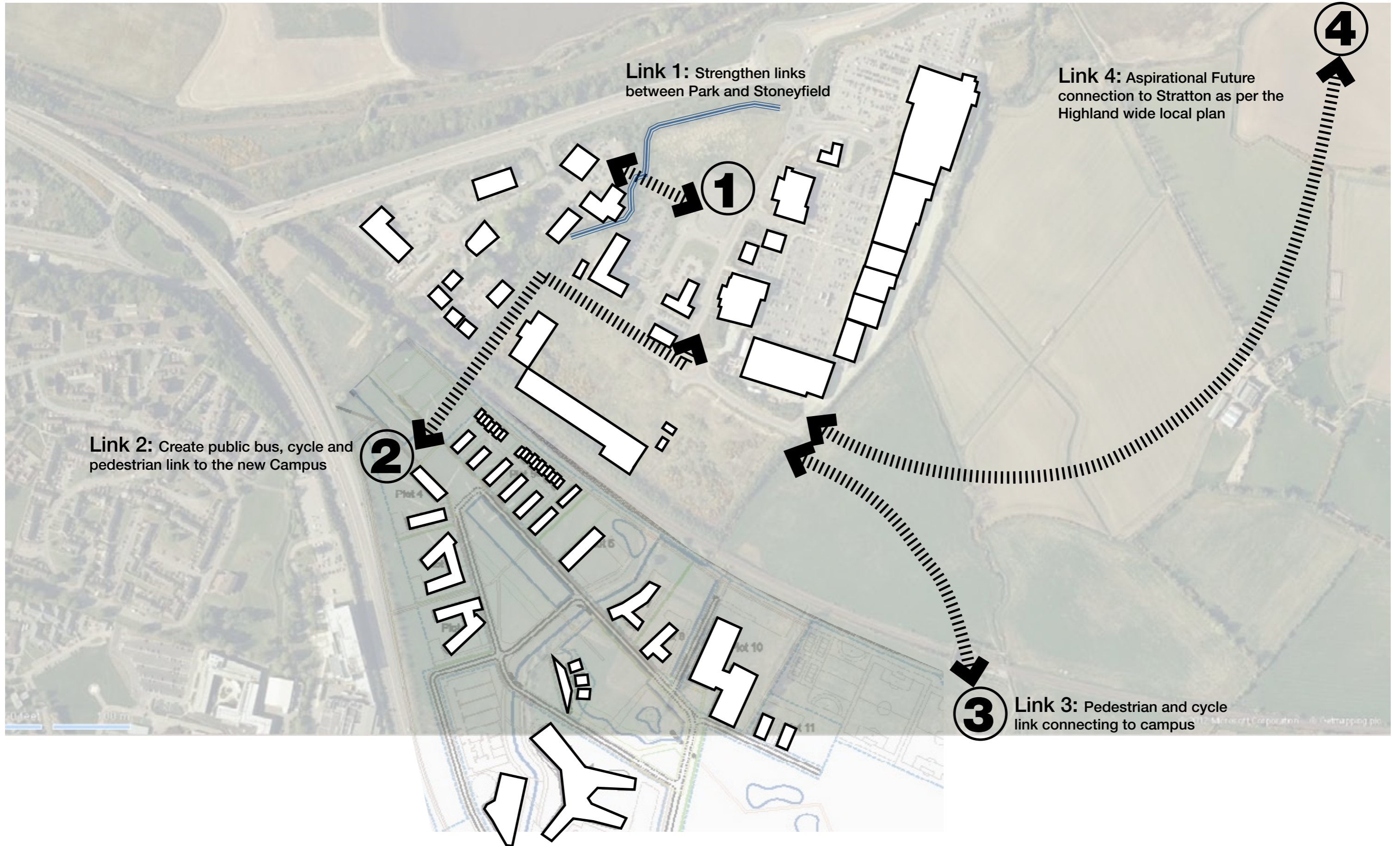


13.0 (A) CONNECTIVITY: Strengthening Existing Links, Creating New Links



13.1 (A) CONNECTIVITY: Proposed facilitated Links

1 Link 1: Pedestrian link between Park and Stoneyfield

The pedestrian link would connect IRBLP and Stoneyfield business park by a path and bridge across the existing burn. The increased connectivity provides better links to the Park, allowing Business users and hotel guests to utilise the IRBLP, and vice versa allows consumers to access the Snow Goose directly from IRBLP.

Commitment to Link:

Inverness Estates in coalition with HIE will provide a 2 m wide path and bridge across the existing burn. This link will be completed before the first proposed restaurant is operational.



2 Link 2: Create public bus, cycle and pedestrian link to the new Campus

Link 2 will create a public bus, cycle and pedestrian link to the new university campus.

Commitment to Link:

Inverness Estates will allow HIE to provide a public bus, cycle and pedestrian link through their land.



13.1 (A) CONNECTIVITY: Proposed facilitated Links

3 Link 3: Pedestrian and cycle link connecting to university campus

Link 3 will allow for pedestrian and cycle to the University Campus.

Commitment to Link:

Inverness Estates will convey an area of land legally to HIE to allow them to connect a pedestrian/ cycle link. This agreement will be completed before the first restaurant is operational.



4 Link 4: Aspirational Future connection to Stratton as per the Highland wide local plan

Commitment to Link:

Inverness Estates are committed to working with the Highland Council to realise this aspirational link.



14.0 (B) DEFINED ENTRANCE: Concept

Defining the entrance:

The existing entrance to the IRBLP is undefined and the landscaping has become overgrown. There is an opportunity to strengthen the entrance which not only define the Park but also define the gateway to Inverness.

