

Tornagrain

A PLANNED TOWN FOR THE HIGHLANDS

AUGUST 2006

Welcome from Moray Estates

■ By John Doune

Welcome to the Tornagrain charrette process. I very much hope that the activities of the next month will not only produce plans for a town which we can all be proud of, but also produce a model for developer/community engagement that will be repeated elsewhere.

My family's interest in the area, through the ownership of the Castle Stuart Estate, stretches back many generations. As soon as it became clear to us that the principal growth area for Inverness and Nairn (the A96 Corridor) would include the Castle Stuart Estate, we began to carefully consider how we could contribute positively to addressing the expected growth, especially with regard to housing and employment.

It is not the first time that the Moray family have been involved with new town design. In the 1820s my family developed a small farm, Drumsheugh, on the edge of Edinburgh into what became an integral part of Edinburgh's New Town, centred on Moray Place and Ainslie Place. Key to the success of this development was the use of a design code produced by the architect Gillespie Graham, which ensured the original vision was implemented. This is an approach that could be adopted at Tornagrain.

We were delighted recently to announce the appointment of Andres Duany of Duany Plater-Zyberk & Company to produce the masterplan. Andres and his team are world leaders in traditional town planning and design and their "charrette" process is the most engaging community-developer design process we have seen.

We are now very enthusiastic about the potential of this process to produce a new community which will be an enduring success and one which we can all be proud of – the sort of place you like when you see it but thought wasn't built any more.



Aerial view of proposed site from the east

Have your say

We are planning to build a new town at Tornagrain just off the A96 between Inverness and Nairn and want to involve local people in its planning and design from an early stage.

Highland Council are currently studying the A96 corridor to identify new locations for housing over the next 30 years.

In the first part of their study, the Council proposed that there should be a new settlement at Tornagrain for 10,000 people. As part of the second part of the study we are holding an innovative design exercise involving local people – known as a charrette – to consider how this new town at Tornagrain should be laid out.

A charrette is an intensive planning workshop where the public, designers and consultants work together on a vision for development. We've provided more information about the process and how it works on Page 11

The Tornagrain charrette will be led by Duany Plater-Zyberk & Company – world leaders in traditional urban design.

This is not a consultation on an existing plan. We're starting with a blank sheet of paper so your views at this early stage will make a difference and play a key part in the future of the area.

Inverness, Nairn and the surrounding area will almost certainly see considerable growth in the coming decades. This is your chance to come along and voice your ideas, views and concerns about one of the proposed developments to cater for that growth.

We look forward to welcoming as many of you as possible to the charrette which is being held over ten days at the Drumossie Hotel, Inverness and opens with a presentation at 7.00pm on 5 September. A full charrette programme is on Page 12.

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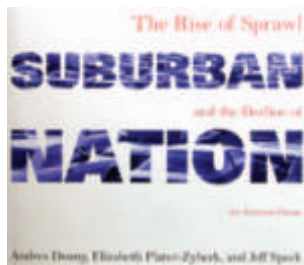
Introducing the Project Team

DPZ

Duany Plater-Zyberk & Company (DPZ) celebrated its 25th year of town planning in 2005. The company is a major leader in the practice and direction of urban planning, having designed over 300 new and existing communities worldwide. Their projects have received numerous highly regarded awards, including 2 American National AIA Awards and 2 Governor's Urban Design Awards for Excellence. DPZ's work has exerted a significant influence on the practice and direction of urban planning and development in the United States, Europe and Asia.

The firm is led by its Principals, Andres Duany and Elizabeth Plater-Zyberk, who are co-founders of the Congress for the New Urbanism (CNU), recognised by the New York Times as "the most important collective architectural movement in the United States in the past fifty years." New Urbanism is an international movement that seeks to end suburban sprawl and urban disinvestment. The movement, currently over 3,000 strong, marked a turning point from the segregated planning and architecture of post-war America; instead, they advocate and promote the universal and time-tested principles of planning and design that created the best-loved and most-enduring places throughout the world.

Duany and Plater-Zyberk's recent book, *Suburban Nation*, written with Jeff Speck, was hailed in the



American press as "an essential text for our time," and "a major literary

event." In 2004, *Builder Magazine* recognised Duany as the 5th most influential person in home building, the ranks of which included economists, bankers and developers, as well as architects, planners and builders. Duany was top-ranking individual from the private sector. Duany sits on the board of the National Town Builders Association, and Plater-Zyberk, as a Dean of the School of Architecture at the University of Miami, shepherds the Knight Program in Community Building, a programme that brings an interdisciplinary approach to the revitalisation of inner cities. These and other efforts have earned Duany, Plater-Zyberk, and the firm at large international recognition.

