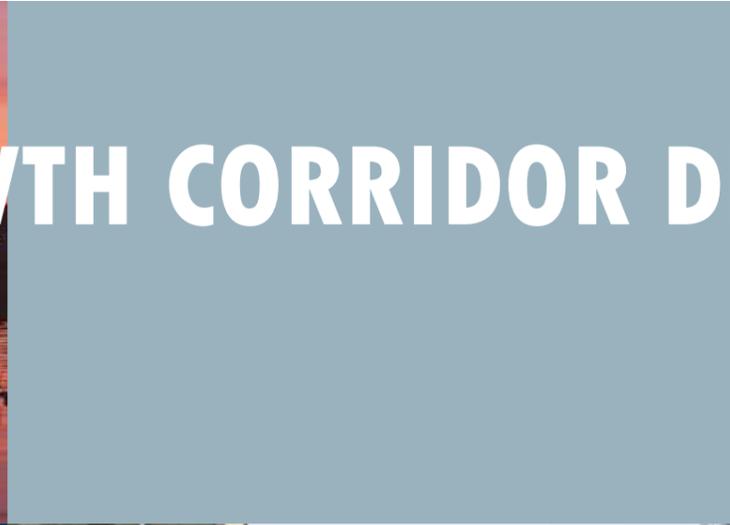


THE A96 GROWTH CORRIDOR DEVELOPMENT FRAMEWORK

Creating distinctive
green Highland places



**THE A96 GROWTH CORRIDOR DEVELOPMENT FRAMEWORK IS COMMITTED TO
MAKING PLACES WORK THROUGH A COLLABORATIVE APPROACH
TO PLANNING, DESIGN, TRANSPORTATION, INFRASTRUCTURE PROVISION,
FUNDING AND DEVELOPMENT**



Foreword

The Planning Environment and Development Committee of Highland Council approved this A96 Corridor Growth Framework on 26th September 2007.

The Framework represents a major step forward in the long term planning for the area. The content largely relates to development from 2011 onwards, for a period stretching over the next 30 years. The A96 Corridor is a strategic corridor which offers huge potential for the continued growth of both the City of Inverness and the Highlands as a whole. The Council will now take the provisions set out in this document through the Local Development Plan process in order to give it formal planning status. In the meantime, this document forms supplementary planning guidance to the approved Development Plan for the area.

Critical to the delivery of the proposals contained within this Framework will be the provision of infrastructure such as the upgrading of the A96, education and health facilities and managed open space. The Framework contains a protocol which sets out a consistent approach to the development industry for the delivery of contributions towards these facilities. We will continue to work with service providers and the development industry to deliver the key amenities our communities need and deserve.

Connection to improved mains sewer and water supply networks and their associated treatment facilities will also be a prerequisite for all the significant developments identified within the Framework. The Council will work with Scottish Water, SEPA and developers to achieve this.

Given the scale and complexity of the A96 Corridor Framework there are inevitably a number of outstanding issues that will need to be resolved. I am confident that through partnership working, ongoing discussion as part of the Local Development Plan preparation and further detailed master planning exercises this will be done satisfactorily. In particular, the Council recognises that the potential flood risk in particular areas such as at the business/industrial area to the east of Nairn and the residential allocations to the north of Firhall and Moss-side in Nairn as well as in East Inverness, will have to be subject to further assessment.

I look forward to the continued development of this strategy in partnership with the communities within the Corridor, the development industry and our partner public agencies.

Councillor Drew Hendry
Chairman
Planning Environment and Development Committee

SUMMARY

The projected growth of Inverness as a city-region sets significant planning challenges. It also brings enormous social, environmental and economic opportunity.

Earlier work established that the A96 Corridor between Inverness and Nairn has the capacity to accommodate the levels of anticipated growth. This work also set out some clear outcomes including creating new meaningful Highland places, reinforcing the landscape and its assets, dualling the A96, providing by-passes to Nairn and Raigmore Interchange, improving cycling/walking access across the Corridor and upgrading public transport. This presented an innovative context for the integration of policy and practice across a range of considerations.

The approach adopted for this framework provides for contemporary place making that builds on best traditions. This is Smart Growth.

Smart Growth is a well established approach for the development of new places and the establishment of new communities. It offers an antidote to current bland and undistinguished suburban development patterns that are not in the long-term interest of our cities, existing suburbs, towns or rural areas. Smart Growth taps into community expectations to create sustainable places, a strong environmental ethic and more accepted views of growth.

Smart Growth recognises connections between development and quality of life. It is place centred, is public transport and pedestrian oriented and promotes a greater mix of housing, commercial and retail uses. It also integrates open space and many other environmental amenities. There is no “one-size-fits-all” solution. However, successful communities do tend to have one thing in common – a vision of where they want to go and what things they value.

The vision:

A masterplan for the A96 Corridor should provide for distinctive ‘green’ Highland places where people can choose to live, learn and earn successfully.

Collaboratively, all stakeholders will endeavour to deliver the masterplan through pioneering governance and commercial astuteness.

This has been developed into a range of conceptual proposals that provide:

- A Green Framework across the Corridor as a whole providing guidance on:
 - Environmental, landscape and heritage asset protection and enhancement.
 - Biodiversity.
 - Accommodation of development pressures.
 - Recreation, leisure and access.
 - Infrastructure provision.
- A Nairn Development Framework that promotes significant growth whilst responding to Nairn’s seaward and landward traditions. This framework accommodates a by-pass proposal, identifies a significant new landscape opportunity for the Corridor, a country park, brings forward proposals for two new settlements to the south and west and establishes employment growth to the east.
- An East Inverness Development Framework that provides a focus for creating a contemporary place for the expansion of the city and providing guidance for the establishment of a university campus and business/innovation park. Provision of a new town centre to serve existing and new communities is proposed.
- Other significant and substantial proposals across the Corridor are also recognised including Inverness Airport Business Park, Airport expansion, Tornagrain (a new settlement proposal) and Whiteness – a brownfield residential proposal on the site of the former Ardersier Fabrication Yard.

Together these proposals will, over the next 35 years, provide accommodation for around 30,000 people in 16,500 homes. The potential for over 20,000 jobs is provided. Fundamental within this will be significant proportions of affordable homes in line with key Highland Council priorities.

Over 90% of the A96 Corridor will not be developed. The potential for significant landscape, environment and heritage enhancement is established.

Co-ordinated delivery will be crucial to success. The establishment of development zones across the Corridor will provide a focus for organising the delivery of these new places. Joint ventures will be formed to encourage development interests to work together. This will ensure that infrastructure provision is co-ordinated with development outcomes.

A fundamental part of success will be co-ordinated phasing programmes for development and infrastructure. A phasing programme that integrates these considerations has been prepared. This recognises the requirements for the Corridor as a whole.

Around £326m of strategic infrastructure investment (excluding water and sewerage) is required to facilitate development across the Corridor. About 70% of this will be funded from the development process. This will require public subsidy to meet regional investment requirements of £56m. The remaining 30% would require public funding in areas of transport, schooling and landscape/park provision. This means that the overall public/private split would require £151m (46%) of public investment and £175m (54%) of private contribution.

The £175m of private infrastructure contribution, is to be raised through a development funding protocol, with contributions as follows:

Development Zone	Contribution per Home
East Inverness	£11,744
Dalcross	£10,237
Whiteness	£7,664
Nairn	£9,358
Central	£7,491

The A96 Growth Corridor Development Framework provides a context for creating attractive places to live, visit, learn and earn. A choice of living and working environments will be fashioned to meet the needs of a diverse community. This will provide for a high quality of life, sustainable and accessible places, the creation of identifiable places reflecting Highland vernacular and community investment.

As the project moves forward it will be necessary to secure this Framework through the statutory development plan(s) in the coming years. Equally, the development of individual masterplans to guide detail for each phase of development will be essential to secure the Smart Growth outcomes for the A96 Corridor.

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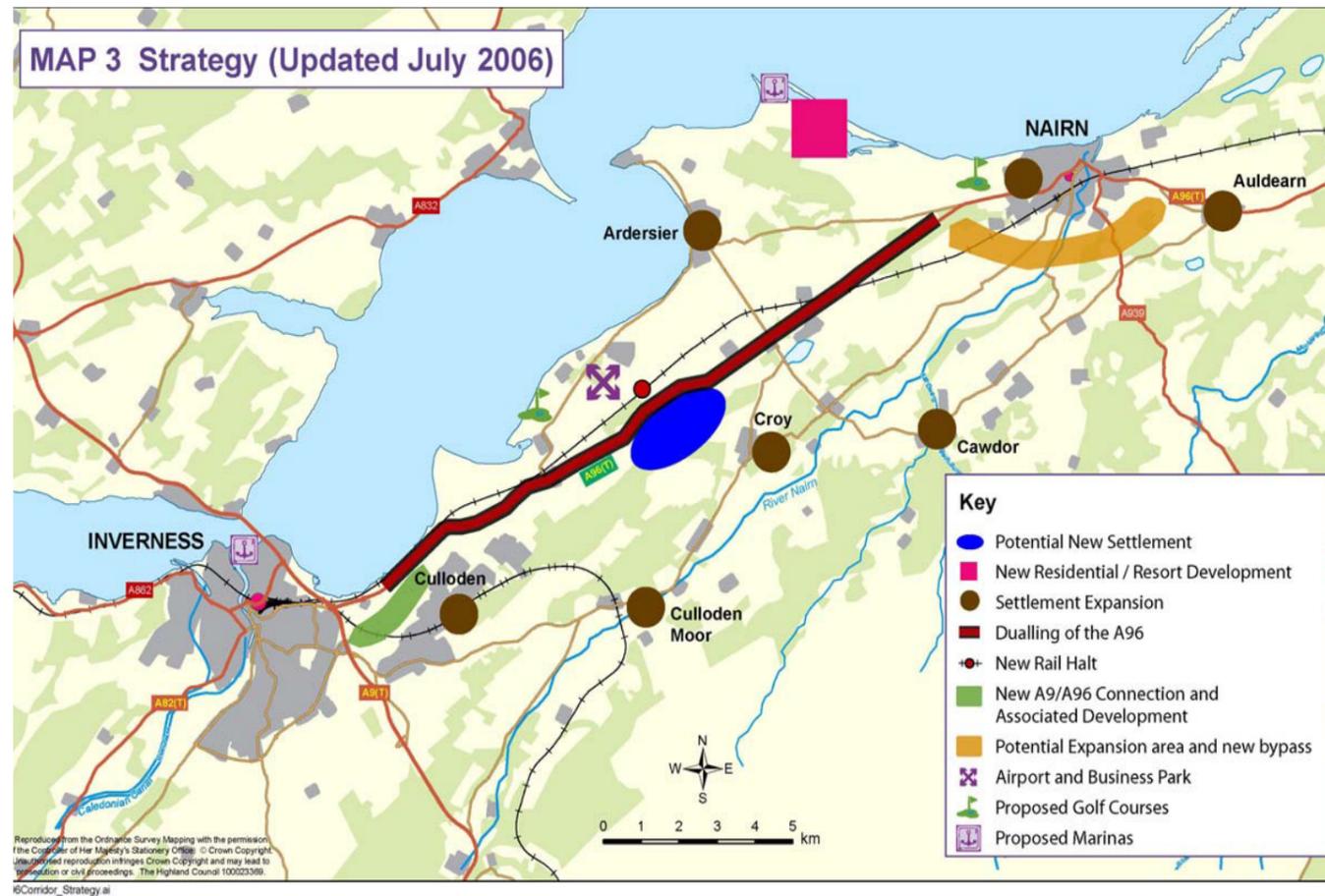
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SECTION 1 - CONTEXT





STRATEGIC POLICY

The principles for development in the A96 Corridor must take cognisance of the existing policy framework set by national, regional and local planning policy.

The National Planning Framework (NPF) guides the spatial development of Scotland to 2025. Of Inverness the NPF notes, at paragraph 36, that:

“The cities are the hubs of wider regional economies and their surrounding towns and rural areas can offer attractive locations for a wide range of economic activities. In the Highlands and Islands Enterprise (HIE) area, Inverness and Inner Moray Firth is a zone with (such) characteristics.”

Development Plan policy is determined by the Highland Structure Plan, Nairnshire Local Plan (Adopted) and Inverness Local Plan (Adopted). The Highland Structure Plan supports the principles of new settlements in the Inner Moray Firth Area, and Policy H2 frames the context for this project:

“The Council will support proposals for the establishment of comprehensively planned new settlements in meeting future housing demand in the Inner Moray Firth area.”

The Structure Plan further notes that:

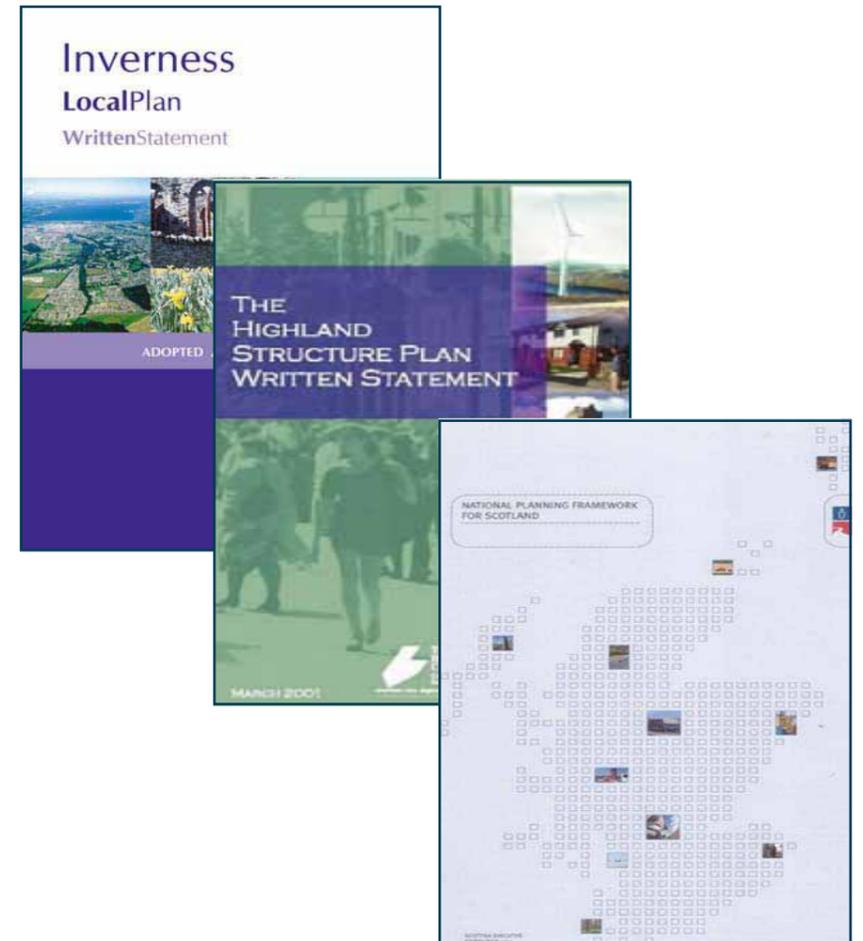
“The forthcoming review of the Inverness Local Plan will need to explore the identification of suitable land to meet housing demand for longer term needs. The A96 Corridor provides an option of linking new housing development to business opportunities associated with the Airport and rail link to Inverness and Nairn.”

