities of Smithton, Culloden, and Balloch. A range of retail, community, education, commercial, and business premises were included within the application proposal.

The application was granted planning permission on 12 August 2011 by The Highland Council subject to planning conditions and to the terms of a related Section 75 Agreement.

Progress with the implementation of the planning permission was conditional on the preparation of Area Development Briefs for each phase of the proposed development. The planning permission does not require that Area Development Briefs for all phases have to be submitted before the commencement of works – only the Brief for Phase 1.

This document is the Area Development Brief for Phase 1.

Since the granting of planning permission in 2011, there have been significant and far-reaching changes to the economic circumstances within which the future development of Stratton will take place.

These changes may not have an impact on the overall quantums of development, as approved in 2011, once Stratton is completely developed in between 10 and 20 years' time. However, they do have implications for the phasing and sequence of the development. For example, in 2011 it was anticipated that the proposed retail superstore would act as the catalyst for the development as a whole in terms of both infrastructure and market interest. Until 2013 the promoters of the development were in discussions with retail operators and a deal with one operator, for the development of a 8,000 sq m superstore, was at a very advanced stage. An initial version for an Area Development Brief for Phase 1 was in final draft format based on that potential deal. At that point the development market for retail superstores came to an abrupt, and well publicised, halt. The deal for Stratton did not go through.

In 2014 it became clear that the retail superstore market was not going to recover and that an alternative approach to getting development under way at Stratton would be required. By 2015 it was clear that renewed interest in residential development provided an opportunity for this to act as the catalyst. Discussions with private housing developers confirmed this position. Discussions with The Highland Council confirmed that THC would wish to see the housing land allocations at Stratton commenced as quickly as possible. These discussions also confirmed an interest by THC in the direct development of affordable housing on land at Stratton.

At the same time, a different retail development market has emerged, with both mainstream and 'value' retailers considering different store formats of between 1,500 sq m and 4,000 sq m.

It is this new context which informs this ADB. The ADB embraces the opportunity to kick start the development of Stratton by residential-led development. It also embraces the emerging retail formats by reconfiguring the approved floorspace in a way which is more likely to be developed, broken down into smaller units. This approach may, indeed, have additional benefits for the delivery of the placemaking principle and for urban design, and the ADB reflects this without departing from the underlying principles of the approved masterplan.

The general destination remains the same but the means of getting there have changed.

The key objective, shared by both the developer and The Highland Council, is to achieve a start of the development of Stratton as soon as possible. This ADB aims to achieve that by breaking down Phase 1 into a number of sub-phases, with infrastructure delivery linked to each of these phases. This allows development to proceed in a realistic and achievable manner.

The approach has implications for the provisions of the 2011 planning permission and the related Section 75 Agreement. This ADB is therefore accompanied by a Section 42 Planning Application seeking appropriate amendments to the planning conditions attached to the 2011 permission, and by an Application for the Modification of Planning Obligations seeking related amendments to the Section 75 Agreement. Taken together this document and these applications represent a coordinated and holistic approach to the common objective of achieving beneficial development at the earliest possible date.

Vision

The Vision for Stratton continues to be the development of a high quality and sustainable new place that is well connected with its Highland context. This ambition is central to the continued evolution of the masterplan towards delivery.

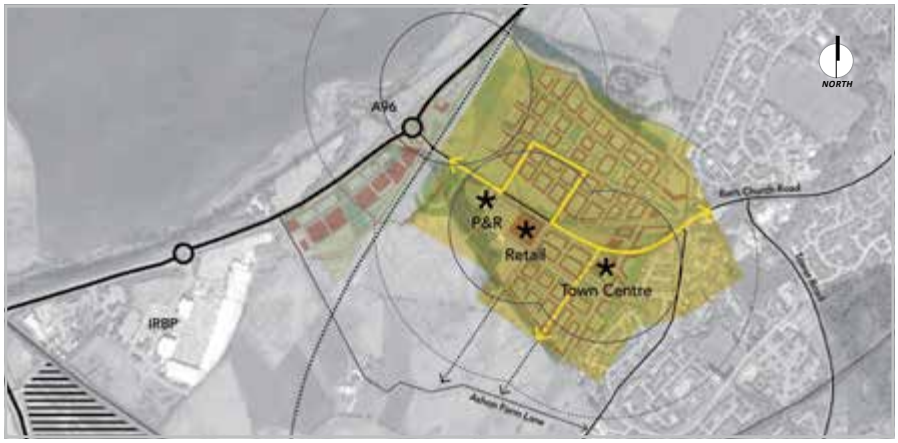
A key component and commitment of this development remains the Town Centre which will also serve the nearby communities of Smithton, Culloden and Balloch.

2009 Masterplan

CORE AIM 1 - CONNECTION AND INTEGRATION

A core aim for this site is to create a plan that is integrated with and a clear extension of, the existing towns and communities of Smithton and Culloden. The development should promote social inclusion and avoid social exclusion.

CORE AIM 2 - SUSTAINABLE DEVELOPMENT



In line with local, regional and national planning policy, creating a sustainable community and place is a core aim for the masterplan. In urban planning terms this a mixture of uses close together. The walkable distances around the development promote a reduced reliance on vehicular movement. In addition to this, the masterplan evolution has responded to environmental issues in a sustainable manner. Building orientation, drainage strategies, and waste management have all been considered to create a plan and development strategy with sustainability at its heart.

CORE AIM 3 - DISTINCTIVE PLACE MAKING

From the outset of this project, members of the local communities and local authority clearly communicated that the sub-urban character of the area lacks a recognisable centre with a sense of place. A core aim for the masterplan for Stratton is therefore to create a quality place with a distinct and recognisable character.

Introduction

FIGURE 1 Previously Approved Masterplan (2011)

INTRODUCTION

2011 Planning Permission in Principle

The 2011 Planning Permission in Principle is supported by a masterplan (opposite page) and by an indicative geographic plan for Phase 1 (right). The planning permission also contains, as part of planning condition 1, a table setting out the approved quantums of development for each of the phases (below).

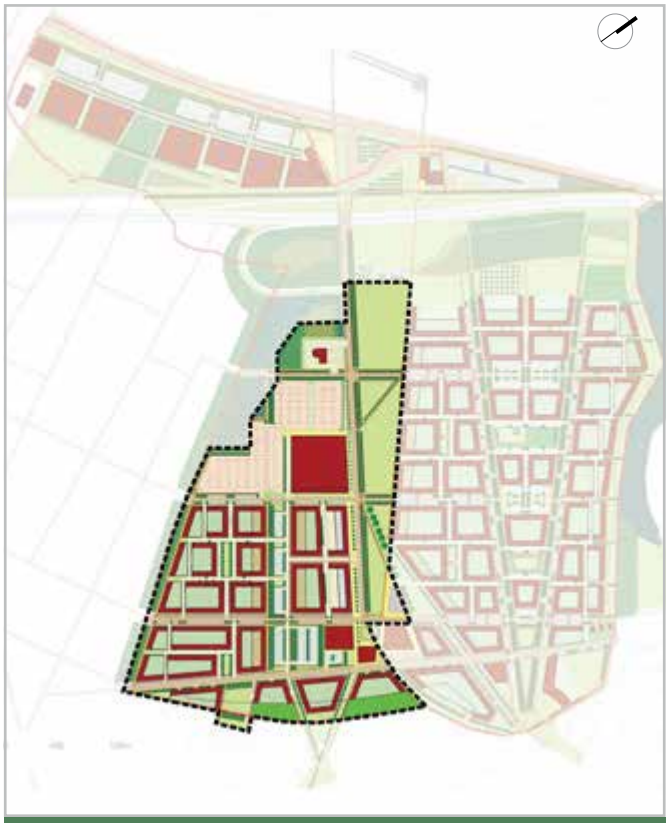


FIGURE 2 2011 Masterplan - Phase 1

Committed to Delivering Consented Quantum of Development

PPP Approved Phasing and Uses						
			Phase 1	Phase 2	Phase 3	Phase 4
	Use Class	Units	01/01/2011 to 31/12/2016	01/01/2016 to 31/12/2021	01/01/2021 to 31/12/2026	01/01/2026 to 31/12/20131
Residential (subject to affordable housing policy)	9 & Sui Generis	Dwellings	300	450	875	875
Food Retail	1	m2	8000	0	0	0
Non-food Retail	1	m2	1350	1000	1000	0
Offices	2	m2	2100	2000	1000	0
Health Centre	Sui Generis	m2	1900	0	0	0
Church	10g	m2	1000	0	0	0
Community Building (Incl. Library)	10f / 10e	m2	1700	0	0	0
Restaurant / Café	3	m2	375	0	0	0
Primary School	10b	m2	0	1300	1300	0
Park & Ride	Sui Generis	Car Spaces	500	0	0	0
Hotel	7	Beds	80	0	0	0
Commercial / Business	4 / Sui Generis	m2	0	0	9500	0

FIGURE 3 Approved phasing from 2011 Planning Permission in Principle.

A MASTERPLAN-LED DEVELOPMENT

Masterplan Principles

The masterplan document which supported the 2011 planning application set out a number of high level principles to which all phases of development at Stratton should adhere. These include:

- A clear urban plan and form that creates a quality, distinct and recognisable sense of place that people want to come to, rather than move through
- A plan that promotes and delivers connection and integration with existing urban frameworks and communities
- A plan that is rooted in its context, providing clear views to, and connections with that context
- The creation of a new town centre that has both civic, community and commercial vibrancy and vitality
- The creation of residential neighbourhoods that promote neighbourliness, and a sense of pride and ownership, where vehicular traffic is subservient rather than dominant
- The creation of a place based on clear defined streets with differing scales and characters
- A place that is anchored by quality structured landscape and public open spaces
- A sustainable development that encourages people to walk and cycle with clear path and cycle networks, excellent permeability and clear connections to good public transport links.
- The provision of a wide variety of mixed uses providing employment opportunity close to and within residential areas
- A plan which is considered in its relationship to the future wider development strategy for the area, providing links and connections that facilitate and encourage that development

FIGURE 4 2009 Masterplan

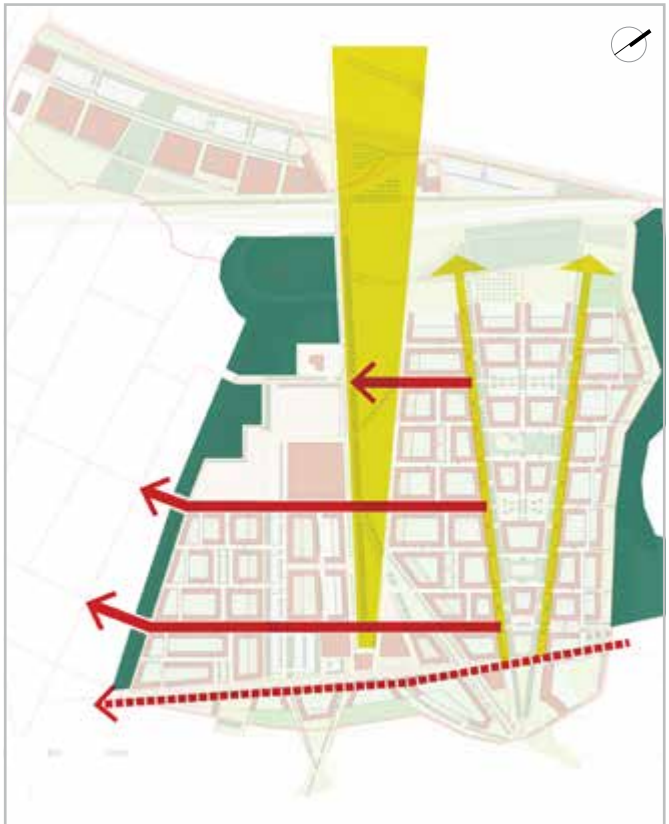


FIGURE 5 Connection, Views, Grid and Green Edges

INSPIRATION

Interpreting Highland Urbanity

Many of the masterplan principles of good place making are reflective of the characteristics of towns within the Highlands and close to Inverness, such as Elgin, Turriff and Forres, albeit these towns have their differences and have individual qualities.

While the 2011 masterplan presented a particular vision of urbanity through a well considered urban extension to Inverness, the density and scale of development were significantly different from its context. Indeed, when assessed further against the key characteristics of 'highland urbanity' an evolution of the urban design approach was required.

SCALE

- Most Highland towns have three storey buildings at their town centres with occasional four storeys elements at key nodes
- While density is difficult to calculate, distinct patterns in coverage can be assessed (c.55% at its core, c.25% at its periphery and c.15% at its edges) which shows 'density' dissipating immediately out with the town centre

TRANSITION

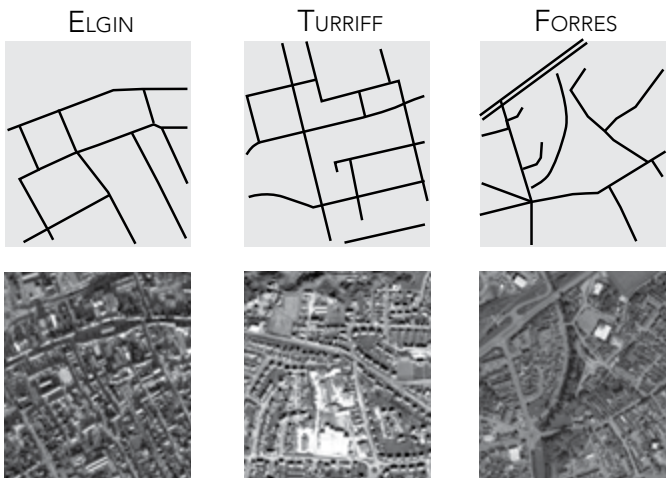
- Highland towns effectively transition from the core as scale and density decrease quickly, handled through significant and interlinking walls

ENCLOSURE

- Well contained and enclosed streets and spaces
- Critical to enclosure, especially on the periphery of the core, is the use of linking walls and boundary treatments

The above principles, which help to distinguish the character of Highland towns, have been reflected in the revised masterplan for Stratton Phase 1. While the principles listed above are far from comprehensive, the process of reviewing local built character has offered a number of further models to influence the evolution of the masterplan.

This assessment has been used to develop architecture and design guidance that will deliver a quality of place that is both recognisable, desirable and commercially deliverable.



EVOLUTION

FIGURE 6 2009 Masterplan

Original Masterplan (2011)

The key masterplan principles can be summarised as:

- A clear urban plan and form
- A plan that promotes and delivers connection and integration
- A plan that is rooted in its context
- The creation of a new town centre that has both civic, community and commercial vibrancy and vitality

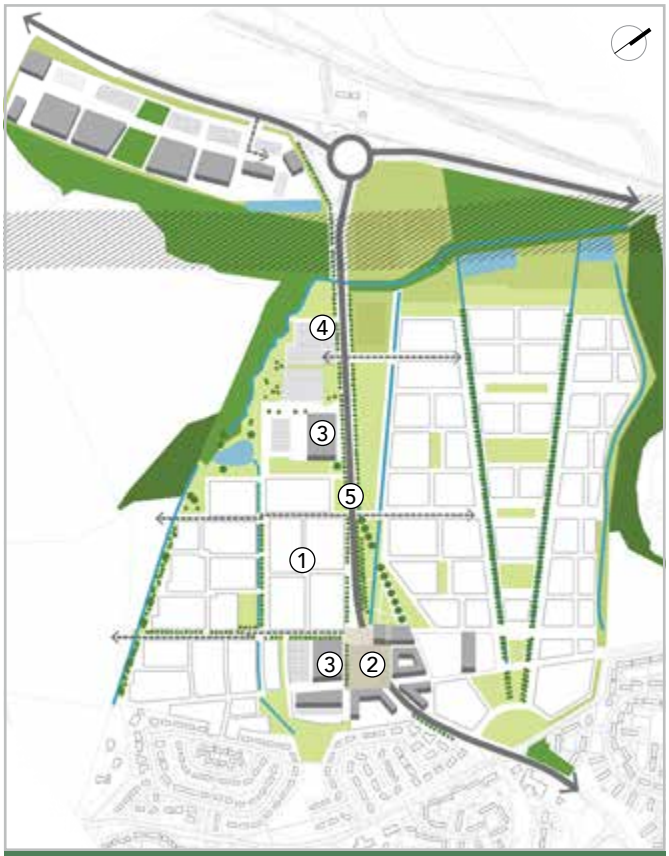


FIGURE 7 Revised Masterrplan

Revised Masterplan (2016)

The masterplan revision exercise has retained the masterplan principles but incorporates a number of changes, these include:

1. A framework which allows for the delivery of the development to be residential-led in the first sub-phases
2. 'Town centre' moved south towards existing communities and set around a new civic square through which a traffic calmed Barn Church Road (BCR) will pass
3. Food retail provision (8,000 sqm) split between northern location and town centre
4. Park and Ride relocated alongside northern food retail provision
5. BCR design revised in accordance with discussions with THC

Note - The current planning permission requires land to be reserved for the trunk link road, as proposed at the time when planning permission was granted (2011). The ADB achieves this. At that time Transport Scotland intended to de-trunk the existing A96 between Smithton Roundabout and Raigmore Junction. Transport Scotland is now considering a different approach. This will be the subject of future discussions.