DPZ has taken a leading role in the rebuilding of the Mississippi and Louisiana coasts since Hurricanes Katrina and Rita. Working with both the Mississippi Governor's Commission on Recovery, Rebuilding and Renewal, and the Louisiana Recovery Authority, DPZ's planners and designers have generated plans for rebuilding at regional, local and neighbourhood scale. All of the work has been undertaken using the charrette methodology. Most recently DPZ led a charrette in the Gentilly neighbourhood of New Orleans; the effort was performed pro bono.

The projects of DPZ have focused international attention on urbanism and its post-war decline. DPZ was instrumental in the



creation of the Traditional Neighbourhood Development (TND) Ordinance, a prescription for pedestrian-oriented, mixed-use, compact urban growth, and which has been incorporated into the zoning codes of municipalities across America. The firm has developed a comprehensive municipal zoning ordinance called the SmartCode, prescribing appropriate urban arrangement for all uses and all densities.

Andres Duany, F.A.I.A



Andres received his undergraduate degree in architecture and urban planning from Princeton University, and after a year of study at the Ecole des Beaux Arts in Paris, he received a master's degree in architecture from the Yale School of Architecture. He has been awarded several honorary doctorates, the Brandeis Award for Architecture, the Thomas Jefferson Memorial Medal of Architecture from the University of Virginia and the Vincent J Scully Prize for exemplary practice and scholarship in

architecture and urban design from the National Building Museum.

DPZ participants



Senen Antonio



Eusebio Azcue



Lourdes Castaner
Coordinator



Mike Watkins

Andres Duany – Principal
Galina Tahchieva – Project Manager
Marina Khoury
Matt Lambert
Gustavo Sanchez
James Wassell

Partner Participants

As well as bringing their world renowned urban design skills DPZ also bring a very flexible and locally sensitive approach. To ensure that their skills and approach are maximised DPZ graft onto the skills of local and regional expertise in the



Andres Duany at the quarry, Tornagrain.

a more local, settlement specific basis. The team have considerable years' worth of experience of consultancy and project management in the public and private sectors and have an established reputation for undertaking high quality consultancy.

■ **APPLIED ECOLOGY LTD – Ecology and Environment (Cambridge)**

Dr Duncan Painter

Applied Ecology Ltd is an ecological consultancy specialising in the provision of practical ecological expertise. The company was set up by Dr Duncan Painter, and draws on over 15 years' experience in all areas of nature conservation/biodiversity research and ecological and environment management

■ **FULCRUM CONSULTING - Civil/Utilities (Edinburgh)**

Andrew Thomson

Fulcrum Consulting, founded in 1984, is a leading firm of multi-disciplinary consulting engineers who deliver fully integrated design of building services and infrastructure. Fulcrum also advises on building design and built fabric solutions which ensure minimum environmental impact and is one of the UK's leading exponents of innovative and sustainable procurement systems.

■ **SAVELL BIRD & AXON – Traffic & Transportation (London)**

Julian Foot

Savell Bird & Axon was established in 1994, and is now one of the UK's largest independent specialist transport consultancies.

The Company has 55 people and 6 Directors between its London and Manchester offices, working on projects throughout the UK and Ireland. The principals of the Company are regularly involved as expert witnesses at Planning Inquiries, and in providing strategic advice on emerging transport and land use policy.

■ **HORNER + MACLENNAN – Landscape (Inverness)**

Roz Maclellan

Horner + Maclellan have considerable experience in Landscape Design, Landscape Masterplanning and Landscape and Visual Assessment. Clients include Government Agencies, Local Authorities, Private Developers. Based in Inverness, previous projects have landscape and visual assessments for windfarms, run of river hydro electric generating schemes, roads, research commissions, hard and soft landscape design for business parks, residential developments, private gardens and school campus and artists' impressions for a variety of developments.

fields of urban design and architecture. These partners are as follows:-

- Paul Murrain - UK
- Ben Pentreath - UK
- Duane Phillips - Germany
- Niall Murphy/Austin Smith Lord - Glasgow
- Lachie Stewart - Inverness
- Colin Ross / Law Dunbar Nasmith - Edinburgh

■ **DTZ – Economic Forecast and Market Research (Edinburgh)**

- Robert McDowall
- Fionna Kell
- Fiona Clandillon
- John Boyle

DTZ Consulting & Research has substantial experience in projecting demographic profiles on a strategic, housing market basis and

Andres Duany giving opening presentation at a charrette.



