

Agenda Item	6
Report No	CIA/17/18

## HIGHLAND COUNCIL

**Committee:** City of Inverness Area

**Date:** 31 May 2018

**Report Title:** Inverness East Development Brief

**Report By:** Report by Director of Development and Infrastructure

### 1. Purpose/Executive Summary

1.1 This report presents the Inverness East Development Brief (the Brief) for adoption, following early engagement and subsequent public consultation on a draft version. The Brief has been informed by comments received from stakeholders' and carefully balances these with important placemaking, environmental and infrastructure needs that should ensure the sustainable urban expansion of the east of the city.

### 2. Recommendations

2.1 Members are asked to:

- i. consider the summary of comments received on the Brief and agree the Council responses as set out in **Appendix 1**;
- ii. agree to adopt the Inverness East Development Brief (at **Appendix 2**) as part of the Development Plan, subject to any non-factual amendments or formatting changes, and clearance by Scottish Ministers; and
- iii. agree that the Brief, as set out at **Appendix 2**, be used as a material consideration for planning decisions and advice with immediate effect.

### 3. Context

- 3.1 Through successive development plans, the Council has supported the principle of developing the land bounded by the A9, A96 and Culloden suburbs as a major new city expansion area. Whilst some of this land has been developed (e.g. part of Inverness Campus) and some has planning permission (e.g. Stratton), the majority remains undeveloped. The Brief's purpose is to ensure the development of this area is approached in a coordinated way, following a clear vision and ensuring that the right facilities are delivered to support new communities (e.g. schools, active travel routes and public transport).
- 3.2 Members will recall that the Draft Inverness East Development Brief was approved for consultation by the City of Inverness Area Committee on 30 November 2017. Since then officers have undertaken public engagement, and have received 104 formal comments and other views through social media, and have considered all feedback to shape the final Brief.

### 4. Public Consultation

- 4.1 To maximise public awareness of the Brief and the consultation events, we wrote to 328 addresses within 50 metres of the Brief boundary, also to directly affected landowners, and to those who had previously registered an interest. We also placed public notices in the Inverness Courier, and Press and Journal newspapers and purchased Promoted Posts on Facebook. For a cost of £25 per Facebook post, on average, 11,500 users saw the post and 16% (1,084) actively engaged with it (clicked on the link).
- 4.2 Public consultation involved three exhibitions: one at Smithton-Culloden Free Church, one at Tesco Extra Inverness Retail and Business Park, and one at Inverness College UHI. We estimate to have spoken to around 500 people over the course of the three days. Meetings were also held with various landowners or their agents during the consultation. Over the course of the eight weeks over 500 leaflets about the consultation were handed out and results from Google Analytics show that over 4,000 users<sup>1</sup> visited the Brief's consultation portal pages.
- 4.3 We have also made a concerted effort to engage with young people to allow them to influence future communities in the city. A workshop was run with students from Inverness College UHI; a further workshop with S3 Geography students at Culloden Academy was held; and a meeting held with the Culloden Youth Forum.
- 4.4 During the consultation period, people were informed through our advertising that relevant feedback received on Social Media would be used to inform the Brief and reported to committee. Through the posts made on Facebook, around 50 comments were received and can be summarised broadly as follows:
- **General support** – support for opportunities arising from development including housing delivery, job creation and economic growth
  - **Capacity and timing of infrastructure** – calls made to ensure that infrastructure capacity is in place to support new communities as they are developed – including schools, transport routes and facilities and healthcare.

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<sup>1</sup> users are counted as the number of individual internet browser sessions accessing the Brief online. The same person may be counted more than once if accessing the Brief using more than one device or browser.

- **Infrastructure funding** – support for developers being asked to fund or part fund infrastructure for new communities
- **Affordable housing** – support for opportunities outlined in Brief to deliver social housing
- **Design** – request that new neighbourhoods in the city are given strong character, a unique identity, and are supported by community facilities and amenities
- **Natural heritage** – concerns about landscape and biodiversity impacts

4.5 The above issues raised through social media were similar to those received through the consultation, an overview of which is provided in section 5 below with a fuller summary and recommended Council response set out at **Appendix 1** of this report.

## 5. Main points raised in consultation and changes made to the Brief

5.1 Milton of Culloden South

5.1.1 Landowners in this part of the Brief area sought to increase the extent of development land closer towards the A96. The approach in the Brief takes account of aviation fuel and gas pipelines and a scheduled ancient monument along the northern edge of this character area. In reviewing the issues raised, it was considered that an extension of development land could be accommodated whilst not impacting on these constraints, as explained at **Appendix 1** and shown in the Brief (**Appendix 2**).

5.1.2 In further reviewing objections raised to the Draft Side Roads Order for the Transport Scotland [A96 Dualling scheme](#) a second issue emerged. This related to the widening of the original Stratton Lodge Road and Milton Road and concerns about residential amenity if this became the primary access to development land. The Draft Brief showed a 150m stretch of this road as the main access, located as such to safeguard the tree-lined avenue and setting of Stratton Lodge Listed Building. Upon reviewing this issue with the Council's Transport Planning, Historic Environment and Forestry teams, the alignment of the primary access to Milton of Culloden South has been amended to form a new access through the southern end of the Stratton Lodge tree-lined avenue. On balance, this is considered to be a more suitable option which, despite the loss of some trees, will ensure efficient and effective use of development land and prevent potential future impacts on residential amenity and active travel use. The Brief and supporting text sets out expectations for the sensitive development of this new route. Transport Scotland does still intend to undertake improvements to the existing route in relation to the A96 scheme to allow access to a small number of existing houses.

5.2 Stratton

The landowner at Stratton raised several concerns about the Brief in relation to the planning permission in principle consent granted for Stratton. One of the key issues raised related to the impact of identifying Ashton Centre and concerns this may become a competitor location for future development with the permission in principle consent that includes a town centre at Stratton. The Brief does not seek to create competition between the two locations and rather, it considers the two locations to be complementary. Stratton centre has opportunity for larger footprint retail and community buildings, whereas Ashton provides opportunity for education, park and higher density residential development designed more as a destination meeting place. The Brief has been updated to clarify the role of both of these centres.

5.3 East Ashton

Several residents from Resaurie raised concerns about their land and small holdings being included within the Brief, with some requesting the boundary be amended. Given that the land affected serves no strategic function, and single house applications would best be addressed through the Development Management process, the Brief boundary has been amended to exclude these parcels of land, as shown in the Brief at **Appendix 2**.

#### 5.4 West Ashton

The owners of the western part of Ashton Farm do not wish to sell their land for development during their lifetimes, and instead intend to continue farming the land. The Brief respects and accepts this and reflects it in the later (last) phase of this city expansion area. Due to the realignment of East Link, opportunities were taken to reconfigure some development blocks as shown in the Brief at **Appendix 2**.

#### 5.5 Inverness Campus and Castlehill

In discussion with members of the public during consultation events and through feedback from the Council's Access Officer, several opportunities have been identified to improve active travel connections. The Campus is a gateway site to the east of the city and, as such, a high degree of permeability for active travel is essential to promote a shift away from car use to more sustainable modes of transport (walking, cycling, by bus). These changes are shown in the Brief at **Appendix 2**. Further discussions are also underway with Inverness College UHI, and Highlands and Islands Enterprise on the early delivery of sports facilities on the Campus site identified in the Brief.

#### 5.6 East Link

As explained in detail below, Transport Scotland has announced a preference for the B variant of East Link and the Brief has therefore been amended, as shown in **Appendix 2**.

### 6. Relevant Road Schemes

#### 6.1 East Link – Transport Scotland

6.1.1 Transport Scotland previously announced its preferred route option for the A9/A96 Inshes to Smithton road project (better known as East Link) which had two variants A and B. This committee has previously agreed a preference for the B variant and on 16 May Transport Scotland announced the B-variant as their preferred route, which is what is shown in the Brief.

6.1.2 As the next stage of Transport Scotland's design work progresses, the exact alignment may vary and future developments will have to take account of this. The East Link project will include provision of an additional running lane on the south bound carriageway of the A9 to address peak hour safety issues of queueing up to Inshes Junction. Officers will maintain regular dialogue with Transport Scotland for the delivery of East Link.

#### 6.2 Inshes Junction Improvements – Highland Council

The Council (7 March 2018) agreed a capital programme commitment to fund improvements at Inshes Junction. In the shorter term the current overbridge will be widened and contractors began this work on 21 May which will continue for up to 22 weeks. Over the next four years preparatory work and design development for the wider scheme will continue, with construction of the overall junction improvements planned to commence 2023/24 with completion in 2024/25. The Council is currently in discussion with relevant landowners for the wider scheme and Officers will attend

local community council meetings this summer to assess requirements and discuss proposals with local people.

## **7. Implications**

- 7.1 Resource: Resources to complete statutory processes for adoption are allowed for within the service budget.
- 7.2 Legal: The Brief could be subject to legal challenge, but due process has been followed in its preparation and the Council therefore have a defensible position.
- 7.3 Community (Equality, Poverty and Rural): The Brief will help to deliver future development and infrastructure in Inverness, providing new and existing communities with housing, facilities and services.
- 7.4 Climate Change / Carbon Clever: The Brief was subject to Habitats Regulations Appraisal (HRA) and Strategic Environmental Assessment (SEA) in consultation with SEPA and SNH and relevant mitigation including climate change and carbon clever issues is incorporated into the Brief.
- 7.5 Risk: There are no known significant risks associated with the Brief.
- 7.6 Gaelic: Gaelic headings have been added to each section of the Brief.

Designation: Director of Development and Infrastructure

Date: 31 May 2018

Authors: Craig Baxter, Tim Stott, Una Lee, Scott Dalgarno  
Development Plans Team

Background Papers:

1. Adopted Inner Moray Firth Local Development Plan: July 2015
2. City of Inverness Area Committee Agendas and Minutes: February and June 2017

The above documents are available [online](#)<sup>2</sup>

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<sup>2</sup> [www.highland.gov.uk](http://www.highland.gov.uk)

**APPENDIX 1:  
LIST OF RESPONDENTS, SUMMARY OF COMMENTS ON ISSUES  
AND RECOMMENDED COUNCIL RESPONSE**

**List of Respondents**

**Note: Not all respondents commented on all sections of the Draft Brief. Comments on minor presentational issues are not summarised but were noted in finalising the Brief. The full comments can be read by clicking on the blue hyperlinked headings at the start of each section of this appendix.**

<b>Charity/ Club/ Third Sector Organisations</b>
Fields in Trust Royal society for the protection of birds(RSPB)
<b>Government/Statutory body/ Other Public Organisations</b>
Scottish Natural Heritage (SNH) Scottish Environmental Protection Agency (SEPA) Transport Scotland Highlands and Islands Enterprise Sportscotland Highlands and Islands Regional Transport Partnership (HITRANS) Historic Environment Scotland Scottish Water
<b>Development Industry</b>
Hazeldene (Inverness) Limited
<b>Members of the public and other individuals</b>
20 Members of the public and other individuals

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**[Vision](#)**

<b>Summary of comments:</b>
<u>Members of the Public and Other Individuals</u> Disagree that any development should be located in the area and the focus should be closer to the city centre and on brownfield sites to be more sustainable. If the housing market fails, there will be a

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surplus of housing and no market to supply

More money should be committed outwith Inverness to maintain community facilities, like public conveniences in Helmsdale

Landowners disagree that the land at Milton of Culloden South should be kept for Continued Farming Use and argue that the Green Network can only be achieved by extending development closer to the A96 at Milton of Culloden South as is shown in the IMFLDP. Leaving an undevelopable area would cause impacts on a gateway to the city.

Landowner requests that specific reference is made to the Stratton consent and appropriate hyperlinks are provided in the Introduction to the Brief and argues that the Brief contradicts the Development Plan and itself by not recognising the Stratton site has commenced development or the specific development plan policies about Stratton. Object the wording of paragraph 12 because it fails to recognise Stratton and only refers to potential future development at Ashton Farm. Object to the wording of paragraph 13 and the Vision Map because it does not reflect the original permission's town centre at Stratton or the Development Plan support for it and instead highlights Ashton Centre.

Government/Statutory body/ Other Public Organisations

Level of detail and rationale supported. Welcome emphasis placed on green and open spaces as well as green networks. Proposed retention of natural assets supported. Approach to promote active travel over private car use supported. Request that the Brief indicates a preference for native species being used where new tree and other planting is identified.

Support approach to provide easy access to green infrastructure and facilities and sports facilities in the character areas.

Welcome specific guidance on development of this area, which is justified by the forecasted levels of growth and social benefits of Inverness Campus. Suggest that at paragraph 14 a specific bullet point is used to highlight Inverness Campus. Offer to share an accurate masterplan for the Campus to help refine the Brief masterplan.

Charity/ Club/ Third Sector Organisations

Supportive of detail in Brief but emphasise importance of SPA and wider biodiversity of the area and that development should not compromise it, and recognise complexity of development given the SPA, A96 dualling and East Link schemes.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

Concerns about the potential impact of excess housing land supply are noted. However the principle of development of the area is well established through successive development plans and development delivery will be managed through appropriate phasing to manage supply and demand.

Concerns raised about Council investment outwith the city are noted, however these are not issues specifically addressed by the Brief and the comments about public toilets in Helmsdale have been passed to the relevant Ward Manager.

Based on the collective feedback from landowners at Milton Culloden South and consideration of the issues raised, the extent of developable land in this character area has been increased to ensure

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sufficient land is available to achieve the housing numbers (and development viability) in IMFLDP; to ensure the extent of development does not leave remnant, unworkable agricultural land, and to ensure future amenity land and active travel connections can be facilitated. Whilst the landowners proposed extending the land to within the safe operating distance of the close by aviation fuel pipeline and around the Scheduled Monument, this is not considered appropriate for the following reasons. A building set back from the A96 and provision of land for amenity enables the gateway (into the city) qualities of this location to be maintained and enhanced; safeguards the Scheduled Monument and its setting, and provides enough land for up to 425 homes. The Brief has been updated to reflect these changes, including additional text to clarify the character of the increased area.

