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**13/02860/MPLAN: THE INVERARAY PROJECT: MAST 1/5 - MASTERPLAN REPORT**

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**1. SUMMARY**

Within the emerging Argyll and Bute proposed Local Development Plan (Feb 2013) the Council has proposed a Mixed Use Allocation (MU 3001) for the development of 150 dwellings, business (Class 4), tourism (including hotel) and community facilities on land to the west of Newtown and to the north of Barn Park. The proposed allocation is underpinned by the requirement that a Strategic Masterplan (designation MAST 1/5) should be endorsed by the Council in advance of any development proceeding. The intention is that this should provide an overall framework for phased and co-ordinated development in response to the opportunities and constraints presented by the allocation, having particular regard to its sensitive historic environment context.

In terms of the adopted Argyll and Bute Local Plan 2009, the central portion of the masterplan area lies within an area designated as 'countryside around settlement' wherein there is a general presumption against development. The remainder of the masterplan area lies within two housing allocations (H-AL 9/1 and H-AL 9/2). Given that the emergent LDP allocation has been uncontested during public consultation, it may be accorded significant weight at this stage in the plan-making process. The active promotion of development of the masterplan area therefore represents the settled view of the Council, which would justify as a 'minor departure' development which does not accord with the provisions of the current, but soon to be superseded local plan.

A masterplan which identifies the land owner's current aspirations for development of the Mixed Use allocation, and the phased manner in which this might be achieved without preventing possible future development, has been submitted and is considered below. The current submission seeks to set out the overarching vision for the masterplan area, to provide a framework document for the future development and evolution of the masterplan to address a number of complex and interlinked issues but also providing sufficient detail and justification to allow the immediate release of land for a Phase I development of housing.

**2. RECOMMENDATION**

The components of the mixed-use scheme envisaged in the 'Inveraray Project: Framework Plan 2014' are considered to be compatible with the proposed LDP Mixed Use Allocation 3001 and MAST 1/5. Whilst the masterplan requires considerable further development it is considered that there is sufficient detail to assess the merits of the overall development concept/vision and to allow the immediate release of land identified as Phase I of the proposed development.

As such it is recommended that the masterplan be approved and endorsed as a material consideration in the future determination of planning applications within the masterplan boundary, with recognition that such endorsement represents a 'minor departure' to the provisions of the adopted Local Plan at the current stage in the plan-making process.

### 3. ASSESSMENT

Inveraray is one of the most important and influential Designed Landscapes and planned towns in Scotland. It is an iconic town of national significance and an exemplar for place-making across Scotland.

The original planned town was constructed from the 1750's. It remains largely intact and retains its striking relationship to Loch Fyne, Loch Shira and the surrounding Designed Landscape. The planned town and Inveraray Castle remain as the public face of Inveraray.

There has been significant new development since the mid-20<sup>th</sup> Century in the Fisherland area to the west of the planned town, and on the higher ground west of Newtown. This 'backland' development is less impressive than the planned town and it is becoming increasingly visible as the town continues to grow.

Over time, the two backland areas have spread towards one another, reducing the extent of parkland area in the middle of the settlement. This reflects the lack of other suitable locations for new development in Inveraray.

The Inveraray Project proposes development of the central parkland area through a co-ordinated plan for growth, bringing together the two western expansion areas. It is unrealistic and inappropriate to expect new development at Inveraray to match the design and form of the planned town. However, it is reasonable and realistic to expect a development which improves on the standard set by previous backland developments, and which reflects some of the key qualities of the planned town. In particular, new development will aim to achieve an urban character, with attractive streets, passageways, places and clearly defined building lines.

The proposed Inveraray Project is a significant intervention in the setting of the planned town and the Designed Landscape. The masterplan enables this change to be managed to ensure that impacts are minimised and enhancements provided at the appropriate time. In doing so, it will also provide a supply of development land over the long term, enabling the town to accommodate new homes, jobs and the services which it requires.

Development allocations are areas identified by the Council where they can contribute to economic development and environmental improvement, and where a comprehensive approach to prospective development is warranted in order to avoid unplanned piecemeal development. They are defined in the plan as areas of land where there is a realistic expectation that development can be delivered during the period of the Local Plan (5 to 10 years). It is standard practice to require a masterplan approach when considering development within such designated areas. Masterplans help the Council assess at an early stage in the development process the interrelationships of layout, design, access, existing transport infrastructure and sustainable modes of travel, landscape and ecology, impact upon the historic environment, open space provision and integration of a proposed development with existing communities.

The Scottish Government most commonly refers to Masterplans being, '*a plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. It is based upon an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development*' (PAN 83). The Scottish Government endorses the use of masterplanning in general, but considers that it is especially useful for large sites and in areas/sites which are going to undergo substantial change, have multiple uses, or are sensitive in environmental or landscape terms.

At the meeting of the PPSL Committee on 23 November 2011, Members considered and agreed a policy paper providing guidance on the use of masterplans.

The masterplan, in its current form, is the result of a 5 year process which has included statutory consultation through the Council's Local Development Plan process, engagement with local people, businesses and the Inveraray Community Council. It is the subject of an ongoing collaborative design review process involving the Council, Architecture+Design Scotland, Historic Scotland, Transport Scotland and other public agencies. This process will continue with the evolution of the masterplan as it is further developed, to tackle the complicated issues which require satisfactory resolution in advance of land being released for further phases of development.