FIGURE 8 Revised Phase 1 Boundary

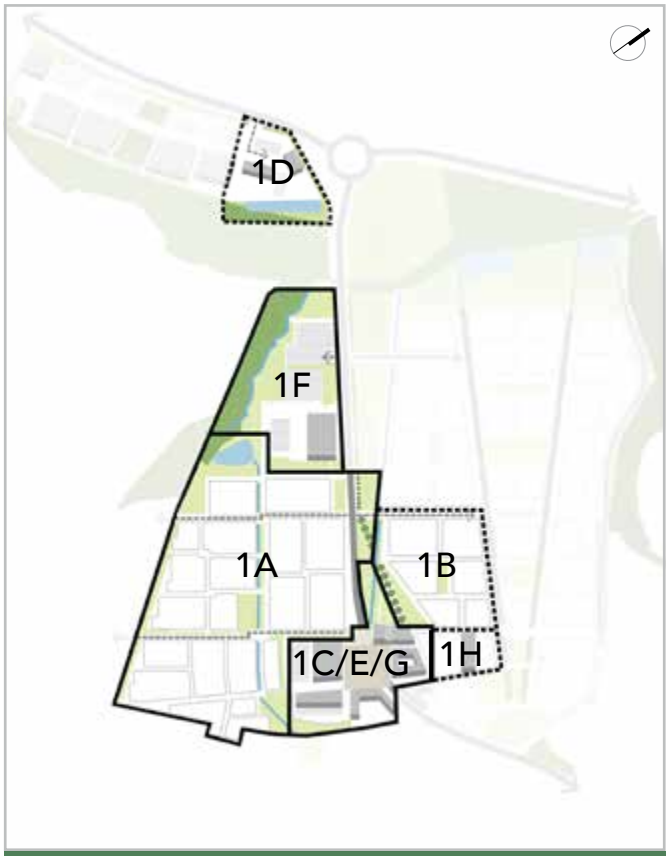


FIGURE 9 Phase 1 Sub Phases

Revised Phase 1

Amendments have been made to the masterplan and the delivery programme for Phase 1. The block structure within Phase 1 has been revised while still adhering to the original masterplan principles.

Phase 1 includes a mix of uses which will ensure that a sustainable development is delivered and includes homes, community uses, education and retail. The proposed uses will not only support the new community but also be accessible to existing communities.

The retail use is now reconfigured to deliver the majority of the floorspace in the town centre.

Phase 1 will also include a hierarchy of open spaces which are easily accessible to all residents.

SuDS will be integrated into the proposed green network.

The relocated Park and Ride will have a capacity of 150 spaces but will sit adjacent to the food retail store (c.300 spaces) and as such will be able to share its car parking area therefore increasing capacity when required.

Phase 1 - Sub Phases

Phase		Development Content
1A	Housing	c. 400 residential units as per planning consent (25% affordable housing)
		First part of signature open space
1B	Housing	c. 150 residential units delivered by housing association
1C	Town Centre 1	Mixed of uses as per planning consent with up to 1,200sqm food retail
		Second part of signature open space
1D	Business / Commercial	80 bed hotel and restaurant / public house
1E	Town Centre 2	2,800sqm food retail
		1,700sqm non food retail
1F	Retail / Park & Ride	Upto 4,000sqm food retail store
		150 space Park & Ride
1G	Town Centre 3	1,900sqm Health Centre
		1,000sqm Church
		1,700 community building
		2,100sqm offices
1H	Education	Site for 2,600sqm primary school

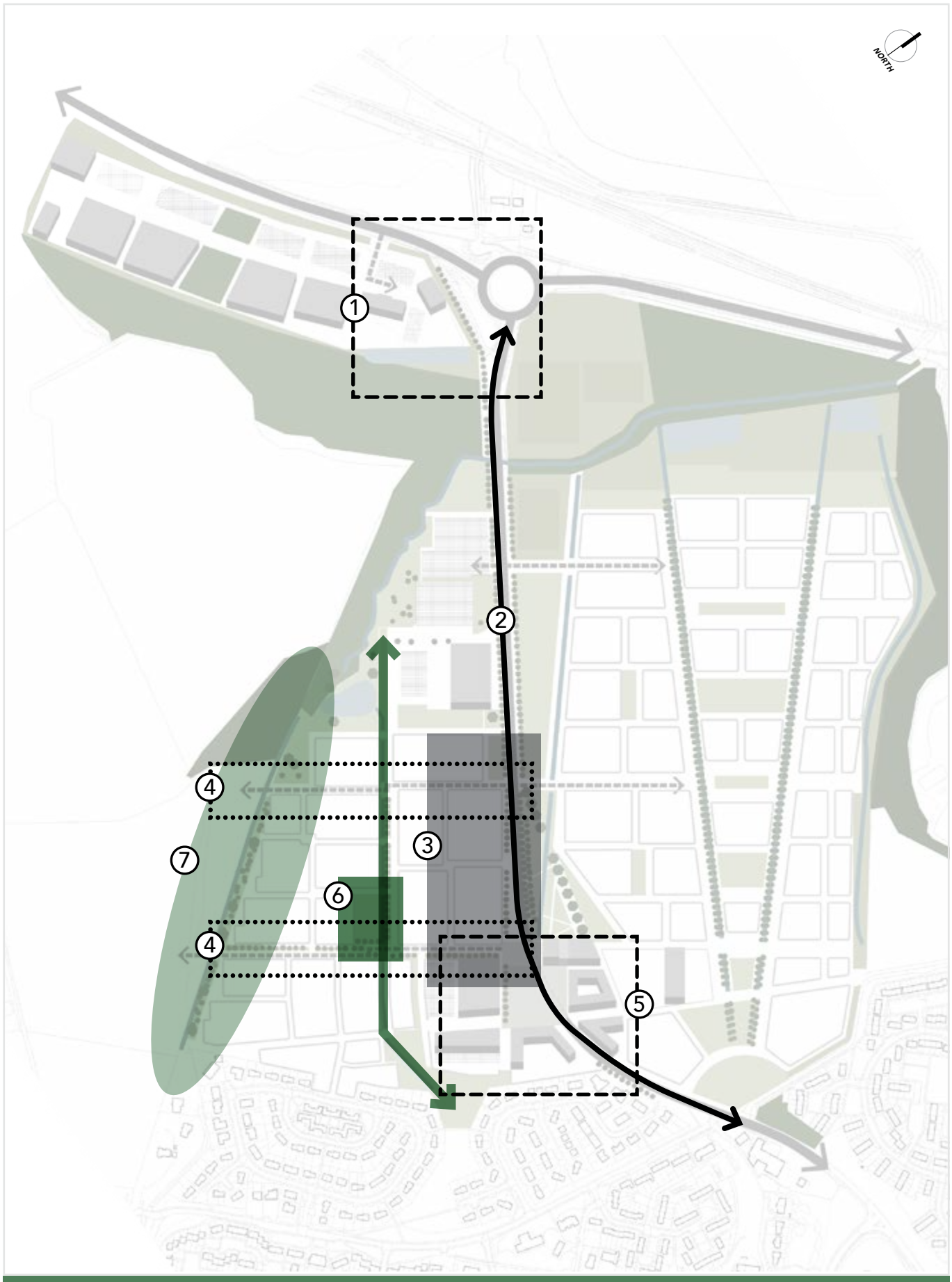


FIGURE 10 Seven Character Areas

FOCUSED DESIGN GUIDANCE

Flexibility and Control: The Use of Character Areas

Flexibility in design guidance enables each individual developer and design team to put their own brand ethos into the development. However, there are areas where greater control must exist to preserve the key masterplan principles. In this instance, seven particularly important character areas have been identified.

The ADB focuses upon these character areas in terms of design guidance, identifying a number of design principles that should be adhered to. This then sets the parameters for the detailed design exercise which will take place across Phase 1 ahead of an application for Matters Specified in Conditions.

The following provides a summary of the character areas with design principles set out within the Place Making section of the ADB.

① *THE NORTHERN GATEWAY*

Stratton provides the opportunity to create a high quality visual marker or gateway not only to the development itself but also Inverness.

The commercial uses here will benefit from their proximity to the strategic road network. The buildings will be required to positively address the A96, take advantage of views and be of a high quality.

② *THE MAIN SPINE (BARN CHURCH ROAD)*

Barn Church Road (BCR) forms a central spine to the development. But while it serves an important transport / movement function, connecting the existing communities at Culloden, Smithton and Balloch to the A96, it should also be considered as a key component of place making.

③ *TRANSITION FROM THE SPINE*

The Highland character assessment provided many examples of how the scale of buildings and densities change when transitioning from the high street (spine) of a Highland town.

Building heights can drop from three or four storeys immediately to two and sometime 1.5 storey buildings. This drop in scale and density is supported by continuing the sense of enclosure through boundary treatments and in many cases, interlinking walls and formal hedging of varying heights.

④ *THE PRIMARY STREETS*

An important objective of the masterplan is to facilitate movement from the spine in a south west direction through to future areas of development (the land around Ashton Farm). As such, two Primary Streets will be formed, the most southerly of which will accommodate public transport and connect the town centre to the proposed East Link in the future.

⑤ *THE TOWN CENTRE*

Given its revised location, south toward existing communities, and increase in size due to the relocation of a proportion of food retail floorspace, there has been the opportunity to reconsider a civic space which is enclosed by mixture of uses and which sensitively accommodates BCR.

This new space will contain a balance of parking for the retail, commercial and community uses and a flexible event space for use by surrounding communities.

⑥ *CENTRAL OPEN SPACE AND GREEN SPINE*

Set within the housing element of Phase 1, a central north/ south open space will provide a high quality area of greenspace that will also include play (Local Equipped Play Area). The space will be identifiable and sit alongside a green spine that connects through Phase 1 from Smithton towards the new food retail store to the north. The green spine will incorporate SuDS in the form of a swale which will feed into a wetland basin.

The swale and green spine will provide the opportunity for an area of high quality green space as well as informal play.

⑦ *THE WESTERN EDGE*

As an interface with the adjacent landscape and an edge that incorporates an existing watercourse, the Western Edge will provide shelter belt tree planting and opportunities for informal play. The urban form that addresses this edge will be varied and diverse to reflect the nature of the landscape.

THC expects a high quality of development throughout Phase 1 and Stratton as a whole. Getting these character areas right is critical to maintain the quality of development throughout.

Stratton as a Whole: Connection and Integration

While the focus of this document remains upon Phase 1, care has been taken to consider how the revised masterplan connects with the broader development area. Specifically, the interaction of Phase 1 infrastructure (including green infrastructure).

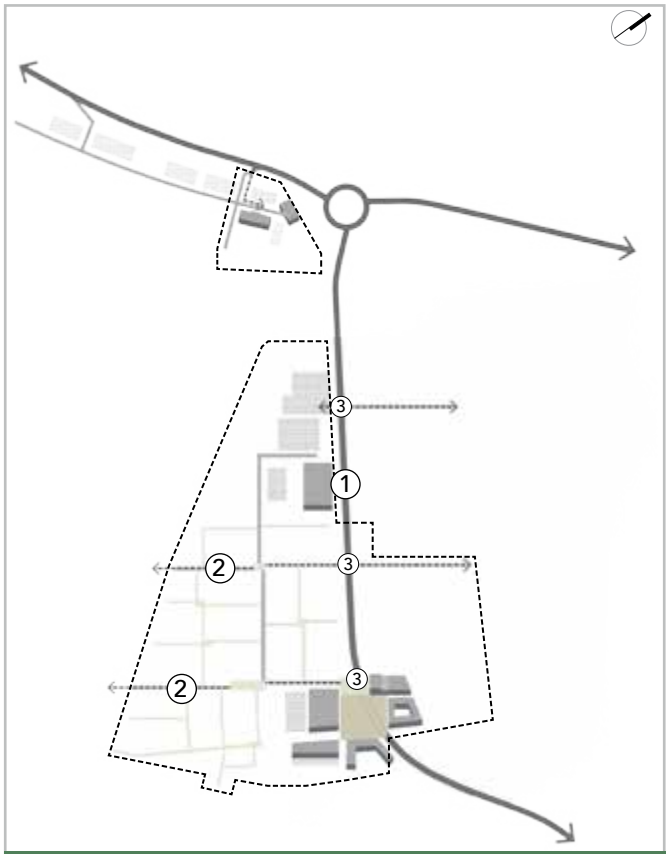


FIGURE 11 Roads Infrastructure

STATUTORY UTILITIES

As part of the original masterplanning process, a comprehensive review of existing statutory utilities was carried out, which identified a range of existing utility infrastructure within the development site. Several of these, particularly the existing sewer on the southern part of the site, have been integrated into the proposed development areas, to minimise the need for diversion, and hence reduce any potential disruption. The existing aviation fuel line adjacent to the A96 has also been carefully considered, as this is classed as critical national infrastructure, which cannot be interrupted.

Whilst every effort has been made to minimise the requirement for utility diversions, additional protection and diversion of some utilities is inevitable for a site of this size. Overhead electricity cables, for example are intended to be moved underground, for practicality and safety reasons.

New utility supplies will be required to service Phase 1 of the development, and studies are currently underway with utility providers to assess the requirements of the development, and determine if any upgrades or enhancements are required. Any such upgrades will be programmed to be carried out during the construction stage, to minimise any disruption.

ROADS INFRASTRUCTURE

1 - Barn Church Road (Spine)

An upgraded BCR will form a spine for the development at Stratton and link to the local communities of Culloden, Smithton and Balloch. It will also form the eastern edge of Phase 1. While considered a main distributor road, BCR should be treated as a street where possible with a place making approach to its detailed design.

2 - Primary Streets

Two Primary Streets will connect BCR to future development land to the south west. The more southerly street, which connects to the Town Centre, will be designed to carry public transport.

3 - Junctions

Three new junctions will be provided along BCR to serve Phase 1 in the first instance but also the later phases of development. One or more of these junctions will also provide access to future development sites beyond Stratton to the east and west.

