

Moray Estates
Development
Company Ltd

Tornagrain

A Planned Town for the Highlands



Introduction

Moray Estates proposes to develop a mixed-use new town on a site to the south of Inverness Airport, Dalcross. The site encompasses some 259 hectares and extends southwards from the A96 Trunk Road.

An outline planning application (09/00038/OUTIN) was submitted for the new town in January 2009 and the application is currently the subject of The Highland Council's Development Management process.

Planning permission is sought for a mixed use development of up to 4,960 homes, to be developed in a phased manner over a period of some 35 years.

The Proposals

The Vision

It is Moray Estates' aspiration that Tornagrain will set the standard for residential led development in Scotland in the 21st century. It is intended that Tornagrain will create a new and sustainable community for the Highlands which will:

- fit within the Inner Moray Firth settlement hierarchy providing all the retail, commercial and community services and facilities required for everyday life and, as such, reducing the need to travel and promoting social cohesion;
- be of exceptional environmental and design quality, a place with a distinctive identity and as such an inherently sustainable place through its enduring appeal;
- be compact and built for pedestrians rather than cars;
- contain a wide, but integrated, range of homes for different household sizes and incomes;
- have excellent public transport, walking and cycling connections to Inverness, Nairn, and the IABP;
- generate employment and also have good links to major local employment centres;
- complement the nearby countryside including existing buildings, features and views;
- incorporate features that will minimise impact on the environment and services such as roads, water and sewerage;
- include various open spaces and town squares, creating a safe, pleasant and distinctive place;
- encourage community involvement in civic life and promote a sense of pride and civic responsibility; and
- grow in a planned way so that all these objectives are met at each stage as it develops.

Design Principles

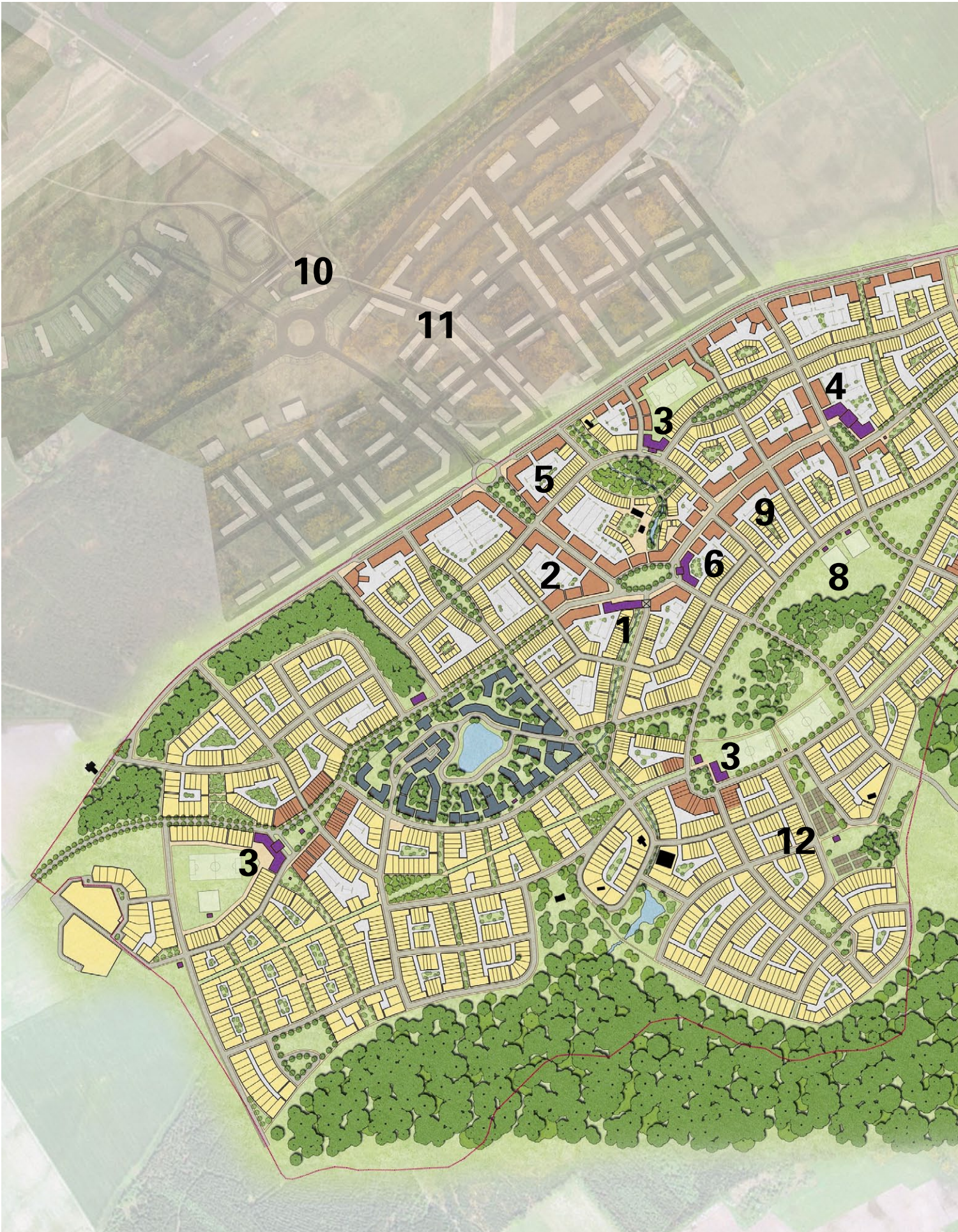
The proposed design creates a compact, diverse, mixed use walkable community of high quality set within a locally sensitive landscape framework. The masterplan reflects the importance of the thoroughfare network in influencing residents' mode of transport and encourages walking by the creation of streets designed for character, rather than traffic capacity. A Design Code has also been produced and submitted as part of the planning application. The Code sets out a form of regulation to ensure that development is implemented in accordance with the principles of the masterplan.

