

Agenda Item	7
Report No	CIA/23/19

HIGHLAND COUNCIL

Committee: City of Inverness Area

Date: 30 May 2019

Report Title: Torvean Gateway: Torvean and Ness-side Development Brief Update

Report By: Report by Director of Development and Infrastructure

1 Purpose/Executive Summary

- 1.1 Following a series of public consultations, this report seeks approval for the Torvean Gateway (the Brief) document attached at **Appendix 2**. This document provides the updated land use framework for the Torvean area which is proposed to form part of the adopted Torvean and Ness-side Development Brief (2013). It has been prepared to support and coincide with the commencement of Stage 2 of the West Link road project. 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 redevelopment of this part 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**; and
 - ii. agree to update the adopted Torvean and Ness-side Development Brief to incorporate the revised Torvean content at **Appendix 2**, subject to clearance by Scottish Ministers.

3 Context

- 3.1 The original Torvean and Ness-side Development Brief was adopted in March 2013. This document set out the detailed land use framework for development in the area. The Ness-side area now has planning permission for 767 homes and associated open space and landscaping. Therefore the update only covers the Torvean Area.
- 3.2 Members will recall that the first stage of the West Link road scheme (West Link) was opened in December 2017. The second stage was granted planning permission on 25 September 2018 and construction works have commenced. This means the former Torvean Golf Course will be available for redevelopment once the road construction is complete.
- 3.3 Since 2013, the Council's financial position has changed and Scottish Canals' main focus in Inverness is at Muirtown Basin. Therefore the land uses envisaged in the original Torvean and Ness-side Development Brief are not likely to be delivered. The Development Plans Team has now taken the opportunity to review the document to ensure an appropriate balance is struck between securing a financial return for the land available for redevelopment, with enabling land uses that will benefit local communities and the wider city and region. The Brief recognises the range of existing assets and the potential to strengthen them. It divides the area into two character areas:
- 3.4 **Torvean South Character Area**
The Brief proposes using the area south of the A82 to create a new gateway destination for visitors and locals to the city. New development will be centred on an attractive canal-side public open space that is overlooked by café or restaurant facilities, and a new hotel, the land will also offer opportunities for retail and other commercial and community uses. This area also provides the home for a major new city park, similar in size to Whin Park, that can accommodate the Inverness Parkrun. It includes provision for car parking for visitors to the area, to help alleviate overspill parking from major events at Bught Park and for coach and trailer parking that could help alleviate pressure on the city centre. A small amount of single-bedroom residential development above commercial ground floors has been identified. The Brief also acknowledges the potential for the parking in this area to provide a future 'park and choose'¹ facility should a future city-wide strategy for such interventions identify this need.
- 3.5 **Torvean North Character Area**
The Brief proposes using the area north of the A82 to consolidate uses adjacent to the Premier Inn hotel, which include around 30 new homes in addition to the 48 homes consented at the Torvean Caravan Park site. A potential school site is also identified in this location. As the Care and Learning Service develop their strategy for education provision in the city, it is important that a site in this area is safeguarded for future school and nursery use. Should the Care and Learning Service conclude that there is not a requirement for this use, the Brief states that development of housing would be acceptable on this land, offering approximately 70 additional homes. A second area of parkland is identified for this area, similar in size to Fraser and Walker Parks combined. The Brief recognises the potential for community groups to deliver park facilities, for example play and outdoor gym equipment, which may be proposed in future.

¹ 'Park & choose' works like a 'park & ride' facility, but with the ability to walk, cycle or use public transport to travel to and from your final destination.

4 Public Consultation

- 4.1 To ensure the Brief met the needs of all stakeholders, including local communities, a series of early engagements were undertaken. The team invited Community Councils with boundaries in and adjacent to the Brief area to an early meeting on 19 July 2018, and met other local community groups and stakeholders during July and August 2018.
- 4.2 A public workshop was held at Canal Parks Pavilion on 5 September 2018 where it is estimated that over 100 people attended through out the day. The workshop included presentations and an interactive session, followed by a drop-in afternoon to evening exhibition. We prepared a promotional video for the area which screened at the start of the event. This event was promoted on Facebook, for a cost of £60 the event was viewed on over 22,000 Facebook user's newsfeeds and 2,800 people visited the event page.
- 4.3 Following a review of feedback from this workshop and initial engagement the revised Brief was prepared for consultation. The consultation was launched on Monday 10 December and ran until Friday 25 January. During this time over 600 leaflets were distributed at venues in and around the Brief area and a public exhibition was held on 10 January at Charleston Academy Community Complex. Over 120 people attended the exhibition and Officers made a concerted effort to engage young people including workshops with over 40 pupils from Dalneigh and Kinmylies Primary Schools as well as early engagement with Holm Primary School.
- 4.4 We promoted the consultation using Facebook and for a cost of £25 per Facebook post, on average, 17,800 users saw the post and 21% (3,800) actively engaged with it (clicked on the link).
- 4.5 We received 86 comments from 26 people on the Brief.

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

- 5.1 There was broad support for the approach to retain green/ public open space for local communities and visitors alike and to provide walking and cycling links in and around the area.
- 5.2 Some debate emerged about the reuse of land in both character areas for built development (school, commercial uses, hotel). Some respondents suggested the whole site be retained as greenspace whilst others suggested alternatives e.g. different school location, affordable tenure housing only, smaller scale limited development. It is considered that the Brief has struck a careful balance between the provision of public open space and realising economic and placemaking benefits in this area. The areas of parkland identified equate to Whin Park in the Torvean South character area (7.4 hectares) and Fraser Park and Walker Park combined in the Torvean North character area (5.7 hectares).
- 5.3 Advice received from the Council's West Link Project Board indicated that a small amount of residential development would be required to ensure the viability of the mixed use commercial development. It was therefore agreed that Blocks 4 and 6 of the Torvean South Character area would be amended to include residential on the upper floors alongside the ground floor commercial uses. This would be restricted to one bedroom dwellings to minimise creation of car-dependence in the area (e.g. driving to drop children at school).

- 5.4 Suggestions were made for a park and choose facility to be located at the Torvean South character area. The generous parking provided will accommodate needs in the area, provide relief for major events at the Bught and, should a future strategy for Inverness be prepared and identify this location for park and ride, the level of parking identified would not prevent the creation of such a facility.
- 5.5 Some concerns were raised about GP practice capacities and a lack of a site for this or a combined community use. However, the range of uses identified at Torvean South would not prevent a GP Practice being delivered should the need be identified and a site sought in future. On receipt of these comments, Officers have written to NHS Highland to raise their awareness of the concerns held by respondents.
- 5.6 Other suggestions were made, such as a dry Snowsports centre in Torvean Quarry and a children's cycle skills training park . No specific reference is included in the Brief for these uses as there is no requirement for land to be allocated for such uses for them to be supported. However the Council is providing guidance to the organisations leading these projects.

6. West Link

- 6.1 As explained above, the second stage of West Link has planning permission and works have now commenced on site and will involve:
- construction of a new swing bridge over the Caledonian Canal to the south of the existing swing bridge. This structure will tie into the new road infrastructure to the east of the canal;
 - construction of a new roundabout west of the existing swing bridge with new access into the southern part of the former golf course land; and
 - realignment of the A82 and General Booth Road.
- 6.2 Officers will continue to engage the community and other stakeholders through the West Link Community Liaison Group on any relevant updates to the Brief.

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: 30 May 2018

Authors: Craig Baxter, Scott Dalgarno
Development Plans Team

Background Papers:

1. Adopted Inner Moray Firth Local Development Plan: July 2015

The above document are available [online](#)²

² www.highland.gov.uk/imf

**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 online where they were submitted by respondents by clicking on the blue hyperlinked headings at the start of each section of this appendix.

Charity/ Club/ Third Sector Organisations
Inverness Culloden Rotary Club Inverness Snowsports Centre Association Inverness Craig Dunain Rugby Club Paths for All Living Hope Church Fields in Trust Own Your Street Inverness Inverness Rowing Club Highland Rugby Football Club High Life Highland
Community Councils
Inverness West Muirtown Lochardil and Drummond
Government/Statutory body/ Other Public Organisations
Scottish Natural Heritage Scottish Environment Protection Agency Sustrans
Development Industry
GH Johnson Building Consultants Ltd
Members of the public and other individuals
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Purpose & Scope

Summary of comments:

Members of the Public and Other Individuals

Specific detailed specifications were offered for the design of the park in the Torvean South character area to meet the needs of a future junior parkrun site.

Charity/ Club/ Third Sector Organisations

Proposal suggested for a children's cycle training park to be included in the Brief as part of the community development, similar to that delivered by Townhill Community Council in Fife. Organisation offer to fundraise to support delivery of the facility.

Proposal suggested for a multi-activity centre based on dry snow sports in the former Torvean Quarry adjacent to the site. Organisation request that development in Torvean South does not prevent future sewer or mains water connections. Organisation suggest path connection into the woodland at the western end of the park in the Torvean South character area to enable future development of a mountain bike skills park and seeks clarity on a number of issues for Officers to respond to.

Suggestion for additional rugby pitches to be included in the area to meets the demands of the sport, which the organisation state is growing in Inverness.

Suggestion for inclusion of land to support future development of a church in the Brief area.

Reference to Fields in Trust Beyond the Six Acre Standard guidance on outdoor sport and play and seeks confirmation that the areas identified as play and recreation space be safeguarded from future development.

Support for proposals and suggestion that this area should tie into the adjacent major visitor attractions managed by High Life Highland.

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.

