3

Design concepts & principles

Key Concepts

A landscape open to everyone, home to businesses, academia, researchers and scientists. An expansion for Inverness Campus building on established principles.

The Phase 2 Key Concepts will aim to:

- Build upon the Phase 1 vision of a world-class campus integrated with nature and connected to Inverness City Centre.
- Respond directly to the future East Link Road.
- Promote diversity, adaptability, and flexibility.
- Create a masterplan that optimises Green Freeport opportunities.

Key Phase 2 Masterplan concepts include:

1. Reinforce the Core
2. Enhance the Landscape Corridor
3. Flexible Gateways
4. Character Areas
5. Increase Active Travel Permeability

01

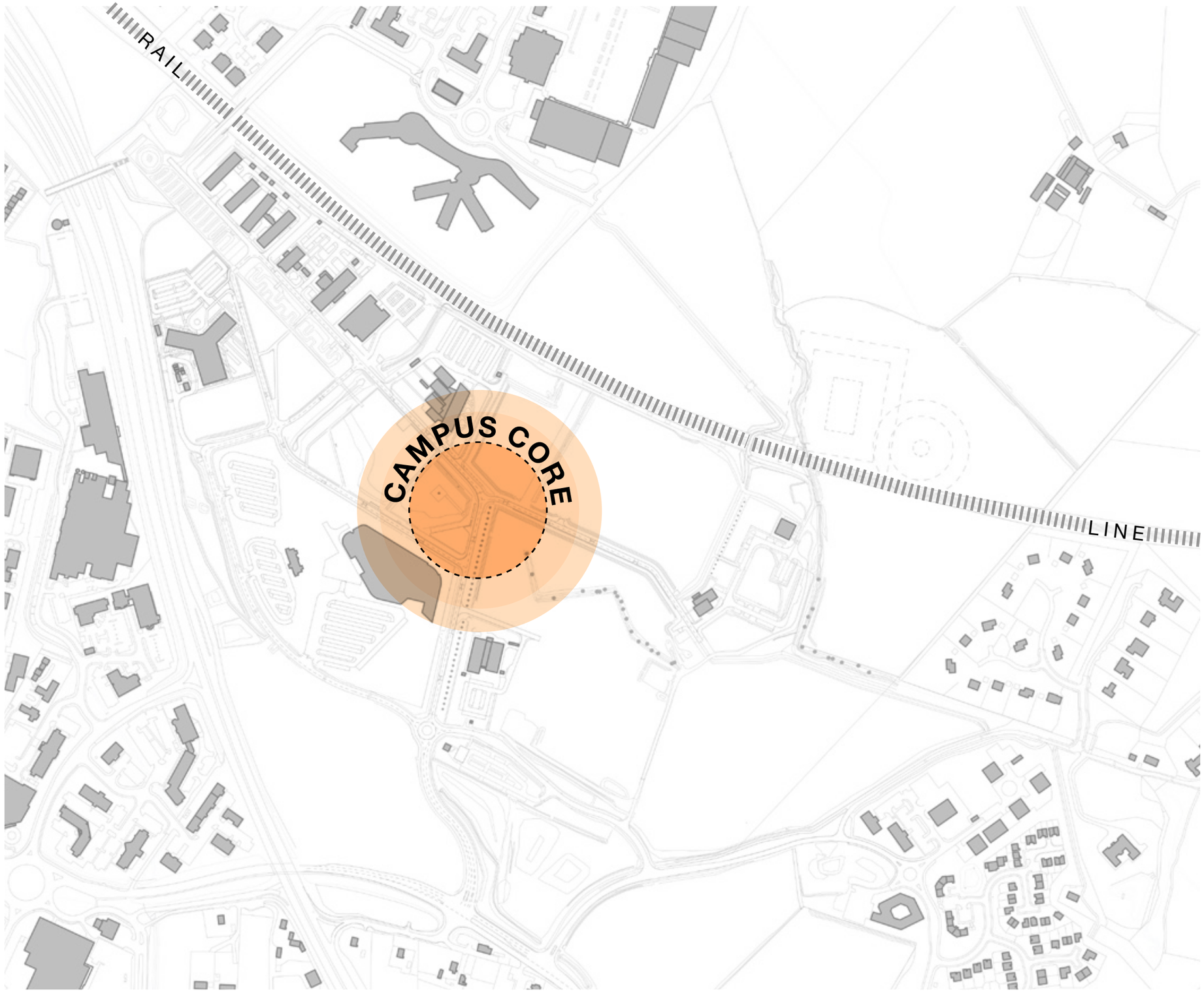
Reinforce the Core

The Campus Core serves as the central link between Phase 1 and Phase 2, maintaining the established character of the Campus.

The success of the existing Phase 1 Campus Core is attributed to complementary building uses, high-quality architectural design, and a high-quality public realm, creating an integrated gathering place within the social, physical, and cultural context of Inverness.

Building orientation prioritises active frontages and permeability, with gable ends addressing circulation and key focal points. Parking is situated at the Campus perimeter, positioning building frontages towards the Core.

Future development around the Campus Core should enhance this foundation by upholding the area's high quality and character.