In recognition of the very high quality of design and commitment to sustainability at all levels, Tornagrain was selected as one of the 11 exemplar schemes in the Scottish Government's SSCI series.

Site Selection

The site is ideally positioned for a new settlement according to the criteria of PAN 2/2010:

- **Ownership:** the site is entirely within Moray Estates' ownership, which will assist implementation. There are no other land ownership issues that will prevent, or otherwise frustrate, delivery;
- **Physical:** a gas pipeline crosses the site however, discussions with Scottish Gas Networks for its relocation are at an advanced stage. SGN accept that relocation is their responsibility and that the works will be funded at their cost. It is anticipated that this work will be completed by 2013. There are no other constraints which would preclude development of the site;
- **Deficit funding:** not applicable;
- **Marketability:** development can commence in the short term and continue for the period of the LDP and beyond. The commitment of the Estate to delivering the scheme in the short term is evidenced by the submission in January 2009 of the planning application in principle and moreover by the production of a detailed masterplan for Phase 1 during 2010;



The Masterplan for Tornagrain (in the context of the airport and IABP)



Feature

- 1 Town Hall / Place of Worship
- 2 Supermarket
- 3 Primary School
- 4 Secondary School
- 5 Police, Ambulance, Fire Station
- 6 Hotel
- 7 Community Leisure / Pool and Secondary School Sports Facilities
- 8 Tornagrain Park
- 9 Health Centre
- 10 Train Station
- 11 Inverness Airport Business Park
- 12 Allotments

Colour Key

- Civic / Schools
- Commercial / Retail

- **Infrastructure:** the site is uniquely placed to take advantage of the proposed new station at Dalcross, for which planning permission has been granted. Social infrastructure including schools, leisure and community facilities will be provided on site as integral elements of the Masterplan as development proceeds. Phases 1 & 2 (844 units) can be delivered with minor infrastructure upgrades. The Estate is working with Scottish Water, Castle Stuart Golf Course, IABP and HIAL to agree a strategic solution for foul drainage. It is anticipated that this will be implemented in time for delivery of the first phases, though an interim measure has been agreed with Highland Council and SEPA in the form of a private wastewater treatment plant should it be required.
- **Contamination:** the existing use of the site is agricultural and it has been assessed as having low risk of contamination.
- **Land Use:** the site is ideally located, sitting centrally within the A96 growth area identified by Highland Council; directly south of the transport hub at Inverness Airport and the significant employment opportunity of Inverness Airport Business Park.

As such, the site for Tornagrain is unconstrained and can be classed as 'effective' land, which is appropriate for development, in the context of PAN 2/2010.

Delivery

The Estate has devoted significant resources to establishing the financial feasibility of the project. This has involved an assessment of the costs of delivery, how to approach the phased delivery of key infrastructure, and the implications of the A96 Growth Corridor Developers Contribution Protocol. The Estate is confident that this model of sustainable development will not only be socially, environmentally and financially sustainable in the widest sense but also financially sustainable to the Estate as promoter.

