

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



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

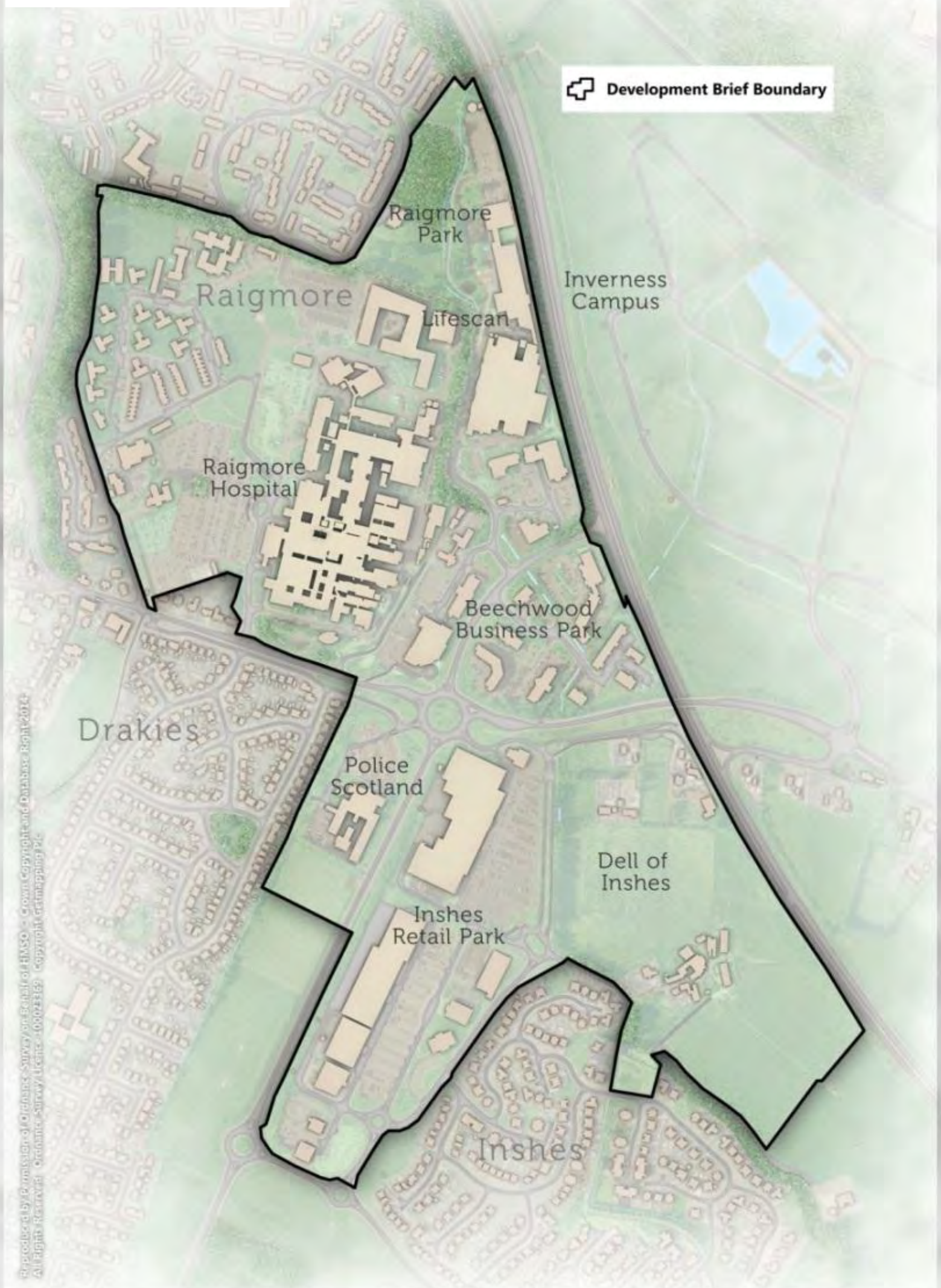
Appendix B – Inshes Junction Improvement Phase 2 Outline Proposals and Alternatives


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

Status

This development brief will be a material planning consideration for development management purposes after its approval by the City of Inverness Area Committee. It will become part of the Council's statutory development plan following clearance by Scottish Ministers and adoption by the Council's Planning, Development and Infrastructure Committee.

Figure 1: Development Brief Area



 Development Brief Boundary

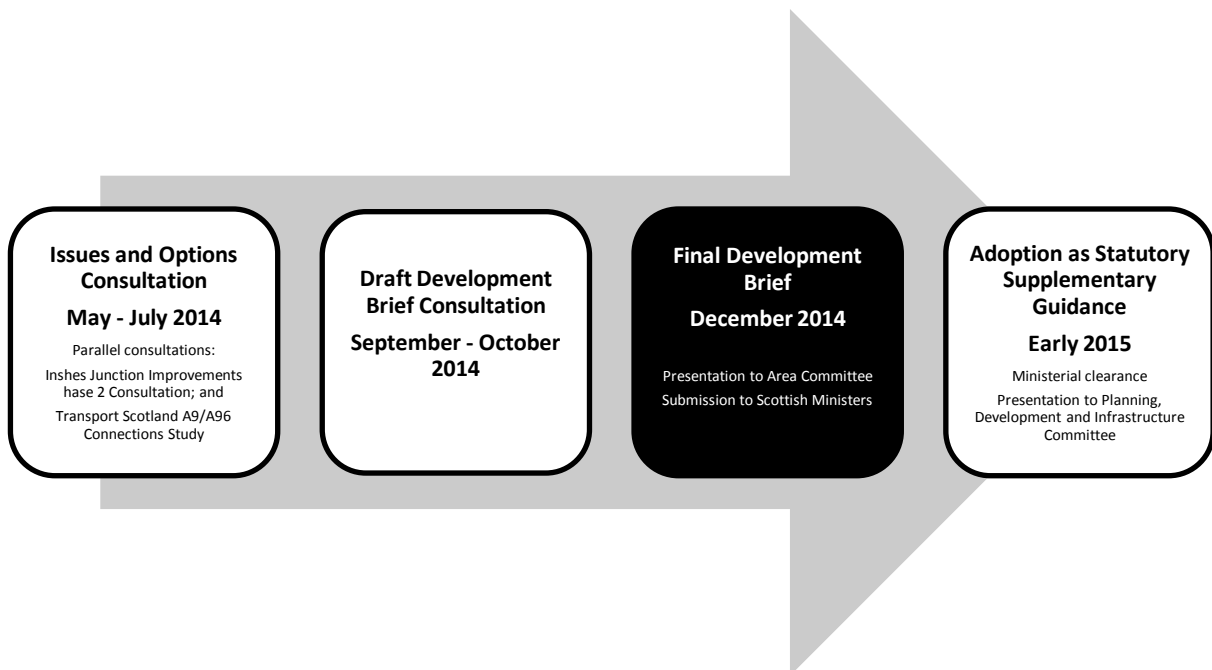
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1 Introduction