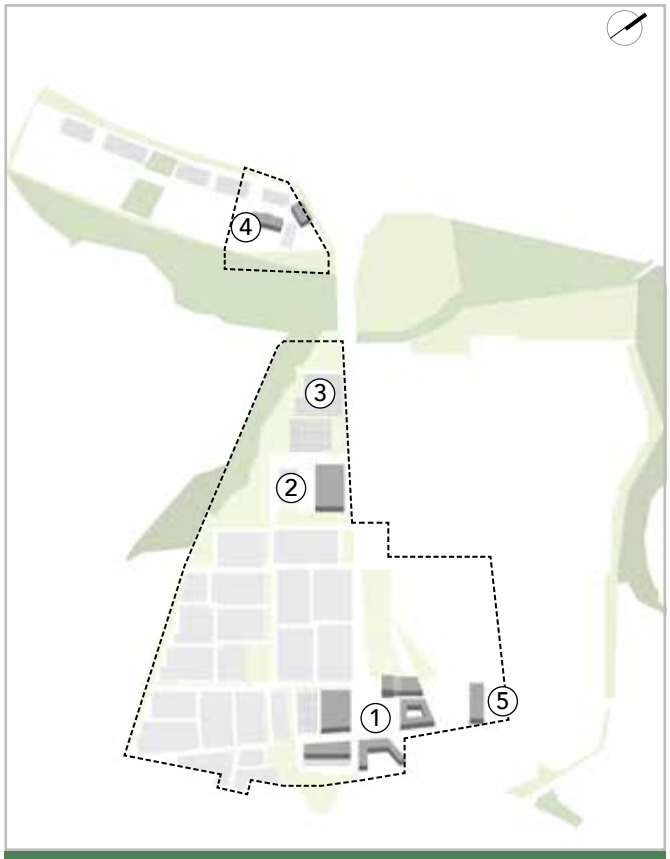


FIGURE 12 Mixture of Uses

FIGURE 13 SuDS & Drainage Strategy

USES

1 - Town Centre

- 4,000 sqm food retail
- 1,350 sqm non-food retail
- 2,100 sqm offices
- 1,900 sqm health centre
- 1,700 sqm community building
- Capacity for 2,000 sqm non-food retail and 3,000 office to be delivered through Phase 2

2 - Retail Food Store

- 4,000 sqm food retail

3 - Park and Ride

- 150 parking spaces

4 - Hotel and Restaurant

- 375 sqm restaurant / public house
- 80 bed hotel

5 - Education

- 2,600 sqm Primary School

SUDS & DRAINAGE

Surface water drainage throughout the development will pass into a comprehensive Sustainable Drainage Scheme (SuDS).

This scheme will comprise permeable paving to car parking bays and homezone surfaces, swales within grass verges, and wetland basins. Final discharge will be to the Cairnlaw and Scretan Burns. The SuDS infrastructure provides benefits of visual and habitat diversity, beyond the functional use for drainage.

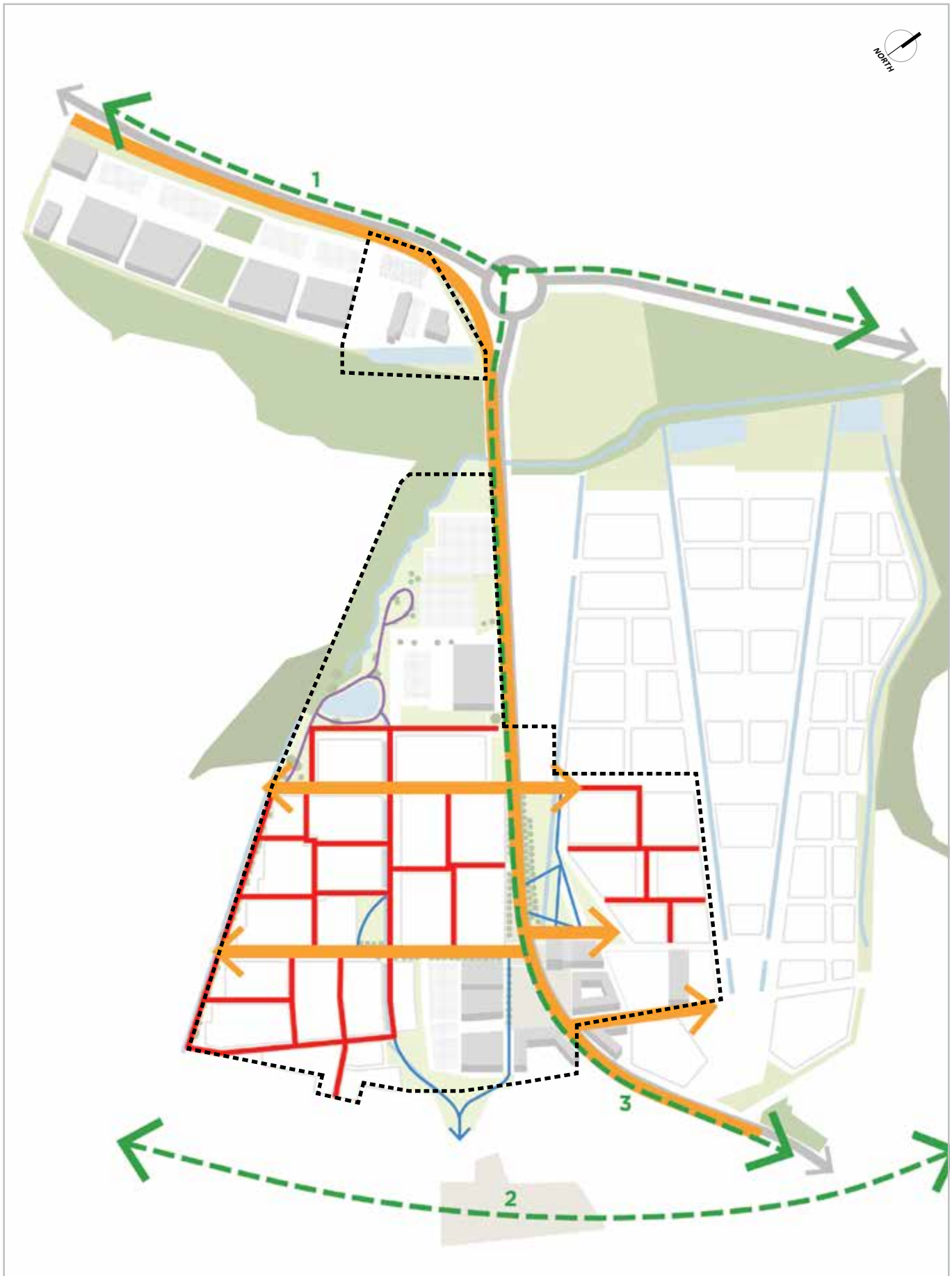


FIGURE 14 Walking and Cycle Hierarchy / Connectivity

LANDSCAPE

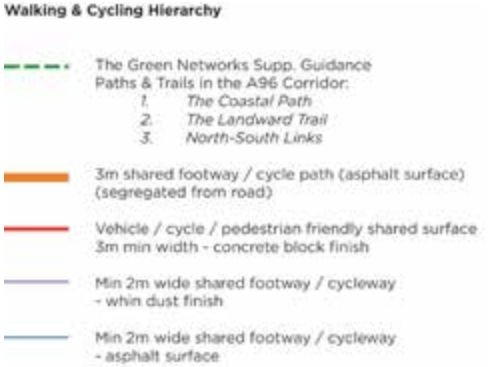
Landscape And Open Space Strategy

The landscape design aims to provide a well-ordered external environment within which space is efficiently used and provides for the overlapping objectives of function, visual quality, connectivity, habitats and infrastructure. The strong geometry to the street pattern avoids creating small residual landscape areas; space given over to landscape is of usable scale and relates positively to other green areas in the street plan.

Woodland belts define the eastern and western edges of the settlement, contributing to the broader future landscape framework and providing shelter to the early phases. Existing broadleaved woodland is integrated with these boundary belts, which include the Cairnlaw Burn. Street trees in a double avenue are used to define the edge between Barn Church Road and the signature park space, whereas other streets will have more informal groupings of trees consistent within Highland towns. Swales are incorporated within broad verges and local play areas at intervals.

A full spectrum of play opportunities is proposed. Working up from the doorstep play situated in pocket parks within a short walk of any home, to neighbourhood parks serving a wider residential catchment, and the town park which contains Local Equipped Play Areas and sports fields. A dense network of play spaces is thereby provided at the most local level. Allotments are included on a dispersed pattern so that they are conveniently close to all parts of the settlement.

Art can form a part of successful placemaking, contributing to a sense of identity and meaning or simply bringing aesthetic pleasure and curiosity to residents. The signature park and civic square are proposed as the locations for any public artwork, reinforcing the role of this central space in a quite traditional manner. Details of the location of appropriate art work will be provided in the detailed design of these areas.



Open space

The green infrastructure will provide a number of open space functions within the site:

- Woodland will provide shelter and landscape structure;
- Parkland offers informal amenity and recreation;
- Play at every level from doorstep play to the central signature park, and with a strong emphasis on natural exploratory play;
- Sport – such as pitches, tracks, MUGA courts;
- A variety of growing spaces, such as orchards, allotments and community gardens;
- Public realm associated with the key urban spaces and squares.

Path and Cycle Network

There will be a well connected network of footways and cycleways within the development expressing the core values of a sustainable community, of which active green travel and leisure is key.

The Green Networks Supplementary Guidance and specifically Paths and Trails in the A96 Corridor focuses on promotion of the delivery of 4 key routes all of which are relevant to Stratton:

The Coastal Path along the coast between Inverness and Nairn runs along the Northern edge, albeit outwith the site boundary. Routes connect north through to the waterfront via the existing bridges beneath the railway embankment; this route makes cycling an attractive mode to access the existing retail park, University and onward to Inverness City or eastward to Nairn;

The Landward Trail follows NCN 1 and 7 from Inverness onto forest tracks in Culloden Wood, heading east emerging at Croy and onto Nairn is accessible to walkers, cyclists and horse riders and is less than 1km to the south of Stratton, through Smithton.

North-South Links will help link the coastal and landward trails and contribute to the development of a true network. Barn Church Way combined cycleway and footpath will be one of these key North-South Links.

The nearby Tourist Route would link Auldearn, Rait, Cawdor and Culloden Battlefield by road, although there is a ford and footbridge at Bog of Cawdor.

FIGURE 15 Habitat Networks

Habitats

In terms of habitat value, the existing woodlands with Cairnlaw watercourse have the greatest significance on the site. The intention is to retain, enhance and expand these habitats, through the establishment of an extensive green network within the masterplan. This will help to connect habitats, reduce any fragmentation or isolation of protected species and have a positive effect on wider biodiversity. Existing mixed woodland will, for the most part, be retained and positively managed.

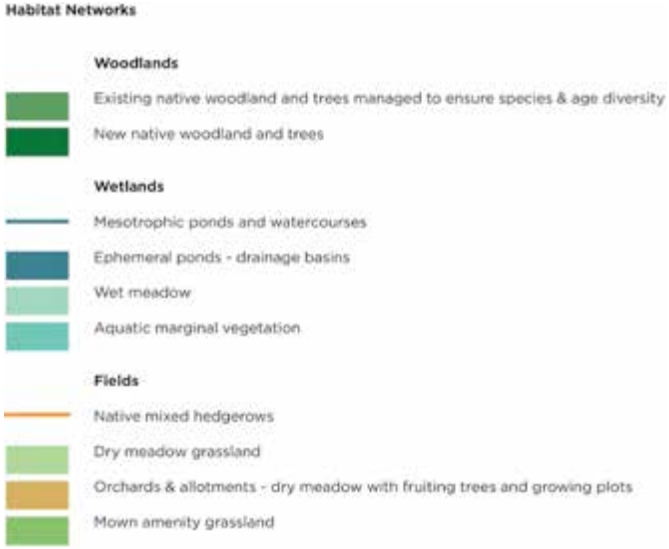
New woodland planting will be primarily native mixed broadleaved species, to augment a restructuring and regeneration process for the existing woodlands.

Cairnlaw Burn will be retained with the aim of enhancement to improve the diversity of the habitat. This will be achieved by the introduction of scrapes, wet meadow areas and additional marginal aquatic vegetation. Surrounding terrestrial vegetation, such as rough grassland, hedgerows and woodland can also form an important part of amphibian habitat networks.

In addition, as part of the SuDS strategy there will be a number of new water features such as swales, detention basins and new ponds. These are designed to function not only as drainage elements and provide an attractive amenity, but also, introduce further habitat types and increase the overall diversity of the site.

A large number of new mixed native hedges and other hedge species will be introduced as a strong boundary feature to the housing and new woodlands whilst providing a valuable habitat to nesting birds, small mammals and insects.

Amenity grass areas will be limited, and meadow grass areas will be prominent to encourage grasses and plants to set seed and encourage invertebrate and bird species.



Ecotones or edge habitats can be developed along transition margins between grassland and woodland or hedgerows and woodland. These edge areas have structural diversity and offers great potential as a marginal habitat.

Orchards, fruiting hedgerows and growing spaces provide a rich environment for many species that will benefit from not only a food source, but as a habitat in its own right.

Woodlands

A robust landscape structure will be created to provide visual character and ecological connectivity. Native woodland will link the greenspaces to existing woodland at the site boundary. These will provide a wooded setting for new homes, establish an intimate scale and mark the locations of road and path routes. Woodlands will be of native mixed species. Beech will be included in the mix due to the presence of it in the local woodlands.

Water & Drainage

The existing Cairnlaw Burn forms a key habitat and landscape feature and will be retained and enhanced for both amenity and biodiversity value.

The SuDS strategy has been developed in accordance with best practice guidance found within SuDS for Roads national guidance manual and The SuDS Manual (CIRIA C697). First stage treatment of surface water run off will comprise swales, porous paving and infiltration trenches. Second stage of treatment will be discharge to either detention basin or surcharge to ponds, before discharge to the Cairnlaw Burn.

Attenuation basins will be of meadow grassland and will be carefully integrated so that they are attractive and form a part of the landscape amenity, rather than appearing merely as drainage infrastructure. Design of slopes to include level benches will ensure safe edges and thus avoid the need for fencing. Maintenance access routes to the inlet and outlet structures will serve also as footpaths, and be sensitively aligned relative to slope and vegetation.

Public Art

Art can form a part of successful placemaking, contributing to a sense of identity and meaning or simply bringing aesthetic pleasure and curiosity to residents. The signature park and civic square are proposed as the locations for any public artwork, reinforcing the role of this central space in a quite traditional manner. However, there may also be opportunities to develop more small scale interventions can increase legibility and root the development within it's place. Details of the location of appropriate art work will be provided in the detailed design of these areas.

