

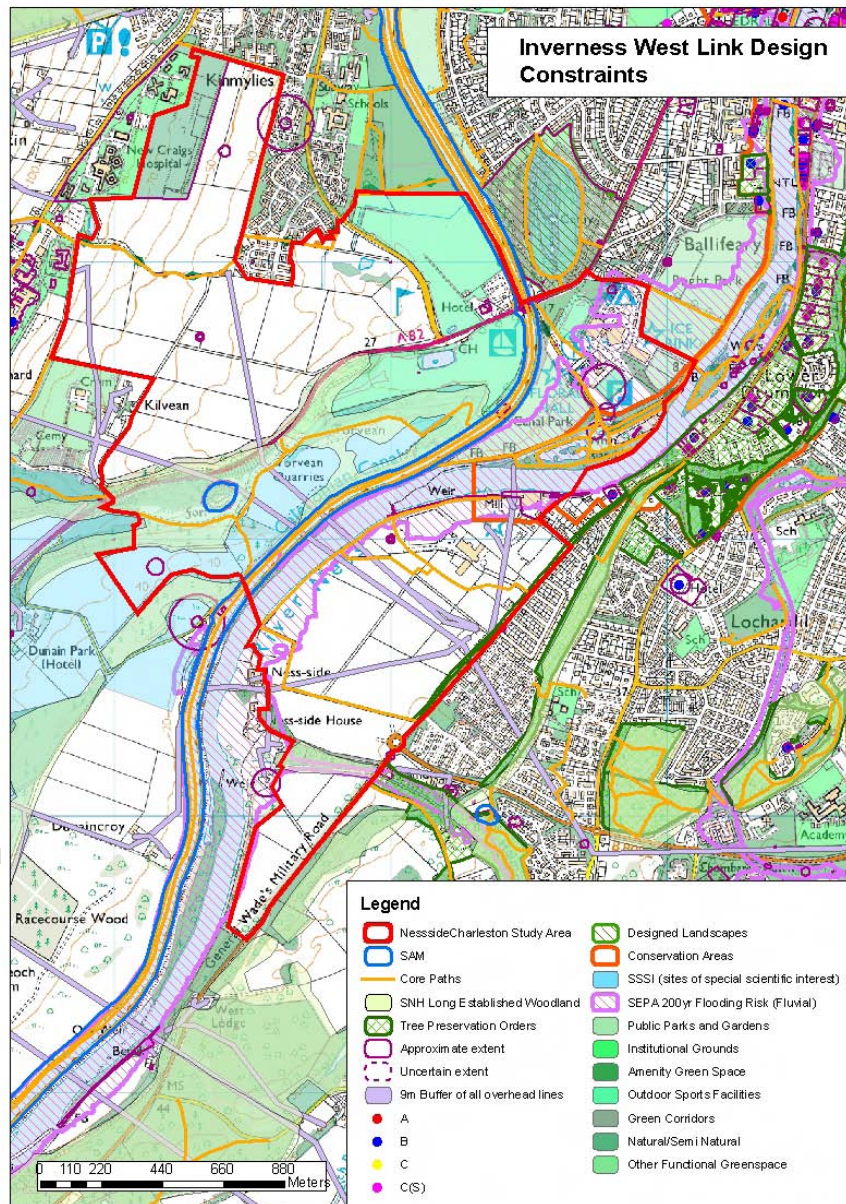
Options for the River and Canal Crossing and potential land use frameworks

Introduction

These land use frameworks have been compiled following site visits and desktop analysis of issues. The frameworks have been informed by the STAG for the Inverness West Link, the Environmental Baseline report, the Housing Land Audit, the Housing Needs and Demands Assessment, The Inverness Local Plan and the work carried out for the Torvean Charleston Development Brief (2007). It is important to note that these options have not been costed and are dependent upon third party co-operation. They have been designed to offer an optimum use of the land based upon the road alignments and prevailing land use constraints.

Constraints

In order to identify known issues a constraints map has been produced and is available to view below. The constraints shown on this map have been used to inform the land use frameworks:



Assumptions

The following assumptions have been made in bringing forward these land use frameworks:

- The rugby club and golf course could be relocated and if they are there should be no net detriment in terms of size or quality of facility;
- Any route affecting the Torvean Landforms SSSI would be considered of “National Significance” in terms of impact on the designated site;
- The land use framework associated with the preferred route will be brought forward through the Inner Moray Firth Local Development Plan with additional detail provided through supplementary guidance in the form of a development brief. This is where the options will be fully investigated;
- Local accesses would need detailed consideration and design;
- That there should be no net reduction in housing/employment land availability, unless this is inevitable.
- A road linking from Leachkin road to General Booth Road will need to be provided.
- It is assumed that the rowing club can access funding to upgrade their site in line with the planning application submitted in 2009.
- Further investigation needs to be undertaken to establish if Ness-side south can be used for housing given the access issues for pedestrians and cyclists.

Consultation Draft

Option 1

Description of the Route

Crosses the River Ness at the open ground between Pringles Woollen Mill and the Precast Yard to a roundabout at the western end on the Canal fields then follows the embankment of the canal along the edge of the fields to reach Bught Road adjacent to the Queens Park Athletics Track and thereafter crosses the canal with a low level canal bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times.

SWOT of the Route and proposed land use arrangement

Strengths

- Shorter crossing of the river and canal
- Avoids Impact on the Torvean Landforms SSSI
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre

Weaknesses

- Amenity impact on residential amenity
- Land allocations severed
- Impact on trees which run alongside the Caledonian Canal and Bught Road

Opportunities

- Potential for improvement to Jacobite Cruises facility
- Potential for improved access to Holm Mills
- Potential for Reconfigured golf course
- Increase in housing land availability
- Improved Rugby Club facilities
- Potential for improved rowing club facility
- Potential for improved access to Torvean Landforms as a recreational area
- Provision of Park and Ride
- Opportunities for local accesses from the proposed road
- Potential for creation of urban village and new canal basin.
- New tree planting securing the medium/long term woodland character
- Provision of car parking between the A82 and the Queens Park Sports Centre.

Threats

- Impact of crossing on recreational users of the canal and tow path
- Impact on Schedule Monument (Caledonian Canal)
- Impact on Tomnahurich Cemetery
- Amenity impact on existing uses
- Need to relocate existing uses
- Poor Drainage on land at Torvean Golf Course (South) and land north east of General Booth Road
- Species Habitat
- Impact on allocated business land
- Impact on allocated expansion land
- Impact on Open Space/Sport Facilities (Rugby club, Queens Park Athletics Stadium, Torvean Golf Club, Inverness Leisure/Aquadome)
- Visual impact
- Overhead lines which limit development areas and/or can be under grounded