The Inverness Local Plan sets the context for new development proposals.

The A96 Corridor is noted for its development potential and a phased approach to development through the Development Plans and future Plans is envisaged. Indeed, a chapter of the Plan considers the A96 Corridor specifically.

The potential for the Inverness city-region is developed and a future scenario of a vibrant region with attractive places, environmentally sensitive context, quality employment and excellent public transport extending eastward is envisaged.

The Local Plan contains policies that control the form of development within the area. In particular, policy GP1 sets standards for new development relating to creating places for people, making connections, mixed use, landscape integration, managing investment and flexibility. GP2 provides policy on urban structure with particular focus on place hierarchy, density/capacity and open space/recreation. This provides the basic building blocks for consideration in developing this Framework.



Inverness City-Vision (2003) sets out an aspiration to develop the A96 Corridor and to deliver quality places. In this context it contains a development theme of “The Expanding City.” Specifically, it establishes that:

“Farsighted planning and collaboration with major landowners will create six new communities strategically located along the trunk road and rail route through to Nairn. These settlements will occupy a diverse recreational and countryside mosaic bounded by major footpaths following coastline and high forest margins. Cheap and high frequency bus and train services will connect their populations directly with higher order services, cultural and entertainment complexes housed in the central areas of Inverness and Nairn.”

The City-Vision establishes some key characteristics for the places the A96 Growth Corridor Development will create. These will become attractive places to live, visit, learn and earn. They will provide a range of living environments to meet the needs of a diverse range of people. The vision emphasises quality of life, sustainability, accessibility, vernacular design, place making and community investment.

A96 CORRIDOR MASTERPLAN STAGE 1

Building on the policy requirements, The Highland Council commissioned Stage 1 of the A96 Corridor Masterplan Project. This was undertaken by FG Burnett in 2005. It established a robust foundation for taking this commission forward by setting out a framework for the A96 Corridor through proofing the concept, examining capacity and preparing a masterplan.

Through a collaborative approach, eight options for the Corridor were developed. Each of these was tested through stakeholder engagement, technical considerations (relating to infrastructure, transport, land use and landscape) and community consultation. These concluded that an option to focus development in a new settlement offered the most sustainable and attractive solution.

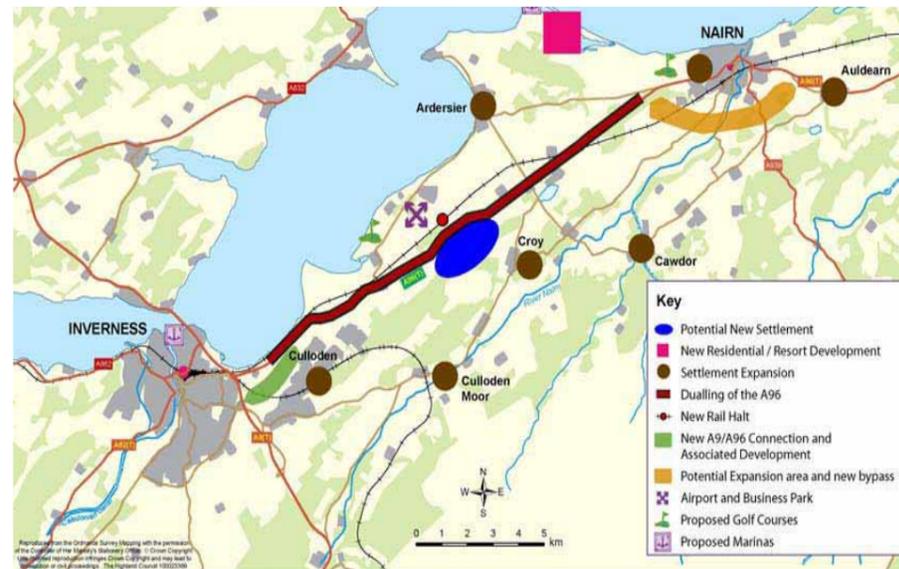
The Stage 1 conclusions also recognised that Ardersier Fabrication Yard could be developed for residential and other uses.

Also established were:

- A dualled A96 incorporating guided bus should be promoted.
- By-passes for Nairn and the Raigmore Interchange would be required.
- Two strategic cycleway/walkway routes running east-west connected by appropriate north-south routes. should be developed.
- The development of a landscape strategy that recognises the importance of eight sensitive locations was needed.
- The importance of landscapes and the promotion of the development of a green framework for the Corridor as a whole.
- Appropriate growth of the Corridor's smaller settlements would be necessary.
- Rail upgrades would be required.
- Heritage resources; particularly Culloden and Fort George were important.



Figure 1: Stage 1 Strategic Guidance



A96 CORRIDOR STRATEGY

The Stage 1 conclusions were considered by The Highland Council's Planning, Development, Europe and Tourism Committee on 17 August 2005. A clear strategy for the A96 Corridor was approved, that comprised the following elements to be taken forward to Stage 2 of the project:

- Commitment to the principle of planning for population growth of 20-30,000 people over the next 30-50 years.
- A new settlement of 10,000 located south of Inverness Airport to be developed post-2011.
- A new community/resort at Whiteness (Ardersier Fabrication Yard) for around 3,000 people.
- Growth of existing smaller settlements in the Corridor as allocated in the relevant development plans accommodating up to 3,000 people.
- Review of the scope for long-term development at Nairn and Inverness East incorporating transport improvements to include dualling of the A96 and a strategy to enhance landscape/heritage features supplemented by recreational facilities including a network of cycle/walkways.

This Framework takes forward these key elements in a clear, robust and proactive way.

STRATEGIC ENVIRONMENTAL ASSESSMENT

The A96 Corridor is a highly sensitive area which is rich in environmental and built heritage assets. It was recognised that the implementation of the A96 Corridor Framework, to accommodate population growth in the area, could potentially have significant environmental effects if such growth was not sustainably managed. As a consequence, the requirement for a Strategic Environmental Assessment (SEA) of the Framework was identified and has been a key component of the plan preparation process from the outset. Carried out in line with the requirements of the Environmental Assessment (Scotland) Act 2005, the SEA has ensured that environmental considerations were at the heart of the project. In this way, the potential environmental effects have been identified and assessed against robust SEA objectives.

The SEA has ensured that the A96 Corridor Framework has sought to avoid potential adverse environmental effects wherever possible and to minimise the effects associated with population growth. Through the application of appropriate mitigation measures, the Framework considers means to remedy, compensate or minimise adverse environmental effects. Such measures are set out in the Green Framework. An SEA monitoring framework has been prepared to assist with the constant progression towards coupling environmental sustainability with sustainably developing the A96 Corridor.

The nature of the Framework is such that the detail of any potential effects will depend on the nature of the envisaged proposals coming forward. Consequently, there is likely to be a requirement for separate environmental assessment of individual planning applications, potentially including full Environmental Impact Assessment (EIA) under the Environmental Assessment (Scotland) Regulations 1999. Moreover, as the Framework is progressed as part of a new statutory development plan it will be the subject of further environmental assessment in that context.

SECTION 2 - SMART GROWTH APPROACH







LEGIBLE COMMUNITIES

CONCEPT

The over-all approach for this framework provides for contemporary placemaking that builds on best traditions. This is Smart Growth.

Smart Growth is a well established approach for the development of new places and the establishment of new communities. It offers an antidote to current bland and undistinguished suburban development patterns that are not in the long-term interest of our cities, existing suburbs, towns or rural areas. Smart Growth taps into community expectations to create sustainable places, a strong environmental ethic and more accepted views of growth. This results in a new demand for, and a new opportunity to create, places for people.

In Smart Growth settlements, people are able to live, work, shop, worship, learn and play without necessarily having to drive to many different places. People of all ages and levels of mobility are able to move through such settlements in safety and comfort.

Smart Growth recognises connections between development and quality of life. It is place centred, is transit and pedestrian oriented and promotes a greater mix of housing, commercial and retail uses. It also integrates open space and many other environmental amenities and assets

Crucial to success is the development of green infrastructure. Green infrastructure should form an integrated environmental, recreational and landscape resource that provides the means for the positive management of the landscape and contributes to the protection and enhancement of natural and built assets.

POLICY & PRACTICE

The preparation of the development framework for East Inverness, Nairn and a Green Framework continues a process of collaboratively addressing policy and practice issues for accommodating the creation of a city-region along the A96 Corridor. This collaborative approach extends through strategic policy, local policy and into the A96 Corridor Framework's preparation (Stages 1 and 2).

Developments in these respects are briefly reviewed in the following paragraphs.

Housing - Housing is a critical part of the way communities will develop and grow along the A96 Corridor. By using Highland Smart Growth to create a wider range of housing choices, communities can be created with a strong foundation. No single type of housing can serve the varied needs of today's and tomorrow's diverse households, particularly in retaining the best talent from the Highlands. The Smart Growth proposals for East Inverness and Nairn represents an opportunity to increase housing choice that can support a more diverse population and allow more affordable housing for households of all income levels.

Movement - Providing people with more choices in housing, shopping, working and transportation is a key fundamental established through Highland Smart Growth. The implementation of new approaches to transportation planning, such as better co-ordinating land use and transportation, increasing the availability of high quality public transport and ensuring connectivity between pedestrian, bike, public transport and road facilities is offered through the frameworks at East Inverness and Nairn. This contributes to the creation of legible places.

Quality of Life - Growth can improve quality of life by adding services, creating opportunity and enhancing access to amenities.

Preliminary work with businesses, community leaders, developers and Highland Council has highlighted the opportunities for working together to ensure that new growth improves the economy and environment of new and existing communities. This collaborative approach to deliver good quality of life outcomes across the Corridor as a whole will have to continue as the Framework is implemented.

Economics – The Framework will create places that will encourage investment and provide quality environments for highly skilled people to live in. In the new knowledge economy distinctive places that have the talent, technology and infrastructure to sustain competitive advantage are highly valued. Talent is attracted to sociable communities - places with destinations, public and civic spaces and environmental amenities. The Framework needs to provide housing of varying types and costs, development patterns that are predictable, and transportation systems which increase mobility are required. Of course, efficient and effective connectivity to specialised commercial and industrial allocations across the A96 Corridor is a focus in creating a Smart Growth solution.

DISTINCTIVE DESIGN



VIBRANT MIXED USE CENTRES

POLICY & PRACTICE

Urban Design - By promoting the principles of mixed use neighbourhoods, walkable communities and higher density low impact development, communities will be created that will provide environmental, economic, social and health benefits for all.

Environment – Balancing open space protection and development objectives through integration of development activity and natural areas has been considered through the development of green infrastructure focused through a Green Framework. Further, the rich tapestry of historic assets across the Corridor is recognised for its contribution to the uniqueness of the area.

Health - The way in which our communities are laid out directly impacts on public health. Conventional suburban design contributes to increased vehicle use and limited connectivity. This, it has been suggested, can lead to poor physical and mental health outcomes. Conventional suburban design discourages walking and cycling. It also reduces childrens' opportunity to explore and can lead to isolation.

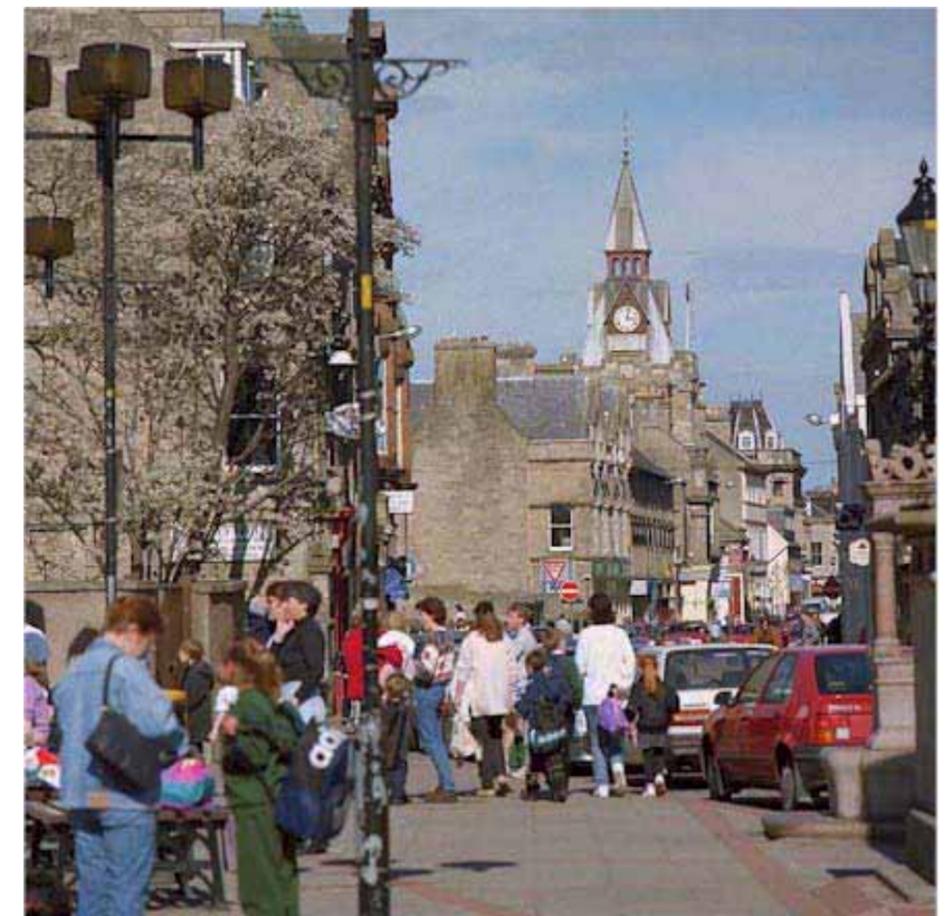
The Smart Growth approach for the A96 Growth Corridor Development Framework promotes healthier communities as it improves pedestrian safety and engages people in more active, healthy lifestyles. The promotion of compact, walkable neighbourhoods with mixed uses makes walking and cycling attractive. The Frameworks for East Inverness and Nairn, combined with recreational proposals in the Green Framework will help establish this healthier context.