Suggestions for additional community facilities (e.g. cycle training park) have been considered. The Brief has been amended to clarify that community-led proposals for community facilities in the areas of parkland have potential to be supported, provided they meet the vision and development criteria, where relevant.

The proposals for a Snowsports centre in Torvean Quarry are recognised in the Brief, text has been added to highlight potential for infrastructure connections from the Torvean South site to the Quarry site, however land safeguards are not included, since these proposals are at a very early stage.

The suggestion to include further rugby pitches in the area is noted. However, in balancing the needs of the community and Council and taking account of existing sports provision, it has been decided that part of this site should be used for built development instead. This is to enable the Council to make a financial return from some of the land; meet infrastructure (school and transport) needs; and deliver public open space for the wider community.

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The suggestion to include land for a church in the Brief area is noted and several mixed use sites at Torvean South include Use Class 10, which would allow for the use of a block for a church, should a proposal emerge.

The Council has a corporate commitment to maintain and enhance spots and recreational facilities across Highland. The Fields in Trust Scotland Guidance and six-acre standard suggestion is noted. The Council already applies very similar guidance and targets through the Open Space in New Residential Development Supplementary Guidance. This location also identifies a generous provision of open space and is in close proximity to a range of existing sport and recreation facilities at the Bught Park and adjacent sports venues.

Introduction/ Vision, & Indicative Masterplan

Summary of comments:

Members of the Public and Other Individuals

General support for the plan, suggestion to include planting and green infrastructure and that development should follow the style of Poundbury.

Suggestion for creation of an electric motocross bike park in Torvean Quarry, with examples from other European cities referenced.

Suggestion for inclusion of a park and ride facility to alleviate parking issues in the Ballifeary area.

Disagreement that the school site should be located as shown in the Indicative Masterplan as it is not in a walkable location for any nearby neighbourhoods, and suggestion that new schools should be located where active travel can be maximised.

Suggestion that the park should be called 'Torvean Park' in recognition of the heritage of the area and that this heritage should be promoted and interpreted.

Suggestion to include Torvean Quarry within the Brief area to support recreation opportunities.

Disagreement to identify land for development of a hotel at Torvean South, suggestion to leave area undeveloped.

Charity/Club/Third Sector Organisation

Suggestion that an access should be formed from the Rugby Pavillion Car Park onto the West Link Road to ease congestion in the Bught area during major events.

Suggestion to review land uses at the Bught Caravan Park to consider the future expansion on Inverness Leisure and parking needs.

Community Council

General support but suggests that opportunities for reuse of Torvean Quarries are missed by not including potential active uses for this location.

Support for proposals to new areas of park but concerns raised about proposals for a new hotel and potential impact this could have on the wild character of the area, and that retail and hotel uses are not compatible with the gateway vision or with recreational use.

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Clarification is sought if housing identified is for affordable or private use. Note that if the housing was affordable, it could be supported since there are adjacent consents at Torvean Caravan Park and the Premier Inn.

Support for identifying land for a school but not for any other purpose should the need for a school not be required in future.

Do not support the identification of site for a hotel at Torvean South as it would undermine the previous Brief, would not be needed due to Premier Inn extending nearby, and could have impacts on the transport network.

Note that, compared with the previous Brief, most of the land is being developed that was shown as amenity/recreation/sports hub and therefore a preference is for as much to be retained for original uses as possible.

Government/Statutory body/ Other Public Organisations

Minor amendments for clarification are sought and suggestion to show active travel connections to the surrounding area.

Development Industry

Indication that there is a hotel operator with an interest in developing a high quality-middle range hotel in the city and makes suggestions for the Torvean site, should the operator identify it as a preferred site. Support for hotel site at Torvean South, but suggestion that the location should be flexible to allow different shapes and sizes of hotel to come forward in different locations e.g. adjacent to the road. Flexibility about the siting of canal tow path access road should be provided to enable a hotel footprint and parking to be accommodated. Flexibility over height of the building should be provided, recognising the potential of the site as a gateway location.

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.

Suggestions for a park and ride/ park and choose facility are noted. It is likely that, for a park and ride facility to be effective, a city-wide transport framework is required to identify appropriate interventions like park and choose at appropriate locations like Torvean South. Text has been added to the Brief to acknowledge its future potential for a park and choose facility.

Suggestion to safeguard and maximise green infrastructure and planting are noted. The Brief identifies a generous supply of green infrastructure and sets out clear guidance for it to be safeguarded and enhanced where appropriate.

Opportunities for recreation in the former Torvean Quarry are noted. Sketches indicating connectivity to the quarry have been improved in the Brief.

This Brief deals with an update to the original and therefore the boundary remains unchanged. Since the Brief recognises the potential opportunities for adjacent uses in the former Torvean Quarry, it is not considered that an opportunity is being missed by not including it within the boundary but rather the opportunity is recognised.

Comments about the potential school site are noted. As the Council develops their strategy for

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education provision in the city it is important that Council-owned land is considered as an option for future school and nursery use. If this site is not selected for use as a school/nursery it is important that the land has a productive use.

Comments about maximising parks and greenspace are noted, but have to be balanced with the Council's responsibility to maintain these spaces and realise a benefit from the land. The areas of parkland identified in the Brief are the equivalent to Whin Park in the south of the area (the Torvean South park is 7.4 hectares) and Fraser Park and Walker Park combined in the north of the area (the Torvean North park is 5.7 hectares). Therefore, there is a generous provision of open/ green space identified in the Brief that is considered to strike the careful balance between development and open space provision.

The existing active travel routes to the school site, combined with those identified in the Brief mean there is potential for the school to be accessed by active travel. Should this site be chosen for a school, a specific strategy to promote and encourage active travel can be prepared for staff and pupils.

Comments about only supporting future housing if it is affordable are noted.

Comments about the hotel site are noted. Keeping the area identified for commercial uses at Torvean South as greenspace would place an additional maintenance burden on the Council, would not provide any financial return for the land, and would not offer new facilities or attractions for local people and visitors to enjoy a new gateway location that the Brief's Vision sets out to achieve. It is considered that the Brief carefully balances provision of open space and green infrastructure with the Vision of delivering a new city gateway.

Commercial interest in the land at Torvean South for a hotel is noted. The request to offer a more flexible approach to the siting, design and layout of a hotel at this site is acknowledged, and is reflected in the Use Classes defined for each of the sites identified in the Torvean South Character Area. The purpose of the Indicative Masterplan and the Development Criteria set out in the Brief is to guide development in an appropriate way that delivers a high quality place for people to enjoy and where all development sites contribute to the shared Vision for the Brief area.

The suggestions to consider a vehicle access from the Rugby Pavillion onto the West Link Road and to review land uses at the Bught Caravan Park are noted. Whilst these two suggestions are outwith the area being reviewed in the Brief, the Council considers that the principle of the link road could offer potential to address issues during major events and the suggestion has been passed to the Council's Community Services Team. The Council considers that a review of uses at Bught Caravan Park could have potential for addressing community needs, but should be addressed through the upcoming Inner Moray Firth Local Development Plan review.

Key Infrastructure

([West Link](#); [Torvean Park](#), [Green Infrastructure](#); [Active Travel](#); [Energy](#))

Summary of comments:

Members of the Public and Other Individuals

Suggestion that the area shows a Park and Choose facility to offer an alternative to the car from the A82 leading into the city centre to alleviate congestion and that this facility should incorporate cycle/scooter shelters and bus shelters.

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Suggestion that active travel routes follow desire lines and that road crossing points are safe and preferably segregated.

Suggestion that retaining the maximum number of trees will help to achieve the aims of the Brief.

Suggestion that new park in the Torvean South character area is remote from where people live and that forming path connections into Torvean Quarry at western end would help improve its permeability and attractiveness as a through route.

Request that safe crossing points for pedestrians and cyclists are secured and that active travel routes are a priority, not secondary to the road network, and should not be delivered after other parts of the development are complete.

Suggestion to segregate part of the park for dog exercising.

Community Councils

Support for the proposals to expand the path network in Torvean South and to relocate Park Run, with caution that it should be publicly available at all times.

Suggestion that active travel should be segregated- cyclists separate from pedestrians. Cites the conflict on shared paths as a recurring community council issue, and potential for impacts for blind and partially sighted people.

Government/Statutory body/ Other Public Organisations

Support for approach proposed in the Brief for key infrastructure and suggestions for a series of minor changes to clarify or emphasise importance on key assets and features, e.g. Green Infrastructure.

Support for enhanced active travel component in the brief in context of potential to improve local air quality.

Charity/ Club/ Third Sector Organisations

Support for the approach to promote and improve options for active travel in this part of the city and cites the potential for walking and cycling to be the natural choice for shorter journeys and the Paths for All Smarter Choices, Smarter Places behaviour change programme.

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.

Suggestions to create a park and choose facility at Torvean South are noted. There is a generous provision for parking identified in the Masterplan to accommodate visitors as well as to help alleviate some of the pressures created by major events at Bught Park. It is not clear at this point if a park and choose facility would be effective for this location. A city-wide approach is required to assess the optimum locations for such facilities, as well as measures to discourage people travelling by private car into the city centre. It is considered that the generous level of parking identified would not prevent the future creation of a park and choose facility should the need be identified. The emerging review of the Inner Moray Firth Local Development Plan will be considering issues how to achieve a shift in how people travel in the area away from private car use to public transport and active travel that may address some of these issues.

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Support for active travel in and around the Brief area is recognised as a priority and the routes identified are considered to be those most effective at providing links for existing and future potential desire lines for pedestrians and cyclists. Crossing points over the A82 have been consented as part of the West Link Stage 2 project to provide on-demand lights controlled crossings.