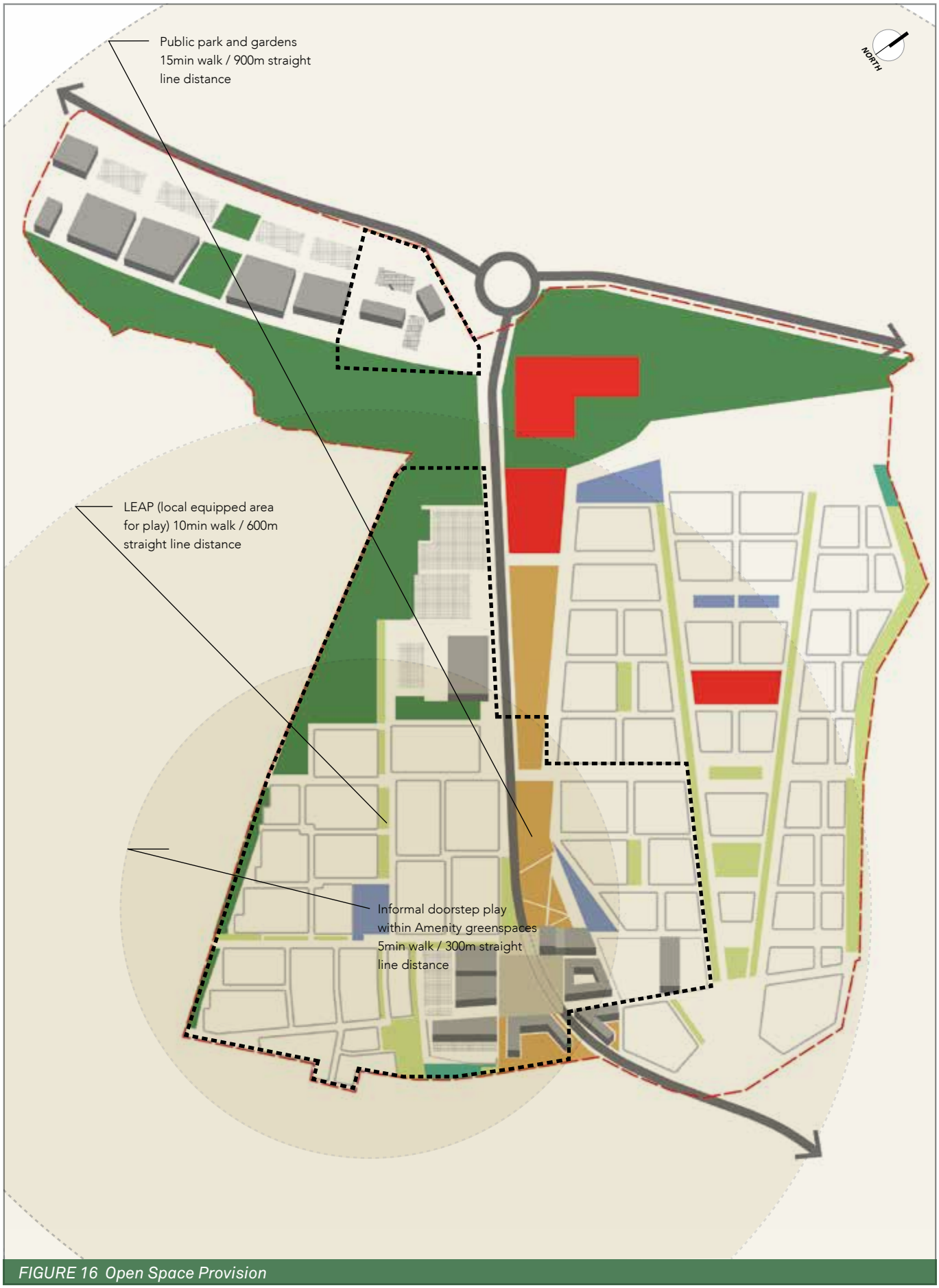


FIGURE 16 Open Space Provision

Open Space Standards

The Highland Council new Supplementary Guidance : Open Space in New Residential Development specifies with greater clarity the types of open space, minimum area and accessibility standards required to meet the aim to create a sustainable network of high quality open space that is readily accessible on foot, incorporates biodiversity improvements and improves the quality of life of residents and visitors.

The linear park forming the eastern part of Phase 1, and a central feature for the whole masterplan, will be the focus for public parkland, sports fields and play. Natural greenspaces are predominantly on the western side of Phase 1, associated with the burn feature and incorporating areas of existing woodland. Amenity greenspace is distributed through the residential areas as part of the homezone streets; greenspace has been concentrated into functional parcels large enough to accommodate doorstep play, seating and varied habitats.

The proposed development masterplan incorporates considerable open and green space. The type and scale of proposed development requires that all of the types of provision described in the guidance are required. The following table summarises the requirements of the standards against the areas achieved in the masterplan. The average occupancy per household of 2.29 persons has been applied.

It should be noted that the Phase 1 development does not include Outdoor Sports provision as this is set within a later phase of development. This is as a result of practical delivery and has been guided by the ambition to provide a comprehensive area of sports provision for the masterplan area as a whole.

The standard and constituents of outdoor sports provision will need to be agreed in detail with the Council. These facilities will be offered for adoption, in line with the guidance.

	Homes	Persons per home	Persons			
Phase 1	550	2.29	1,260			
	Area per head	Phase Population	Area Required	Area Provided	Minimum Size	Maximum Distance
PHASE 1						
(A) Amenity Greenspace	8	1,260	10,080	14,469	500	300
(B) Play (LEPA)	2	1,260	2,520	5,252	1500	600
(C) Public Parks and Gardens	8	1,260	10,080	11,518	5000	900
(D) Outdoor Sports	12	1,260	15,120	0	n/a	900
(E) Allotments	1	1,260	1,260	1,300	1500	900
(F) Natural Greenspaces	9	1,260	11,340	38,080	1000	600
TOTAL	40		50,400	70,617		

Sustainable Development

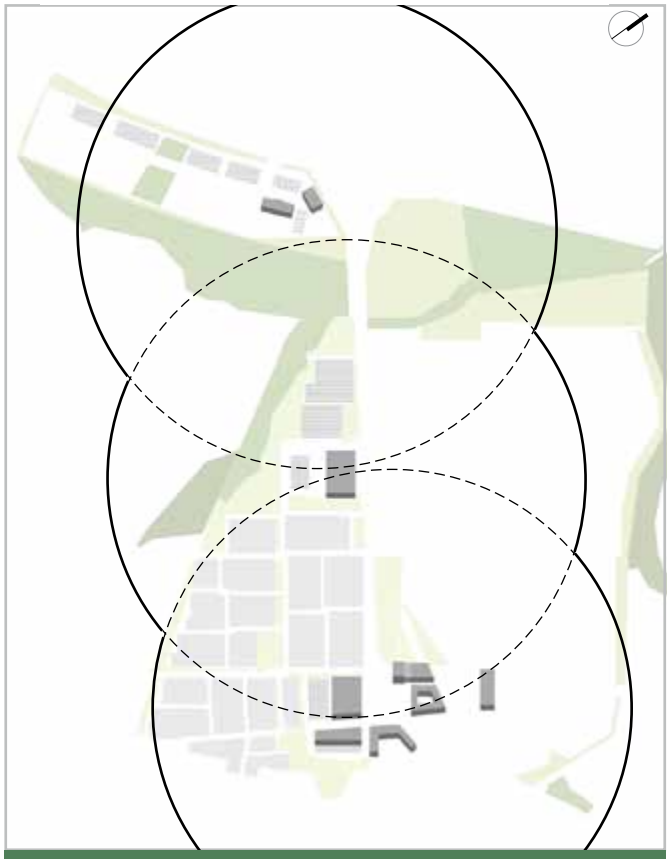


FIGURE 18 Mixed Uses

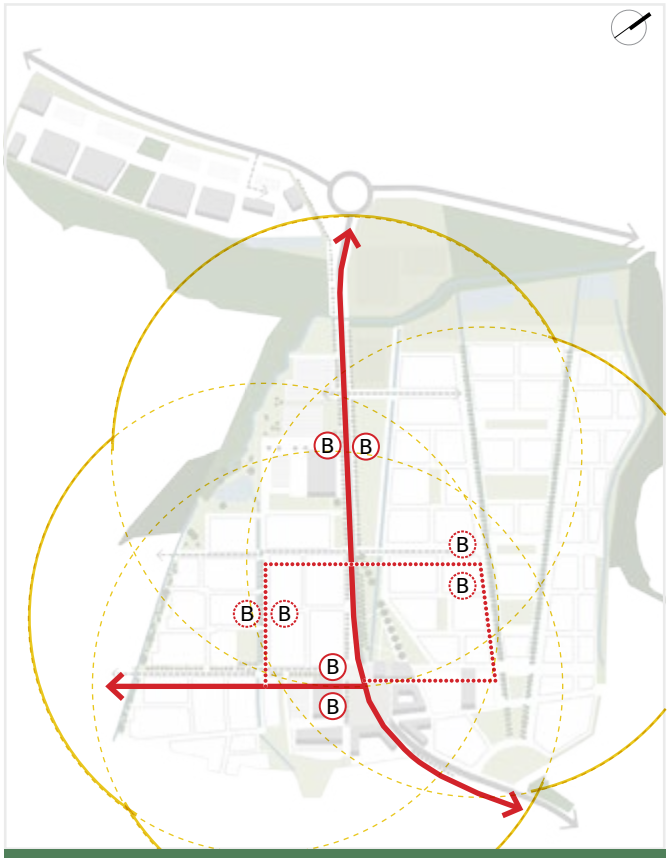


FIGURE 17 Public Transport Accessibility

A MIXTURE OF USES

A key component of the development proposals at Stratton has been to deliver a sustainable new development with a mix of uses that not only serve the new community but also the existing and adjacent communities of Culloden, Smithton and Balloch.

The mix of uses as detailed previously will be set along the spine (BCR - top, middle and bottom) and will be easily accessible for all residents and will be connected to the wider area through public transport.

PUBLIC TRANSPORT

Following the planning consent and subsequent discussion with The Highlands Council, the Park and Ride facility has been agreed to be located adjacent to the supermarket site, with a reduced number of spaces (150). It is considered that a proportion of the capacity at the retail store (c.300 spaces) can also be used by the Park and Ride facility at busy times. Bus access to this facility will be off Barn Church Road.

Bus stops are provided on BCR on both the north and southbound sides of the road serving the supermarket site and town centre. Further penetration of bus routes into the development will be subject to discussion and agreement with bus operators, however indicative potential routes have been included for discussion purposes.

All homes will be within a 400m walking distance (5-10 minutes) of a bus stop.

FIGURE 19 Walking and Cycling Routes

FIGURE 20 Masterplan

WALKING AND CYCLING

In line with the core aim to create a sustainable place, ease of pedestrian and cycle movement has been a key element in the evolution of the masterplan. The emphasis has been to ensure the streets are comfortable for pedestrians and cyclists alike, whilst also encouraging considerate driving behaviour.

A primary network of unsegregated cyclepaths provides clear and convenient routes, connecting into the local network of shared surface Homezones; the cycling network promotes accessibility and encourages people to walk and ride rather that take the car. Footpaths are pleasant and attractive to walk upon and are subject to natural surveillance from neighbouring properties.

The proposed network links into existing core paths and cycleways surrounding the site, including the National Cycle Network route 1. Routes connect north through to the waterfront via the existing bridges beneath the railway embankment; this route makes cycling an attractive mode to access the existing retail park, University and onward to Inverness City.

PLACEMAKING

The development of a high quality place will be delivered through a clear hierarchy of streets, accessible open spaces and mix of uses. This will ensure that Stratton will always be an attractive and popular place to live, support existing and proposed facilities.

Distinctive Place Making: Phase 1

FIGURE 23 Urban Structure

FIGURE 21 Heights

FIGURE 22 Density

DEVELOPMENT PARAMETERS

The following section provides a range of development parameter plans which form a framework through which detailed housing layouts would be delivered.

Urban Structure

The concept of a grid like development has remained central to the evolution of the masterplan for Phase 1.

Street blocks maintain (in the main) a positive outward looking public edge with private gardens or courtyards to the rear. Public and commercial buildings must also take cognisance of the grid structure with a clear definition between public and private edges.

Height and Massing

The Spine and town centre should consist of mainly three storey buildings with higher elements used at nodes and where there is a strong design argument. The heights of commercial and public buildings within the Town Centre must reflect the need for the town centre to act as a focus of the new development.

The remainder of the Phase 1 housing area will consist of two storey homes albeit the house types used (terraces, semi-detached and detached) will allow for areas of varying density and character.

The use of feature gables and variation in roof pitch is encouraged to offer variety within street elevations.

Density

Simple density bands will be used with levels decreasing from the Spine towards the Western Edge. This approach will further support the legibility of the neighbourhood.

A variety in density will be delivered through the use of a range of house types including flatted blocks, terraces, semi-detached and detached homes which will support the creation of distinct character areas throughout Phase 1.

FIGURE 24 The Spine

FIGURE 25 Primary Streets

FIGURE 26 Residential Streets, Lanes and Mews

The Spine

Barn Church Road (BCR) will accommodate the greatest volume of vehicle traffic although its design will also consider the need to accommodate high levels of connectivity and movement from one side to the other.

Landscape elements will emphasise this as the primary movement corridor.

A cycleway will be provided and offer a fast and direct route between the National Cycle Route to the north and the new and existing communities.

FIGURE 27 Section - The Spine

Primary Streets

The Primary Streets will link BCR with future development areas to the South West of the Stratton site.

The more southerly street will accommodate public transport and will therefore constitute the main movement corridor and could be up to 7.3m in diameter with no frontage access. The northerly street will be c.6m in diameter with frontage access allowed.

Areas of landscape will be used in specific locations rather than forming long landscape strips as this would not reflect the character of such streets within Highland towns.

FIGURE 28 Section - Northerly Primary Street

Residential Streets

The residential streets will lead from the primary streets and will place a greater emphasis on pedestrian priority in the form of raised carriageways and shared surfaces.

Lanes & Mews

The lanes and mews will comprise shared surface streets where there is a reduced definition between public and semi-private spaces in order to create a home zone character. Building frontages will be pulled closer together to create a greater sense of enclosure.

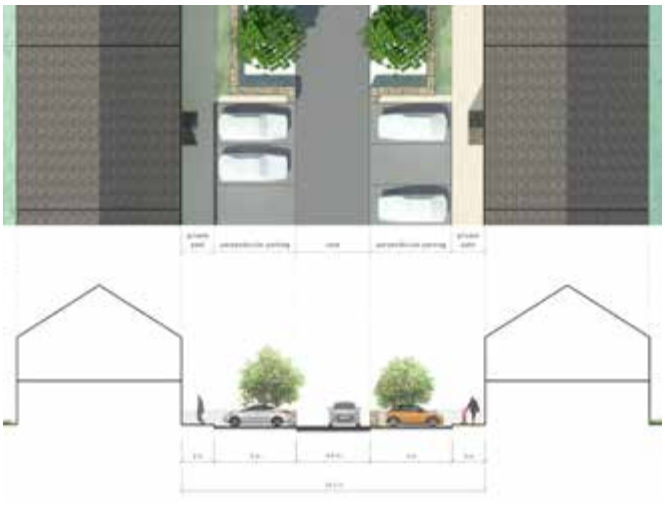


FIGURE 29 Section - Lanes and Mews

FIGURE 31 Green Network

FIGURE 32 Open Space Hierarchy

FIGURE 30 Tenure

Green Network

The provision of high quality open space and landscaping remains a key component of the masterplan. Furthermore, the masterplan supports THC's ambition for quality over quantity, albeit the provision of open space exceeds THC's minimum requirements.

The masterplan ensures that a range of open spaces are easily accessible to all new residents. Furthermore, the approach has a focus on multifunction spaces that include formal and informal play as well as incorporating drainage features such as swales.

Open Space Hierarchy

The green network will deliver a variety of open spaces through a clear hierarchy that aids the ease of movement through, and legibility of, the proposed Phase 1 area.

This hierarchy ensures that there is a rich and diverse provision of open space that is easily accessible to all residents.

Tenure Blind

Phase 1 will deliver 400 new homes, of which 25% (100) will be affordable. The appropriate mix of affordable homes and their location will accord with THC policy and will be agreed in discussion with THC housing.

An additional 150 affordable homes will be delivered through THC Housing and will be located north of the Town Centre.