The Brief specifically references the consented development at Stratton, which has progressed since Committee's approval of the consultation draft. The Brief has therefore been revised to reflect the latest situation and links to the planning portal are provided. Concerns were raised about potential impacts of Ashton Centre on the permission in principle consent for a town centre at Stratton. The Brief is based on an analysis of all existing community facilities and destinations across the east of the city, including the surrounding neighbourhoods of Cradlehall, Westhill, Smithton, Culloden and Balloch. This analysis identified that the optimum location for a new centre is at east Ashton. This location is therefore identified as the core area for new and existing communities to visit as a destination that has footfall generating uses including a new district park, high school with community facilities and mixed use centre that includes high density residential uses. The Brief does not seek to create competition between Stratton town centre and Ashton Centre, and considers them to be complementary. The consent at Stratton includes a town centre which provides for larger scale retail uses than the potential at Ashton Centre, where it is envisaged that commercial uses would form part of the ground floor of mixed use (residential) blocks fronting the Main Street. The distance between the two locations is approximately 500m and, once developed, the new road infrastructure will provide high quality active travel, public transport and vehicle connections linking the two destinations and their surrounding neighbourhoods, new and existing. The consent at Stratton does not include provision for a district park like that at Inshes District Park, or a high school with community facilities like those at the Inverness Royal Academy, both of which are known deficiencies in the east of the city. The Vision for the development of Inverness East encompasses all of the land within the boundary and adjacent neighbourhoods and the role of the Brief is to ensure the optimum locations are identified for the range of needs in the area whilst taking account of the planning context that already exists. The Vision Map has been amended accordingly. Concerns about the potential impact of future development within the Brief area on the Inner Moray Firth SPA and biodiversity of the area are noted. However, the green infrastructure that exists across the site has shaped the design and layout of the masterplan and is considered an important component of the Brief area. The SPA has been screened out for Habitats Regulation Appraisal (HRA) in agreement with Scottish Natural Heritage on the basis that the mitigation identified through the HRA process for IMFLDP will have to be followed by any future development proposals and the necessary safeguards are therefore in place for the SPA and wider green network.

### [Indicative Masterplan](#)

#### **Summary of comments:**

##### Members of the Public and Other Individuals

Active travel and road links should form a network across the city and this should be shown in the Brief.

The Brief promotes orienting properties to get the benefit of views but new development will take



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away views from existing properties which is unfair. The Brief should be revised to safeguard existing resident's views and should not promote development on areas at risk of flooding.

Landowner seeks boundary revision to exclude their land from development.

Landowner supports the allocation of their land for development and accepts the use of their land at risk of flooding for a District Park and the remainder within the Brief area for housing. Concerns are raised about phasing, and respondent argues that the 'late phase' is at odds with previous decisions made on development plan examinations.

Landowners disagree with the extent of developable land at Milton of Culloden South as it does not reflect IMFLDP. Argues that to achieve the housing numbers set out in IMFLDP for Inverness East, and to achieve an economy of scale for infrastructure from developer contributions, the extent of developable land should be extended and density of development should be increased (provides map sketch illustrating suggested Brief amendment). Suggest that development at Stratton will not be at the density originally proposed and that this could impact potential growth, and should be countered by increasing density in other areas. Argues that the A96 dualling and Draft Compulsory Purchase Order should not be used to prejudge the extent of the new road scheme or land required for its construction and suggests the Brief could impact on landowner compensation. Argues that the pipeline constraint setbacks are excessive and provides correspondence and plans from Scottish Gas Networks (SGN) and Compañía Logística de Hidrocarburos (CLH- the company responsible for the aviation fuel pipeline crossing the area) that suggests that the extent of set back for a "CLH Easement Strip" is 6m wide and, for the gas pipeline, since it is of twin wall construction, a safe building proximity of 6.1m each side of the pipe. Suggest that the Scheduled Monument should be incorporated within development, following a Planning Advice Note and notes the similar features currently being investigated in relation to East Link. Argues that the land shown that is not available for development would be uneconomical to farm and therefore have an adverse impact on a gateway location to the city.

Landowner objects to the Indicative Masterplan because it does not reflect the Stratton planning permission for a town centre or the Development Plan support for it but instead highlights Ashton Centre. Requests that the Indicative Masterplan and Road Hierarchy Maps are unified because the current maps are inconsistent and confusing.

Government/Statutory body/ Other Public Organisations

SEPA welcome approach to site layout to accommodate flood risk areas within greenspaces. Caution that the SEPA Flood Map is indicative and the actual extent of flooding may not represent the actual floodrisk- highlights the small channels present across parts of the site. Encourage more detailed flood risk assessment to inform detailed masterplanning of development proposals and advise to undertake this as early as possible, warning that if earlier phases progress without more detailed assessment, the options for revising site layout or development options could be impacted.

Scottish Water supportive of early approach to planning future development, welcome detailed masterplans as proposals progress and encourage developers to submit Pre Development Enquiry forms to fully understand any infrastructure mitigation required to support proposals.

HIE support the East Link B-variant but request that if the A-variant is chosen they are provided opportunity to comment on how this affects the configuration of land uses at Inverness Campus. HIE

HIE suggest that East Link will be incompatible with the overall place-making principles of the Masterplan and suggest linear parks along the side of East Link are used to create green buffers from

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the developed areas. Raise concerns that the Masterplan layout shows island pockets of small settlements within extensive greenspace and suggest the greenspaces are too large, when compared with the Inverness Campus central green space and suggest these issues should be reviewed.

HIE suggest that the allocation and distribution of sports, recreation and education allocations are reviewed to ensure they are as integrated as possible.

HIE suggest adding a bullet point about Inverness Campus at paragraph 18 and provide suggested text; suggest that the latest version of the Inverness Campus Masterplan is used to ensure the Brief reflects the most up to date situation, and request that Inverness Campus is referenced for tertiary education in the Education section at paragraph 29 and provide suggested text.

Transport Scotland request that the scheme objectives from the A9-A96 Inshes to Smithton are reflected throughout the Brief.

Charity/ Club/ Third Sector Organisations

To safeguard IMF SPA the requirements set out for the sites allocated in IMFLDP should be reiterated in the Brief and an additional section added providing further advice on the requirement for appropriate assessment and prioritising the prevention of disturbance from people engaged in recreation to roosting and feeding birds in the SPA. Suggest developers mitigate impacts by contribution to coastal trail network, restricting parking and promoting dog walking within the development site. Highlight wetland and other environments within the Brief area (most important areas are: adjacent to Cairnlaw Burn and Barn Church Road and Stratton Lodge Woodland) that provide habitat for a range of bird species. General concern raised about the impacts of development of farmland bird species and suggestion that appropriate mitigation should be required as well as overall biodiversity enhancements. Concerns raised over potential impact of groundworks on the floodplain and loss of wetland habitat for birds. Suggest that any necessary flood works allow the natural function of the floodplain to ensure diverse habitat.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to take account of points raised above.

The active travel and road links in the Brief area take into account the wider network across the city and the Masterplan comprises all of the maps and information contained within the Brief.

Private views are not a material planning consideration. However the existing residential amenity of neighbourhoods around the Brief area is a relevant consideration. Wording has been added to relevant sections of the Brief to reflect this.

No land is shown for development that is identified at risk of flooding in case of a 1 in 200 year flood event on the SEPA mapping.

The purpose of the phasing diagram is to link the number of homes to the infrastructure required to support the city's expansion. Land to the east of East Link identified as later phase is based on the assumption that it will be dependent on the construction of East Link and/or that the existing distributor road network even if extended will reach a point where no more development can be accommodated without East Link.

Based on the collective feedback from landowners at Milton Culloden South and further consideration of the issues raised, the extent of developable land in this character area has been

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increased to ensure sufficient land is available to achieve the housing numbers (and development viability) in IMFLDP; to ensure the extent of development does not leave remnant unworkable agricultural land, and to ensure future amenity land and active travel connections can be facilitated. Whilst the landowners proposed extending the land to within the safe operating distance of the close by aviation fuel pipeline and around the Scheduled Monument, this is not considered appropriate for the following reasons. A building set back from the A96 and provision of land for amenity enables the gateway (into the city) qualities of this location to be maintained and enhanced; safeguards the Scheduled Monument and its setting and provides enough land for up to 400 homes. The Brief has been updated to reflect these changes, including additional text to clarify the character of the increased area. Whilst the comments suggest wayleave set backs from the pipelines from the relevant operators, the Health and Safety Executive would require to be consulted to determine the safe building distance from the high pressure gas pipeline through the HSE Planning Advice Team. The revised Milton of Culloden layout is set back from the gas pipeline, future development proposals should consult the HSE Planning Advice Team to ensure their proposals are a safe distance from this infrastructure. Wording has been added to the Brief to clarify this point.

The Council's approved Inner Moray Firth Local Development Plan and National Planning Framework 3 both endorse the principle of improving the A96. Given that, at its Inverness end it has to connect in to the A9 at Raigmore interchange (and to the start of East Link) options for its alignment through the Brief area are very limited. If we also accept that improvement means dualling, grade separated junctions and adequate mitigatory landscaping then the current Transport Scotland scheme or a very similar scheme should be approved. Whilst it is noted that the A96 road scheme will be the subject of a public local inquiry and there may be some fine tuning of the road and CPO extents this will not be known for some time. In the interim, it is reasonable that the Council proceeds on the latest available information to inform the land uses identified in the Brief. Should there be a significant departure from this information, the Council may seek to clarify or amend that particular issue in future.

The Indicative Masterplan drawing shows the Ashton and Stratton centres correctly as mixed use. Concerns were raised about potential impacts of Ashton Centre on the permission in principle consent for a town centre at Stratton. The Brief is based on an analysis of all existing community facilities and destinations across the east of the city, including the surrounding neighbourhoods of Cradlehall, Westhill, Smithton, Culloden and Balloch. This analysis identified that the optimum location for a new centre is at east Ashton. This location is therefore shown as the core area for new and existing communities to visit with uses including a new district park, high school with community facilities and mixed use centre that includes high density residential uses. The Brief does not seek to create competition between Stratton town centre and Ashton Centre, rather it considers them to be complementary. The consent at Stratton includes a town centres which provides for larger scale retail uses than Ashton Centre, where it is envisaged that commercial uses would form part of the ground floor of mixed use blocks fronting the Main Street. The distance between the two locations is approximately 500m and, once developed, the new road infrastructure will provide high quality active travel, public transport and vehicle connections linking the two and surrounding neighbourhoods, new and existing. The consent at Stratton does not include provision for a district park like that at Inshes District Park, or a high school with community facilities like those at the Inverness Royal Academy, both of which are known deficiencies in the east of the city. The Vision for the development of Inverness east encompasses all of the land within the boundary and adjacent neighbourhoods and the role of the Brief is to ensure the optimum locations are identified for the range of needs in the area whilst taking account of the planning context that already exists, the Vision Map has been amended accordingly.

The IMFLDP Developer Requirements must be followed when progressing planning applications for

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allocated land within the Brief area. Detailed Flood Risk Assessment is a requirement for all sites shown to be at risk of flooding in the case of a 1 in 200 year flood event on the SEPA mapping. The Council's preference is for a strategic study to inform an overall approach to managing flood risk and surface water within the sub-catchments in the Brief area and wording has been added to the Brief for clarity.

Concerns raised about East Link not being compatible with good placemaking principles are noted. However, Designing Streets (Scottish Government, 2010<sup>1</sup>) describes such a route as a "thoroughfare within an urban setting" (p4) and it is therefore regarded as a street with a high movement function, rather than a Design Manual for Roads and Bridges Road, and the design of the land around the road therefore follows the principles and guidance in Designing Streets.

The Council do not agree that that there is excessive green space, or that the masterplan creates island pockets of small settlements. Rather, the green infrastructure is an integral place-making component that contributes to the character and layout of new neighbourhoods and creates opportunities for informal recreation for all new neighbourhoods.

The Brief area represents a major urban expansion of the city including around 3,000 new homes. Existing sports pressures (e.g. Inverness Pitches Review, 2013<sup>2</sup>) will only increase with increased population and therefore the Brief seeks to ensure sufficient sports pitch provision, including shared high school/ community sports facilities, sports within Ashton District Park (similar to Inshes District Park) and sports facilities at Inverness Campus. These various facilities are identified across the Brief area and within different phases of development to coincide with existing needs, future development and emerging new communities. Text has been added to the Brief for clarity.

It is not considered necessary to repeat the Developer Requirements from IMFLDP, Section 6 of the Brief explicitly references the need for developers to follow them.

The reference to Coastal and Landward Trails in Section 6 is the mechanism whereby a developer may be required to contribute as part of mitigation of impacts on the Inner Moray Firth SPA. Wider concerns about biodiversity are noted, however the Green Infrastructure on the site was a character defining feature in setting out the land uses shown in the Brief, it is considered that the green network is appropriately safeguarded.

## Key Infrastructure

([Education](#); [Dedicated Cycleway](#); [Transport](#); [Energy](#); [Green Infrastructure](#); [Waste & Recycling](#))

### Summary of comments:

#### Members of the Public and Other Individuals

Green space identified is the minimum required and should be increased.

Dedicated Cycleway should connect to Stadium Road.

Disagree that the idea of a rail halt on either line is a good idea or economically viable.

Disagree that an at grade crossing over a dualled Barn Church Road will provide a high quality link,

<sup>1</sup> Scottish Government (2010). Designing Streets. The Scottish Government, Edinburgh. Available [online](#).

<sup>2</sup> Highlife Highland, The Highland Council (2013). Inverness Sports Pitches Review.

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suggests underpass like Culloden Avenue.

Schools are already at or over capacity and are needed now. Infrastructure needs (including schools) should be met before permitting new development.

Concerns about increased traffic from new development and the dualling of Barn Church Road and A96 including from traffic choosing to divert to the B9006. Suggest restricting Barn Church Road to 30mph with 20mph around school for a range of road safety concerns and to promote active travel.

Support for dedicated cycleway and suggests addition of tramway to tackle vehicle congestion and offer an alternative to active travel for winter months. Example drawn from Edinburgh that includes promoting multi-mode trips by providing cycle storage on trams. Cites improved accessibility, well-being, reduced pollution and congestion as benefits of such an approach.