Phases 1 & 2 of the Masterplan, as allocated in the HwLDP, can be delivered in the short term utilising existing infrastructure capacity and with some minor upgrades. It is anticipated that strategic foul drainage infrastructure will be in place in time for the first phases, though a temporary solution has been agreed should it be required in the interim. With the early phases committed, other major infrastructure upgrades can be funded and the balance of the allocation can be delivered.

Detailed Proposals

The proposed new town will comprise: up to 4,960 Housing Units and supporting Community Facilities (up to 18,250m² comprising 4 primary and 1 secondary schools, and healthcare provision), Retail (up to 20,000m²), Business (up to 7,000m²), General Industry (up to 1,000m²), Storage and Distribution (up to 1,000m²), Hotels (up to 4,000m²), Residential Institutions (up to 5,000m²), Leisure (up to 1,900m²), Petrol Stations (up to 1,500m²) and associated Landscaping, Open Space, Infrastructure and Services.

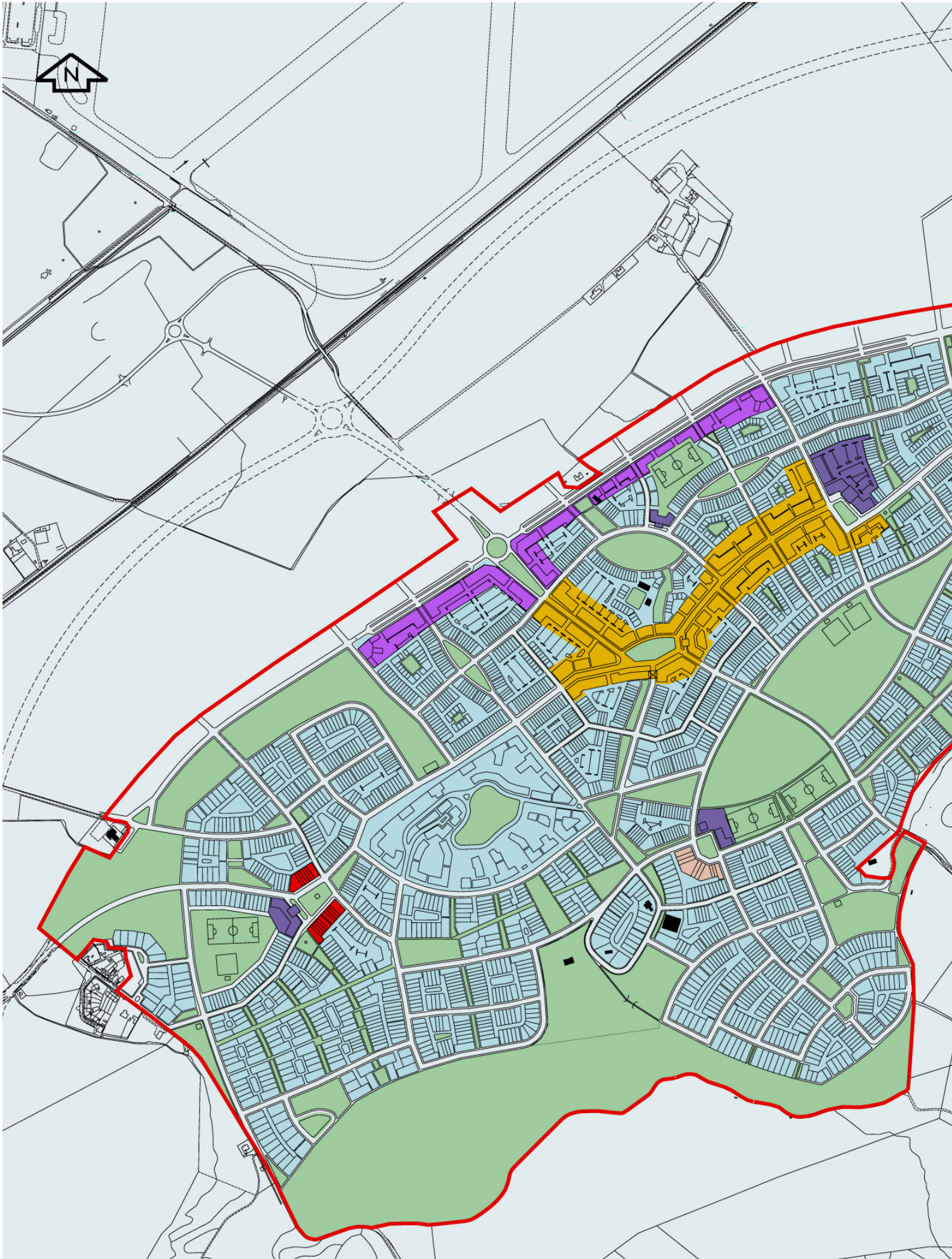
In addition the proposal will also provide 79.4 hectares of green open space of which 14.7 ha will be parkland and 12.9 ha will be playing pitches. The scheme provides the opportunity for the A96 Trunk Road, where it passes the site, to be diverted northwards and also includes a strip of land along its northern boundary to provide optimum integration and linkages to the proposed rail halt at Dalcross and IABP.