02

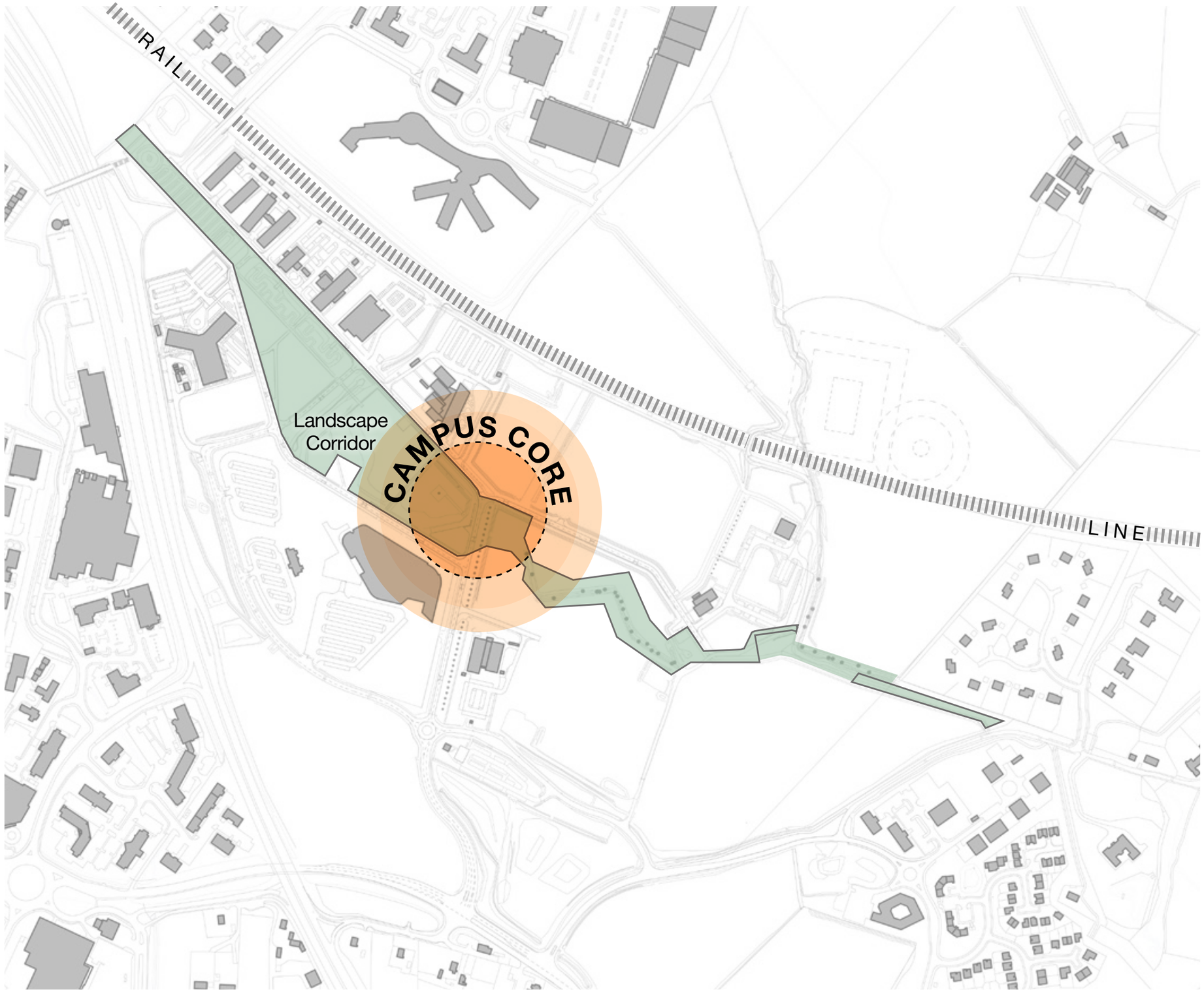
Enhance the Landscape Corridor

Nature connects all areas of the campus, a principle established with the central parkland in the Inverness Campus founding vision.

The Landscape Corridor's green spine has been key to the success of Inverness Campus's first phase. It unifies and organises the campus along a northwest (Ben Wyvis) to southeast (Beinn Bhuidhie Mhòr) axis. It also grounds the campus by preserving and improving existing trees, waterways, and habitats.

The central parkland features layered spaces that interpret diverse Highland landscapes, defining the site's essence. Used by campus occupiers, the public, and athletic groups, and hosting outdoor events, the accessible Landscape Corridor offers high-quality public space that evokes a sense of place and provides a unique area for relaxation and contemplation.

The second phase will build on this success by maintaining the existing landscape infrastructure and extending the Landscape Corridor. The eastern expansion will adapt to its context, transitioning from the more formal western zones to a more informal eastern approach. It will incorporate diverse, contextually relevant zones inspired by the Highland landscape, enhancing biodiversity through considered planting, integrated Sustainable Drainage Systems (SuDS), connecting pedestrian paths within the preserved and enhanced tree belt.



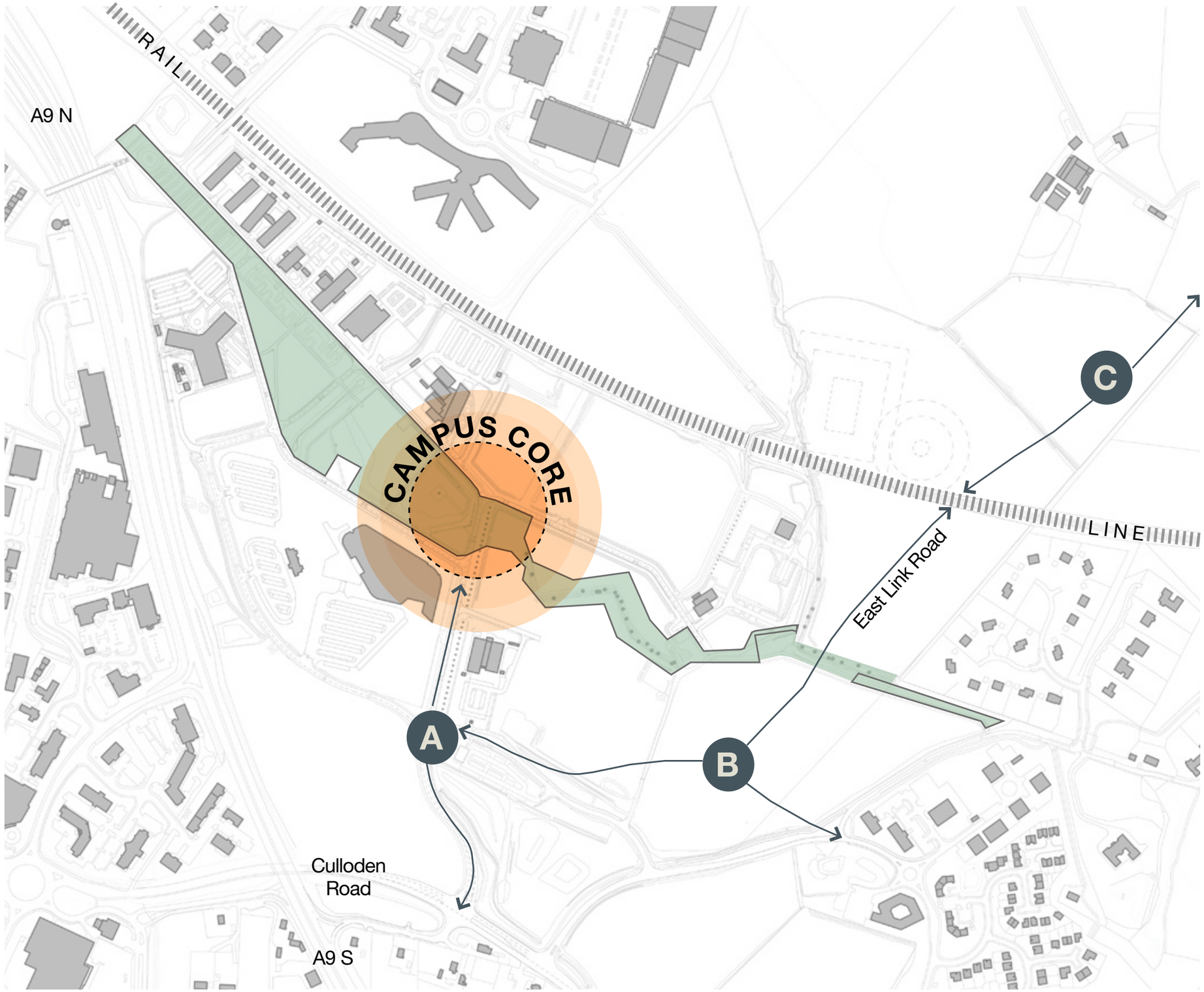
03

Flexible Gateways

The gateway strategy is pre-empting the expansion of Inverness to the east, with the implementation of the East Link Road and future access to Inverness Campus from the northeast

Currently, Gateway A, off Culloden Road, serves as the sole vehicular entry to Inverness Campus. Buses, taxis, and active travel also utilise this point.
A bus gate and bridge north of the Campus provide an additional access point for buses and active travel, connecting to Inverness Shopping Park, Stoneyfield Business Park and HMP Highland.

