

Inshes and Raigmore Development Brief

– Issues and Options

Brath Leasachaidh nan Innseagan agus an Rathaig Mhòir

– Ceistean agus Roghainnean

Inshes Junction Improvements Phase 2

– Outline Proposals

Leasachaidhean Ceann-rathaid nan Innseagan Ceum 2

– Cnàmhan de Mholaidhean

Introduction

This booklet presents information on development opportunities and transport improvements in the Inshes and Raigmore area of Inverness. It suggests options for addressing key challenges in the area including:

- Constraints to development;
- Improving walking, cycling and public transport connections;
- Integrated and sustainable expansion of Inshes Retail Park;
- Enabling business development at land south of Police Scotland;
- Increasing capacity of the local transport network to relieve congestion and accommodate future development;
- Links with Transport Scotland's A9/A96 Connections Study; and
- A solution to reduce flood risk associated with the Dell Burn.

The Council is seeking your views on the options presented in this booklet. Comments received will inform a draft development brief and more detailed designs for improvements to the local transport network at Inshes and Old Perth Road.

Please note that alongside The Highland Council's consultation Transport Scotland is undertaking a consultation on its A9/A96 Connections Study. For further information on this project see:

www.transportscotland.gov.uk/road/projects/a9-a96-connections-study

Both The Highland Council and Transport Scotland consultations run from 30th May – 31st July 2014.

As part of the public consultation drop-in exhibitions attended by Council Planning and Transportation Officers and Transport Scotland will take place from 12 noon – 7pm on:

- 30th May at Inshes Church, Inshes Retail Park, Sir Walter Scott Drive, IV2 3TW; and
- 3rd June at Old High Church Halls, Academy Street, Inverness, IV1 1LU.

Details on how to submit comments and seek further information is provided at the end of this booklet.

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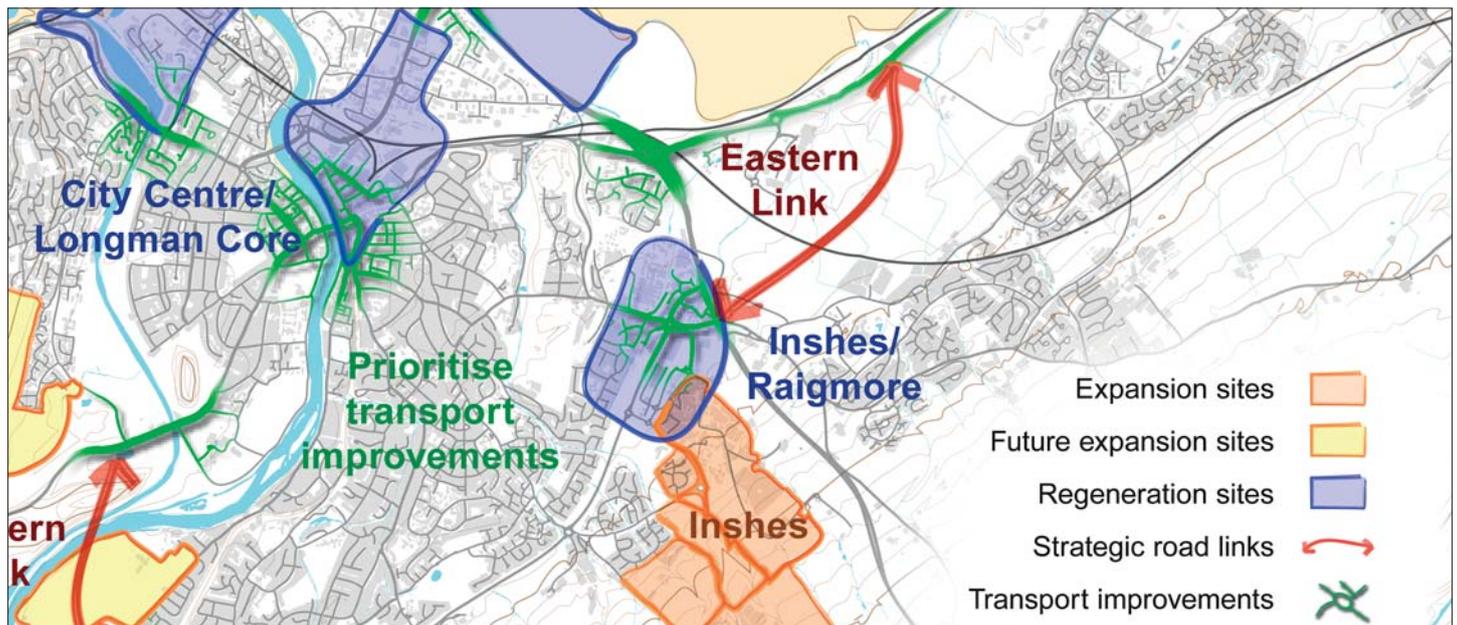
Development Plan

The Council's development plan sets out how places should change and what they could be like in the future.

Highland-wide Local Development Plan

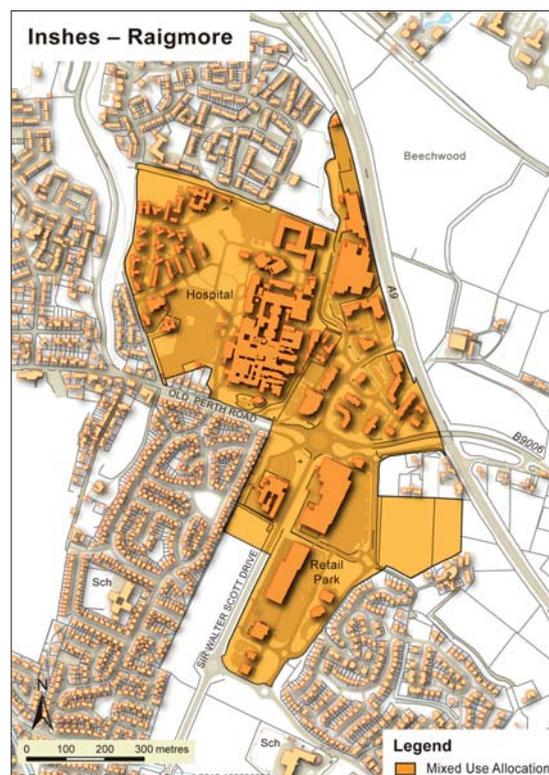
The Highland-wide Local Development Plan was adopted by the Council in 2012. Its spatial strategy for Inverness (extract below) identifies Inshes/Raigmore as a key regeneration area.

It commits the Council to producing a development brief for Inshes and Raigmore area. The text and map for Policy 7 below show the guiding principles of the development brief and the areas included.