The suggestion to segregate part of the park for dog exercising is noted, however it is considered that the whole of the park should be available for all users, including dog walkers, and it would be preferable therefore to simply promote responsible dog ownership within the wider areas of parkland.

Whilst the concerns about shared cycle footways and notes and have been passed to the Council's Active Travel Officer for wider consideration, the paths identified in the Brief are to ensure there are efficient, convenient routes for people walking, wheeling and cycling and when a proposal is made for building a route, the exact design and specification to meet the needs of different users will be considered through the relevant process (e.g. design/ planning application) and where appropriate, user groups consulted.

Torvean South

Summary of comments:

Members of the Public and Other Individuals

Support for the creation of a new park and leisure destination, but concerned about the potential loss of land for development that could limit the park site. Concern that there are no iconic structures proposed (e.g. Falkirk Wheel) as an attraction.

Support for the potential of a dry ski slope in Torvean Quarry and suggestion for a cable car from Torvean to Dochgarroch.

Concern that fast food outlets could adversely impact on the existing retail offer.

Suggestion that access to the canal tow path should be maintained, that cycling and walking routes are fully considered alongside vehicle routes and that parking provision extends beyond vehicles to cyclists, walkers and runners. Request that the public open space is designed to ensure it does not become a wasteland, and that the wider space does not become privatised, and ensure people can move freely.

Point raised that the Great Glen Canoe Trail is important and moorings need to be maintained.

Request that flagstone surfaces are avoided that are not safe in winter conditions and discourage active travel.

Government/Statutory body/ Other Public Organisations

Support for the approach and strategy proposed. Support for dividing the character areas into north and south but request for clarity over the status of the areas to the east and west of the new roundabout. Request that mapping is clarified and a series of minor additions are made to emphasise place over movement and active travel over private car use.

Support for the uses shown to be in areas at risk of flooding, and note that the proposed uses in

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these areas are compatible with the level of risk and should be managed through appropriate SUDS provision.

Community Council

Support for inclusion of a park and highlights potential for this area to incorporate more natural meadows to promoted biodiversity.

Concerns raised about proposals for a new hotel (and its height) and potential impact this could have on the wild character of the area, and that retail and hotel uses are not compatible with the gateway vision or with recreational use. Suggestion that a small scale café/ sport-related unit could be appropriate.

Disagree that a new street with retail should be located in this area, suggestion other places in the city would be more appropriate.

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 total area of land identified in the Brief for parkland (around 13ha) is the equivalent to Fraser Park, Walker Park and Phase 1 of Inshes District Park. Therefore, whilst the concerns raised about impacts of development on greenspace are noted, it is considered that there is a generous provision of open space identified in the Brief.

Concerns raised about the creation of a new street and about impacts of particular uses like a hotel or food and drink on the gateway vision or recreational use are noted. However, the purpose of the Brief is to ensure the delivery of a high quality new city gateway destination that strikes a balance between enabling some development that will provide a financial return for the land, with safeguarding a generous amount of land for sport, play and recreation. It is considered that this has been achieved and that the uses identified will contribute to the vibrancy of the canal-side location, creating a well-used attractive place for locals and visitors to enjoy, ultimately achieving the vision set out in the Brief.

The request that open space is well designed, that people are allowed to access all parts of the Brief area, and that public access is maintained are noted. The Brief ensures public access is maximised throughout the Brief area, Officers are currently developing detailed designs for marketing the commercial uses identified in the Brief are and this will enable the delivery of the public open space and parkland identified.

Torvean North

Summary of comments:

Members of the Public and Other Individuals

Disagreement with identifying land for housing, as it would be a very restricted site between a school and hotel with no parking.

Disagreement with need for land for a school in the area and concerns at loss of greenspace as a result of allowing a school or housing to be developed in this location, request to retain land for recreation purposes.

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Suggestion that a new school should be built in the Leachkin area, east of Kirkwall Brae and that it be delivered now to meet impacts that will arise from completion of surrounding development sites.

Disagreement for allocation of land for a school since it is not close to a neighbourhood to serve children, meaning the site would encourage travel to school by car, rather than walking.

Community Council

Support for identification of site for a primary school and potential for this to meet needs for Gaelic provision.

Suggestion for the housing site identified to be wholly affordable and for provision of a community garden.

Suggestion to retain vegetation between development land and canal to maintain sense that the canal is part of the green infrastructure.

Government/Statutory body/ Other Public Organisations

The development criteria should help create an attractive place for people, with space for nature in the green and open spaces.

Area identified as a school site is noted as being adjacent to an area of flood risk that was assessed in 2015 to be outwith the area of significant flood risk, but suitable surface water management provision will be required.

Charity/ Club/ Third Sector Organisations

Request that the development guidelines are clarified to place an emphasis on maximising connectivity for pedestrians and cyclists, and not for vehicles, and inclusion of requirement for bicycle parking for residents.

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 use of the former golf course for a school or housing are noted. As mentioned above in this report, a careful balance between safeguarding meaningful green and open space and realising development potential has been struck. Whilst the Brief does propose development of land, it also safeguards considerable areas of greenspace that offer potential to meet the aspiration of communities in future.

Suggestions to locate the school elsewhere in this part of the city are noted. However, the Brief is concerned with the land uses in this area, which is within the Council's ownership and therefore offers a potentially cost-effective future school site. Should an English medium school be identified by the Council's Care and Learning Service it is likely that the school catchment boundaries would be revised and at this point the proximity to neighbourhoods would be part of the range of considerations made.

Infrastructure Delivery

Summary of comments:

Members of the Public and Other Individuals

Support for the approach taken to consolidate Active Travel networks and their links to green spaces.

Concerns raised about a lack of GP premises being included in the Brief either through site allocation or through developer contributions- cites approach of Moray Council/ NHS partnership to identifying health service requirements in new developments. Questions why schools are treated differently to GP premises in terms of land identification and developer contributions.

Suggestion that a focus is given in the brief to community buildings, rather than commercial.

Suggestion that a bolder commitment to look at car use is made for parking and park and ride models for the city.

Charity/ Club/ Third Sector Organisations

Support for the Council requiring developers to contribute to or deliver the network of active travel routes within the Brief area.

Support for the approach taken to consolidate Active Travel networks in Inverness. Suggestion that standards or best practice is agreed for development of active travel infrastructure to ensure it is fit for purpose, e.g. chicanes do not prevent bike trailers or trikes, and that bollards are not a safety issue for visually impaired people.

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.

Detailed requirements for active travel infrastructure are guided by a range of documents including Cycling by Design (Scottish Government, 2010). These are material considerations that will guide of the assessment of future planning applications.

Whilst education infrastructure capacities are understood due to the Council's School Roll Forecasting, the equivalent information is not currently available for GP premises. Feedback from the consultation at events and online indicate that communities are concerned about practice capacities. To facilitate future expansion, should NHS Highland identify a need in the area, the Torvean South area identifies several development blocks as mixed use, and these could accommodate a GP practice.

The issue of park and ride within the development brief is referred to above in this report (see 'Key Infrastructure').

Torvean Gateway: Torvean and Ness-Side Development Brief

Slighe Thòrr Bheathain: Brath-leasachaidh Thòrr Bheathain agus Thaobh Nis



The Torvean and Ness-side Development Brief (The original Brief) was adopted in March 2013 ([Read the original Development Brief^{\(1\)}](#)). This document (the Brief) updates the Torvean elements of the original Brief to reflect the latest development context and Council aspirations for most of the area.

The West Link Road is being delivered in two stages, the first is complete and the second commenced in Spring 2019. To facilitate construction of the West Link Road various sports facilities were relocated and, where required, replacement facilities were provided. This included Highland Rugby Club and Torvean Golf Club. The new Golf Course is complete and construction of Stage 2 of West Link will open up the previously used vacant golf course land for redevelopment.

What status does this document have?

This document supersedes the Torvean parts of the original Brief, which is available [online](#) showing all of the superseded parts. It is Supplementary Guidance to the Inner Moray Firth Local Development Plan.

The Brief is divided into the following sections:

- **Section 1: Introduction** - sets out the context the Brief sits within, the Vision of the future development of the area and shows the Indicative Masterplan for development of the area.
- **Section 2: Key Infrastructure** - describes the key natural and man-made infrastructure that currently contribute to the area, or are required to deliver the Vision.
- **Section 3: Character Areas** - provides area-specific guidance and development criteria to help explain how the Brief expects the area to be developed.
- **Section 4: Infrastructure Delivery** - signposts the reader to how the Council will recover the cost of mitigating impacts of new development .

1 https://www.highland.gov.uk/directory_record/712050/torvean_and_ness-side_development_brief

Development Brief

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- 3 This Brief relates to the redevelopment of the vacated Torvean Golf Course land to the south and north of the A82 trunk road.

This land is being opened up for development as a result of the West Link Stage 2 project. Stage 1 was completed in December 2017 and Stage 2 commenced in Spring 2019. This document provides the up to date land use planning framework for development on land surrounding and adjacent to the new road.

- 4 The combination of uses identified on well-connected sites at the edge of the Caledonian Canal will be a complement to the city's existing destinations and will provide a new and exciting place for both visitors and local people to enjoy.

Vision

Vision

- 5 Land to the south (Torvean South) of the A82 will be transformed into a new gateway for visitors and locals in the city through a combination of Council and developer-led projects. Future development will welcome people to a new canal-side destination that provides places to meet and enjoy a new park and sport and leisure uses. It will provide places for food and drink, retail and tourist opportunities, and will be woven together by a high quality public realm.
- 6 Land to the north of the A82 (Torvean North) provides an opportunity to deliver a neighbourhood, including much-needed housing for our growing city, and a land for a potential new school. A new neighbourhood in this location will connect seamlessly to the existing and consented uses to the south. It will enjoy a local park to the north, the Caledonian Canal to the east and a green corridor to the west.