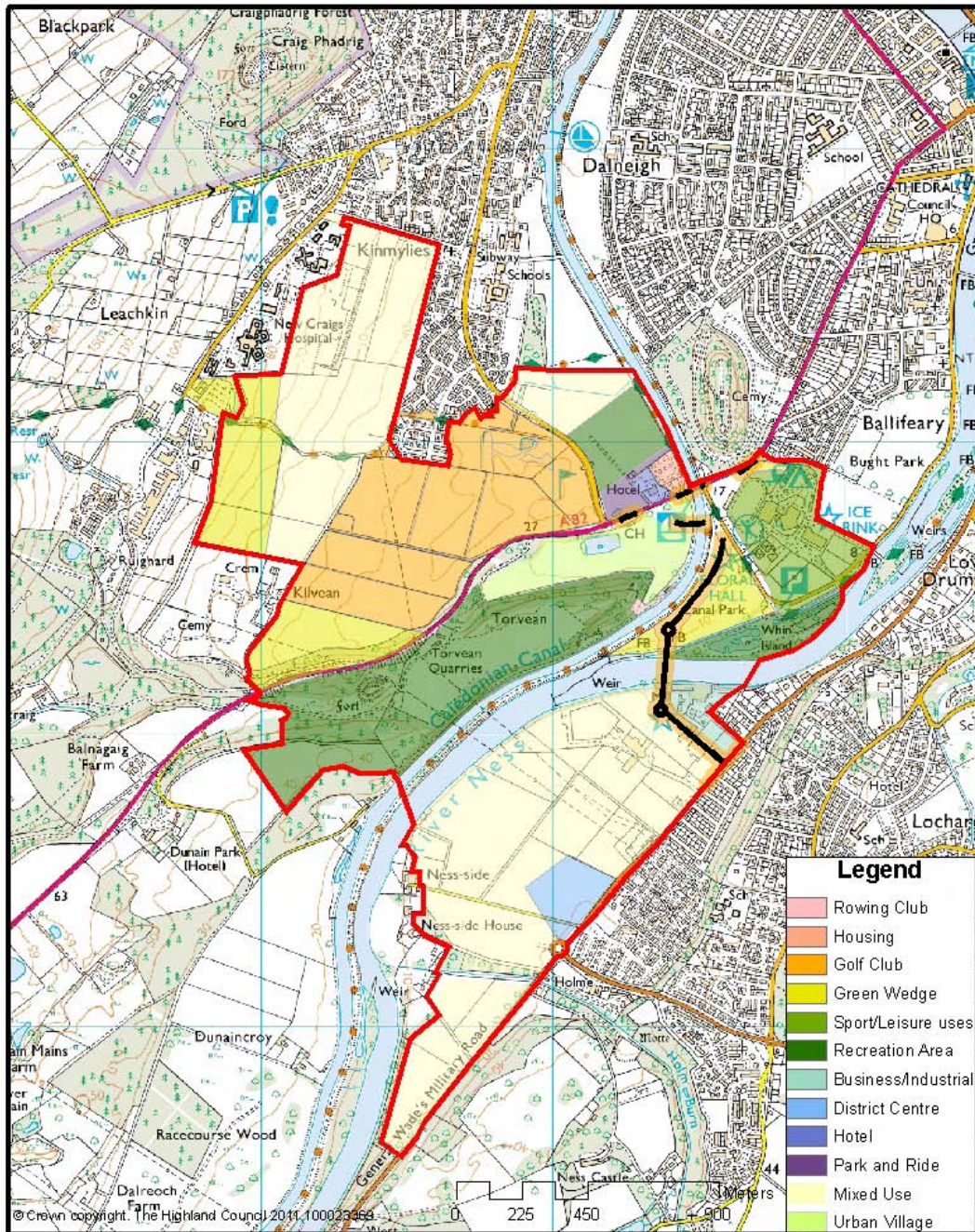
- Amenity impact on Jacobite Cruises Facility
- Potential disruption period from relocation of recreational areas/facilities
- Loss of American football training facility

Explanation of land use framework

Figure 1 shows the land use framework which could be associated with River and Canal Crossing Option 1. The headlines are:

- The golf course would need to be relocated. Land would be provided on the north of the A82 and provide sufficient space for the proposed driving range, parking and new clubhouse;
- At least two of the rugby pitches at canal park would be lost and the amenity value of the other pitches would be detrimentally affected therefore it is proposed that a new facility is provided to the north of the A82 behind the former Loch Ness Hotel.
- The American football training facility would be lost therefore it is proposed that it could be co-located with the relocated rugby pitches or at a new facility elsewhere in the city;
- Given the route and other land use changes to accommodate mitigation allocated expansion land would be lost therefore it is proposed further land is allocated in the following locations:
 - To the north east of General Booth Road (mixed use)
 - Charleston (mixed use)
 - Adjacent to the Tomnahurich Swing Bridge (housing)
 - On the site of Torvean Golf Course – south of the A82 (urban village with potential for new canal basin)
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/ a basin. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booths Road and the A82 in line with the transport strategy for the City of Inverness.

Option 1 Land Use Framework



Option 2

Crosses the River Ness at the open ground between Pringles Woollen Mill and the Precast Yard to a roundabout at the western end on the Canal fields then follows the northern edge of the canal fields to a roundabout at the edge of the currently fenced rugby pitch to a new low level canal swing bridge mid way between the Tomnahurich Canal bridge and the edge of Torvean Quarry then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road.

SWOT of the Route and proposed land use arrangement

Strengths

- Shorter crossing of the river and canal
- Avoids Impact on the Torvean Landforms SSSI
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre

Weaknesses

- Amenity impact on residential amenity
- Current Land allocations severed
- Impact on trees particularly those alongside the Caledonian Canal and Bught Road

Opportunities

- Potential for improvement to Jacobite Cruises facility
- Potential for improved access to Holm Mills
- Potential for reconfigured golf course
- Increase in housing land availability compared with Inverness Local Plan Allocations
- Improved Rugby Club facilities
- Potential for improved rowing club facility
- Potential for improved access to Torvean Landforms as a recreational area
- Provision of Park and Ride
- New tree planting securing the medium/long term woodland character
- Opportunities for local accesses from the proposed road
- Potential improved training facilities for Inverness Blitz
- Provision of car parking between the A82 and the Queens Park Sports Centre.

Threats

- Impact of crossing on recreational users of the canal and tow path
- Impact on Schedule Monument (Caledonian Canal)
- Impact on Tomnahurich Cemetery
- Amenity impact on existing uses
- Need to relocate existing uses
- Poor Drainage on land at Torvean Golf Course (South) and land north east of General Booth Road
- Species Habitat
- Impact on allocated business land
- Impact on allocated expansion land
- Impact on Open Space/Sport Facilities (Rugby club, Queens Park Athletics Stadium, Torvean Golf Club, Inverness Leisure/Aquadome)
- Potential disruption period from relocation of recreational areas/facilities
- Visual impact

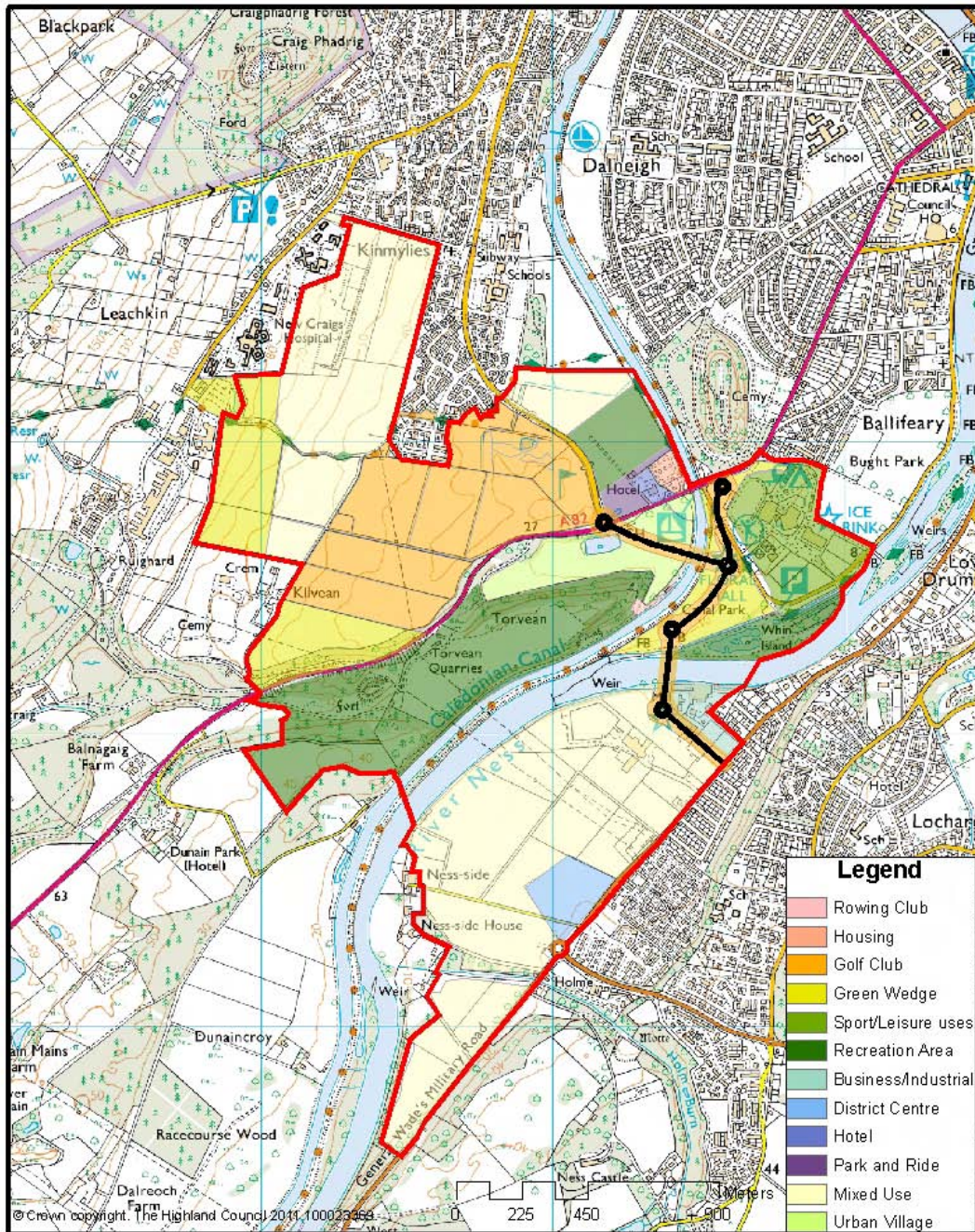
- Overhead lines which limit development areas and/or can be under grounded