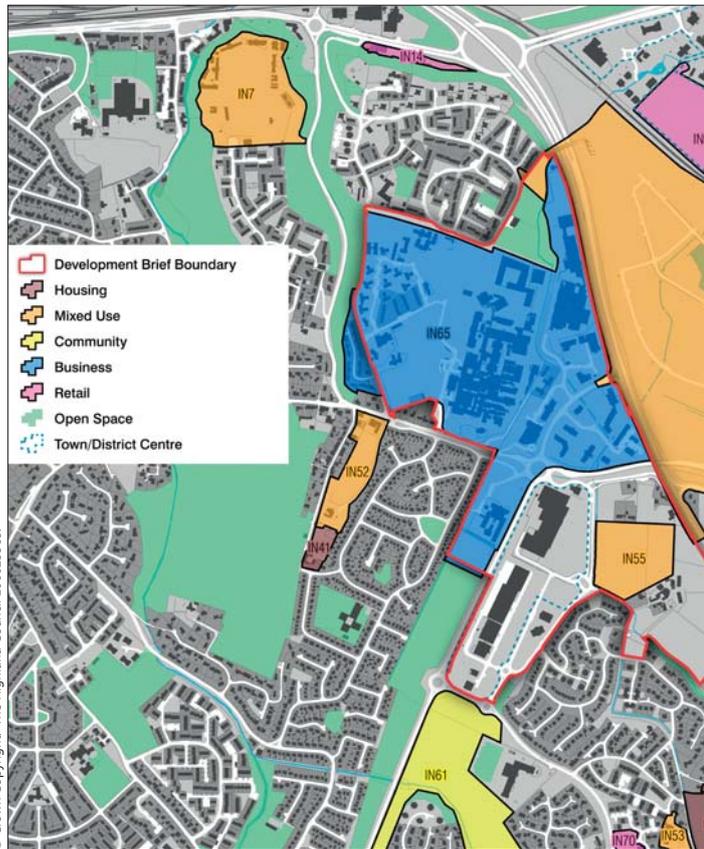
Policy 7: Inshes and Raigmore

- The reconfiguration of the Raigmore Medical Campus to allow better public transport and active travel connectivity and to assess the potential for additional primary care facilities in place of staff accommodation;
- To achieve no net detriment to the existing surface water drainage regime and attendant flood risk;
- To build consensus with the community and stakeholders;
- The reconfiguration and potential expansion of Inshes Retail Park provided that expansion helps deliver improvements in strategic road capacity;
- To promote, co-ordinate and best utilise improvements to strategic road capacity;
- The southern expansion of the Police Headquarters; and
- Provision for mitigation measures in relation to any identified environmental issues.



Inner Moray Firth Local Development Plan

The Council is at an advanced stage in preparing the Inner Moray Firth Local Development Plan. This plan will refresh the Highland-wide Local Development Plan and provide more detail on the use of land. The extract below shows the text and map for the Inshes and Raigmore areas.



Mixed Use

Site: IN55 Land at Dell of Inshes

Area (ha): 3.8 **Uses:** Community, Retail (bulky goods only), Non-residential institution (Class 10)

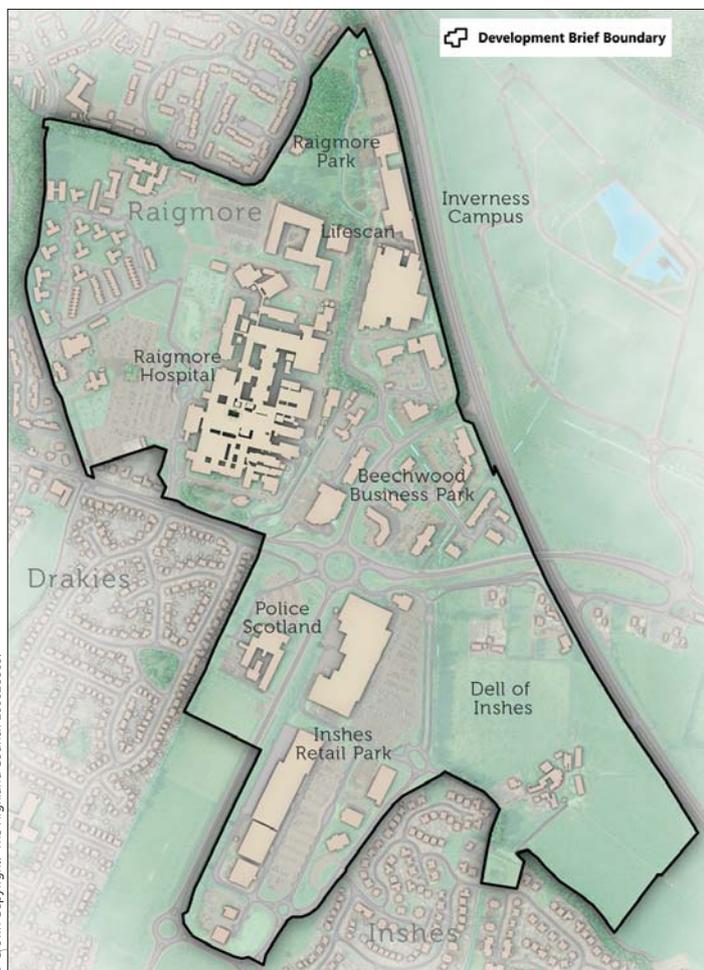
Requirements: The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements / safeguards; Flood Risk Assessment (may affect developable area); transport assessment.

Business

Site: IN65 Land at Raigmore / Beechwood

Area (ha): 42.4 **Uses:** Business

Requirements: The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements / safeguards; Flood Risk Assessment (may affect developable area); transport assessment.



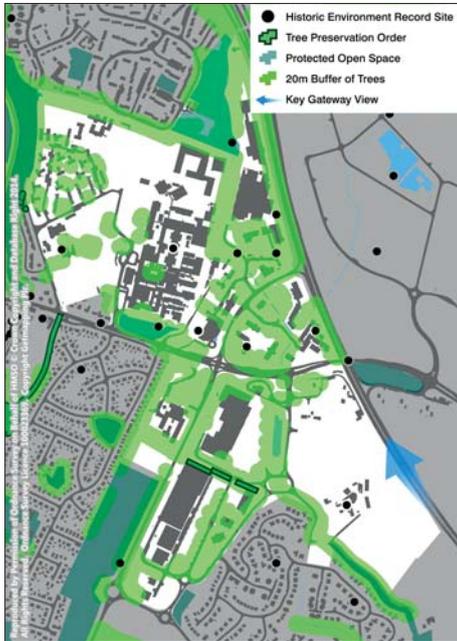
Development Brief

The purpose of the brief is to prepare a masterplan for the area that provides detailed information on design and layout of development and the provision of infrastructure.

The adjacent map shows the brief boundary. A number of minor amendments have been made to the development brief area in comparison to the Highland-wide Local Development Plan to include additional land relevant to future development of the area.

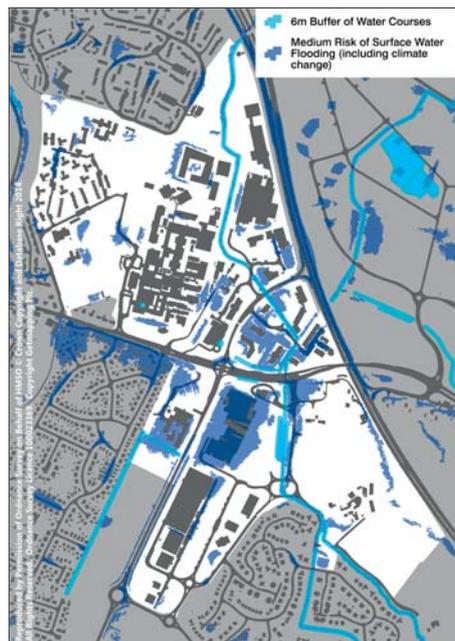
Constraints to Development

The maps below show key constraints to development in the area. These must be taken into account in any development.