Landowner raises concerns about East Link adding to existing road congestion problems and suggests the East Link should be dual carriageway and delivered in advance of development to prevent exacerbating existing problems. Also suggests that land in ownership could be made available for active travel links to existing Cradlehall communities in relation to obtaining permission for a single house plot on land to the south of the Brief boundary at Cradlehall.

A new doctor's surgery and pharmacy will be needed due to existing services being at capacity. Pubs should not be allowed, an M&S Food Hall should be encouraged, a general store and a new church would also be appreciated. Bungalows for sheltered accommodation for the elderly are needed.

Support approach for sustainable and energy efficient design and suggest a proportion of development should be energy neutral.

East Link proposals are not detailed in document. Suggest the route should be designed to prioritise people and community before cars, at 30mph speed limit to encourage walking and cycling and with bus stops to prioritise public transport over private vehicles. Active travel may be severed on important routes to schools.

Support for dedicated cycleway and suggest each new school is designed with such features. Safe routes to school should be designed to a high standard to funnel children to a safe pedestrian school entrance along with safe drop off zones within 100-200m of school.

Landowner objects to the Brief and argues that it should not prejudice the A96 dualling statutory processes. Argues that it is premature and unacceptable for the Brief to assume the A96 land take and that that the current draft Compulsory Purchase Orders would significantly reduce development area at Stratton and East Seafield and would compromise the SUDS infrastructure for the area, which already have planning permission. Indicate that attempts to communicate on these issues with Transport Scotland have been unsuccessful and that a protracted legal process is likely and therefore the Brief should not proceed any further until the matters are resolved.

Landowner object to the identification of the Recycling Centre Site on their land and argue it has inappropriate access and state that there have been no prior discussions with them about this potential land use.

Landowner queries the rationale for the location of the district park and seeks clarity that if flood risk was an influencing factor, that the extent of development can change if detailed flood risk analysis

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demonstrated a smaller area is at risk of flooding. Suggests that allocation of such a land use places an unfair burden on the landowner, despite the assurances made in the Brief. Queries if the value of £1M per hectare for education land cited in the draft Developer Contributions SG should be assumed for the value of the district park. Questions if the cost per house will apply to development of land in same ownership as district park or if a discount will be provided and requests clarity.

Government/Statutory body/ Other Public Organisations

Supportive of strong active travel component which may help limit any negative effect on city centre air quality issues.

Welcome inclusion of an Energy section.

Welcome inclusion of a waste and recycling section but flag potential sensitivity of sensitive receptors to use.

Welcome strong emphasis on green infrastructure and approach to safeguard the water environment. Suggest including watercourses to green infrastructure maps.

Scottish Water Horizons welcome the opportunity to seek energy efficiency and carbon reduction measures and invites Council to liaise with them.

A suite of transport network improvements commitments have been made by Scottish Government that will ensure growth of the brief area is accommodated without any detriment to the strategic road network.

Welcome the step change in active travel provision identified in the Development Brief. The facilities proposed are essential to helping this area realise the Scottish Government objective for 10% of all journeys being by bike and encouraging more people to walk for shorter journeys.

Request that where a link provides a route on a desire line it is suitable to walk and cycle.

Welcome the proposed segregated facility on the 'Main Street' that will help embed cycling into the core infrastructure of the area and encourage this route to be extended across and alongside Barn Church Road.

Request explicit requirement for developers to ensure connections to the active travel network rather than just to the extent of their site.

It is critically important to ensure that every opportunity for crossing points on desire lines across the strategic transport network and the new East Link is provided. Without safe regular crossing points for pedestrians and cyclists, the A9, A96, Highland Mainline and East Link can sever these new development areas from local amenities. As school catchments will straddle the new East Link it is important that signalised or grade separated crossings are provided at regular intervals. The proposed active travel and public transport corridor between the Inverness Campus and Retail Park will also help improve connectivity in this area.

Welcome the proposals for a key bus artery along the main street and suggest the local road network be flexible to accommodate other routes as key trip generators identified.

Support maximising footfall along main street to promote public transport use and suggest ensuring bus priority at key junctions.

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Suggest adding vehicle access from Ashton West to eastern end of Inverness Retail and Business Park and encourage further consideration about how buses will access the proposed park and ride facility at Stratton.

HITRANS will be considering the provision of a new rail station to serve the area at Seafield, Inverness Campus or Stratton. The HITRANS Regional Transport Strategy calls for all rail approaches to Inverness to be double-tracked, and this is likely to be required to achieve hourly frequency. The new station at Inverness Airport (Dalcross) will open up journey opportunities for East Inverness residents to access rail services to Aberdeen and to Inverness, in addition to inbound trips to the airport, and its business park. Currently rail does not offer a viable option for daily trips to the Retail Park, Campus or Raigmore from the east or the north. Any new station must offer good frequency, particularly in the peak which assists in combatting congestion while opening up employment and education opportunities to the whole population of the Inner Moray Firth. Feasibility work will assess market demand, technical issues including signalling, gradient and curvature, consider abstraction from other stations, and provide an indicative cost.

Freight Transport requires quick 24/7 access between the trunk road network and commercial premises and may use the East Link rather than Raigmore Interchange to move from A9 northbound to A96 eastbound. Traffic from the A82 heading east would also follow the same route, including timber trucks.

It is highly likely that electric vehicle ownership will dramatically increase in the next few years and is projected to be the principal vehicle type in the timeframe anticipated in the Brief. It is vital that vehicle charging is provided for both residential and public areas. Consideration should also be given for Car Club parking and their promotion through new development.

HIE support the approach to active travel across the area and to public transport and encourage the use of developer contributions to support bus provision through Inverness Campus. HIE indicate their willingness to continue dialogue on the potential for a rail halt in the Brief area. Suggest the role that Inverness Campus plays in the delivery of Green Infrastructure objectives of the Brief is specifically recognised.

Transport Scotland recommend removing paragraphs 40-42 referring to a rail halt in the absence of such a commitment in the Development Plan or alternatively clarify that such work would be informed by a wider appraisal based on Scottish Transport Appraisal Guidance.

Transport Scotland suggest amending paragraph 48 to reflect that it will be their rigorous assessment process that will establish the preferred line for East Link, based on the approach set out in the Design Manual for Roads and Bridges, and not the Development Brief or Public Consultation, which the Brief currently implies.

Charity/ Club/ Third Sector Organisations

Supportive of food growing strategy and welcome requirement for SUDS which can deliver biodiversity benefits- suggest referring to guidance document that explains how SUDS can be integrated with design and biodiversity benefits.

Suggest section on Green Infrastructure provides further guidance of biodiversity conservation and enhancement expectations, including retaining trees and hedges; creating weed and wildflower meadows and verges; installing Barn Owl boxes; requiring new planting schemes to be native species of Scottish provenance; appropriate species planting in riparian zones; fenced burnsidings to provide

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wildlife refuges; nesting opportunities in bank and riparian areas and, retention of natural watercourses and mature woodland.

Suggest the Fields in Trust guidance for outdoor space “Beyond the Six Acre Standard” is followed by the Development Brief.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

The green infrastructure shown across the Brief area is beyond the minimum required by the Council’s Open space in new residential developments Supplementary Guidance. It is an integral component of this city expansion area that offers biodiversity, health, placemaking and other benefits.

Crossing opportunities over the future dualled Barn Church Road have been identified through the planning and road construction consent processes, these include at grade lights controlled crossings.

Concerns about school travel safety and capacities are noted. The phasing diagram and table in Section 7 of the Brief identify where infrastructure will be required to support new development. Specific road safety measures for schools will require to be considered once designs are developed for the school sites, and Safer Routes to School reports are prepared by individual schools, which will be progressed as school sites are developed. The layout in the Brief is highly permeable and well connected, the majority of residential streets expected to be 20mph or less, facilitating easy pedestrian and cycle trips to key destinations, including schools.

Comments from HITRANS set out their intention to undertake feasibility work to assess market demand, technical issues and indicative costs for a rail halt. To ensure transparency of work going on in the area, it would not be appropriate to remove reference to this work, however, text has been added to clarify the approach being taken.

East Link is being progressed in line with the objectives of the scheme set by Transport Scotland. The phasing diagram reflects the need for development and infrastructure provision to progress in parallel.

Potential active travel links shown in the Development Brief will require to be secured as part of future development proposals. The plot of land indicated on the sketch submitted by a landowner is outwith the Brief boundary and the potential for this site to be developed will therefore be a matter for Development Management, if a planning application comes forward for the site in future.

Encouragement for retail and church uses are noted. The Brief identifies land uses across the area for a mix of uses as explained in detail in the character areas of the Brief and, for mixed uses, these are defined in Appendix 3.

Comments requesting that the Brief prioritises people over vehicle movements are noted and this theme has been a driving force behind the vision and strategy for the Brief, as recognised by supportive comments, including from HITRANS. Active travel opportunities across the Brief area are shown in the Active Travel Map and officers continue to meet regularly with Transport Scotland to ensure East Link is designed in a way that is compatible with surrounding future land uses.

The Council’s approved Inner Moray Firth Local Development Plan and National Planning Framework 3 both endorse the principle of improving the A96. Given that, at its Inverness end it has to connect



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in to the A9 at Raigmore interchange (and to the start of East Link) options for its alignment through the Brief area are very limited. If we also accept that improvement means dualling, grade separated junctions and adequate mitigatory landscaping then the current Transport Scotland scheme or a very similar scheme should be approved. Whilst it is noted that the A96 road scheme will be the subject of a public local inquiry and there may be some fine tuning of the road and CPO extents this will not be known for some time. In the interim, it is reasonable that the Council proceeds on the latest available information to inform the land uses identified in the Brief. Should there be a significant departure from this information, the Council may seek to clarify or amend that particular issue in future. The alleged loss of land value is a matter for commercial negotiation and if necessary the Lands Tribunal not the Brief.

Objections to the location shown for a future recycling centre are noted, however based on the potential future requirements for such a facility to serve the east of the city and beyond, and the likely influence of the A96 on developable land, this location provides the most appropriate site. The access currently shown is indicative and will require detailed design to an adoptable standard appropriate for such a land use if and when a planning application is progressed for the site. Any such proposal will require to give due regard to neighbouring (or future proposed) land use (residential).

Ashton District Park is shown in the Indicative Masterplan map for this use only. This land use is fixed to ensure the future delivery of a strategic park facility, similar to Inshes District Park, in the east of the city. Detailed Flood Risk Assessment will be required for the land adjacent to this site to ensure it is not subject to an unacceptable risk of flooding. For the purpose of developer contributions, the land acquisition component of the district park is based on agricultural land value because this land is not physically capable of development due to its risk of flooding. Similarly, it is not considered that housing land value should be assumed for the land allocated for education, and these costs, as set out in the Brief, will have to be determined by the District Valuer at the time of negotiating developer contributions. If an application is progressed to the point of negotiating a legal agreement for the various infrastructure set out in Section 6 of the Brief, the Council may consider the transfer of land, valued appropriately, as a part of the developer contributions.

Support from Scottish Water for the Brief's approach to energy efficiency and carbon reduction is noted and offer of support welcomed. The Development Plans team have shared the contact details provided with the Council's Energy Team who are currently scoping energy opportunities across Highland, and will continue to liaise with Scottish Water and others.

HITRANS' request to maximise crossing points across the strategic transport network are noted and have been a key consideration in the preparation of the Brief to achieve a modal shift to more active and sustainable forms of transport. Development Plans officers continue to meet regularly with Transport Scotland to ensure East Link is designed to accommodate the future delivery of active travel links on key desire lines identified in the Brief. As development proposals progress in the Brief area, the detailed design of the transport network will require to be designed to reflect the street hierarchy defined by the Brief. Where necessary, this may include the accommodation and prioritisation of public transport. As proposals progress it is noted that HITRANS are considering provision of a rail halt at several possible locations, this is welcomed and is reflected in the Brief.

Comments about the likely increase in electric vehicles during the Brief's anticipated timeframe are noted. Whilst there is currently no Highland Development Plan policy specifically addressing this need, paragraph 275 of SPP sets out that development plans should make such provision and therefore supportive text has been added to the Brief.

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Since the draft Brief was prepared, Transport Scotland has announced that B-variant will be progressed for the East Link road. The text relating to the decision about these options has therefore been removed.

Comments from RSPB requesting that further emphasis is placed on the important role of green infrastructure are noted and text has been added to the Brief.

The Council has a corporate commitment to maintain and enhance sports and recreational facilities across Highland. The Fields in Trust Scotland Guidance is an update of previous, largely quantitative, standards and targets for outdoor sport and play space provision. The Highland Council already applies very similar guidance and targets via its statutory Supplementary Guidance Open Space in New Residential Development. The Brief makes clear that this Guidance will be applicable to development proposals within its boundary. The quantity of formal and informal green space indicated on the masterplan is in excess of the quantitative target required within national and Highland guidance. Therefore the Brief safeguards sufficient land to accommodate outdoor sport and play space provision. Direct provision will occur within the school site proposals and the district and neighbourhood parks with smaller scale facilities being negotiated via individual planning applications within residential areas. Accordingly, no change is required to the Brief in respect of this issue.

## West Ashton

### **Summary of comments:**

#### Members of the Public and Other Individuals

Neighbour at boundary of Brief area raises concerns about impact of new development on views from garden and on wider residential amenity of Resaurie. Suggests a buffer area between existing dwellings and new development. Suggest adjacent new active travel links may make the existing road attractive for vehicles parking and raises concerns about potential impacts for existing residents, active travel and recreation users of the road. Indicates that there have been occasions when flooding has occurred on the land identified for housing north and west of Resaurie.

#### Government/Statutory body/ Other Public Organisations

Note Brief is based on East Link B-variant but highlight that decision has not yet been made on which variant is preferred and that the A-variant bisects a Scheduled Monument. Welcome the approach of in situ preservation of the monument and recommend reference is made to it in the West Ashton Section.

HIE suggest using the extent of landownership to define the Inverness Campus/Castlehill area boundary and that further reference be made to the land north of the railway line having potential for expansion of Inverness Campus.