Background

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

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



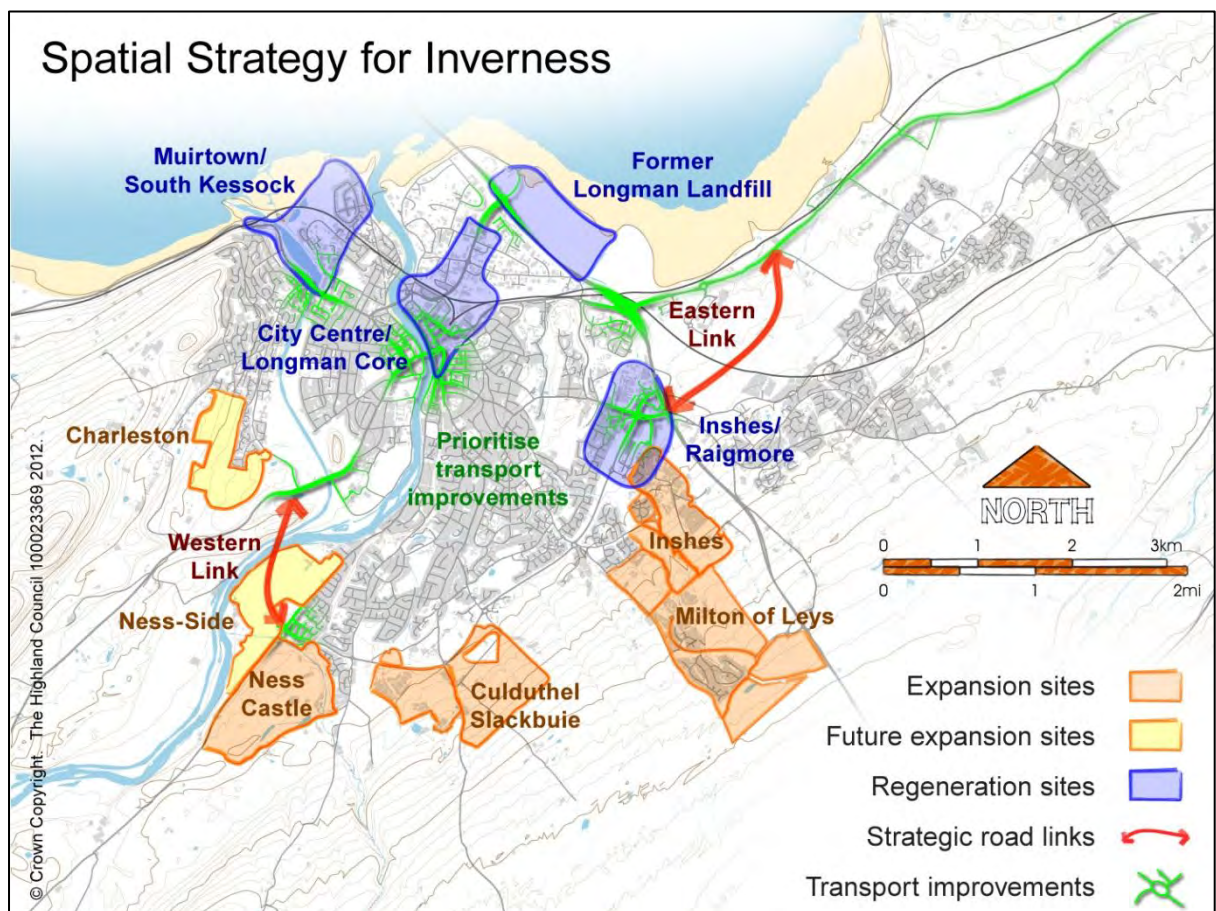
1.3 This brief is being prepared in advance of the finalisation of Inshes Junction Improvements Phase 2, including its related flood alleviation scheme, and the Transport Scotland A9/A96 Connections Study largely owing to current development pressures in the area. Despite this, it provides a sufficient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

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

Policy Context

1.5 The Highland-wide Local Development Plan was adopted by the Council in 2012. Its spatial strategy for Inverness shown on figure 2 identifies Inshes/Raigmore as a key regeneration area. It also identifies two important related projects – an ‘Eastern Link’ to improve connectivity between the A9 and A96 trunk roads and prioritisation of transport improvements at the Inshes area.

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

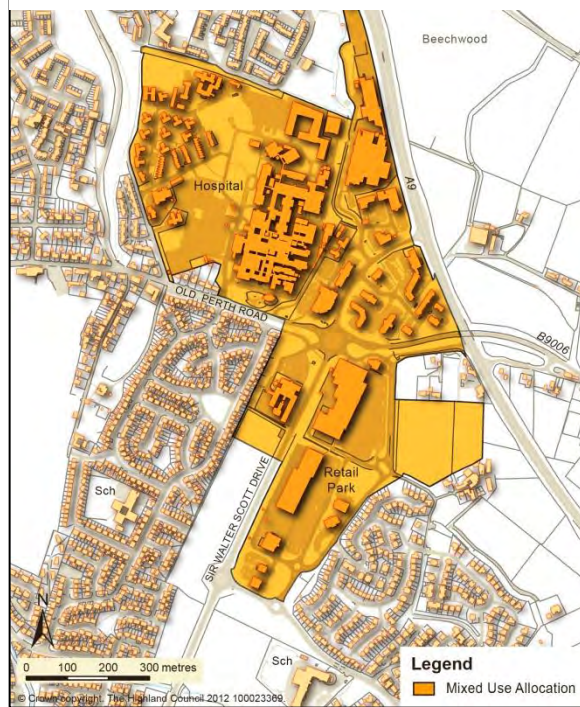


1.6 Policy 7 of the Highland-wide Local Development Plan commits the Council to producing a development brief for the Inshes and Raigmore area. The text and map below show the guiding principles for the development brief and the area to be included. Since the publication of the Highland-wide Local Development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

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

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

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



Policy 7 Inshes and Raigmore

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

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

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

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

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

Area Analysis

Introduction

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

Transport Corridor

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

Raigmore Hospital Campus

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

Beechwood Business Park

Figure 4: Area Overview



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

Police Scotland

1.14 The headquarters of the Highland and Islands Division of Police Scotland lies within the southern part of the brief area adjacent to the Inshes Roundabout. A large number of people are employed in this building. It is used for a number of operational police and administrative functions. Land is allocated directly south of the building for business use where preference is given for Police Scotland expansion purposes. Further details on the Council's expectations for the delivery of this site is provided in section 2.

Inshes Retail Park

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

Raigmore Park

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

Constraints

Built and Natural Heritage

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

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

Figure 5: Built and Natural Heritage Constraints

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

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in the development plan, areas protected by Tree Preservation Orders and a 20 metre buffer of existing trees.

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

Water and Flood Risk

- 1.21 Water and flood risk are important considerations for the future development of the area. Three burns lie within or close to the brief area. The Mill Burn flows adjacent to the boundary of the brief area, however the Scottish Environment Protection Agency (SEPA) records suggest that this burn does not pose a risk of flooding to the area. The Dell Burn and Inshes Burn both flow through the area with the latter being culverted through the Inshes Retail Park. Both these watercourses have not been modelled in the SEPA Flood Maps due to their small catchment size, and therefore flood risk areas are not shown on figure 6. However there are recorded of several flooding incidents from these burns, including in 2002 which was caused by heavy rainfall and a combination of undersized and blocked culverts.
- 1.22 The Flood Maps also indicate that there is a risk of surface water flooding in the development area, particularly in the Beechwood area and the northern end of the retail park.
- 1.23 The Council has commissioned a number of studies on the Dell Burn which explored options for flood alleviation schemes. The most recent proposals, including resulting implications for development opportunities are shown in section 2.
- 1.24 Figure 6 also indicates distances that development must be set back from water courses. This is explained further in the Council's [Flood Risk and Drainage Impact](#) Supplementary Guidance.
- 1.25 Scottish Water has advised that there is currently some capacity in the water network. However necessary upgrades will need to be undertaken to enhance the network when new development is brought forward.