Education - The facilitation of learning is essential for places to be successful in the knowledge economy. The provision of networked places is critical to allow these opportunities in each home and business. Further, the integration of learning centres such as schools and colleges with their local areas promotes learning advantages. The primary and secondary school proposals combined with the priority inclusion of a university campus in the Corridor presents a unique opportunity to embrace such integration.

In developing the Framework for the A96 Corridor, practical concerns have been addressed. These include:

- Ensuring proposals will work and be attractive to the market.
- Providing responses to political leadership and expectations.
- Continuing approaches that ensure all stakeholders are engaged and can support solutions developed through collaborative working.
- Securing solutions that are deliverable and implementable in the longer term.
- Recognising that conservative interests that promote a conventional approach to growth are powerful and these must be guarded against.

The A96 Growth Corridor Development Framework offers an opportunity to innovatively and practically address these issues and grasp the opportunity.



STAKEHOLDER ENGAGEMENT

Stakeholder collaboration is a key component of Smart Growth. Halcrow have developed an unique approach to maximising this that encourages effective decision making through facilitated workshopping.

This is *Collaboration for Success* ©.

Collaboration for Success develops a culture of collaboration with stakeholders that goes beyond the limitations of partnership. It is through this technique, applied on an on-going basis, that engagement with the full range of stakeholders was achieved.

Collaboration for Success allowed them to work together to find solutions for the issues facing the planning of the A96 Corridor.

It has been focused through parallel events for:

- Governmental and regulatory stakeholders.
- Business/developer/landowner stakeholders.
- Community interests such as community councils and other representative bodies.
- Political stakeholders (i.e. Councillors, MSPs, MPs and MEPs).

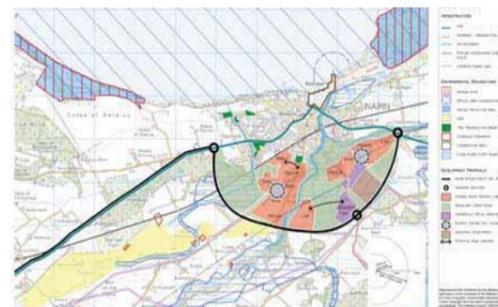
Collaboration for Success was focused around the two main Development Frameworks for East Inverness and Nairn. This allowed preferred stakeholder development options to emerge. These made a significant contribution to the development of technical proposals presented in Sections 4 and 5.

Collaboration for Success has promoted a full multi-agency understanding of the challenges facing the A96 Corridor particularly for East Inverness and Nairn.

COMMUNITY ENGAGEMENT

Public participation in developing proposals was an important foundation. The Highland Council undertook consultation through staffed surgeries and exhibitions across the Corridor that presented options for growth. This gained views that have been influential in developing the Framework.

Similarly, opportunities for further public engagement will be critical as The Highland Council take this framework forward through the Statutory Development Plan process.



OPTIONS FOR
EAST INVERNESS
AND
NAIRN

FRAMEWORK VISION & PRINCIPLES

Through the *Collaboration for Success* process, a vision for the A96 Growth Corridor Development Framework emerged:

The A96 Corridor should provide for distinctive green Highland places where people can choose to live, learn and earn successfully.

Collaboratively, all stakeholders will endeavour to deliver the framework through pioneering governance and commercial astuteness.

From this, the following Highland Smart Growth Development Principles were agreed:

In respect of the **environment** to -

- Take advantage of environmentally sensitive building design that respects and responds to the Highland vernacular and materials and is energy efficient.
- Maintain and enhance open space, natural features, heritage assets and critical environmental areas and ensure these are provided within settlements and integrated into development that maximise their recreational and cultural contribution to the quality of life.
- Provide ducted infrastructure to ensure maintenance in the long term does not undermine urban quality.

In respect of **economic development** to -

- Ensure land use is appropriate and that development uses sites to maximum advantage emphasising sustainable development.
- Promote a mix of land uses that allows houses and jobs to be closely related and the mix to be more varied toward the centre of places.
- Every new dwelling should have a new job created.
- Make development decisions predictable, fair and cost-effective through developing a clear masterplanned context delivered by a stakeholder process that understands market trends & demands for realistic deliverability over time.

The vision and development principles were confirmed through public participation.

In respect of **accessibility** to -

- Relate development density to accessibility to help ensure viable public transport services.
- Deliver walkable and cycle friendly places that are distinctive and attractive with a strong sense of place through legible and permeable design.
- Ensure accessibility through mobility choice by actively promoting attractive public transport.
- Address key road challenges including the Raigmore Interchange and appropriateness of the Nairn by-pass.

In respect of **community** inclusion to:

- Create a range of housing opportunities and choice and promote a range of housing density to achieve choice.
- Strengthen existing communities through the provision of services and opportunities for the wider community.
- Ensure that the framework is flexible enough to change over time as circumstances change.

VIABLE ECONOMY



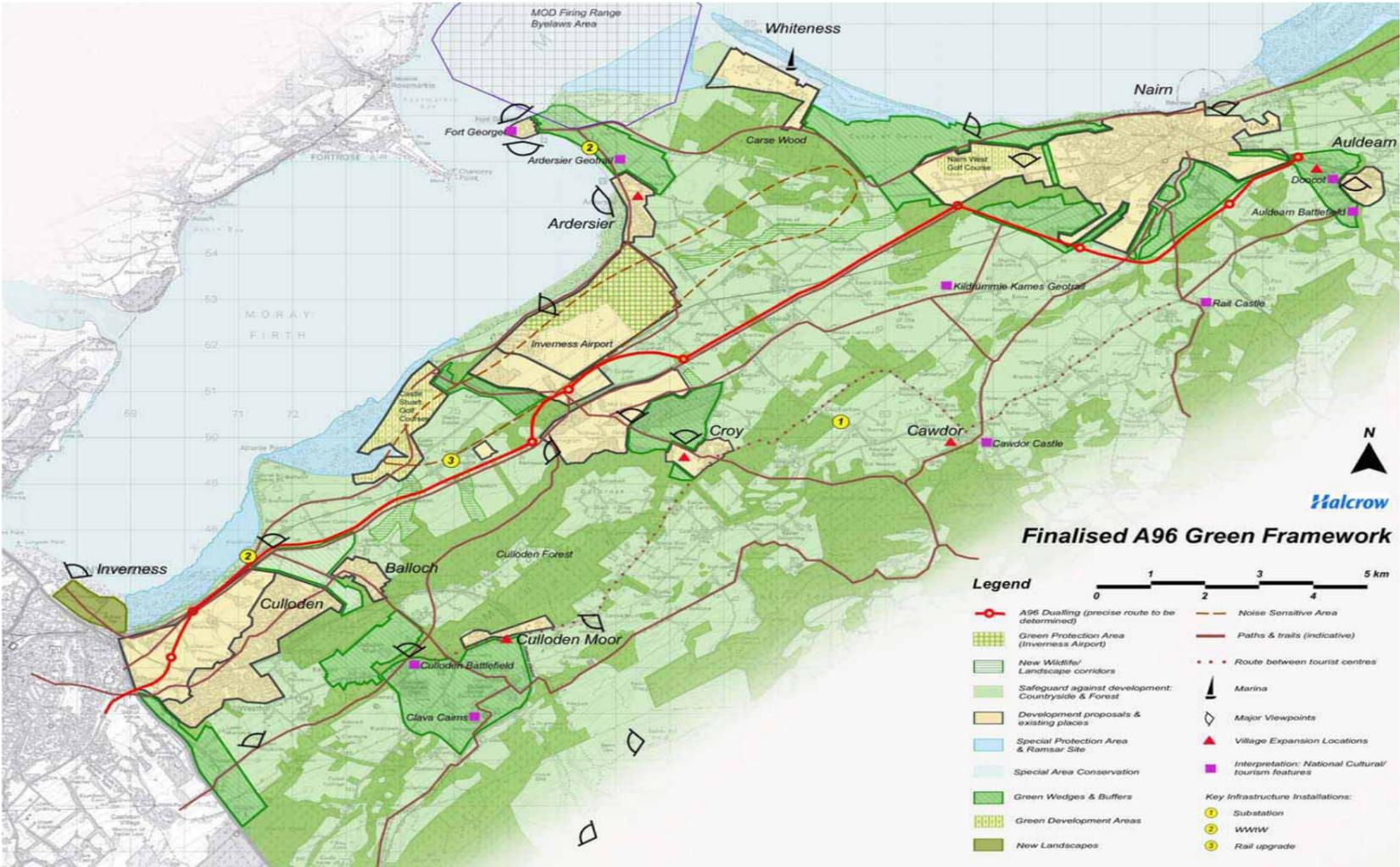
SUSTAINABLE TRANSPORT



INTEGRATED DEVELOPMENT



SECTION 3 - THE GREEN FRAMEWORK





COLLABORATION

Through close working with a Green Framework Planning Group¹, critical assessment and positive contributions were made to allow the development of the Green Framework. This was underpinned by strategic environmental assessment that has allowed an iterative approach to be developed in bringing forward proposals presented in the Green Framework (as well as frameworks for East Inverness and Nairn).

In addition, individual consultations with Historic Scotland, Scottish Water and Scottish and Southern Electricity (SSE) allowed detailed aspects to be considered. This allowed robust consideration around issues of:

- Landscape character
- Heritage and cultural features
- Biodiversity
- Recreation
- Development proposals (at strategic locations and in support of local needs)

A strategy has emerged that integrates with, and complements the urban development proposals across the A96 Corridor whilst retaining over 90% of the Corridor's total area as significant landscape.



THE FRAMEWORK

The Green Framework brings forward a range of proposals to meet the needs of the Corridor as a whole. This will ensure that urban growth can be embedded into a cohesive package that will enhance the environmental assets of the A96 Corridor so as to bring lasting and substantial benefit.

Policy and proposals fall into five broad categories relating to:

- Protection and Enhancement
- Biodiversity and Environment
- Development
- Recreation and Leisure
- Infrastructure

Protection and Enhancement

The approach for protection and enhancement is to ensure that the critical environmental and heritage assets of the Corridor are recognised and that these can be safeguarded and enhanced through appropriate land management and, where appropriate, through improved accessibility.

The policy approach is to identify:

- Substantial countryside and forestry areas that will be safeguarded against development. This recognises the importance of the SSSIs at Kildrummie Kames and Ardersier.
- The Special Protection Areas and Ramsar site at Alturie, Whiteness and Nairn to ensure that any development proposals address their requirements as they are developed.
- That the Moray Firth Special Area of Conservation is another critical consideration.
- A noise sensitive zone with regard to the airport and its expansion. This establishes a zone within which human habitation would be inappropriate on the grounds of longterm adverse health impacts.
- Critical views from the Corridor that should be maintained and, where practical, enhanced.
- The need to ensure that the historic and cultural heritage and its setting is protected and enhanced as development opportunities across the corridor come forward.

- Green wedges and buffers at critical locations to ensure that these are not developed and, moreover, environmental or recreational enhancement proposals are brought forward. These are shown on the Green Framework Plan and are located –

Adjacent to the A9 to ensure an appropriate open entrance to Inverness from the south.

Around Culloden Battlefield and Clava Cairns to recognise the sensitive nature of the setting for these national cultural features.

To the south of Culloden Battlefield to ensure an appropriate buffer to this sensitive location.

To the east of Culloden to promote a clear definition to the development of East Inverness and to maintain the setting of Balloch and discourage coalescence. This area in particular may offer a significant opportunity for a major park, if funding becomes available.

To the west of Inverness Airport Business Park to assist in the definition of the business park and to ensure appropriate settings for the business park and Castle Stuart Golf courses, as well as small hamlets at this location.

Between Croy and Tornagrain to clearly define both settlements and ensure no coalescence.

To the east of Croy to ensure that the village is clearly defined, and its setting enhanced.

Between Ardersier and Fort George to ensure that critical natural and heritage assets in this area maintain an appropriate context and setting.

At Carse of Delnies to ensure that Whiteness and Nairn maintain their clear identity and for Nairn West, in particular, to provide the opportunity for defining structural landscape.

Across the south west of Nairn to ensure that the setting for new development is clearly defined and that development proposals within the extensive floodplain is discouraged.

To the east of Nairn to provide a setting for eastward expansion of the town, allow for appropriate structural/screen planting, to mitigate against coalescence with Auldearn and recognise the setting for historical and built features.

¹ Included SNH, SEPA, Forestry Commission, Greeninverness, THC, Moray Estates, Cawdor Estates and other interests

Moreover, through this policy approach it can be clearly established that recognised heritage features should be respected and, where appropriate, integrated and/or enhanced through detailed development proposals across the Corridor. This should be taken forward in the context of the Environmental Report of the Strategic Environmental Assessment

Biodiversity and Environment

The Framework recognises the opportunity to establish new wildlife and landscape corridors to provide habitat networks and encourage biodiversity through appropriate linkages. In particular, three corridors have been identified at Mains of Balnagowan, Morayston and Newton. Corridors and linkages can be of varying scale from blocks of woodland to field margins and the edges of water courses.

Development

Clearly, the Green Framework recognises the development proposals for the Corridor and existing places. It also recognises golf based proposals for Castle Stuart and Nairn West and the growth of Inverness Airport. The opportunity to bring forward a park at Longman for the benefit of the Corridor is also highlighted through the Green Framework.



Further development proposals establish that some limited growth of smaller settlements across the Corridor to meet local need will be essential. The Framework identifies Auldearn, Ardersier, Cawdor, Croy and Culloden Moor as appropriate locations for these. The detailed allocations will be brought forward through statutory development plans.