Indicative Masterplan

- 7 The Indicative Masterplan shown overleaf sets out what the acceptable land uses are for future development in this area, which is owned by The Highland Council.
- 8 The Council is currently undertaking further detailed design work for this area that will enable the marketing of the site for private sale(s). All development proposals will require planning permission and will be assessed against this Development Brief and, in particular, how they:
 - accord with the Vision, policies, Indicative Masterplan and other criteria set out in this Brief;
 - prioritise place quality over the movement of motor vehicles;
 - can deliver a well-maintained, high quality public realm;

Section 1: Introduction | Ro-ràdh

- demonstrate the [six qualities of a successful place](#)⁽²⁾, as defined in national planning policy (Distinctive; Safe and Pleasant; Easy to move around; Welcoming; Adaptable, Resource-efficient);
- accord with National planning guidance (e.g. PAN 83 *Master Planning*), including best practice examples.

From this point, references to 'the masterplan' in the Brief include reference to all of the maps, illustrations and information presented in the document, which will be used to assess future planning applications in the Brief area.

2 <https://www.webarchive.org.uk/wayback/archive/20161201151506/https://beta.gov.scot/policies?topics=Building%20planning%20and%20design>

Torvean Gateway

Indicative Masterplan

Revised Brief Boundary



Growing Spaces/Allotments

Ⓐ

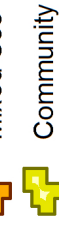
Proposed Landuse



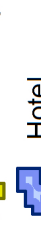
Residential



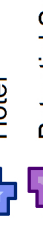
Mixed Use



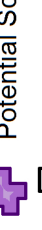
Community



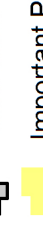
Hotel



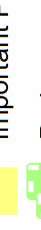
Potential School Site



Committed Development

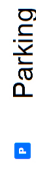


Important Public Realm



Park

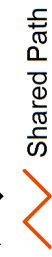
Proposed Access and Parking



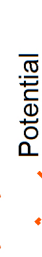
Parking



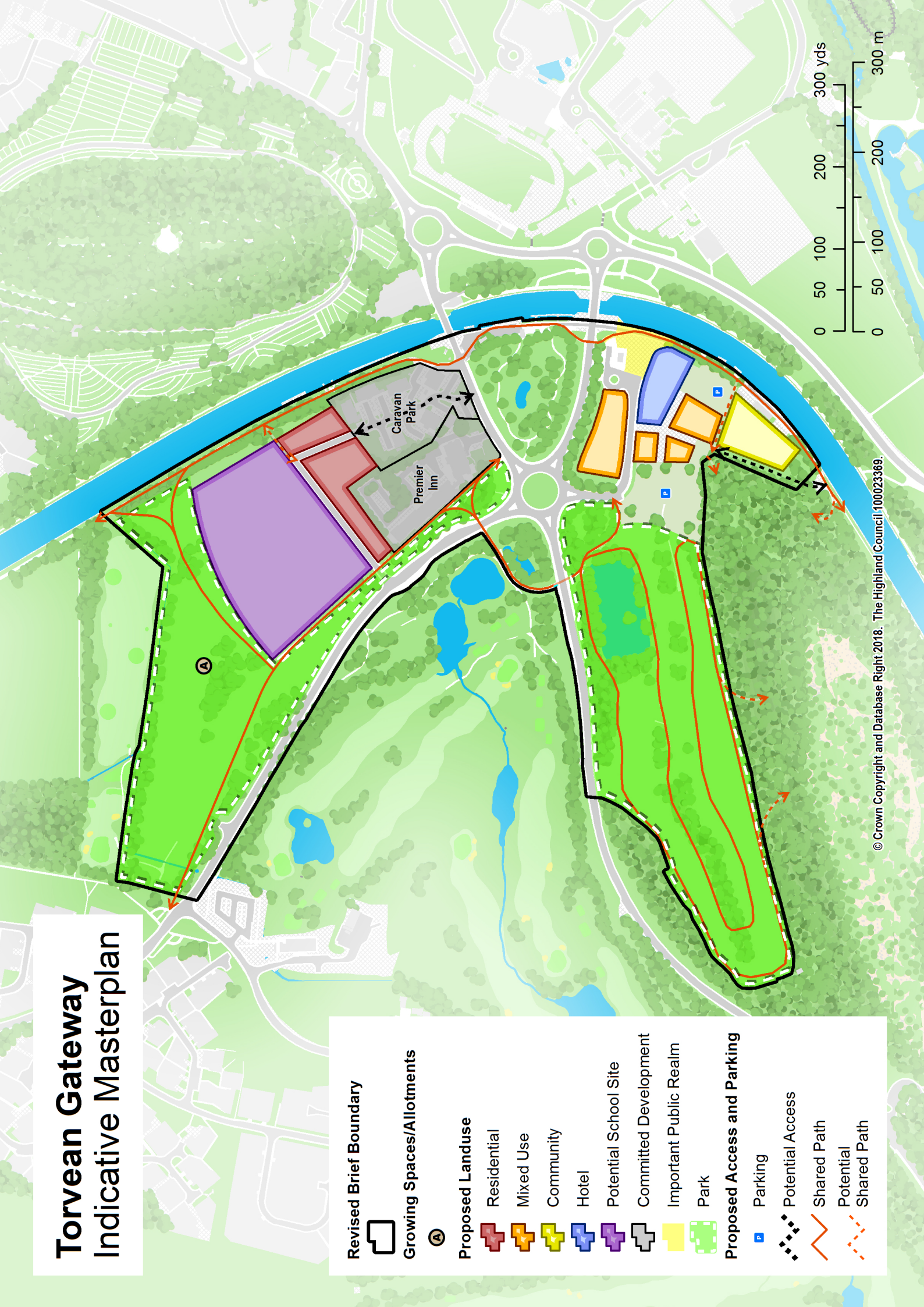
Potential Access



Shared Path

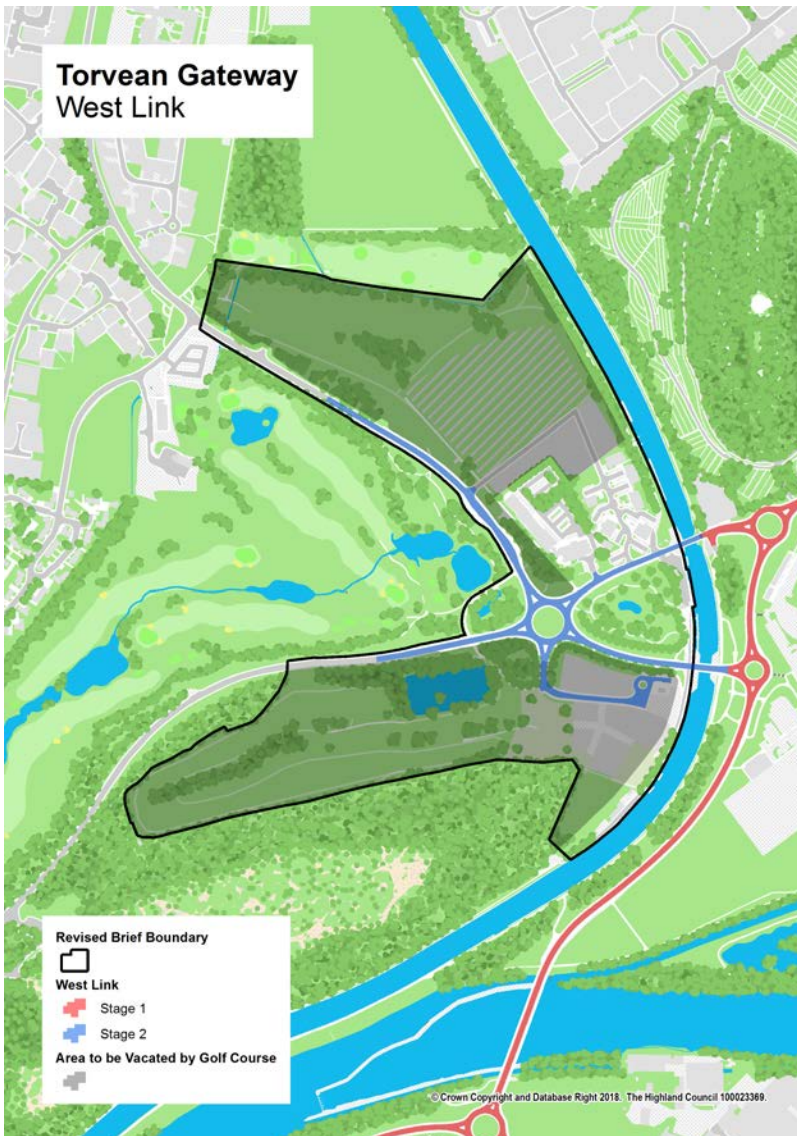


Potential Shared Path



West Link

- 9 The 'West Link Road' is a key infrastructure component in the area. Stage 1 of this project now connects pedestrians, cyclists and vehicles from Holm Roundabout on Dores Road over the River Ness to the A82, Glenurquhart Road. With Stage 1 complete and consent granted for Stage 2, construction of a new roundabout, realignment of the A82 and General Booth Road, and a second canal swing bridge is underway (find out more on the [West Link webpage](#))⁽³⁾.