Commitment to Defined Entrance:

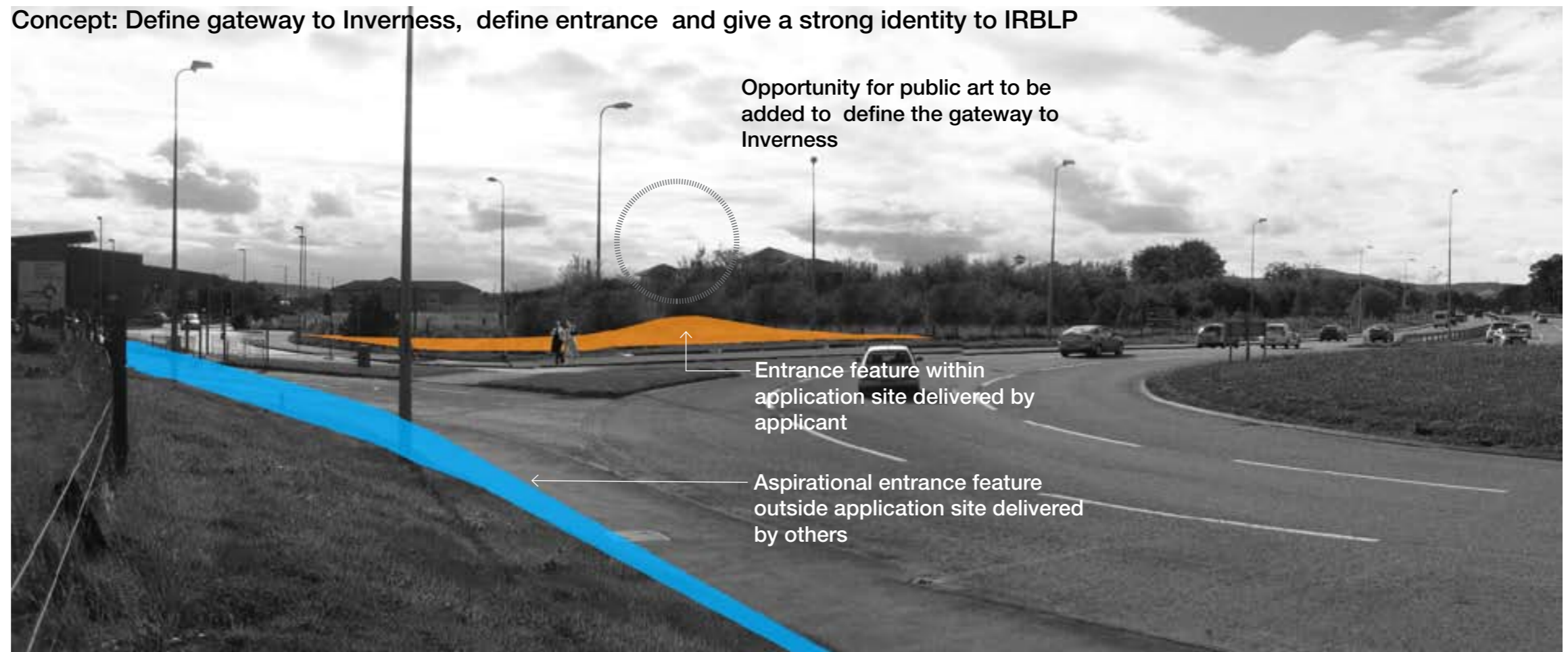
Inverness Estates will cut back the overgrown landscaped areas and provide a low level stone wall defining the entrance. This work will be undertaken before the first restaurant unit is operational. However, It should be made clear Inverness Estates can not improve the entrance areas outside their ownership boundary.

Commitment to Public Art:

In consultation with the Highland Council, Inverness Estates will facilitate a public piece of art at the entrance to the site. The piece will be commissioned and installed at an appropriate time.



Concept: Define gateway to Inverness, define entrance and give a strong identity to IRBLP



14.1 (B) DEFINED ENTRANCE: *Indicative visual*



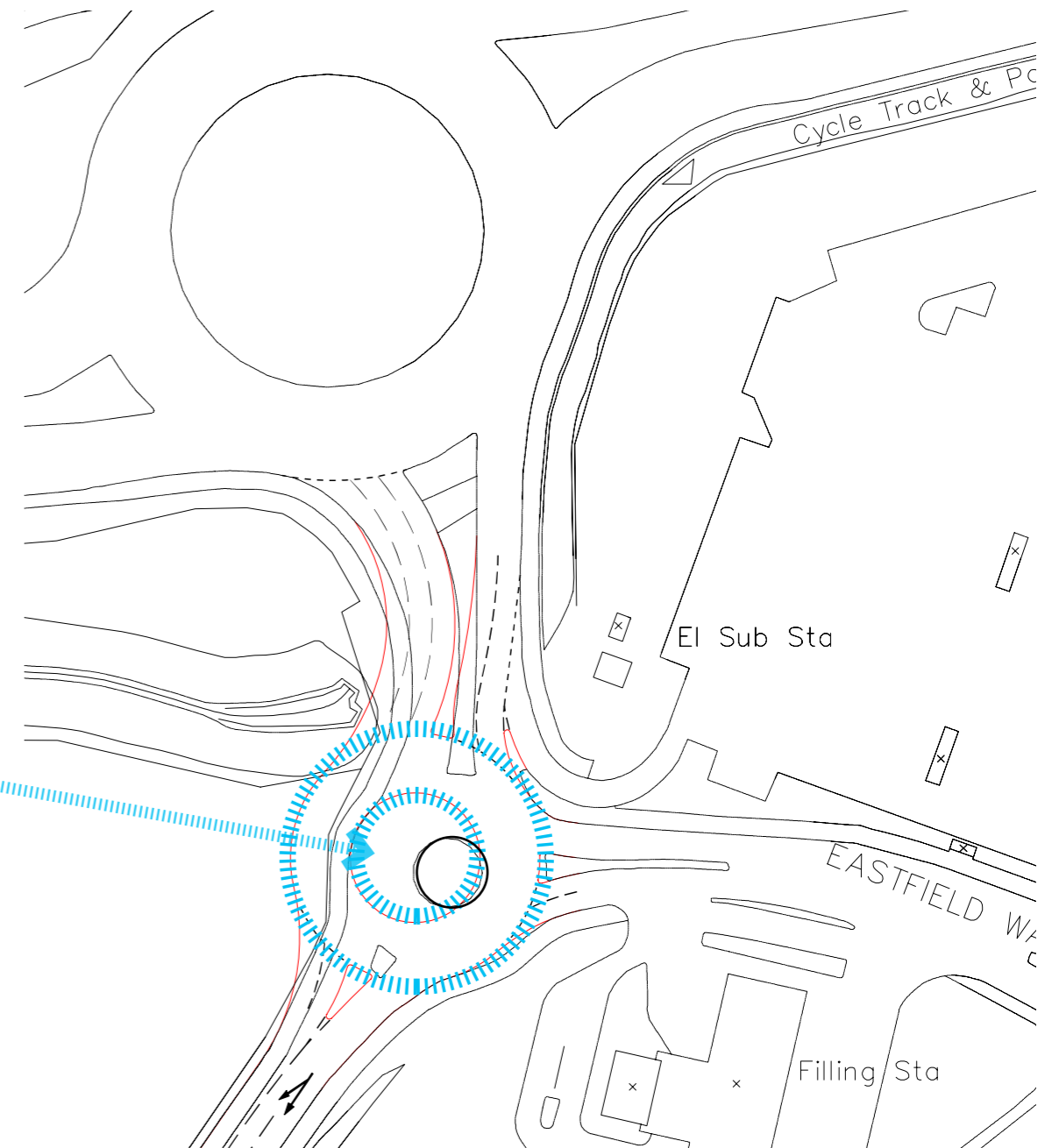
15.0 (C) IMPROVED ROUNDABOUT: Improve existing entrance