The distribution of uses at Tornagrain is illustrated below.

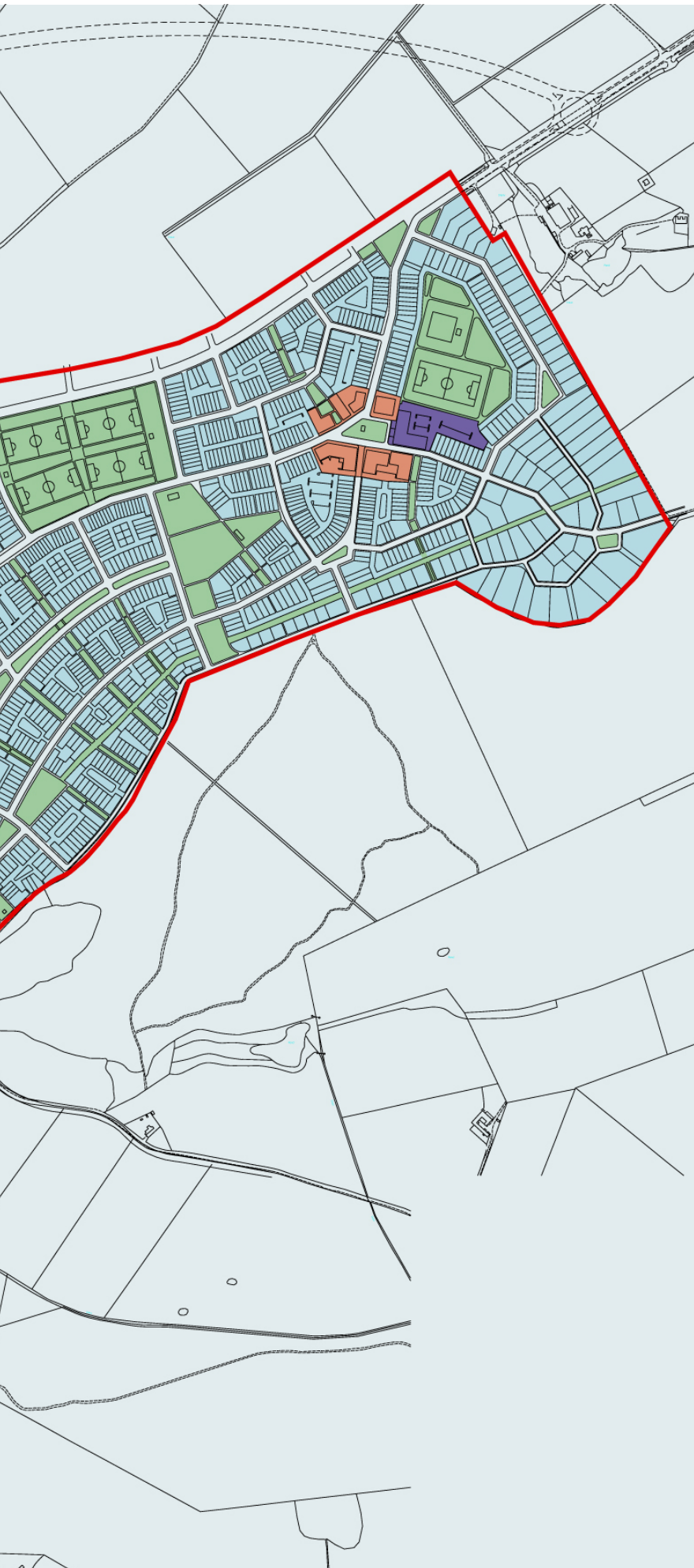
The proposed phasing of the non-residential elements of the development have been designed to allow the requisite mixed uses and open space to develop in parallel with the provision of housing to ensure the effective delivery of a sustainable community. This will see supportive services and open space being completed (as critical mass permits) in the interests of providing the future community with the best environment, services and quality of life, whilst promoting a cohesive civic identity from the foundation of the settlement.