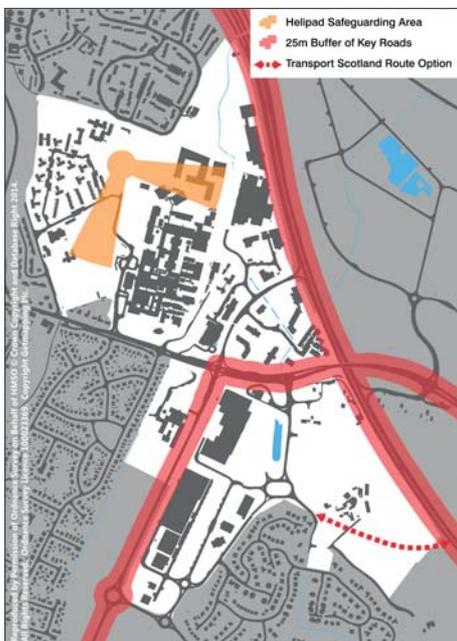
Built and Natural Heritage

- Important areas of green space should be retained.
- Several attractive areas of mature trees.
- Some sites of historic importance.
- Key gateway views over the city must be safeguarded.



Water and Flood Risk

- Dell Burn and Inshes Burn have a history of flooding.
- Some areas at risk from surface water flooding.
- Built development must be set back from watercourses.
- Safeguard land for flood storage and defences at Inshes.

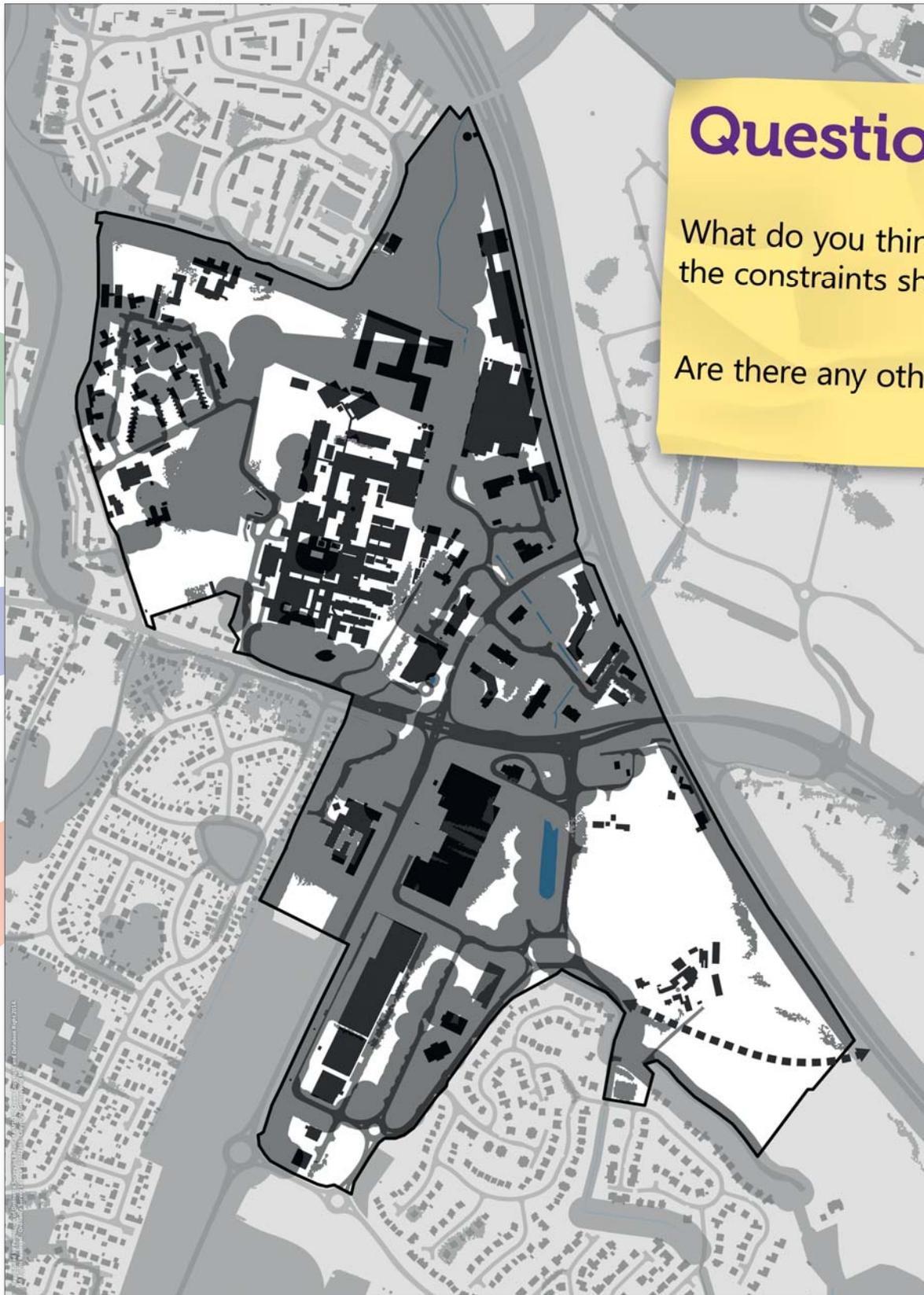


Infrastructure

- Buffer should be maintained between key roads and residential development.
- Heli-pad safeguarding area constrains future transport and development opportunities at Raigmore.
- Land to be safeguarded for Inshes Junction Improvements Phase 2.
- Consideration should be given to route options for Transport Scotland's A9/A96 Connections Study.

All Constraints

The map below shows all key constraints in the area. The white areas may have potential for development.