CHARACTER AREAS AND DEVELOPMENT PRINCIPLES

The Northern Gateway

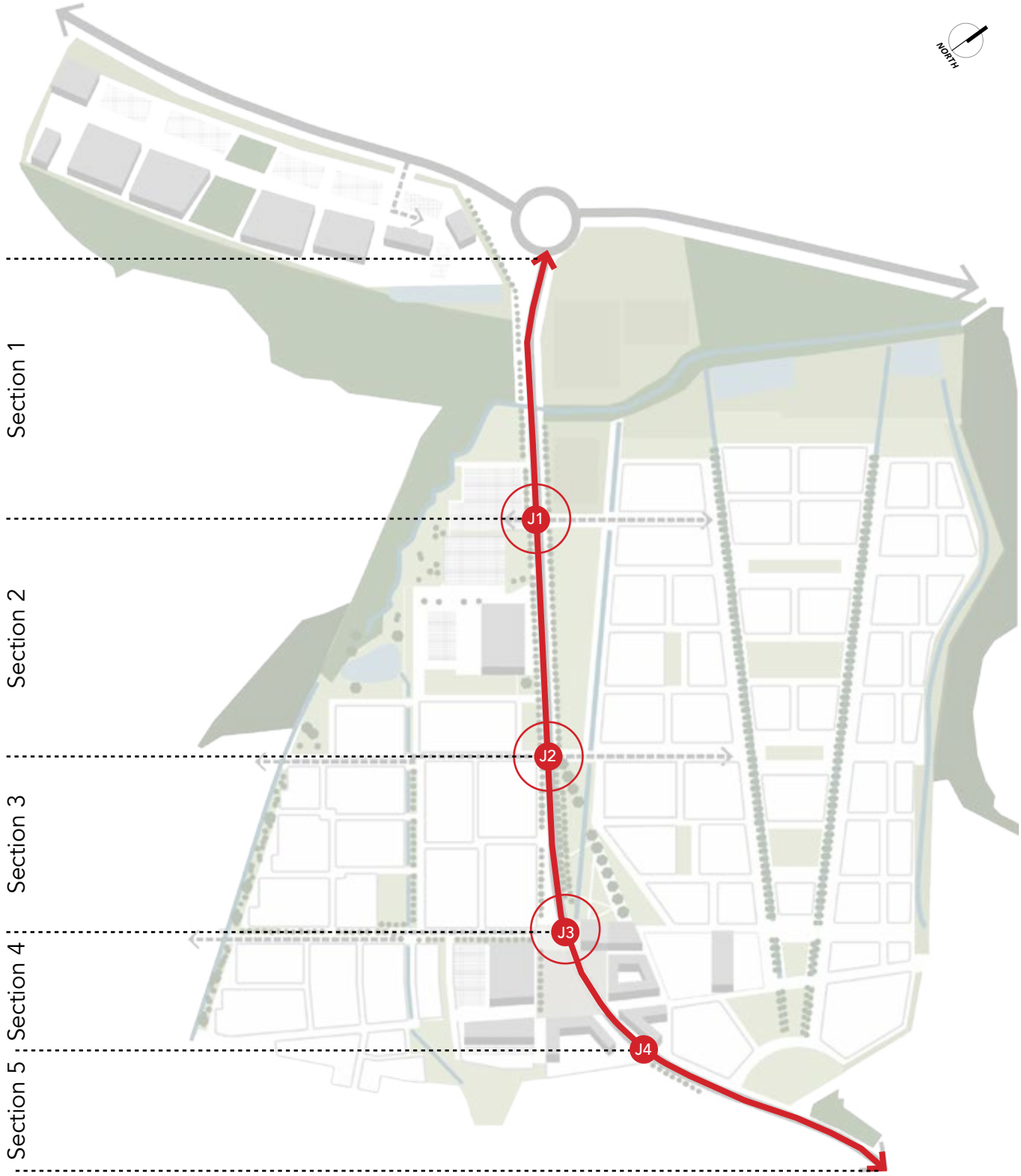
	Design Principle	Description
1	Arrangements of Buildings	In time, the northern gateway to Stratton will constitute the eastern gateway to Inverness. The buildings will form a high quality visual gateway / marker to the city. Consideration must be given to the arrangement of buildings so that visually active edges positively address the A96 and Barn Church Road. Opportunities to maximise views of the coast and the city should be taken. Car parking should be located to the rear of buildings or screened.
2	Scale of Buildings	Given that buildings are to form a visual gateway / marker they will require to be of a scale that indicates arrival to the urban edge of Inverness. Heights could rise to approximately five storeys in the case of the hotel development.
3	Design Quality	Given the importance of this gateway location, the design quality of buildings must be of a suitably high standard.
4	Materials	Given the importance of this location, the materials used must be of a suitably high standard. The choice of materials should also reflect that of Inverness and the proposed key buildings on barn Church Road (BCR).
5	Landscape	The approach to landscape should not seek to screen buildings but provide an appropriate setting and should be integrated well with public realm and limit the impact of car parking.

Note - The alignment and land take of the A96 dualling (currently out for consultation) will affect the position of buildings within this site. That said, many of the design principles set out above will remain applicable.

FIGURE 33 Indicative plan of Northern Gateway

FIGURE 34 Indicative visualisation of Northern Gateway

The Spine - Barn Church Road



BCR must serve a place making function as well as a key movement corridor. The road will comprise a range of components the arrangement of which will affect its character. These components include:

- the number of lanes
- the width and position of landscape strips
- the width and location of footpaths
- the use of a central reservation
- raised carriageways
- shared surface space

VEHICLE SPEED LIMITS

Between Smithton Roundabout and Junction 1 the speed limit will be 40 mph. From Junction 1 onwards the speed limit will be 30 mph apart from through the Town Centre where it will reduce to 20 mph.

PEDESTRIAN CROSSING

Pedestrian priority crossings should be used to help reduce vehicle speeds and help increase pedestrian connectivity across BCR.

TRAFFIC FLOW

Flares at junctions and other right turns should be designed to remove right turning traffic from the general flow of through-traffic.

Section 1

Set between the northern roundabout and the first new junction on BCR (J1) this section of road will have a character more reflective of its movement based function.

The road will consist of two lanes in both directions with no central reservation. There will be limited crossing opportunities for pedestrians and cyclists.

Section 2

This section of BCR, between J1 and J2, will change in character and begin to adopt a place making approach while maintaining the important movement function of BCR.

The road will consist of two lanes in both directions with no central reservation. Greater opportunities to cross the road will be put in place seeking to connect the mixed use western edge (retail and residential) with the signature park on its eastern side. This will help to reduce vehicle speeds.

The location of landscape strips and planting should be carefully considered so as not to separate pedestrians and cycles too far from the road as segregation may encourage higher vehicle speeds.

Gateway / Section 3

As residential development begins to define the edges of BCR and the intensity of uses and opportunities to cross the road increases, the character and form of the road will change.

Whether two lanes in either direction are maintained or should the road be reduced to a single lane in either direction, a central reservation should be introduced to allow pedestrians and cyclists greater opportunity to cross. This would be further supported by more frequent and specific crossing points. A reduction in the number of lanes would need to be supported by sufficient traffic analysis.

Should the road be delivered with a single lane in either direction, sufficient road space should be retained to provide possible dualling at some point in the future if increased traffic flows warrant increased capacity. In the first instance, the retained road space should be reassigned to other modes of travel, be that bus lanes or wider cycle and walking routes.

Gateway / Section 4

The most significant change of character and design for BCR will be at the Town Centre where the carriageway could be raised and a change in materials used to emphasis greater pedestrian priority and ensure that a civic square character is formed.

A central reservation, even if flush, should be incorporated into the raised carriageway to aid pedestrians to cross freely through the traffic by creating a non-car ‘safe zone’.

The detailed design of the section of road through the town centre should give careful consideration as to how people with visual impairments will use the crossings.

While pedestrian priority will be difficult within this section without traffic signals, efforts should be made to make the driver more cautious, giving the perception of greater pedestrian priority.

The junction of BCR and the Southern Primary Street should be designed so to allow the potential future expansion of the junction to accommodate increased turning movements after this routes connects with the proposed East Link.

Gateway / Section 5

This section of BCR will reflect the character and function of Section 3 as the road will be defined by residential uses on either side with crossing points required to maximise connectivity between the existing community of Smithton and that of Stratton.

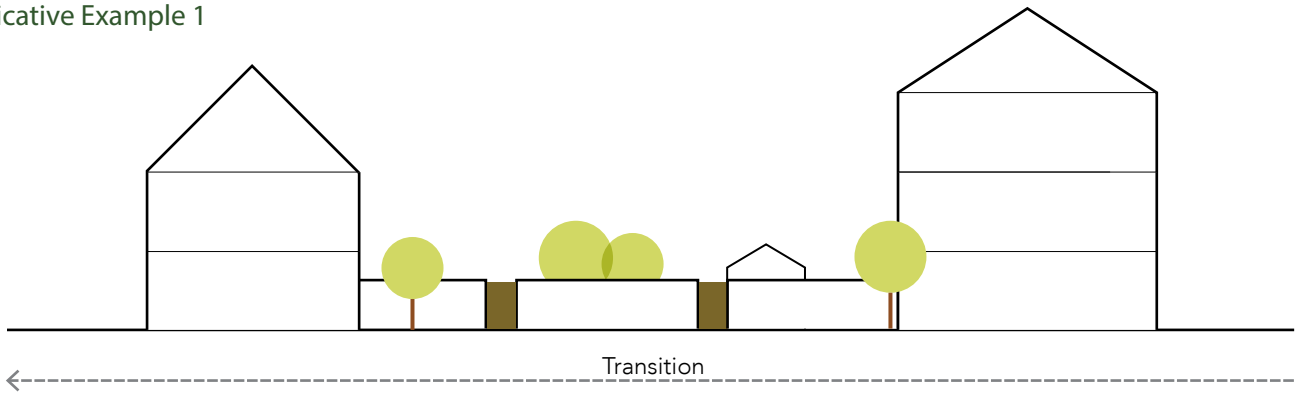
	Design Principle	Description
1	A place making approach	While BCR is effectively a distributor road with an important traffic movement function, a place making approach must be adopted where safe to do so i.e. where retail and residential uses sit adjacent to the road and where the need to cross it increases.
2	Frontages	Buildings which front BCR should perform an urban function both positively addressing the spine as well as the return onto the Primary Streets. Primary access will be to the front and onto BCR. Building frontages could be activated further by introducing balconies or similar.
3	Connection	The importance of connection across BCR is essential as this will help to integrate Phase 1 and future development phases. There will be a range of opportunities for pedestrian / cyclist to cross the road not only at the main junctions but also in between. There will be 3 four way junctions located along BCR. These will facilitate two access routes to the south west and future development land and one access route to the north east and future development land.
4	Scale of Buildings	Buildings along BCR will be three residential storeys in height. Increased height will be acceptable for buildings with a civic function i.e. Church.
5	Parking Arrangements	There will be no frontage vehicular access from BCR. Parking will be provided to the rear of residential buildings (flatted blocks) within parking courts. Rear parking courts should be well enclosed but not be barren parking areas and should incorporate planting /softer elements and consider connectivity and pedestrian through routes in order to better activate the spaces.
6	Design Quality	Buildings which front BCR should be considered as key buildings. As such the design quality should reflect this function.
7	Materials	Buildings which front BCR should be considered as key buildings. As such the choice of material should reflect this function. Materials should be simple but of a high quality.
8	Landscape	Landscaping should be meaningful and seek to provide an attractive and appropriate setting for BCR as well as the uses that sit alongside it. Where possible, existing copses should be incorporated. Where possible, planting should seek to break up the line of BCR. Arrangement / type of trees could vary at the junctions on BCR to support legibility.

FIGURE 35 Indicative example of streetscene

Transition from the Spine

	Design Principle	Description
1	Scale of Buildings	It is appropriate for the height of buildings to immediately step down from three storeys along BCR to two and 1.5 storeys.
2	Enclosure	The transition in scale could be effectively handled through the use of interlinking walls, gables, garages and hedges which will help to achieve a sense of enclosure.
3	Boundary Treatment	The appropriate use of boundary treatments to create a sense of enclosure will be a critically important characteristic of the transition from the spine. Interlinked walls of between 1.0m and 1.8m could be used to achieve this, alongside formal structured hedging.
4	Parking Arrangements	A variety of parking arrangements will be used that include screened parking courts to the rear of flats and at the front and side of properties. Parking arrangements should assist with achieving the sense of enclosure within the streets and spaces off the spine.
5	Materials	The palette of materials should be simple with render as the predominant finish. However, at key points, a change in material can be used to emphasis key routes or buildings.
6	Landscaping	Landscaping should be used to emphasise the key routes which lead from BCR (vehicle and pedestrian). An alternative arrangement or different types of tree could be used for this purpose. While the use of street trees is not discouraged, planting both within and outwith courtyards and within housing plots is appropriate and reflective of other Highland towns.

Indicative Example 1



Indicative Example 2

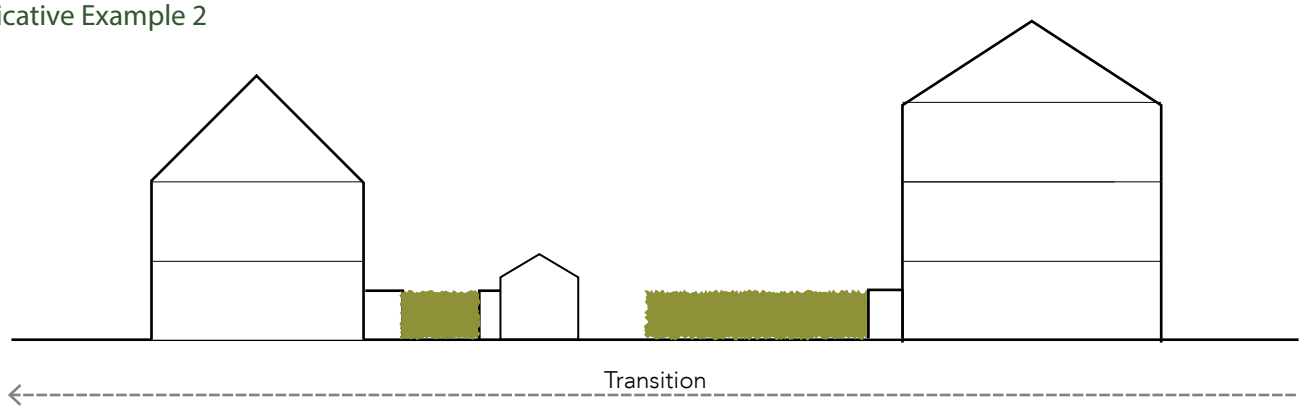


FIGURE 36 Indicative plan of transition area

FIGURE 37 Indicative visualisation of transition area

Primary Streets

	Design Principle	Description
1	Scale of Buildings	While buildings along the primary streets will be mostly two storey in height, their scale will vary in order to emphasise three key intersections at BCR, the Green Spine and the Western Edge.
2	Building Arrangements	At key intersections, buildings lines should be adjusted, either tightened or loosened, to support legibility and hierarchy of streets and spaces.
3	Boundary Treatment	Interlinking walls and hedges should be used in close proximity to the spine to help achieve the sense of enclosure which is common in Highland towns. The height and use of walls and hedges should dissipate further west. Walls and hedgerows will perform an important role in reducing the impact of parked vehicles in driveways along the Primary Streets.
4	Street Character and Access / Parking Arrangements	The more southerly primary street which will accommodate public transport and could ultimately connect to the proposed East Link, will not provide direct frontage access to properties. Furthermore, the number of street accesses should be carefully considered. However, the limitation on frontage access must not result in an overly wide street and layout options should be considered at detailed design stage. The more northerly primary street will also provide access to the south east but will carry much less significant traffic movement. As such, this street should allow direct frontage access to homes thus accommodating front and side parking on-plot.
5	Materials	The palette of materials should be simple with render as the predominant finish. However, at key points a change in material can be used to emphasise key routes or buildings within character zones.
6	Landscaping	Lines of street trees are not common within Highland towns. Tree planting is more commonly found in small set back areas of open space as well as spilling over from the front and back gardens of properties. Therefore, minimal street trees are to be provided along the Primary Streets.