Recreation and Leisure

Proposals for recreation and leisure are focused on developing a coherent paths and trails network that allow people to access the Corridor and to link important natural and built features. This includes a coastal path and a landward trail that provide effective east-west links. These are supplemented by north-south links to the new and existing settlements and places. This is augmented by a route to connect tourist centres at Culloden Battlefield, Croy, Cawdor, Cawdor Castle, Rait Castle and Auldearn Battlefield.

Further, this route links to the existing proposals to create a 'country park' on the east bank of the River Nairn outlined in the Nairn Development Framework.

The proposals contained within the Green Framework and the associated developer contribution protocols will assist in the delivery of the opportunities and aspirations set out within the Council's Core Path plan for Inverness and Nairn.

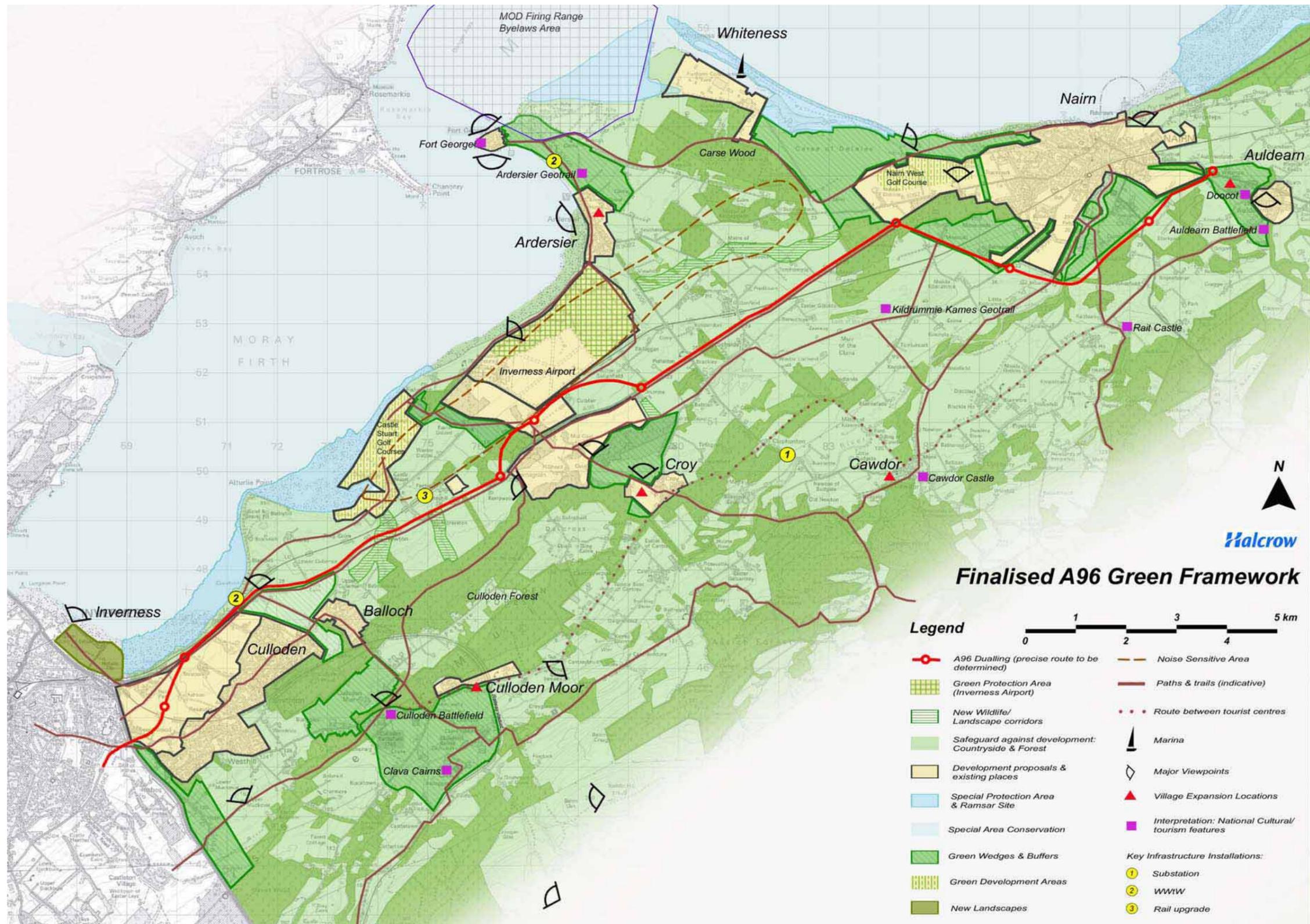


Infrastructure

The Green Framework provides guidance and/or support for important infrastructural elements to ensure the successful development of the Corridor over the long term. These will be brought forward by the responsible agencies and are:

- The dualling of the A96 across its entire length through the Corridor (other than at the Nairn By-pass)
- The identification of a Grid substation site at Clephanton adjacent to the powerlines.
- The establishment of the need to enhance the east-west rail line through new signalling and passing places in order to increase carrying capacity.
- Upgrading of Wastewater Treatment Works in the location of Ardersier and at Allanfearn.

Figure 2: The Green Framework





SECTION 4 - NAIRN DEVELOPMENT FRAMEWORK



CRITICAL ISSUES

The commencement of the by-pass travelling from the west at Drumdivan is critical. This will:

- Ensure a by-pass that meets the transport needs of Nairn.
- Provide the opportunity to effectively link new growth areas and Nairn Centre to bring an integrated movement solution for the town as a whole.

A centre to the northern part of Nairn South will be within a 10 minute walk for the majority of residents. It would also provide an accessible additional range of local services for existing communities. A northern location would assist regeneration initiatives for the town centre as it would attract people from within Nairn South toward it.

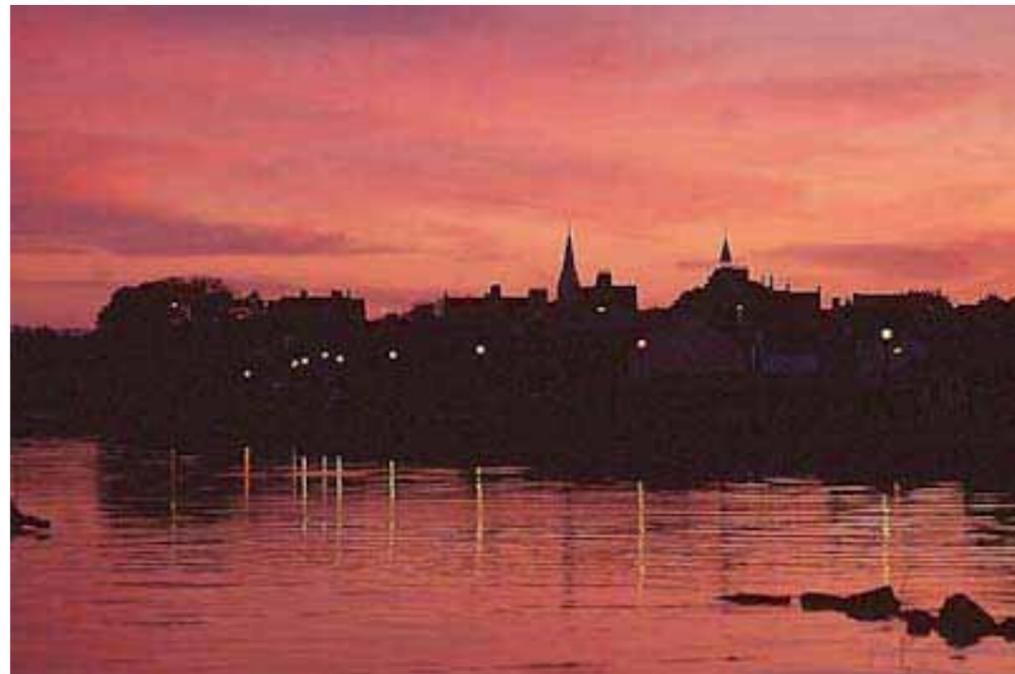
Nairn's history responds to two traditions. Firstly, it has, and continues to be, the market town for Nairnshire and serves a large rural hinterland. Although always an important fishing port, it is in the 19th Century that Nairn's tourism flourished taking advantage of its relatively dry temperate climate and the stunning context provided by the Moray Firth.

Expansion at Nairn South responds to the landward traditions of the town. The opportunity to respond to the seaward context is met through proposals in Nairn West. This solution allows

- An opportunity to respond to and take advantage of the golf course proposal for Nairn.
- The extensions to be integrated into the town through appropriate by-pass routing and public transport provision.
- Appropriate structural landscaping that sets the western boundary for town.

The desire by the community for identification of employment land and other solutions to focus industrial employment allocations to the east is compatible. Service sector employment will be focused into the new places. However, industrial employment requires good access to the trunk road network. An allocation at east Nairn meets this requirement. It also offers the opportunity to introduce an appropriate landscape entrance to Nairn.

The landscape to the west can be retained and reinforced to act as a buffer to further western expansion through opportunities afforded by the designations of Nairn West and the by-pass at Drumdivan.



KEY CHARACTERISTICS

- **Support for the regeneration of Nairn Town Centre**
- **A by-pass commencing at Drumdivan, crossing at Howford and rejoining the A96 at Auchnacloch**
- **Appropriate structural landscaping**
- **Accessible business/industrial allocations in the east**
- **Two new places at Nairn West and Nairn South, each with a local centre**
- **Integrated environmental and heritage assets focussed on the River Nairn and the golf course/development to the West**
- **A country park on the east bank of the River Nairn**

FRAMEWORK OUTCOMES

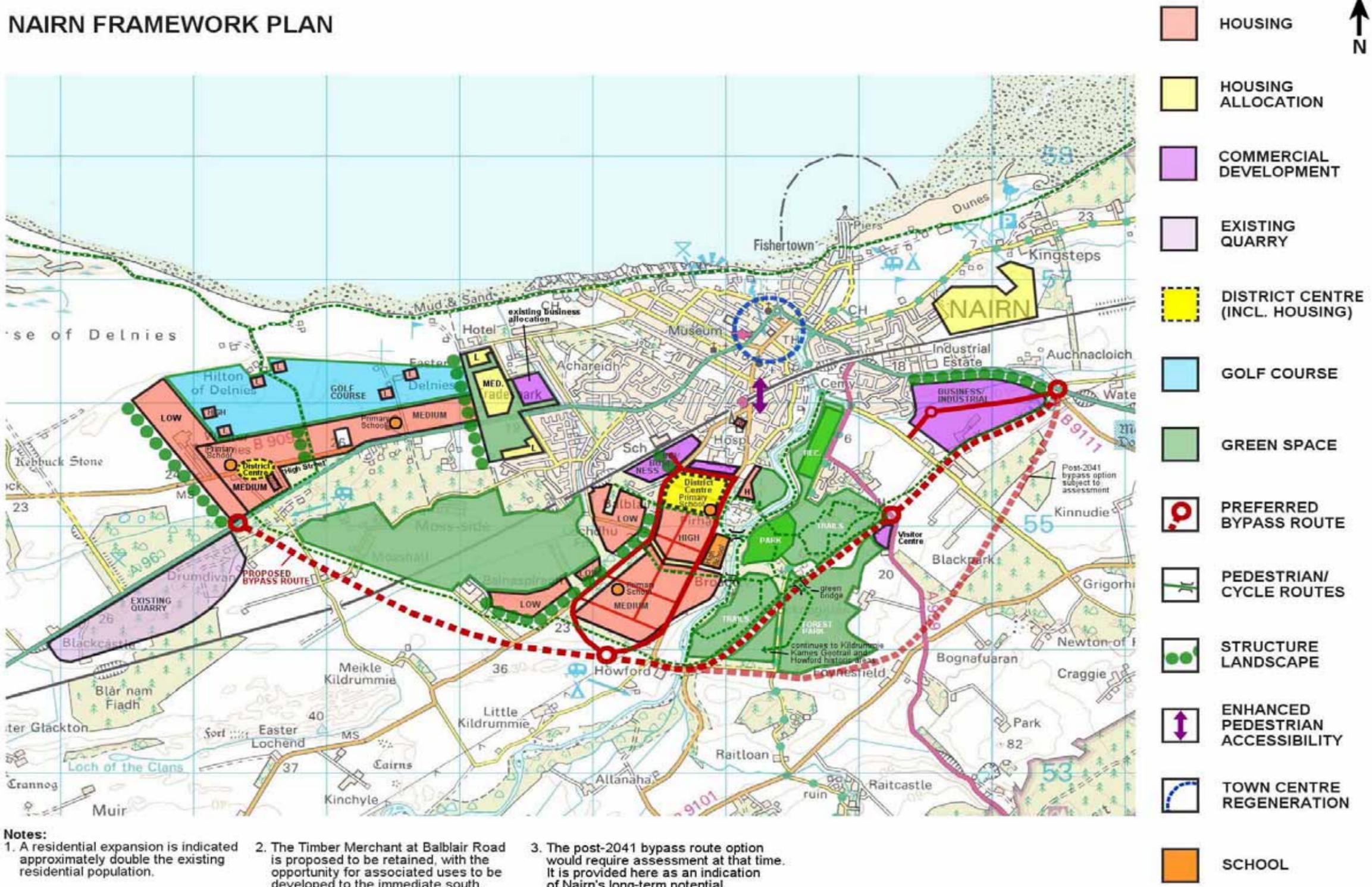
Residential Units	4,629 @ 1,542 high, 2,873 medium and 214 low density
Population	9,700 people
Business	78,000m²
Industry	50,000m²
Employment	5,000 jobs
Retail	7,000m²
Centre(s)	2 District Centres of 11,000m² & 4,000m²
Education	18,000m² of schools
Leisure	2 x 50 Bed Hotels a 1 x 100 Bed Hotel
Open Space	Circa 165Ha (inc Country Park)

The Nairn Development Framework provides for nearly 10,000 new people accommodated in over 4,600 homes. These will be in primarily higher densities than conventional suburban development and will have their own district centres that integrate a mix of uses. Provision has been made for over 5,000 new jobs should all allocation be taken up.

Four new primary schools will be needed. The requirement for a new secondary school has allowed the opportunity to identify a stunning location on the River Nairn's west bank to be grasped. Headline Development Framework outcomes are provided in the table above.

