

Project A96 Corridor Masterplan Stage 2

Note 1 - Baseline Scope, Management Arrangements, Initial Operational Actions and Programming

Project	A96 Corridor Masterplan Stage 2	Date	12 May 2006
	Note 1 - Baseline Scope, Management		
Note	Arrangements, Initial Operational Actions and	Ref	CBOAHB100
	Programming		
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1 Introduction**1.1** This note considers:

- Project's sponsors.
- The role and requirements for engagement with appointed consultants relating to electricity, water/sewerage and transport.
- Corridor strategy and frameworks planning approaches.
- Broader Stakeholder engagement.
- Frameworks preparation.
- Detailed early project programming.

These are outlined as the basis for the baseline scope, managerial arrangements, initial operational actions and indicative project programming. It provides direction for the broader project's establishment.

1.2 The project will be led by The Highland Council (THC) Planning and Development Service**2 Project Sponsors****2.1** The project's sponsors are:

- Inverness City Partnership
- Moray Estates Development Company (MEDCo)
- Highlands and Islands Airports Ltd, (HIAL)
- Inverness Airport Business Park (IABP)
- Inverness and East Highland Enterprise (IEHE)

As the project's funders, these interests require to be fully briefed on the development of the project. This will be achieved through their incorporation into

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the Corridor Strategy Panel (see below) and in receiving an e-newsletter. Initial meetings at an early stage will be required with each sponsor to establish their expectations for the project and agree their strategic role. This will seek to develop a consensual position on key issues.

2.2 The project sponsors meet on 4 May.

3 *Infrastructure Consultants*

3.1 The infrastructure consultants are:

- In respect of water
 - Biwater
 - Mott MacDonald
- In respect of transport planning
 - Faber Maunsell
- In respect of electricity
 - SSE Power Distribution

A close working relationship is required with these consultants to ensure the effective and efficient operation of the project. It is essential that their work is placed in a context of the broader project.

3.2 As a starting point, the technical reports and conclusions from the Stage 1 work should be reviewed. This involved infrastructure capacity work undertaken by Faber Maunsell in 2004/5. Copies of reports have been forwarded by separate e-mail. Key conclusions were:

- (a) There is a need for additional water treatment plant and possibly new source water.
- (b) Waste treatment plant to the east of Inverness cannot accommodate further development¹.
- (c) A new grid substation is required.
- (d) The A96 cannot accommodate projected growth

¹ However, developments since this work have indicated that capacity can be released and this will require consideration.

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- (e) The railway has limited capacity and opportunities for railway investment should be focused at the airport.
- (f) That there is significant bus patronage opportunity.
- (g) That cycling can be promoted.
- (h) Transport solutions should include A96 dualling, bypasses to Nairn and Raigmore and transitway proposals.

This review would establish and confirm strategic infrastructural issues and options for addressing these. These would form the basis for discussion in order to develop a full understanding and to allow development of options to progress through framework plans.

3.3 An early meeting of the consultants on 4 May sought to develop an agreed protocol for the consideration of infrastructural issues in option development and assessment.

4 ***Corridor Strategy and Frameworks***

4.1 It will be necessary to ensure that proper planning and co-ordination of the Corridor and specific frameworks through effective collaborative work. The following briefly outlines the proposed approach.

Corridor Strategy Panel

4.2 The Corridor Strategy Panel (CSP) will be made up of key *development*, transport and environment interests with activity in the Corridor including:

- Project sponsors.
- Moray Estate.
- Cawdor Estate.
- SEPA.
- SNH.
- Historic Scotland.
- SE Trunk Roads.
- HiTRANS.
- Highland Council, TEC Services.
- Highland Council, Planning and Development Services (non-client).
- Whiteness Development Company.

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- GH Johnston representing interests at Nairn South.
- Muir, Smith, Evans representing interests at East Inverness.

The role of the CSP is to provide an overview and promote co-ordination as the strategy for the Corridor develops. Key activities and/or studies underway within or adjacent to the A96 Corridor should be established. Early meetings should be convened. E-newsletter briefings will be important to the CSP.

Framework Planning Groups

4.3

There will be three Framework Planning Groups (FPG) reflecting the frameworks to be prepared, i.e:

- East Inverness
- Nairn South
- *Green* Framework

These will be made up of key *development* and environment interests as follows:

East Inverness	Nairn South	<i>Green Framework</i>
SE, Trunk Roads	SE, Trunk Roads	SE, Trunk Roads
Muir, Smith, Evans	GH Johnston Building Consultants	Moray Estates
Highland Council, TEC Services	Highland Council, TEC Services	Cawdor Estates
		SEPA
Highland Council, Planning and Development Services (non-client).	Highland Council, Planning and Development Services (non-client).	SNH
		Green Inverness
		Historic Scotland
		THC, Access officer
Green Inverness		Forestry Commission
HIE (UHI College)		

The role of the FPG is to provide a technical consultation and referral function as options are developed and assessed.