Background Briefing

Growth Strategy for the A96 Corridor



The A96 Corridor showing Inverness, Nairn and Tornagrain.

Inverness and parts of the Highlands have together undergone a much-needed positive transformation over the last 30 years. The population of the wider Inverness City area has grown by 34% during this period; this equates to an extra 30,000 people in Inverness and Nairn since the 1970s. The Highland Council expect this will continue over the next 30 years. Household growth would occur even without population growth as households get smaller. If population growth is added, particularly from immigration then The Highland Council expect an additional 12,000 homes will be required over this period.

Because of physical constraints to Inverness to the north, west and south, The Highland Council have identified the A96 Corridor, including East Inverness and Nairn, as the main growth area for jobs and homes. The A96 Corridor is ideally suited for this role given its excellent transport links and existing employment allocations.

This approach has been

approved in the hierarchy of statutory planning documents.

The National Planning Framework for Scotland, published in 2004, sets out a spatial development perspective for the whole of Scotland to the year 2025. The framework is not a blueprint for precise location and scale of development, but is a material consideration in framing planning policy and is taken into account by the Scottish Executive and its agencies. The Framework recognises that Inverness is the main administrative, medical, retail and leisure centre for the Highlands.

The Framework recognises the strategic importance of the A96 Corridor as it states that although Inverness' economic base remains relatively narrow, "Inverness and the Inner Moray Firth is an economic development zone with considerable potential. To the east of the city, the A96 Corridor and the Airport offer opportunities for future expansion."

At a regional level, The Highland Structure Plan goes into more detail as to why the A96 Corridor

offers a sustainable option for meeting housing needs in the region, stating that "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 plan recognises the physical constraints, particularly of Inverness and the transport opportunities offered within the A96 Corridor, making this area the most appropriate location to achieve long-term planned, sustainable growth.

The Structure Plan was approved by the Scottish Ministers in March 2001. The Plan has identified the need to earmark a supply of land for more than 10,000 new dwellings in the Inverness and Nairn areas in the period through to 2017 and recognises that land stocks around Inverness will not extend beyond 2011.

At a local level The Inverness Local Plan, which was adopted in March 2006, and the Inverness City Vision (2003), endorse the Highland Council's view of the strategic importance of the corridor in terms

of housing provision for the region. The two documents acknowledge the suitability of the A96 Corridor as the optimum location for longer-term development post-2011.

The two Local Plans for Inverness and for Nairn covering the Corridor prioritise the development of established housing and community land allocations situated within existing settlements. These areas have sufficient capacity to meet expected needs until 2011.

The Council has applied a corresponding policy within the A96 Corridor which sets a strict presumption against piecemeal and premature development during that period. The main exception to this safeguarding policy is the proposed Business Park which is being developed by a public-private consortium (including Moray Estates) in conjunction with continued expansion of Inverness Airport. Construction of a new dedicated access road into the new airport complex has also been completed. (Further comment on the proposed business park is provided on page 7).



The Future

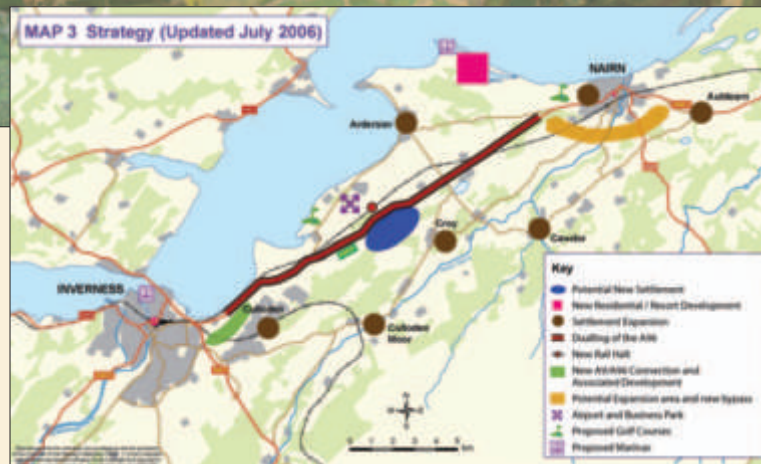
Analysis is being undertaken by the Council to identify how best to deliver the forecasted population growth and this has been split into two stages. Stage One of this exercise was completed by FG Burnett in mid 2005. This was described as the “Proof of Concept” stage, and it looked in broad terms at an appropriate settlement strategy for the corridor sufficient to accommodate the proposed population expansion.