The masterplan submission by Argyll Estates seeks to provide a strategic overview to provide the framework for the future development of both the MU3001 and MAST 1/5 pLDP designations, and allow the immediate release of land for a Phase I development. The masterplan has been the subject of consultation and publicity, and is assessed below.

#### **4. CONSULTATIONS**

**Architecture + Design Scotland:** Supportive of the documentation through their chairing of a joint meeting by them and their endorsement of it as a framework plan for future development as of a 10.06.14 meeting, when other consultees were present. A+DS have, however, made it explicitly clear that whilst they are supportive of the aims and vision expressed within the current submission, and the principle of releasing land for a Phase I development at Barn Park, they are unable to fully commit to the intentions for later development phases until such time as sufficient evidence to demonstrate the appropriateness of this approach has been submitted in support of the proposal. Such further work includes a transport assessment, 3D modelling of the development proposals to better understand the impact upon landscape and the historic environment, and detailed guidance on building scale, design, form, detailing and finishes being developed.

**ABC Core Paths:** (11<sup>th</sup> June 2014) Note the presence of Core Path route C201 adjacent to the Masterplan boundary as well as acknowledging the potential benefits of proposed paths and areas of open space and public realm. The masterplan broadly outlines proposed improvements to the path network both within and adjacent to the site as well as informal car park for walkers, all of which would be welcomed in principle. Non-motorised access, in both functional and recreational terms, has a very important role to play in people's everyday lives. A good provision of paths that are well signposted will encourage people to become more active and adopt a healthier lifestyle. It is considered that the Inveraray masterplan acknowledges this fact, and although the proposals are not detailed at this time, they can be generally supported.

**ABC Biodiversity Officer:** (10<sup>th</sup> January 2014 & 5<sup>th</sup> February 2014) – Notes that the site is open ground with some rush habitat, a small burn with some woodland forming part of the boundary edge along the wooded roundel. Notes that the report details that a habitat and ecological survey will be undertaken in conjunction with planning applications where relevant, and suggests that both Bat and Otter surveys are included in such work. In terms of open space, green corridors and enhancement of the existing watercourse, the report supports the opportunity to include design features that enhance the area and reflect biodiversity interest.

**ABC Development Policy Unit:** Supportive of the documentation through attendance and endorsement of the proposals at the 10.06.14 meeting chaired by Architecture +Design Scotland.

**ABC Conservation Officer:** No comments to date.

**ABC Education:** (16<sup>th</sup> April, 2014) – No problems envisaged in relation to the primary education of children locally, following an expectation of pupil yield that might be generated by the intended housing and the capacity of the local school.

**ABC Roads:** (27<sup>th</sup> January 2014) – Note the limitations of the existing public road serving Barn Park to accommodate additional traffic beyond a Phase I development. Notes that the junction with the A819 public road may not be capable of being satisfactorily upgraded and suggests that the primary access serving the masterplan area should be the junction with the A83(T) at the southern end of the Avenue car park. Advises that development will require an adoption standard road and compliance with parking standards.

**ABC Flood Prevention:** (27.03.14 response to 13/02930/PP) – No objections noting that there is reasonable prospect for development within the eastern extent of the masterplan area, adjoining the Avenue car park to be secured against the effects of flooding by incorporation of a suitable freeboard which takes into account factors such as climate change and wave action.

**Inveraray Community Council:** No response received to date.

**Historic Scotland:** Supportive of the documentation through their attendance and endorsement of it at the 10.06.14 meeting chaired by Architecture+Design Scotland. Earlier detailed comments (23<sup>rd</sup> January 2013) given recognition to the critical importance of the Inveraray Castle Designed Landscape, the 1787 Robert Milne Avenue Screen Wall, the beech tree Avenue and the wooded roundel, as well as a thorough analysis of key views into and out of site/Inveraray. The intent to plant trees along the western track is welcomed as is the proposal to create a formal urban, as opposed to suburban design. Careful consideration (*a matter for the later phasing considerations in subsequent report/s*) needs to be given to any proposals which might impact on any of the Screen Walls (on Dalmally Road and Front Street, Grade A listed) and the Avenue Wall (Grade B listed).

**SEPA:** (16<sup>th</sup> January 2014) – Advise that they have no significant concerns regarding the principle of the development provided that issues of flood risk, foul and surface water drainage, pollution prevention/environmental management and space for waste management are addressed within the site layout. Specifically it is noted that part of the masterplan area (adjoining the Avenue car park) lies within the 1:200 flood envelope and therefore may be at high risk of flooding.

**Scottish Water:** (12<sup>th</sup> February 2014) – No objections, notes that the Inveraray Water Treatment works has capacity to service the development and limited capacity at the Waste Water Treatment Works. Advise that developers should discuss their proposals directly with Scottish Water.

**Transport Scotland:** (10<sup>th</sup> January 2014) – No objections but advises that the existing means of accessing the masterplan area from the A83(T) at Barn Brae and the southern end of the Avenue car park are likely to require to be improved to incorporate a right turning lane, following initial phases of development off each of those junctions. Confirmation is also provided that further detailed assessment and consideration of the means of access, permeability through and movement within the masterplan area will be required in advance of land being released for further phases of development.