### **Recommended Council response:**

Support for the approach taken in the Brief is noted. A series of minor amendments have been made to the Brief that take account of points raised above.

Concerns about the potential for impacts on residential amenity are noted and wording has been added to the Brief to ensure this issue is taken into account where relevant.

Once new road infrastructure is delivered, including East Link and the Main Street, and the district

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park is developed, it is not considered likely that parking issues will arise at Resaurie. This is because parking will be designed into this facility and, by creating attractive effective active travel routes from existing neighbourhoods, but limiting direct vehicle access, it will be more desirable and convenient to walk or cycle than to drive.

Concerns about development where areas have been known to flood are noted. No development is shown on areas at risk of flooding in the case of a 1 in 200 year flood event on the SEPA mapping. Flood Risk Assessment will be required for all relevant sites, as set out in IMFLDP.

Transport Scotland have now announced their preference for the East Link B- variant, meaning the Scheduled Monument within the West Ashton Character area is avoided, and is now incorporated into the surrounding land uses in the Brief.

Whilst HIE request their entire land holding is shown as one character area, this is not considered necessary. The character areas identified in the Brief use built and natural landscape features, like the Highland Mainline railway, future East Link road, and Stratton Lodge woodland, which create the character of the current area and will be influential in the design of new development.

## East Ashton

### **Summary of comments:**

#### Members of the Public and Other Individuals

Strong support for creating a high density main street with frontage to create character, identity and purpose. Request that 3 and 4 storey building must have individual character.

Landowner at Resaurie requests that their land is excluded from the Brief area as it already has planning consent.

Landowner objects to Brief and argues that the proposal for Ashton Centre is at odds with the Development Plan and the consented Stratton development, which features a new town centre. Indicates that the site allocations at Ashton Farm in IMFLDP do not include retail or leisure uses. Argues that the proposal for Ashton Centre is an unreasonable competitor location to Stratton with no evidence of need that undermines the consented Stratton town centre. Indicates that previous discussions and agreement with the Council resulted in the identification of Stratton as the preferred town centre location for the east of the city to serve new communities and those existing (Culloden and Smithton), which were originally developed without their own centre. Suggests that the Ashton Centre proposal only takes into account the need for future communities at Stratton and Ashton Farm which obscures the optimum location for a new town centre and argues that when the needs of Smithton and Culloden are taken into account Stratton is the optimum. Objects to the current concept of Ashton Centre and its inclusion in the Brief.

#### Government/Statutory body/ Other Public Organisations

Welcome approach to integrate community facilities into new high school and suggest this could include community pitches. To identify the mix of sports facilities, suggest the wider Inverness area is considered in terms of what facilities are available to inform what facilities should be on site and Sportscotland offer to assist with this.

### **Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

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Concerns raised by residents at Resaurie about their land being included within the Brief are noted. Given that the area concerned does not provide strategic land use opportunities and single house applications are best be addressed through the Development Management process the Brief boundary has been amended to exclude this area.

Concerns were raised about potential impacts of Ashton Centre on the permission in principle consent for a town centre at Stratton. The Brief is based on an analysis of all existing community facilities and destinations across the east of the city, including the surrounding neighbourhoods of Cradlehall, Westhill, Smithton, Culloden and Balloch. This analysis identified that the optimum location for a new centre is at East Ashton. This location is therefore identified as the core area for new and existing communities to visit as a destination that has footfall generating uses including a new district park, high school with community facilities and mixed use centre that includes high density residential uses. The Brief does not seek to create competition between Stratton town centre and Ashton Centre, rather it considers them to be complementary. The consent at Stratton includes a town centre which provides for larger scale retail uses than Ashton Centre, where it is envisaged that commercial uses would form part of the ground floor of mixed use blocks fronting the Main Street. The distance between the two locations is approximately 500m and, once developed, the new road infrastructure will provide high quality active travel, public transport and vehicle connections linking the two and surrounding neighbourhoods, new and existing. The consent at Stratton does not include provision for a district park like that at Inshes District Park, or a high school with community facilities like those at the Inverness Royal Academy, both of which are known deficiencies in the east of the city. The Vision for the development of Inverness east encompasses all of the land within the boundary and adjacent neighbourhoods and the role of the Brief is to ensure the optimum locations are identified for the range of needs in the area whilst taking account of the planning context that already exists, the Vision Map has been amended accordingly.

The Council accepts that it is seeking, through the Brief, to make a minor adjustment to the precise mix of uses within East Ashton compared with that listed within the approved Inner Moray Firth Local Development Plan. However, as explained above and elsewhere within this appendix, the Brief promotes Ashton Centre as a hub that will be complementary to, not competing with, the Stratton Centre. Any retail and leisure uses will be ancillary to other destination uses and higher density housing at this location.

The Brief identifies the potential to share facilities delivered at the High School with the community, similar to the approach used at Inverness Royal Academy. When the high school is being designed, the exact need for sports facilities to meet school and community needs will be considered. Shorter term provision is identified in the Brief at Inverness Campus, and there are also opportunities for grass pitches and other less formal provision within parks.

## **Stratton**

### **Summary of comments:**

#### **Members of the Public and Other Individuals**

Landowner welcomes the recognition of the consent granted for Stratton, but reiterates earlier point that this consent should be recognised throughout the Brief. Objects to Brief and argues that the Brief is contradictory because it requires Stratton, which already has consent, to follow the principles of the Brief. Notes the lack of prominence to the consent for a new town centre and suggests that the Brief could be read to conclude the Stratton town centre is subservient to the proposed Ashton Centre. Argues the relative prominences given to the two centres are

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unreasonable, undermines the planning permission for Stratton and has potential to undermine investment confidence in the Stratton permission. Disagrees with the siting of the recycling centre site, which is argued to not have access and is not authorised in the consent for Stratton and is therefore contrary to this consent. Requests that section is rewritten to recognise the Stratton planning permission. Disagrees with paragraph 88 about the “driver of development changing from retail to residential” and suggests the uses all remain in tact and that the change brought about by the 2016 consent was simply to reflect the changing market demands. Question if this misleading representation led to the conclusion to propose a centre at Ashton and request the section is clarified and based on fact, alternative wording is suggested for the paragraph. Object to paragraph 89, suggests it is incomplete and suggests additional text to explain the Stratton planning permission.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

Text has been added to the Brief to provide further clarity about the consent at Stratton. The Brief does not contradict the Stratton consent, but rather provides further detailed guidance on how the Council expects development to proceed across the entire area, including Stratton. With the exception of the first phase of Stratton, applicants are still required to set out the detail of their proposals through Matters Specified in Condition applications, therefore it is entirely reasonable that such proposals are aligned with the Brief.

Objections to the location shown for a future recycling centre are noted, however based on the potential future requirements for such a facility to serve the east of the city and beyond, and the likely influence of the A96 on developable land, this location provides the most appropriate site. The access currently shown is indicative and will require detailed design to an adoptable standard appropriate for such a land use if and when a planning application is progressed for the site. Any such proposal will require to give due regard to neighbouring (or future proposed) land use (residential).

## [Milton of Culloden South](#)

**Summary of comments:**

Members of the Public and Other Individuals

Landowners argue that phasing of the development should be flexible to allow development to happen concurrently with phase S3 at Stratton or once a new school is built at Stratton. Provides map sketch of amendments to Brief and suggests that a generous supply of green space (including the incorporating the Scheduled Monument into development land; and using Stratton Lodge’s former front lawns as an alternative village green) would meet requirements for open space for 425 houses. Argue extent of development towards A96 should increase and that pipelines are not a constraint to development. Argues that Stratton Lodge former front lawns should be the village green for the area and that the local community already have provision off Keppoch Road that could benefit from improvement. Suggest increase in density of development and a ‘distributor loop road’ and alternative emergency vehicle access route.

Government/Statutory body/ Other Public Organisations

Welcome the commitment to sensitive redevelopment of the listed Stratton Lodge. Suggest that the presence of the Scheduled Monument in this area is specifically referenced in the development

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criteria.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

The phasing of Milton of Culloden South is to ensure infrastructure is in place to support new communities (e.g. roads, education) and that unacceptable pressures on infrastructure are not created by allowing development that cannot be accommodated.

Based on the collective feedback from landowners at Milton Culloden South and further consideration of the issues raised, the extent of developable land in this character area has been increased to ensure sufficient land is available to help achieve closer to the housing numbers (and development viability) initially conceived in IMFLDP; to ensure development does not create unworkable agricultural land, and to ensure future amenity land and active travel connections can be facilitated. Whilst the landowners proposed extending the land to within the safe operating distance of the closeby aviation fuel pipeline and around the Scheduled Monument, this is not considered appropriate. A building set back from the A96 and provision of land for amenity enables the gateway (into the city) qualities of this location to be maintained and enhanced; safeguards the Scheduled Monument and its setting and provides enough land for up to 400 homes. The Brief has been updated to reflect these changes, including additional text to clarify the character of the increased area. Whilst the comments suggest wayleave set backs from the pipelines from the relevant operators, the Health and Safety Executive would require to be consulted to determine the safe building distance from the high pressure gas pipeline through the HSE Planning Advice Team.

The masterplan sketch provided in support of landowners at Milton Culloden South does not reflect the placemaking priorities or layout shown in the Brief. The masterplanning of this area will be expected to follow the principles set out in Designing Streets, which are reflected in the Brief in the Indicative Masterplan Map in Section 2; Milton of Culloden South character area in Section 4 and Placemaking Principles in Section 5. The extent of development of land within Stratton Lodge may not reflect the extent shown in the masterplan sketch provided, and will be informed by detailed assessment and supporting information, including a recreation access management plan, woodland management plan as well as having due regard to the listed building and its setting.

The potential of restoring the front lawns of Stratton Lodge to serve as a village green may be acceptable as part of the public open space provision for the area. However, without any supporting information on how this land will be made available as a public open space, particularly in relation to public perception of it being private or public, it is not considered to provide a viable alternative to the village green identified in the Indicative Masterplan in the Brief.

## [Inverness Campus and Castlehill](#)

**Summary of comments:**

Members of the Public and Other Individuals

There should not be a through road from Castlehill Gardens to the development land. This is to safeguard current residential amenity, road safety and to preserve the character of the area. A new access from the East Link roundabout would be preferable. New development should be sensitive to the open aspects enjoyed by the existing community

Government/Statutory body/ Other Public Organisations

HIE support reference to Inverness Campus at paragraph 100 but request an amendment of wording

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of paragraph 99 and the Development Criteria to reflect that the range of consented uses are more wide ranging than employment.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

Concerns about potential impacts on existing residential amenity and road safety at Castlehill Gardens are noted. The Brief does not show vehicle access from Castlehill Gardens to the land to the north. Instead it only shows active travel connections and the primary vehicle access from the future East Link or existing roundabout at Cradlehall Business Park. Text has been added to the Brief to ensure potential impacts on residential amenity are taken into account.

## Placemaking Principles

([Housing Mix & tenure](#); [Block Structure & Density](#); [Street hierarchy](#); [Street Design](#); [Frontages](#); [Other Design Considerations](#))

**Summary of comments:**

Members of the Public and Other Individuals

Landowners present map sketch of suggested Brief amendments and suggests boundary of phase M2 is extended to include all land allocated in IMFLDP, argue for a distributor loop road connecting from THC Stratton road to serve land that can increase density of development and promote higher density at Caulfield Road and south of Stratton Lodge; and emergency vehicle only access along the track from Keppoch Road.

East Ashton has the highest density housing but is farthest away from the proposed primary schools. Consideration should be given to highest and medium density housing being closest to the primary schools.

Landowner reiterates request that the Indicative Masterplan and Road Hierarchy Maps are unified because the current maps are inconsistent and confusing. Objects to Brief because Barn Church Road, even though identified as the main street for Stratton town centre in the relevant planning permission, is not coloured on the hierarchy drawings.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

The phasing of Milton of Culloden South is to ensure infrastructure is in place to support new communities (e.g. roads, education) and that unacceptable pressures on infrastructure are not created by allowing development that cannot be accommodated.

This character area is at the edge of the Inverness Settlement Development Area and is expected to reflect this both in terms of design and density, particularly along the northern and eastern edges.

The masterplan sketch provided in support of landowners at Milton Culloden South does not reflect the placemaking priorities or layout shown in the Brief. The masterplanning of this area will be expected to follow the principles set out in Designing Streets, which are reflected in the Brief in the Indicative Masterplan Map in Section 2; Milton of Culloden South character area in Section 4 and

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Placemaking Principles in Section 5. The extent of development of land within Stratton Lodge may not reflect the extent shown in the masterplan sketch provided, but will be informed by detailed assessment and supporting information, including a recreation access management plan, woodland management plan as well as having due regard to the listed building and its setting, as set out in the Brief.

The potential of restoring the front lawns of Stratton Lodge to serve as a village green may be acceptable as part of the public open space provision for the area. However, without any supporting information on how this land will be made available as a public open space, particularly in relation to public perception of it being private or public, it is not considered to provide a viable alternative to the village green identified in the Indicative Masterplan in the Brief.

The highest density housing will provide the closest access to Ashton and Stratton centres. The Active Travel Map identifies the key links to be provided to schools as part of future development proposals and these are reflected in the Street Hierarchy map.

The Indicative Masterplan map has been revised to provide clarity and remove potential confusion.

## Infrastructure Delivery

### **Summary of comments:**

#### Members of the Public and Other Individuals

Landowner notes that developer contributions are heavily dominated by school contributions and rates have been introduced without consultation with developers. The rates risk driving down land values and this may result in landowners being reluctant to sell their land.

Landowner objects to the Brief and states that there is already a legal agreement tying the land at Stratton to certain planning obligations and that the terms in the Brief cannot be a replication of costs or requirements in addition, or superseding the signed legal agreement for Stratton land. Suggests the Brief is revised to clarify and take account of the existing legal agreement with specific reference to Stratton and the phasing schedule in the latest permission to add clarity to the Brief.

Landowner suggests paragraph 157 should state the requirement for ransom free access should have the words "and including" added after 'up to' in the sentence referring to ransom free access and that paragraph 150 makes the same reference as paragraph 157 about use of section 75 agreements or planning conditions- suggests these two paragraphs could be merged.