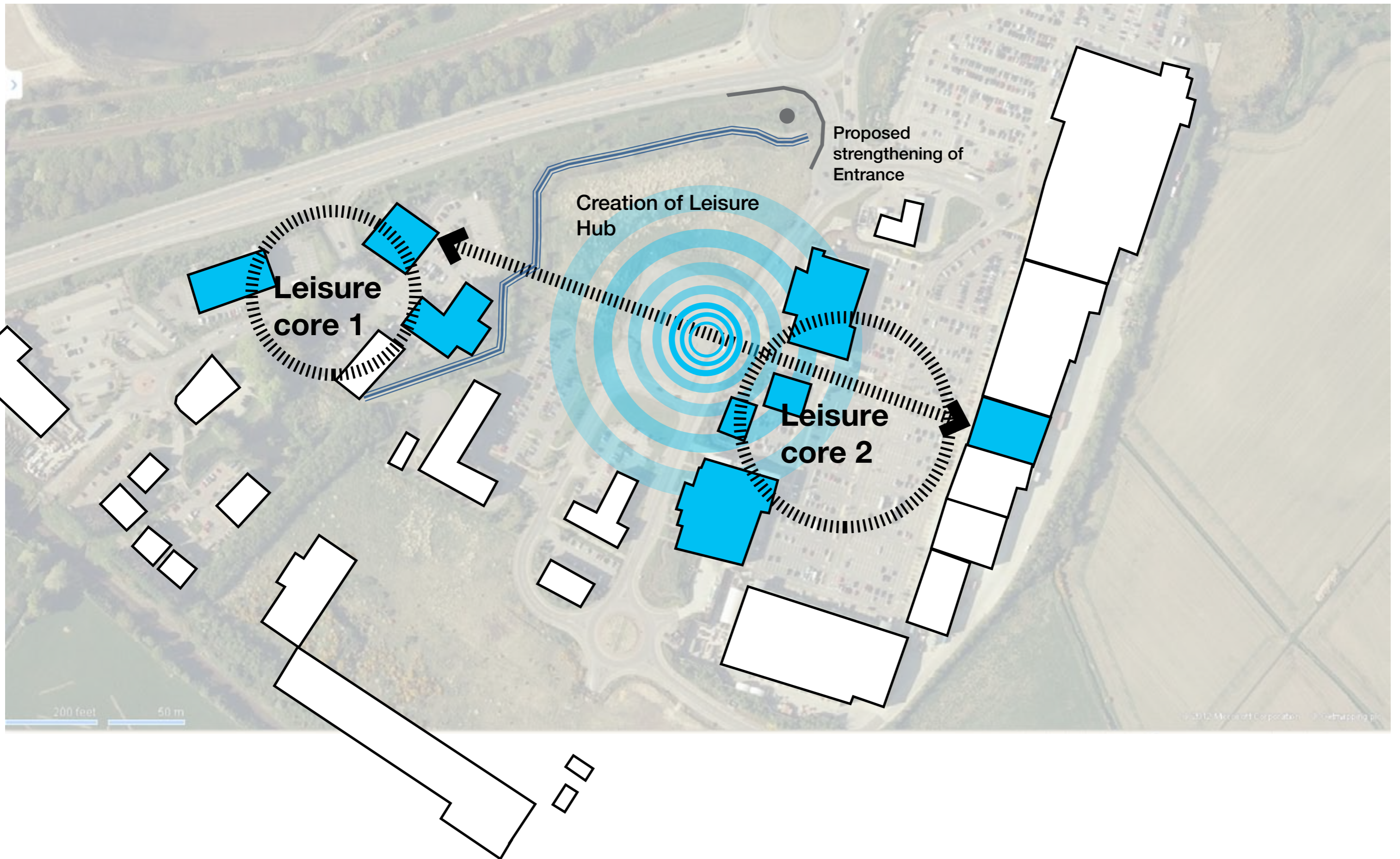
THC holds money from Tesco and JJB to help finance a solution, but no scheme has been implemented.