Figure 6: Water and Flood Risk Constraints

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



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2 Development Framework

Key Challenges and Opportunities

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

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

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



Transport network improvements



Water course



Active travel/green network enhancement opportunities



Development opportunity

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

Land South of Police Scotland
Business use development opportunity

Inshes Retail Park South
Completion of existing Inshes Retail Park

Dell Burn
Reduce flood risk

Dell of Inshes
Integrated and sustainable expansion of Inshes Retail Park

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

Movement Strategy

Inshes Junction Improvements Phase 2

- 2.3 The Council recognises that there are traffic congestion issues in the Inshes and Raigmore area of Inverness, predominantly at Culloden Road, the Inshes Roundabout, Old Perth Road and Sir Walter Scott Drive. In particular Inshes Roundabout cannot accommodate a significant number of additional vehicles generated by development that does not already benefit from planning consent. To address existing congestion and accommodate future development the Council is progressing a project known as Inshes Junction Improvements. The Council project was split into two phases with Phase 1 constructed in 2012/13 that provided improvements to Culloden Road east of Inshes Overbridge.
- 2.4 Phase 2 extends from Inshes Overbridge westwards along Culloden Road through Inshes Junction and along Old Perth Road to the Fluke Roundabout at the junction of Old Perth Road and Culcabock Road. Outline and alternative proposals for Inshes Junction Improvements Phase 2 were presented for public consultation alongside the Issues and Options for the development brief in between May and July 2014. These proposals can be viewed in appendix B.
- 2.5 As the proposals could potentially impact on the alignment of the Dell Burn, where flooding has previously been experienced, the project is also considering how flood defences and attenuation could be provided in the area and also reduce the risk of flooding downstream. The outline proposals presented a flood attenuation basin positioned adjacent to the eastern boundary of the northern part of Inshes Retail Park, within the existing access road. An illustration can be viewed in appendix B.
- 2.6 The Council are currently considering responses received to the consultation on this project and will work with interested parties, particularly landowners directly affected by the proposals, as the designs evolve. Detailed designs will be progressed following Transport Scotland announcing a preferred route as part of their related A9/A96 Connections Study. Further details on the Transport Scotland project are explained below.
- 2.7 Land identified in the outline proposals drawings, including that for the flood attenuation scheme, and any subsequent iterations, must be safeguarded from development and/or provided as part of development proposals.

Transport Scotland A9/A96 Connections Study

- 2.8 Transport Scotland's A9 / A96 Connections Study is looking at the problems, opportunities and issues concerning traffic travelling between Inshes, Raigmore and Longman junctions in Inverness. It aims to develop a potential solution to the congestion and journey time reliability issues that exist at these key junctions.
- 2.9 Transport Scotland presented three new route options for this study in tandem with the Council's consultation on the development brief issues and options and Inshes Junction Improvements Phase 2 during May-July 2014. These route options are provided in appendix C and can also be viewed on the Transport Scotland website. A section of route options C and D lie within the brief area, both taking a similar route that stretches from the A9 to the roundabout that connects the northern and southern parts of Inshes Retail Park. An indicative alignment of these options is shown in the opportunities plan in figure 7.

2.10 Transport Scotland is currently considering feedback received and intend to announce a preferred route in 2015 which will be the subject of further assessment. Whilst the brief cannot insist on land being safeguarded for the current route options, the route options must still be a consideration in development proposals.

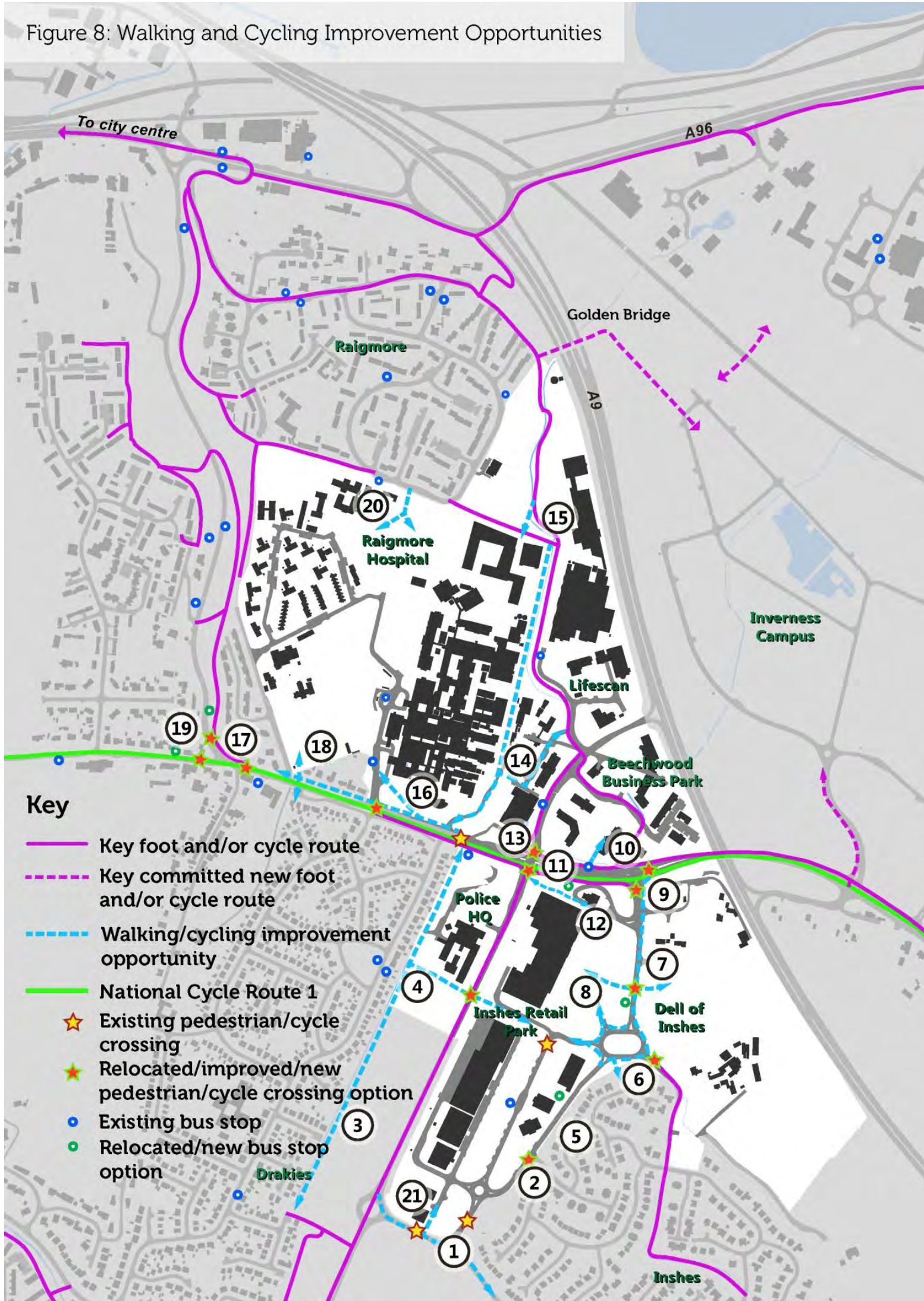
Walking, Cycling and Public Transport

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

Walking and Cycling

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

Figure 8: Walking and Cycling Improvement Opportunities



Active Travel Action Plan

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

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

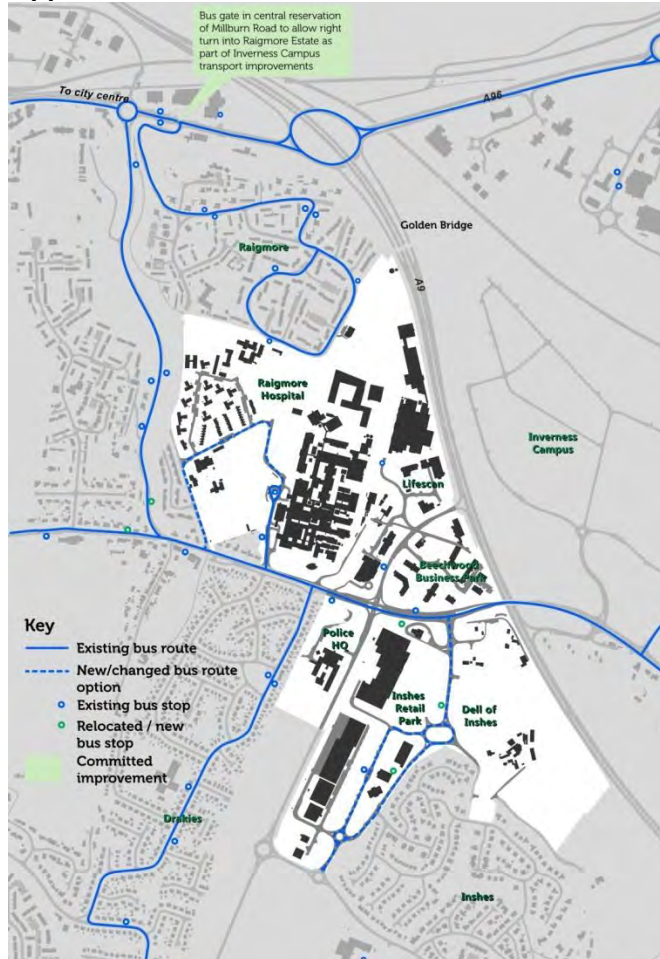
No.	Proposals	Next steps	Lead for delivery and stakeholders
13	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Land managers, Local Communities
14	Walking/cycling improvement opportunities between Raigmore Hospital and Beechwood Business Park	Potential for delivery as part of Inshes Junction Improvements Phase 2/explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Local Communities
15	Walking/cycling improvement opportunity between Old Perth Road, Raigmore Hospital Campus, Beechwood Business Park and beyond	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: Land managers, Centre for Health Science, NHS Highland, Local Communities
16	Walking/cycling improvement opportunity along B9006 and into Raigmore Hospital	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Local Communities
17	Relocated/new pedestrian/cycle crossings	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities, Bus service providers
18	Walking/cycling improvement opportunity between Culcabock Avenue and King Duncan's Well	Dependant on outcome of Inshes Junction Improvements Phase 2	Lead: The Highland Council Stakeholders: Local Communities
19	Relocated/new bus stops	Dependant on outcome of Inshes Junction Improvements Phase 2 and consultation with bus operators	Lead: The Highland Council Stakeholders: Bus service providers, Local Communities