### **Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

Developer contributions are based on rates set out in the Draft Developer Contributions Supplementary Guidance, and by calculations explained in the Brief, both of which were consulted on, through the draft Brief and revised Developer Contributions Supplementary Guidance.

There is a legal agreement in place for Stratton and this is reflected in the Brief. There is a review clause within that legal agreement that provides for a review of contributions towards Education, which may be revised to reflect needs at that time.



**APPENDIX 1:**  
**LIST OF RESPONDENTS, SUMMARY OF COMMENTS ON ISSUES**  
**AND RECOMMENDED COUNCIL RESPONSE**

**Phasing**

**Summary of comments:**

Members of the Public and Other Individuals

Landowners raise concerns about phasing and argue that the 'late phase' is at odds with previous decisions made on development plan examinations.

Landowner objects to Brief and states that the phasing is at odds with that set out in the Stratton planning permission. Requests that the phasing is revised to reflect the approved phasing for Stratton

Landowners argue that phasing of the development should be flexible to allow development to happen concurrently with phase S3 at Stratton or once a new school is built at Stratton.

**Recommended Council response:**

Support for the approach taken in the Brief is noted, a series of minor amendments have been made to the Brief that take account of points raised above.

The portion of Mr Hutcheson's landholding at the former Cradlehall Farm that lies within the Brief area currently does not have a road access that would make it suitable for development. The respondent is correct to identify that the land was phased for development in the period 2016-2021 on Map 6 of the Highland wide Local Development Plan (HwLDP) 2012. However, this timescale was based on the assumption that East Link and connecting distributor road improvements would have progressed far faster than they have in reality. Paragraph 11.2 of the HwLDP makes it clear that development in this area is dependent upon improvement in roads and other supporting infrastructure. East Link includes the link to the back of the Inverness Retail and Business Park so if Mr Hutcheson's site were to be accessed from that direction then it is obviously East Link dependent. The only other practicable road access solution is through the eastern portion of Ashton Farm. The development of this eastern portion has to happen first to provide the road connection through to Mr Hutcheson's land. Given the quantum of development and associated vehicle trip generation within these earlier phases of development (on land to the south east of Barn Church Road) then it is the Council's view that Barn Church Road and its junctions alone should not have to bear the impact of this scale of expansion. Instead, additional traffic impacts should be spread across a wider strategic network of routes which can be achieved following the completion of East Link (including its connection to the back of the Inverness Retail and Business Park. In any event, it is likely that a finite market demand will limit the pace of development at Stratton and East Ashton in which case the "Main Street" distributor road connection to Mr Hutcheson's eastern boundary is unlikely to be made much before (if before) East Link's likely completion in the late 2020s. Accordingly, no change is required to the Brief in respect of this issue.

The phasing of Milton of Culloden South is to ensure infrastructure is in place to support new communities (e.g. roads, education) and that unacceptable pressures on infrastructure are not created by allowing development that cannot be accommodated.

# Inverness East Development Brief Bhrath-Leasachaidh Inbhir Nis an Ear

May 2018

[www.highland.gov.uk](http://www.highland.gov.uk)



## Inverness East Development Brief

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### **Appendix 3: Definition of Acceptable Land Uses**

**71**

## Introduction | Ro-ràdh

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

## Context

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

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

2 [http://www.highland.gov.uk/info/178/local\\_and\\_statutory\\_development\\_plans/199/highland-wide\\_local\\_development\\_plan](http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/199/highland-wide_local_development_plan)

3 [http://www.highland.gov.uk/info/178/local\\_and\\_statutory\\_development\\_plans/202/inner\\_moray\\_firth\\_local\\_development\\_plan](http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan)

## 1 Introduction

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

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

### Expected Future Development

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

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

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

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

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

## Using This Document

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

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

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

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

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

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

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

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



## 1 Introduction

### Vision

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

#### Vision Criteria

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

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

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

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

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

# Inverness East Development Brief Vision



**Development Brief Boundary**  


**Development**

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

**East-West Connection**  


**Views**  


## 2 Indicative Masterplan

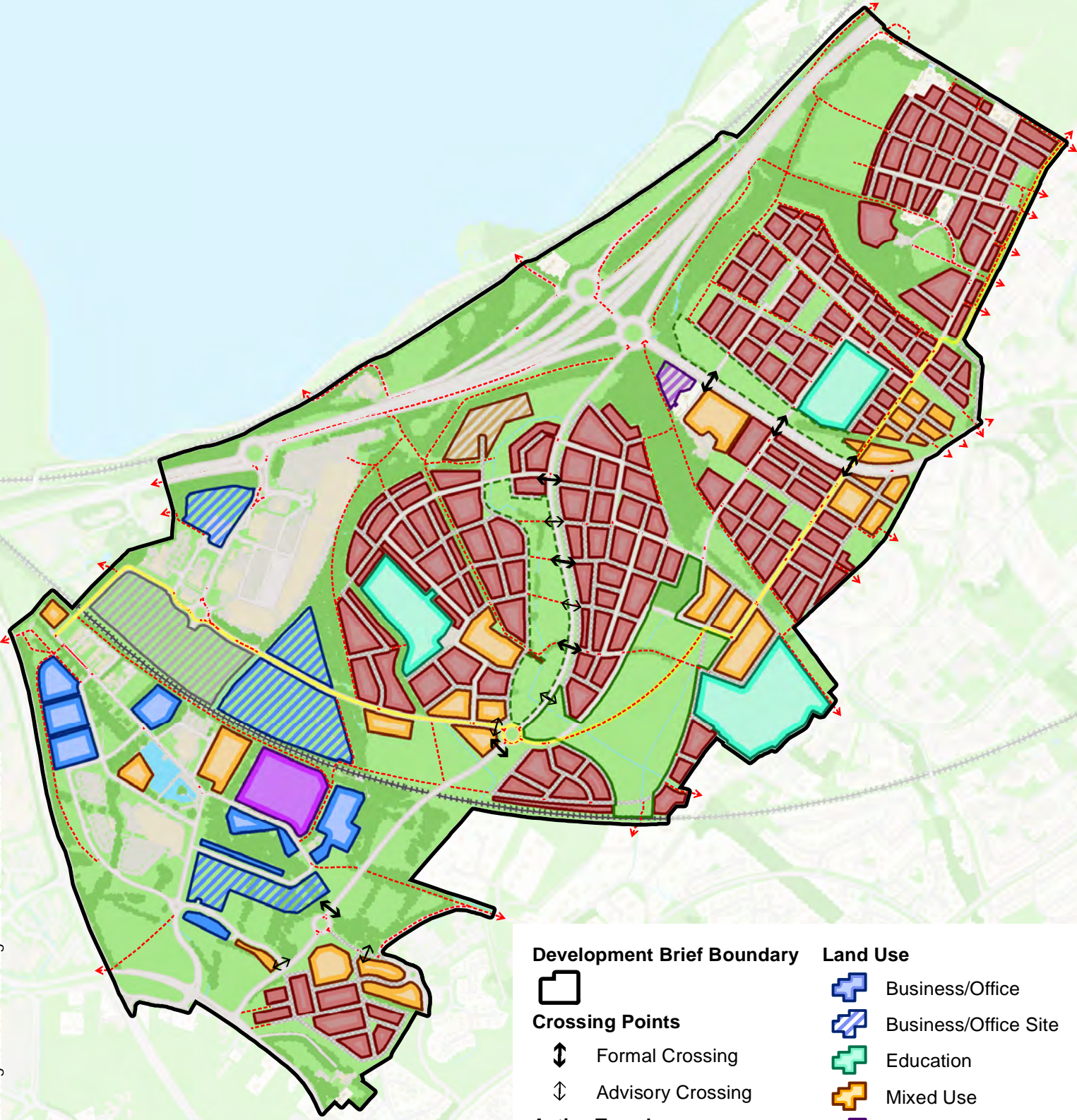
### Indicative Masterplan | Plana-Maighstir Taisbeanach

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

## Indicative Masterplan 2

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

# Inverness East Development Brief Indicative Masterplan



## Development Brief Boundary



## Crossing Points



Formal Crossing



Advisory Crossing

## Active Travel



Cycling and Walking Link



Dedicated Cycleway

## Park Land



Ashton District Park



Linear Park

## Land Use



Business/Office



Business/Office Site



Education



Mixed Use



Park and Ride



Potential Prison Site



Recycling Centre



Residential



Sports Facilities

## Key Infrastructure | Prìomh Bhun-structar

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

### Education

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

### Primary Education

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

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

8 [http://www.highland.gov.uk/info/205/planning\\_-\\_policies\\_advice\\_and\\_service\\_levels/556/housing\\_land\\_information](http://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information)

## 3 Key Infrastructure

### Secondary Education

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

### Tertiary Education

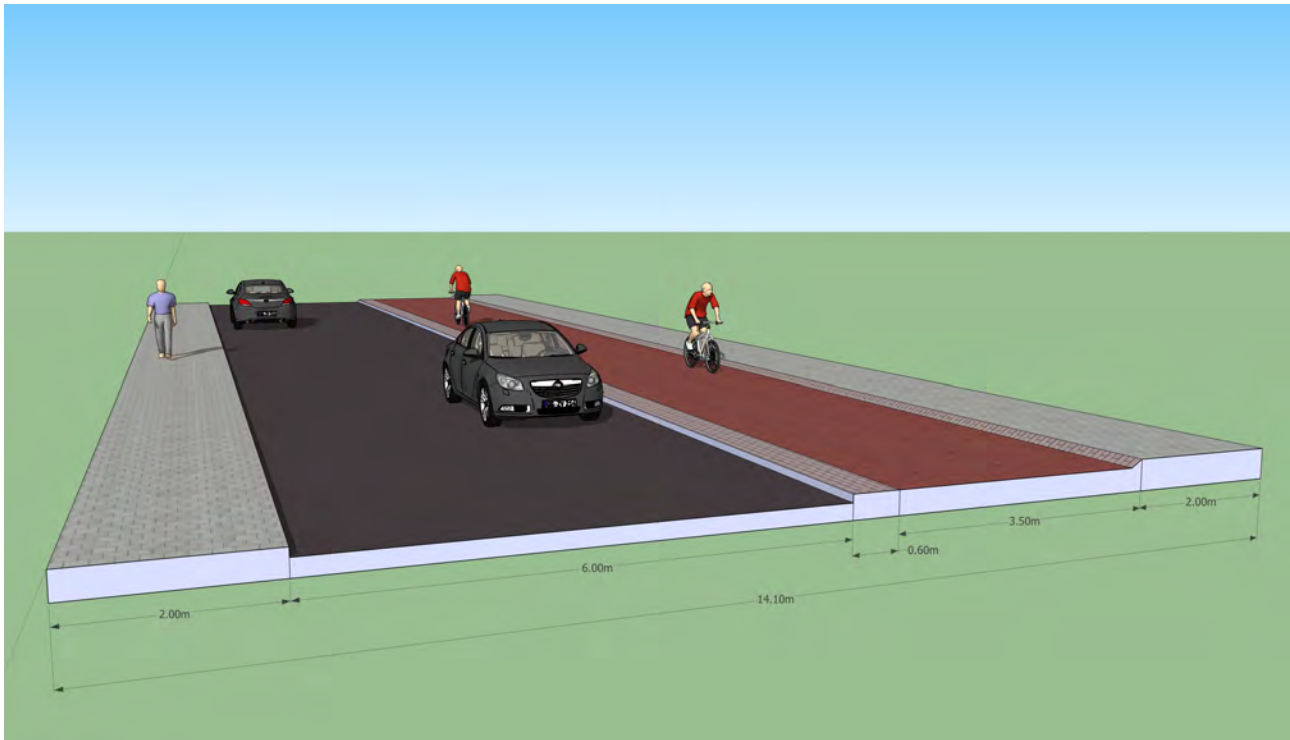
Inverness Campus is home to key research and education departments from the University of the Highlands and Islands (UHI) and other academic institutions and offers enterprising organisations the opportunity to co-locate, work together and share knowledge to grow their businesses. The potential for opportunities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

### Dedicated Cycleway

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

9 [http://www.highland.gov.uk/download/downloads/id/527/road\\_guidelines\\_for\\_new\\_developments.pdf](http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf)

## Key Infrastructure 3



**Figure 3.1 Dedicated Cycleway**

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




# Inverness East Development Brief Active Travel




## Development Brief Boundary



## Active Travel

 Principal Cycling and Walking Links

 Secondary Cycling and Walking Links

 Dedicated Cycleway

## Transport

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

### Bus Stops and Subsidised Routes

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

### Park and Ride

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

### Rail Halt

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

## 3 Key Infrastructure

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

### Strategic Roads

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

### East Link

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

## Sports Facilities

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

## Green Infrastructure

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

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

### 3 Key Infrastructure

developers of this area. The layout of the park should be informed by a detailed Flood Risk Assessment that confirms the flood extents, flow paths and depths of water. The park shall be designed by the developers to include access and amenity provided by the developers.

- 54 Inverness Campus also features a campus green with central water features that serve as an attractive feature and innovative drainage solution. This area plays an increasing role as an urban park for the east of the city.
- 55 Where new planting schemes are proposed it is the Council's preference for the careful selection of appropriate native species to be used. Applicants should discuss planting schemes, including species selection, with the Council's Forestry Team at the earliest opportunity.