**West of Scotland Archaeology Service:** (6<sup>th</sup> January 2014) – WoSAS note that the masterplan includes proposals for development within an archaeologically sensitive area given its proximity to a number of recorded cairns and with the possibility of unrecorded archaeological material on site. The advice that was given was it would be preferable for an archaeological field evaluation to be undertaken ahead of masterplanning. However Argyll Estates have declined to do that (*given that full development is unlikely to arise within the decade*) and in these circumstances WoSAS advise that if the masterplan were to be approved, it would be appropriate to address any archaeological sensitivity on a site by site basis in respect of individual applications for detailed planning permission, and ahead of such decisions being made (*allowing if relevant for the preservation of any archeologically important material in-situ*). Given that a planning application is awaiting determination for Phase 1, such

an investigation has already been carried out in respect of that area, with nothing of interest having been found.

## **5. PUBLICITY**

The Masterplan has been advertised (expiry date 17<sup>th</sup> January 2014).

## **6. REPRESENTATIONS**

No representations have been received to date.

## **7. ASSESSMENT**

**List of all Development Plan Policy considerations taken into account in assessment of the masterplan.**

### 'Argyll and Bute Structure Plan' 2002

STRAT DC 1 – Development within the Settlements  
STRAT DC 2 – Development within the Countryside Around Settlements

STRAT DC 7 – Nature Conservation and Development Control  
STRAT DC 8 – Landscape and Development Control  
STRAT DC 9 – Historic Environment and Development Control  
STRAT DC 10 – Flooding and Land Erosion

### 'Argyll and Bute Local Plan' 2009

LP ENV 1 – Impact on the General Environment  
LP ENV 2 – Impact on Biodiversity  
LP ENV 6 – Impact on Habitats and Species  
LP ENV 7 – Impact on Tree/Woodland  
LP ENV 10 – Impact on Areas of Panoramic Quality (APQs)  
LP ENV 11 – Impact on Historic Gardens and Designed Landscapes  
LP ENV 12 – Water Quality and Environment  
LP ENV 13a – Development Impact on Listed Buildings  
LP ENV 14 – Conservation Areas and Special Built Environment Areas  
LP ENV 16 – Impact on Scheduled Ancient Monuments  
LP ENV 17 – Impact on Sites of Archaeological Importance  
LP ENV 19 – Development Setting, Layout and Design

LP BUS 2 – Business and Industry Proposals in the Countryside DC Zones  
LP RET 1 – Retail Development in the Towns – The Sequential Approach  
LP RET 4 – Retail Development Within Countryside DC Zones  
LP TOUR 1 – Tourist Facilities and Accommodation, including Caravans

LP HOU 1 – General Housing Development  
LP HOU 2 – Provision of Housing to Meet Local Needs including Affordable Housing Provision  
LP HOU 4 – Housing Green-Space

LP SERV 1 – Private Sewage Treatment Plants and Wastewater Systems  
LP SERV 2 – Incorporation of Natural Features/Sustainable Drainage Systems  
LP SERV 3 – Drainage Impact Assessment (DIA)  
LP SERV 4 – Water Supply  
LP SERV 5 – Waste Related Development and Waste Management Sites

LP SERV 8 – Flooding and Land Erosion – The Risk Framework for Development

LP TRAN 1 – Public Access and Rights of Way

LP TRAN 2 – Development and Public Transport Accessibility

LP TRAN 3 – Special Needs Access Provision

LP TRAN 4 – New and Existing Public Roads and Private Access Regimes

LP TRAN 5 – Off-site Highway Improvements

LP TRAN 6 – Vehicle Parking Provision

LP COM 1 – Community Facility Development

LP DEP 1 – Departures to the Development Plan

Appendix A – Sustainable Siting and Design Principles

Appendix C – Access and Parking Standards

Appendix E – Allocations, Potential Development Area Schedules and Areas for Action Schedules

**List of all other material planning considerations taken into account in the assessment of the application, having due regard to Annex A of Circular 4/2009.**

- Scottish Planning Policy (SPP)
- Argyll and Bute proposed Local Development Plan (Feb 2013) (pLDP)

*Note: The emergent pLDP is the most recent expression of Council policy, and following the conclusion of public consultation, those elements which are uncontested may be afforded significant material weight in the determination of planning applications at this time.*

- PAN 83 – Master Planning
- Designing Streets – A Policy Statement for Scotland
- ABC Masterplan Process (Nov. 2011)
- A+DS Design Forum
- Statutory/Non-Statutory Consultee Comments

## **A. Development Plan Context**

The masterplan applies to land within the boundary of the Mixed Use Allocation MU3001 and masterplan designated area MAST 1/5 as defined in the 'Argyll and Bute Proposed Local Development Plan' (PLDP), these being uncontested aspects of that Plan and now representing the settled view of the Council. Policy LDP DM1 of the pLDP is also relevant as it guides development within the settlement.

The Mixed Use Allocation defines that the area is zoned for a mixture of: housing (150 dwelling units including 25% affordability), business (Class 4), tourism (including hotel) and community facilities. The Masterplan designation MAST 1/5 also allows for the potential of retail development, although any detailed assessment of a retail planning application within this area, outside of the town centre of Inveraray, will need to consider whether or not it would have a detrimental impact on the vitality of the existing shopping area within the town, as provided for by other policies.