No.	Proposals	Next steps	Lead for delivery and stakeholders
20	Walking/cycling improvement opportunities to develop an effective network in and around Raigmore Hospital Campus that is easy to follow, useful and attractive	Explore active travel funding opportunities	Lead: The Highland Council Stakeholders: NHS Highland, Land managers, Neighbouring businesses
21	New walking/cycling link to Inshes Retail Park	Delivery as part of development of Inshes Retail Park South	Lead: Inshes Retail Park South Developer Stakeholder: The Highland Council

Figure 5: Public Transport Improvement Opportunities

Public Transport

2.13 The brief contains and/or supports further development of significant travel-generating uses, including Inshes Retail Park, Raigmore Hospital and Beechwood Business Park. It is therefore important that it is supported by measures to promote the availability of high-quality public transport services. A key deficiency to the existing bus services is that no routes pass directly through Inshes Retail Park. Existing bus routes and opportunities for improvements are shown in figure 9. The Council will work with bus service providers and developers to deliver improvements to public transport in the area.



Green Networks

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

Phasing

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

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

Inshes Retail Park South

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

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

2.18 Proposed uses and scale of development would be assessed against the suitability of being located within a district centre. Consistent with the sequential town centre first approach specified in Scottish Planning Policy (2014) proposals for any uses which generate significant footfall must justify why locations within Inverness city centre or the edge of the city centre are not suitable.

Policy 1: Promoting and Protecting City and Town Centres of the Inner Moray Firth Proposed Local Development Plan will also be a material consideration. This policy does not support proposals that are likely to have an adverse effect on the vitality and viability of specified settlements, including Inverness City Centre.

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

Figure 6: Inshes Retail Park South





KEY

— Indicative site boundary

↔ New/improved walking/cycling links to existing active travel routes

↔ Indicative vehicle and service access point

↖ Key view

🌳 Retain and enhance existing landscaping and provide visually attractive landscaping at new/improved walking / cycling routes and car park area

↔ Service access

Dell of Inshes

2.20 Dell of Inshes lies directly east of the existing district centre. It has an area of approximately 3.8 hectares and currently comprises an open field enclosed by areas of mature trees. The development of the site must form an integrated expansion of the district centre. The key aims of this site are to expand the range of services available to local communities and businesses, improve public transport links and make it easy and attractive to walk and cycle to Inshes District Centre.

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

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

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

Figure 7: Dell of Inshes



Design Guidelines

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

Design principles:

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

2.24 Illustrations of the design characteristics and design guidelines for this site that must be delivered to meet these design aspirations are provided in figures 13 and 14. Illustrations of key views that must be considered in the design of the site are shown in figures 15-17.

Dell of Inshes: design guidelines

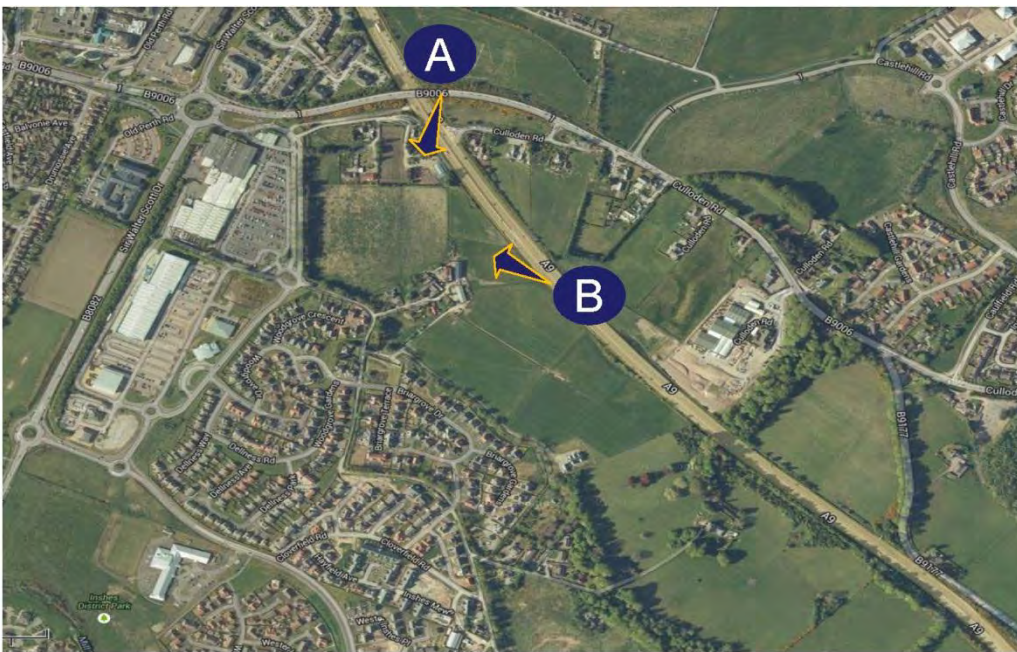
KEY VIEWS

 Site location

© 2014 Google



View A (from B9006 flyover)



© 2014 Google

© 2014 Google



View B (from A9, northbound)