Gateway A will be maintained for access to the Campus Core and loop roads.
The completion of the East Link Road will enable Gateways B and C, diversifying access to Inverness Campus.
Gateway B will connect the eastern expansion with the Campus Core. The East Link Road will bridge the northern rail line, and Gateway C will link the southern areas of the Campus with the northern expansion.



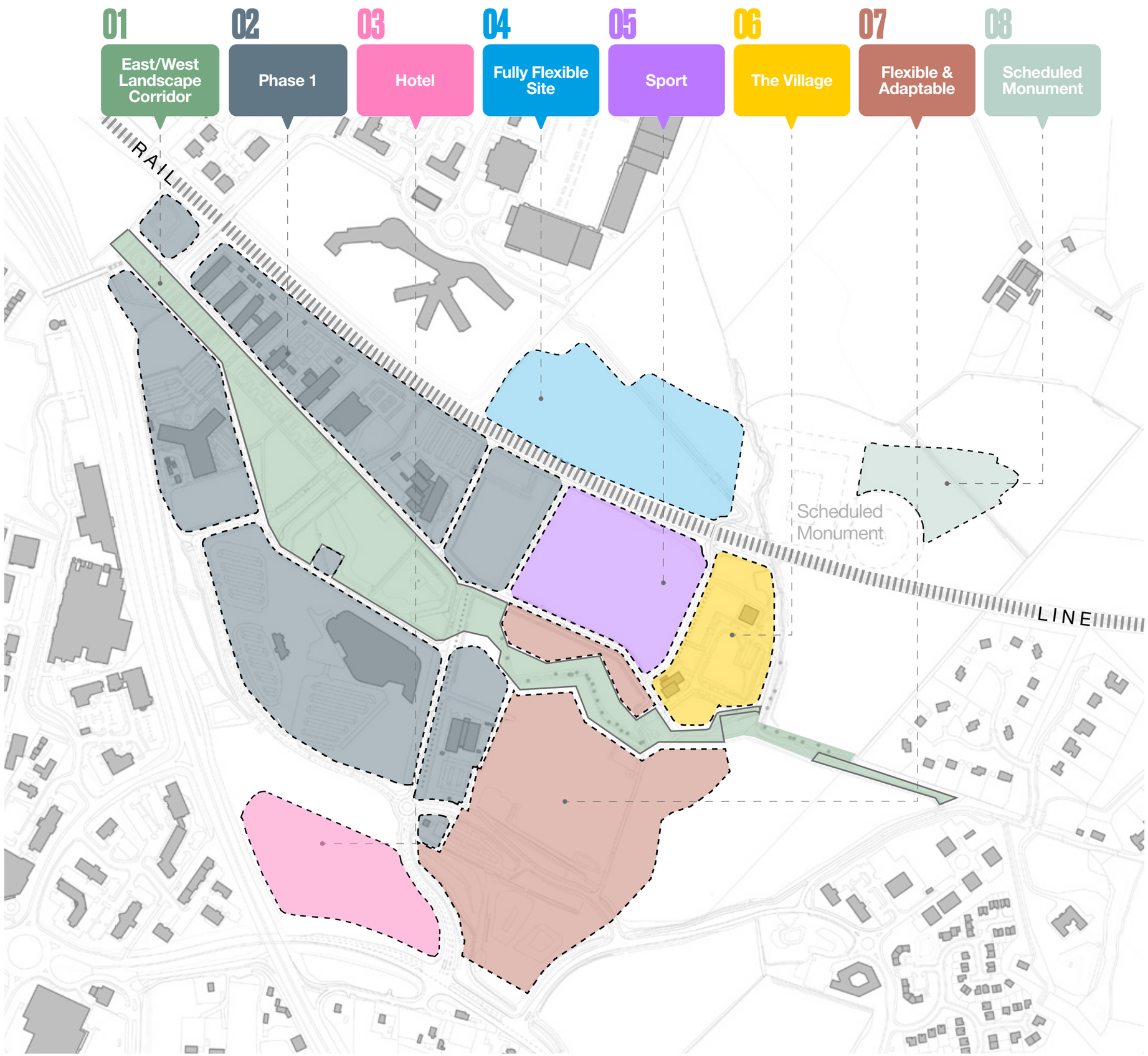
04

Character Areas

Phase 2 Character Areas will support diversity, adaptability, and flexibility.

The Phase 1 Character Areas established a high-quality environment for living, working, and recreation, featuring a strong Campus Core and overall identity. They provided clear development guidelines, assigning location-appropriate densities that fostered innovation, commercial activity, and co-location.

Phase 2 will define distinct Character Areas to diversify building types. It will maintain the high design quality of Phase 1 while planning flexible plots to accommodate expansion and collaboration. To enable flexible economic and business growth, Phase 2 Character Areas will identify locations best suited for and able to facilitate diversity, adaptability, and flexibility.



05

Enhance Permeability

Improve Walking and Cycling Connections

Phase 1 of Inverness Campus established strong sustainable and active travel options, including a frequent bus service and quality walking/cycling links to the surroundings. Phase 2 will maintain and enhance these connections.

A framework is proposed to extend walking and cycling permeability and connectivity, integrating with the existing on-site bus service. Additionally, plot guidelines will promote active travel accessibility and permeability within individual developments. A key objective is to provide a clear and safe pedestrian and cycle network.