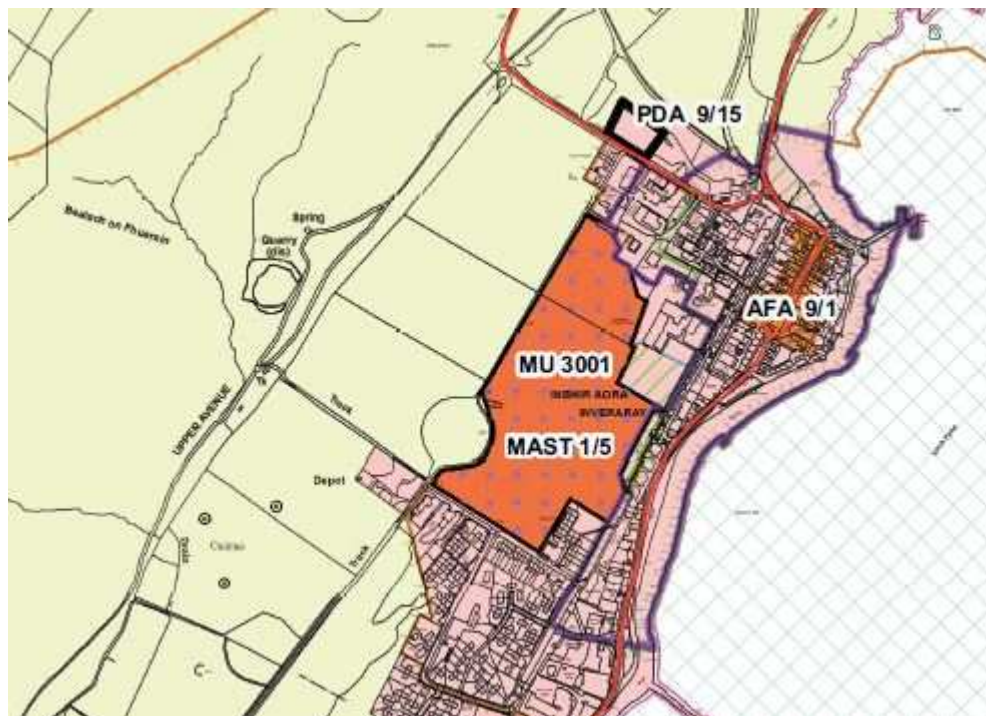
In relation to the housing, no specific density is advocated, but there remains a requirement that 25% of housing should be affordable housing having regard to policy LDP 8 (SG LDP HOU 1) in the pLDP and also policy LP HOU 2 in the present statutory Local Plan.

Having regard to the adopted 'Argyll and Bute Local Plan' 2009 the main body of the masterplan area is designated as 'Countryside Around Settlement' within which policy STRAT

DC 2 applies and sets out a general presumption against development. The remainder of the masterplan area is currently designated as Housing Allocations H-AL 9/1 and H-AL 9/2 for 20 and 8 dwellings respectively, both incorporating 25% affordability. The masterplan submission is contrary to the relevant provisions of the adopted Local Plan., It is however considered appropriate to afford greater material weighting to the uncontested elements of the emergent pLDP, including proposed designations MU3001 and MAST 1/5 as the most recent expression of Council policy in relation to this location. Such consideration would amount to sufficient justification for endorsement of the masterplan submission as a 'minor departure' to the relevant provisions of the adopted Local Plan.

## B. Settlement Strategy

As noted in the preceding section, the mixed use allocation and masterplan status potentially allows for housing (150 dwelling units - including affordable units), business (Class 4), tourism (including hotel), community facilities and relevant retail. This is within the allocation and identical masterplan area as defined within the plan below, as abstracted from the pLDP. The masterplan framework document submitted by Argyll Estates is precisely for the same area.



### Policies applying to the enlarged 'Settlement Area' as defined in the pLDP

Inveraray is defined as 'Small Town, Key Settlement' within the current 'Argyll and Bute Local Plan' retaining that status in the PLDP. Within the new plan the site of the mixed use allocation / masterplan area is embraced in the larger settlement boundary wherein the provisions of the following policies consequently apply:

- (a) the statutory policies as contained within the 'Argyll and Bute Local Plan' 2009 notably LP HOU 1, LP BUS 1, LP RET 1, LP TOUR 1, LP COM 1 are in principle supportive of 'large scale' housing, business or tourism development on appropriate 'infill', 'rounding-off', or 're-development' sites.
- (b) the proposed policies of the 'Argyll and Bute proposed Local Development Plan' (Feb 2013) LDP DM1 (development within the settlement zone), LDP 5 (supporting the sustainable growth of our economy), LDP 8 (supporting the strength of our communities, embracing housing), LDP 9 (development setting, layout and design),

LDP 11(improving our connectivity and infrastructure) would enable the appropriate development of such mixed uses in a mutually compatible arrangement.

### **C. Location, Nature and Design of Proposed Development**

The masterplan area relates to a site area of some 8.7ha located within parkland which lies to the south and west of the historic planned settlement of Inveraray and which separates this from the expansion of the settlement at Newtown and Barn Brae. The masterplan site is bounded to the west by a wooded roundel and a further strip of open parkland, all of which is back-dropped by wooded, rising land. To the east, the masterplan area adjoins the south end of the Avenue car park and steps around Inveraray Primary School and the Bell Tower. The site has a relatively open aspect to the east affording views in/out over Loch Fyne.

The submitted documentation from Argyll Estates comprises a 21 page masterplan framework document with and accompanying 6 page development brief for Phase 1 as an appendix to the framework.

The framework includes:

- (a) a masterplan vision;
- (b) describes Inveraray's past and present;
- (c) analyses Inveraray's designed landscape and built heritage;
- (d) considers the protection of the town's setting (being not only within a designed landscape but also a designated Area of Panoramic Quality); and
- (e) establishes Key Principles for development proposals;
- (f) establishing a Framework Plan;
- (g) defines different parts of the masterplan area into Character Areas, with a brief description of the intended attributes to be secured in each; and concludes with a section on
- (h) phasing and delivery.