Dell of Inshes: design guidelines



© Sarah Smith

Landscaped parking facilities providing safe attractive pedestrian links



Small commercial units with active ground floors



© Sustrans

Generous circulation space that prioritises walking and cycling



© Cycleways

Enhanced walking and cycling connections



© Kenneth Allen

High quality public realm prioritising social interaction



© Broxap

Well-landscaped spill-out space for outdoor uses



Accommodate community use



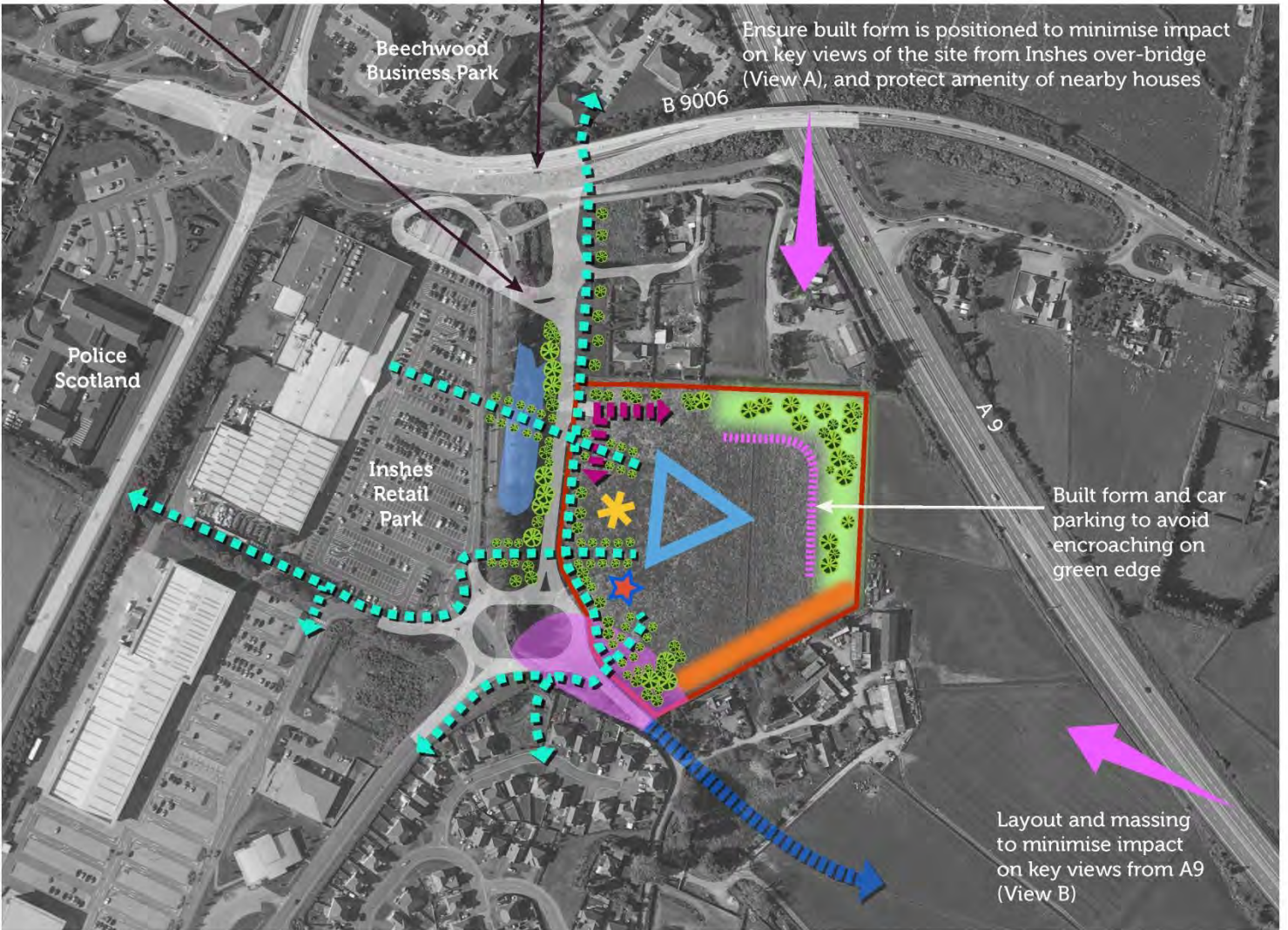
© FWP Group

Energy efficient design and use of sustainable materials

Development must accommodate proposed road realignment and flood scheme

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

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



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

Built form and car parking to avoid encroaching on green edge

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

KEY

Indicative site boundary

Key view

Open space between new building(s) and roadway should interact positively with surrounding uses and prioritise social interaction over vehicle movement / parking. Layout should include generous, landscaped circulation space for pedestrians and cyclists

New accommodation to feature:
 - active ground floors
 - small commercial units
 - spill-out space for outdoor uses

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

New or enhanced walking and cycling routes, including attractive landscaping and lighting, between local communities, public services, businesses, areas for recreation and the city centre

Potential vehicle access

Area for community use must include allotments /open space and high quality landscaping

Visually attractive landscaping that provides effective screening of built form and car parking from key view points and enhances setting of development, green network and wildlife habitats

Visually attractive landscaping and improved wildlife habitats that minimise / compensate for any loss of existing mature trees

Proposed area for flood storage and defences

Inshes Junction Improvements Phase 2 Outline Proposals road alignment

Route option under consideration as part of Transport Scotland A9/A96 connections study

Land may be required to accommodate route options under consideration as part of Transport Scotland A9/A96 Connections Study. Land should be protected from development until a preferred route is confirmed.

Developer Requirements

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

Key Requirements	Supporting Document/s
Design and Place Making	
<ul style="list-style-type: none"> • The proposals must reflect the illustrations and descriptions provided in the Dell of Inshes Design Characteristics and Dell of Inshes Design Guidelines • Delivery of public art in line with Public Art Strategy: Supplementary Guidance 	<ul style="list-style-type: none"> • Design and Access Statement, including 3D visualisations
Transport and Wider Access	
<ul style="list-style-type: none"> • Access must be taken from a new signal controlled junction on Culloden Road, in a format that reflects the design shown on the Inshes Junction Improvement Phase 2 Outline Proposals drawings or any subsequent iterations • New access from Culloden Road will be delivered by either: <ul style="list-style-type: none"> ○ Direct developer provision of new access as shown indicatively on the Inshes Junction Improvement Phase 2 Outline Proposals. This will require detailed design, traffic modelling of early phase works, all land acquisition at developers expense and construction by developer; or ○ Detailed design, traffic modelling and costing of early phase; nominal value land transfer of early phase and payment to Council of construction costs. • Remainder of land required for the provision of Inshes Junction Improvements Phase 2 Outline Proposals, including flood alleviation, (or any subsequent iterations) is to be: <ul style="list-style-type: none"> ○ safeguarded from development ; and ○ secured by agreement using established valuation principles • Land within a southern portion of the site may be required to accommodate a new/upgraded road link and potentially water course realignment dependant on the outcome of the Transport Scotland A9/A96 Connections Study; land identified in the design guidelines should be protected from development until the preferred route is confirmed • Access plan which includes the provision of new/improved walking and cycling routes shown in the Walking and Cycling Improvements Opportunities map 	<ul style="list-style-type: none"> • Transport Assessment • Green Travel Plan

<p>in section 2 where Dell of Inshes developer is specified as a lead stakeholder in the walking, cycling and public transport action plan</p> <ul style="list-style-type: none"> • All costs to the Council of all additional consents, orders and legal agreements to be reimbursed to the Council which are required solely as a result of the development 	
Built and Natural Heritage	
<ul style="list-style-type: none"> • Safeguard existing green network features, and linkage of green spaces within the development to the green network both within and linking to the wider green network • Incorporation of green infrastructure as an integral element of detailed design 	<ul style="list-style-type: none"> • Archaeological Evaluation and any necessary mitigation • Protected Species Surveys, including: <ul style="list-style-type: none"> ○ badgers and any resultant Badger Protection Plan and necessary mitigation ○ bats if any mature trees within the site require to be felled • Landscape Plan • Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting • Spoil Management Plan
Water Environment	
<ul style="list-style-type: none"> • Early engagement with Scottish Water • Up to date network modelling studies • All development must connect to the public water and waste water network • Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance • Minimum set back of 6m between the top of the bank of any water body and any proposed new development • Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible 	<ul style="list-style-type: none"> • Flood Risk Assessment, including the impact of any potential realignment of the Dell Burn • Drainage Impact Assessment • Sustainable Urban Drainage Plan • Hydrogeomorphological Assessment
Amenity	
<ul style="list-style-type: none"> • Limit impact on amenity of nearby residential properties 	<ul style="list-style-type: none"> • Noise assessment (dependant on nature of proposals)

Phasing	
<ul style="list-style-type: none"> • No development shall commence in advance of completion of Inshes Retail Park South unless the criteria set out in section 2.15 are met to the satisfaction of the Council 	
General	
<ul style="list-style-type: none"> • Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance • For significant footfall generating uses justification why city centre or edge of city location is not suitable 	<ul style="list-style-type: none"> • Retail Impact Assessment