SECTION 4 - NAIRN DEVELOPMENT FRAMEWORK

Figure 3: The Nairn Framework





SECTION 5 - EAST INVERNESS DEVELOPMENT FRAMEWORK



SECTION 5 - EAST INVERNESS DEVELOPMENT FRAMEWORK



CRITICAL ISSUES

There is general consensus with regard to the appropriate approach to the growth at East Inverness. This supports the establishment of a university campus, regional sports and recreation facilities, innovation park development, a sustainable urban extension and a new centre to include a supermarket. The by-passing of the Raigmore Junction is critical.

The success and delivery of a new university campus in the Beechwood area of East Inverness is a critical priority. The East Inverness Development Framework is designed to facilitate early delivery of this important project for Inverness and the wider Highlands.

The Campus represents a substantial and significant investment in the future of the area and wider region. It will allow the achievement of learning, research and business innovation outcomes linked to existing medical and health research in Inverness. It is critical to the achievement of the A96 Growth Corridor Development Framework's Smart Growth ambition.

The East Inverness Development Framework provides for nearly 3,500 new higher density homes focused around a new centre. This centre would serve the new and existing communities at Culloden, Westhill and Smithton. Population increase would be in the order of 7,250 people.

Employment opportunities including a university campus, business park and other uses would provide upwards of 3,750 jobs. Three new primary schools are proposed, as well as a new 600 pupil secondary school.

An outline of the Development Framework outcomes is provided in the table below.

The majority of the East Inverness Development Framework with the exception of the Campus development and existing Local Plan allocations, will not be permitted to start prior to 2011.

FRAMEWORK OUTCOMES

Residential Units	3,471 @ 1,500 high, 1,872 medium, 99 low density
Population	7,250 people
Business	55,000m²
Employment	3,750 jobs
Retail	22,000m²
Centre(s)	Centre of 8,000m²
Education	55,000m² Campus and 24,000m² Schools
Leisure	100 Bed Hotel & 6,000m² sports provision
Open Space	13 Ha

KEY CHARACTERISTICS

A trunk link road from the Smithton Roundabout to an enhanced Inshes Junction.

A hotel as an iconic entrance to Inverness.

An innovation park to the east of the retail park.

Regional retailing provision focussed adjacent to the existing retail park (north-west).

A business park to the north-west of the new trunk link road

A new medium and low density community to the east of Stratton Lodge with good links to the town centre.

A compact place with a range of higher densities at the heart of East Inverness around the Smithton Road.

Campus, research and related business uses to be focussed at Beechwood with green links over the A9, A96 and railway.

A park and ride facility with supporting public transport facility.

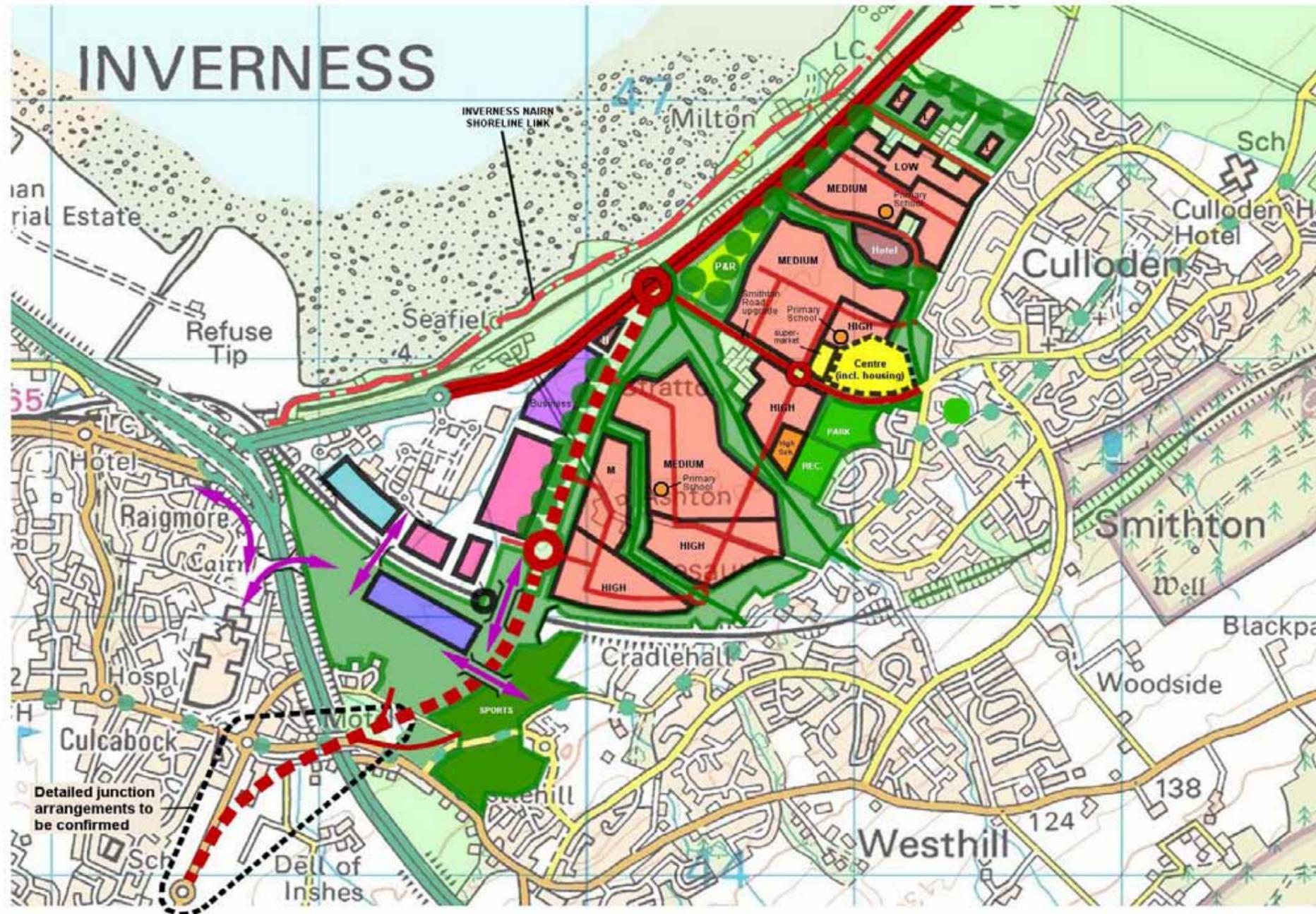
A new mixed use town centre designed to serve new and existing communities.



SECTION 5 - EAST INVERNESS DEVELOPMENT FRAMEWORK

Figure 4: The East Inverness Framework

EAST INVERNESS FRAMEWORK PLAN



Notes:

1. Food retail opportunity indicated adjacent to mixed use Town Centre which has access to green routes, housing and open space.
2. Trunk link road passes east of existing road crossing on shared 'green' bridge which provides a landscaped link over the railway.
3. An integrated green complex of formal and informal spaces is to provide a range of interests, which will have specific functions and make positive contributions to the overall community.
4. Campus is set in open space landscape with access to recreation to the immediate east and a pedestrian link over the A9 to central Inverness and on towards Life Scan.



SECTION 6 - WHITNESS AND DALCROSS



CONTEXT

As part of the preparation of the A96 Growth Corridor Development Framework, other interests have brought forward proposals consistent with the overall approach. These are at Dalcross (Tornagrain, Inverness Airport Business Park and Inverness Airport expansion) and Whiteness. A brief summary of these proposals is given below.

In addition, development proposals to meet local needs at various settlements across the Corridor have been identified in the Green Framework. These additional areas will be identified through the formal Statutory Development Plan process.

WHITENESS

Following the closure of the McDermott oil platform construction site in 2004, the Whiteness Development Company was formed and bought the 800 acre brownfield development opportunity located near to Ardersier. The objective is to create a new premier Highland resort - Whiteness.

The Whiteness masterplan proposes 1,950 new homes, a marina, hotel, local retail provision, education and leisure facilities. The concept for Whiteness is to create an exemplar sustainable community that is also a premier tourist destination in the Highlands. The concept masterplan won a placemaking award at the Scottish Design Awards in 2006.

Following a lengthy preparation and consultation period, an outline planning application was submitted in December 2005 and received consent in November 2006.

The Whiteness Development Company have instructed Farrells to prepare a detailed planning application for submission later this year. If approved, work will begin in 2008 and Whiteness will be completed by 2020.

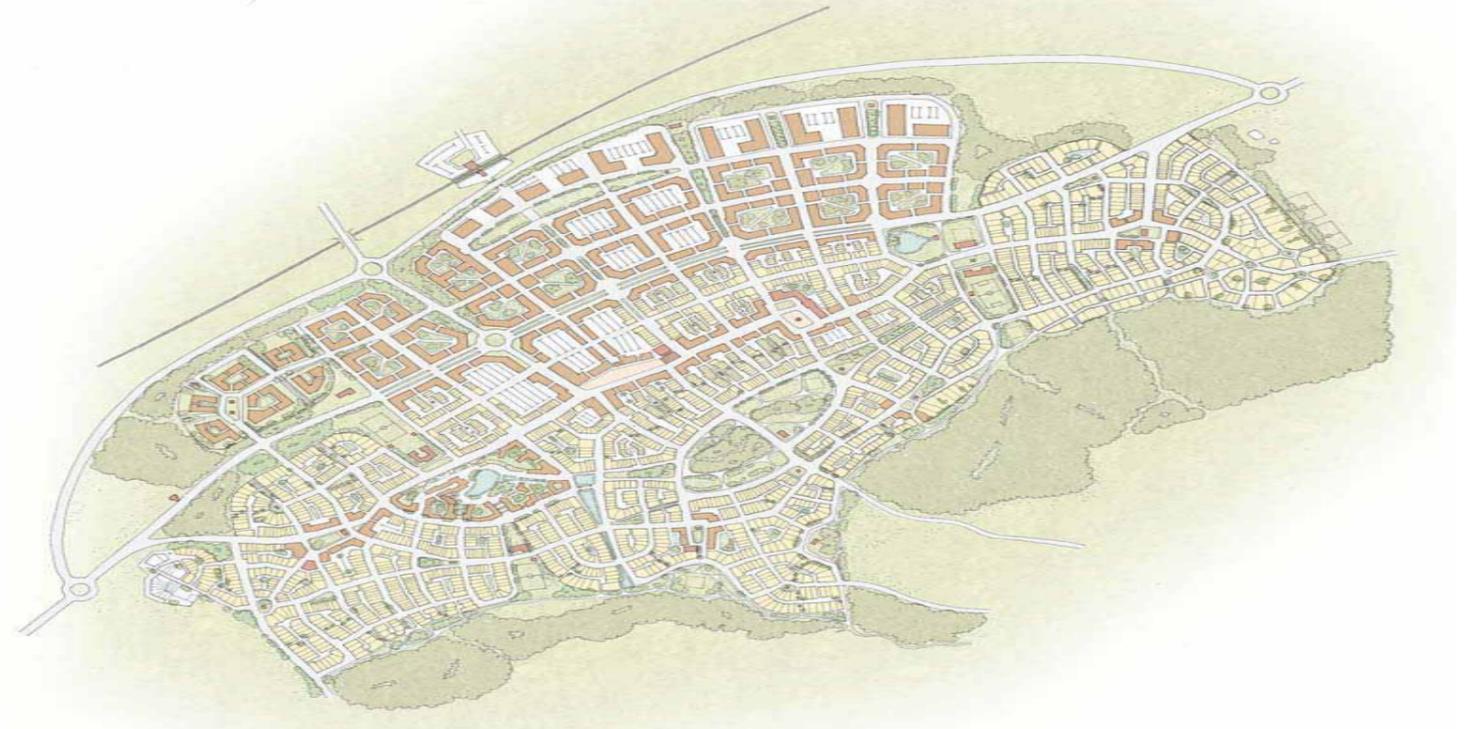


DALCROSS



Dalcross is made up of three proposals. Two of these are supported by current development plan allocations. These are Inverness Airport Business Park (IABP) and the expansion of Inverness Airport. The third proposal is for Tornagrain. These are briefly described:

- Inverness Airport Business Park (IABP) will provide quality business accommodation in a high amenity environment with good transport links. The park will include a mixed development of hotel, business, light industrial, airside and freight accommodation in carefully landscaped surroundings. This will provide around a minimum of 5,000 jobs and potentially significantly more over the long term.
- Inverness Airport expansion proposals seek to respond to projected air travel growth in the coming decades. Proposals include doubling the size of the current terminal and extending the runway.
- Tornagrain is a new settlement proposal designed on new urbanism principles that are entirely consistent with the Smart Growth approach adopted for the A96 Corridor. This proposal will provide 4,500 homes accommodating around 9,500 people. The Tornagrain proposal will be fully integrated in the preparation of the Statutory Development Plan which will cover this area, and which will formally be in place by 2011.





SECTION 7 - MIXED USE APPROACH



EAST INVERNESS

The development framework for East Inverness establishes growth based around a new town centre serving existing and new communities. It also seeks to consolidate and develop areas around the existing retail park at West Seafield. The establishment of a university campus to the west is also established.

The appropriate land use mix in this context over and above the basic land use allocations identified earlier in the framework is provided. This comprises:

- At the new town centre a full range of uses would be permissible as follows – shops (Use Class 1); finance, professional & other services (Use Class 2); food and drink (Use Class 3); business (Use Class 4); hotels/hostels (Use Class 7); residential institutions (Use Class 8); Houses (Use Class 9); non-residential institutions (Use Class 10); assembly and leisure (Use Class 11) and sui generis uses of flats and hot food takeaways.
- In the medium and high density area adjacent to the town centre and at the high density area identified to the south of Ashton the opportunity to introduce hotels/hostels (Use Class 7); flats (sui generis) and non-residential institution (Use Class 10) has been identified.
- Appropriate uses for the innovation park at the south-western area of the retail park and the business park to the retail park's north-east are finance, professional & other services (Use Class 2) and business (Use Class 4).

NAIRN

The development framework for Nairn establishes growth at three broad locations. Two of these, to the south and west, promote sustainable urban extensions to the town.