#### **Framework Plan Aims:**

The framework documentation expresses that the masterplan has three principle aims, which are to:

1. Respect the setting of Inveraray's historic planned town and Designed Landscape.
2. Create a quality development which adds to Inveraray's unique urban character.
3. Set out a long-term development plan for the 'project' site.

The framework plan does not propose a detailed layout indicating exactly where buildings will be placed and what they will look like. Instead it sets out Key Principles and guidance to shape future development. Additional collaborative design work remains ongoing with Officers, Historic Scotland, Transport Scotland and Architecture+Design Scotland. Individual developments within the site will be controlled in greater details by an evolution of the masterplan through this process to identify in detail the requirements for further phases of development.

#### **Key Principles:**

The submission identifies that are a number of Key Principles which should shape the layout and form of the development to achieve the Framework Plan Aims.



### 1. Protecting Inveraray's Setting:

Given the national importance of Inveraray's planned town and Designed Landscape the over-riding design principle for the development is the protection and enhancement of these heritage assets. Measures to achieve this should include consideration of:

- New tree planting at the Avenue car park edge;
- New tree planting behind the Bell Tower and at the watercourse;
- A new tree avenue at the western boundary of the site;
- New tree planting within the central part of the site;
- An open space corridor at the roundel.

### 2. Consolidating Inveraray's Urban Character: Streets:

The layout of streets and spaces in the development can consolidate Inveraray's distinctive townscape qualities and urban character. Key requirements are:

- Buildings arranged on clear lines;
- Buildings located in terraced form or close together;
- Buildings located adjacent to or close to footpaths;
- Streets which are not dominated by car parking;
- Buildings which face open spaces and routes.

### 3. Consolidating Inveraray's Urban Character: Buildings:

Building form and finishes can also help to consolidate Inveraray's established character. Key requirements are:

- Simple, well-proportioned buildings;
- A vertical emphasis in building form and elevation detailing;
- Roofs pitched at 40-45 degrees, full gables, flush dormers;
- Slate roofs, walls rendered or painted white;
- Limited use of colour, predominantly black detailing.

### 4. Addressing the Avenue:

The eastern edge of the site is an important interface with the Conservation Area, the main arrival point at the site and the best location for commercial uses. Development here should respond to the need for an enhanced public realm and the opportunity to create a well-used street frontage. Key requirements which would require to be finalised through a phase II masterplan would include:

- Buildings facing the Avenue car park;
- Buildings aligned along a public realm corridor;
- Buildings in terraced form or positioned close together;
- Public realm tree planting to enhance the wider setting of the planned town (supported by wider Avenue planting by others).

### 5. Enhanced Connectivity:

Road access and connectivity within Inveraray are poor and there are constraints influencing the layout of the development. Vehicular access to the site will be via the Avenue car park, Barn Park and the Police Houses, subject to agreement with both Transport Scotland and the Council. Requirements include:

- Improved connectivity between various parts of the town;

- Easy foot/cycle access to the surrounding Designed Landscape;
- Road, street and path layout guided by 'Designing Streets';
- Convenient routes to bus stops and the town centre.

### **Land Uses:**

The Framework Plan sets out that the mix of land uses should not undermine the role of Main Street and Front Street as Inveraray's commercial, retail and visitor centre.

### Housing:

The plan confirms that the main land use within the masterplan area will be housing, a minimum of 25% of which shall be affordable. A Phase I development for 12 affordable houses at Barn Park by ACHA is proposed and is the subject of a detailed report for consideration elsewhere on the agenda (ref. 14/01082/PP).

It is also stated that the masterplan area will provide for a full range of market housing, including flats, small houses, larger family homes and properties designed to suit elderly occupants. It is anticipated that these will be constructed in phases over a 10 – 20 year period, and that the range of housing types will help create a sustainable, mixed community.

This aim is consistent with the requirements of pLDP designations MAST 1/5 and MU3001 which seek to promote the development of 150 dwelling units.

### Commercial & Community:

The plan sets out that commercial developments such as offices, tourist accommodation or services, retail and leisure will be focussed on the area adjacent the southern end of the existing Avenue car park. This is the most accessible part of the site by bus, car, foot and cycle, and can also provide businesses with a more prominent trading location. This location is also promoted as having potential to accommodate larger purpose-built commercial, business or community buildings which cannot be sited elsewhere within Inveraray. However commercial development must not undermine town centre viability.

Additional community uses that might be provided within the masterplan area are allotments.

Again these aims are consistent with the provisions of pLDP designations MAST 1/5 and MU3001 which seek to promote business (Class 4), tourism (including hotel), community facilities, and retail. The relevant provisions of proposed policy LDP 7 and SG LDP RET 1 would offer a degree of protection to existing town centre retailers. The provisions of SG LDP BUS 1, SG LDP TOUR 1, and SG LDP REC/COM 1 are generally supportive of appropriate business/tourism/community/leisure uses and would set out the policy framework for the assessment of any detailed proposals.

### Open Space and Public Realm:

The framework plan sets out that the main open spaces should be provided in conjunction with the features identified in Key Principle 1. In general, open space should be focussed on fewer larger spaces which can serve multiple functions (visual amenity, playspace, biodiversity, SUDS) rather than numerous small and incidental spaces. The design of open space and planting would be guided by a landscape statement and design briefs for each development phase.