FIGURE 38 Indicative plan of northerly primary street

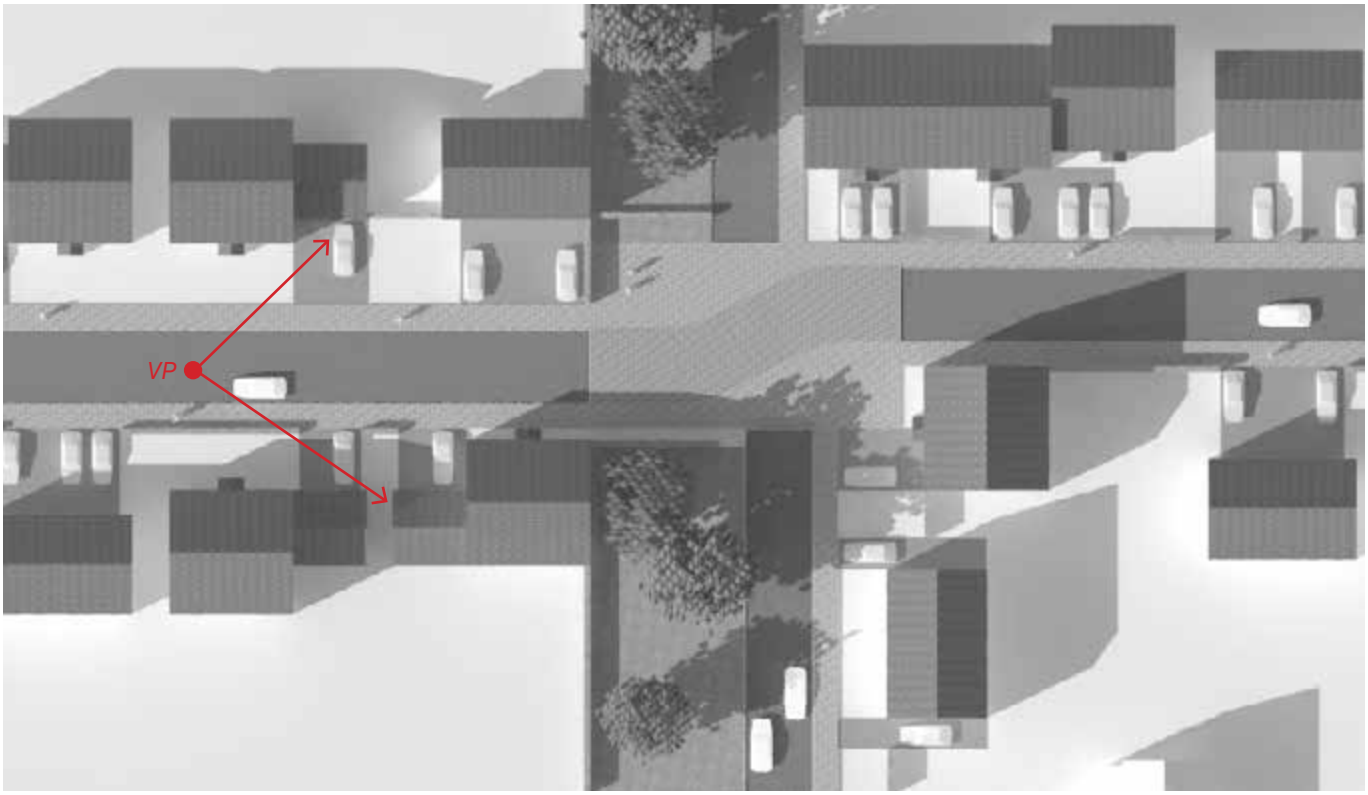


FIGURE 39 Indicative visualisation of northerly primary street

The Town Centre

	Design Principle	Description
1	A Civic Focus	The Town Centre provides a strong civic function including uses such as the community centre, health centre and church. Creating a place and space(s) that are sociable and where people want to spend time, will be critical for the success of the Town Centre and will help to integrate new and existing communities.
2	Connectivity	The Town Centre is a key component of connection across the wider area. Its design should encourage people to access it using active travel and allow for people to meet and socialise.
3	Defining the Civic Square	Careful consideration should be given to the scale of the Civic Square and that of the buildings that surround, define and enclose it. It is considered that retail uses would be suitable on the western and southern edges of the square while community uses and cafe / restaurant would sit more comfortably on the eastern edge in order to take advantage of south and west facing aspects. The square should also be multifunctional in that it provides areas for car parking to the front of retail, commercial and community uses while also providing high quality public realm for its users to spend time. Car parking areas should also be able to function as event spaces. The balance of car parking and public space and its flexible design will be a key consideration at the detailed stage. The square provides the opportunity to provide a feature element to create a visual stop, helping to enclose and define the Town Centre and create a local landmark.
4	Terminating Vistas	A community building such as the church would be an effective way of terminating the vista at the foot of the signature open space. This building could be located on the northern edge of the square so as to enclose the space, forming a gateway to it as well as terminating a vista from along the southern most Primary Street.
5	Barn Church Road	The section of BCR that crosses through the Town Centre should have an alternative treatment. This could include a raised carriageway and change in surface materials to emphasise greater pedestrian priority and help slow traffic to 20 mph.
6	Mix of Uses	The Town Centre should accommodate a mix of uses that includes retail, commercial, community and residential. Where appropriate office space could be accommodated above ground floor retail.
7	Scale of Buildings	The retail components on the western and southern edges could be limited to two storeys while community and commercial uses on the eastern and northern edges should be at least three storeys in height to allow the maximum amount of direct sunlight into the square. However, as the Town Centre is a focal point for the development there should be flexibility relative to height and massing, thus potentially allowing higher buildings that could aid legibility.
8	Design Quality	Given the importance of the Town Centre, the design quality of buildings and public realm must be of a suitably high standard.
9	Parking Arrangements	Car parking should be provided both to the front of Town Centre uses as well as behind.
10	Connection with Existing Communities	In order to reduce inactive and 'back land' areas, the Town Centre should back directly onto the existing residential area (with appropriate amenity distances / screening provided. Well defined and activated parkland and paths would be formed that link the existing community with the town centre.

FIGURE 40 Indicative plan of town centre

FIGURE 41 Indicative visualisation of approach to town centre

Central Open Space and Green Spine (SuDS)

	Design Principle	Description
1	Accessibility	A centrally located open space will ensure that high quality open space is provided for residents of Phase 1. This space will be incorporated within the wider green network, forming a key component of a green spine through Phase 1 and linking to wider path and cycle networks.
2	Play	The central open space will accommodate a LEPA (Local Equipped Play Area) in line with THC requirements. It will also provide the opportunity for informal / natural play such as the provision of features within the swales such as stepping stones.
3	Landscaping	A rich approach to landscaping should be taken so that a natural character is established. As such, formal tree plant should be avoided with small tree copse provided and 'wild' planting along and around the swales.
4	SuDS	The central open space and green spine will incorporate SuDS in the form of swales as a first stage of surface water treatment. The swale will follow site gradients north towards a retention pond. Play features can also be incorporated into the swales to provide the opportunity for informal play. The spine should be activated where possible and where buildings do not directly front the space efforts should be made to activate gables and openings / gates provided along boundary walls.

FIGURE 42 Indicative plan of central open space

FIGURE 43 Indicative visualisation of central open space

The Western Edge

	Design Principle	Description
1	Building Arrangements	The form and arrangement of buildings along the Western Edge will be more varied and diverse. There must not be a rigid building line and the way in which buildings activate the landscape should vary. The points at which the primary streets cross the western edge and over the burn provide the opportunity for a more structured arrangement.
2	Scale of Buildings	Buildings along the western edge will be lower density. Most will be two storey in height, detached and set within larger plots.
3	Boundary Treatments	Boundary treatments are likely to be more structured / formal around the intersections with the primary streets while beyond these areas there is the opportunity for a more diverse and varied approach to be adopted. The residential streets will terminate in a variety of ways at the western edge such as courtyards. As such, boundary treatments could include hedges and walls to form enclosure and character.
4	Parking Arrangements	As with the other components of built form, a variety of parking arrangements can be adopted. This might include rear parking in order to allow direct frontage on to the western edge as well as small lanes and shared driveways providing frontage access from the western edge.
4	Landscape	There will be a minimum of 6m from the edge of the bank of the watercourse to any path, driveway or property boundary. The landscape character of this area is an informal ecotone edge with riparian woodland and meadow grass. While including an element of shelter belt trees it should seek to be rich with low level planting and opportunities for informal play.

FIGURE 44 Indicative example of western edge

FIGURE 45 Indicative plan of western edge

FIGURE 46 Indicative visualisation of western edge

LANDSCAPE CHARACTER AREAS

Signature Landscape Space

The character of the signature park reflected in it's tapering form, generally is simple and open in form, but more formal and civic in nature closest to the town centre, becoming more relaxed at the expansive, northern end.

The northern end of the park adjoins the civic square that provides an events space, café and local information point. It will incorporate a network of paths, seating walls, tree lined routes, lawns, and hedges with wayfinding signage / interpretation.

Progressing to the north, extensive open grassland (including wildflower meadow), sports fields and courts, play areas, and the Cairnlaw Burn riparian habitat corridor express a more informal nature.

As the significant open space for the new town, clarity of layout allows for varied uses and also for future additions; it is important that the park can develop over time to meet changing community needs.

DESIGN REQUIREMENTS:

- The avenue and cycleway parallel to BCR shall adhere to the specified section in this design brief
- The existing mature trees in the southern part of the park shall be protected and retained where possible
- Cycle parking will be provided at the southern end of the park, near to the café and square
- Principal paths shall be lit
- The range of activities and landscape elements noted in this design brief shall be integrated into the park in a co-ordinated design

Town Square

The square benefits from a view of the Moray Firth down the length of the signature landscape park. The square design provides a robust and flexible template, capable of absorbing a diversity of uses and also any future built additions, such as a kiosk or sculpture. It takes advantage of the slope of the site to gain separation from the road and generate a distinct pedestrian realm. The key elements of the square are:

- A plaza of paving in front of the public building. Suitable for hosting markets and events.
- A colonnade of trees along the street frontage, continuing the line that extends as far north as the supermarket, giving consistency to the commercial centre of the town.

It will have signature lighting to distinguish it from the surrounding streets and will provide a civic focus to the new community.

DESIGN REQUIREMENTS:

- The paving of the square shall be distinctive and of high quality, to distinguish it from other paths. The paving will extend to meet building frontages and road kerbs.
- The square will contain a signature piece of public art or fountain to terminate the BCR axis
- The square shall contain seating, litter bins, cycle parking and a local information point
- The square will have signature lighting to distinguish it from the surrounding streets.
- The main paved plaza will be constructed to permit use by heavy vehicles during event staging
- Street trees will be planted within tree pits properly constructed to provide sufficient healthy rooting volume beneath the paved finishes

Northern Retail

A large area of car parking can have a negative influence on landscape character. With this in mind, a strongly structured approach to defining and subdividing the car park envelope has been included in the masterplan. This requires trees and hedging as continuous features through the car park. Lesser beds of hedging and trees must be laid out at intervals within the car park to give low level screening to break up the area of paving.

DESIGN REQUIREMENTS

- Tree planting must have sufficient available rooting volume; proprietary below-ground structural rooting cells should be used to extend beneath car parking bays.
- Tree species to be as noted in the ADB; large size species such as Lime and Norway Maple must be used.
- Soft landscape within the car park and to the plot perimeter will consist of a framework of street trees and beech hedging to provide landscape structure; ornamental shrub planting may not be used in place of hedging. Beech hedging must define the perimeter of the plot facing onto the road network; mixed hedging can be used facing the Cairnlaw Burn boundary.

Park & Ride

A strong landscape structure is required to contain this facility, which has no internal planting.

DESIGN REQUIREMENTS

- Tree and hedge planting around the plot perimeter; to north and west sides, this is backed by woodland planting to the Burn corridor.

Northern Gateway (East Seafield Business Park)

In contrast to the retail park towards Inverness, the landscape of East Seafield will have structure and clarity to provide a high-quality setting for new business.

It is important that undeveloped plots do not detract from the overall appearance, therefore careful phasing of platforming, construction and landscape works is required so that the site appears tidy and ordered at any point in the phasing.

DESIGN REQUIREMENTS

- Woodland structure planting with mixed hedgerow surrounding will be planted as subdividing element to the business park
- Car parking to be contained within hedging and street trees on a regular spacing
- SuDS basins to be designed as amenity features in accordance with the ADB
- Ornamental planting shall be restricted in use to only areas close to the buildings, not in the structural and perimeter landscape
- Tree species to be as noted in the ADB; large size species such as Lime and Norway Maple must be used.
- Hard landscape materials to be as noted in the ADB. A different suite of products/colours from that used in the town centre may be appropriate, due to the different character of the business park.
- Safe continuation of a cyclepath from Stratton towards Inverness must be provided through the Business Park plot
- Undeveloped plots shall be seeded and maintained as summer meadow until such time as they are developed

Central Open Space / Green Spine

This linear feature forms a key part of the 'green infrastructure' of Phases 1. It combines several functions:

- Road and cycleway routes running north-south
- Rows of street trees providing a significant element of landscape structure
- A swale to store and convey surface water
- Local 'pocket park' play area

The boulevard marks a transition between the large and more urban residential and commercial blocks to the east and the purely residential, more varied homezone blocks to the west; the landscape spaces and avenue trees help to provide a greener character to the latter. It is important to the masterplan that the avenue trees, swale and cycleway continue the full length of Phase 1, as a green backbone; they should also continue through the superstore site, anchoring this large site into the wider landscape masterplan

DESIGN REQUIREMENTS:

Strong orthogonal grid of tree planting, path routes, car parking and local play spaces. Cyclepath to connect across the shared surface streets and have safe, carefully designed junctions onto the road network

Swale to be sensitively designed with curved transition slopes for easy mowing

- Swale to incorporate 'stepping stones' and bridge features so that pedestrian permeability across the swale is good
- Play areas to have a beech hedge to the road side, containing a metal fence
- Play areas to include interesting planting, sand, humps and hollows, small items of apparatus and incidental features suitable for play, seating, picnics/barbecues
- Street trees are European Lime Tilia europaea 'Pallida planted at 5.00m centres, within tree pits properly constructed to provide sufficient healthy rooting volume and drainage. The play spaces might contain more ornamental species as a focal point.
- Where the boulevard crosses secondary streets (running east-west), these should be narrowed to just the carriageway (no parallel parking), so that the trees and greenspace forms a feature of the secondary street. A pinch point and crossing table should be considered to give priority to pedestrians/cyclists.

PARKING STANDARDS

This development seeks to provide a sustainable urban solution rather than a sub-urban standard of development. As such, further negotiation with THC will be required at the detailed design stage in order to relax parking standards further to that which is set out in the current Roads and Transport Guidelines for New Development.

If required, parking standards as per guidance will be followed. However, it is hoped that the following will be acceptable:

- Residential - min total provision of 1.5 spaces per unit (including visitor) with a min of 1 space located proximate to each unit
- Office – min 3 spaces per 100sqm GFA, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated
- Town Centre Commercial / Retail – min 5 spaces per 100sqm GFA, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated
- Community Centre - min 20 spaces per 100sqm public floor area, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated
- Library - min 3 spaces per 100sqm public floor area + min 1 space per 3 staff, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated
- Health Centre - min 5 spaces per consulting room, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated
- Church - min 0.1 space per seat + 1 space per 3 staff
- Hotel - min 1 per bedroom + 1 per 3 staff
- Cafe / restaurant - min 10 spaces per 100sqm GFA, 50% of which can be shared with adjacent residential spaces and a min of 50% to be dedicated

FIGURE 47 Indicative examples of public art

PUBLIC ART

Art can form a part of successful placemaking, contributing to a sense of identity and meaning or simply bringing aesthetic pleasure and curiosity to residents. The signature park and civic square are proposed as the locations for any public artwork, reinforcing the role of this central space in a quite traditional manner. However, there may also be opportunities to develop more small scale interventions can increase legibility and root the development within it's place. Details of the location of appropriate art work will be provided in the detailed design of these areas.