4

Masterplan Parameters

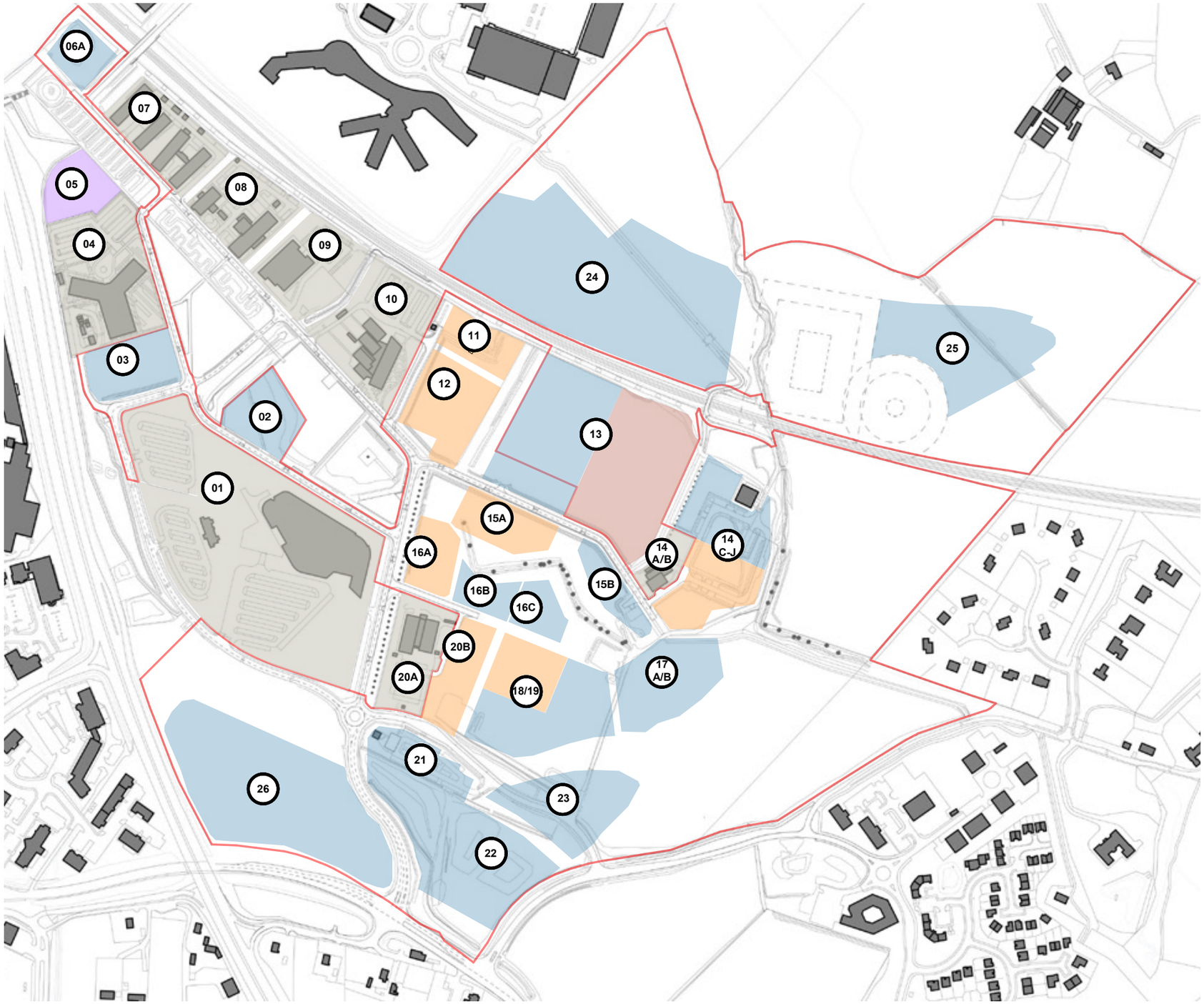
Parameters
4.1 Phasing Plan

Phase 1 of the Campus, providing approximately 47,000 sqm of floorspace, is nearing completion and aligns with the approved masterplan.

The planned regional sports facility remains a key element of the Campus vision for future delivery upon securing funding.

A significant consideration for Phase 2 is the sequence of plot development, particularly regarding the extent of development feasible before the construction of the East Link Road.

The proposed East Link Road, connecting Inshes and Smithton, is essential for the Campus's full development, enabling access to land north of the railway and enhancing the capacity of the local road network.
The phasing plan outlines the current proposed phasing of plot delivery prior to the East Link Road's construction. This phasing is indicative and does not preclude the development of other plots within the total proposed floor area before the East Link Road is built. Alongside respective infrastructure, like Phase 1, development is likely to take place on a plot-by-plot basis.



- Planning Boundary
- Phase 1 - Completed
- Phase 2 - Pre East Link
- Phase 2 - Post East Link
- Extant Planning Permission
- Proposed Staff and Student Residential Accommodation (planning application 24/05220/FUL)

Parameters
4.2 Land Use Classes

Phase 1 established a mixed-use core, blending commercial innovation and business spaces with educational and institutional areas. Phase 2 development will focus on business activities (Class 4 uses).

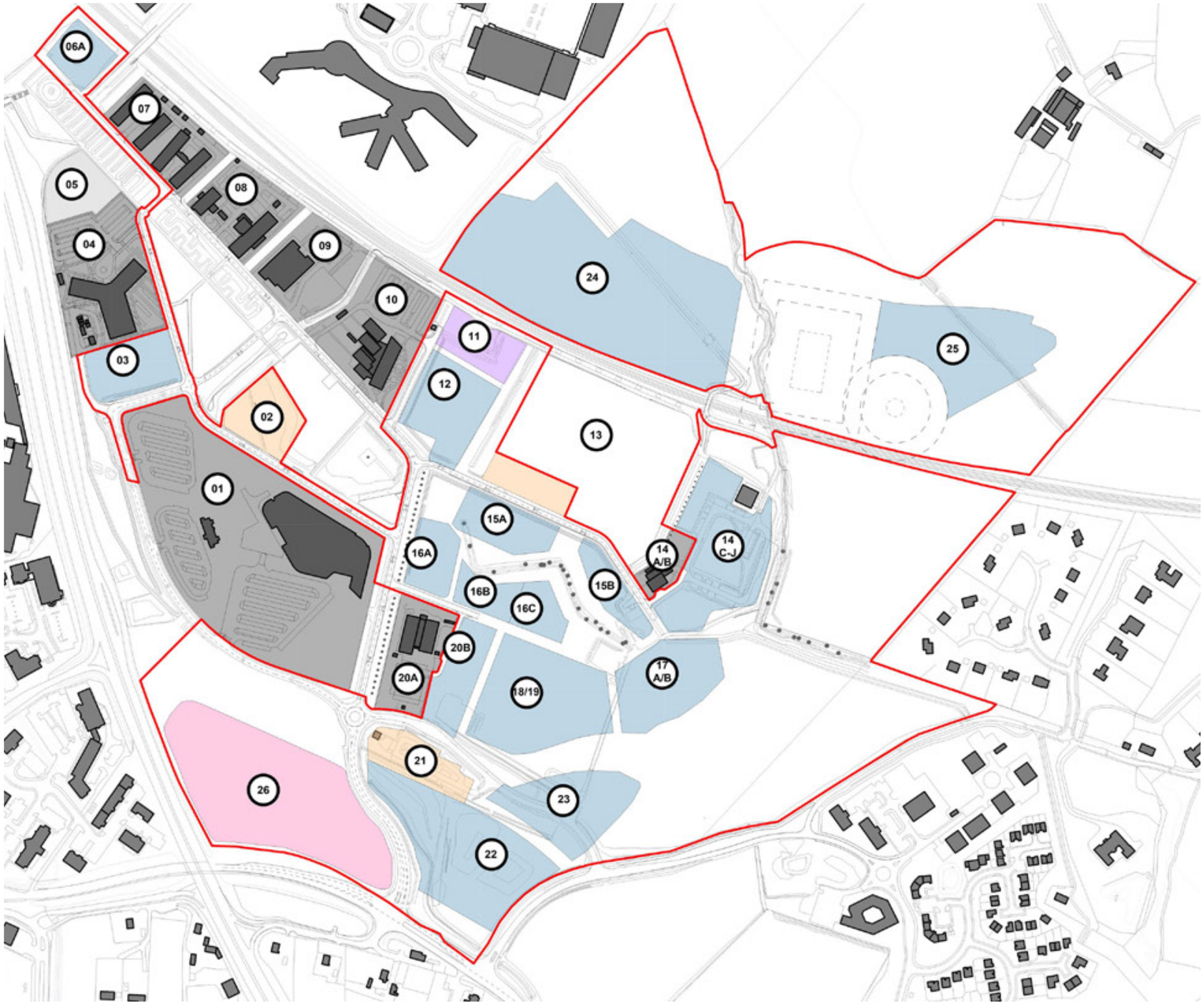
The majority of the land southeast of An Lòchran is zoned within the Green Freeport, with the aim of accommodating technology, advanced manufacturing, and light engineering opportunities. The plots north of the railway offer potential for larger Class 4 business ventures.