West Link Road

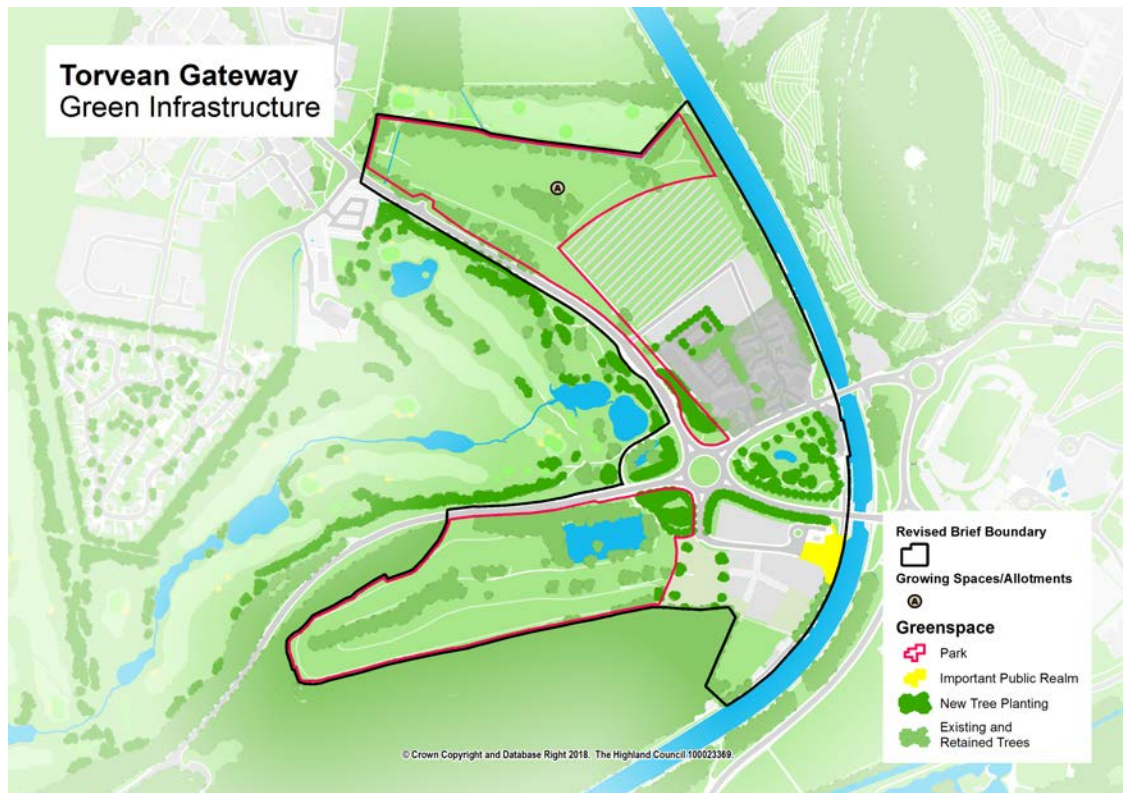
3 https://www.highland.gov.uk/info/1523/transport_and_streets/128/the_inverness_west_link

Torvean Park

- 10** Once land becomes available after the contractors constructing Stage 2 of West Link vacate the site there is an early opportunity to deliver a new city park at Torvean. The former land use as a golf course means that, with the addition of a new path network and appropriate future maintenance, this area can be made available to the public for play and recreation. It also offers the opportunity to facilitate the relocation of [Inverness Parkrun](#) which often experiences conflicts between their regular events and major events at its current location at Bught Park.
- 11** The design of this park will deliver benefits for both people and nature. The Council will prepare a detailed design for the park, which will include areas set aside for nature and biodiversity benefits, for example areas of wildflower meadow planting. This will enable the Council to contribute in its duty to further the conservation of biodiversity and will contribute to supporting and enhancing the wider green infrastructure and active travel network described below.

Green Infrastructure

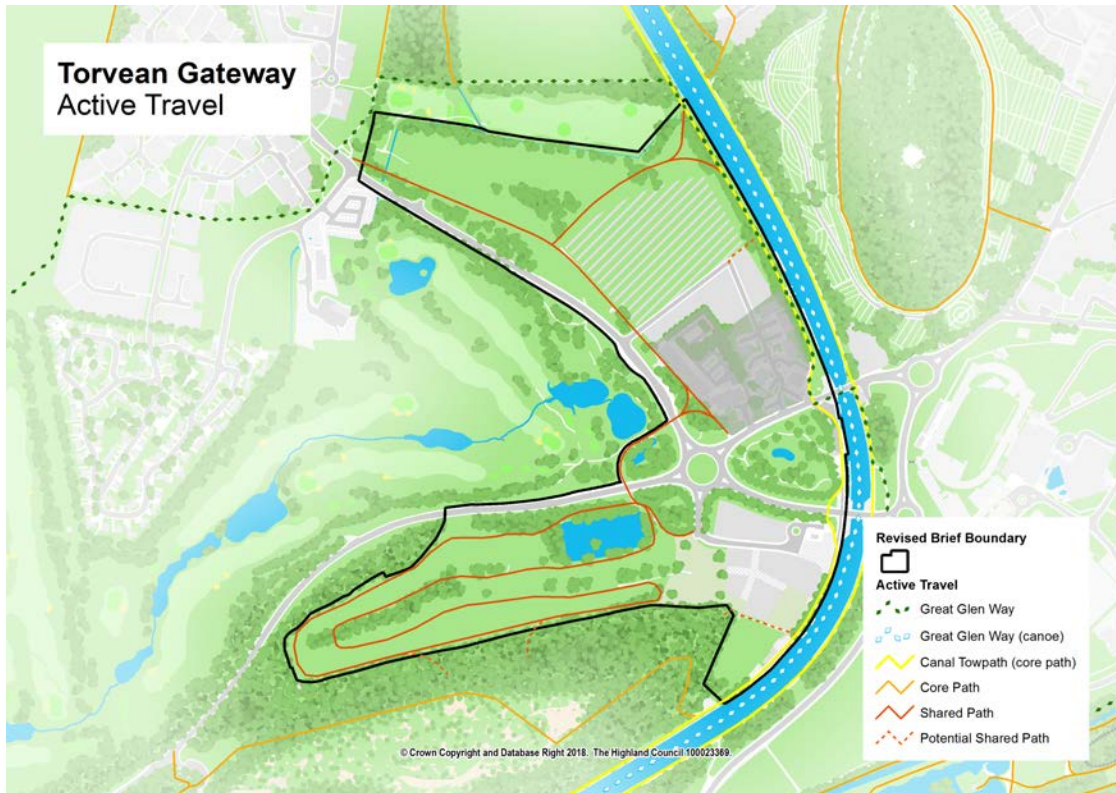
- 12** The former use of the development area as a golf course means there are attractive green and blue (water) spaces across the area. The planting on the new Golf Course, around Stage 2 of West Link, and the existing trees and woodland along the Canal tow paths and adjacent Torvean Quarry mean that this area is well served by generous green and blue infrastructure. The golf course and new roads drainage ponds that manage surface water provide opportunities for nature as well as being attractive landscape features. Balancing these natural assets with the need to deliver new places has been carefully considered in preparing this Brief.
- 13** The Green Infrastructure map below shows the assets and features that exist or are planned in the area. Any areas where new tree and plant species are proposed should feature a variety of predominantly native species suitable for climate, exposure and location.



Green Infrastructure

Active Travel

- 14** The green infrastructure also provides a high quality setting for many of the surrounding active travel network routes that exist in the area. There are various popular and well-used routes. Future development should integrate with these routes and improve active travel connectivity, including connections into Torvean Quarry and the Canal tow paths. The Active Travel map below highlights existing and proposed active travel routes. Developers will be expected to contribute to or deliver the network of active travel routes within the Brief area.