The appropriate land use mix over and above the basic allocations identified earlier on the framework is provided. These are:

- Finance, professional & other services (Use Class 2); business (Use Class 4); general industrial (Use Class 5) and storage & distribution (Use Class 6) at the business and industry areas to the east and south of Nairn. Ancillary uses that supported these would also be appropriate (e.g. food and drink - Use Class 3).
- At the new district centres to the south and west of Nairn a full range of uses would be permissible as follows – shops (Use Class 1); finance, professional & other services (Use Class 2); food and drink (Use Class 3); business (Use Class 4); hotels/hostels (Use Class 7); residential institutions (Use Class 8); Houses (Use Class 9); non-residential institutions (Use Class 10) assembly and leisure (Use Class 11) and sui generis uses of flats and hot food takeaways.
- In the areas adjacent to (Nairn South) or around (Nairn West) the district centres the opportunity to introduce hotels/hostels (Use Class 7); flats (sui generis) and non-residential institution (Use Class 10) has been identified.

Through detailed master planning the appropriate land use mix and the approach for its achievement at these locations can be developed.

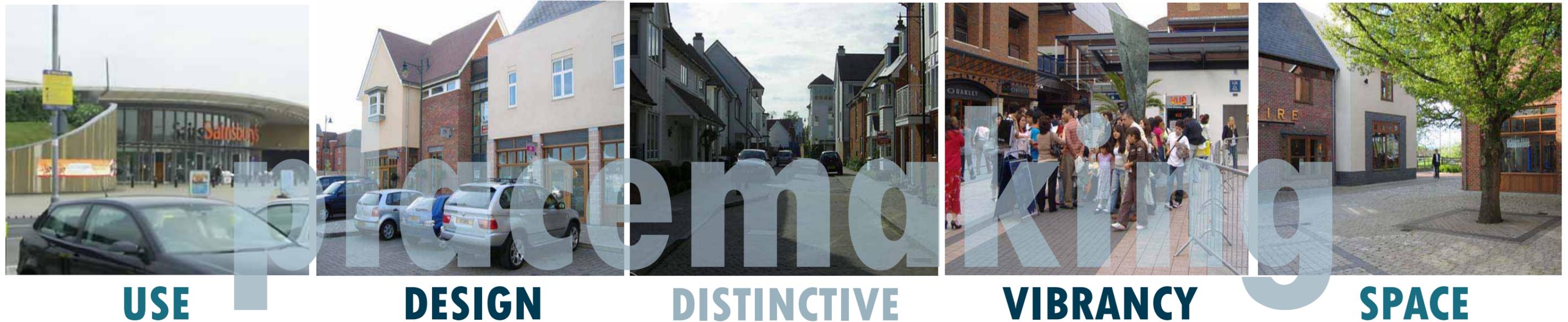


Figure 5: East Inverness Mixed Use Approach

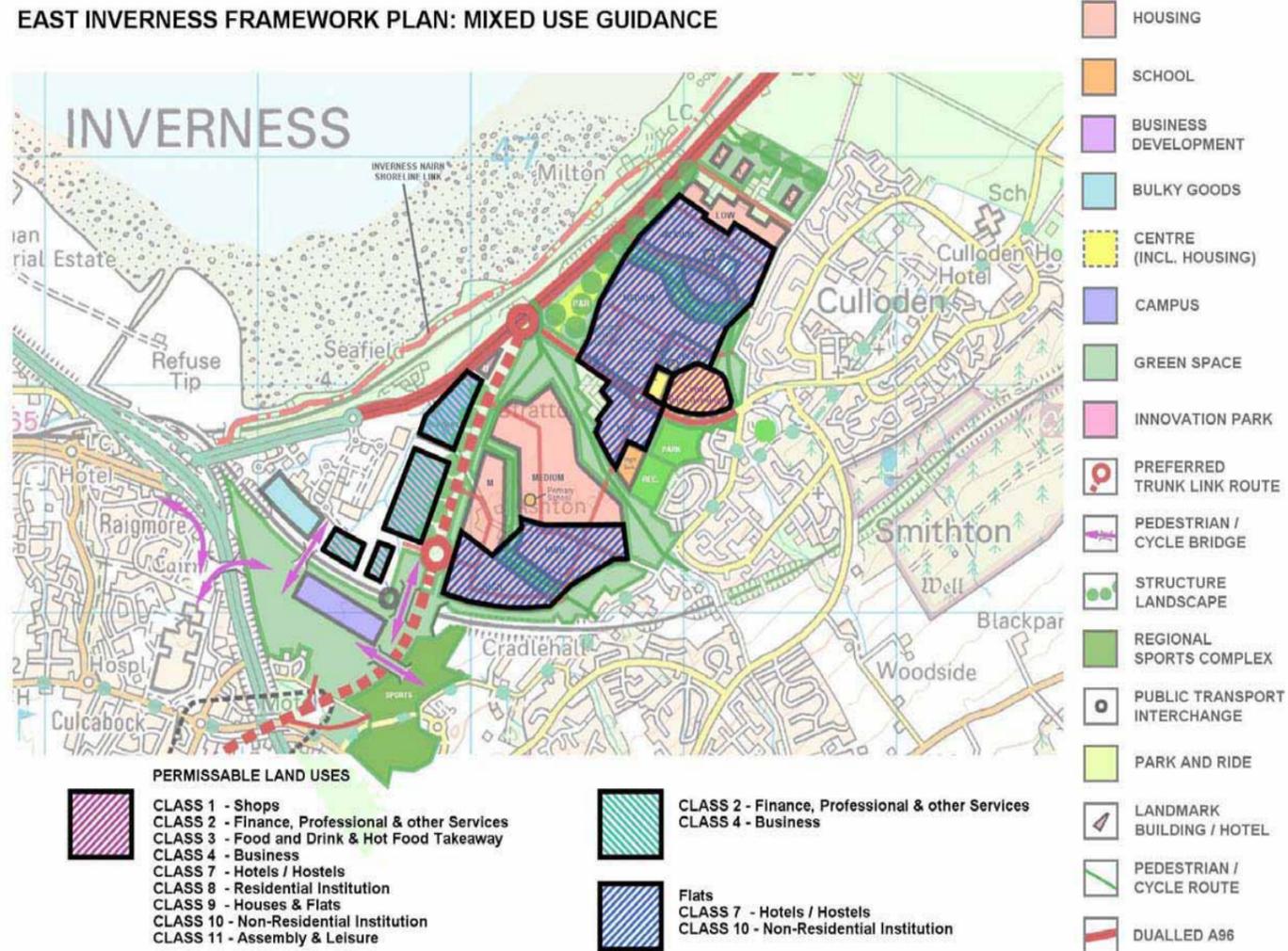
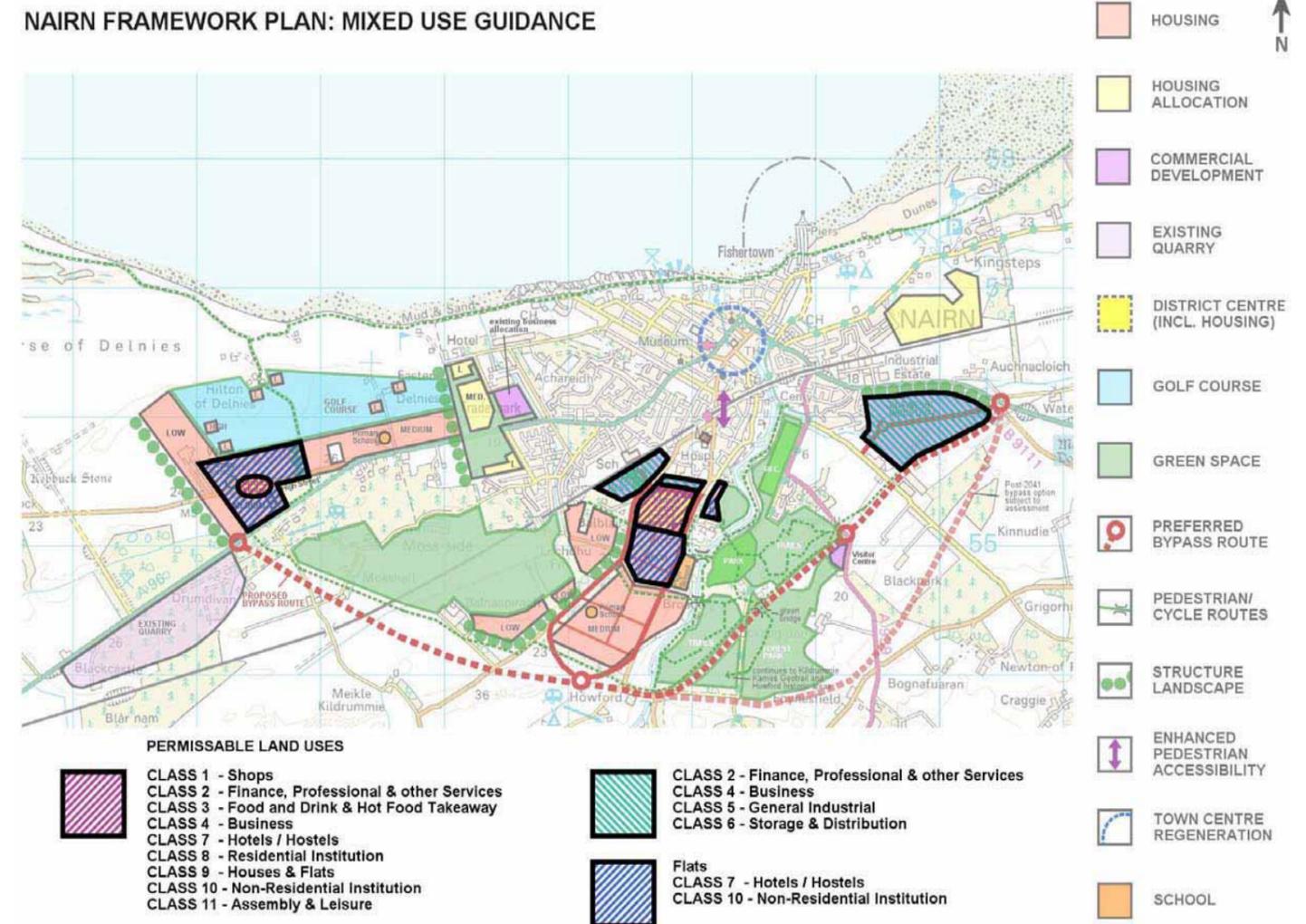


Figure 6: Nairn Mixed Use Approach





SECTION 8 - DELIVERY



CORRIDOR OUTCOMES AND DEVELOPMENT ZONES

The A96 Growth Corridor Development Framework has established the development proposals to accommodate the projected growth for the Inverness city-region over the long term. This is focussed through five Development Zones across the Corridor.

The majority of this will be delivered post-2011 with the exception of the university campus, Whiteness, IABP and proposals at smaller locations across the Corridor. The high level product shown in the Corridor Outcomes reflect the units or floorspace against significant uses¹.

DELIVERY MECHANISMS

In order that the infrastructure required across the corridor area is delivered in a fair, phased and organised manner, consideration has been given to the determination of the most appropriate delivery mechanisms.

As the Corridor has been divided into five development zones, consideration has been given to each in turn.

East Inverness, Nairn and Dalcross Development Zones

Considering the limited land ownership and the level and type of development in East Inverness, Nairn and Dalcross, there are two main issues for a delivery model of relationship and responsibility:

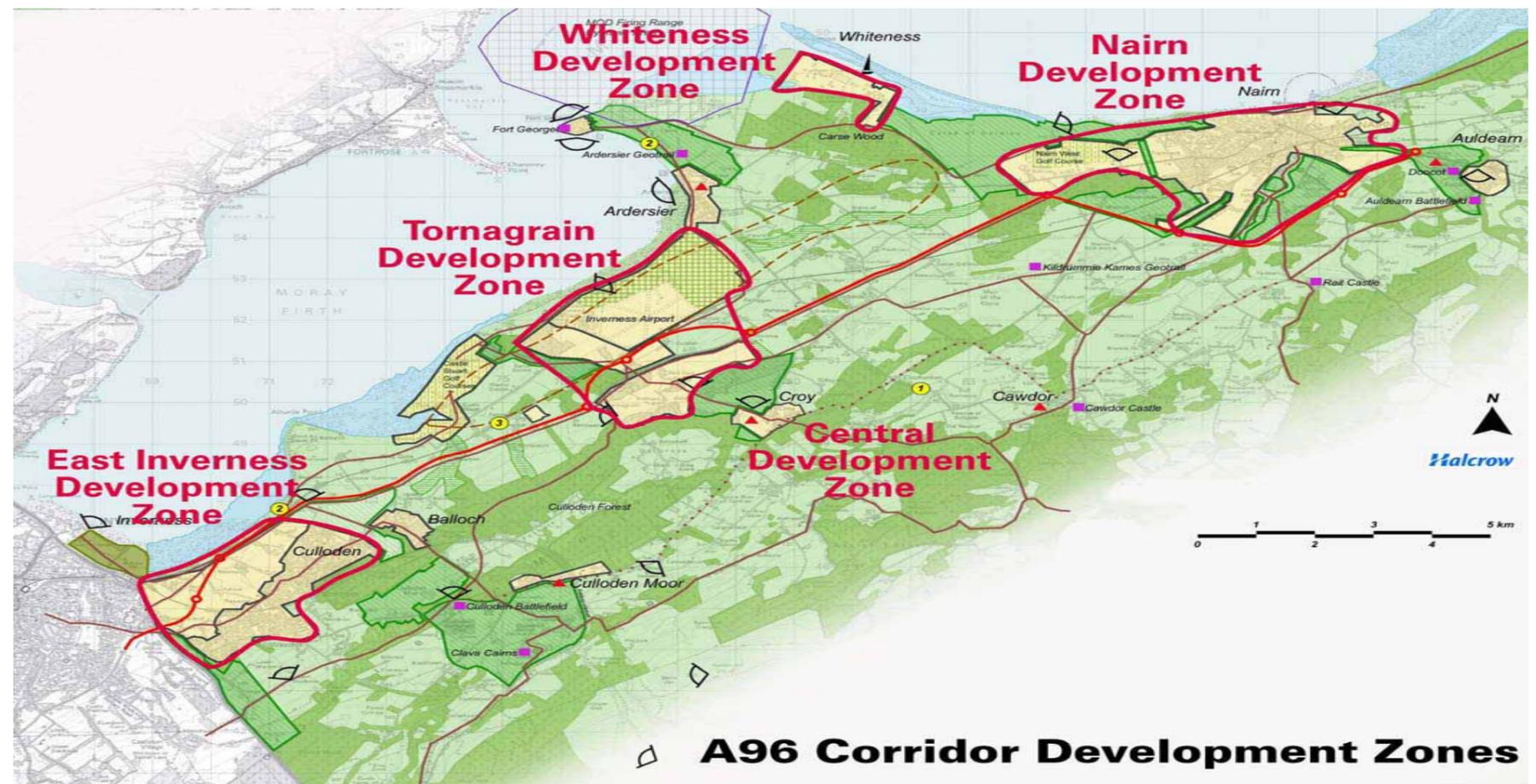
- Relationship and responsibility between the landowners/developers in each area and The Highland Council as Planning Authority.
- Relationship and responsibility among the landowners/developers themselves.