Explanation of land use framework

Figure 2 shows the land use framework which could be associated with River and Canal Crossing Option 2. The headlines are:

- The golf course would need to be relocated. Land would be provided on the north of the A82 and provide sufficient space for the proposed driving range, parking and new clubhouse;
- At least three of the rugby pitches at canal park would be lost and the amenity value of the other pitches would be detrimentally affected therefore it is proposed that a new facility is provided to the north of the A82 behind the former Loch Ness Hotel.
- The American football training facility would be lost therefore it is proposed that it could be co-located with the relocated rugby pitches or at a new facility elsewhere in the city;
- Given the route and other land use changes to accommodate mitigation allocated expansion land would be lost therefore it is proposed further land is allocated in the following locations:
 - To the north east of General Booth Road (mixed use)
 - Charleston (mixed use)
 - Adjacent to the Tomnahurich Swing Bridge (housing)
 - On the site of Torvean Golf Course – south of the A82 (urban village with potential for new canal basin)
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/ a basin. However the road route here runs through the middle of the urban village having more substantial impact on its amenity. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booth Road and the A82 in line with the transport strategy for the City of Inverness.

Option 2 Land Use Framework



Option 3

Description of the route

Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and continues along Bught Road. It then forms a new roundabout adjacent to the Queens Park Athletics Track with one leg forming a roundabout on the Amercian Football training pitch adacent to the A82. Another leg crosses the canal with a low level canal bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times. This road then forms a rounabout with the A82 opposite the Loch Ness Hotel.

SWOT of the route and proposed land use arrangement

Strengths

- Short crossing of the river and canal
- Maintains similar housing and other development land availability as existing Local Plan
- Improves access to recreational facilities for south west of the city
- Avoids impact on the Torvean Landforms SSSI
- No impact on the Ness-side District Centre

Weakness

- Inverness Riverside Conservation Area - changing the character and affecting key public views
- Impact on trees particularly on Bught lane, fringing the golf course with the A82, and at Whin park which has great diversity in species.
- Recreational amenity (noise, light, traffic activity): particularly at Whin Park, the adjacent Rugby pitches, the Queens Park Athletics ground, and for fishing at one of their favourite beats
- Separation of the rugby match pitch plus one informal pitch from the other three relocated informal pitches
- Loss of some adjacent car parking (Whin Park and Rugby ground)
- Residents amenity (noise, light, traffic activity) at A82 and at Rossie and Heraghty flats on Dores Road
- Potential impact on amenity of Floral Hall
- Retail unit in Whin Park would need to be relocated
- Impact on southerly views/amenity for the hotel on the A82
- Does not directly open up allocated land at Ness-side

Opportunities

- New tree planting securing the medium/long term woodland character
- Potential for improved access to Torvean Landforms as a recreational area
- Potential improvement to rugby pitch provision (potential for 5)
- Relocated Inverness Blitz training ground could retain use of existing indoor base
- Provision of Park and Ride
- Improve access to Holm Mills
- Improve/expand Jacobite Cruises facility
- Relocate but also enlarge and enhance the playpark facilities
- Potential to reconfigure golf course.
- Increase overall car parking spaces
- Potential for creation of new urban village and possibly basin could improve vitality and increase amenity of canal

- Provision of car parking between the A82 and the Queens Park Sports Centre.

Threats

- Impact on the setting of the canal and Tomnahurich swing bridge
- Habitat and species impacts
- Tomnahurich Cemetery (Schedule Ancient Monument) southerly views from
- Impact of additional crossing on recreational users of the canal and tow path
- Amenity impact on Rugby club building which is close to the road route
- Poor sunlight and drainage on land at Torvean Golf Course (South) which may limit development here and poor drainage on land north east of General Booth Road
- Potential disruption period from relocation of recreational areas/facilities
- Overhead lines which limit development areas and/or can be under grounded
- Possible need to relocate the miniature railway
- Amenity impact on Jacobite Cruises Facility

Explanation of land use framework

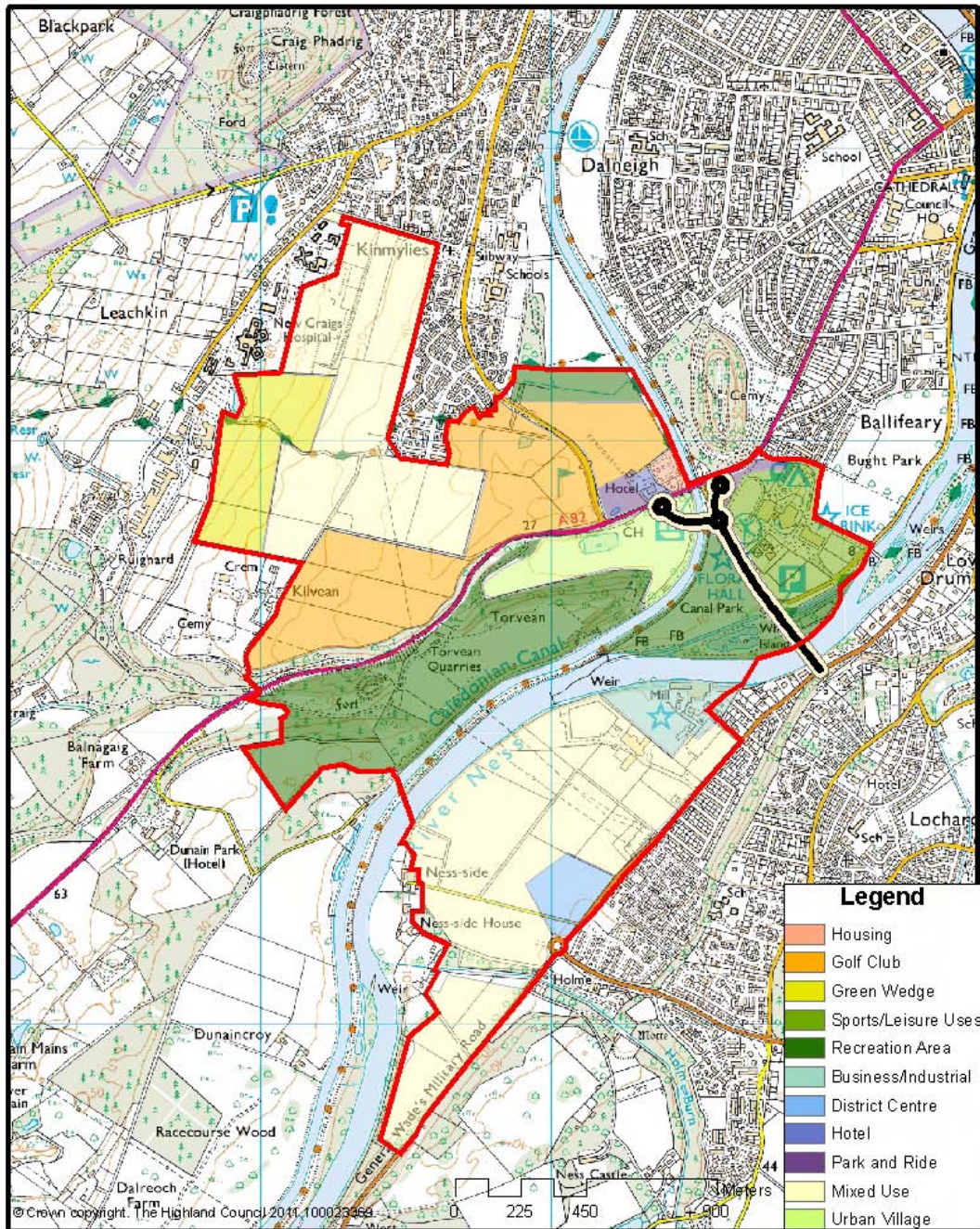
Figure 3 shows the land use framework which could be associated with the River and Canal Crossing 3. The headlines are:

- The recreational core has been maintained as intact as is possible.
 - However some relocation of uses within this will be necessary which may include the miniature railway.
 - The rugby match pitch and atleast one informal pitch can be retained in its original position however it requires some of the informal pitches to be relocated to the north eastern end of Torvean golf course with drainage improvements and means splitting the provision over two sites. However the configuration of this land means 5 pitches could be provided.
 - The relocated golf course onto the north side of the A82 allows for a higher amenity course with improved safety (all north of the A82) and better ground conditions and sunlight than holes 5-8 of the current course provides. This proposed relocation provides sufficient space for the proposed driving range, parking and new clubhouse.
 - With some of the existing rugby pitches being relocated this land would offer scope for Inverness Blitz, a new expanded playpark and potentially relocation of the miniature railway.
- Given the route and other land use changes to accommodate mitigation, allocated land would be lost therefore it is proposed further land is allocated in the following locations
 - Adjacent to the Tomnahurich Swing Bridge
 - On the site of Torvean Golf Course – south of the A82
 - Charleston (mixed use)
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/ a basin. The appropriate set back, scale and design of this development is required to protect the setting of the Caledonian canal.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.

- A park and ride would be provided at the junction of General Booth Road and the A82 in line with the transport strategy for the City of Inverness.

Consultation Draft

Option 3 Land Use Framework



Option 4

Description of the route

Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and thereafter passes along Bught lane until adjacent to Floral Hall it forms a roundabout. One leg of the roundabout then takes a route to mid bend on the river where it provides a low level Canal Bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times and then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road. The other leg of the roundabout passes the Queens Park Athletics track and forms a roundabout on the American Football training pitch adjacent to the A82.

Strengths

- Short crossing of the river and canal
- Maintains similar housing and other development land availability as existing Local Plan
- Improves access to recreational facilities for south west of the city
- Avoids Impact on the Torvean Landforms SSSI
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre

Weakness

- Inverness Riverside Conservation Area - changing the character and affecting key public views
- Impact on trees particularly on Bught lane, poplar trees fringing the golf course with the A82, and at Whin park which has great diversity in species
- Recreational amenity (noise, light, traffic activity): particularly at Whin Park, the adjacent Rugby pitches, the Queens Park Athletics ground, and for fishing at one of their favourite beats
- Separation of the rugby match pitch plus one informal pitch from the other three informal pitches
- Loss of some adjacent car parking (Whin Park and Rugby ground)
- Residents amenity (noise, light, traffic activity) at A82 and at Rossie and Heraghty flats on Dores Road
- Potential impact on amenity of Floral Hall
- Retail unit in Whin Park would need to be relocated
- Does not directly open up allocated land at Ness-side
- Road route through heart of the urban village impacts on its amenity

Opportunities

- Potential for improved access to Torvean Landforms as a recreational area
- New tree planting securing the medium/long term woodland character
- Potential improvement to rugby pitch provision (potential for 5)
- Relocated the Inverness Blitz training ground could retain use of existing indoor base
- Provision of Park and Ride
- Improve access to Holm Mills.
- Improve/expand Jacobite Cruises facility
- Relocate the play area facilities and enlarge and enhance
- Potential to reconfigure golf course
- Increase overall car parking spaces

- Potential for creation of new urban village and possibly basin could improve vitality and increase amenity of canal
- Provision of car parking between the A82 and the Queens Park Sports Centre.

Threats

- Habitat and species impacts
- Tomnahurich Cemetery (Schedule Ancient Monument) southerly views from
- Impact of additional crossing on recreational users of the canal and tow path
- Potential disruption period from relocation of recreational areas/facilities
- Amenity impact on Rugby club building which is close to the road route
- Setting of the canal and Tomnahurich swing bridge
- Poor sunlight and drainage on land at Torvean Golf Course (South) which may limit development here and poor drainage on land north east of General Booth Road
- Overhead lines which limit development areas and/or can be under grounded
- Possible need to relocate the miniature railway
- Potential disruption period from relocation of recreational areas/facilities

Explanation of land use framework

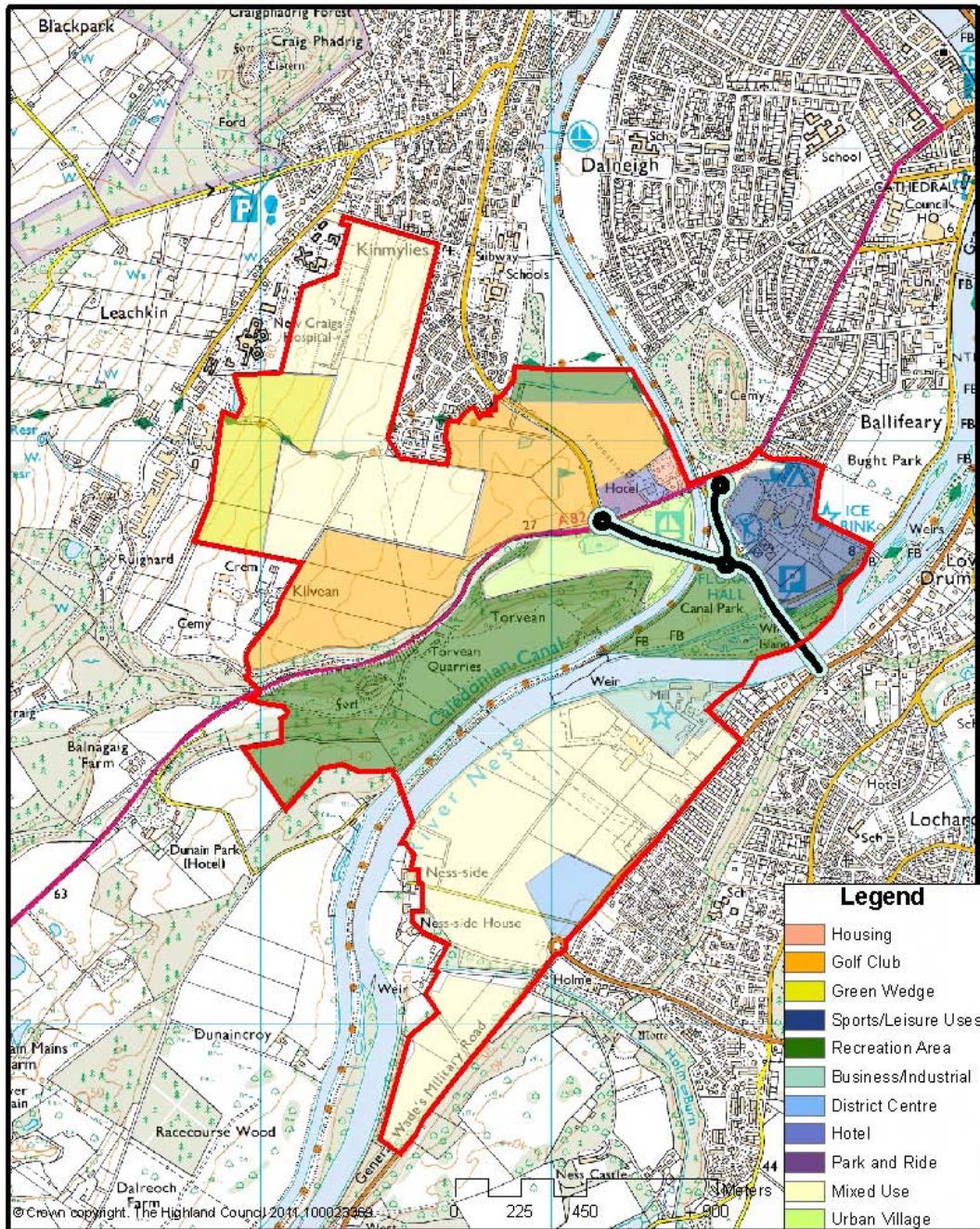
Figure 4 shows the land use framework which could be associated with the River and Canal Crossing 3. The headlines are:

- The recreational core has been maintained as intact as is possible.
 - However some relocation of uses within this will be necessary which may include the miniature railway.
 - The rugby match pitch and atleast one informal pitch can be retained in its original position however it requires some of the informal pitches to be relocated to the north eastern end of Torvean golf course with drainage improvements and means splitting the provision over two sites. However the configuration of this land means 5 pitches could be provided.
 - The relocated golf course onto the north side of the A82 allows for a higher amenity course with improved safety (all north of the A82) and better ground conditions and sunlight than holes 5-8 of the current course provides. This proposed relocation provides sufficient space for the proposed driving range, parking and new clubhouse.
 - With some of the existing rugby pitches being relocated this land would offer scope for Inverness Blitz, a new expanded playpark and potentially relocation of the miniature railway.
- Given the route and other land use changes to accommodate mitigation, allocated land would be lost therefore it is proposed further land is allocated in the following locations
 - Adjacent to the Tomnahurich Swing Bridge
 - On the site of Torvean Golf Course – south of the A82
 - Charleston (mixed use)
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/a basin. However the road route here runs through the middle of the urban village having more substantial impact on its amenity. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.

- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booth Road and the A82 in line with the transport strategy for the City of Inverness.

Consultation Draft

Option 4 Land Use Framework



Option 5

Description of the route

Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and forms a new roundabout adjacent to the bend of Bught Road. One leg of this passes through the middle of the Rugby ground to cross the Canal with a low level Canal Bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times close to the edge of the Torvean Quarry which is a Special Area of Scientific Interest then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road. The other leg follows Bught road passes Queens Park Athletic ground and forms a roundabout on the American Football training pitch adjacent to the A82.

SWOT of the route and proposed land use arrangement

Strengths

- Short crossing of the river and canal
- Maintains similar housing and other development land availability as existing Local Plan
- Improves access to recreational facilities for south west of the city
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre

Weakness

- Inverness Riverside Conservation Area - changing the character and affecting key public views
- Impact on trees particularly on Bught lane, trees fringing the golf course with the A82, and at Whin park which has great diversity in species
- Recreational amenity (noise, light, traffic activity): particularly at Whin Park, the adjacent Rugby pitches, the Queens Park Athletics ground, and for fishing at one of their favourite beats
- Separation of the rugby match pitch from the relocated informal pitches and a small shift in the rugby club match pitch location
- Loss of some existing car parking (Rugby Ground, and Whin Park)
- Residents amenity (noise, light, traffic activity) at A82 and at Rossie and Heraghty flats on Dores Road
- Potential disruption period from relocation of recreational areas/facilities
- Retail unit in Whin Park would need to be relocated
- Inverness Rowing club would need to be relocated
- Vehicular access issue to the existing rowing club site
- Distributor road route through heart of the urban village impacts on its amenity
- Does not directly open up allocated land at Ness-side

Opportunities

- New tree planting securing the medium/long term woodland character
- Potential for improved access to Torvean Landforms as a recreational area
- Potential improvement to rugby pitch provision (potential for at least 4 with constant access)
- Provision of Park and Ride
- Improve access to Holm Mills
- Improve/expand Jacobite Cruises facility
- Relocate the play area facilities and enlarge and enhance
- Potential to reconfigure golf course

- Relocated the Inverness Blitz training ground could retain use of existing indoor base
- Increase overall car parking spaces
- Potential for creation of new urban village and possibly basin could improve vitality and increase amenity of canal.
- Potential for improved rowing club facility
- Opportunity for local accesses from the proposed road
- Provision of car parking between the A82 and the Queens Park Sports Centre

Threats

- Impact on the setting of the canal and Tomnahurich swing bridge
- Tomnahurich Cemetery (Schedule Ancient Monument) southerly views from
- Habitat and species impacts
- Potential impact on amenity of Floral Hall
- Impact of additional crossing on recreational users of the canal and tow path
- Potential disruption period from relocation of recreational areas/facilities
- Amenity impact on Rugby club building which is close to the road route
- Loss of some adjacent car parking (Whin Park and Rugby ground)
- Poor sunlight and drainage on land at Torvean Golf Course (South) which may limit development here and poor drainage on land north east of General Booth Road
- Overhead lines which limit development areas and/or can be under grounded
- Possible need to relocate the miniature railway
- Potential disruption period from relocation of recreational areas/facilities

Explanation of land use framework

Figure 5 shows the land use framework which could be associated with the River and Canal Crossing 3. The headlines are:

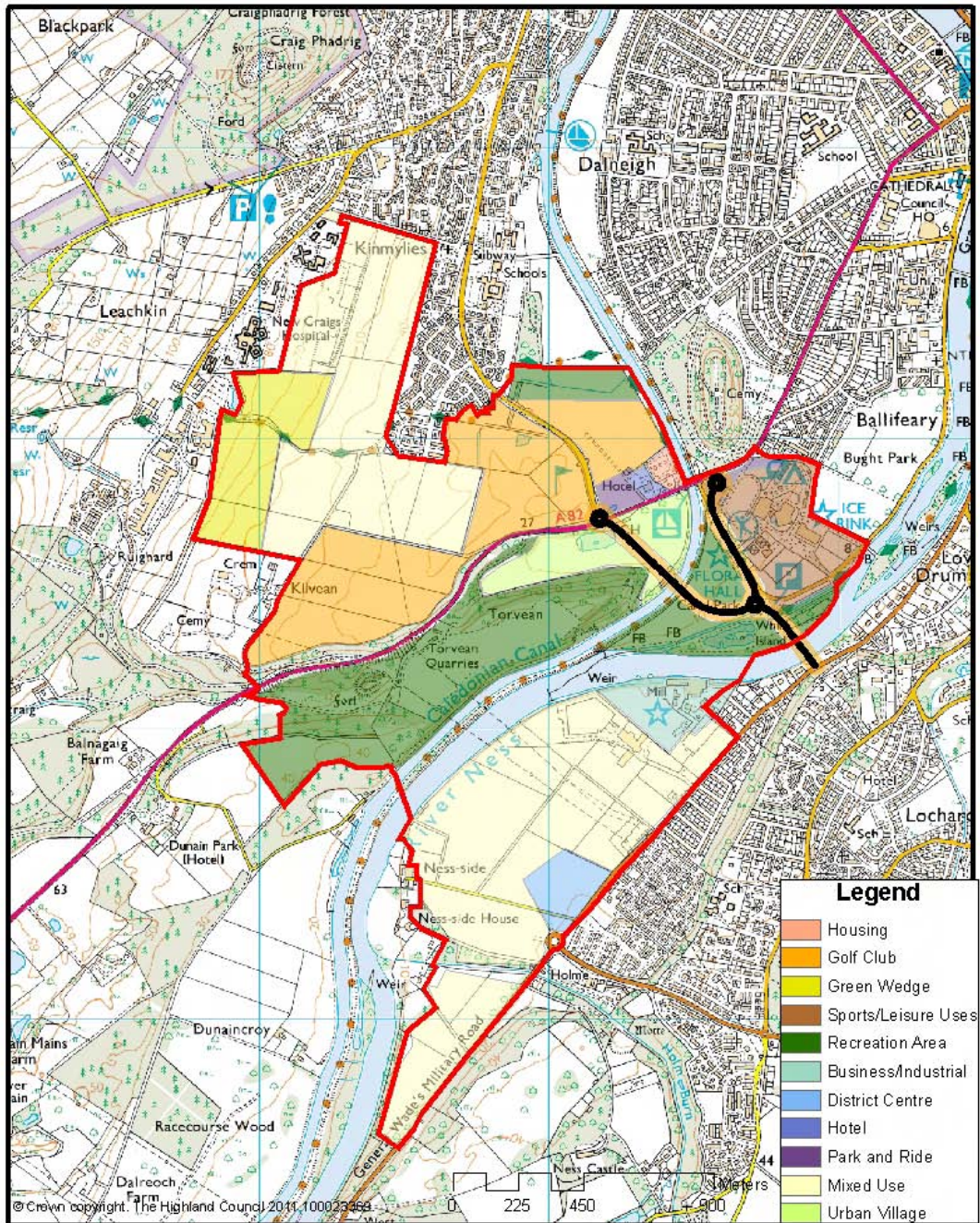
- The recreational core has been maintained as intact as is possible.
 - However some relocation of uses within this will be necessary which may include the miniature railway.
 - The rugby match pitch could be retained close to its original position however it requires the informal pitches to be relocated to the north eastern end of Torvean golf course with drainage improvements and means splitting the provision over two sites.
 - The relocated golf course onto the north side of the A82 allows for a higher amenity course with improved safety (all north of the A82) and better ground conditions and sunlight than holes 5-8 of the current course provides. This proposed relocation provides sufficient space for the proposed driving range, parking and new clubhouse.
 - With some of the existing rugby pitches being relocated this land would offer scope for Inverness Blitz, a new expanded playpark and potentially relocation of the miniature railway.
- Given the route and other land use changes to accommodate mitigation, allocated land would be lost therefore it is proposed further land is allocated in the following locations
 - Adjacent to the Tomnahurich Swing Bridge
 - On the site of Torvean Golf Course – south of the A82
 - Charleston (mixed use)
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/

a basin. However the road route here runs through the middle of the urban village having more substantial impact on its amenity. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.