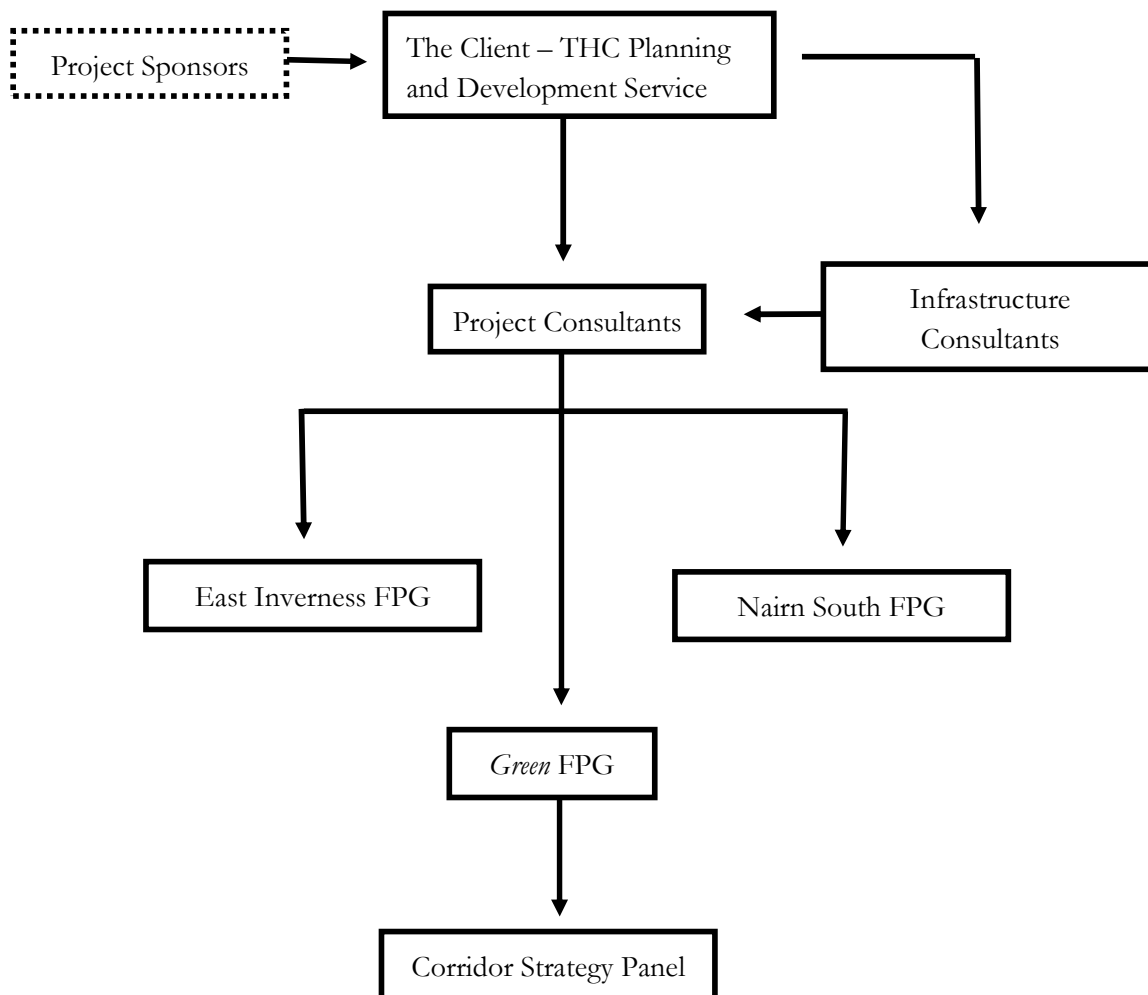
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4.4 It is important that the FPG are effectively engaged in taking the project forward. Early discussions with the FPG, individually and collectively, to establish their expectations and requirements will be needed. Key activities and/or studies underway within or adjacent to the A96 Corridor should be established. E-newsletter briefings will be important to the FPG.