Phase 2 will incorporate additional mixed Class 4 floorspace, with plans including a hotel, staff and student residential accommodation, and small-scale ancillary uses such as a convenience store, restaurant, or café. The design documents take into account the development of a regional sports facility at the campus.

The Phase 2 Application for planning permission in principle proposes the following land-uses and floorspace breakdown:

- 70,000 sqm Class 4 Business
- 8,000 sqm Class 7 Hotel
- 1,500 sqm Class 1A (alternative shops and professional services), Class 3 (food and drink) and/or Class 10 (non-residential institutions) Ancillary
- 3,580 sqm Sui Generis Staff/ Student Residential Accommodation

The distribution of proposed uses across the site is only indicative and is not intended to be prescriptive or preclude use classes being proposed on alternative plots.



- Planning Boundary
- Class 4 Business
- Class 7 Hotel
- Class 1A/3/10 Ancillary*
- Sui Generis* Staff and Student Residential Accommodation
- Proposed Staff and Student Residential Accommodation (planning application 25/05220/FUL)

Parameters
4.3 Proposed Building Heights

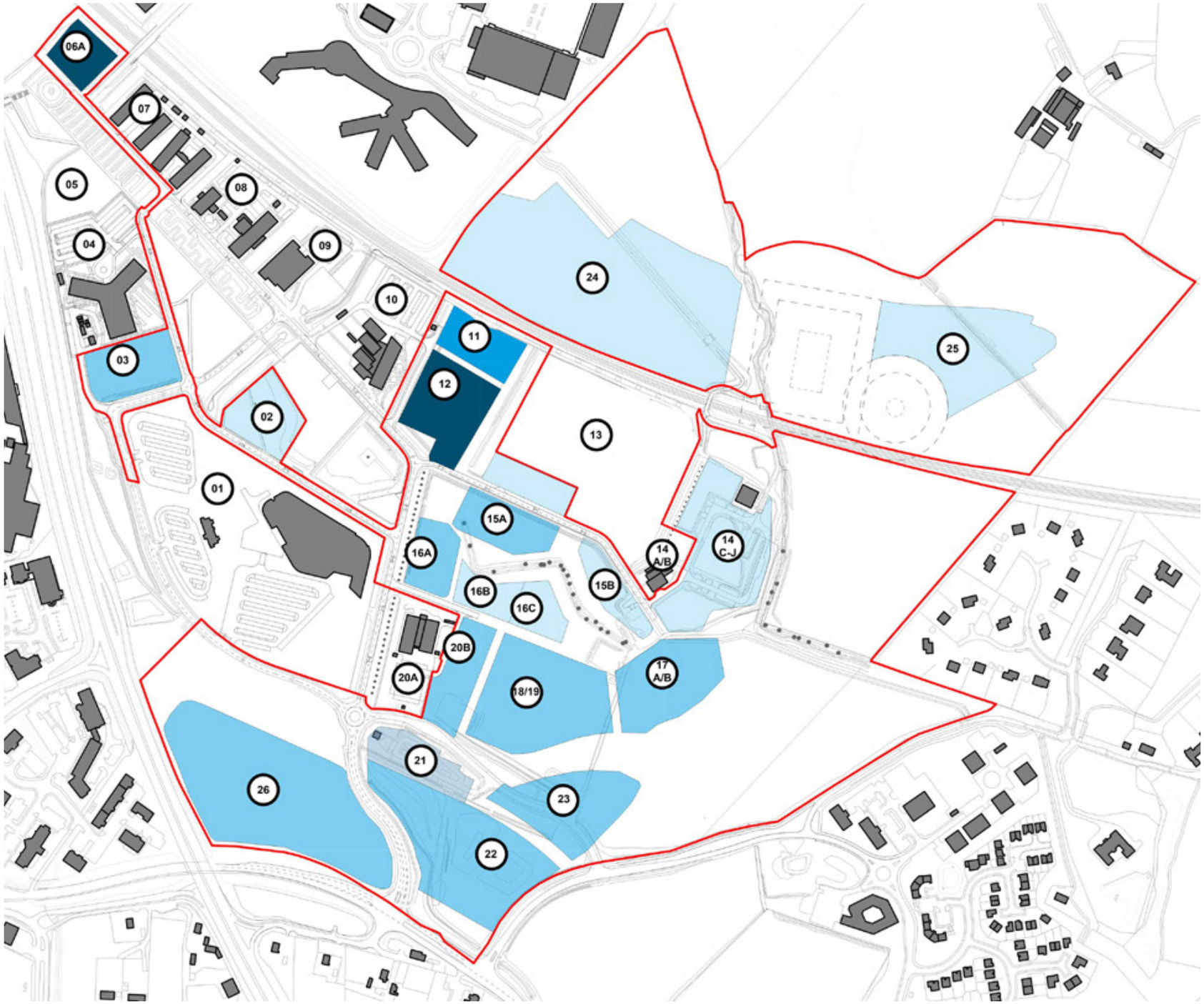
The approved masterplan for Inverness Campus Phase 1 established maximum building heights based on the number of storeys and overall height in metres above adjacent ground level.

Phase 1 buildings are predominantly 2 and 3 storeys (excluding plant), with the tallest being UHI Inverness at 3 storeys plus enclosed plant.

For Phase 2, the proposed maximum building heights are primarily a mix of 2 storeys (10metres) + plant and 3 storeys (15m) + plant. Specific plots, identified as focal points due to their campus location, may have a maximum height of up to 5 storeys (25m) + plant.

These maximum heights have been considered individually for each plot, taking into account their position relative to the Campus Core, Character Areas, and Building Typologies.