Question 1

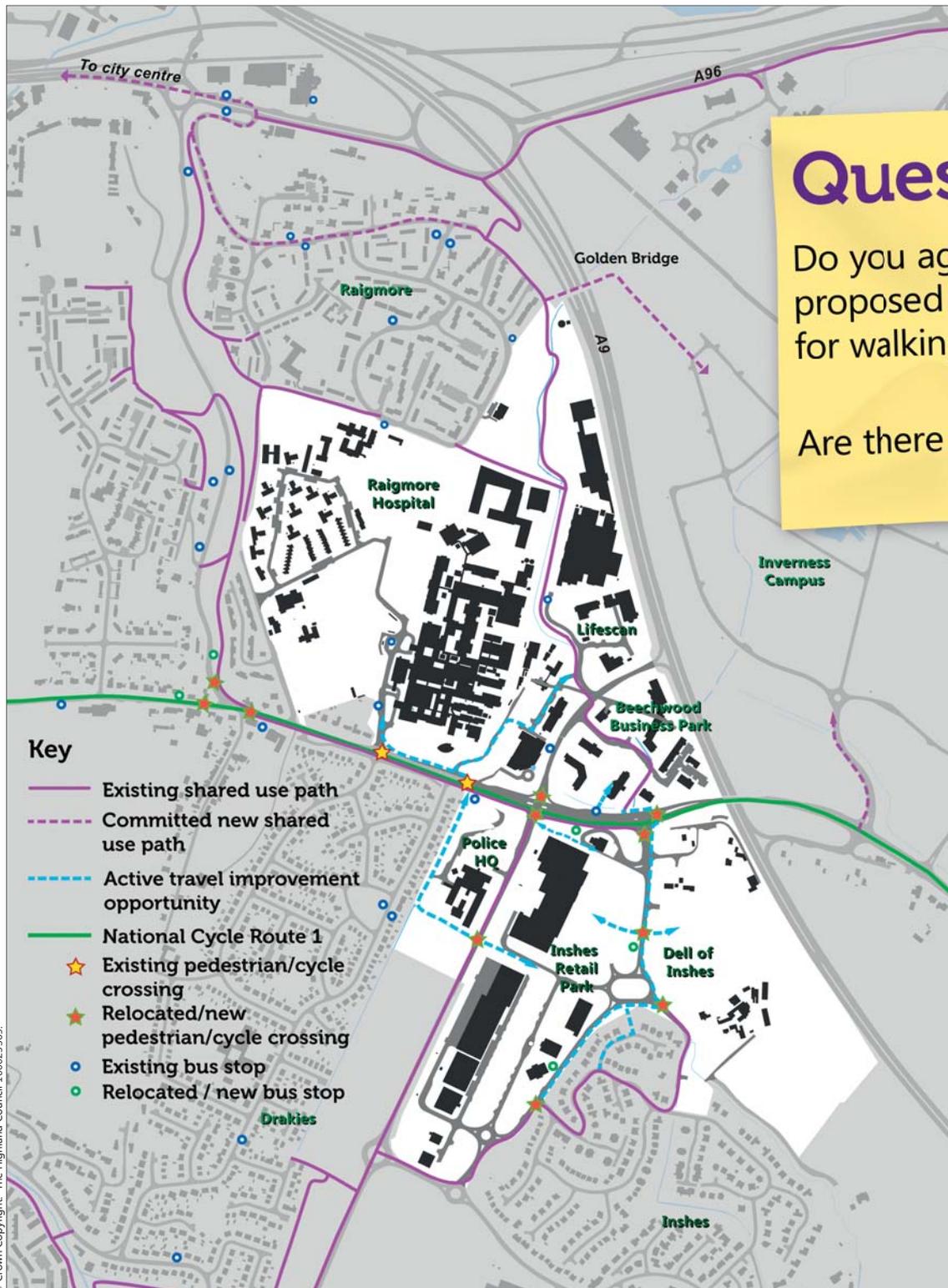
What do you think about the constraints shown?

Are there any others?

Walking, Cycling and Public Transport

Walking and Cycling Routes

The area contains several important walking and cycling routes. The development brief provides an opportunity to improve these routes. These are shown in the map below.



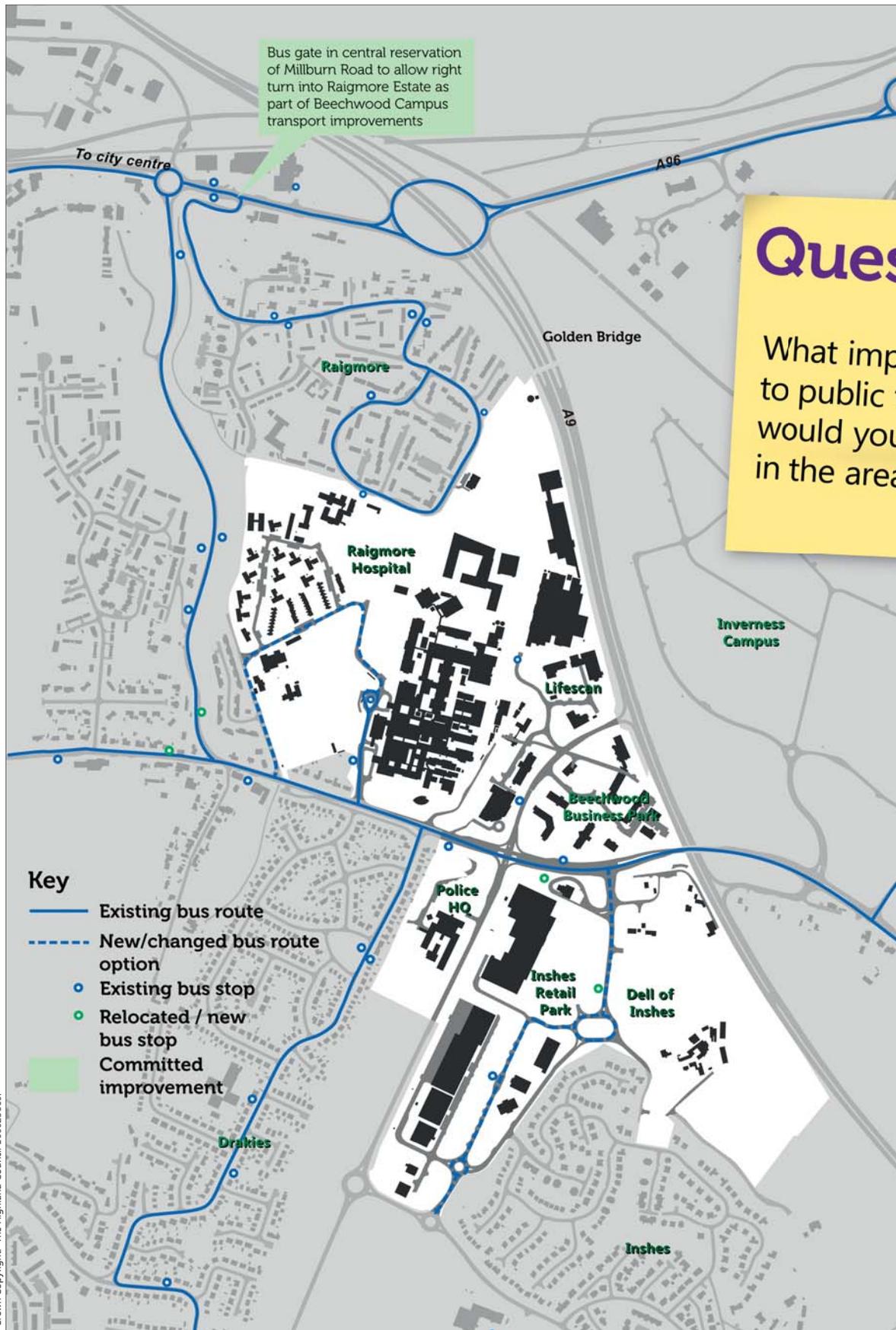
Question 2

Do you agree with the proposed improvements for walking and cycling?

Are there any others?

Public Transport

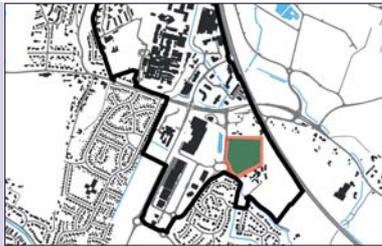
It is important that existing and proposed services and businesses within the brief area can be accessed conveniently by an integrated public transport network. Opportunities for improving the network are shown in the map below.



Question 3

What improvements to public transport would you like to see in the area?