Emerging Phase 1 Masterplan



Tornagrain distribution of uses



■ Residential - 4960 Units
■ Open Space - 79.4 ha

Class 1-3	20,000 sq m
Class 4	7,000 sq m
Class 5	1,000 sq m
Class 6	1,000 sq m
Class 7	4,000 sq m
Class 8	5000 sq m
Class 10	18,222 sq m
■ Including schools - 15,272 sq m	
Class 11	3000 sq m
Sui Generis	1,500 sq m
TOTAL	60,722 sq m

■ Neighbourhood Centre 1
 Class 1-3 1,500 sq m
 Class 4 500 sq m
 Total 2,000 sq m

■ Neighbourhood Centre 2
 Class 1-3 3,000 sq m
 Class 4 1,000 sq m
 Total 4,000 sq m

■ Neighbourhood Centre 3
 Class 1-3 2,250 sq m
 Class 4 750 sq m
 Total 3,000 sq m

■ Commercial Centre
 Class 1-3 3,250 sq m
 Class 4 3,600 sq m
 Class 5 1,000 sq m
 Class 6 1,000 sq m
 Sui 1,500 sq m
 Total 10,350 sq m

■ Town Centre
 Class 1-3 10,000 sq m
 Class 4 1,150 sq m
 Class 7 4,000 sq m
 Class 10 2,950 sq m
 Class 11 3000 sq m
 Total 21,100 sq m

Public Engagement

The new town of Tornagrain has been the subject of significant engagement with the local community and stakeholders. Running in parallel to the extensive public consultation exercise that was implemented by Highland Council in the preparation of the A96 Development Framework, the Masterplan and subsequent planning application proposals for Tornagrain were the subject of a broad and genuinely participative public consultation strategy on the part of Moray Estates.

This process began in September 2006 when the public Charrette, led by Andres Duany of Duany Plater-Zyberk & Company (DPZ), was held in Inverness to develop a Masterplan for the site. With Tornagrain identified in

the emerging A96 Framework as the preferred site for a new settlement, the Estate determined to progress the Masterplan as a planning application. Ahead of the submission of the application in January 2009, three public exhibitions were held, in November 2007, and March and September 2008, with the Masterplan refined at each stage. The Estate also held a series of meetings for local representatives, known as the Community Consultative Forum (CCF).

More recently, as a preferred option in the LDP Main Issues Report and subsequently an allocation in the Proposed Plan, the proposal for a new settlement at Tornagrain has again been the subject of extensive consultation with the Highland community and stakeholder organisations.