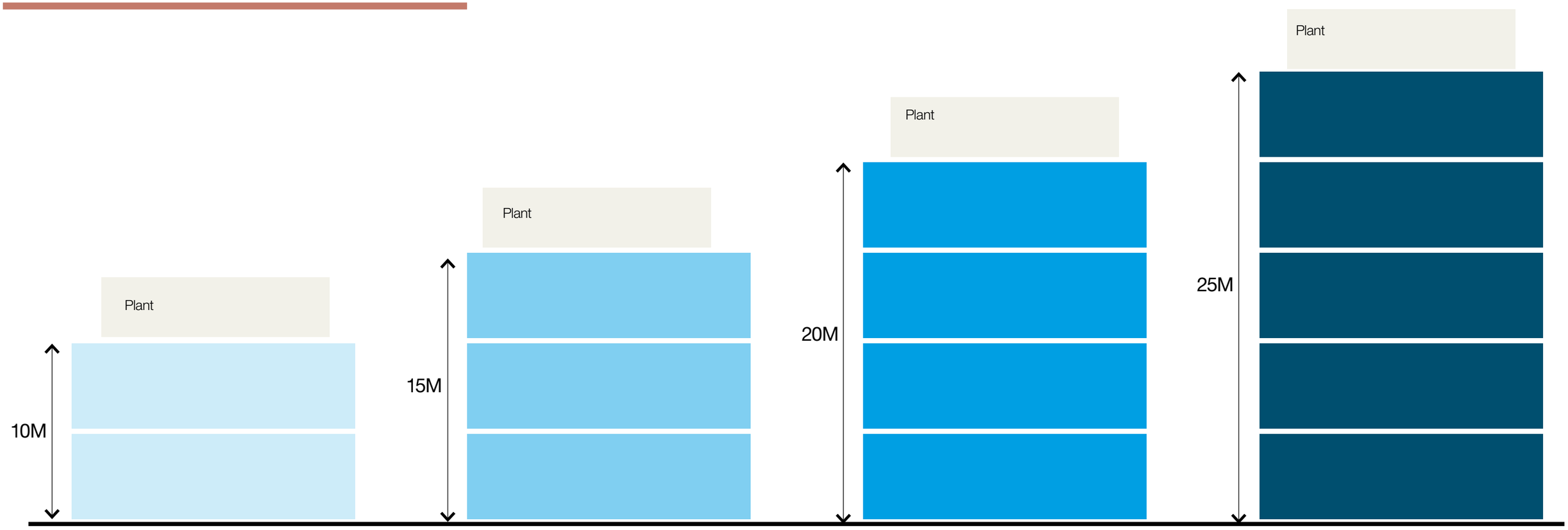
The storey heights indicated for occupier plots in the adjacent diagram and key are measured from finished ground level. Roof plant (enclosed or otherwise), flues and solar panels will be in addition to these storey heights.



Note: The Parameter Plan defines the maximum heights of buildings (in metres) as measured to the maximum height of the building above finished ground level. For information, an indication is given of the number of storeys based on 5 metres per storey. Roof top plant, flues and solar panels may exceed maximum levels.

- Planning Boundary
- Maximum 5 Storey (25m) + Plant
- Maximum 4 Storey (20m) + Plant
- Maximum 3 Storey (15m) + Plant
- Maximum 2 Storey (10m) + Plant

Parameters
4.4 Building Heights Defined



Note: The Parameter Plan defines the maximum heights of buildings (in metres) as measured to the maximum height of the building above finished ground level. For information, an indication is given of the number of storeys based on 5 metres per storey. Roof top plant, flues and solar panels may exceed maximum levels.

- Planning Boundary
- Maximum 5 Storey (25m) + Plant
- Maximum 4 Storey (20m) + Plant
- Maximum 3 Storey (15m) + Plant
- Maximum 2 Storey (10m) + Plant

Hirst
LANDSCAPE ARCHITECTS

0 50 100 150m

Parameters
4.5 Green Infrastructure & Landscape

A Landscape Plan and Landscape Management and Maintenance Plan, has been prepared in collaboration with the illustrative masterplan proposals and are included in this submission in support of the planning application in principle.

The plan to the right is the Landscape Plan, with features expanded upon in the key below. The proposals are indicative and are not intended to be prescriptive.

LEGEND

- EAST LINK ROAD ZONE
- PLOT LANDSCAPE ZONES
- CORE LANDSCAPE ZONES
- EXISTING VEGETATION & TREES
- INFORMAL TREE PLANTING TO REINFORCE EXISTING FEATURES
- EXISITNG WATERCOURSES
- FORMAL AVENUE TREE PLANTING
- INFORMAL/ NATURALISED STRUCTURE TREE PLANTING
- PLOT EDGING - MIXED SPECIES HEDGE PLANTING WITH OPENINGS
- POTENTIAL ARTWORK FEATURE LOCATION
- SUDS FEATURES
- NEW PEDESTRIAN & CYCLE PATH ROUTES
- POTENTIAL CONNECTIONS TO EAST LINK ROAD
- REMOTE BIODIVERSITY IMPROVEMENT OPPORTUNITY AREAS
- SPORTS PITCHES

Parameters
4.6 Active Travel & Shared Surface

The Campus already has excellent sustainable and active travel provision, with high-quality walking, wheeling and cycling connectivity into the surrounding area having been established in Phase 1. The principles of Designing Streets and shared surfaces have been incorporated.

Inverness Campus Phase 2 development should build upon the successes of Phase 1, consider key routes and desire lines, and include for active travel pavements from the outset.

The diagram to the right shows existing active travel routes and indicative proposed active travel routes.

Planning Boundary

Existing Active Travel

Indicative Proposed Active Travel

Parameters
4.7 Vehicle Movement & Plot Access

The plan to the right shows indicative vehicle routes and access points.

A Transport Assessment has been carried out in support of this planning application and this gives further details of the transport analysis and proposals for access, parking and circulation.

'In the pre-ELR phase, traffic accessing the campus will make use of the two existing entrances to the campus from Culloden Road (approximately 80%) and Castlehill Road (approximately 20%). They will use the internal existing private road network and some new sections of private roads to access new development plots. Each plot will have its own private access leading to a car park. All roads within the campus will remain private and unadopted.

In the post-ELR phase, traffic from parts of the campus to the south of the railway line will continue from Culloden Road to the south, but to the east, the access onto Castlehill Road will be replaced by a new roundabout that is to be formed as part of the new East Link Road. New development plots to the north of the railway line will be accessed from a new road that will span between the East Link Road and Eastfield Way (Inverness Shopping Park), which is to be constructed as part of the East Link Road project.' -Source: Transport Consultant (Fairhurst)

Planning Boundary

Bus Gate

Proposed Plot Access

Existing Plot Access

Road

5

Design Principles

Sustainable Design

New developments should prioritise minimising environmental impact and optimising energy efficiency. Inverness Campus Phase 1 established strong sustainability credentials as a key differentiator.

Inverness Campus Phase 2 should continue Phase 1's sustainability objectives, focusing on: proximity to public transport, walkability, integration of existing landscape, and appropriate building form and orientation.