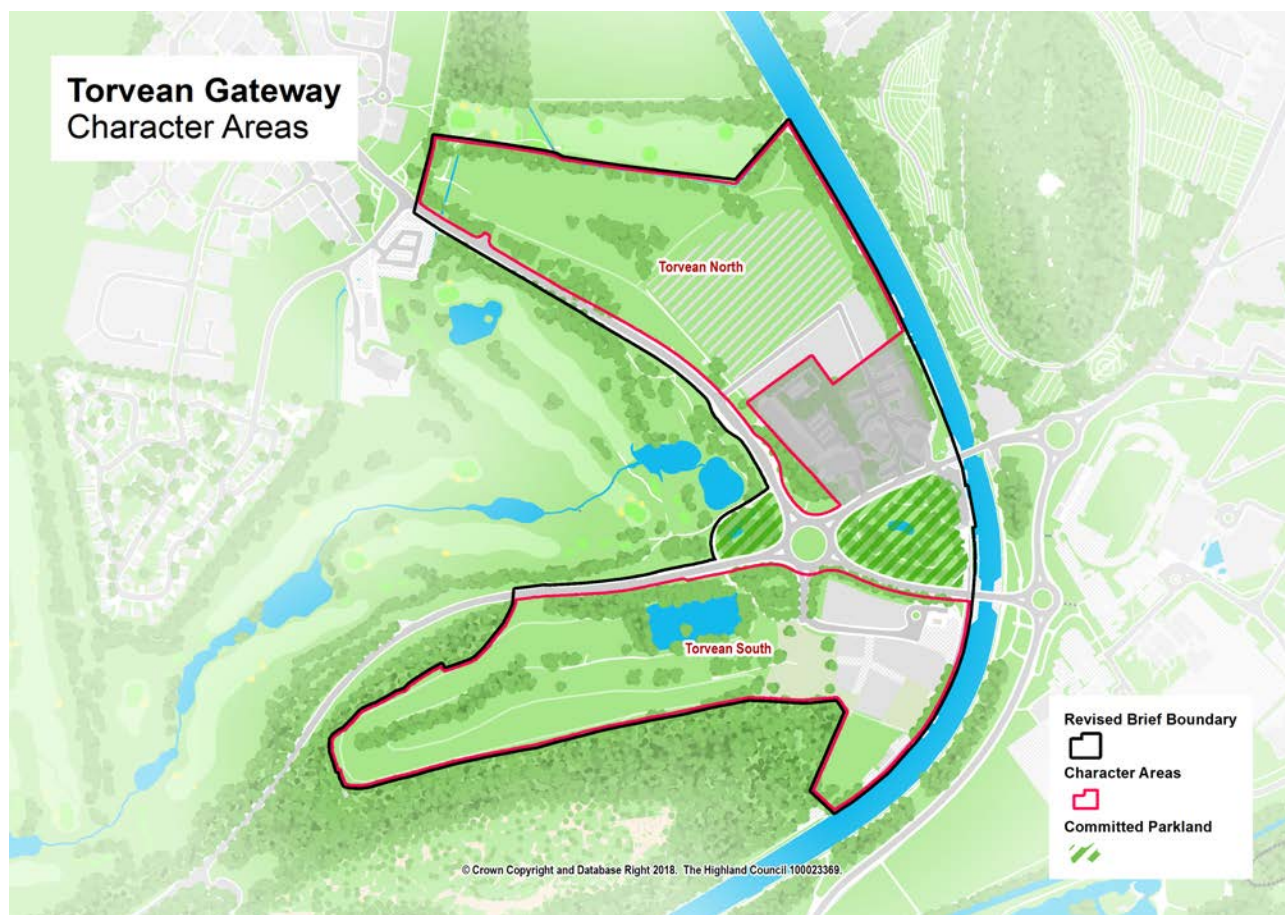


Energy

- 15** The Highland Council promotes national ambitions to transform the places we create through greater energy efficiency, local energy systems and less reliance on carbon-based fuels. The Torvean Gateway area has potential to deliver on these ambitions and to achieve low or zero carbon status. The Development Plan for Highland sets out requirements for sustainability and energy efficient design.
- 16** Applicants in the Torvean Gateway area are expected to demonstrate how their proposals comply with these policies, including how the scheme has taken account of Scotland's Heat Map and the following measures. The Council expects these measures to be incorporated into developments at the outset or safeguarded and planned for future deployment and will welcome engagement with applicants to consider opportunities and their delivery:
- electric vehicle charging infrastructure;
 - Local generation (capture) and distribution of energy and heat;
 - Local electricity and heat storage, enabling excess generation to be stored and later release when demand arises;
 - Air cleansing structures, keeping air clean by filtering out pollutants;
 - Water re-use and cooling networks, perhaps in association with sustainable drainage systems.

Section 3: Character Areas | Raointean Caractair

- 17** The Brief is divided into the two character areas as shown in the map below. These areas are distinguished by their location, land uses and surrounding character. The details that follow explain the 'Indicative Masterplan'. Development criteria for each character area are described and should be addressed when preparing development proposals.



Character Areas

Torvean South

- 18** Torvean South will be a new destination that provides an attractive park and a canal-side open space where pedestrians, cyclists and outdoor activity take priority over the movement of vehicles. It will be easy to walk and cycle to, facilitated by the active travel routes planned or being delivered in and around the area. It will be diverse in uses that provide for both visitors to the city and local people.
- 19** To the west of this character area a new active park will replace the existing golf course. To the east will be a new mixed used commercial and leisure destination adjacent to the Caledonian Canal served by a Primary Street with an important function as a *place* for people to enjoy. Within two of the mixed-use blocks there is opportunity for single-bed homes above ground floor commercial uses. Between these two sites will be an attractive and generous area for parking that will be safely accessible.

- 20** The wider area is rich in sports and recreation opportunities and will serve as a hub for the city. The existing range of sports can be further expanded to embed this area as a diverse and active place. This can be achieved by connecting new routes to those existing, creating new spaces (park) and places (canal-side public realm) to enjoy sport and recreation, and enabling land uses (mixed use commercial development land) that support such activities.
- 21** Should a city-wide strategy emerge in future that identifies sites for Park and Choose facilities, this area may offer potential, given its location on the trunk road network and generous parking provision.
- 22** Early proposals are underway for a dry snow sports centre in the former Torvean Quarry. Whilst these are still at a very early stage and are outwith the Brief area, there is potential for these proposals to complement uses at Torvean South and help deliver the vision for the area. There may be potential for sites in Torvean South to share infrastructure connections (e.g. water and sewerage connections) with proposals in the former Torvean Quarry.
- 23** Where a block is shown as mixed use the following Use Classes are considered acceptable:

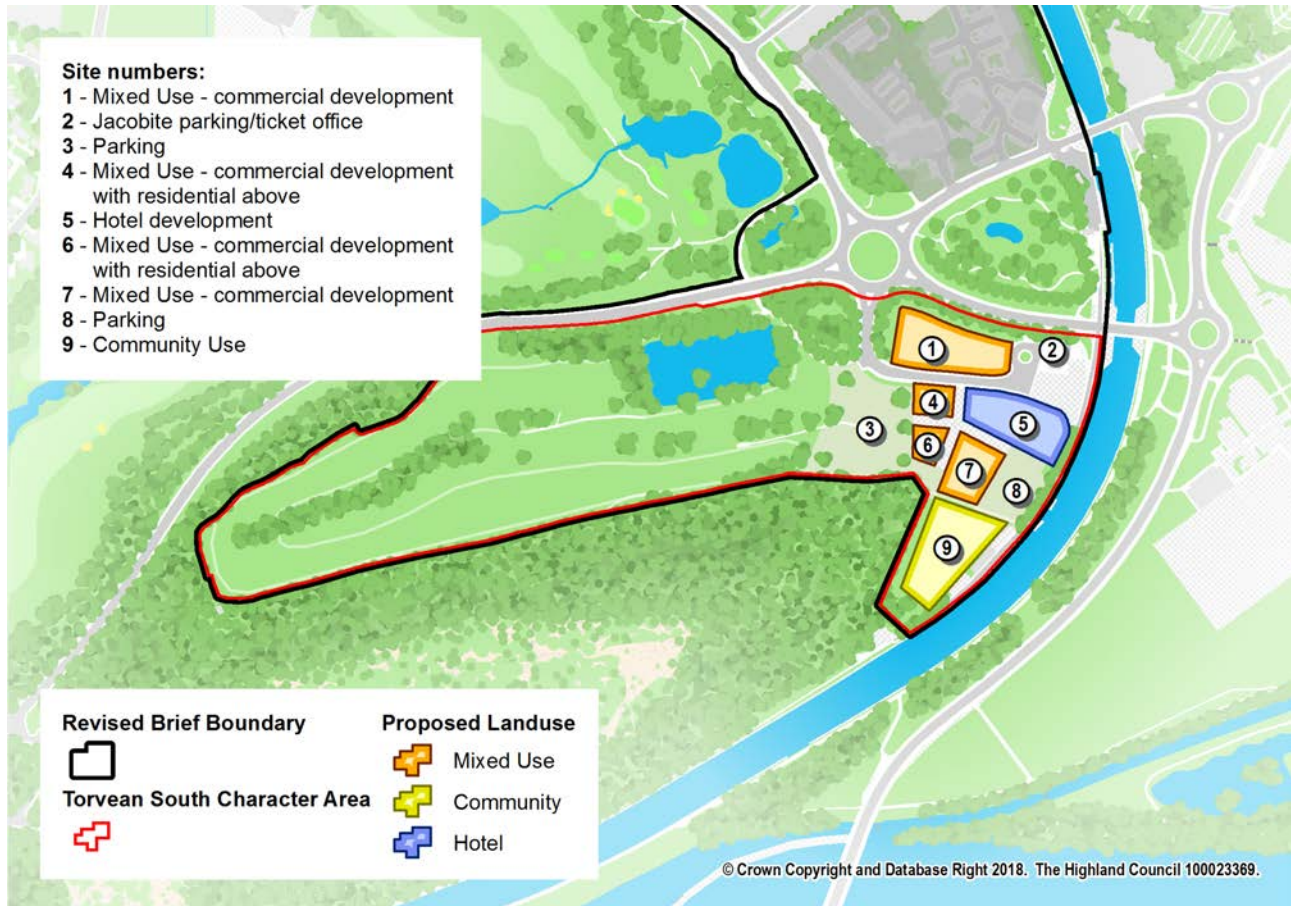
Acceptable Use Classes for Mixed Use Blocks

- 1 (Shops),
- 2 (Financial, professional and other services),
- 3 (Food and Drink),
- 4 (Business),
- 7 (Hotels and Hostels)
- 10 Non-residential institutions.

For Blocks 4 and 6, as well as the above uses, Use Class 9 Houses is also considered acceptable, **restricted to one bedroom homes.**

- 24** The 'Torvean South Sites' map shows nine sites that will deliver the 'Vision'. The Brief sets out guidelines that developers are expected to follow in preparing their proposals. These guidelines, including the 'Torvean Frontages' drawing, will be used to assess future planning applications.
- 25** To enable Jacobite Cruises to continue operating from Torvean, a replacement car parking area, ticket office and access for cars and buses close to the canal are required. Limited car parking and bus drop-off uses are acceptable at site two, but should be sensitively designed to enhance and avoid impact on the important canal-side public realm.
- 26** Community-led proposals to introduce play, recreation and learning facilities to the park will be considered on a case-by-case basis. Support for specific proposals will be based on the conformity with the 'Vision', 'Indicative Masterplan' and Development Criteria where relevant.