Publicly circulated newsletters for Tornagrain



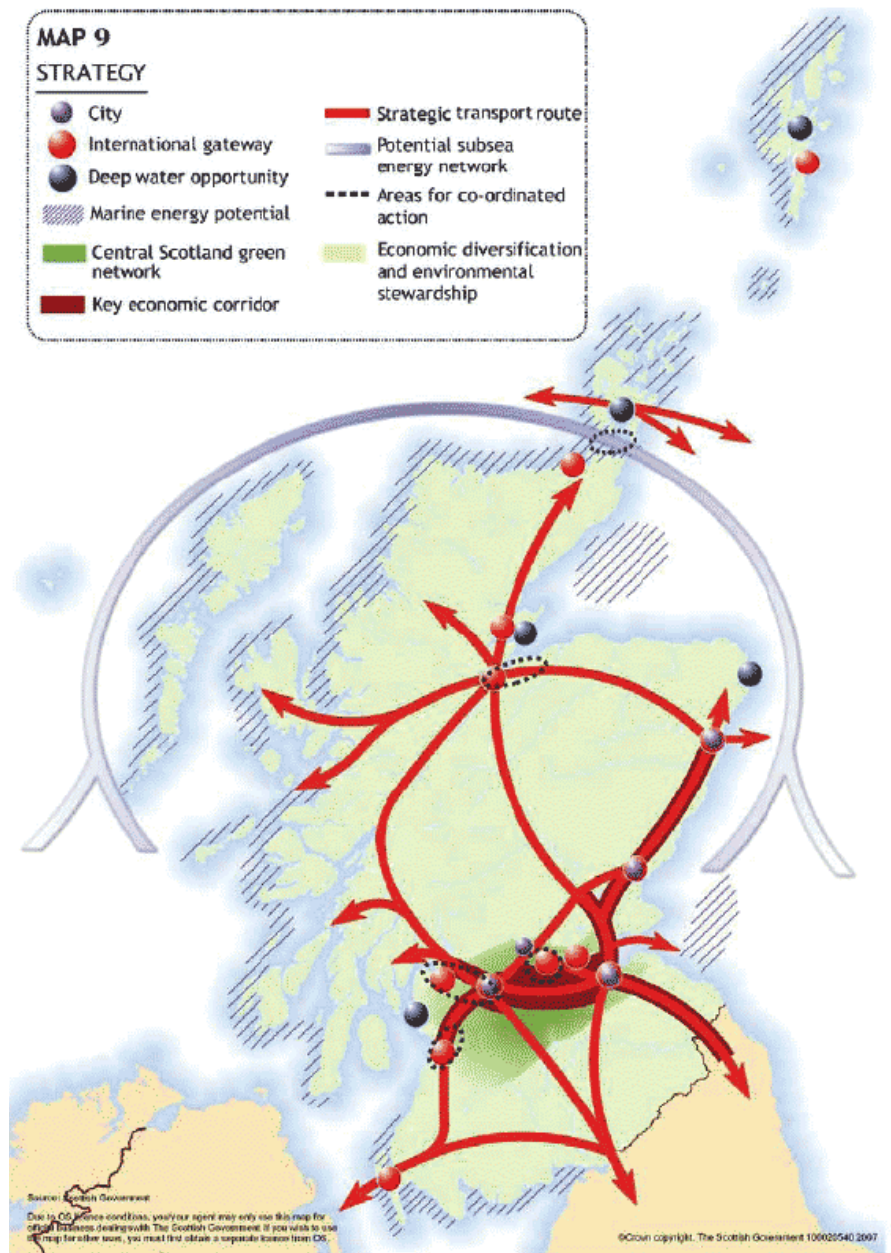
Status in Planning Policy

Since the A96 Corridor was first identified in the Highland Structure Plan 2001 as an area for expansion within the Inner Moray Firth, successive policy documents at all levels have confirmed this as the preferred, and indeed the only viable, option to accommodate future growth.

The planning policy context for Tornagrain and the A96 Corridor is summarised below:

The Scottish Government's National Planning Framework 2 (NPF2) sets out the strategic development framework for Scotland, as a nation. As such, it is the first tier of development plans in Scotland. This provides the National Planning Framework context within which the Highland Wide Local Development Plan should comply. It identifies the A96 Corridor as an Area for Co-ordinated Action and the main focus of growth in the Inner Moray Firth. The A96 Development Framework and Tornagrain are specifically recognised.

NPF2 confirms that, notwithstanding the consequences of the current downturn, there remains a pressing need for the planning system to help to deliver growth in the supply of new homes throughout urban and rural Scotland to respond to long-term housing pressures.



NPF2 Strategy Diagram

LPA are required to use the policies expressed in NPF2 and Scottish Planning Policy 2010 to inform the content of development plans. Both strongly advocate the allocation of a generous supply of housing land in accordance with the Housing Need and Demand Assessment for the area.

Most recently, in response to questions raised regarding the provision of an effective housing land supply as a result of the changed economic climate, the Chief Planner for the Scottish Government confirmed to all LPAs that *“Scottish Ministers continue to place a strong emphasis on the provision of new housing and therefore on maintaining a supply of land in the right places which is free of all constraints and can be developed”*.

SPP identifies that new settlements may be appropriate if justified by the scale and nature of the housing land requirement. LPAs are also advised to try to integrate employment generation opportunities with supporting infrastructure and housing development.

Tornagrain will help to deliver these national aspirations.