The plan also sets out an aspiration to create a new public realm corridor at the eastern edge of the site where it adjoins the Avenue, as expressed in Key Principle 4.

The provision of appropriate open space and public realm is considered essential to integrating new development within its sensitive landscape/townscape setting and will make a significant contribution to creating a sense of place and character to the intended urban development. The proposed provisions of SG LDP HOU 3 and SG LDP REC/COM 1 within the emergent pLDP would provide a policy framework establishing the Council's minimum requirements and standards for play space and public open spaces.

#### Routes:

The plan sets out an aspiration to create a network of pedestrian/cycle routes connecting to surrounding core paths and potentially extending new routes into the Designed Landscape, served by a walker's car park.

Vehicular access will be through the Avenue car park, via Barn Brae and via the Police Station, although it is recognised that all of these access points are constrained and would require to be improved in agreement with both Transport Scotland and the Council. Argyll Estates have commissioned a detailed transport assessment which will inform the development of Phase II, and subsequent phases of the masterplan.

This aim is, in principle at least, compliant with the intended provisions of SG LDP TRAN 1, SG LDP TRAN 2, SG LDP TRAN 3, SG LDP TRAN 4 and SG LDP TRAN 5 as set out in the emergent pLDP, and which would provide a policy framework for the assessment of the access requirements for detailed proposals.

#### Biomass Heating:

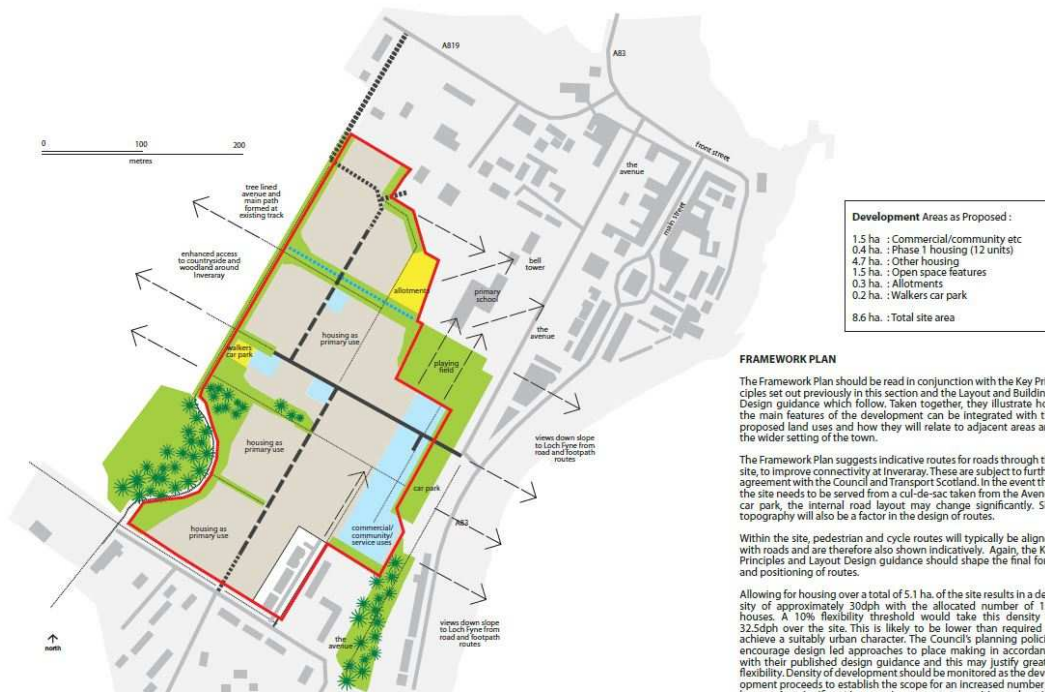
The framework plan sets out intent to explore the possibility of incorporating a biomass heating plant to serve all or some of the development, including the primary school, using local timber as a resource.

The provisions of proposed policy LDP 6 and SG LDP REN 3 are supportive in principle of non-wind renewable energy development and would provide a policy framework for the assessment of any detailed proposal which might emerge during later phases of the masterplan development.