4.5 Figure 1 presents a structure for the client, project sponsors, CSP and FPG.

Figure 1 – Project Management Structure



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5 Broader Stakeholder Engagement

5.1 *Collaboration for Success (C/S)* provides a framework for all stakeholders to work together in progressing the project. *C/S* is aimed at bringing together four stakeholder types of:

- Governmental and regulatory stakeholders. This would include the infrastructural agencies, THC services, enterprise agencies, Moray Council, etc².
- Business, developer and landowner stakeholders including Chamber of Commerce, Inverness Estates, Scottish Homes, etc².
- Community stakeholders such as community councils and other representative groups³.
- Political stakeholders including Councillors, MSPs, MPs and MEPs³.

C/S sessions will be required for Nairn South and East Inverness.

5.2 Two *C/S* sessions will be run at the development framework stage of the project. The first will seek to agree a vision, development principles and generate framework options for Nairn South and East Inverness. The second session will assess options and identify a preferred option for further working up.

6 Development Frameworks

6.1 Three Frameworks are proposed for:

- East Inverness
- Nairn South
- *Green* infrastructure

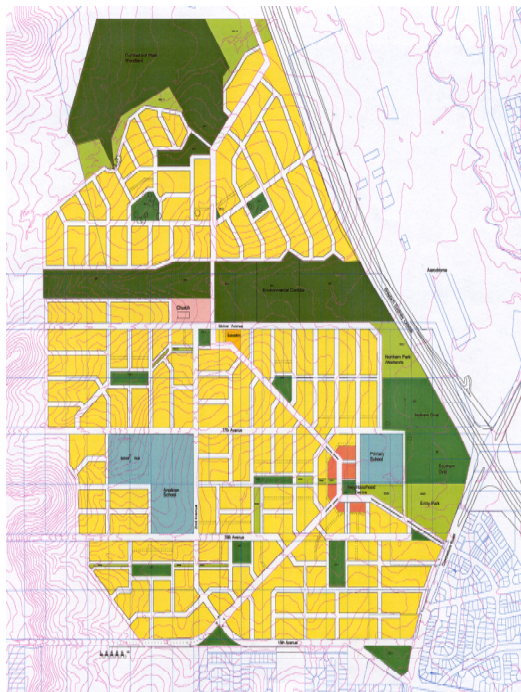
6.2 Generally, frameworks are broad, indicative and strategic representations of urban form, accessibility, land use, infrastructure and environmental assets. Frameworks provide information relating to density, open space, use mix, phasing and other relevant considerations. The following provides, for information, some images of framework outputs.

² Attended by appropriate CSP or FPG members.

³ The engagement of these stakeholders requires to be carefully considered.

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6.3 The *Green* Framework establishes a broad landscape and recreation strategy for the Corridor, as a whole. It provides an integrated context for place making and contributes to the delivery of quality of life outcomes. The *Green* Framework will establish environmental quality and respond to sensitive resources and locations in the Corridor. Issues addressed include forest & woodland management, natural heritage, built heritage, bio-diversity, recreation, access and interpretation. The *Green* framework will be closely aligned with wider land management interests in the Corridor.

6.4 Broad tasks in Frameworks preparation are:

East Inverness and Nairn South *Green* Framework Frameworks

A. Baseline Report

B. Site analysis. Constraints and opportunities and landscape analysis (with a focus on Nairn South as Stage 1 work has covered aspects for East Inverness). Key role for infrastructural consultants at this task.

H. Stage 1 review. Establish and confirm Stage 1 outcomes and other policy.

C. Best practice review. Develop Stage 1 case studies. Support from members of FPG may be appropriate

I. Develop landscape/ recreation considerations. Emerging form Frameworks Task A; identify sensitive landscapes. Also build from Stage 1 outcomes.

D. C&SI. Run sessions for both frameworks. Input from infrastructure consultants and FPG required.

E. Option development and refinement. Create differentiable options for Nairn South and East Inverness and assess infrastructural and place threshold considerations in the context of Tornagrain and Whiteness proposals. Input from infrastructure consultants and FPG members will be

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East Inverness and Nairn South *Green Framework Frameworks*

required.

F. Option Assessment. Involving C/S2, infrastructure and planning assessments of options. Input from infrastructure consultants and FPG will be required.

J. *Green* framework development. Preparation of a broad landscape strategy. Input from SNH and Historic Scotland required.