- The rowing club could potentially be relocated to the site on which they previously applied for planning permission.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booth Road and the A82 in line with the transport strategy for the City of Inverness.

Consultation Draft

Option 5 Land Use Framework



Option 6

After leaving the Southern Distributor road at the Dores Road Roundabout the road would flow through through Ness Side close to the River Ness and then diagonally cross the River Ness behind the Precast Yard. The road would then continue along the northern edge of the Canal Park to a roundabout at the corner of Queens Park Athletics Stadium with a new low level canal swing bridge close to the existing Tomnahurich Swing Bridge. The road would then cross the golf course and connect to the A82 via a roundabout in front of the former Loch Ness Hotel.

SWOT of the Route and proposed land use arrangement

Strengths

- Avoids Impact on the Torvean Landforms SSSI
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre

Weaknesses

- Amenity impact on residential amenity
- Current Land allocations severed
- Impact on trees which run alongside the Caledonian Canal and Bught Road
- Longer crossing of the river and canal
- Slight decrease in housing land availability compared with Inverness Local Plan allocations

Opportunities

- New tree planting securing the medium/long term woodland character
- Potential for improvement to Jacobite Cruises facility
- Potential for improved access to Holm Mills
- Potential for reconfigured golf course
- Improved Rugby Club facilities
- Potential for improved rowing club facility
- Potential for improved access to Torvean Landforms as a recreational area
- Provision of Park and Ride
- Significant opportunities for local accesses from the proposed road
- Potential improved training facilities for Inverness Blitz
- Potential for creation of riverside park at Ness-side
- Potential for expansion of Whin Park
- Provision of car parking between the A82 and the Queens Park Sports Centre

Threats

- Impact of crossing on recreational users of the canal and tow path
- Impact on Schedule Monument (Caledonian Canal)
- Impact on Tomnahurich Cemetery
- Amenity impact on existing uses
- Need to relocate existing uses
- Poor Drainage on land at Torvean Golf Course (South) and land north east of General Booth Road
- Species Habitat
- Impact on allocated business land
- Impact on allocated expansion land
- Impact on Open Space/Sport Facilities (Rugby club, Queens Park Athletics Stadium, Torvean Golf Club, Inverness Leisure/Aquadome)
- Visual impact

- Potential disruption period from relocation of recreational areas/facilities
- Overhead lines which limit development areas and/or can be under grounded

Explanation of land use framework

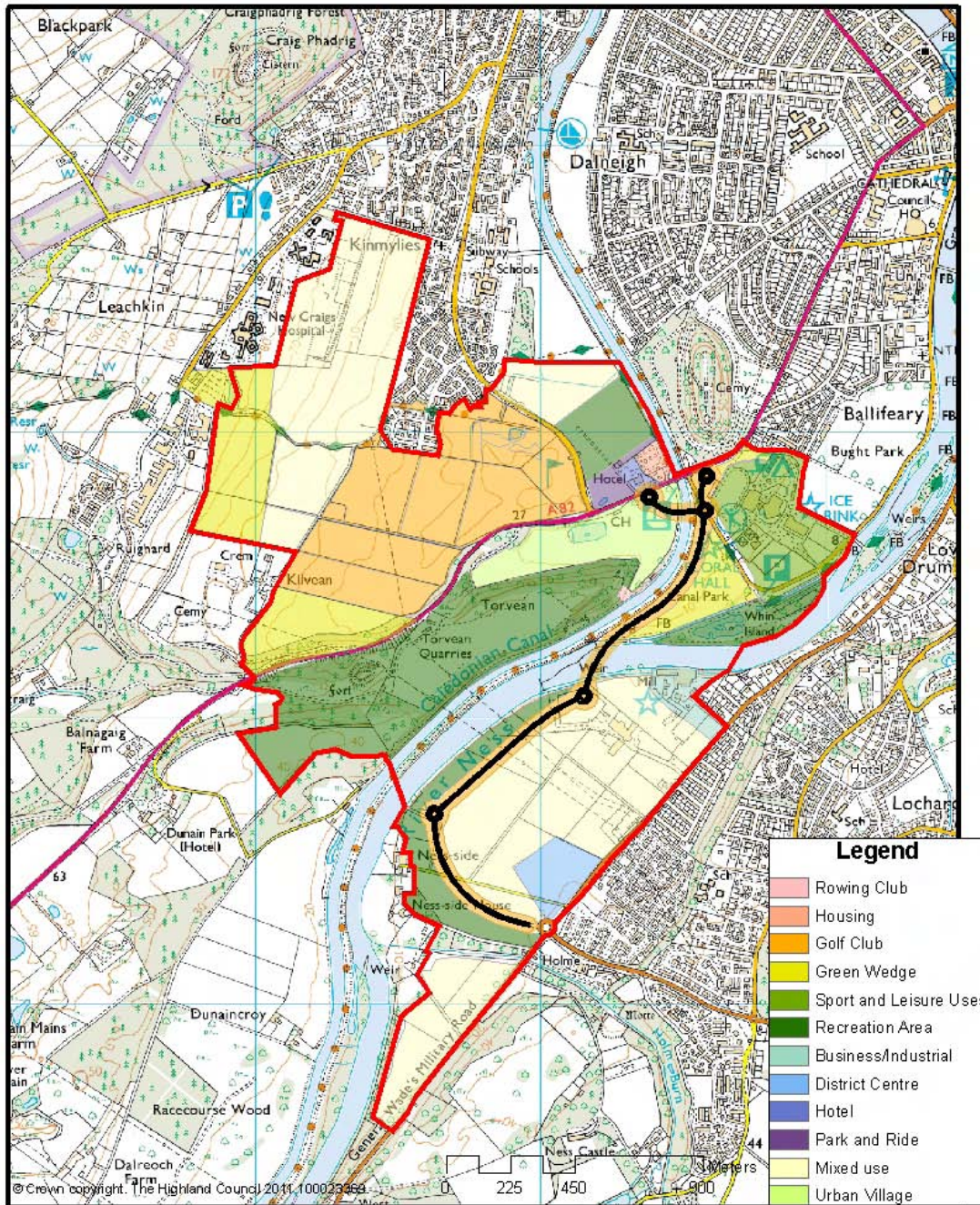
Figure 6 shows the land use framework which could be associated with River and Canal Crossing Option 6. The headlines are:

- The golf course would need to be relocated. Land would be provided on the north of the A82 and provide sufficient space for the proposed driving range, parking and new clubhouse;
- At least two of the rugby pitches at canal park would be lost and the amenity value of the other pitches would be detrimentally affected therefore it is proposed that a new facility is provided to the north of the A82 behind the former Loch Ness Hotel.
- The American football training facility would be lost therefore it is proposed that it could be co-located with the relocated rugby pitches or at a new facility elsewhere in the city;
- Given the route and other land use changes to accommodate mitigation allocated expansion land would be lost therefore it is proposed further land is allocated in the following locations:
 - To the north east of General Booth Road (mixed use)
 - Charleston (mixed use)
 - Adjacent to the Tomnahurich Swing Bridge (housing)
 - On the site of Torvean Golf Course – south of the A82 (urban village with potential for new canal basin)

There will still be less land allocated than at present therefore it would be appropriate to look to other areas of the city for expansion to ensure the housing need and demand can be met,

- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/a basin. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booths Road and the A82 in line with the transport strategy for the City of Inverness.
- A riverside park could be created along the edge of the River Ness in the Ness side lands.

Option 6 Land Use Framework



Option 7

After leaving the Southern Distributor road at the Dores Road Roundabout the road would flow through through Ness Side and up a newly created embankment to cross the River and Canal with a high level bridge at the point where the 132kv cables currently cross the canal. There would be a need for a cutting through the Torvean landforms SSSI before disending down and connecting to a roundabout on the A82.