#### **Framework Plan:**

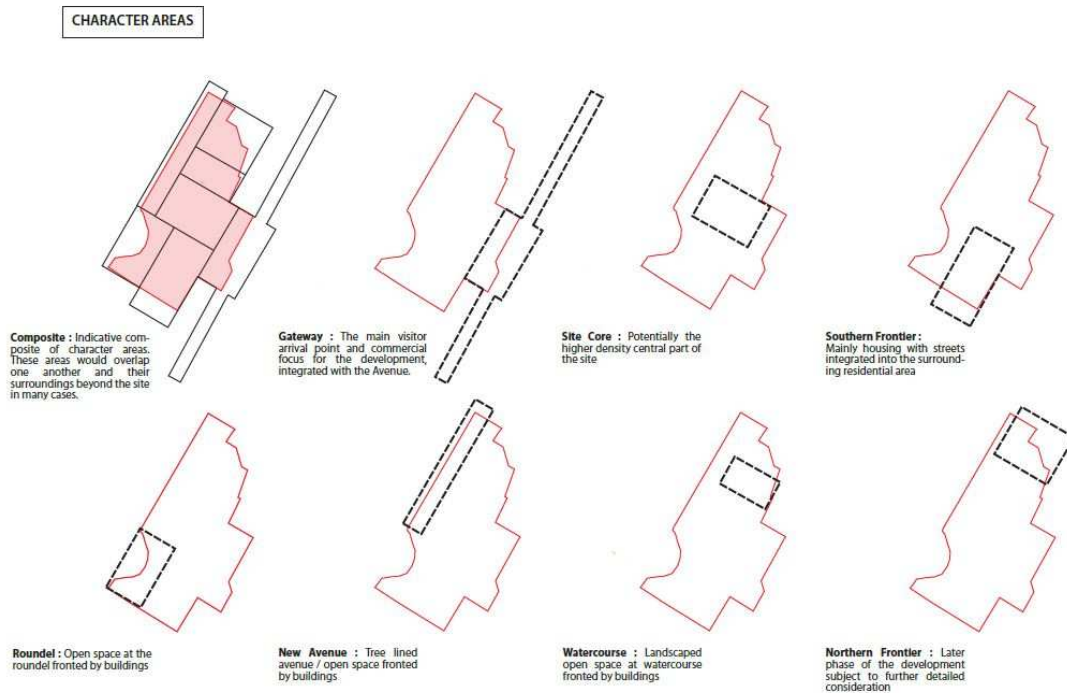
Whilst the masterplan does not include a detailed layout for development within the site area it does include a Framework Plan which has been built up taking into account the existing site constraints and opportunities, the practicalities of achieving access and aspirations for connectivity, intended land uses and an urban built form to provide an indicative framework plan/layout for the development.

**USING KEY PRINCIPLES TO GENERATE A FRAMEWORK PLAN**  
(NB : The detailed layout of development is subject to detailed master plans for each phase of development)



## Phasing:

The masterplan recognises that the Inveraray Project will be developed incrementally over a longer period of time and seeks to phase the delivery of the aspirations set out in the Framework plan with the phased development of seven separate, yet overlapping and interlinked 'character areas'.



Each of the 'Character Areas' is accompanied by a mini-brief within the masterplan document which sets out the key aims and considerations which would require to be addressed in the development of that phase. At the present time, the only phase which has been worked up in any detail is Phase I, which relates to the immediate delivery of the 'Southern Frontier' character area which adjoins existing housing development at Barn Park/Argyll Court – this first phase of the development is supported by a detailed Design Brief which forms an appendix to the masterplan document.

The progression of the later phases ('Character Areas') of the masterplan will also require additional work to be added into the current framework document as recognised through the joint working relationship between the Council and other consultees (notably Architecture+Design Scotland, Historic Scotland and Transport Scotland). Such further work as required from Argyll Estates for the later phases includes:

- (i) further assessment of landscape particularly relating to the relevance and impact of the massing and location of different development scenarios upon both the Designed Landscape and Town Form/Character;
- (ii) vehicular gravity modelling as different highway network scenarios are considered, with the use and potential upgrading of different junctions being considered (both with the A83 trunk road and the Dalmally Road) and as different vehicular movements through the site are considered. This modelling will inform the final access arrangements;
- (iii) greater guidance on appropriate form, detailing and materials.

It is, however, considered that the present framework document, along with the specific Development Brief provided for the development of Phase 1, between them provide sufficient reassurance that it is compatible with the vision for the overall site and that it will not prejudice the delivery of the remainder of the development within the masterplan area. Phase 1 is capable of proceeding without the requirement for any major infrastructure upgrades (other than off-site footpath works to make safe the highway route from Barn Brae), whilst it will not

adversely affect any matters of importance (either the character of the historic town, or designed landscape features such as the Roundel), given the separation of this phase from those interests and the acceptability of the attributes of the type of development proposed.

#### **D. Historic/Built Environment**

The masterplan area is currently devoid of development and lies outwith the Inveraray Conservation Area, although this does adjoin the eastern boundary of the site. The open parkland setting forms an important break within the setting of the existing built environment and the location, scale, massing and form of any new development will require to be assessed in relation to its impact upon the setting of the Inveraray Conservation Area and, in relation to key views into/out of listed buildings, such as the Bell Tower.

The essence of this masterplan seeks to ensure that the area is developed with a more densely developed urban character and active streetscape. It sets out an aspiration to create a high quality sense of place/places within an urban environment which is complimentary and reflective of the qualities of the 'planned town', but without imitating the historic built environment. In so doing it is expected that the aims of the masterplan will be met and the integrity and qualities of both the neighbouring historic built form and its designed landscape in which it exists will not only be safeguarded, but also benefit from neighbouring new development of appropriate, type, detailing and quality.

To successfully achieve this, and to provide strong guidance to future decision makers and prospective developers alike, it is recognised that the masterplan will require to be further developed as it is informed by the further assessments noted above, and with sufficient clarity (including visual representation of design expectations).

The proposal in its current form will not have any direct impact upon any listed building. However, until the further modelling of required highway infrastructure is undertaken, it is unclear whether the access point to serve the Avenue entry point, in a manner supportive of later phases of development (other than one potential simple retail outlet as currently being discussed) will require a ghost island for right turning traffic into the site. If this does become a Transport Scotland requirement it is possible that either (a) further partial demolition of the already breached Grade B listed Avenue Wall or (b) road engineering works beyond the current sea wall may become a necessity. Such interventions if indeed necessary would have to be assessed in the later development of the masterplan and such related planning application/s as may emerge from that.

The West of Scotland Archaeology Service notes that the masterplan area includes proposals for development within an archaeologically sensitive area. If the masterplan were to be approved, that it would be appropriate to address any archaeological sensitivity on a site by site basis, in advance of the approval of further phases of development beyond Phase 1.