Commitment to Roundabout Upgrade:

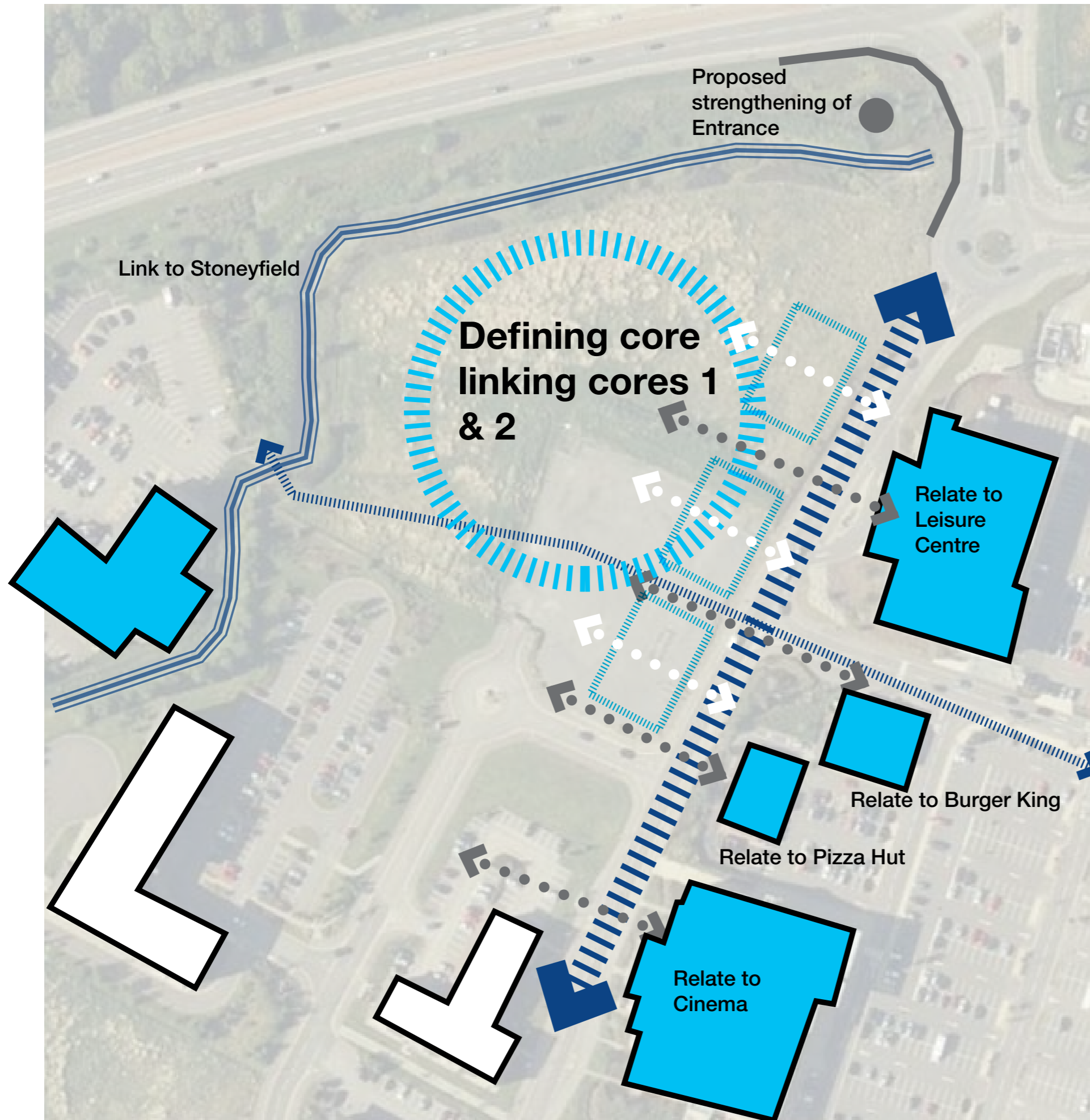
At an appropriate time following approval of the in principle application and in corporation with the Highland Council Inverness Estates will implement the roundabout scheme (making use of the land and monies which would be available as a consequence of the development, together with the monies from Tesco and JJB, now held by THC).



16.0 (D) LEISURE CORE: Enhancement and definition of existing Leisure core



16.1 (D) LEISURE CORE: Creation of streets and a sense of place



A sense of place

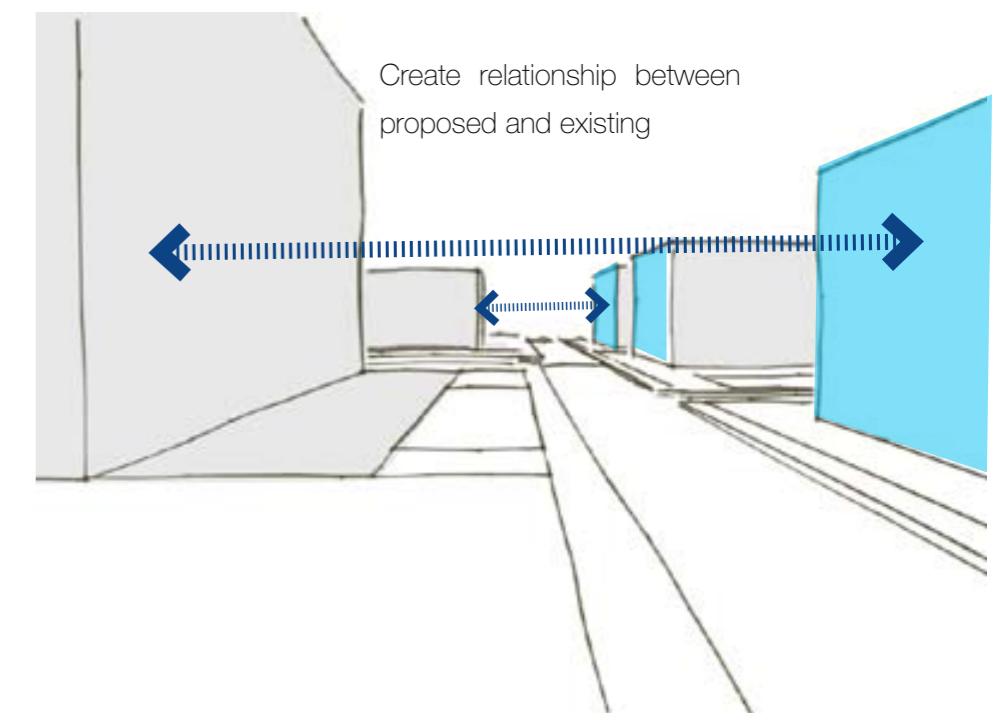
IRBLP has a diverse mix of uses, but the density and layout favours the car and does not create density along circulation routes. We would propose to bring density along the edge Eastfield Way.