SWOT of the Route and proposed land use arrangement

Strengths

- Avoids impact on allocated business land.

Weaknesses

- Impact on residential amenity of existing properties at Ness-side and district centre
- Impact on Long Established Woodland
- Visual Impact
- Decrease in housing land availability compared with Inverness Local Plan allocations
- Impact on Torvean Landforms SSSI would be considered of “National Significance”
- Little/no opportunity for local accesses to allocated expansion land.

Opportunities

- New tree planting securing the medium/long term woodland character
- Potential for improvement to Jacobite Cruises facility
- Potential for reconfigured golf course
- Potential for improved rowing club facility
- Potential for provision of Park and Ride
- Potential for creation of riverside park at Ness-side
- Potential to open up views down the Great Glen and over the city which are not currently available
- Provision of car parking between the A82 and the Queens Park Sports Centre

Threats

- Impact on Tomnahurich Cemetery Designed Landscape
- Poor drainage on land at Torvean Golf Course (South) and land north east of General Booth Road
- Species/Habitat
- Impact on allocated expansion land
- Visual impact
- Overhead lines which limit development areas and/or can be under grounded.
- Potential disruption period from relocation of recreational areas/facilities

Explanation of land use framework

Figure 7 shows the land use framework which could be associated with River and Canal Crossing Option 7. The headlines are:

- Much land will be needed at Ness-side for the provision of an embankment to achieve the appropriate height of river and canal crossing and land will not be reasonably developed as it would be in shadow from this embankment. Given this and other land use changes to accommodate mitigation allocated

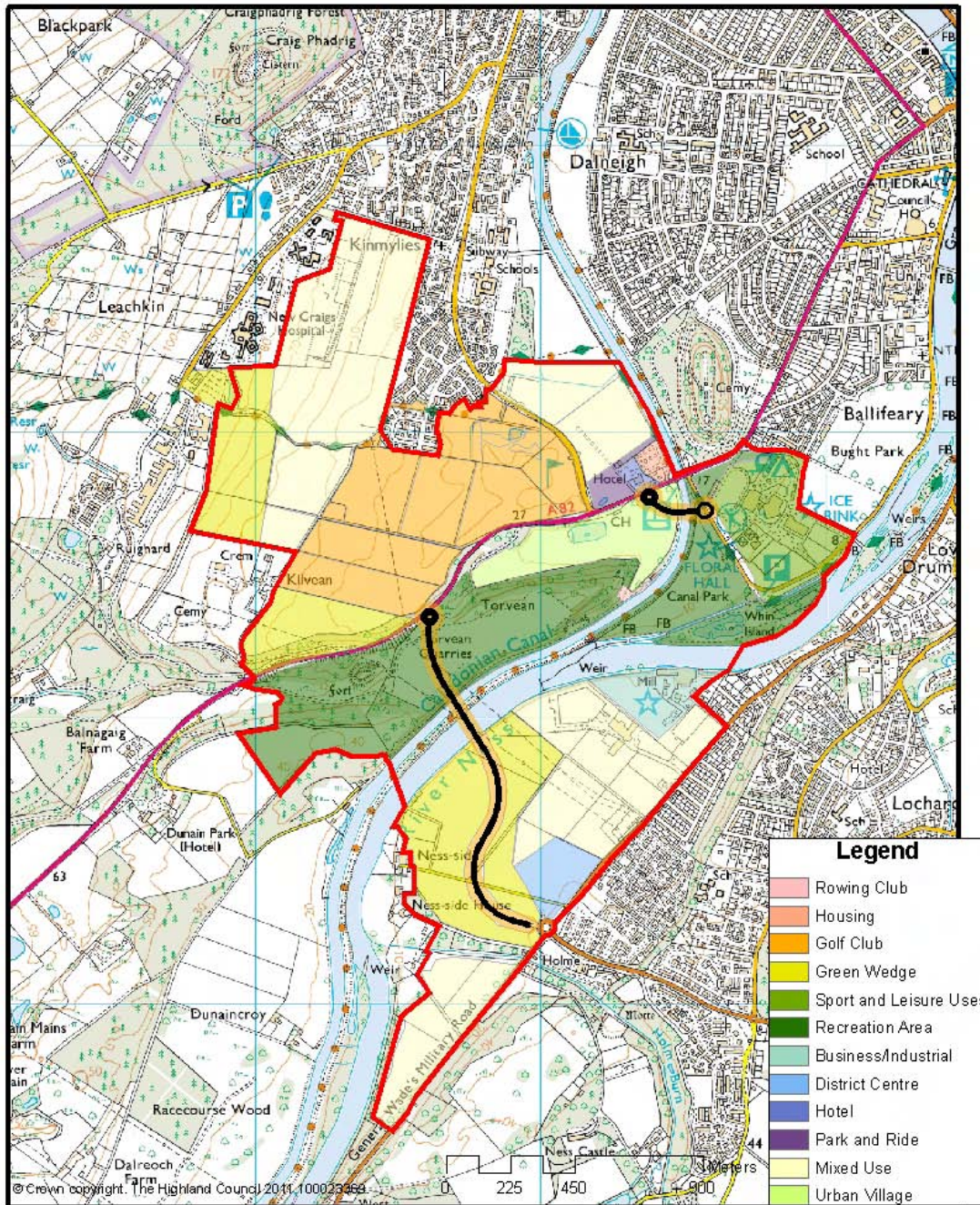
- To the north east of General Booth Road (mixed use)
- Charleston (mixed use)
- Adjacent to the Tomnahurich Swing Bridge (housing)
- On the site of Torvean Golf Course – south of the A82 (urban village with potential for new canal basin)

There will still be less land allocated than at present therefore it would be appropriate to look to other areas of the city for expansion to ensure the housing need and demand can be met.

- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/ a basin. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.
- While the golf course would not be affected it is proposed that it is relocated to ensure adequate housing land is made available. The alternative is to not relocate the golf course and the existing expansion site at Charleston would remain the same however this would lead to a loss of approximately 13.8ha of expansion land.
- There would be an impact of “National Significance” on the Torvean Landforms SSSI.
- The rugby pitches and American football training area would remain unaffected.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booths Road and the A82 in line with the transport strategy for the City of Inverness.

Consultation Draft

Option 7 Land Use Framework



Option 8

Crosses the River Ness at the open ground between Pringles Woollen Mill and the Precast Yard to a roundabout at the western end on the Canal fields then follows the southern edge of the canal fields to a roundabout at the entrance to the car park at Whin Park. From here an aquaduct/tunnel will go under the Caledonian Canal and connect with the A82 at a new roundabout to be formed at the junction of the A82 and General Booth Road.

SWOT of the Route and proposed land use arrangement

Strengths

- Avoids Impact on the Torvean Landforms SSSI
- No net detriment to the new hotel on the A82
- No impact on the Ness-side District Centre
- No impact of crossing on recreational users of the canal and tow path

Weaknesses

- Impact on residential amenity
- Impact on amenity of Whin Park
- Current Land allocations severed
- Loss of rugby pitches at Canal Park
- Loss of American Football Training Facility
- Limited visual impact
- Impact on trees

Opportunities

- New tree planting securing the medium/long term woodland character
- Potential for improvement to Jacobite Cruises facility
- Potential for improved access to Holm Mills
- Potential for reconfigured golf course
- Improved Rugby Club facilities
- Potential for improved rowing club facility
- Potential for improved access to Torvean Landforms as a recreational area
- Provision of Park and Ride
- Significant opportunities for local accesses from the proposed road
- Potential improved training facilities for Inverness Blitz
- Potential for expansion of Whin Park
- Increase in housing land availability compared with Inverness Local Plan allocations
- Provision of car parking between the A82 and the Queens Park Sports Centre

Threats

- Impact on Schedule Monument (Caledonian Canal)
- Impact on Tomnahurich Cemetery
- Amenity impact on existing uses
- Need to relocate existing uses
- Poor Drainage on land at Torvean Golf Course (South) and land north east of General Booth Road
- Species Habitat
- Impact on allocated business land
- Impact on allocated expansion land
- Impact on Open Space/Sport Facilities (Rugby club, Queens Park Athletics Stadium, Torvean Golf Club, Inverness Leisure/Aquadome)