Guidelines for development

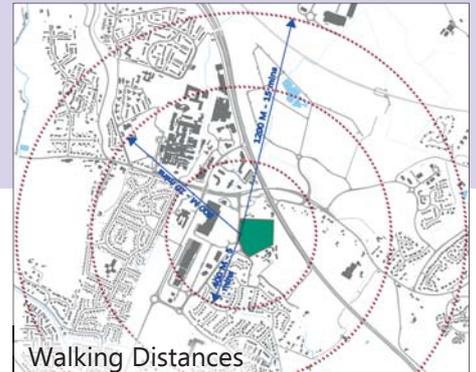


Dell of Inshes

Land uses

- Shops and services
- Community use
- Food and drink, including public house

Our key aims are to expand the range of services available to local communities and businesses, improve public transport links and make it easy and attractive to walk and cycle to Inshes District Centre.



Enhanced walking and cycling connections.



Small commercial units with active ground floors.



Spill-out space for outdoor uses.



Public realm prioritises walking, cycling and social interaction.



Accommodate community use.

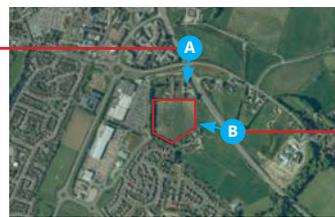


Energy efficient design and use of sustainable materials.

View A
Site



Google Streetview ©2014 Google



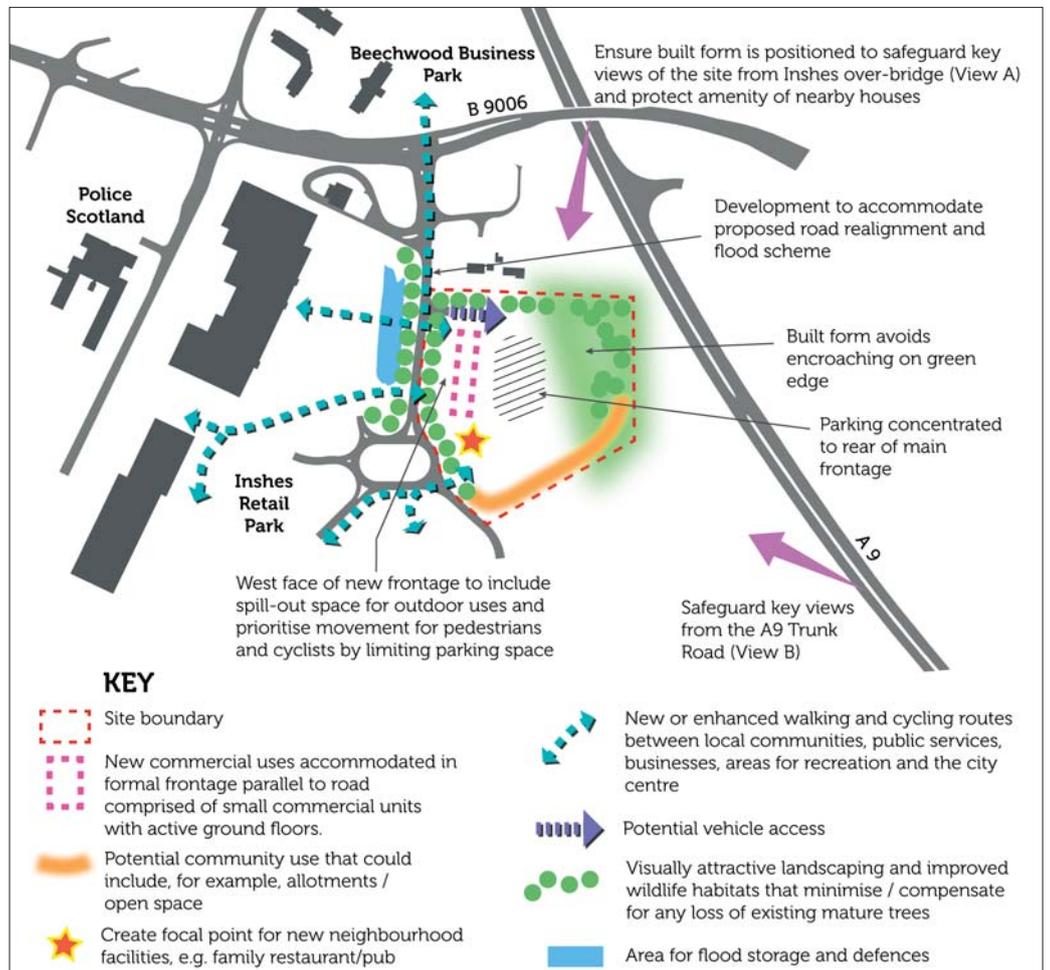
Google Earth ©2014 Getmapping plc

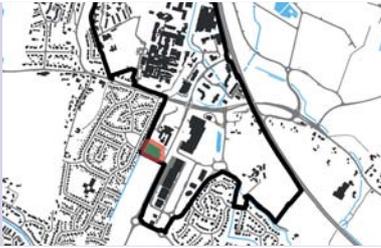
Safeguard key views of the site from A9 and Inshes over-bridge