Define and reinforce

The buildings will be arranged to define and reinforce both the entrance to the site and main circulation routes

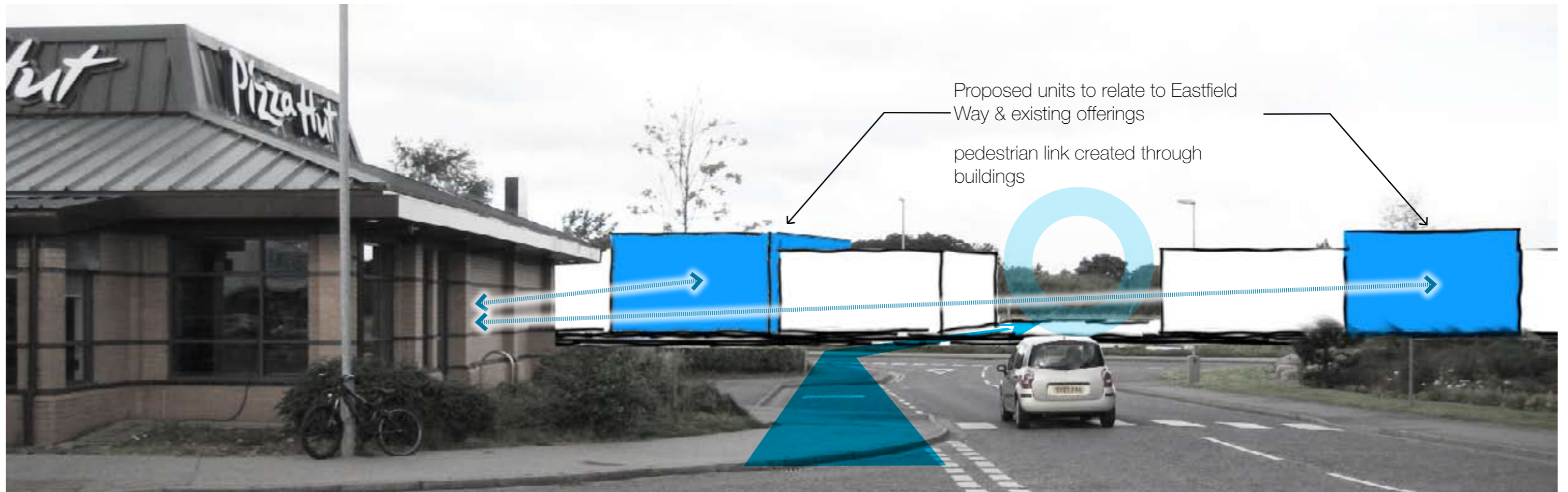
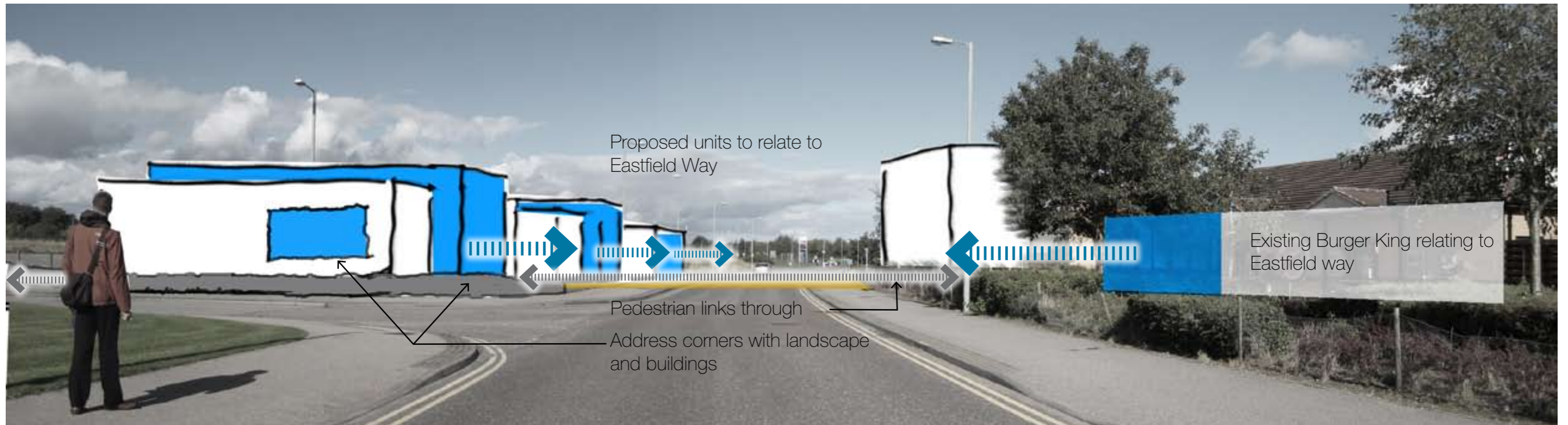
Relating to the existing & Integrating the 'turned backs'

The opportunity exists to relate to existing Burger King and Pizza Hut with units that address both Eastfield Way and inwardly to the defining core. This action will transform service/ access road into a functional street, lessening the effect, cinema and Leisure centre turned backs.