#### Allotments and Community Growing Space

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

11 [https://www.highland.gov.uk/info/1210/environment/321/climate\\_change/10](https://www.highland.gov.uk/info/1210/environment/321/climate_change/10)

12 [http://www.highland.gov.uk/download/downloads/id/5884/allotments\\_policy.pdf](http://www.highland.gov.uk/download/downloads/id/5884/allotments_policy.pdf)

# Inverness East Development Brief Green Infrastructure



**Development Brief Boundary**  
[Black outline symbol]

**Growing Spaces/Allotments**  
[Red dashed line symbol]

**Green Space**

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

## 3 Key Infrastructure

### Energy

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

### Waste and Recycling

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

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

14 [http://www.highland.gov.uk/download/downloads/id/2866/managing\\_waste\\_in\\_new\\_developments\\_supplementary\\_guidance.pdf](http://www.highland.gov.uk/download/downloads/id/2866/managing_waste_in_new_developments_supplementary_guidance.pdf)

## Recycling Centre

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

## Recycling Points

- 64** The Council has made a commitment to work towards the Charter for Household Recycling in Scotland and therefore seeks to meet the essential and desirable requirements set out in the [Household Recycling in Scotland Code of Practice](#)<sup>(15)</sup>.
- 65** New developments should provide glass recycling points to provide sufficient capacity for residents at a maximum travel distance of 1 km from every household. They should be sited away from sensitive uses, but near focal points of the community like retail and community uses, excluding schools (to minimise safety risks).
- 66** The Council will seek developer contributions from residential developers within the Brief area towards the cost of providing glass recycling points or equivalent gifted land. Developers of land where recycling point locations have been shown in Map 3.3'Recycling Facilities' should ensure that 20 m<sup>2</sup> of hardstanding is created and reserved within the development that is accessible to enable a refuse collection vehicle for regular servicing (e.g. within a car park). The Council will use contributions from residential developers to secure sufficient control of this land to provide and service glass recycling bins. Exact specifications and requirements for the locations shown below should be discussed with the Council's Community Services prior to submitting a planning application.
- 67** Map 3.3'Recycling Facilities' identifies the location of existing and suggested new recycling points for the Brief area.



# Inverness East Development Brief Recycling



**Development Brief Boundary**  
[Black outline symbol]

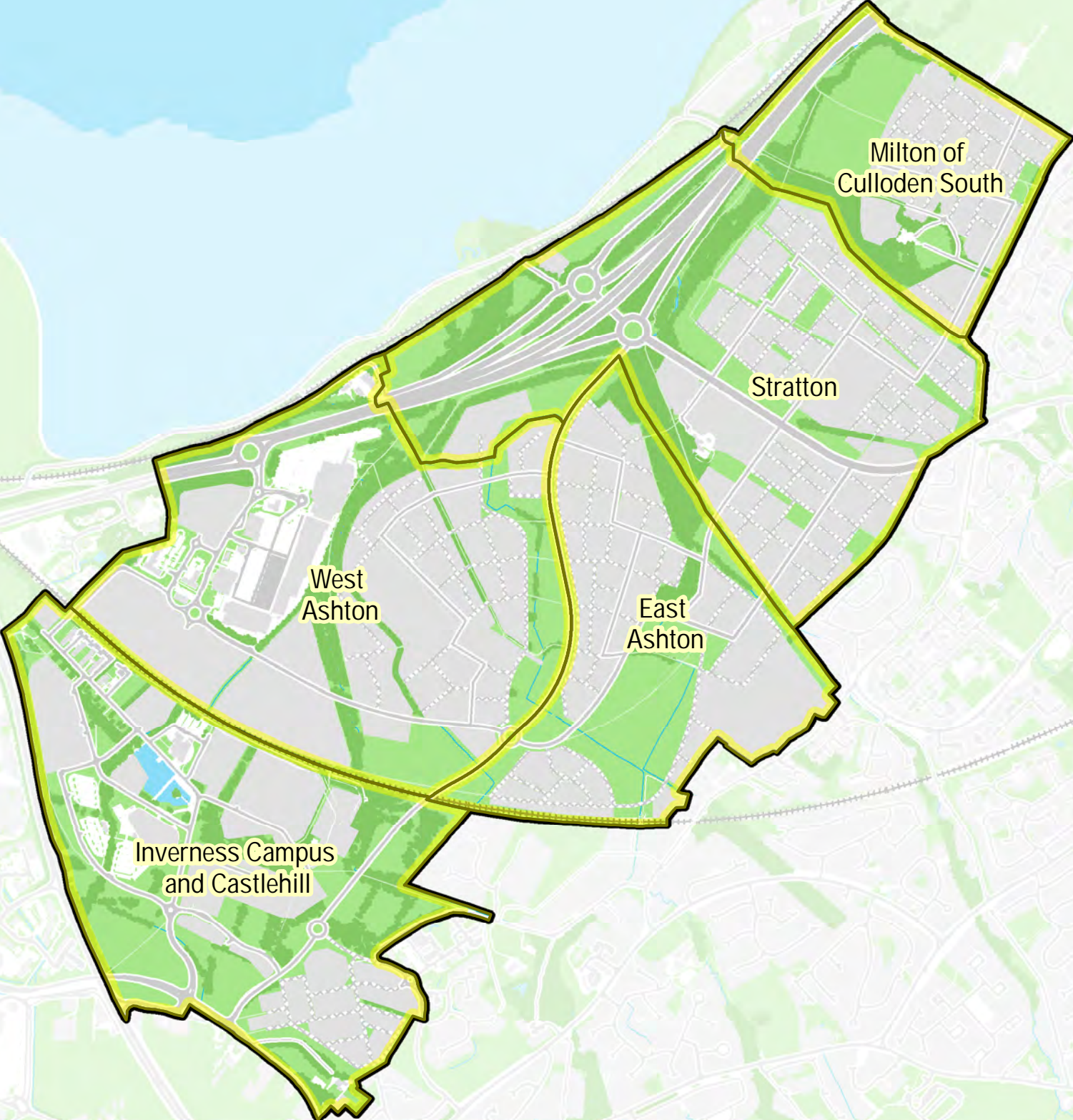
**Recycling Facilities**



- [Orange square symbol] Recycling Centre Site
- [Orange circle symbol] Existing Recycling Point
- [Orange circle symbol] Future Recycling Point

## Character Areas | Raointean Caractair

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

# Inverness East Development Brief Character Areas



**Development Brief Boundary**  
  
**Character Areas**  


## West Ashton

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

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



**Map 4.2 West Ashton Character Area**

## 4 Character Areas

### Development Criteria specific to West Ashton

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

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

## Character Areas 4

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

**Ashton Burn Park**

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

## 4 Character Areas

### East Ashton

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



**Map 4.3 East Ashton Character Area**

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

**Development criteria specific to East Ashton**

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



## 4 Character Areas

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

### Ashton Centre

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

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

### **District Park**

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

### **East Link**

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

## 4 Character Areas

### Stratton

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



**Map 4.4 Stratton Character Area**

**Development criteria specific to Stratton**

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

## 4 Character Areas

### Planning Context

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



**Map 4.5 East Ashton Character Area**

92 The detailed design and layout for each phase of development is being dealt with through Matters Specified by Condition applications. A range of uses for the area have been approved and include:

- Phased development of up to 2,500 new homes, mixed in size, type and ownership.
- Mixed-use town centre with retail, business, community and commercial uses adjacent to Barn Church Road.
- A new Primary Street with capacity for pedestrians, cyclists, buses and cars.

## Character Areas 4

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

## 4 Character Areas

### Milton of Culloden South

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



Map 4.6 Milton of Culloden South Character Area

### Development criteria specific to Milton of Culloden South

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

### Stratton Lodge and Land to the South

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



## 4 Character Areas

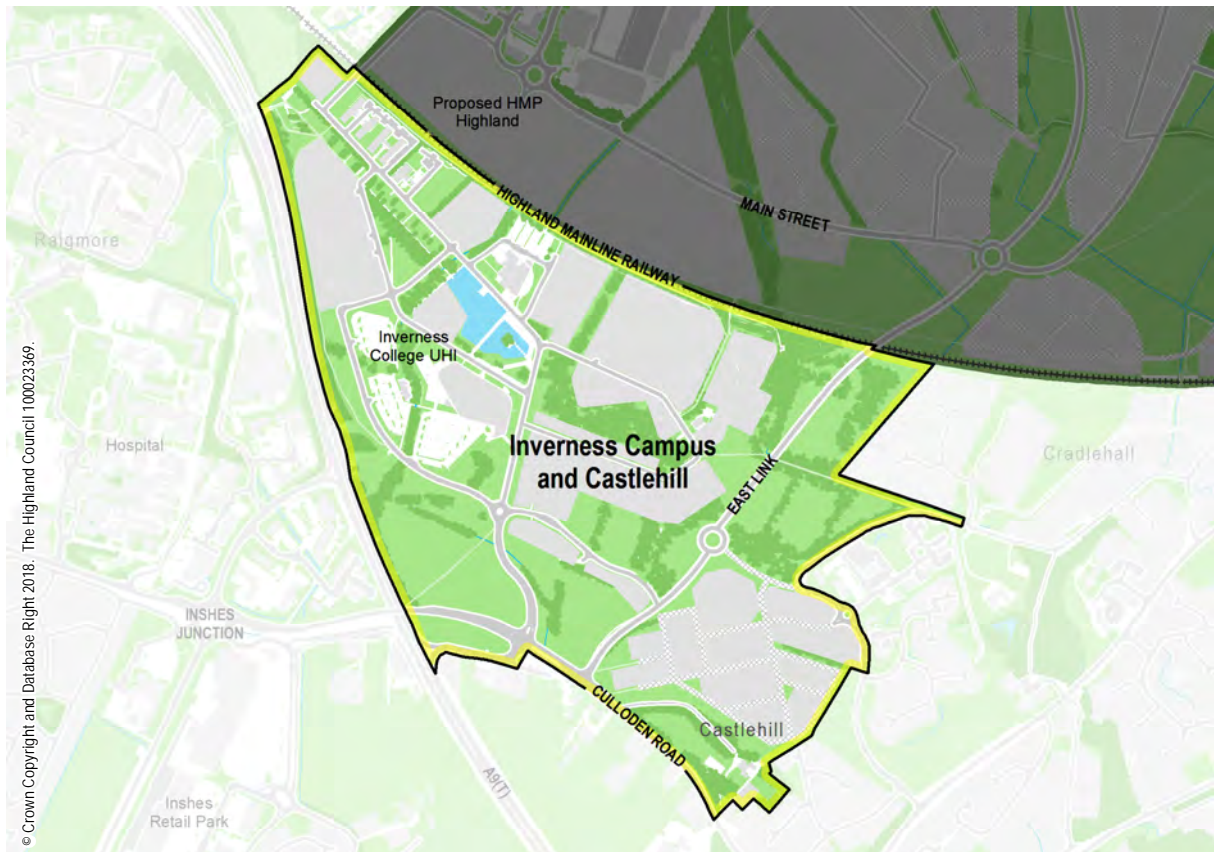
- 97** To ensure the sensitive redevelopment of Stratton Lodge, development will only be supported in this area if the future of the Listed Building is secured first, and any proposal that comes forward can demonstrate this to the satisfaction of the Council.