Section 3: Character Areas | Raointean Caractair

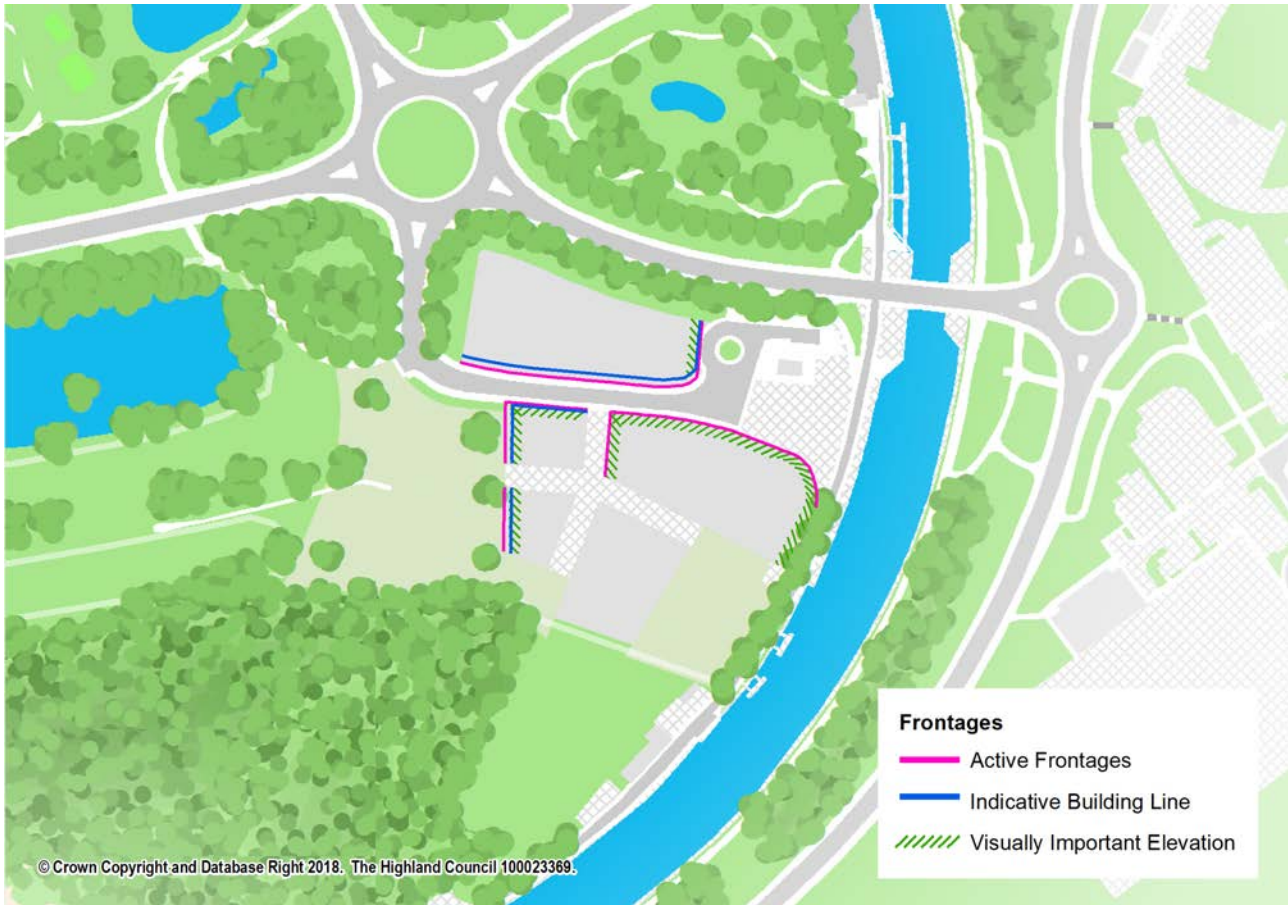


Torvean South Sites

Street design

- 27** All streets will be designed with a hierarchy that starts with pedestrians, cyclists, public transport then private vehicles. Streets will be designed to encourage low vehicle speed so that they can function primarily as social space. Design will include features that slow traffic such as 'pinch points', hard and soft landscaping (including trees), vertical calming and appropriate use of on-street parking. The Primary Street leading to the canal-side will be defined by strong, relatively continuous building lines providing a good sense of visual enclosure.
- 28** Development must respect and enhance the gateway qualities of the A82 and canal swing bridges as an important approach to the city (see for example: [Approaching Inverness Strategy and Design Guide](#)).
- 29** The Torvean Frontages diagram below indicates how future development should be designed to give prominence to the primary street within the Torvean South character area. the blue 'Indicative Building Line' shows where the built forms within the blocks are expected to be located. The pink 'Active Frontages' lines show where the primary elevations of buildings should face and where areas of pedestrian activity and interest should be located (for example street-side terraces for eating and drinking). The green 'Visually Important Elevation' hatching

highlights where it is expected that particular attention will be paid to create prominent elevations of key buildings that will be designed to form positive contributions to the landscape and streetscape.



Torvean Frontages

Sites 1, 4, 6 & 7: Mixed use - commercial development

- 30 Site 1** is an important gateway into Torvean South. The route linking the new roundabout to the canal as part of Stage 2 of West Link will form the basis of a new Primary Street. In the short term most of Site 1 will be made available as a temporary car park for the wider area. Once this site is developed, the Council will provide alternative parking on Site 3.
- 31 Sites 4 and 6:** Facilities that attract, retain and entertain visitors are crucial to the success of this new destination because they help to support the viability and vibrancy of the place. The grouping of commercial, sports and visitor uses on these sites give the opportunity to deliver diverse uses that create a critical mass of activities. To ensure the delivery of commercial uses that will deliver the vision for this area, small-scale residential development is permitted on Sites 4 and 6. The only acceptable residential development will be above commercial ground floor uses. The residential development is restricted to single-bed homes to ensure that development does not create unacceptable car-dependence e.g. families with young

Section 3: Character Areas | Raointean Caractair

children that would be encouraged to drive regularly (e.g. for school drop-off). These sites also present opportunities to accommodate visitor services including Scottish Canals, public conveniences and other recreation and sports facilities.

Sites 1,4, 6 & 7 Development guidelines:

- Development must demonstrate exemplary standards of contemporary design. Design, layout and choice of materials must respect and enhance the visual and spatial character of this important canal-side setting.
- Development must present active frontages to the Primary Street and canal-side open space, including pedestrian entrances and high levels of transparency. Active frontages should wrap around corners at key intersections. There should be no blank walls fronting onto public areas.
- Pedestrian entrances, outdoor seating and occasional on-street public parking should be used to attract footfall, promote outdoor activity and provide interest for people visiting the area.
- To support active travel users, specific attention should be afforded in terms of facilities (e.g. bike shelters/parking) and connections, both within the area and to the surrounding active travel network.
- Vehicle access and parking serving buildings on these blocks should be restricted to the rear of buildings, except on the primary street where occasional on street public parking will be supported. Service delivery bays/infrastructure and bin storage should be located to the rear or the side where appropriate. High quality landscaping and planting should be used to screen/soften these areas and minimise their visual impact.
- Insensitive over-sized signage will not be supported.
- Residential development restricted to single-bed homes on upper floors of sites 4 and 6 only.
- Building height should not exceed 2 storeys.

Site 2: Jacobite Cruises and important public realm

- 32** Stage 2 of West Link will provide new canal-side infrastructure for boats, including the relocation of Jacobite Cruises' facilities. Site 2 provides this opportunity as well as facilitating a high degree of interest and activity for the public to congregate and enjoy the new swing bridge and in-canal activities. The provision of a high quality public realm is therefore key for this site and to the success of the Torvean South Character Area.

Site 2 development criteria

- High quality appropriate building and surface finishes that respect the historic character of the canal-side setting. Where necessary surface finishes should distinguish where restricted vehicle access is permitted to, for example, the tow path. Design should achieve a simple, uncluttered appearance.
- Ground level should match that of the canal tow path, making use of fill to raise levels where appropriate or necessary.
- Development should retain existing or provide new connections to the active travel routes identified in this Brief and in the wider area.
- Development related to the relocation of Jacobite Cruises and its setting should be sensitively designed to reflect the prominent and public canal-side location. No set-down of plant or other equipment will be permitted within this site.
- In the long term bus drop off should be limited to the eastern end of the Primary Street shown in the Indicative Masterplan, and not into the area identified as important public realm. Bus parking opportunities may also be available in Sites 3 and 8.

Sites 3 and 8: Parking

- 33** Visitors driving into the area may require vehicle parking. There is opportunity to combine this provision with major events parking, for example at Bught Park, where current provision can be inadequate. There may also be potential for coach and trailer parking to be accommodated within these sites only.
- 34 Site 3:** Design, layout and materials must reflect the sensitivity of the setting including its visual impact on the new park and views from the A82 at this important city gateway.
- 35 Site 8:** This area, which is subject to flooding, presents an opportunity for visitor parking to the immediate area as well as parking for major events at, for example, Bught Park where current provision is inadequate. Given its proximity to the Caledonian Canal and tree-lined tow path, the design and layout of this parking area must be sensitive to and integrate well with adjacent uses.

Sites 3 & 8 Development guidelines

- The design and layout of parking bays should be informal, with sensitive demarcation and should avoid the use of impermeable surfaces (e.g. tarmac). Preference should be given to permeable surfaces that allow water to permeate the ground to help address potential flood issues and that can contribute positively to the natural and visual environment (e.g. grass matting) ;
- Planting and landscaping, including new trees, should be used to break up parking areas into small bays (around 6-8 cars) and soften the visual impact of parked cars.