Density along circulation edge creating a sense of place

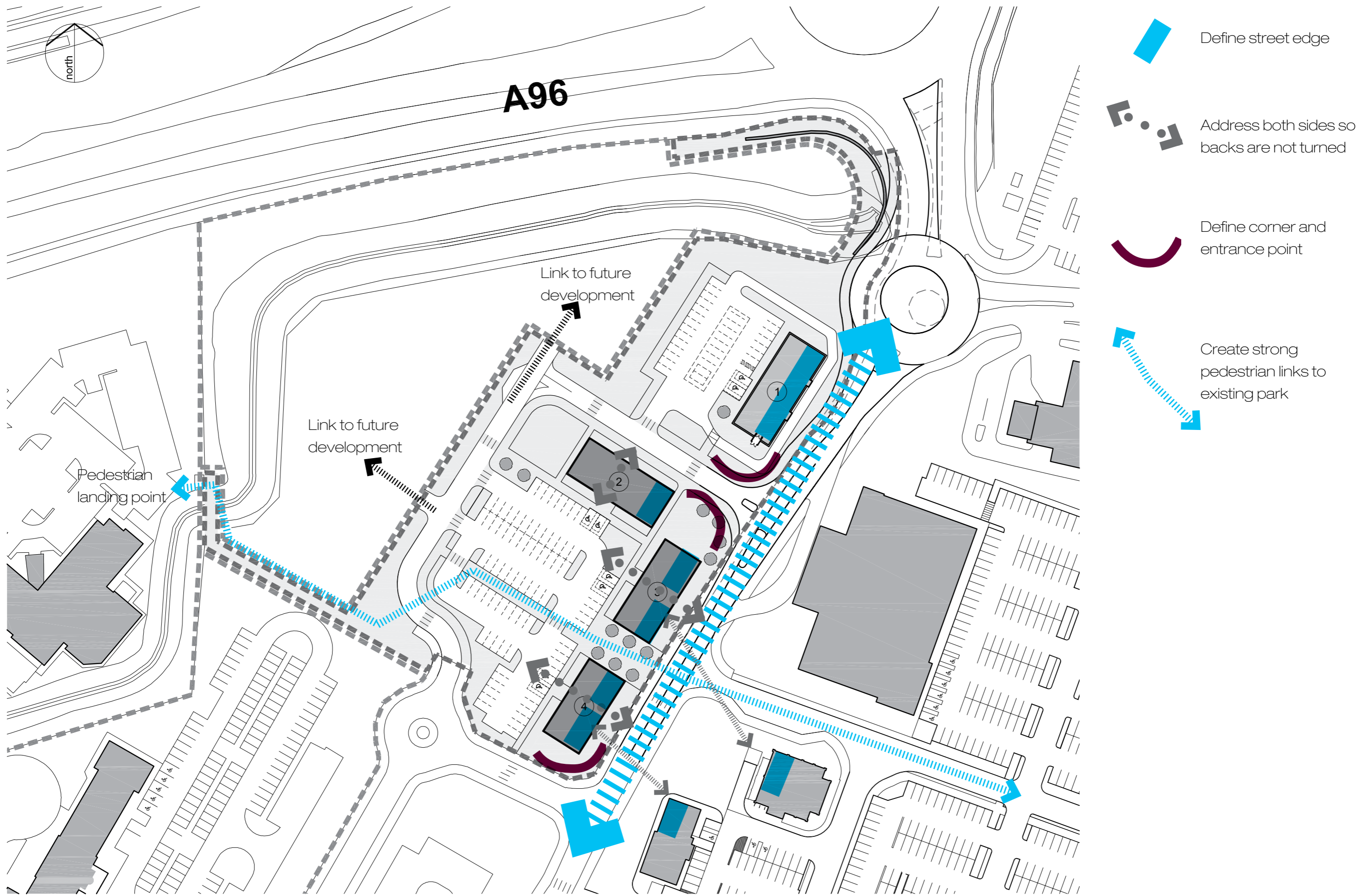
16.1 (D) LEISURE CORE: Creation of streets and a sense of place