Land South of Police Scotland

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

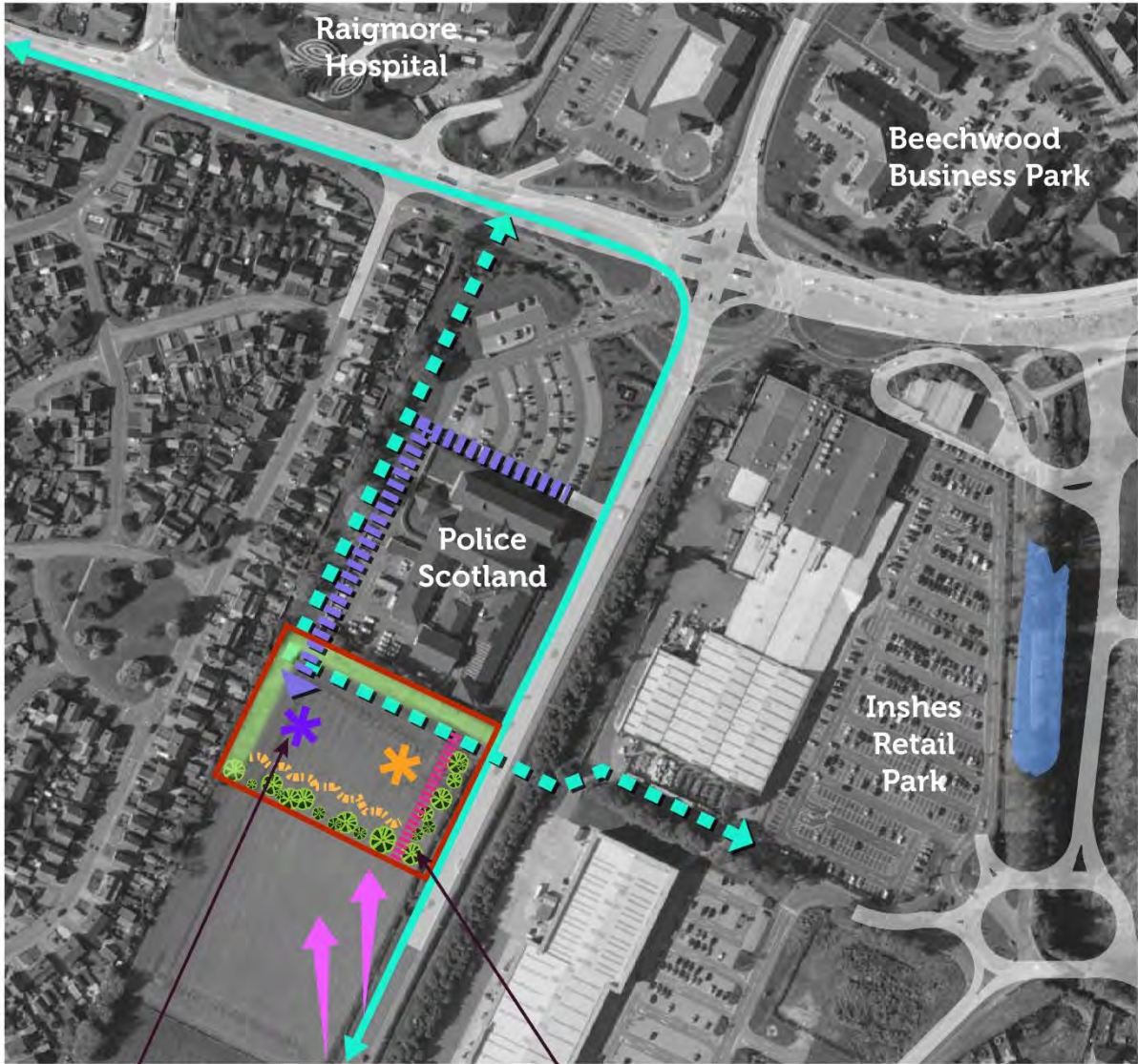
2.27 Subject to confirmation regarding any future Police Scotland intentions for this site, the following land uses are considered acceptable on this site:

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

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

Figure 8: Land South of Police Scotland
















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

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

KEY

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

Developer Requirements

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

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

orders and legal agreements to be reimbursed to the Council which are required solely as a result of the development	
Built and Natural Heritage	
<ul style="list-style-type: none"> • Safeguard of existing green network features, and linkage of greenspaces within the development to the green network both within and linking to the wider green network • Incorporation of green infrastructure as an integral element of detailed design 	<ul style="list-style-type: none"> • Landscape Plan • Tree Survey, Tree Protection Plan and Method Statement, Arboricultural Site Supervision Scheme and Tree Management Plan including details of woodland safeguards, appropriate tree hold backs and protection areas, and details of felling and replanting • Spoil Management Plan
Water Environment	
<ul style="list-style-type: none"> • Early engagement with Scottish Water • All development must connect to the public water and waste water network • Consistency with the Flood Risk & Drainage Impact Assessment Supplementary Guidance • Minimum set back of 6m between the top of the bank of any water body and any proposed new development • Watercourses should not be culverted as part of a new development unless there is no practical alternative and existing culverts should be opened whenever possible 	<ul style="list-style-type: none"> • Flood Risk Assessment • Drainage Impact Assessment • Sustainable Urban Drainage Plan
General	
<ul style="list-style-type: none"> • Provision of developer contributions in accordance with the Council's Development Contributions – Supplementary Guidance 	