Sustainability Guidance

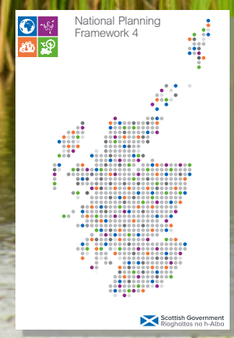
- Incorporate masterplan sustainability principles into building design.
- Surpass the Scottish Building Regulations minimum standards.
- Comply with relevant Planning Policy regarding sustainability.
- Climate Change & Sustainability input from the Environmental Impact Assessment (EIA) should be considered.
- Aspire to meet RIBA's 2030 Climate Challenge
- All buildings/ proposed development should have a strategy and sustainability statement clearly stating how they embrace sustainable design principles

Landscaping

Landscape is integral to the character and ecological processes of the Highlands and Islands and has been a key design consideration for both Phase 1 and Phase 2 masterplans. Landscape considerations are integrated throughout the Design Documents.

Detailed information on landscape architecture, including the Landscape Plan and Landscape Management & Maintenance Plan can be found in the Landscape Document.

Buildings in the landscape



Key Estate Elements

Existing parkland, watercourses, and trees will be maintained.

The Phase 1 landscape strategy prioritised retaining existing features to build upon the site's character. Phase 2 Design Guidelines also mandate the retention of these features.

Construction near existing watercourses requires careful consideration.

Tree belts, often following streams or field boundaries, have been crucial in shaping the masterplan's spaces. Their retention throughout the Phase 2 development area is required. Specific trees and areas, along with build zone interfaces, are detailed in Occupier Plot Guidance.

Watercourses & SUDs

Water features (pools, channels, and wetlands) are integral to the public space and user interaction within Inverness Campus.

A surface water management plan and SUDS network have been designed for Phase 2. Similar to Phase 1, significant SUDS areas exist within the Estate land. Occupiers will be required to implement coordinated source control SUDS features within their plots, aligning with the overall site strategy.

An Lochran : Connected to nature

Key Estate Elements

Hard Landscaping

Consistent with the use of coloured road surfaces in Estate parkland and the Phase 1 Campus Green loop road, Phase 2 should utilise coloured asphalt to complete the eastern Landscape Corridor loop road. This will visually define it as a key element within the second Phase. Access roads outside these 2 main loop roads are surfaced with standard bitumen/asphalt as per Phase 1.

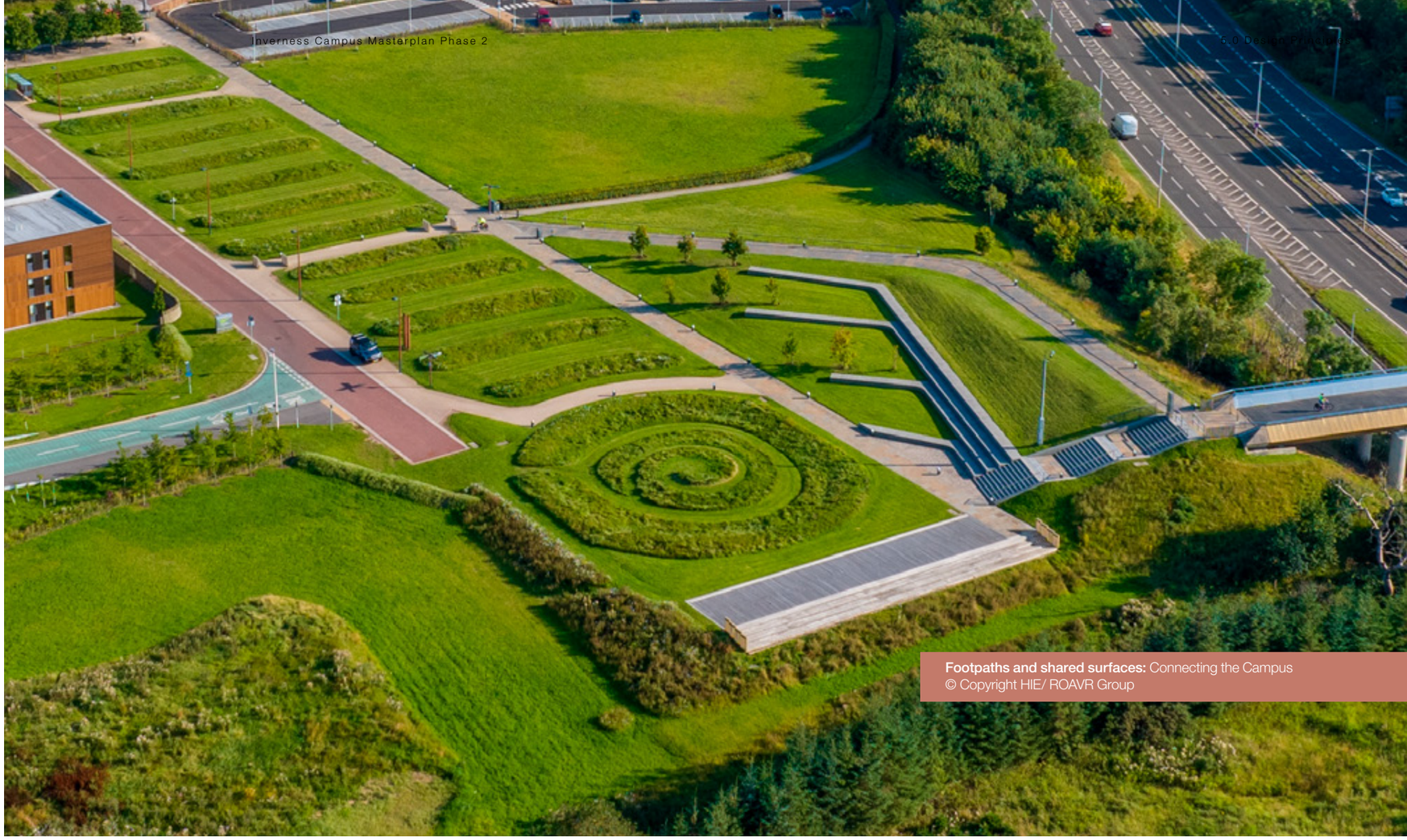
Phase 1 hardscaping incorporated stone, timber decking, and resin-bound gravel in key areas, alongside high-quality pavers and permeable blocks. Phase 2 hard landscaping should maintain this high standard of quality.

Footpaths & Shared Surfaces

Phase 1 Design Guidelines prioritised a clear and safe pedestrian and cycle network, informed by “Designing Streets” principles. Visual cues, such as varied materials and scale, were used to delineate different areas, including shared surfaces.

This approach has generally been successful in prioritising pedestrians and cyclists. Pedestrian prioritisation was recently enhanced by introducing pedestrian-only pavements in key areas, improving the clarity and safety of desire lines and route continuity.

Phase 2 development should consider key routes and desire lines, incorporating active travel pavements from the outset. Boundary interface sections have been used as a guidance tool to address various conditions within Phase 2, in addition to the overall masterplan and Plot Guidelines.