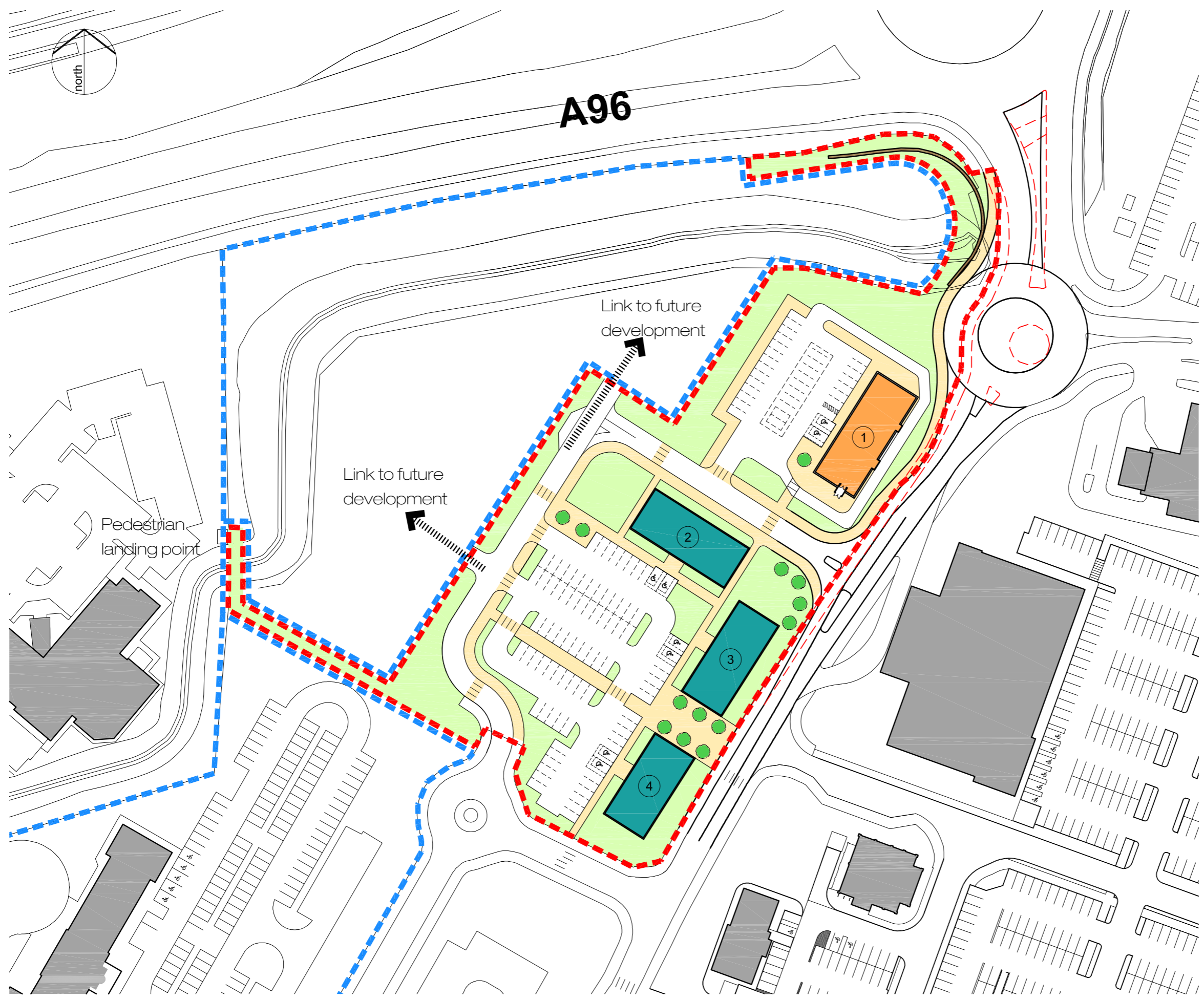
16.2 (D) LEISURE CORE: Connecting the existing



16.3 (D) LEISURE CORE: Defining elements



16.4 (D) LEISURE CORE: Proposals

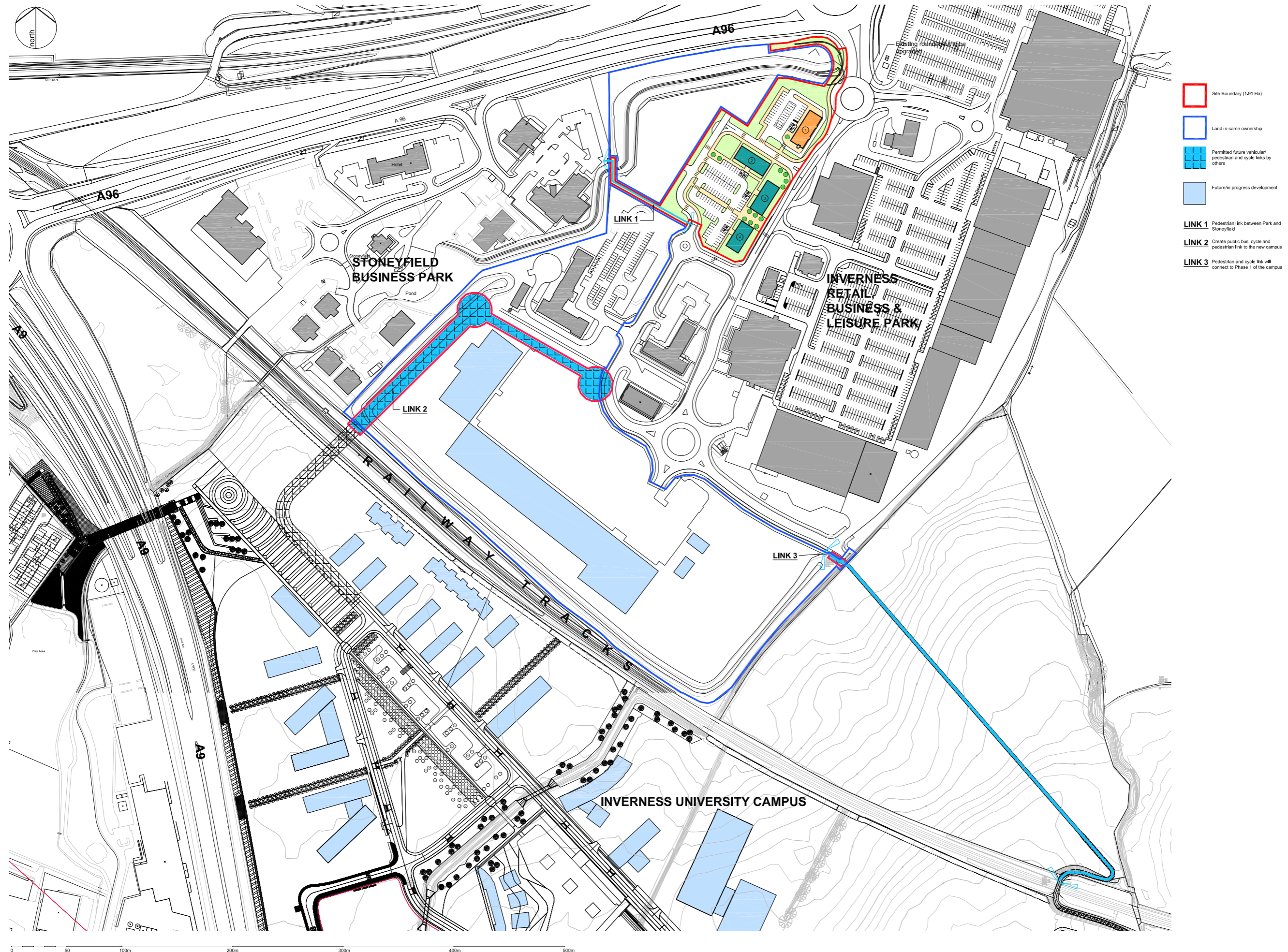


- Site Boundary
- Land in same ownership
- Removals
- Defined entrance
- Drive through unit
- Stand alone units