Relationship and responsibility between the landowners/developers in each area and the Planning Authority.

The direct relationship and responsibility between the landowners/developers and the Planning Authority will be determined through Section 75 Agreements. This would deal with the planning obligations but would not look to apportion cost or liabilities among the landowners/developers. These agreements would clearly outline the type of infrastructure investment required as identified in the A96 Growth Corridor Development Framework (see below).

Also party to these negotiations as to the level of investment and the responsibility for delivery of the investment should be public agencies (e.g. Transport Scotland, Network Rail, SEPA, SNH, HiTRANS, The Highland Council, etc.) so that contributions to the infrastructure that they will make can be factored into the Section 75 Agreements. This would include specific infrastructure contribution and corridor wide subsidy.

Figure 7: Development Zones



CORRIDOR OUTCOMES

	Residential (units)	Food Retail (m ²)	Other Retail (m ²)	Business (m ²)	Industry (m ²)	Schools (m ²)	Health (m ²)	Leisure/Other (m ²)
East Inverness	3,471	8,000	14,000	55,000	-	18,000	-	9,000
Dalcross	4,500	1,500	-	238,431	131,097	21,000	1,500	24,530
Whiteness	1,950	-	-	-	-	3,000	350	9,500
Nairn	4,629	7,000	-	78,000	50,000	18,000	-	10,000
Central	1,955	-	-	-	-	-	-	-
Totals	16,505	16,500	14,000	371,431	181,097	60,000	1,850	53,030

Total build cost for the Corridor is approximately £2.65 billion

¹ Proposals of less than 1,000m², for uses other than housing, have not been reflected here as these generally add to the vitality of the urban grain. Consequently, there is a lower expectation that these would make an infrastructural contribution through formal protocols. Nonetheless, such proposals would be expected to make a contribution negotiated on a case by case basis.

Joint venture (JV) companies for each zone would be established to procure and deliver the agreed parts of the infrastructure. The partners in the JVs would be the landowners/developers.

With regards to funding, each of the landowners/developers would agree to fund the JV for the costs (effectively their Section 75 contributions) which it incurred in procuring and delivering the agreed infrastructure which, at inception of JV, will be defined through the identified anticipated costs outlined below.

The value and extent of the development in each of the Development Zones would determine the share in it and indeed the required contribution by each of the landowners/developers. Clearly, voting rights will need to be agreed.

Depending upon the type of infrastructure required, relationships would also be formed with public agencies, such as Transport Scotland, Network Rail, Scottish Water, The Highland Council, etc. to deliver the required infrastructure at the required time.

There is also the opportunity for the JVs to receive funding from other public agencies that would fund value adding projects.

Relationship and responsibility among the landowners/developers

Given that there are a number of landowners with an interest in the development of the infrastructure, assurance is required that the infrastructure being provided at joint cost by the landowners/developers will be available for use by each of them. To ensure that this is indeed the case, a Deed of Conditions would be put in place. Also the use of financial bonds, guarantees etc. may be used. Under a Deed of Conditions, each of the landowners/developers would have:

- Servitude rights to construct, maintain and use the common access roads over the area.
- Servitude rights to install, connect into, maintain, upgrade and use the common services for the area which may include drainage, SUDS, landscaped areas etc.
- Any other such requirements agreed between the landowners/developers.

The use of a Deed of Conditions, to which each of the landowners/developers are party too, ensures that, in common, they have rights over infrastructure that they jointly developed with other parties.

Whiteness

The proposals for Whiteness are well developed and outline planning permission has been granted subject to agreement on Section 75 contributions.

Given that the Whiteness development is subject to the formal planning process with section 75 negotiations in progress, the Section 75 agreement should deliver the Development Funding Protocol outlined below.

Central

Given the dispersed nature of the Central Development Zone, it would be inappropriate to establish a joint venture. Consequently, the Development Funding Protocol establishes the level of funding to be secured through Section 75 agreements. This will be allocated, as appropriate, by The Highland Council to the JVs or through direct commissions.

Corridor-Wide Infrastructure Works

As detailed in the Development Funding Protocol, there are infrastructure works that benefit the Corridor as a whole. These are to be funded through public subsidy.

With JVs established across the Corridor (plus a single developer at Whiteness) and with Section 75 contributions established through the Development Funding Protocol, the model to deliver the corridor-wide infrastructure builds on the JVs in place.

Therefore, through the Section 75 agreements that The Highland Council, as Planning Authority, develops with each of the JVs, the element identified for corridor-wide investment against each of the Development Zones will be included as part of the negotiations and therefore delivered by the JV within that Development Zone or through The Highland Council with regard to the Central Zone.

Where the amount of corridor-wide infrastructure within a Development Zone is in excess of the contribution due from the JV responsible for that Development Zone. Where this occurs agreements with the other JVs (or Whiteness Development Co.) or The Highland Council will need to be made.

DEVELOPMENT PHASING MATRIX

	2006 - 2011								2011-2016								2016-2021							
	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other
East Inverness	282	4,000	0	14,000	0	55,000	0	5,000	1,060	4,000	8,000	6,000	0	3,600	0	4,000	850	0	6,000	7,000	0	0	0	0
Dalcross	0	0	0	26,000	26,000	0	0	15,000	350	0	0	35,422	17,516	0	0	1,588	550	0	0	35,402	17,516	3,000	0	1,588
Whitiness	400	0	0	0	0	0	350	9,000	1,000	0	0	0	0	3,000	0	0	550	0	0	0	0	0	0	0
Nairn	229	0	0	0	6,000	0	0	0	550	0	0	0	8,000	2,400	0	0	700	0	0	20,000	8,000	0	0	5,000
Central	0	0	0	0	0	0	0	0	202	0	0	0	0	0	0	0	202	0	0	0	0	0	0	0
Totals	911	4,000	0	40,000	32,000	55,000	350	29,000	3,162	4,000	8,000	41,422	25,516	9,000	0	5,588	2,782	0	6,000	62,402	25,516	3,000	0	6,588
	2021-2026								2026-2031								2031-2036							
	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other	Residential	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other
East Inverness	550	0	0	6,000	0	3,600	0	0	600	0	0	7,000	0	7,200	0	0	129	0	0	8,000	0	3,600	0	0
Dalcross	750	1,500	0	35,402	17,516	0	1,500	1,588	900	0	0	35,402	17,516	3,000	0	1,588	950	0	0	35,402	17,516	12,000	0	1,588
Whitiness	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nairn	750	2,000	0	15,000	9,000	2,400	0	0	850	0	0	15,000	8,000	8,400	0	5,000	800	0	0	15,000	6,000	2,400	0	0
Central	323	0	0	0	0	0	0	0	317	0	0	0	0	0	0	0	420	0	0	0	0	0	0	0
Totals	2,373	3,500	0	56,402	26,516	6,000	1,500	1,588	2,667	0	0	57,402	25,516	18,600	0	6,588	2,299	0	0	58,402	23,516	18,000	0	1,588
	2036-2041																							
	Res	Food Retail	Other Retail	Business	Industry	Education	Health	Leisure/Other																
East Inverness	0	0	0	7,000	0	0	0	0																
Dalcross	1,000	0	0	35,402	17,516	3,000	0	1,588																
Whitiness	0	0	0	0	0	0	0	0																
Nairn	750	5,000	0	13,000	5,000	2,400	0	0																
Central	421	0	0	0	0	0	0	0																
Totals	2,171	5,000	0	55,402	22,516	5,400	0	1,588																

DEVELOPMENT PHASING

It is critical that a clear understanding of phasing for development and infrastructure is provided. This will allow for development to progress in an orderly fashion. Phasing of development is based on delivering around 500 homes each year. This reflects housing growth trends in recent years. In Nairn, the first phase (2011-2016) is allocated to Nairn West with Nairn South's first phase coming forward in 2016-2012. This will allow timeous developer contributions to be made to facilitate the construction of the Nairn by-pass.

A focus for development and infrastructure provision in the early years is East Inverness as the delivery of the trunk link road is fundamental to unlocking the potential of the Corridor to accommodate growth.

The *Development Phasing Matrix* provides an overview of the Corridor's development potential and its phasing over the long term. The phasing pattern established is crucial to achieve the orderly progression of development for the benefit of the Corridor as a whole. It provides for around 2,500 new homes every five years and brings these forward equitably. Should this pattern be amended, there could be significant impacts for infrastructure delivery and project funding. Consequently, any such amendments should be carefully considered and their implications fully assessed.

INFRASTRUCTURE COSTS & ALLOCATIONS

	East Inverness	Dalcross	Whiteness	Nairn	Central
Primary schools	3 @ £24.95m	3 @ £20.8m	1 @ £6.93m	4 @ £22.18m	1 @ £6.93m(equivalent)
Secondary schools	1 @ £15.84m	70% @ £18.48m	30% @ £7.92m	1 @ £18.48m	-
Parks	Local @ £6.44m	Local @ £5.4m	Local @ £1.1m	Local/Regional @ £17.93m	Regional @ £4.95m
A96 dualling and by-passes	20.1% @ £16.31m	12.47% @ £10.12m	16.37% @ £13.29m	21.96% @ £17.82m	29.1% @ £23.62m
Green bridges, paths and trails	1 bridge @ £0.55m	-	-	4 bridges @ £2.2m	150Km @ £14.03m
Structural landscaping, environmental management and biodiversity investment	20Ha @ £1.1m	35ha @ £1.93m	17.5Ha @ £0.96m	35ha @ £1.93m	300Ha @ £11.55m
Civic investment	-	Services @ £5.8m	Services @ £2.26m	Visitor Centre @ £2.48m	Public art @ £2m
Public transport	P&R/Interchange @ £6.05m	Station @ £2.2m	-	-	Rail @ £7.7m
Administration and professional fees	-	-	-	-	Fees @ £4m
Total	£71.24m	£64.73m	£32.46m	£83.02m	£74.78m

Total Infrastructure costs for the entire Corridor are £326.23m¹ of which £230.9m will be funded by private development through Development Funding Protocols.

The remaining balance of £95.33m is to be met through public funding, including a Campus contribution of £17.5m.

INFRASTRUCTURE COSTS & ALLOCATIONS

Infrastructure costs of £326.23m have been established. 29% (£95.33.5m) of this cost should be met from public funds. The remaining 71% (£230.9m) should be funded from the development process. This funding will provide:

- 12 primary schools.
- 3 secondary schools.
- District and regional parks.
- Dualling of the A96 and by-passes at Raigmore (dualled) and Nairn (single carriageway).
- 150Km of cycle track/paths and green bridges.
- Environmental investment of about £17.5m.
- Civic investment representing £12.5m.
- Public transport investment of £15m.
- Administration and fees of £4m.

In particular, public investment will fund just under 50% of the A96, around 25% of schools and 25% of greenspace investment. A contribution of £17.5m from the university campus project has been anticipated. This represents £95.33m of direct public investment.

Further considerations with regard to public support for achieving the A96 Growth Corridor Development Framework is discussed below.

PUBLIC/PRIVATE DIRECT INFRASTRUCTURE FUNDING SPLIT

	Public (incl Campus)	Private	Infrastructure Totals
A96	£39.96m	£41.2m	£81.16m
Rail	£7.7m	-	£7.7m
Schools	£35.62m	£106.89m	£142.51m
Greenspace	£12.05m	£41.24m	£53.29m
Other Infrastructure	-	£41.57m	£41.57m
Totals	£95.33m	£230.9m	£326.23m

All prices shown in this document are 2007 estimates.

INFRASTRUCTURE COST PHASING MATRIX

	2006 - 2011								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	-	-	-	£6.16m	-	-	-	£2.75m	-
Dalcross	-	-	-	-	-	-	-	£2.2m	-
Whiteness	-	-	-	-	-	-	£2.26m	-	-
Nairn	-	-	-	-	-	-	-	-	-
Central	-	-	-	£14.5m	-	-	-	-	£1m
Totals	-	-	-	£20.66	-	-	£2.26m	£4.95m	£1m

	2016 - 2021								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	-	-	-	-	-	-	-	-	-
Dalcross	£6.93m	-	-	-	-	-	-	-	-
Whiteness	-	-	£1.1m	-	-	£0.96m	-	-	-
Nairn	-	-	-	£6.4m	-	£1m	-	-	-
Central	£1.16	-	-	£1.1m	-	£2.31m	£0.35m	£7.7m	£0.75m
Totals	£8.09m	-	£1.1m	£7.5m	-	£4.27m	£0.35m	£7.7m	£0.75m

	2026 - 2031								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	-	£15.84m	£6.44m	-	-	-	-	-	-
Dalcross	£6.93m	-	-	£10.12m	-	-	£2.5m	-	-
Whiteness	-	-	-	-	-	-	-	-	-
Nairn	-	£18.48m	£6m	-	£2.2m	-	-	-	-
Central	£1.16	-	-	£5.64m	-	£2.31m	£0.33m	-	£0.5m
Totals	£8.09m	£34.32m	£12.44m	£15.76m	£2.2m	£2.31m	£2.83m	-	£0.5m

INFRASTRUCTURE PHASING

Infrastructure needs to come forward to ensure the timeous delivery of new development. The A96 Corridor Infrastructure Cost Phasing Matrix seeks to bring this forward for the A96 by:

- Concentrating on A96 investment in the west until 2016.
- Phasing the Nairn By-pass from the west over ten years from 2016-2026.
- Seeking provision of the Gollanfield/Tornagrain by-pass route during 2026-2031.