View B
Site



Google Streetview ©2014 Google



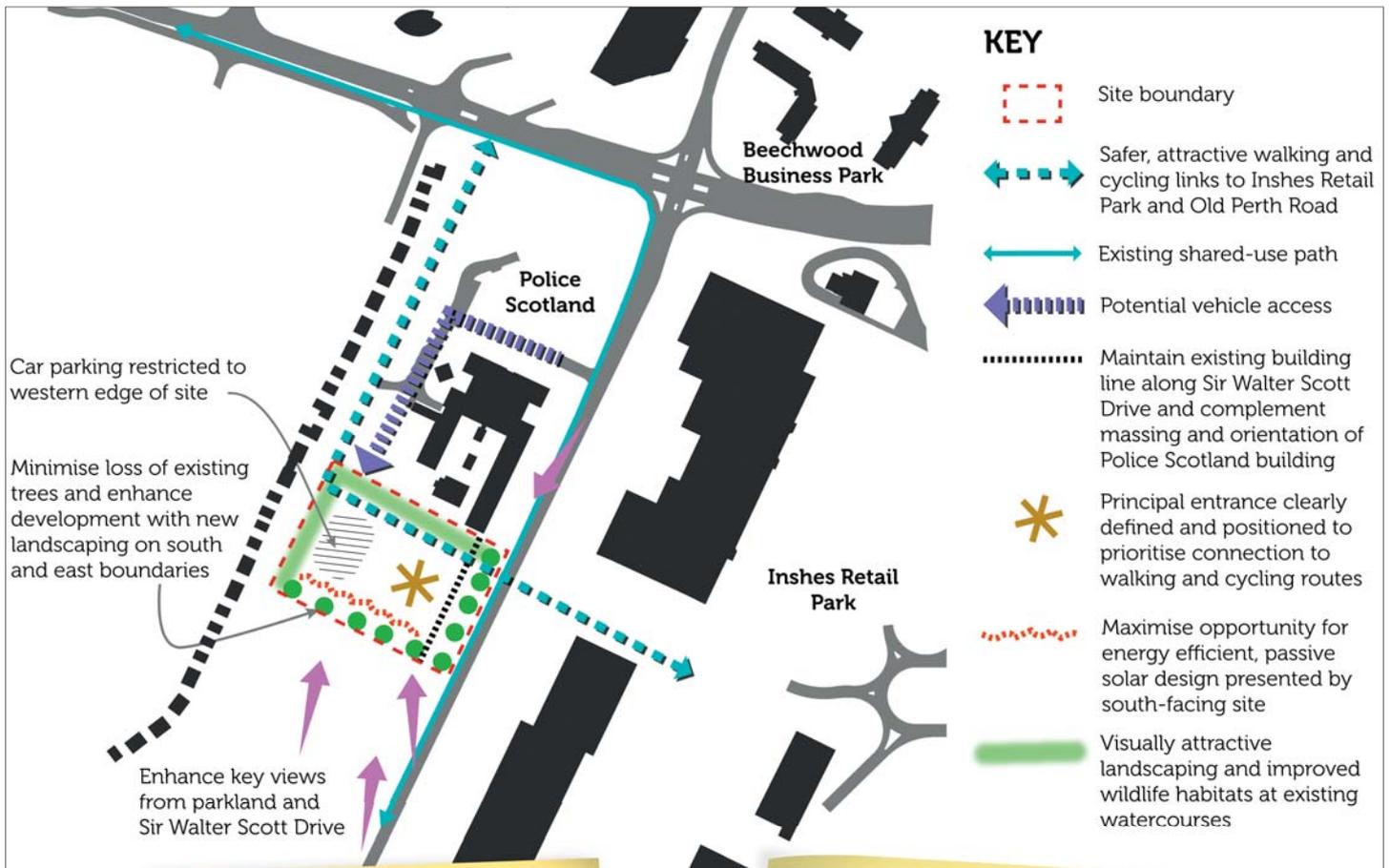


Land South of Police Scotland

Land use

Business
(e.g. office or light industry)

Our key aims are to enable business expansion, create employment opportunities and develop safer walking and cycling routes to Inshes District Centre.



Question 4

Do you agree with our guidelines for development?

Question 5

Do you have any other comments on the Inshes and Raigmore Development Brief - Issues and Options?

Inshes Junction Improvements Phase 2

Background

The expansion of Inverness can be seen in the progression of road developments at the east end of the City. Before the 1970s, Old Perth Road and Culloden Road catered for traffic heading south, past Inshes, on the A9 as it wound its way up Drumossie Hill past the Drumossie Hotel. The first major improvement in 1977 was to the A9 at Raigmore and the dualling section from Longman to Drumossie, which included an 'at grade' crossing for Culloden Road.

In the early 1980's the Scottish Executive recognised that the 'at grade' crossing for Culloden Road on the A9 was inadequate and the Inshes Overbridge project was constructed with its side road connection to the A9 southbound carriageway.

Inshes Roundabout was constructed in phases by the Highland Regional Council with the side road connection to the A9 northbound carriageway completed in 1988 and the Southern Distributor road section joining with the roundabout constructed in 1993.

In 2008 The Highland Council progressed proposals for a West Link and an East Link, to join the A9 and the A96 thereby easing traffic at Raigmore on the A96 and to improve traffic flows at Inshes. The project was submitted by the Council to the Scottish Governments Strategic Transport Projects Review (STPR). The outcome of the review indicated that the West Link bid was unsuccessful however the Government determined to progress with the East Link as a new project under the management of Transport Scotland.



Transport Scotland A9/A96 Connections Study

Transport Scotland presented two options for a dual carriageway trunk link road between Inshes and Smithton in February 2012. Following comments received, Transport Scotland took the opportunity to examine the wider context of the link road within the A9/A96 Connections Study. Transport Scotland worked closely with the Council to develop alternative options to the A9/A96 dual

carriageway trunk link road which include junction improvements and additional links across the A9. These options will be presented at the joint Highland Council/Transport Scotland public exhibitions on 30 May and 3 June 2014.

Inshes Junction Improvements

With the Council submission to the STPR proving unsuccessful, attention turned to the consideration of improvements along the Culloden Road and Old Perth Road corridor in terms of proposals to relieve traffic congestion. Issues that had to be addressed included access provision to the Inverness Campus site, the need to open a dialogue with Transport Scotland regarding their proposals in respect of the A9/A96 Connections Study work, that commenced after the public display in 2012, and how to improve traffic management at Inshes Junction.

Phase 1

The Council project was split into two phases with Inshes Phase 1 constructed in 2012/13 for improvements to Culloden Road east of Inshes Overbridge, including the access provision to the Inverness Campus Site. The design for Phase 1 was undertaken by the Council's Project Design Unit, Golspie Design Team.

Phase 2

Phase 2 extends from Inshes Overbridge westwards along Culloden Road through Inshes junction and along Old Perth Road to the Fluke Roundabout at the junction of Old Perth Road and Culcabock Road. For Phase 2 the Council have commissioned a team that includes consultants AECOM (Traffic Modellers) and WSP Ltd (Road Design and Traffic Light Designs) working under the direction of the Project Design Unit, Alness Design Team.

The key objectives of the Inshes Junction Improvements are to:

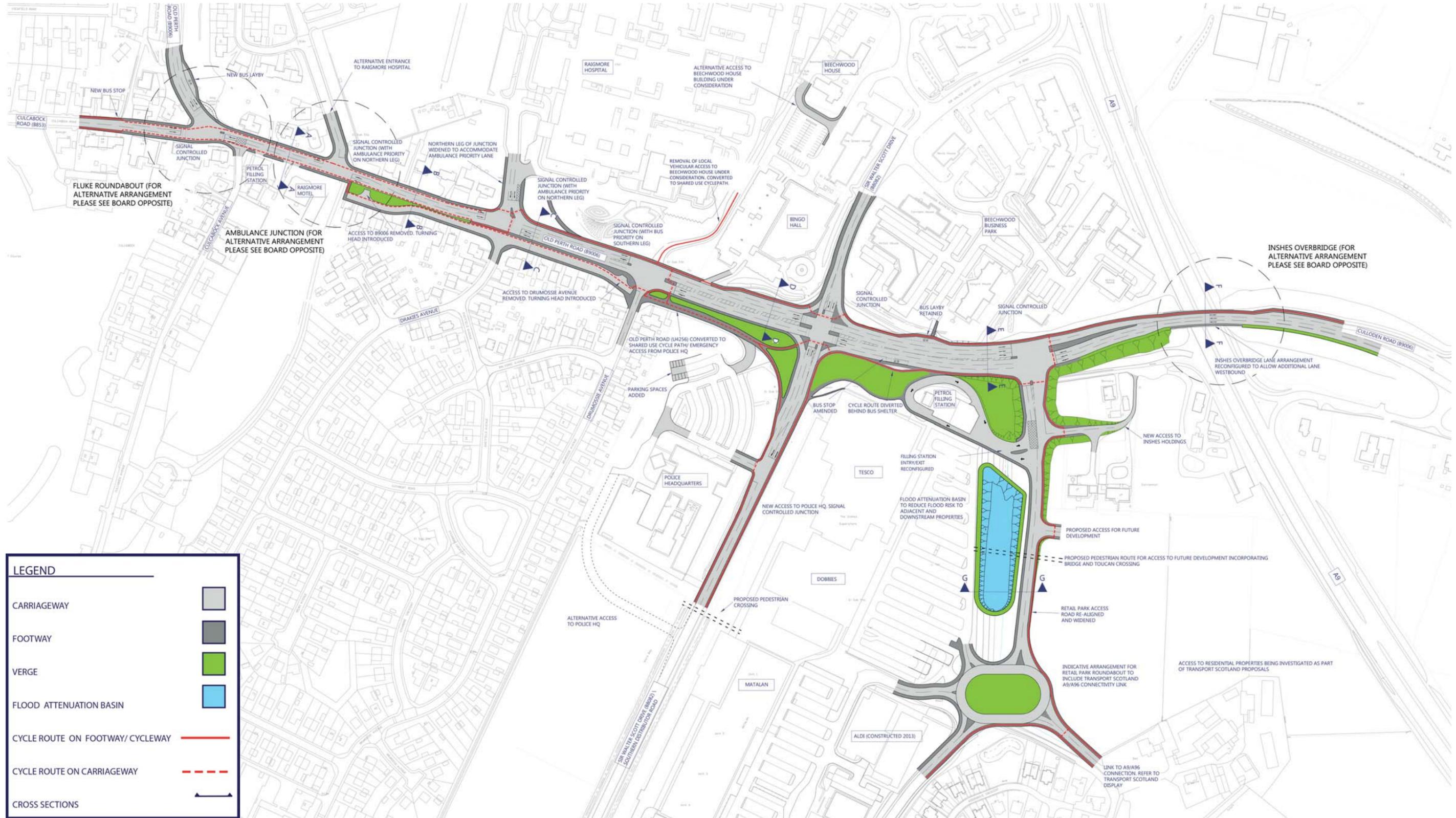
- Deliver an improved transport network that relieves existing congestion and has capacity to accommodate future development taking into account the following key factors:
 - Transport Scotland A9/A96 Connections Study;
 - The National Cycle Network (routed through the site);
 - Bus routes which use the junctions;
 - Flood risk associated with the Dell Burn;
 - Adequate access to Inshes Retail Park;
 - Adequate access to Police Scotland; and
 - Existing and planned housing and mixed use developments in the area.
- Delivery of a solution to flood risk in the area.

As the proposed road improvement works could potentially impact on the alignment of the Dell Burn, where flooding has previously been experienced, The Highland Council have expanded WSP's commission to consider how flood defences and attenuation could be provided in this area, which it is hoped will provide an improved standard of protection to the area and also reduce the risk of flooding downstream.

The Highland Council now have the opportunity to present this scheme to the public and are looking for your views and feedback on the alternative options proposed before developing the scheme further. The outline and alternative proposals are shown on the following pages.

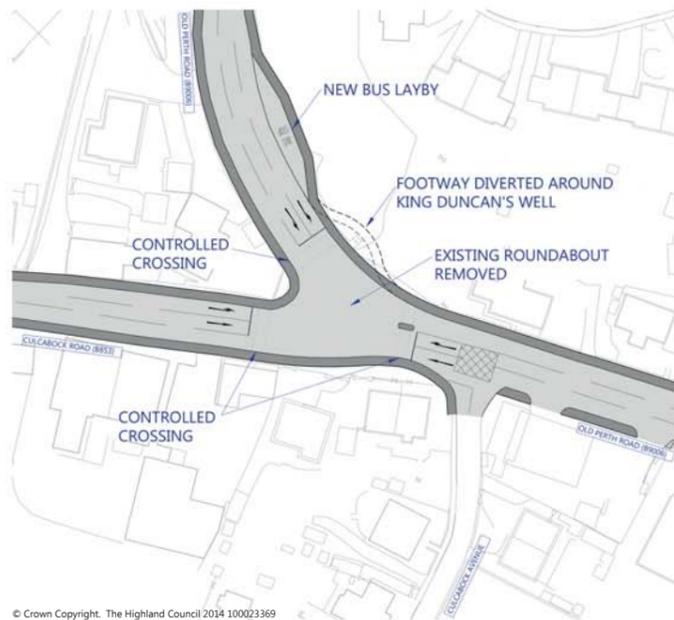


Outline Proposals



Alternatives to Outline Proposals

Fluke Roundabout



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Outline Proposal

Traffic signal controlled Junction with signal controlled crossing for pedestrians and cyclists.

Ambulance Junction

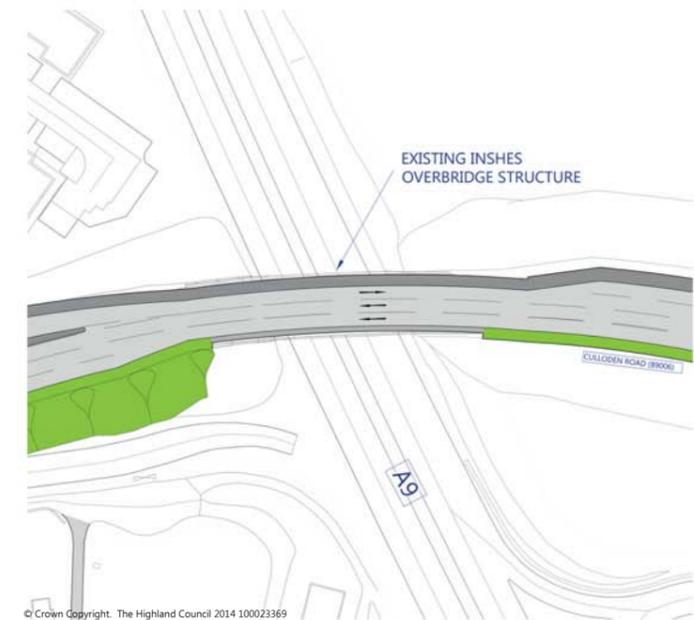


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Outline Proposal

Traffic signal controlled junction with priority for Ambulances coming from the north leg. Local access to Old Perth Road removed.

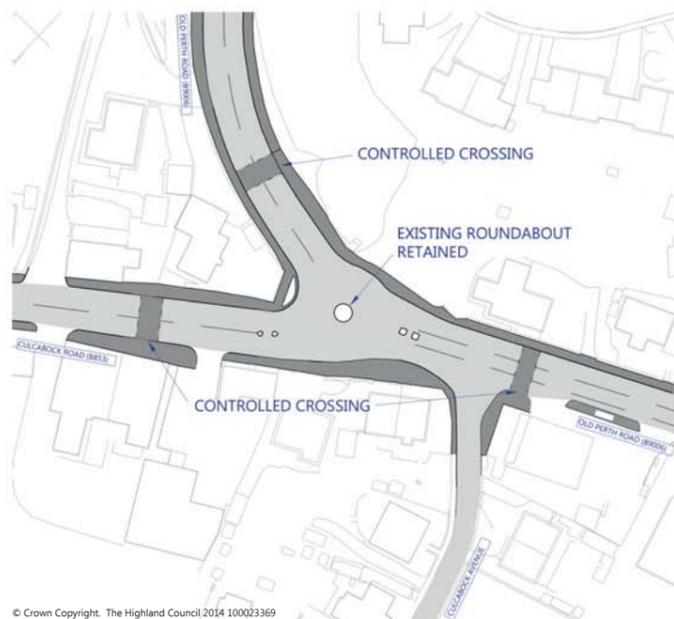
Inshes Overbridge



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Outline Proposal

Utilises existing structure. Carriageway arrangement amended to two lanes westbound, one lane eastbound.