Footpaths and shared surfaces: Connecting the Campus

The Active Travel Bridge: Connecting the Campus to Inverness Retail Park

Key Estate Elements

Walls, Fences & Hedges

Phase 1 utilised stone walls to mark primary routes and form boundaries to plots against the central parkland. However, it is recognised that stone walls attract significant cost. Within Phase 2, where structured planting, walling or fencing is proposed by occupiers, the edge condition should address permeability and consider active travel connections as described in the Plot Guidelines.

Whilst stone walls to the boundaries are preferred when addressing circulation routes, this is not perspective for Phase 2. The design principles for Phase 2 consider hedging (with a proper maintenance plan) or vertical timber fencing to be an acceptable structured boundary treatment. Guidance on fencing types dependent on location and are set out in the Landscape Plan.

It is recognised that flexibility to accommodate diversity and adaptability within select Character Areas for Occupier Plots is key, and any alternative proposals are to be considered on their merits on a case-by-case basis.

Bridges & Deck Balustrades

Any Woodland pedestrian/cycle bridges over the existing watercourses should match those in delivered in Phase 1, with hardwood timber structure, cladding to match the timber Estate fencing and consistent with balustrade Type A*.

It is important that the various bridges, decks and board ways to be delivered in Phase 2 have a consistent and coherent balustrade design as established by Phase 1. There are two distinct types of balustrades* which should be used, depending on the positioning of the element relative to the site axis of the Landscape Corridor.

*Details of Type A & Type B balustrades from Consolidated Design Guidelines by 7N, 3rd July 2013.

Tactile and a sense of place: Timber in the Landscape

Materials: A rich palette of materials

Key Estate Elements

Lighting

The Phase 1 lighting design successfully integrated the Highland landscape setting by promoting managed darkness.

The general lighting principles for Inverness Campus are:

- Managed darkness appropriate to the Highland landscape: minimal, high-quality light.
- Highest colour rendering for optimal information in low light.
- High optical control to minimise light pollution and disruption to wildlife.
- Lighting to strengthen the hierarchy of spaces and routes within the Campus and buildings.
- Reduction and removal of contradictory or misapplied lighting.
- Ensuring a safe and secure environment after daylight hours.
- Ground inset fittings should be avoided due to maintenance issues.

The Phase 1 lighting strategy defined specific elements with particular lighting approaches and attributes, establishing the Campus's nighttime identity and navigational hierarchy.

Key lighting strategies for Phase 2 include:

- East loop road: Differentiated from other roads with lower post heights to avoid a typical 'highway' appearance.
- Other roadway lighting: Low-level street fixtures positioned on one side of the road where feasible. All other roadways will have lights with high metal poles.
- Site axis pathway to east (Landscape Corridor enhancement): Continuation of special lighting treatment using low-level fixtures with reflected light from the path. Small solar-powered indicator lights at regular intervals will extend across roadways to emphasise the continuous route.
- New SUDs basin (east of Avenue/west of Plot 15A): Low-level lighting integrated into street furniture to complement the Lochan water feature's character.
- Landscape pockets (east): Low-level lighting integrated into street furniture for key public areas.
- Low light corridors along watercourses: Maximised spacing and reduced light levels for fittings crossing watercourses to minimise impact on the wildlife corridor.

Occupiers should adhere to the principles of the Phase 1 Campus Lighting Design Strategy, including:

- Commitment to the highest quality colour rendering.
- Specification of high-quality optical controls to prevent light spill and pollution.
- Prevention of lighting that obscures Campus legibility or degrades the established hierarchy.
- Creation of low light corridors along any existing watercourses within their plot.
- Car parking fittings and fixtures should be consistent with Estate areas, with a presumption against high-level highway lighting. Light levels should adhere to established guidance.
- Plot pathways and routes should have low-level fixtures consistent with Estate areas.

An Lochran at Night:

Key Estate Elements

Building Materials & Finishes

Phase 1 Character Area and Plot Guidance provided prescriptive material and finish specifications. While generally successful in establishing the Campus Core identity, this approach occasionally limited diversity and adaptability.
For Phase 2 and future development, increased diversity and adaptability in materials and finishes will better support masterplan objectives. The Character Areas and Plot Guidelines will identify areas and plots capable of accommodating a more varied approach.

Roof Plant

The approved Phase 1 masterplan defined maximum building heights in storeys and meters above ground level, without allowances for or enclosure of roof plant. This resulted in some exposed roof plant in Phase 1, creating a visual impact. For Phase 2, all roof plant must be enclosed/ visually incorporated, with the height additional to the specified storey maximum heights.

Car Parking

The parking design will follow Phase 1 principles:

- Parking areas will be designed as ‘parking courtyards’ with integrated tree planting and hedges to reduce large are of uninterrupted asphalt.
- Sustainable Drainage Systems (SuDS) and porous paving should be incorporated to minimise impervious surfaces and their impact.

Solasta House:

Aurora House:

Materials at teh Campus: A diverse range of materials

Key Estate Elements

Wayfinding

Wayfinding is crucial for establishing Inverness Campus's identity. Phase 1 wayfinding addressed both internal campus navigation for visitors and external connections to the city and region, in line with Public Realm and Public Art Strategies.

The established wayfinding principles from Phase 1 remain relevant for Phase 2, ensuring clear navigation, based on a numbered system, to key buildings, routes, and common landscape areas for all campus users. This includes:A clear and legible network based on the Campus masterplan's route and space hierarchy, clearly signposted using the Phase 1 graphic language.

- Utilising central landscape spaces and the site axis as orientation aids.
- Highlighting accessible public spaces and encouraging discovery of artworks and landmarks.
- Accommodating all users (pedestrians, cyclists, and vehicles), prioritising active travel and public transport.

Key wayfinding elements for Phase 2 signage include:

Arrival signage
Located at new Phase 2 entry points (gateways), complementing Phase 1 signage with minimal text, integrated branding, and clear campus identification. Internal signage will commence where arrival signage ends, transitioning in scale for pedestrian, wheelchair, or bicycle visibility.

General directional signage
Primarily for vehicular users, directing drivers at a glance to main buildings and common spaces. These will be positioned at key road junctions and integrated with statutory street furniture where possible.

Orientation and welcome signage
For pedestrian and cycle users, providing detailed information on locations and routes to all campus occupants, consistent with Phase 1 provision. This may include interpretive content on the development's background and environment. Placement will be at natural pedestrian and cyclist pausing points.

Central landscape spaces signage
Directional and interpretational signage for key landscape features (e.g., Wyvis Walk, SUDs water features, public art) from both Phase 1 and Phase 2. Path signs should be high-quality, consistent, and clear.

Occupier identity signage
Phase 2 occupier plots must adhere to Phase 1 guidelines for a common and consistent signage language for individual plots. While individual signage needs are acknowledged, defined parameters are essential for maintaining clear navigation.

Plot Numbers
For clarity all signage should reference plot numbers.

Campus Photos: Existing signage