### Milton of Culloden South

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

## Inverness Campus and Castlehill

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



**Map 4.7 Inverness Campus and Castlehill Character Area**

## 4 Character Areas

### Development criteria specific to Inverness Campus and Castlehill

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

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

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

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

## Character Areas 4

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

## 5 Placemaking Principles

### Placemaking Principles | Prionnsapalan Dealbhadh-àite

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

### Housing Mix and Tenure

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

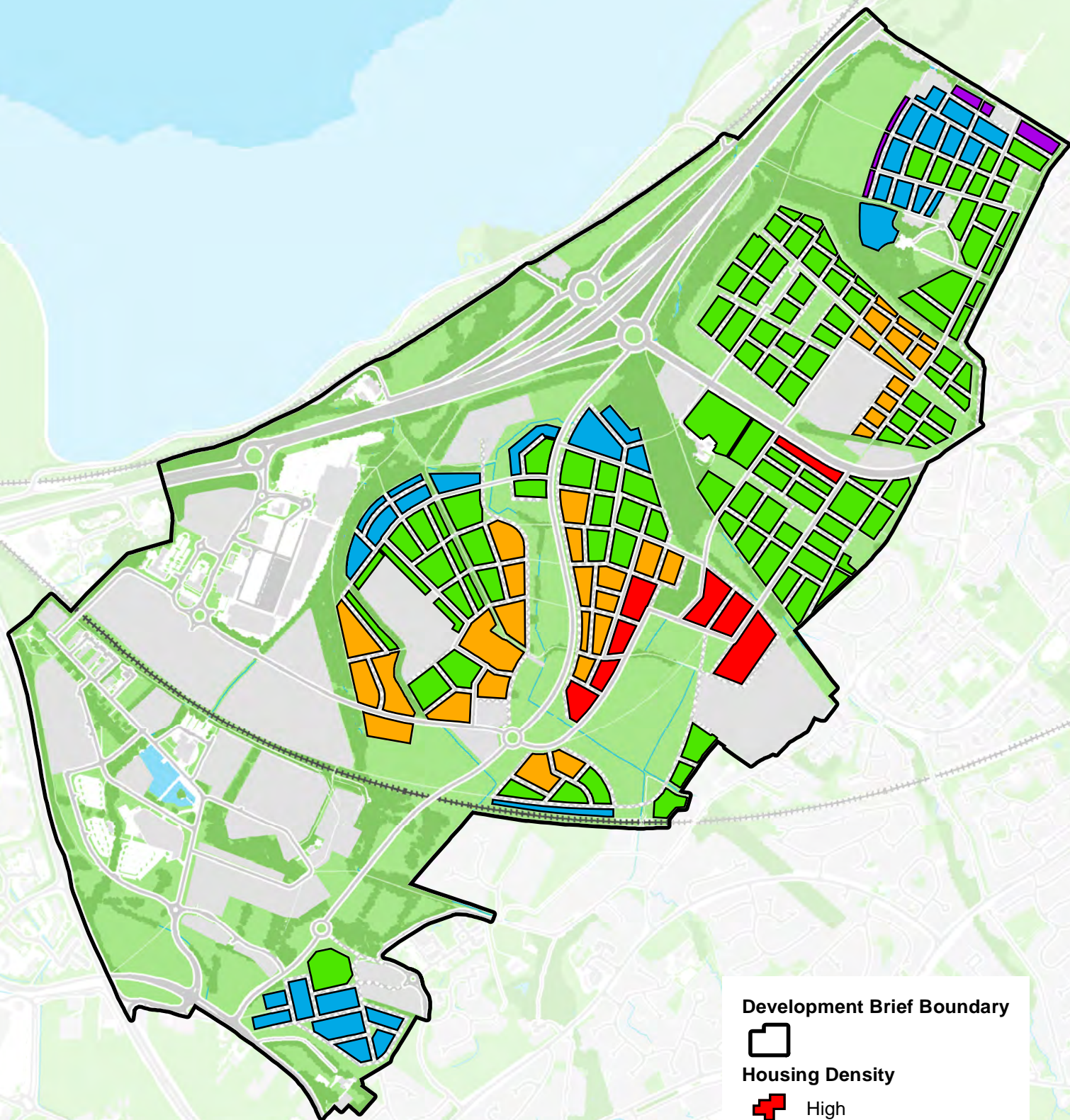
### Block Structure and Density

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

## Placemaking Principles 5

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

# Inverness East Development Brief Housing Density



## Development Brief Boundary



## Housing Density

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

## Street Hierarchy

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

**120** The street hierarchy must:

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



# Inverness East Development Brief Road Hierarchy



**Development Brief Boundary**  
[Icon: Black outline]

**Street Hierarchy**

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

**Street Section**  
[Icon: Arrow with number]

## Street Design

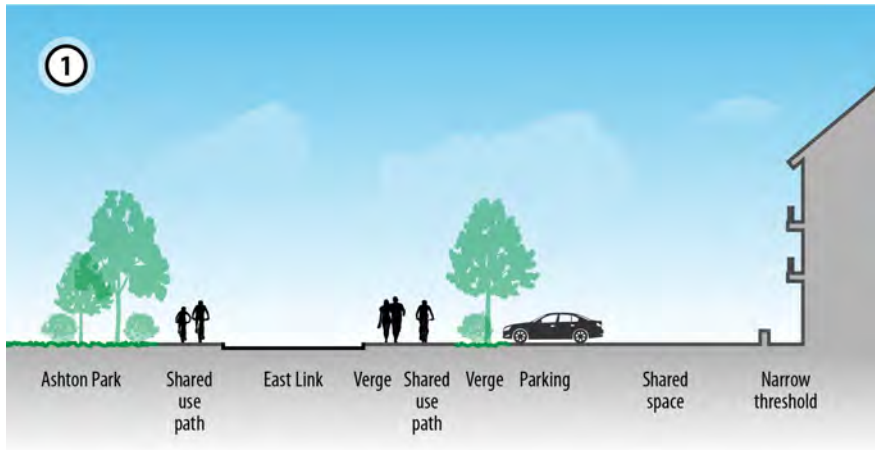
- 121** All street design must accord with policies and principles set out in national guidance in [Designing Streets](#)<sup>(20)</sup> and [The National Roads Development Guide](#)<sup>(21)</sup>. All streets must be well-overlooked to ensure high levels of passive surveillance.
- 122** Street design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

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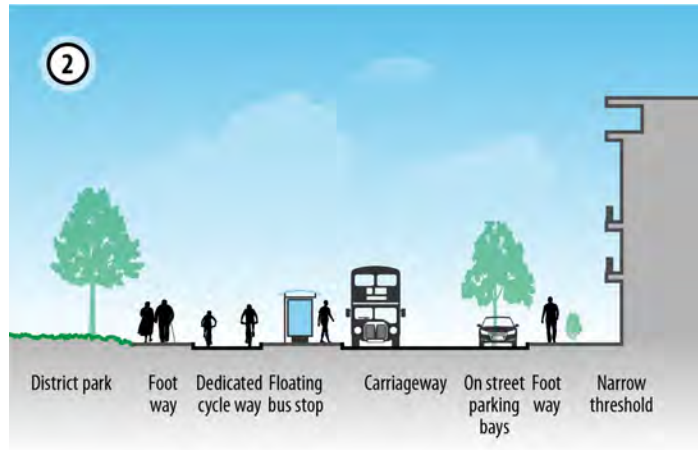
20 <http://www.gov.scot/Publications/2010/03/22120652/0>

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

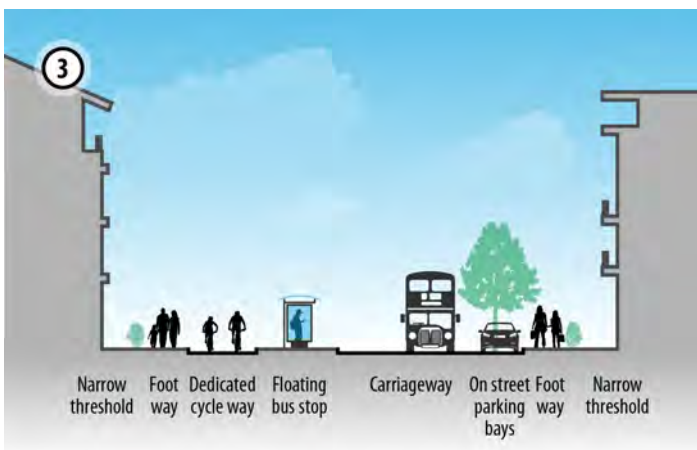
## 5 Placemaking Principles



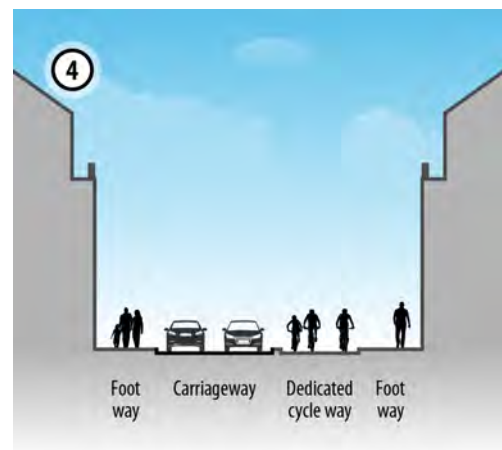
**Figure 5.1 Indicative Street Section 1: East Link facing Ashton Burn Park.**



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

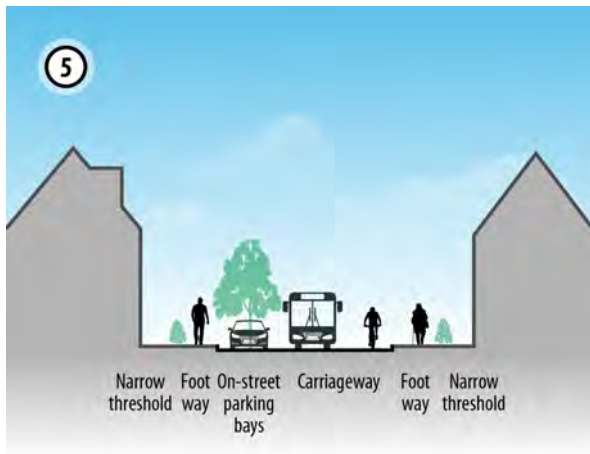


**Figure 5.3 Indicative Street Section 3: Primary Street, West Ashton.**

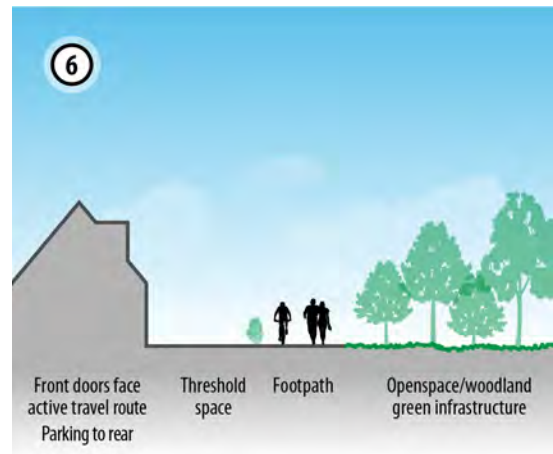


**Figure 5.4 Indicative Street Section 4: Primary Street, Ashton Centre.**

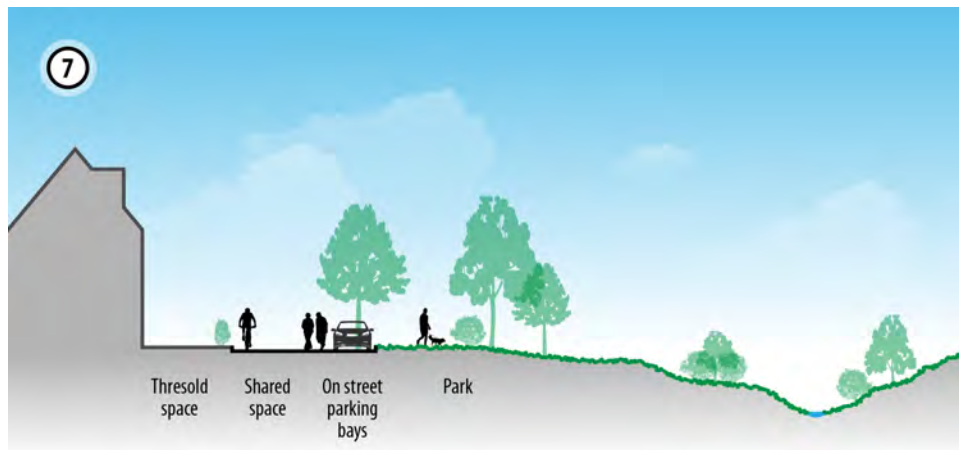
## Placemaking Principles 5



**Figure 5.5 Indicative Street Section 5: Secondary Street.**



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



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

## Mixed Use

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

## 5 Placemaking Principles

### Active Travel

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

### Frontages

#### Frontages

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

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

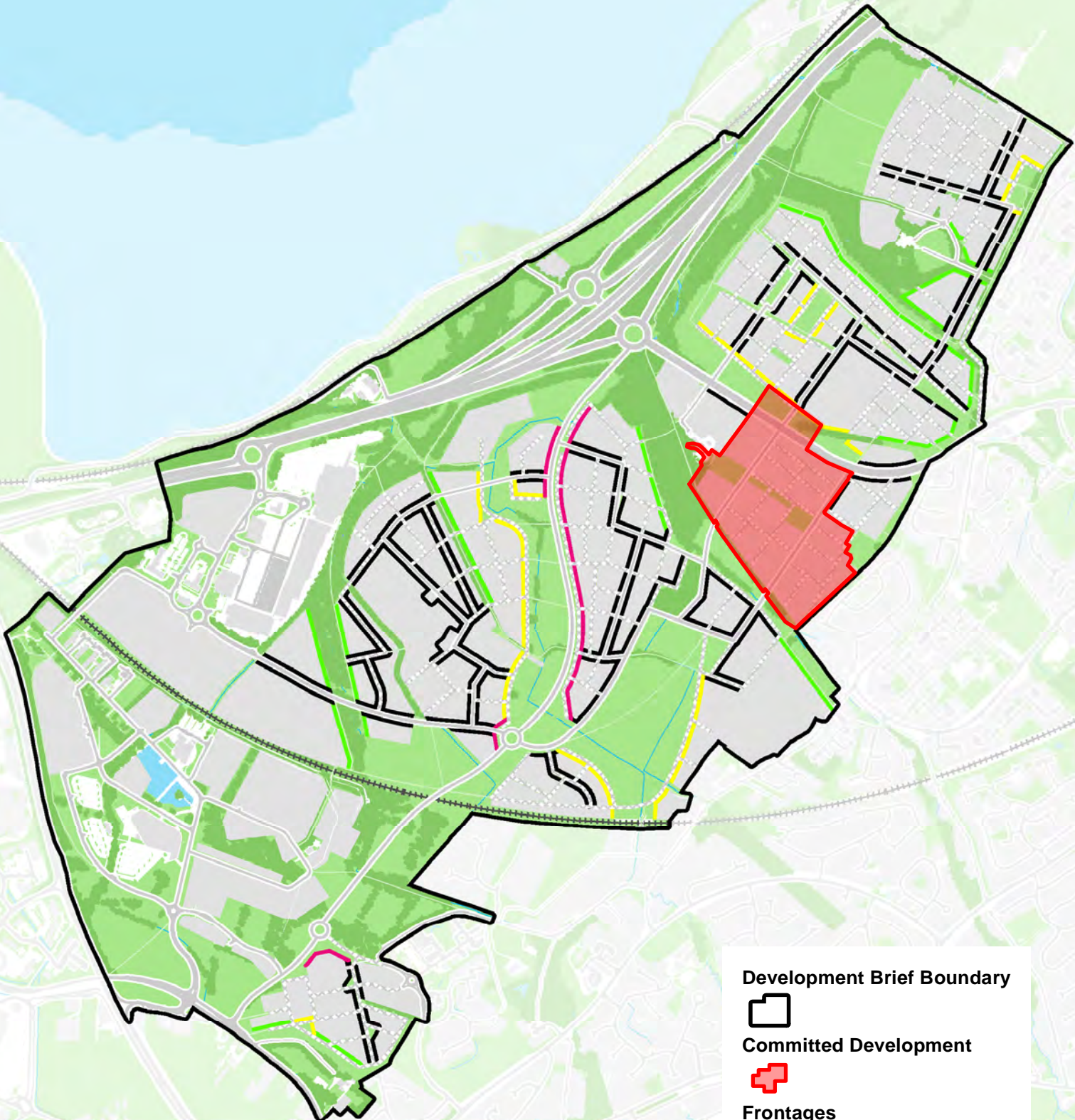
## Placemaking Principles 5

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

### 4. Edge

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

# Inverness East Development Brief Frontages



**Development Brief Boundary**  
[Black outline icon]

**Committed Development**  
[Red outline icon]

**Frontages**

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

## Other Design Considerations

### Parking

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

### Trees

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

### Sustainable Drainage Systems (SuDS)

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

22 [http://www.highland.gov.uk/download/downloads/id/527/road\\_guidelines\\_for\\_new\\_developments.pdf](http://www.highland.gov.uk/download/downloads/id/527/road_guidelines_for_new_developments.pdf)

23 [http://www.highland.gov.uk/download/downloads/id/2954/flood\\_risk\\_and\\_drainage\\_impact\\_assessment\\_supplementary\\_guidance.pdf](http://www.highland.gov.uk/download/downloads/id/2954/flood_risk_and_drainage_impact_assessment_supplementary_guidance.pdf)



## 5 Placemaking Principles

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

### Building Design

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

## Waste Storage

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

## Public Realm Design

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

## 6 Infrastructure Delivery

### Infrastructure delivery | Lìbhrigeadh Bun-structair

#### Financial Contributions

- 153** Table 1 'Financial Contributions' sets out the starting point for negotiation of financial contributions the Council will seek from developers to offset the impacts of their proposal on infrastructure in the area. It should be read alongside the [Developer Contributions Supplementary Guidance](#) <sup>(26)</sup> and the Notes included in Appendix 1: 'Developer Contributions Note'.
- 154** The viability of a development proposal may be affected by a range of economic factors including prevailing housing market conditions. The Developer Contributions Supplementary Guidance sets out the Council's position on how it will strike a careful balance between securing contributions that effectively mitigate the impacts of development whilst ensuring developments remain financially viable.
- 155** Unless otherwise stated, the contributions listed in Table 1 'Financial Contributions' include land acquisition costs. This approach ensures that no landowner is unfairly burdened by a lower value land use but will be paid the appropriate market value for the land required that is identified within their ownership. The figures provided are based on assumed land values and will require confirmation by the District Valuer at the time of negotiation for land acquisition.
- 156** Figures are based on a standard size residential unit equivalent (three bedroom home) and for uses other than residential, 100 m<sup>2</sup> gross floor area. All figures should be index linked from Q4 2017 to the current financial quarter using the Building Cost Information Service All-in Tender Price Index.