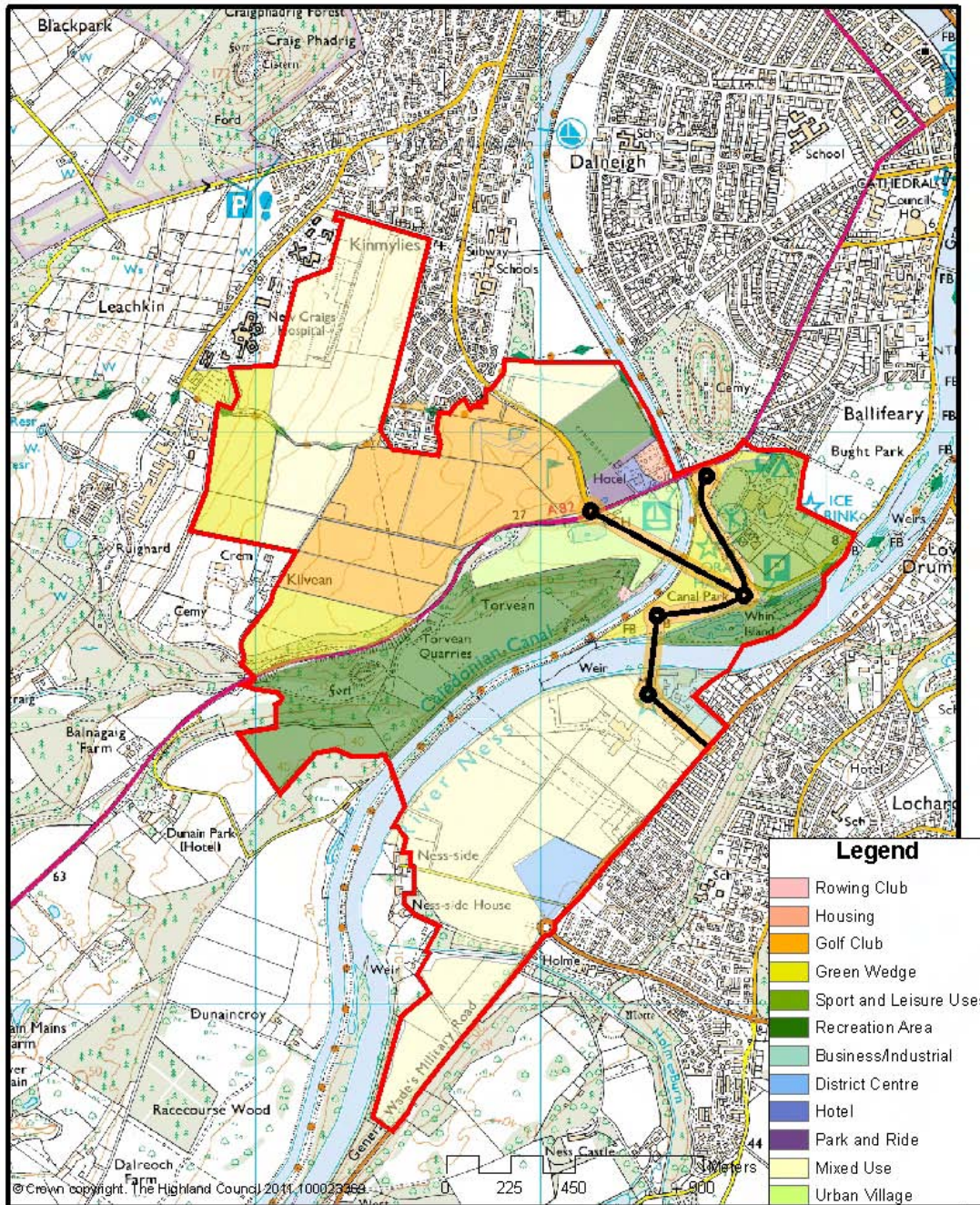
- Overhead lines which limit development areas and/or can be under grounded
- Potential disruption period from relocation of recreational areas/facilities
- Loss of car parking at Whin Park

Explanation of land use framework

Figure 8 shows the land use framework which could be associated with River and Canal Crossing Option 8. The headlines are:

- The golf course would need to be relocated given the impact of the aqueduct/tunnel. Land would be provided on the north of the A82 and provide sufficient space for the proposed driving range, parking and new clubhouse;
- At least one of the rugby pitches at canal park would be lost due to the provision of the roundabout at the entrance to the aqueduct/tunnel and the amenity value of the other pitches would be detrimentally affected therefore it is proposed that a new facility is provided to the north of the A82 behind the former Loch Ness Hotel.
- The American football training facility would be lost therefore it is proposed that it could be co-located with the relocated rugby pitches or at a new facility elsewhere in the city;
- Given the route and other land use changes to accommodate mitigation allocated expansion land would be lost therefore it is proposed further land is allocated in the following locations:
 - To the north east of General Booth Road (mixed use)
 - Charleston (mixed use)
 - Adjacent to the Tomnahurich Swing Bridge (housing)
 - On the site of Torvean Golf Course – south of the A82 and south west of the proposed aqueduct/tunnel.
- The urban village identified should provide a fairly dense mixed use development and could allow for expansion of the Jacobite cruises to allow for additional parking and a bus turning area. Within this area a high quality urban environment can be created which could include additional bluespace/ a basin. However the road route here runs through the middle of the urban village having more substantial impact on its amenity. The appropriate set back, scale and design of the urban village will need to be appropriate to protect the setting of the Caledonian canal.
- The loss of car park spaces can be compensated by provision between the A82 and the Queens Park Sports Centre.
- A park and ride would be provided at the junction of General Booths Road and the A82 in line with the transport strategy for the City of Inverness.

Option 8 Land Use Framework



Option improve active travel, public transport, demand management, and do local road improvements

Description of this option

This option does not include provision of a new river or canal crossing however local road improvements would be expected alongside developments. Also there are improvements identified in the Inverness South-West Development Connectivity Study STAG in terms of active travel/ public transport and demand management improvements which can be addressed. Other possible improvements include provision of a new pedestrian/cycleway bridge at Whin park/ Holm Mills, and a small car park (for a park and walk/cycle) to allow people to split their journey between car and active travel.

SWOT of the Route and proposed land use arrangement

Strengths

- No amenity impacts for recreational users
- No negative impacts on the landscape
- No negative impacts on Inverness Conservation Area or the Scheduled Ancient Monuments
- No amenity impacts for residents/ existing businesses
- No impacts from relocation of facilities/businesses
- The framework has adaptability built in (level of development that can occur depends on success of transport, active travel and demand management strategies)

Weaknesses

- Limits the expansion land that can be developed
- If no decision is made as to where the river crossing will be any future crossing option could be prejudiced by development in interim period
- Limits the tourism, leisure and employment uses acceptable on the development sites to those which serve the local catchment, constraining the opportunities

Opportunities

- Potential to improve active travel
- The restricted development land available here may increase marketability of other existing sites within the city
- To bring forward phasing on other allocated sites within and around Inverness to compensate

Threats

- Does not offer any net betterment to the golf course or the rugby club
- Overhead lines which limit development areas and/or can be under grounded
- Could puts green wedges elsewhere in the city under development pressure
- May exacerbate traffic issues to an unacceptable extent

Explanation of land use framework

One approach that could be pursued is to allow phases of development to go ahead alongside local road improvements and measures to encourage modal shift towards public transport and active travel, alongside demand management initiatives.

- A Transport Assessment demonstrating acceptable impact on local and wider city road network could be required of developers before deciding on whether to release subsequent phases

- However even with the alleviation provided by these methods it is highly unlikely that the Council would be able to support the current extent of housing land identified at Ness-side and Charleston because of what would be deemed as unacceptable traffic implications. Therefore this option removes some of the development land allocations at Ness side
- The preferred framework therefore shows only smaller housing allocations at Ness side and Charleston. The 550 houses consented at Charleston (conditioned so that only 440 could happen prior to river/canal crossing) are all included in phase 1
- Phases 2 and 3 would require further local road improvements.
- The disused concrete factory site is identified as phase 2 as the brownfield site maximises the amenity/environmental benefit that can be gained from development
- Phase 3 may limit the traffic impacts compared to further development at Ness side
- It is considered that the Local Plan allocations for tourism and leisure and employment uses would need to be restricted to district catchment uses which did not promote cross city travel

Consultation Draft

Option 9 Land Use Framework