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Alternative Proposal

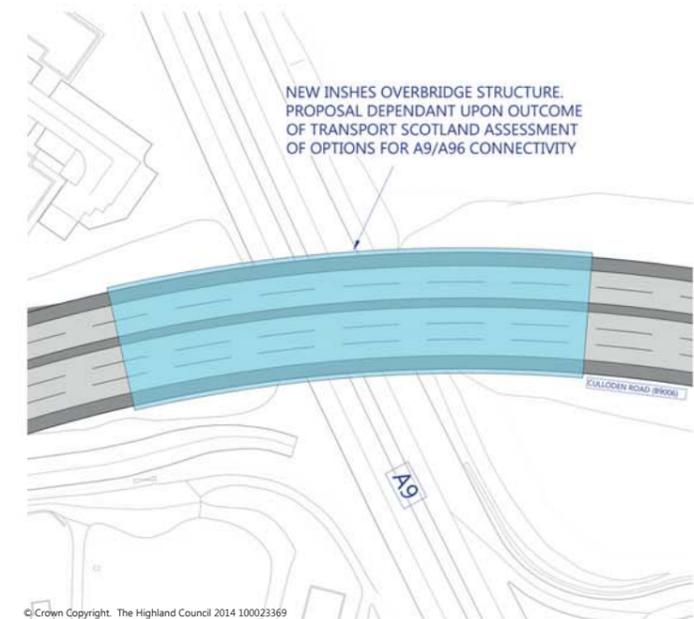
As existing with pedestrian crossings set back from junction.



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Alternative Proposal

No traffic signals. Two lanes westbound, one lane eastbound. Standard T-junction arrangement. Local access to Old Perth Road removed.

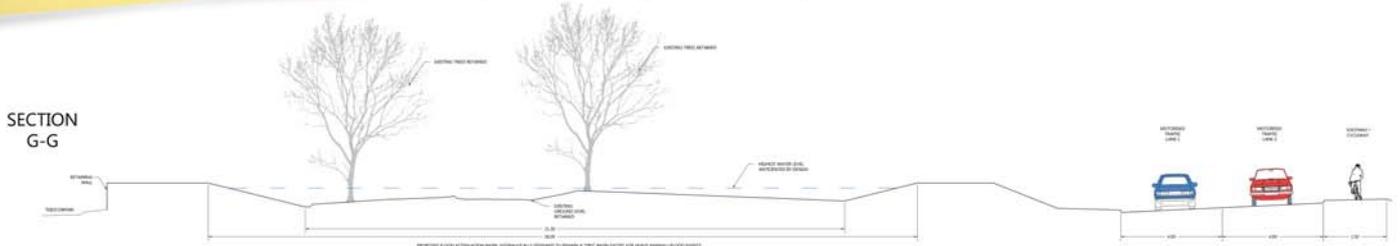
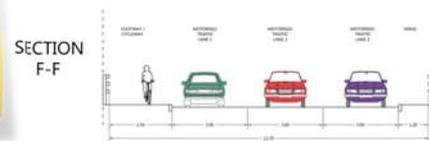
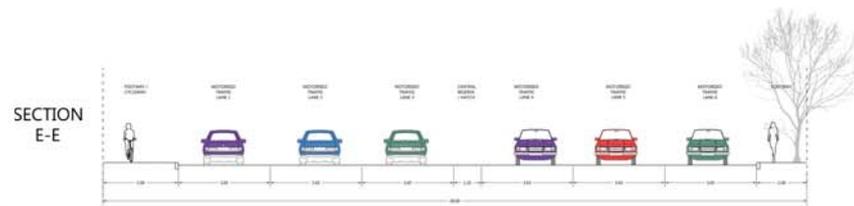
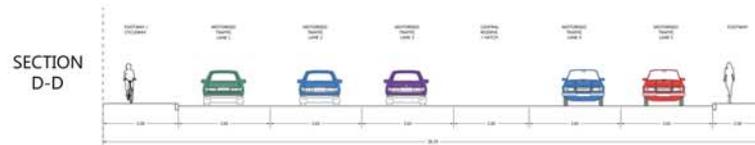
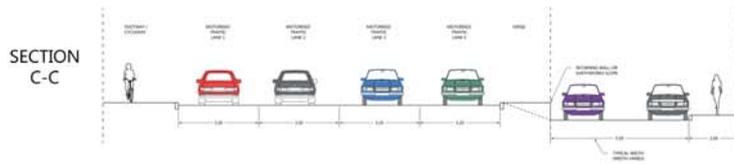
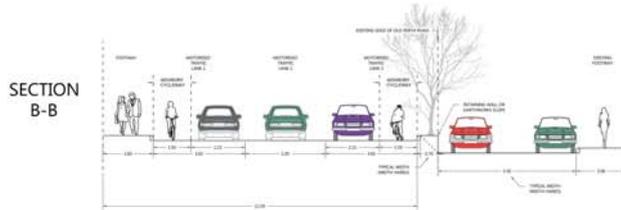
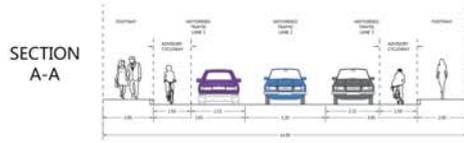


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Alternative Proposal

New structure in the same location. Carriageway arrangement amended to three lanes westbound, two lanes eastbound.

Cross Sections



Question 6
Do you have any comments on the Inshes Junction Improvements Phase 2 - Outline Proposals?

What happens next

The Council is currently inviting comments on development opportunities and transport improvements presented in this booklet. All comments should be made by 31 July 2014 and submitted in one of the following ways:

- By completing the online feedback form, available at: **www.highland.gov.uk/irdb**
- By completing a feedback form and:
 - Leaving it in the comments box provided at the exhibition
 - Emailing to: **devplans@highland.gov.uk** or
 - Posting to: Inshes Projects, Development and Infrastructure Service, The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Feedback received from the public consultation process for both the development brief and Inshes Junction Improvements will be taken into account when preparing a draft development brief and detailed design for Inshes Junction Improvements Phase 2.

The draft development will be subject to public consultation later in 2014. Once the development brief is finalised it will set out a land use planning framework against which development proposals in the area will be assessed.

Detailed design for Inshes Junction Improvements Phase 2 will be progressed following Transport Scotland announcing a preferred route for an A9/A96 link as part of their A9/A96 Connections Study.

Further information

More information is available on the Council's website: **www.highland.gov.uk/irdb**

If you have any queries, please contact:

**Inshes Projects,
Development and Infrastructure Service,
The Highland Council,
Glenurquhart Road,
Inverness, IV3 5NX**

Telephone: **01349 886606**

Email: **devplans@highland.gov.uk**

For further information on the Transport Scotland A9/A96 Connections Study, go to:
www.transportscotland.gov.uk/road/projects/a9-a96-connections-study