Materials Palette

The delivery of Stratton will involve a number of development partners working together over a significant period of time. Construction practices and techniques as well as individual developers styles are constantly changing and therefore there is a need to establish parameters that help inform the choice of materials over the duration of the project. The use or re-use of locally sourced materials in a building adds to its local distinctiveness and a sense of place. However this is a development at scale and it is simply not practical to require all buildings to use local materials, for example timber, slate or natural stone. Instead the use of these materials is actively encouraged on marker buildings / key elevations / gables and on larger community buildings.

Critically a limited materials palette will encourage such interventions to stand out provided that they are fit for purpose and within the principles of sustainable design. Even then, balance being struck between sourcing materials locally, and bringing in specialised products which will optimise the sustainability and long term performance of the building. Materials which cannot be repaired should be avoided where possible. For example, minor damage to uPVC windows usually means that the whole window has to be replaced, whereas timber windows may only require simple repairs when damaged.

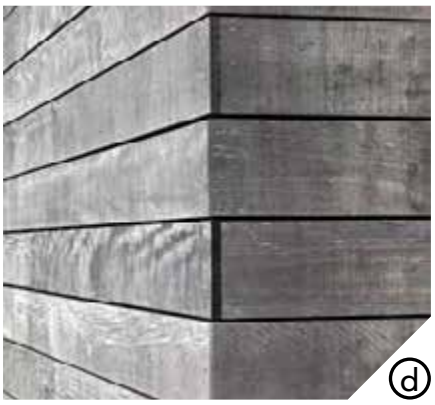
BUILDINGS

FIGURE 48 Material Palette Plan

Walls

A carefully selected palette of wall materials will assist in delivering a cohesive highland neighbourhood, these will be developed in conjunction with the local planning authority as the subsequent detailed phases progress.

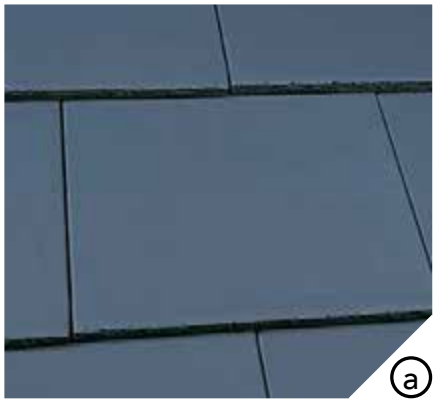
CATEGORY	NOTES	SPECIFICATION	INDICATIVE %	IMAGE KEY
Render	Will form the majority of wall finishes - colours to be discussed in conjunction with planning authority.	Tone 1	50	a
		Tone 2	30	
Brick	To be used as a feature material in key locations throughout development.	Brick Colour	15	b
Alternative Materials	Small amounts of high quality materials may be used in key locations and on non-residential buildings.	Stone	5	c
		Timber		d
		Zinc		e

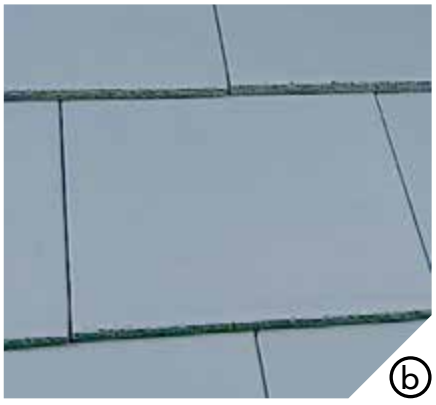


Roofs

Roofs form the long distance character of a neighbourhood and will respond to orientation and view as the detailed phases develop.

CATEGORY	NOTES	SPECIFICATION	INDICATIVE %	IMAGE KEY
Concrete Tile	Will form the majority of roof finishes.	Dark Grey Concrete Roof Tile	60	a
		Light Grey Concrete Roof Tile	30	b
Slate	To be used as a feature material in key locations throughout development.	Slate	10	c
		Slate Substitute		d





Windows

A limited selection of windows will be used to assist in delivering a cohesive highland neighbourhood with areas of distinct character, these will be developed in conjunction with the local planning authority as the subsequent detailed phases progress.

CATEGORY	NOTES	SPECIFICATION	IMAGE KEY
Timber	Will be used on key buildings / key frontages	Single Colour	a
Alu Clad	Will be used on key buildings / key frontages	Single Colour	b
uPVC	Will be used on buildings other than key buildings and key frontages	Single Colour	c

CREATING ENCLOSURE

Hedges

Hedges help provide a high quality streetscape, enclosing space, defining a clear distinction between the public/private realm.

CATEGORY	NOTES			
Hedges - Housing Areas	Hedgerows within housing areas shall be Beech of minimum 60-80cm height, fully feathered, planted in double-staggered rows at 300mm centres (7 plants per linear metre). Topsoil shall be provided to 300mm depth and 900mm width along the line of the hedge, and shall be mulched using composted bark to 50mm depth. Where boundaries are vulnerable to crossing, or require delineation between public and private land, a metal post and wire fence, 1100mm high, shall be erected. Hedges shall be clipped to a consistent height of at least 1.20m height and a width of 1-1.5m maximum.			a
Hedges - Rural Edge	Hedgerows to rural boundaries and within habitat areas of the site will be of mixed native species (80% Hawthorn, 10% Field Maple, and 10% Hazel) of minimum 45-60cm height, planted in double-staggered rows at 400mm centres (5 plants per linear metre). Into topsoil of minimum 300mm depth and 900mm width along the line of the hedge, which shall be mulched using composted bark to 50mm depth. A timber post and stock wire fence, 1100mm high, shall be erected. Hedges shall be annually trimmed to a consistent height of at least 1.80m height.			b

Low Walls (Garden / Landscape / Courtyard walls)

Low walls will help to create a high quality urban highland feel to the development; creating visual edges, forming urban space and creating a sense of enclosure. These will be used sparingly to highlight key character areas.

CATEGORY	NOTES	SPECIFICATION	INDICATIVE %	IMAGE KEY
Render		Tone 1	60	-
		Tone 2	30	
Brick		Brick Colour	8	
Stone		Local Stone	2	

PUBLIC REALM

General

The detailed design, specification and site inspections of the public realm landscape must be undertaken by a Chartered Landscape Architect.

Roads

Roads will be of asphalt construction with concrete kerbs. Corner radii of junctions will be kept to the minimum required for safe operation of service vehicles (bin wagons and fire tenders)

Shared Surface Streets

Shared surfaces will be of concrete sett paving with flush concrete kerbs. Blocks shall be rectangular, laid stretching lap bond or herringbone bond at junctions

Car Parking Bays

Car parking bays will be of concrete sett paving of permeable bond design, with flush concrete kerbs. Blocks shall be rectangular, laid stretching lap bond with spaced joints filled with porous grit. Colour of setts to be a muted brown, to provide a mild contrast to the asphalt roads. The sub-base shall be permeable and form part of the SuDS attenuation; collector drains will convey water into the downstream drainage system.

Footpaths & Cycleways

Footpaths and cyclepaths will be of asphalt construction. Footpaths will be 2.00m width, cyclepaths will be 3.00m width unsegregated shared use paths. Cyclepaths will have inset concrete paving slab with imprinted cycleway symbol located at junctions with roads and footpaths.

Public Realm Paving

Public realm paving to be a quality smooth-ground precast concrete slab, equivalent to Marshalls 'Perfecta' or Charcon 'Moordale'. Where vehicular over-run is possible, an appropriate thicker slab of the same finish shall be used, installed on a rigid construction. Paving installation to BS 7533. Kerbs to be precast concrete, with a generous provision of flush accesses for wheelchairs, pushchairs and trolleys. Service covers within this paving shall be of recessed type, infilled with the paving finish.

The heart of Stratton will be a town square at the end of the town park, alongside which retail and community premises will be arranged. Broader paved footways, street trees within plant beds and an arcade canopy will define the high street character of this part of the town. It is intended that shops and cafes have space to move out onto the footways in order to animate the scene; the square itself will be able to host gatherings, display and festivities.

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Grass Areas

Grass verges and swales shall be carefully profiled and finished flush to adjacent kerbs. For amenity grass areas a minimum of 150mm topsoil shall be provided over a free-draining natural subsoil. For wildflower grassland, the natural subsoil shall be used without topsoil. Sports fields will be subject to specialist design of drainage, soil, seeding and maintenance.

Amenity grass verges, lawns and parkland shall be seeded with a low-maintenance grass seed mix at 25g/m2 plus pre-seed fertiliser, to establish a dense healthy sward. Wildflower grassland shall be seeded with a suitable native grass and wildflower seed mix at 5g/m2.

Amenity grass areas will be regularly mown throughout the growing season, and shall receive seasonal fertiliser if required for healthy growth. Wildflower grassland areas will be managed as summer meadow, only mown after flowering in late August each year; cuttings shall be removed.

Woodland Planting

Woodland planting shall be of native mixed species, planted at minimum 40-60cm size and at 1.50m centres. The planted areas shall be kept clear of grass and weeds for 3 years to ensure strong establishment. Interplanting within existing woodland should be undertaken where significant gaps exist or where age or species structure is poor; such planting to have spot weed control.

Species mix :

- 20% Betula pendula
- 15% Pinus sylvestris
- 25% Quercus robur
- 15% Corylus avellana
- 10% Prunus padus
- 10% Sorbus aucuparia
- 5% Ilex Aquifolium

Public Gardens

These spaces within residential areas will function as local playground, gathering, greenspace. They will have a strong geometric form. Beech hedges with metal railings will be used at boundaries against roads or car parking; an open boundary is appropriate against paths and public realm.

Street trees shall provide the main planted structure, but diverse species of flowering trees and shrubs might also be planted within the garden to provide interest. Fruit trees and bushes may be appropriate. Mass planting of single species blocks will not be used; an intimate, neighbourhood garden character is desired, without municipal characteristics.

Private Gardens

Private gardens shall have planting and turfing as appropriate to size of plot. Shrubs shall be planted as individuals or small groups, not as mass planting blocks; planting will offer form, scent and floral interest. Herbaceous planting will provide groundcover and seasonal highlights. Flowering and fruiting trees of small size may be used in rear gardens; in front gardens where there is adequate space, larger growing species should be planted. Climbing plants will be used to extend vegetation onto walls and structures.

Garden boundaries onto street frontages shall be of the following types:

- In streets with continuous building frontages, a metal fence or masonry wall, designed to complement the architecture of the housing, will define private and shared gardens. The height of this feature will be in the range 900 – 1100mm.
- In homezone streets with terraced or semi-detached homes, a simple metal railing or masonry wall, designed to complement the architecture of the housing, will define private gardens. The height of this feature will be in the range 450-900mm. Where a rail is used and there is sufficient depth of garden, a beech hedge will be planted immediately behind the rail, and be maintained on the rail line.
- For detached homes in quiet homezone streets, a timber or metal post and rail or wire fence, or a masonry wall, of height 900-1100mm, should be used in a consistent manner along the group of homes. Fences should be backed by beech hedging.
- Where rear gardens border onto footpaths or cycleways, the fence height should not exceed 1500mm height, to permit surveillance of the path. Timber board fences are acceptable for rear gardens

Swales

The profile of swales shall be designed in accordance with hydrological engineering requirements and to permit mowing maintenance. Typically 3.00m width in total, 1.00m across the flat base and with slopes of 35 degrees. Adjacent verge areas shall be sloped towards the swale. Swales shall be prepared and seeded as amenity grassland, but shall be mown with lesser frequency (in time, they might be managed as wildflower grassland to benefit habitat diversity).

SuDS Ponds/Basins

SuDS ponds/basins in the masterplan are important wildlife habitats and public amenity, rather than just being drainage infrastructure. It would be undesirable for the ponds to be fenced; design of safe, gently shelving margins can provide a much more attractive alternative. The ponds should be designed as part of the open spaces network, integrated with path routes and grassland management. Margins should be fully vegetated, to cope with fluctuating water levels; a range of native damp meadow and wetland margin species should be planted.

Play Areas

In smaller areas in particular, the landscape will be a multi functional space that will offer amenity for all residents, in some cases SuDS functionality and is also a space within which imaginative play can occur. For example, subtle variations in topography can encourage balancing, jumping and scootering. Placed boulders for scrambling onto, planting thickets such as bamboo, or hedges facilitate hide and seek, and stepping stones in swales can become a rich playground without the need for play equipment.

Local equipped play areas will be of larger scale. They will have larger apparatus, sand, boulders, natural logs, wall and rope features. Tree and shrub planting will be varied and stimulating; robust species will be used. The overall effect of the play area must be attractive to children rather than adults – a sense of chaos and untidiness is appropriate. The formal apparatus should not be isolated but instead fully integrated into the landscape design.

LANDSCAPE MANAGEMENT AND MAINTENANCE

Establishment Period

GENERAL

The establishment period immediately follows completion of landscape works. It is a period when maintenance demands are high due to the need to prevent competition by undesirable weed species and to ensure that the desired vegetation cover is established in robust health.

The duration of the establishment period varies according to vegetation type; for verge grass areas a 12 month period is normal, whilst tree planting, woodland and hedge planting requires a 3 year period to become sufficiently established to thrive without competitive failure due to weeds.

MAINTENANCE OF NEW WOODLAND PLANTING

Control of competing vegetation immediately around each newly planted tree will be achieved through the use of a systemic translocated herbicide, applied using a spray guard to the base of each tree to leave a 600mm diameter free of weeds and grass. This will be done 4 times each growing season, for the first 3 years.

Beating-up of new planting will be undertaken each dormant season, to maintain original stocking density.

MAINTENANCE OF NEW HEDGEROWS

Control of competing vegetation along the line of the hedge will be achieved through hand-weeding or by using a systemic translocated herbicide, applied using a spray guard to 900mm width along the hedge line to remove weeds and grass. This will be done 4 times each growing season, for the first 3 years.

The hedges will be cut to top and face annually, in the dormant season. Cut height and line will be raised gradually over successive years up to the desired final size (in the range 1.20-1.80m for beech hedges and 2.00m for native mixed hedges. Beating-up of new planting will be undertaken each dormant season, to maintain original stocking density.

Mature beech hedges will be cut annually and the clippings removed to compost.

Mature mixed hedges will be cut in rotation every second year to allow lengths of hedge to bear flower and fruit and to act as positive navigational routes for bats.

MAINTENANCE OF MEADOW GRASSLAND

Meadow grassland is slower to establish and more gappy in cover than amenity grassland. During the first season, mowing will be undertaken 3 times during the growing season, commencing in July and concluding in October. Cuttings will be removed to compost.

MAINTENANCE OF MOWN AMENITY GRASSLAND

Amenity grassland to road verges, incidental play spaces and verges of paths through parkland and meadow spaces will be regularly mown through the growing season (approximately 12-16 cuts per year). Cuttings shall be scattered and left.

Due to the fertility of the site topsoil, fertiliser applications are unlikely to be required in such areas of normal wear.

MAINTENANCE OF SPORTS PITCHES

Sports fields will be maintained and their use managed through specific arrangements. Regular mowing (weekly in season), seasonal fertiliser and spike aeration will be required as part of an annual maintenance plan; the details of sports field maintenance would be determined by whichever organisation takes on the pitches.

Management

GENERAL

Longer term landscape management to an effective plan will help to generate maximum amenity, visual quality and habitat value. Consistency of approach and timing is important. Whilst simple management procedures are described here, good landscape management must also be responsive to the maturing of habitats and public usage; periodic review of management operations should be undertaken.

The responsibility for management of the landscape of Stratton will be subject to agreement. This plan deals only with the practical objectives and method of management intended for the Site.

MANAGEMENT OF MATURE WOODLAND

The existing mature semi-natural woodland will be managed as continuous cover woodland for habitat and amenity. Continuous woodland cover will be maintained and within this sensitive felling of individuals and small groups will provide the opportunities for natural regeneration so that a relatively equal age-class distribution is achieved. Standing dead wood will be retained except where public safety is an overriding issue.