Other infrastructure and service provision proposals have been appropriately phased. For example, school provision is focused on primary school construction in 2011-2016 (3 schools in East Inverness, Whiteness and Nairn)), 2016-2021 sees Tornagrain's first school. Further schools for East Inverness and Nairn are scheduled for 2021-2026. A further school at Tornagrain is proposed 2026-2031. Also during this period the 600 student and 700 student secondary schools at East Inverness and Nairn respectively are proposed. Tornagrain secondary school follows during 2031-2036 with further primary schools for Nairn and East Inverness. The final growth phase between 2036 and 2041 sees primary schools for Tornagrain and Nairn emerge. The Infrastructure Phasing Diagram shown opposite provides an overview of this phasing programme across the Corridor to 2041.

	2011 - 2016								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	£8.33m	-	-	£10.15m	£0.55m	£1.1m	-	£3.3m	-
Dalcross	-	-	-	-	-	£1.93m	-	-	-
Whiteness	£6.93m	-	-	£13.29m	-	-	-	-	-
Nairn	£5.54m	-	-	-	-	-	-	-	-
Central	£1.16m	-	£4.95m	-	-	-	£0.33m	-	£0.75m
Totals	£21.96m	-	£4.95m	£23.44m	£0.55m	£3.03m	£0.33m	£3.3m	£0.75m

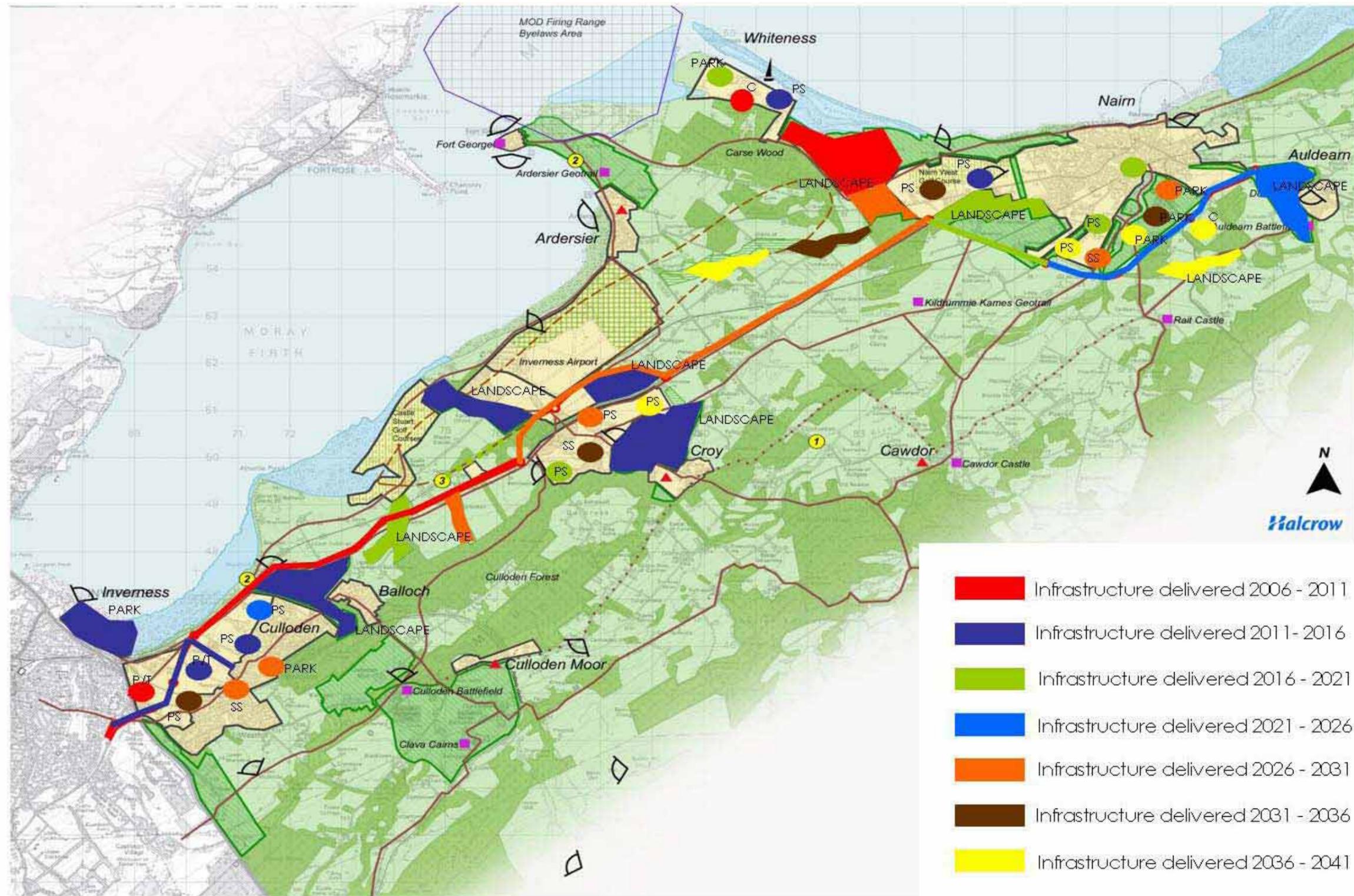
	2021 - 2026								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	£8.31m	-	-	-	-	-	-	-	-
Dalcross	-	-	-	-	-	-	-	-	-
Whiteness	-	-	-	-	-	-	-	-	-
Nairn	£5.54	-	-	£11.42m	-	£0.93m	-	-	-
Central	£1.16m	-	-	£2.38m	-	£2.31m	£0.33m	-	£0.5m
Totals	£15.01m	-	-	£13.8m	-	£3.24m	£0.33m	-	£0.5m

	2031 - 2036								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	£8.31m	-	-	-	-	-	-	-	-
Dalcross	-	£18.48	£5.4m	-	-	-	£3.3m	-	-
Whiteness	-	£7.92m	-	-	-	-	-	-	-
Nairn	£5.54m	-	£6m	-	-	-	-	-	-
Central	£1.16	-	-	-	-	£2.31m	£0.33m	-	£0.25m
Totals	£15.01m	£26.4m	£11.4m	-	-	£2.31m	£3.63m	-	£0.25m

	2036 - 2041								
	Primary Schools	Secondary Schools	Parks	A96	Green connections	Structural landscaping	Civic Investment	Public Transport	Admin Costs
East Inverness	-	-	-	-	-	-	-	-	-
Dalcross	£6.93m	-	-	-	-	-	-	-	-
Whiteness	-	-	-	-	-	-	-	-	-
Nairn	£5.56m	-	£5.93m	-	-	-	£2.48m	-	-
Central	£1.15m	-	-	-	£14.03m	£2.31m	£0.31m	-	£0.25m
Totals	£13.64m	-	£5.93m	-	£14.03m	£2.31m	£2.81m	-	£0.25m

Careful consideration has been given to the integration of the infrastructure phasing programme with the development phasing programme. Variations to the infrastructure phasing programme will need to be fully assessed in order to ensure that the impacts are fully understood, and that appropriate mitigation or action is taken in respect of achieving other outcomes across the Corridor as a whole.

Figure 8: Infrastructure Phasing Diagram



INFRASTRUCTURE FUNDING & BALANCE SHEET

The £230.9m infrastructure contribution from the development process must be raised over the development period. This contribution can either be in cash or kind.¹ The **Development Funding Protocol** identifies the level of this contribution for local (i.e. development zone) and common corridor-wide provision across a range of uses. The headline figure for residential contributions is:

Development Zone	Full Contribution per Home
East Inverness	£14,922
Dalcross	£13,415
Whitiness	£10,843
Nairn	£12,536
Central	£10,670

It is recognised that the common corridor-wide infrastructure provision is of regional significance. Consequently, the funding of this needs to be met from the public purse. This represents a total requirement of £56.17m. This reduces the headline figures for residential contribution by £3,179 per home:

Development Zone	Actual Contribution per Home
East Inverness	£11,744
Dalcross	£10,237
Whitiness	£7,664
Nairn	£9,358
Central	£7,491

Of course, similar off-set applies to other land uses

This subsidy is in addition to the specific infrastructure public investment contribution of £95.33m outlined earlier. Hence, total public investment in the A96 Growth Corridor will be £151.42m, representing 46.43% of the total infrastructure investment required.²

It is important to understand how development income will meet infrastructure costs over the long term. The **Balance Sheet** establishes the costs and income streams over the project period.

Development income is established and the private and public subsidy elements identified. Significant public sector contribution draw downs for specific infrastructural requirements are focused in the period 2011 - 2016 and in the final periods after 2026. This is because there is significant education and greenspace investment in these periods. This offers the opportunity for the public sector to spread the costs of provision over a substantial lead in period and it is recommended that this be investigated.

BALANCE SHEET

	2006 - 2011	2011 - 2016	2016 - 2021	2021 - 2026	2026 - 2031	2031 - 2036	2036 - 2041
PRIVATE DEVELOPMENT CONTRIBUTION	£10.8m	£33.4m	£30.31m	£25.52m	£28.04m	£23.22m	£23.44m
PUBLIC SUBSIDY CONTRIBUTION	£3.46m	£10.68m	£9.61m	£8.06m	£8.87m	£7.68m	£7.81m
DEVELOPMENT INCOME	£14.26m	£44.08m	£39.92m	£33.58m	£36.91m	£30.9m	£31.25m
TOTAL INFRASTRUCTURE COSTS	£28.87m	£58.31m	£29.76m	£32.88m	£78.45m	£59m	£38.96m
PERIOD BALANCE	-£14.61m	-£14.23m	£10.16m	£0.7m	-£41.54m	-£28.1m	-£7.71m
CAMPUS CONTRIBUTION	£17.5m						
OVERALL BALANCE	£2.89m	-£11.34m	-£1.18m	-£0.48m	-£42.02m	-£70.12m	-£77.83m

1. Where development involves investment to infrastructure outwith the phased period this may be credited, provided that investment is future proofed.
 2. Excluding water, drainage and other utilities. This also excludes local infrastructure such as pocket parks, local roads, affordable housing, etc

FUNDING PROTOCOL

Framework /Land Use	Quantity	Corridor Wide Contribution per unit/m2	Common Contribution (£)	Local Contribution per unit/m2	Local Contribution (£)	Total Contribution per unit/m2	Total Corridor Contribution
East Inverness							
Residential	3,471units	£3,179	£11,032,767	£11,744	£40,761,748	£14,922	£51,794,515
Food Retail	8,000m ²	£37	£298,206	£241	£1,930,427	£279	£2,228,633
Other Retail	14,000m ²	£21	£296,793	£137	£1,921,278	£158	£2,218,071
Business	55,000m ²	£5	£301,209	£35	£1,949,868	£41	£2,251,078
Leisure/Other	9,000m ²	£4	£36,569	£26	£236,729	£30	£273,298
Total	-	-	£11,965,544	-	£46,800,050	-	£58,765,594
Dalcross							
Residential	4,500units	£3,179	£14,303,501	£10,237	£46,065,912	£13,415	£60,369,413
Hotel	24,000m ²	£2	£47,908	£4	£108,754	£8	£156,662
Food Retail	1,500m ²	£37	£55,914	£85	£126,928	£122	£182,842
Business	238,430m ²	£5	£1,305,776	£12	£2,964,202	£17	£4,352,578
Industry	131,000m ²	£3	£370,559	£6	£841,194	£9	£1,211,752
Leisure/Other	24,500m ²	£4	£99,671	£9	£226,260	£13	£325,932
Total	-	-	£16,183,328	-	£50,333,250	-	£66,516,578
Whitiness							
Residential	1,950units	£3,179	6,198,184	£7,664	£14,944,875	£10,843	£21,143,059
Hotel	9,000m ²	£2	£17,490	£0	-	£2	£17,490
Total	-	-	£6,215,673	-	£14,944,875	-	£21,160,548
Nairn							
Residential	4,629units	£3,179	£14,713,535	£9,358	£43,316,587	£12,536	£58,030,121
Food Retail	7,000m ²	£37	£260,930	£198	£1,389,442	£236	£1,650,372
Business	78,000m ²	£5	£427,170	£29	£2,274,658	£35	£2,701,827
Industry	50,000m ²	£3	£141,330	£15	£752,575	£18	£893,905
Leisure/Other	10,000m ²	£4	£40,636	£22	£216,366	£26	£256,996
Golf Course	1	£10,211	£10,211	£54,374	£53,374	£64,585	£64,585
Total	-	-	£15,593,808	-	£48,004,000	-	£64,050,730
Central							
Residential	1,955 units	£3,179	£6,214,077	£7,491	£14,645,180	£10,670	£20,859,257
Total	-	-	£6,214,077	-	£14,645,180	-	£20,859,257
Over-all Total	-	-	£56,172,430	-	£174,727,355	-	£230,899,785

THE A96 GROWTH CORRIDOR DEVELOPMENT FRAMEWORK

Note: Corridor Wide Common Contribution of £56.17m to be met through public subsidy

It is recognised that certain contributions are lower than precedent would suggest is appropriate (e.g. food retail at East Inverness or the hotel at Whitiness). This should be reflected in discussions with prospective developers.

STATUS

This Framework was approved by the Planning, Environment and Development Committee of the Highland Council on 26th September 2007, and is to be used as Supplementary Planning Guidance to the approved Development Plan for the area.

This finalised framework will be fed into the preparation of the Highland wide Local Development Plan, which will be prepared over the course of the period 2008-2010.

STAGE 3 STUDY

The A96 Growth Corridor Development Framework provides an important and ambitious first step in bringing forward a planning concept to ensure the highest standards in place making.

Clearly, there are key actions, initiated by The Highland Council, that need to be collaboratively developed including:

- Undertaking discussions with landowners/developers regarding the development funding protocol in order to achieve formal acceptance and buy-in.
- Instigating discussions to secure commitments to public funding of infrastructure requirements (specific and subsidy). This should include the establishment of a corridor-wide infrastructure fund.
- Preparing detailed development master plans for the district centres identified in Nairn and the new centre proposal in East Inverness.
- Ensuring that regular quarterly updates of the development funding protocol and delivery costings are maintained.
- Preparing detailed development briefs and master plans for releases scheduled for 2011-2016, with supporting development appraisals and detailed development funding protocols.
- Establishing a mixed use policy approach in the context of master planning discussed above.
- Review of existing policy and advice to ensure this is co-ordinated and integrated to deliver Smart Growth outcomes.
- Reviewing Tornagrain master plan for compatibility with the Framework.
- Preparing a public art procurement protocol.





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