Unit Size	Parking Allocation
1 3556 sq. ft. (330 m ²)	34 spaces
2 4000 sq. ft. (371 m ²)	30 spaces*
3 4000 sq. ft. (371 m ²)	30 spaces*
4 3500 sq. ft. (330 m ²)	27 spaces*
Total	121 spaces
15, 056 sq. ft (1407 m ²)	

* Car parking calculated as 10 per 100m² public floor area; assumed at 75% of total floor area + 1 no. space for each member of staff.

17.0 PROPOSED MASTERPLAN: The combination of the elements



Context

The Inverness local plan allows for the development of uses within IRBLP (West Seafield) which are compatible with the completion of the Business Park (page 33, paragraph 9). The applicant believes that there are clear material considerations which can allow planning permission in principle to be granted, subject to appropriate conditions.

The applicant considers it material that:

- There is an opportunity to develop the appeal site for other uses which will contribute positively to the economic and social development and well-being of the greater Inverness area; but specifically in relation to IRBLP and the new campus.
- Without such development there is a real prospect that the site will lie undeveloped for the foreseeable future, making no contribution to the economic and social well-being of the greater Inverness area;
- In excess of 200 local jobs would be created, post-construction; and after completion.
- This is precisely the type of local development, reinforcing local communities and creating local jobs, which should be encouraged and approved in the current economic circumstances, with refusal only being contemplated if it can be shown that genuine harm would be caused to a centre protected by planning policy.

The application proposal contains uses and facilities which will operate as ancillary to the overall Inverness Retail, Business & Leisure Park, supporting the existing business, commercial leisure and retail uses within IRBLP. The proposals would also provide facilities for the proposed university and college campus at Beechwood.

Context: relationship to wider matters

The applicant has another planning application within Inverness Retail, Business & Leisure Park before council. That application is for a bulky goods retail park. That application was recommended for approval at the relevant council committee of 20 December 2011 and was approved subject to planning obligations (Section 75) and planning conditions.

One of these obligations/conditions is that, on the advice of the consultation response from the council's roads officers, the bulky goods retail proposal

would require infrastructure works to the internal roundabout at IRBLP, and the exit lanes to the trunk road, as part of the implementation of that development.

Improvements to the internal traffic circulation within IRBLP are known to be required and are already overdue. This is a consequence of previously approved retail and commercial leisure developments at IRBLP (Tesco extension and (the then) JJB Sports) which were unable to deliver the road improvements which the developments actually required.

Instead, the council obtained financial contributions from Tesco and JJB, to assist in the funding of the necessary improvements. It is worth noting that the Tesco extension was implemented over five years ago, and the necessary improvements have still not been implemented.

The proposals contained within this application do not, of themselves, require any road improvements.

However, as is noted above, the bulky goods proposals do require road improvements. However there is no prospect of the bulky goods development being implemented in the foreseeable future, due to market conditions.

The proposals contained within this application allow for land, within ownership of the applicant, to be made available for the delivery of these improvements, delivering (now) the improvements which are required as a consequence of the already implemented Tesco and JJB developments and in anticipation of the future bulky goods development.

Within the above context, the applicant notes and submits:

- The existing internal roundabout within IRBLP, and the related infrastructure is not adequate even for the current circumstances. THC has obtained financial contributions from Tesco and (previously) JJB Sports precisely to address that matter, but no scheme has been able to be implemented.
- A specific contribution from a further development is required to unlock the situation. Both land and money requires to be contributed. Inverness Estates is in a position to deliver both.
- Dealing with the situation, at the earliest possible date, is desirable.
- The council proposes to deal with this by attaching a planning obligation to any planning permission for the bulky goods retail development. It is accepted that this would, theoretically, deal with the issue.

- However, such an approach would only deliver if and when the retail development actually is implemented.
- It is a fact that the market for bulky goods retail is unlikely to recover in the foreseeable future.
- There is therefore no certainty regarding if and when the improvement of the internal infrastructure of IRBLP could be achieved, if it depends on the implementation of the bulky goods retail development.
- In addition to all of the above, the council and HIE have specific aspirations for a route from the Beechwood Campus site to come through IRBLP. This route would require the above improvement of infrastructure. If the infrastructure improvement was not in place, the route from the Beechwood Campus could not proceed.

Taking all of this into account, the fresh application directly addresses the provision of the required infrastructure at an early date, with the relevant access links being included within the application proposals. Some of the infrastructure would be implemented by others. The roundabout referred to would be delivered by the applicant.

Specifically:

- If the restaurant/drive through proposal were to be approved, the applicant would be willing to have the requirements for the internal roundabout and the three "exit" lanes attached as suspensive planning conditions to the relevant planning permission, even though the council's roads department notes that these improvements are not required for the mixed-use application proposal.
- This would (1) solve the existing problem within IRBLP, and (2) mean that the necessary infrastructure was in place to allow for the future development of the bulky goods site, and to allow for the through route from the Beechwood Campus without any further disruption being required.
- Given the significant market interest in the mixed-use site, the applicant anticipates that the infrastructure improvement could be delivered within 18 months of any approval being granted for the mixed-use development.

It is submitted that the above suggestions represent a significant material consideration, sufficient to set aside land-use policy on this occasion.