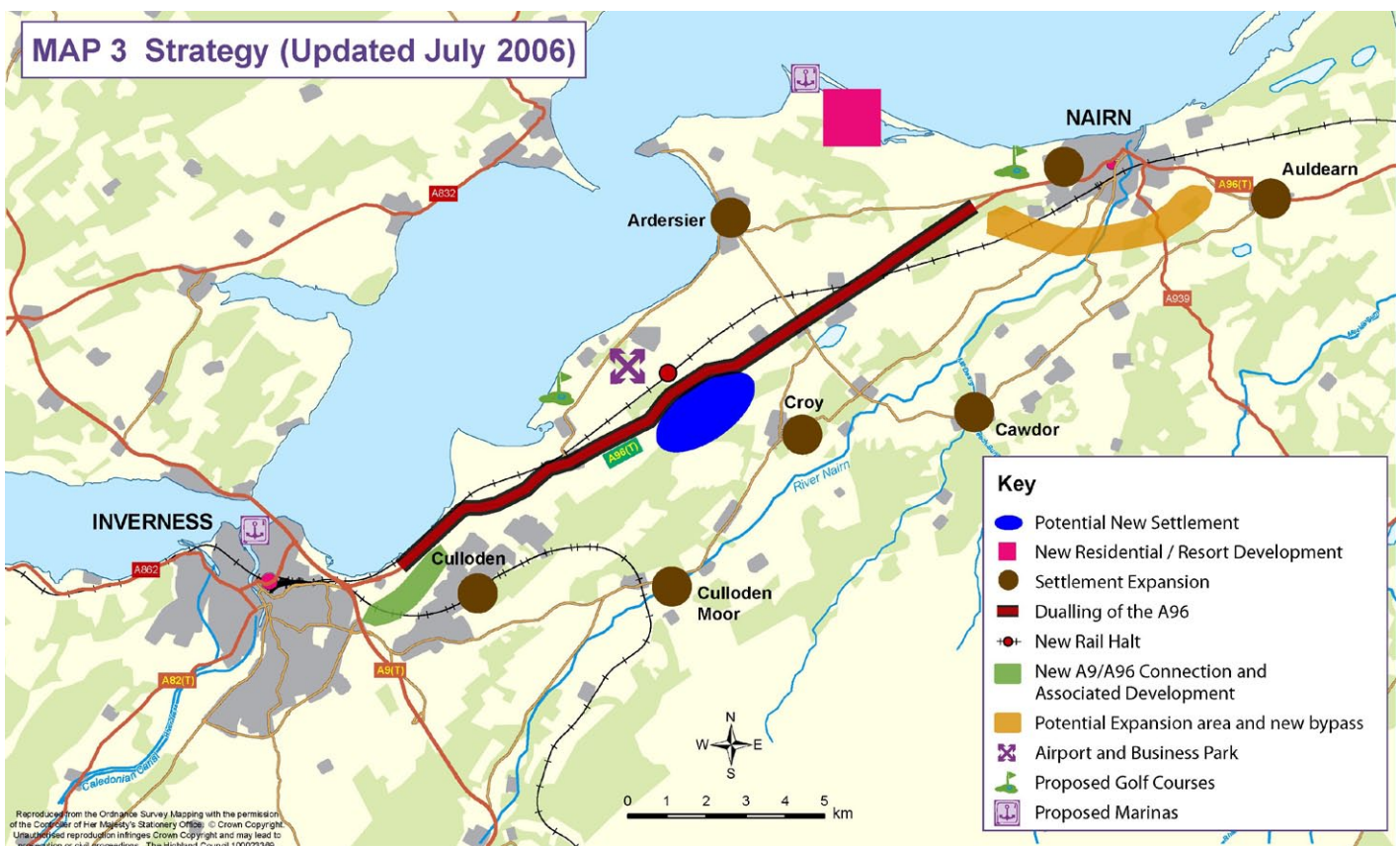
The proposal is also consistent with the existing Development Plan. The Structure Plan 2001 promotes

comprehensively planned new settlements linked to business opportunities associated with the airport; the 2003 Inverness City-Vision encourages the creation of new communities strategically located along the trunk/rail route to Nairn; and the A96 Framework allocates the site for a new town.

The strategy set out in the A96 Framework has been carried forward in the Highland-wide LDP. The direction of growth to the A96 Corridor has been reinforced in successive planning policy documents and at all levels. It has been the subject of SEA in conjunction with both the A96 Framework and the emerging HwLDP. The alternatives to allocating future growth to the Corridor have been dismissed, and in the case of Tornagrain, no reasonable alternative could be identified.

The HwLDP will provide the planning framework for Highland over the next 10 years and beyond. It is required to address not only the demand for growth over that period, but also the backlog which has accumulated in recent years. All of the policy documents outlined above align to confirm the A96 corridor as the only viable option to accommodate future growth in the region, of which Tornagrain is a key part. It is through the HwLDP, that this long-identified policy objective will finally be implemented.