The masterplan submission is accompanied by a detailed Design Brief for the Phase I development within the 'Southern Frontier character area' adjacent to Barn Park, which sets out a requirement for a linear housing development, of traditional design and proportion, high quality finishes and landscape treatment.

The current Masterplan Framework Document and the Phase 1 Development Brief accords with the general principles of the relevant policies LP ENV 10, LP ENV 11, LP ENV 13a, LP ENV 14, LP ENV 17 and LP ENV 19 of the 'Argyll and Bute Local Plan' 2009 and with the comparable policies in the proposed Local Development Plan, which are LDP 3, LDP 9, and SG LDP ENV 15 – 18 and 20.

## **E. Natural Environment**

The masterplan site relates to open parkland currently in use as agricultural grazing with a scattering of mature deciduous trees in the general vicinity of the nearby wooded Roundel which adjoins the south western part of the site. A burn flows through the site and it is recognised that otters may benefit from this. Subject to appropriate precautionary measures at the development stage in the vicinity of the burn, it is considered that the framework document accords with the relevant policies LP ENV 1, LP ENV 2, LP ENV 6 and LP ENV 7 of the 'Argyll and Bute Local Plan' and policy LDP 3 (SG LDP ENV 1, SG – Local Biodiversity Action Plan, and SG LDP ENV 6).

## **F. Landscape Character**

The masterplan area lies within the Inveraray Castle Design Landscape, and the wider designation of the West Loch Fyne Area of Panoramic Quality.

The landscape character of the immediate area is very much influenced by the Historic Designed Landscape within which it lies, comprising historically planned estate parkland with features of particular relevance, such as wooded roundels, the beech tree avenue and the designed relationship of the built form to that planned landscape. It also exhibits a relationship with the natural context of Loch Fyne and the neighbouring hills designated as an Area of Panoramic Quality.

As described before, the masterplan is written in a manner that respects this context, having regard to key views. Further analysis of these will be required in the context of applications for development subsequent to Phase 1.

In relation to the current framework document and the Development Brief for Phase 1 the proposal accords with policies LP ENV 1, LP ENV 7, LP ENV 10 in the 'Argyll and Bute Local Plan' and policy LDP 3 (SG LDP ENV 6 and SG LDP 13) in the 'Proposed Local Development Plan'.

## **G. Affordable Housing**

The 'Argyll and Bute Local Plan' 2009 provides a requirement for 25% affordable housing through policy LP HOU 2, and this is carried through in designation MU3001 and policy LDP 8 (SG LDP HOU 1) in the proposed Local Development Plan. The effect of this is that of the 150 intended residential units within the mixed use allocation, 38 of those units should be affordable.

The masterplan framework document allows for this and for the potential for the percentage of the homes, being of the 'affordable type,' to be even greater. Phase 1 of the masterplan caters for up to 12 residential units, and the associated planning application for that phase (reported elsewhere on the agenda) is intended for ACHA's ownership and management as a Registered Social Landlord.

## **H. Road Network, Parking and Associated Transport Matters**

As will be appreciated from Section C above, the masterplan incorporates a highway, and potentially separate footway framework that has been developed as a basic concept, the details of which still need to be fleshed out through a vehicular gravity modelling exercise which Argyll Estates are engaging in. This is to be the subject of further collaborative assessment through the inter-organisational assessment group, and as will be particularly influenced by Transport Scotland, the Council's own Road Engineers, as well as Architecture + Design Scotland, Historic Scotland and ourselves. The involvement of all these parties will ensure the delivery of effective and safe movement routes, whilst also respecting landscape character and the built and historic environment.

The framework plan also confirms that a Phase I development at Barn Park can be accommodated without any significant improvement of vehicular routes into the masterplan area.

Having regard to the framework document and the Development Brief for Phase 1 the proposal accords with policies LP TRAN 1 – LP TRAN 6 in the ‘Argyll and Bute Local Plan’ and also policy LDP 11 (SG LDP TRAN 1 –SG LDP 6) in the ‘Proposed Local Development Plan’.

## **I. Infrastructure & Services**

The masterplan area is to be serviced in terms of waste water drainage and public water supply through the upgrading of Scottish Water infrastructure. They have not highlighted any issue other than inviting the developer to engage with them over phasing.

These aspects are therefore in conformity with policies LP SERV 1, 2 and 4 of the ‘Argyll and Bute Local Plan’ and also policy LDP 11 (SG LDP SERV 1 – 2 ) in the ‘Proposed Local Development Plan’.

The implications of accessing the site from the A83(T) through the Avenue car park in a manner free from flood risk is not envisaged to be a significant issue, but one that needs to be explored in appropriate detail at that stage of master-planning phasing so that it can accord with policy LP SERV 8 of the ‘Argyll and Bute Local Plan’ and also policy LDP 10 (SG LDP SERV 7) in the ‘Proposed Local Development Plan’.

## **J. Conclusion**

The submission, whilst indicative, has given all interested parties and statutory consultees sufficient detail to be able to assess the key issues via an appropriate ‘framework document’ for the master-planning of the whole area, and also has provided an appropriate Development Brief for the area to be developed as Phase 1. It is concluded that the ‘framework document’ provides an appropriate context for the further development beyond Phase 1 within the MAST 1/5 area.

## **IMPLICATIONS**

Policy:	None
Financial:	None
Personnel:	None
Equal opportunities:	None

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<b>Date</b>	12 <sup>th</sup> June 2014

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