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

## Infrastructure Delivery 6

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

## 6 Infrastructure Delivery

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

Table 1 Financial Contributions

- [https://www.highland.gov.uk/download/meetings/id/72729/item\\_15\\_draft\\_developer\\_contributions\\_supplementary\\_guidance](https://www.highland.gov.uk/download/meetings/id/72729/item_15_draft_developer_contributions_supplementary_guidance)
- This figure does not include land acquisition for school sites, which should be added at the time of negotiating a legal agreement, based on the District Valuer's land valuation.

## Infrastructure Delivery 6

### On-site Infrastructure Provision

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

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

27 [http://www.highland.gov.uk/info/178/local\\_and\\_statutory\\_development\\_plans/202/inner\\_moray\\_firth\\_local\\_development\\_plan](http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/202/inner_moray_firth_local_development_plan)

## 6 Infrastructure Delivery

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

**Table 2 Onsite Infrastructure Provision**

1. [http://www.highland.gov.uk/downloads/file/2966/open\\_space\\_in\\_new\\_residential\\_development\\_supplementary\\_guidance](http://www.highland.gov.uk/downloads/file/2966/open_space_in_new_residential_development_supplementary_guidance)
2. [http://www.highland.gov.uk/download/downloads/id/2965/open\\_space\\_requirements\\_calculator.xls](http://www.highland.gov.uk/download/downloads/id/2965/open_space_requirements_calculator.xls)

## Phasing| Mean air Mhean

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

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



## 7 Phasing

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

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

## 7 Phasing

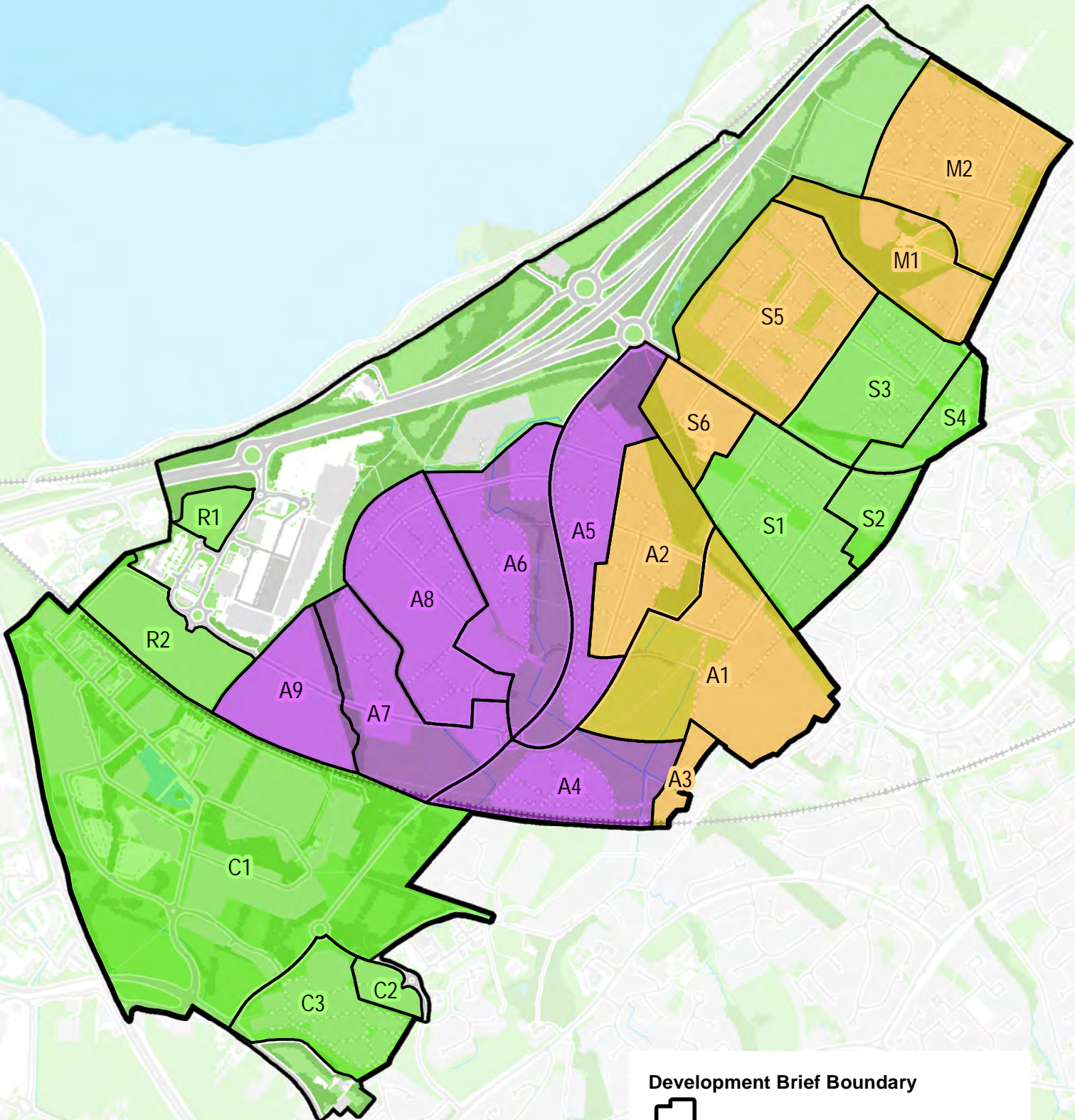
Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	District Park Phase 1	To be enabled at an early stage of A1. Delivery is contingent on available funding and infrastructure is to be delivered in partnership with a community association.	Highland Council, community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

## Phasing 7

Code	Development and Key Infrastructure	Requirements and Delivery	Responsible Party
	Main Street with cycle superhighway delivering access to East Link for A7	To be delivered after the completion of A1 if this area comes forward before A4	Landowners/developers
<b>A5</b>	250 homes	To be delivered after the completion of A2.	Landowners/developers
Ashton West			
<b>A6</b>	Secondary through street connecting A6 to A8 Retail Park link	A secondary through street should be delivered at an early stage of development connecting A6 to the Retail Park East Link connection through A8.	Landowners/developers
	270 homes	Units adjacent to EastLink and the linear park may be delivered prior to the the completion of the secondary street. All other units are dependent on the completion of the secondary through road.	Landowners/developers
	Linear Park	To be delivered at an early stage of A6.	Landowners/developers
<b>A7</b>	Mixed use including 145 homes	To be delivered after the East Link Retail Park link road is complete.	Landowners/developers
<b>A8</b>	270 homes	To be delivered after secondary through street is complete.	Landowners/developers
	Secondary through street connecting to A6 and A7	To be delivered during the development of A6 and A7.	Landowners/developers
	Primary school	To be enabled at an early stage of A6. Delivery is contingent on available funding.	Highland Council
<b>A9</b>	Employment	To be delivered independently of other Inverness East development.	Highlands and Islands Enterprise

Table 3 Expected Phasing

# Inverness East Development Brief Phasing



**Development Brief Boundary**  
[Icon: Black outline]

**Phasing**

- [Icon: Light Green] Early Phase
- [Icon: Orange/Gold] Middle Phase
- [Icon: Purple] Late Phase (East Link Dependent)

# Appendices

## 1 Developer Contributions Note

### East Link and Inshes Corridor

It is assumed that only 50 % of total trips on East Link and/ or on the Inshes Corridor will start or end in the Brief area. This is based upon comparing projected trips on East Link at 2036 (AM/PM peaks published by Transport Scotland) and on the Inshes Corridor with the number of trips generated by the development of the land in the Brief area using TRICS<sup>29</sup> trip rates. Therefore only 50 % of the cost of the strategic road improvements should be sought from developers<sup>(29)</sup>. The estimated cost of East Link is £35 million and for the Inshes Corridor £6.5 million and 50 % of this cost (£20.75 million) was used to calculate developer contributions. It assumes land acquisition costs are included for the road schemes.

The total floor space of applicable development types (see note below) was calculated and the TRICS<sup>29</sup> database used to provide trip rates for each land use type. These rates were then used to estimate the proportion of total trips by use.

Based on the proportion of total trips by use, the £20.75 million cost was divided and the figures expressed as a cost per house (100 m<sup>2</sup> GEA) or 100 m<sup>2</sup> equivalent floorspace.

### Sports Facilities

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

### Ashton District Park

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

### Applicable Development Types:

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

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

## Developer Masterplan Content 2

Issues to be addressed in a detailed masterplan include:

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



## 2 Developer Masterplan Content

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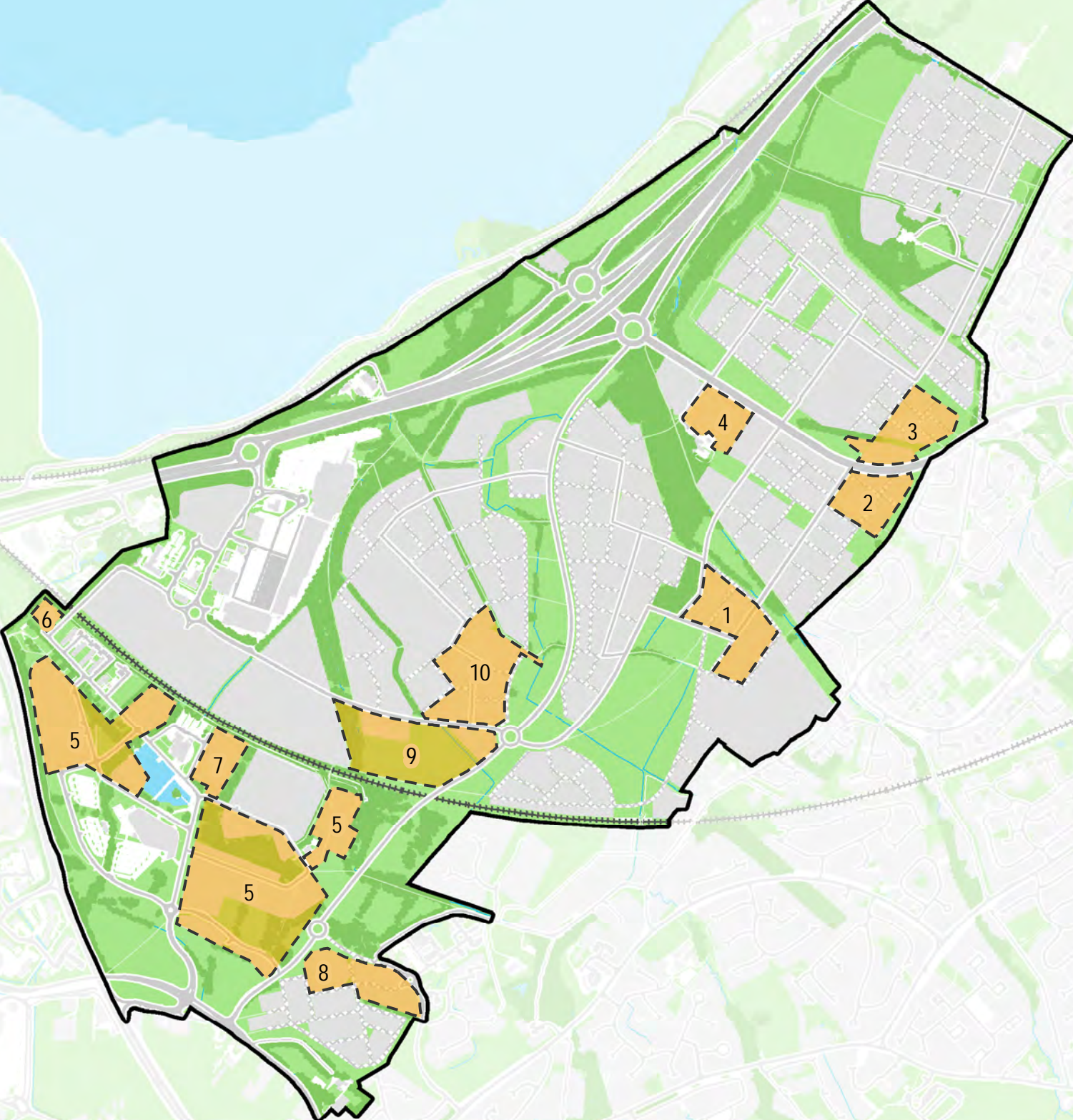
**Table 4 Masterplan Issues**

## Definition of Acceptable Land Uses 3

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

**Table 5 Definition of Acceptable Land Uses**

# Inverness East Development Brief Definition of Acceptable Land Uses



**Development Brief Boundary**  
  
**Mixed Use Block**  






**The Highland  
Council  
Comhairle na  
Gàidhealtachd**

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