Coniferous plantations on the site are generally at or beyond maturity for harvesting as a timber crop. Within the proposed new context of development, such forestry work should be undertaken sensitively and in conjunction with phased restocking and additional new woodland planting, to prevent the opening up of visibility and removal of shelter.

Management prescriptions for the woodland compartments will be as noted in this schedule :

MANAGEMENT OF NEW WOODLAND PLANTING

New woodland planting will require thinning at periodic stages during early years (typically at 8-10 years, 15 years and 20-25 years) in order to achieve good form and amenity. Whilst in more peripheral woodland it is acceptable to leave a proportion of felled timber in habitat piles, this may not be the case in core areas where they may be more visible; judgement should be used.

Management should aim to achieve a balance of species, canopy structure and ages. Thinning to permit natural regeneration or interplanting will help encourage mixed ages. Selective coppicing of hazel understorey, and of some oak and ash, will provide improved woodland floor habitat and encourage wore diverse field layer.

Woodland floor species occur in the existing woodlands to various degree. Natural colonisation of these species into adjacent new woodlands should occur once they achieve suitable canopy cover and woodland conditions; planting of these species is not intended but could be undertaken if desired – perhaps as a community project in the future.

MANAGEMENT OF HEDGEROWS

Hedges will be cut to top and face. Cut height and line will be raised gradually over successive years up to the desired final size (in the range 1.20-1.80m for beech hedges and 2.00m for native mixed hedges. Beating-up will be undertaken in the dormant season, to fill any gaps that occur.

Mature beech hedges will be cut annually and the clippings removed to community compost.

Mature mixed hedges will be cut in rotation every second year during the dormant season, to allow lengths of hedge to bear flower and fruit and to act as positive navigational routes for bats. Cuttings to be chipped on site into base of hedge or woodland, or removed to community compost.

MANAGEMENT OF MEADOW GRASSLANDS

In peripheral areas and along edge habitats grassland will only be cut once a year (in September), or not at all. A natural tall grass, herb and heath community will develop. Periodic cutting may be necessary to prevent succession to scrub and woodland. Bare areas occurring on steep eroded slopes along the Gelly Burn will be left, providing habitat for invertebrates and opportunities for plant colonisation.

In core areas a relatively continuous, dense and hard-wearing cover is required, therefore more frequent cutting is proposed. Mowing will be undertaken up to 4 times during the growing season, commencing in July and concluding in October. .

MANAGEMENT OF WETLANDS (BASINS AND PONDS)

Wetland areas will be left as natural marginal and aquatic vegetation habitat. Cutting of vegetation will only be undertaken where required to clear inlet/outlet structures and to protect the integrity of paths or retention structures.

Wet meadow areas subject to periodic inundation will be cut annually in late summer, with arisings removed, to prevent succession to carr woodland.

MANAGEMENT OF SPORTS PITCHES

Sports fields will be maintained through an arrangement to be agreed.

MANAGEMENT OF PLAY PARKS

Play parks will contain diverse features including tree, shrub and herbaceous planting. Such areas are subject to heavy wear and should be replanted when damage occurs. The selection of species should be appropriate for play and provide year-round interest for play – such as clumpy thicket form, foliage to hide in, interesting or exotic form, robustness and potential for climbing/den building.

Mown grassland should be mixed with tall meadow grassland to provide variety and visual interest.

Sand features should be regularly cleared of litter and debris, and periodically topped up to maintain level and impact absorption. Play apparatus requires regular inspection. Natural play features should be inspected and periodically replaced as they deteriorate (such as timber log features). Portable play features such as log rings, planks, and den wood should be topped-up from site woodland management operations.

Phasing & Delivery

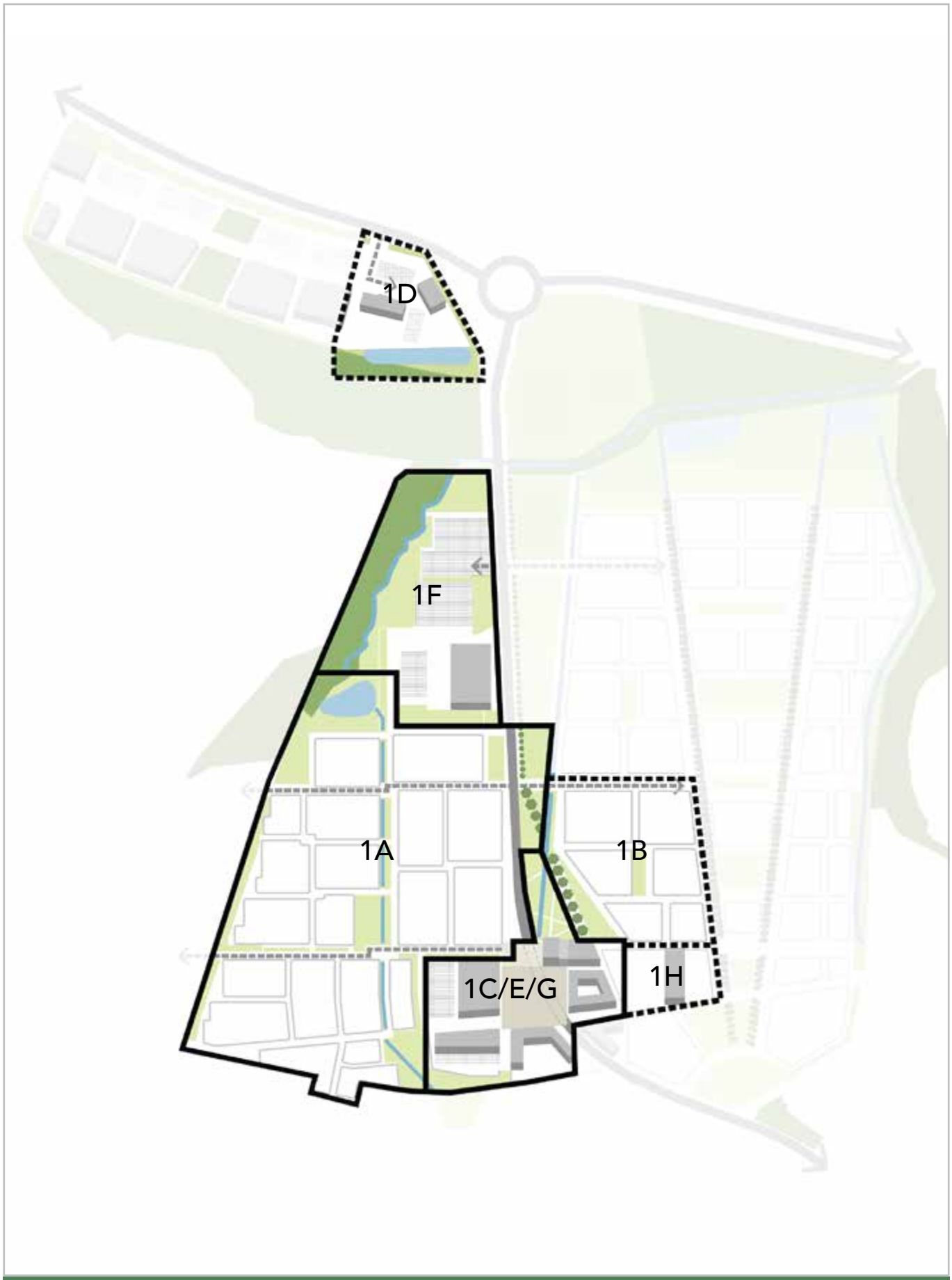

FIGURE 49 Phases 1A-H

PHASING & DELIVERY

As stated previously in this document, Phase 1 of the development is intended to be delivered in a different manner to that originally envisaged. The primary change being that the development will be residential-led, rather than retail-led, as dictated by the changes in market conditions since the original planning application. In addition to the development itself, there are also a number of infrastructure improvements which would be required at various points as the first Phase is built-out. These infrastructure improvements are required at different points, as the development progresses, and consequently it was determined that Phase 1 would be split into a number of sub-phases, to match the timing of infrastructure requirements. To this end, Phase 1 of the development has been split into eight separate sub-phases (1A to 1H – see Figure 49), with corresponding infrastructure requirements, as described below. Although the initial phase (1A) will be residential, it is not certain which order the other sub-phases (1B to 1H) will be delivered, as this will be dependent on the prevailing market conditions.

Phase		Development Content
1A	Housing	c. 400 residential units as per planning consent (25% affordable housing)
		First part of signature open space
1B	Housing	c. 150 residential units delivered by housing association
1C	Town Centre 1	Mixed of uses as per planning consent with up to 1,200sqm food retail
		Second part of signature open space
1D	Business / Commercial	80 bed hotel and restaurant / public house
1E	Town Centre 2	2,800sqm food retail
		1,700sqm non food retail
1F	Retail / Park & Ride	Upto 4,000sqm food retail store
		150 space Park & Ride
1G	Town Centre 3	1,900sqm Health Centre
		1,000sqm Church
		1,700 community building
		2,100sqm offices
1H	Education	Site for 2,600sqm primary school

Phase 1A – Housing

Phase 1A would be the initial phase of development, occupying the south-western part of the site (see Figure 49), which is intended to deliver in the region of 400 houses, fronting onto Barn Church Road (BCR). The houses will vary in density, with the higher density being adjacent to BCR and the town centre. The market demand will dictate the timescale of delivery of the houses, however it is currently envisaged that this initial phase will last for 4 to 5 years.

In order to accommodate delivery of this initial residential phase of development, the adjacent BCR would require to be upgraded to provide a new 4 arm signal controlled junction at the north-east corner of Phase 1A (referred to as Junction 2 earlier in this report), with new arms on both sides of Barn Church Road, to initially access Phases 1A and 1B. It is also envisaged that towards the end of the delivery of Phase 1A, a second signal control junction on BCR would be constructed (referred to as Junction 3 earlier in this report), at the south-east corner of Phase 1A. In addition to providing access To Phase 1A, this new junction would also provide access to the new town centre, i.e. Phases 1C, E & G.

Phase 1A will also deliver the first part of the signature open space.

Phase 1B – Housing

Phase 1B would occupy the south-eastern part of the site (see Figure 49) and is intended to deliver in the region of 150 houses. This phase will be delivered by The Highland Council, and consequently this could be delivered in tandem with Phase 1A, or might follow on afterwards.

In order to accommodate delivery of this initial residential phase of development, the new 4 arm signal controlled junction at the north-east corner of Phase 1A (referred to as Junction 2 earlier in this report), will also provide access to Phase 1B.

Phase 1C – Town Centre Part 1

Phase 1C is intended to encompass the first part of the new town centre (see Figure 32), and is currently envisaged to be 1,200sqm of food-retail development.

In order to accommodate delivery of this initial part of town centre, the new junction on BCR (Junction 3) which would be constructed towards the end of Phase 1A would provide access to all phases of the town centre.

Phase 1D – Hotel & Restaurant

Phase 1D is intended to comprise an 80 bed Hotel and a 375sqm café, at the north-western part of the site, adjacent to the A96 (see Figure 49).

In order to accommodate delivery of Phase 1D, it is envisaged that a new left-in/left-out type would be constructed on the A96.

Phase 1E – Town Centre Part 2

Phase 1E is intended to encompass the second part of the new town centre (see Figure 49), and is currently envisaged to be 2,800sqm of food-retail, plus 1,300sqm of non-food retail development.

In order to accommodate delivery of this second part of town centre, several infrastructure improvements are currently envisaged as being required. Firstly, the A96 may require upgrading to dual carriageway between BCR and the Inverness Retail and Business Park (IRBP). Secondly, the A96/ Barn Church Road roundabout (Smithton roundabout) would require upgrades to tie-into the new dual carriageway, and thirdly the A9/A96 roundabout (Raigmore interchange) would require to be fully signalised. As stated for Phase 1C, all phases of the town centre would be accessed from Junction 3, which would be provided towards the end of Phase 1A.

Phase 1F – Retail/Park & Ride

Phase 1F is intended to comprise 4,000sqm of food retail and a 150 space park and ride site. The food retail is envisaged to be located to the north of the housing in Phase 1A (see Figure 49), with the Park and Ride located further north, adjacent the food retail site.

In order to accommodate the food-retail and park and ride sites, a new 4 arm signal controlled junction would be constructed, to the north of the development (referred to as Junction 1 earlier in this report), with new arms on both sides of BCR, to serve Phase 1F, and future Phases 2 and 3 of the development. It is also intended that bus priority measures would be introduced between the A96 and the park and ride site.

Phase 1G – Town Centre Part 3

Phase 1G is intended to encompass the third part of the new town centre (see Figure 49), and is currently envisaged to be 2,100sqm offices, health centre, church and community building.

No addition infrastructure is currently required to accommodate Phase 1G. As stated for Phase 1C, all phases of the town centre would be accessed from Junction 3, which would be provided towards the end of Phase 1A.

Phase 1H - Primary School

The 2,600sqm primary school is intended to be located to the east of the town centre, between the town centre and the Phase 1B residential development.

FUTURE PHASES

Phase 2

In order to support the new Town Centre it is assumed that phasing should logically spread from the south in a northerly direction.

PHASE 2A

Phase 2A will deliver c.500 homes as well as elements of the Town Centre in the form of 1,000 sqm of non-food retail and 2,000 sqm of offices (most likely above non-foot retail).

PHASE 2B

The deliver of the remainder of the business and commercial park is likely to be split between Phases 2 and 3. Therefore, 4,750 sqm of commercial / business uses will be delivered through Phase 2A.

Phase 3

PHASE 3A

Phase 3A will deliver c.500 homes as well as elements of the Town Centre in the form of 1,000 sqm of non-food retail and 1,000 sqm of offices (most likely above non-foot retail).

PHASE 3B

The deliver of the remaining 4,750 sqm of commercial and business uses will take place through Phase 3B.

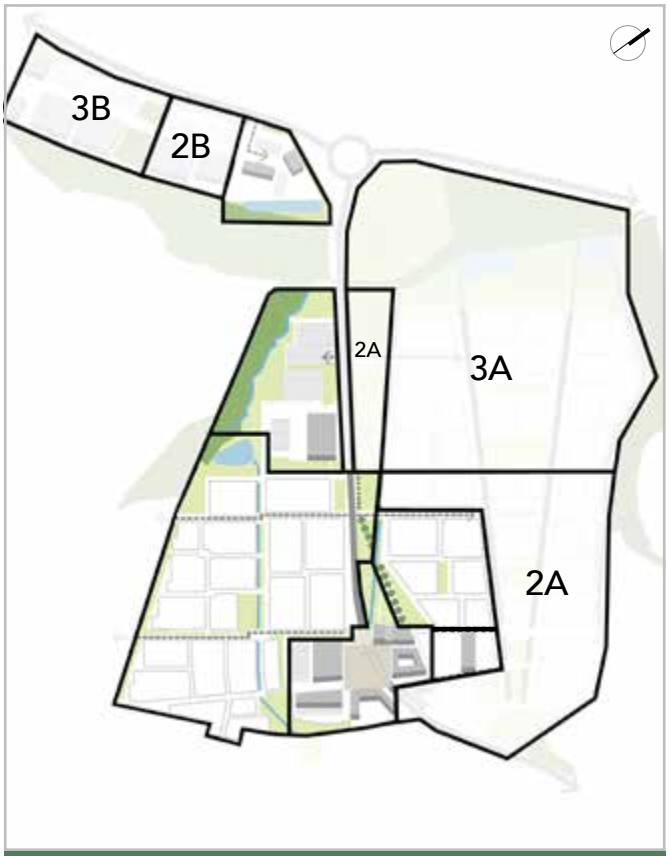

FIGURE 50 Future Phases