The A96 Framework Strategy Diagram



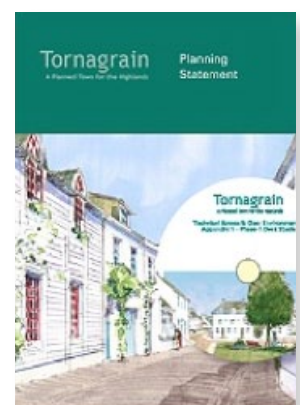
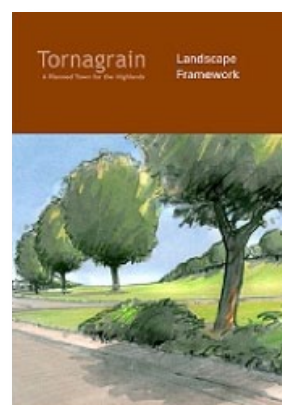
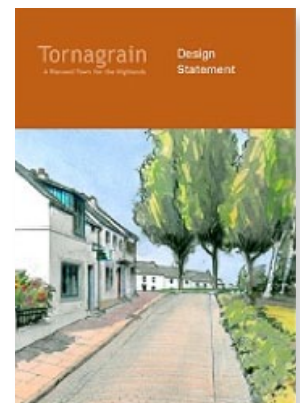
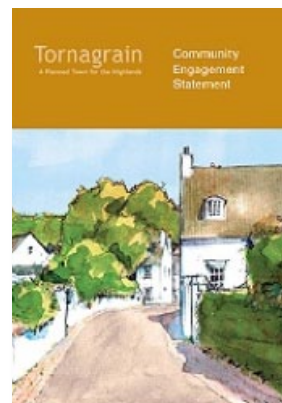
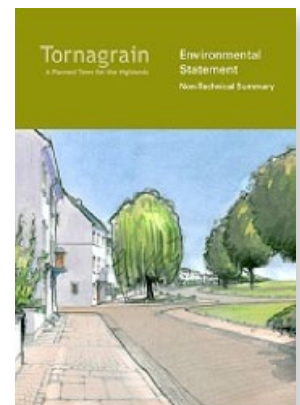
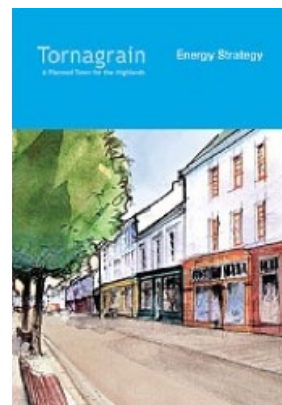
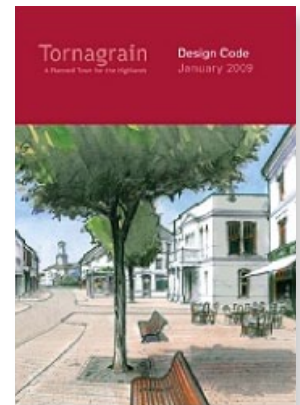
Planning Application in Principle

An application for planning permission in principle for Tornagrain was submitted to The Highland Council in January 2009. The application submission comprised the following:

1. Drawings, including illustrative plans of bulk & massing, distribution of uses, phasing, open space allocations and layout
2. Landscape Framework
3. Access Management Plan
4. Design Statement
5. Design Code
6. Energy Strategy
7. Planning Statement
8. Environmental Statement:
 - a. Non Technical Summary
 - b. Main Report
 - c. Construction Environmental Management Plan
 - d. Technical Annexes addressing the following topics:
 - Agricultural Land
 - Air Quality
 - Cultural Heritage
 - Ecology
 - Geo-Environment
 - Landscape and Visual Amenity
 - Noise and Vibration
 - Socio-Economics
 - Surfacewater Drainage and Flood Risk
 - Sustainability
 - Transport
 - Waste
9. Community Engagement Statement.

The application is currently being considered by Highland Council's Planning Services.

Response to the application has been positive, with no outstanding objections from statutory consultees and, for the scale of the proposal, relatively few from the local community. There are a small number of consultees yet to comment, in particular Transport Scotland, however agreement on the scope for a revised Transport Assessment has been reached and this is expected to be finalised in October.



The Estate had expected the application to be determined in the context of the A96 Development Framework, enabling development to come forward as early as 2011. Whilst the Estate's delivery programme has since been delayed pending completion of the LDP process, the Estate has used the intervening time to develop a detailed scheme for Phase 1 and to work with infrastructure providers, to ensure that implementation can proceed as soon as planning permission has been granted.

In summary, there are no significant constraints to the delivery of Tornagrain as a new settlement in the Inner Moray Firth. The land is in single ownership, there are no physical constraints to development and it is not dependant upon the delivery of major infrastructure during the LDP period. The allocation of a new town in this location accords with existing planning policy at all levels and will deliver a sustainable settlement of the highest design quality which will meet an identified need and contribute to the future success of Highland.

Illustrations of the Phase 1 Scheme for Tornagrain



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