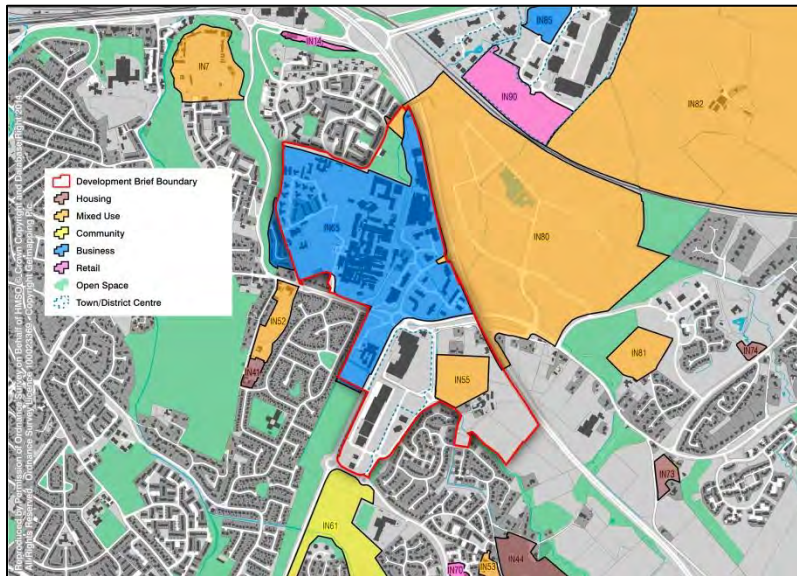
3 Monitoring and Review

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

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

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

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



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

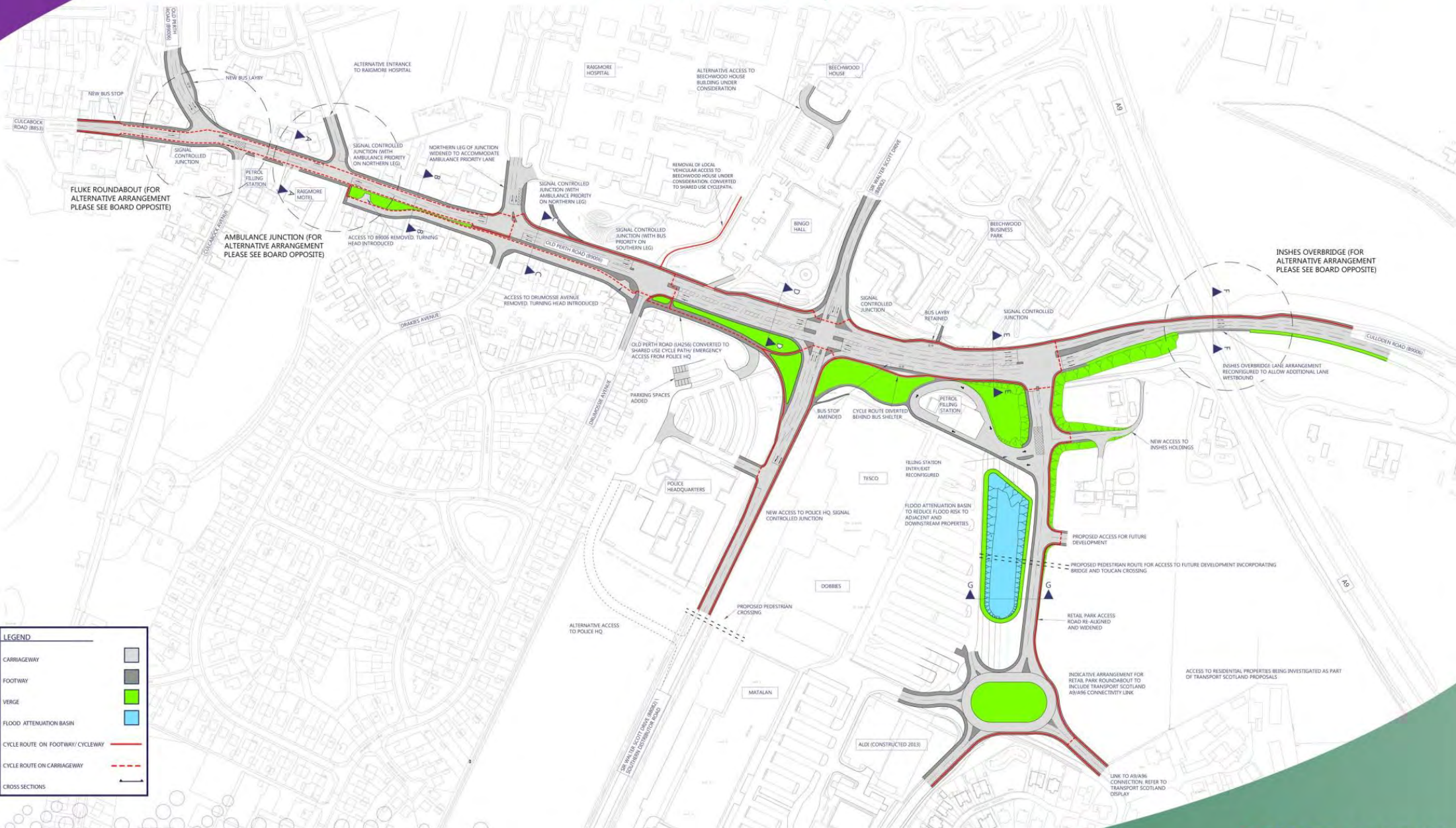
Site: IN55 Land at Dell of Inshes**Area (ha):** 3.8**Uses:** Community, Retail (bulky goods only), Non-residential institution

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

Site: IN65 Land at Raigmore/Beechwood**Area (ha):** 42.4**Uses:** Business

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

Outline Proposals



Alternatives to Outline Proposals

FLUKE ROUNDABOUT



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OUTLINE PROPOSAL

Traffic signal controlled junction with signal controlled crossings for pedestrians and cyclists.

AMBULANCE JUNCTION

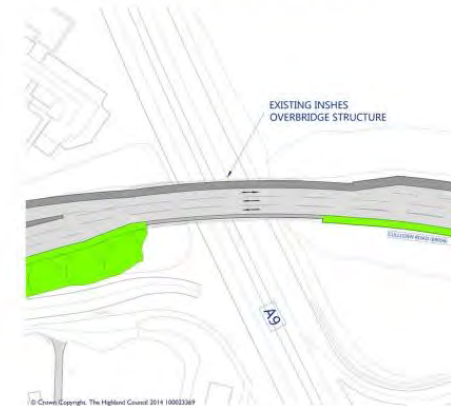


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OUTLINE PROPOSAL

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

INSHES OVERBRIDGE



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OUTLINE PROPOSAL

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



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ALTERNATIVE PROPOSAL

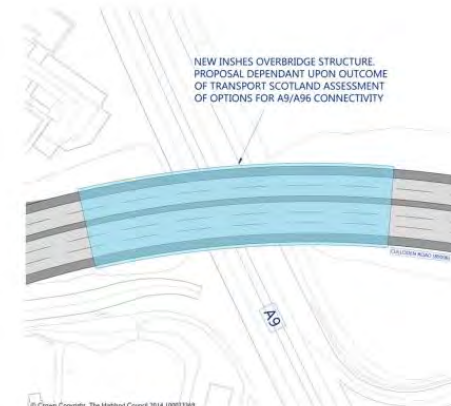
As existing with pedestrian crossings set back from junction.