Site 5: Hotel development

- 36** Tourist accommodation continues to remain in high demand in the city and there is a good opportunity at Torvean to realise potential to help meet this demand. As well as providing an anchor use of the site, it may also add to the mix, helping to create vibrancy to this new city destination.

Site 5 development guidelines:

- The primary elevation, including the hotel entrance, must face the Primary Street.
- Hotel accommodation must present active frontages to this street, the canal-side important public realm and the towpath, including spill-out space as appropriate.
- Design and layout must respond sensitively to the setting of the adjacent Caledonian Canal and must capitalise on this historic asset as a positive neighbour.
- Taller building heights may be acceptable at the western end of the site but at the eastern end, adjacent to the canal, the height should be restricted to avoid significant overshadowing of the adjacent canal-side important public realm. Opportunities to create a roof terrace overlooking the canal should be explored.
- Car parking and service access should be restricted to the rear of the site (on the south side of the building). Use of Site 8 for a Hotel's parking needs would be acceptable. Safe, attractive pedestrian routes must be provided between all parking areas and the principal entrance/hotel lobby/ Primary Street.
- Opportunities for ground floor mixed uses include retail and food and drink, for example restaurant space overlooking the canal and canal-side important public realm.

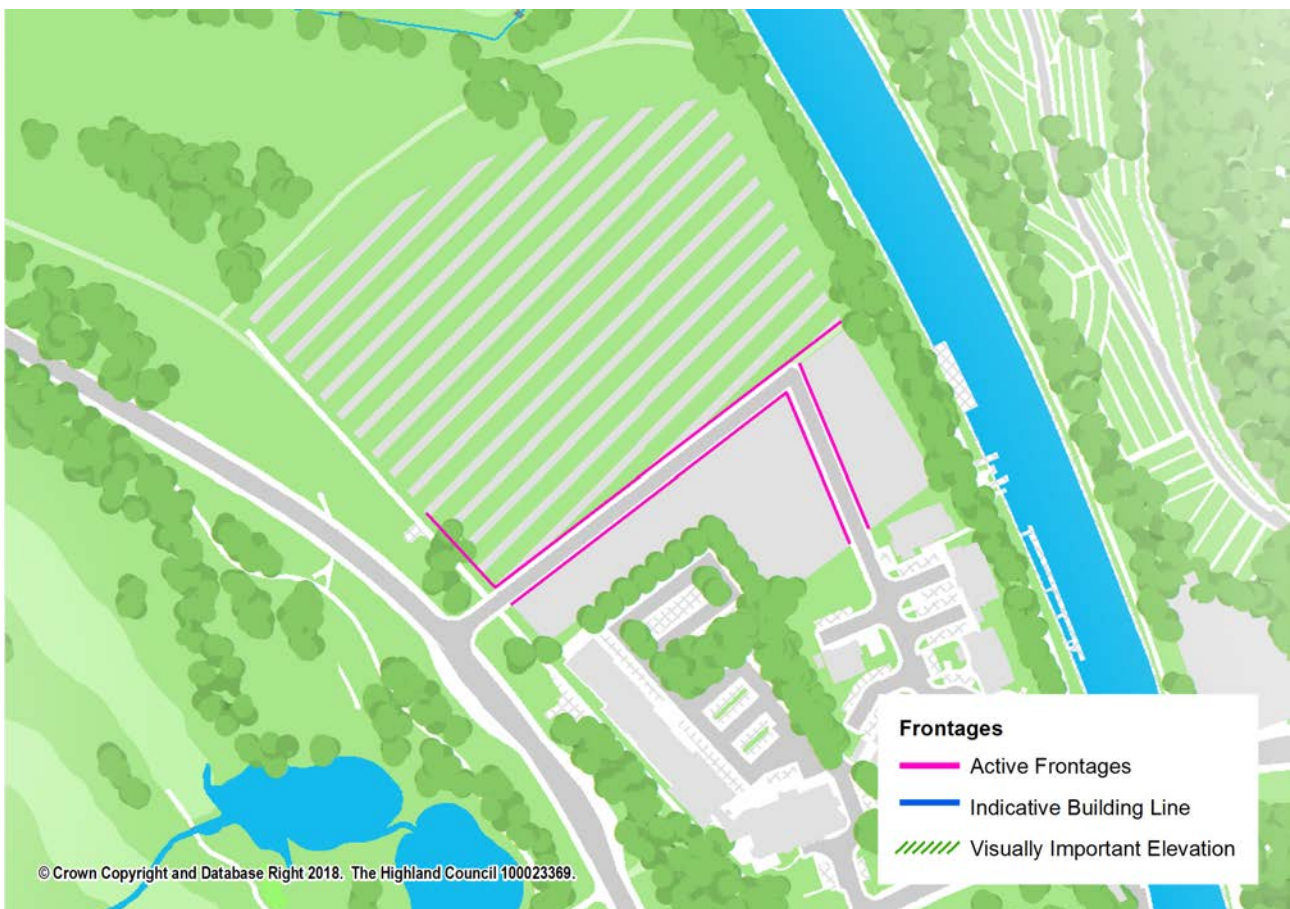
Site 9: Community use

- 37** Inverness Rowing Club has a long-established presence on the banks of the Caledonian Canal. This contributes to the vibrancy and diversity of uses in the area and the Club will continue to be an important user while Torvean South is re-developed as a city destination. The rowing club is scoping options to expand their existing facility and sufficient land is available in the southern corner of the site to support future plans. This area may also be suitable for meeting the needs of the wider site in terms of flood risk and potential SUDS.

Torvean North

- 38** Torvean North will provide a new neighbourhood with great active travel connections to local services at Charleston, as well as active travel and vehicle links to the rest of the city. It will safeguard the setting of the Caledonian Canal and be set back from General Booth Road. A generous provision of open space between the area and the new golf practice course will provide play and recreation space and help to maintain a high quality green network.

- 39** As the Council develops their strategy for education provision in the city it is important that Council-owned land is considered as an option for future school and nursery use. Should the Council conclude that there is not a requirement for this land to be used for a school, it can be developed for residential use, subject to alternative school capacity being in place. For avoidance of doubt, acceptable Use Classes for the Potential School Site at Torvean North include Class 10 Non-residential institutions and, in the case of a school not being required, Class 9 Houses.
- 40** The area identified for a potential school lies south of the parkland area that is adjacent to the Torvean Golf Practice Holes and will be visually connected to the existing developed area (Premier Inn and Torvean Caravan Park) by a new city neighbourhood.
- 41** All planning applications proposed in this area will be assessed against the extent to which they conform with this Brief, including the Development Criteria and the 'Torvean North Active Frontages' diagram below. The pink 'Active Frontages' lines show where the primary elevations of buildings should face and where areas of pedestrian activity and interest should be located.
- 42** Community-led proposals to introduce play, recreation and learning facilities to the park will be considered on a case-by-case basis. Support for specific proposals will be based on the conformity with the 'Vision', 'Indicative Masterplan' and Development Criteria where relevant.



Torvean North Active Frontages

Section 3: Character Areas | Raointean Caractair

43 Planning Context

- 44** The Torvean Caravan Park has planning permission (reference: 16/03534/FUL) for 48 flats and 400 square meters of convenience retail (in the ground floors of two of the blocks that front the A82).
- 45** The Premier Inn has applied for permission (reference: 18/03507/FUL) to extend their hotel and car park to the north west. The principle of development in the area is therefore established.



Torvean North Sites

Torvean North Development Criteria

- The layout of this new neighbourhood and potential school should follow an urban street pattern with perimeter blocks that allow an efficient use of land and maximise the creation of safe well-overlooked streets; blocks should:
 - Provide strong, relatively continuous building lines creating well-defined streets and spaces with a good sense of spatial enclosure;
 - Ensure streets, paths and public open space are well-overlooked by frequently spaced pedestrian entrances and high levels of transparency at ground floor level;
 - Achieve a clear definition between public and private space, including shared areas such as semi-private communal gardens, service areas, waste storage, cycle parking etc.;
 - Locate some parking in secure, rear courtyards that are well-overlooked;
- The movement network should maximise connectivity for pedestrians and cyclists within the area and to the surrounding street and path network, including the canal towpath. Design of vehicle routes should encourage low vehicle speed so that streets function primarily as a social space – including features that slow traffic such as ‘pinch points’, hard and soft landscaping (including trees), vertical calming and appropriate use of on-street parking.
- Car-parking should not dominate the public realm. On-street parking should be designed to be an integral part of the streetscape using trees, planting or hard landscaping to arrange parking in small groups and balance visual impact.
- SUDS features should be designed to integrate with and make a positive contribution to open space provision.
- All homes should be provided with fit-for-purpose outdoor private or communal amenity space that benefits from direct sunlight (e.g. gardens, balconies, roof terraces, patios or communal courtyards) and bicycle parking for residents.
- Opportunities for canal-side housing should be explored, where buildings are sensitive to, but overlook the Caledonian Canal;
- If a school is required in this area, the primary elevation of the building should be used to define a new street. Tall perimeter fencing of the school will not be acceptable. Feature walling, planting, landscaping and building edges should be used as secure boundaries where they are required.

Section 4: Infrastructure delivery | Lìbhrigeadh Bun-structair

- 46** Developer contributions towards infrastructure in this area are set out in the original Brief and are updated, where relevant, by the Developer Contributions Supplementary Guidance (DCSG).



**The Highland
Council
Comhairle na
Gàidhealtachd**