G. Framework Plan. Preparation of frameworks for East Inverness and Nairn South.

K. *Green Framework Plan.* Preparation of *Green* framework.

6.5 The development of proposals for Tornagrain and Whiteness by private promoters will need to parallel the development of these frameworks. It will also be important to consider proposals at Castle Stuart for golfing and leisure, Inverness Airport for expansion and Inverness Airport Business Park. Discussions with these parties can be focused through the Corridor Strategy Panel.

7 *Programming*

7.1 The following provides an indicative programme for the project as a whole and identifies key milestones. This reflects a realistic approach in the context of the current work programme.

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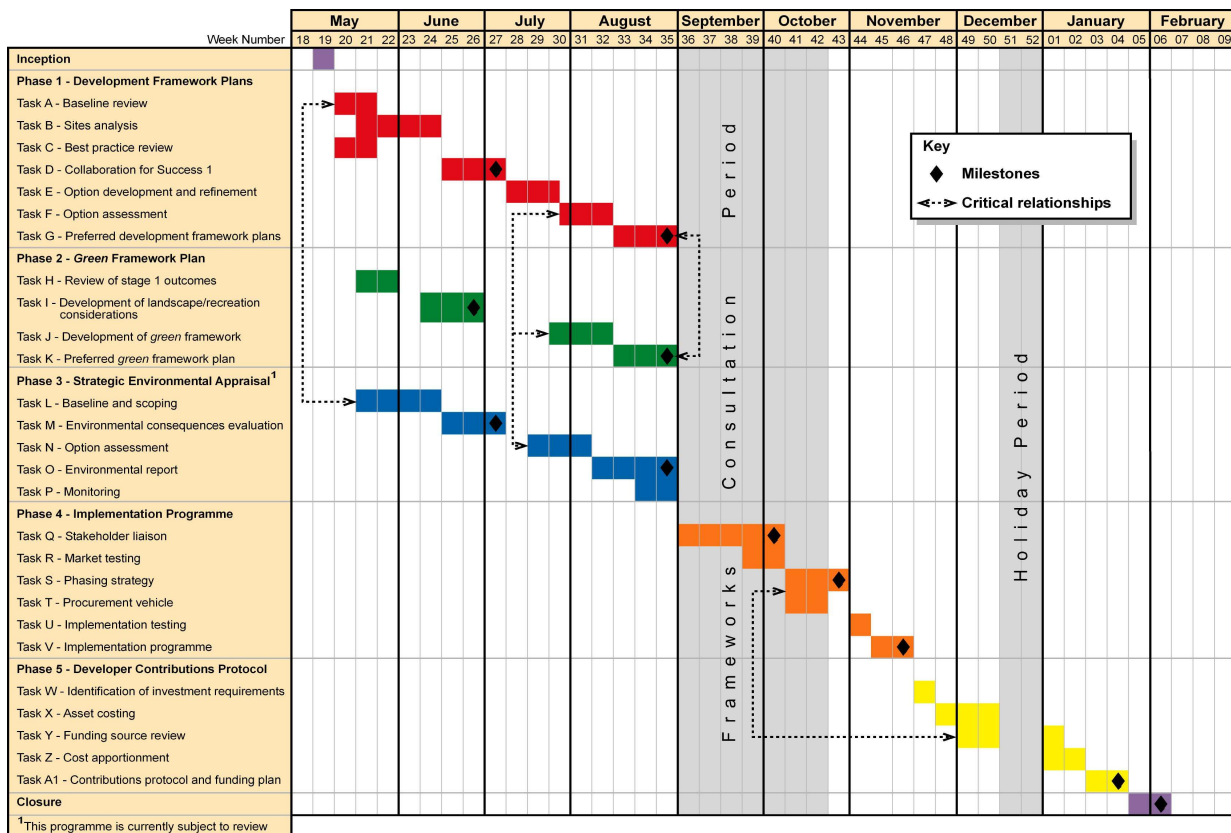


Figure 2 – Indicative Project Programme

8

Conclusion

8.1

This note has established a context and programme for taking forward the A96 Corridor Masterplan Stage 2 Project. This is focused around preparing two development frameworks for East Inverness and Nairn South and a *green* framework for the Corridor as a whole and undertaking a Strategic Environmental Appraisal in the first stage. The second stage focuses on compiling an implementation strategy and funding approach.

8.2

An indicative 17-week programme has been developed that projects completion of phases 1, 2 and 3 in late August 2006. A 7-week consultation period, to be led by THC, has been assumed to run from September to the middle of October. A 20-week programme has been outlined for the phases 4 and 5 that would commence in early September (overlapping with public consultation). This would see the project complete in February 2007. Clearly, with projects of this nature a flexible and responsive approach to programming is required.