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ALTERNATIVE PROPOSAL

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

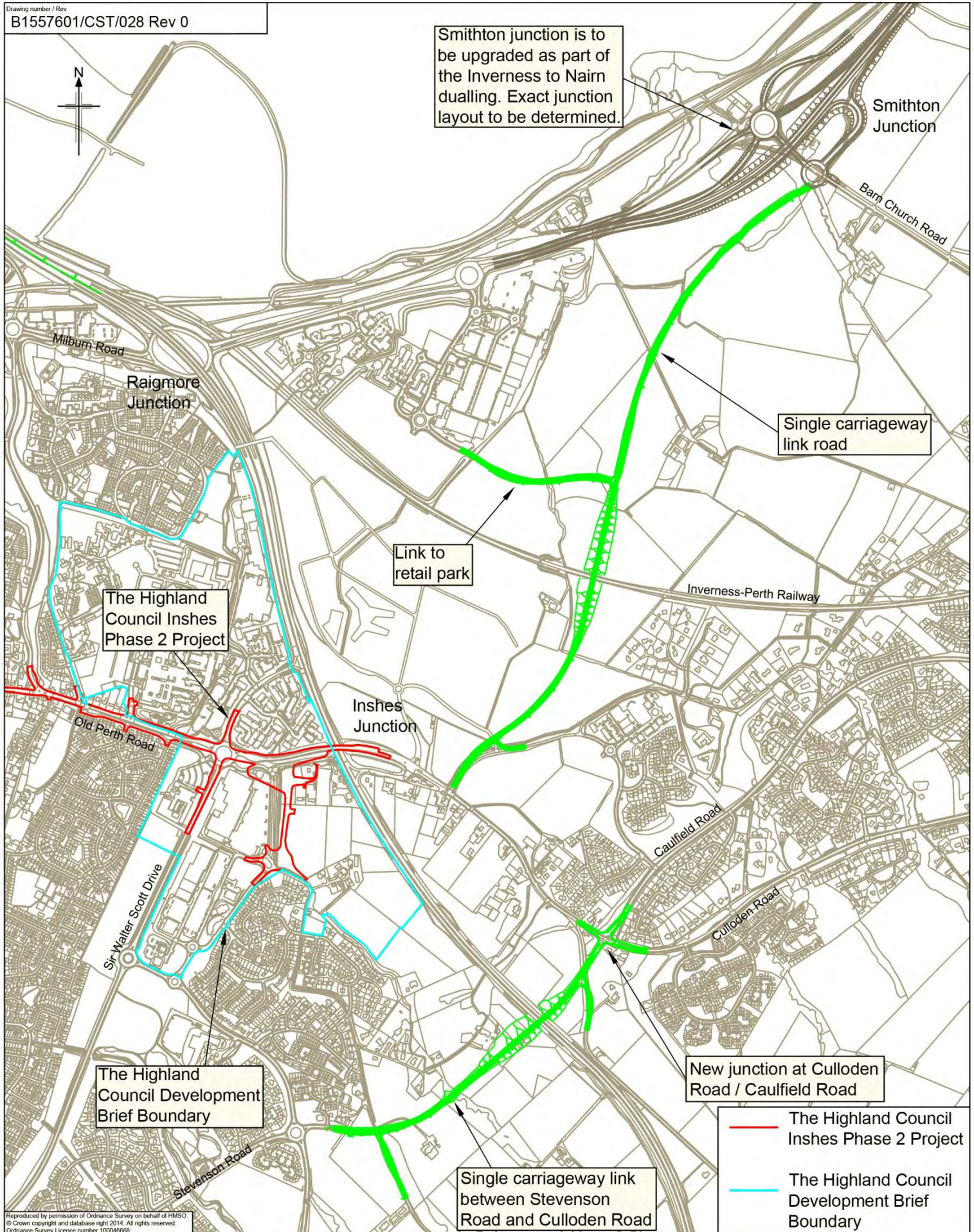


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ALTERNATIVE PROPOSAL

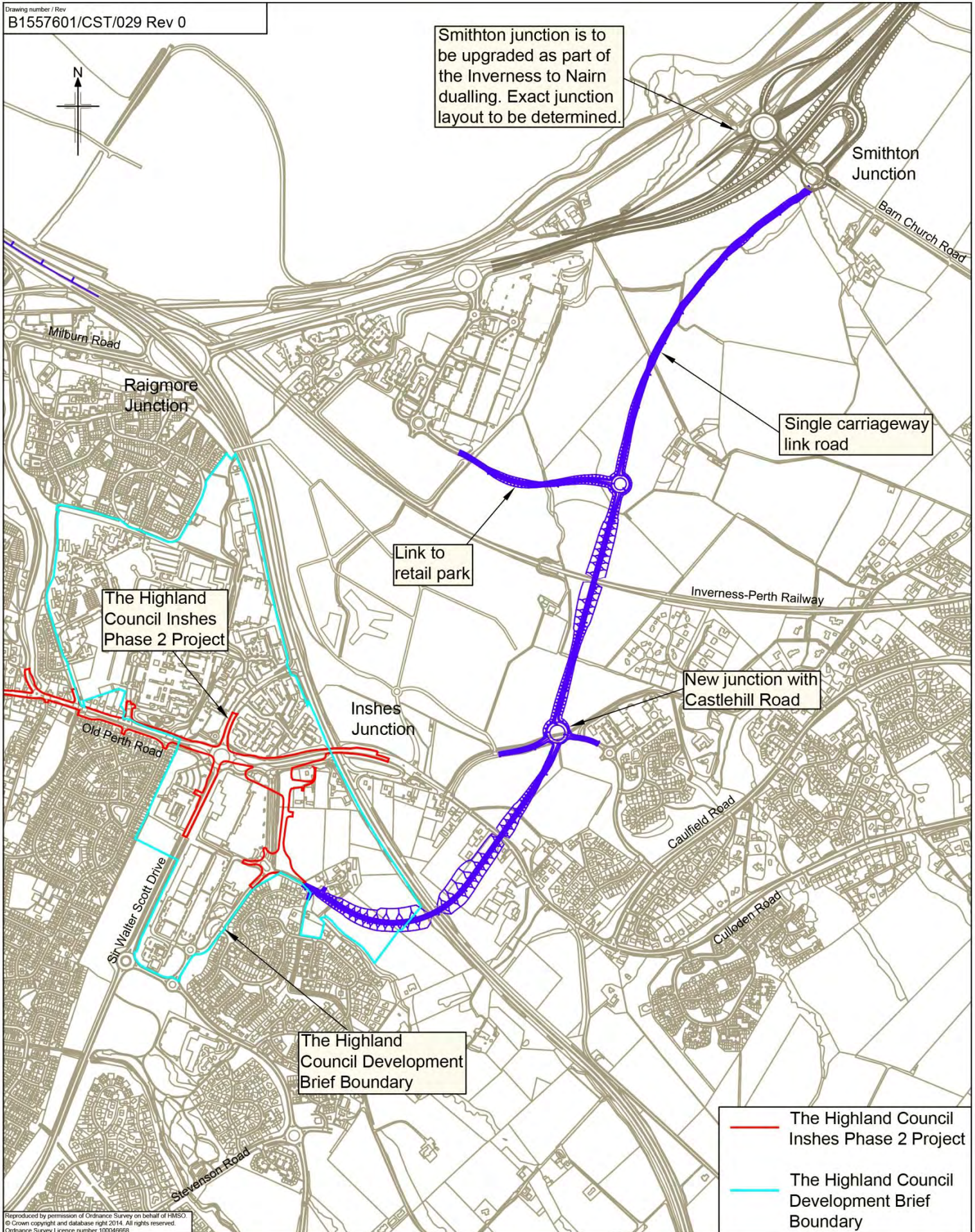
New structure in the same location. Carriageway arrangement amended to three lanes westbound, two lanes eastbound.

Drawing number / Rev
B1557601/CST/028 Rev 0

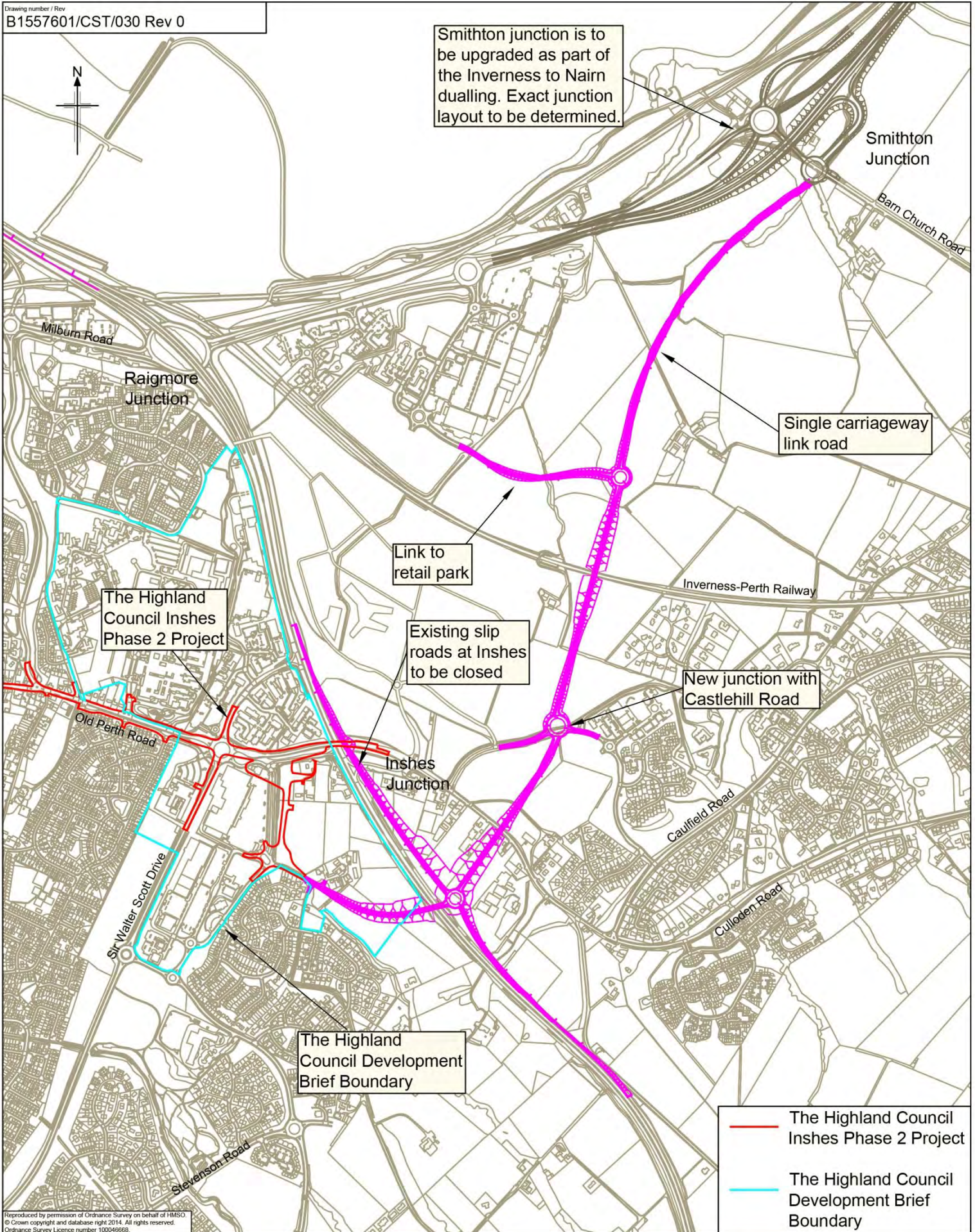


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