The Stage Two contract involves more detailed analysis of the capacity and delivery issues associated with the proposed settlement strategy.

The Stage One study proposes a masterplan incorporating “polar” expansion of Inverness and Nairn, together with modest growth of established villages as well as the founding of two new settlements at Whiteness and Tornagrain.

This distribution was endorsed by the Highland Council’s Director of Planning and Development in his report to committee in June 2005. This report stated that the Tornagrain site, “enjoys better separation from airport activities and benefits from well-established treebelts along a significant portion of its frontage with the A96. Access into the site will be opened up by the current roadworks scheme, a sunk investment. The configuration of the land is gently undulating and rises to mature forest backdrop giving good containment and outlook.”

The Council considers that the sustainable planning of these communities requires them to be closely integrated with substantial upgrading of the A96 trunk road and Aberdeen rail links together with intersecting local distributor/bus routes. Opportunities exist for new public transport interchange facilities serving these settlements. These should link residents and commuters to established (and new) sources of employment situated along the corridor and also



The Highland Council A96 Corridor Masterplan.

to higher-order commercial and public services located within the established centres of Inverness and Nairn. Comparable enabling actions are required to build and to strengthen the key utility networks, notably electricity, water and drainage.

The Stage Two commission is focusing on the production of three Frameworks; development proposals for East Inverness and Nairn South; and proposals for the area between the two poles which covers the proposed new communities at Whiteness, Tornagrain as well as the business and employment allocations for the airport and Business Park. This final document will also provide a

framework for infrastructure, landscape and recreational provision within the corridor. This is more commonly known as the Green Framework.

Generally, the frameworks will be broad, indicative and strategic representations of urban form, accessibility, land use, infrastructure and environmental assets. The Frameworks will provide information relating to density, open space, use mix phasing and other relevant considerations.

Following completion of the Frameworks, issues relating to implementation and funding will be addressed, and a Strategic Environmental Assessment for the corridor will be undertaken.

The Story So Far...



Inveraray, Argyll – planned town from 18th and 19th Centuries.

Mo'ray Estates had their first discussions with The Highland Council on the principles of growth in the Corridor in 2002 with a level of enthusiasm that was not necessarily matched, on the Estates' part, with an understanding of what the proposals of change could hold for the region. Since those discussions, the Estate has embarked on a rigorous programme of research and analysis in order to educate itself on the possibilities and benefits that could be achieved from the development of a new settlement at Tornagrain.

From the outset, it was important to the Estate that a place was created that the Highlands could be proud of, as well as one that sat well within a hierarchy of settlements that already existed within the Corridor. For this reason, it set out at an early stage a series of building principles for the planning of the new town.

GUIDING PRINCIPLES FOR A NEW SETTLEMENT

1. It will be a compact town, scaled for the pedestrian rather than the motorist.
2. It will be large enough to support an excellent range of community and leisure facilities plus appropriate local shops.
3. It will contain a wide, but integrated, range of homes for different household sizes and incomes.
4. It will have excellent public transport, walking and cycling connections to Inverness, Nairn and the airport / business park complex.
5. It will generate new employment and will be integrated with major local employment centres.
6. It will complement the surrounding landscape and take advantage of existing buildings, landscape features and views.
7. It will incorporate innovative environmental measures, designed to minimise consumption of natural resources and reduce dependence on main infrastructure.
8. It will be the centre of architectural excellence and innovation in the Highlands.
9. It will encourage local town management and will actively foster a sense of pride and civic responsibility.
10. It will enjoy planned growth, so that all the above objectives are met at each stage of its development.

The research over the last three years has included trips to a multitude of places across Scotland and the UK, Europe and the US. These locations include Dunkeld, Cromarty, Forres, Inveraray, Edinburgh, London, Poundbury in the UK; Copenhagen, Denmark, Delft in the Netherlands; and Kentlands, Savannah, Celebration, Windsor and Seaside in the US. We visited ancient towns, newly created towns, garden cities, post war new towns and post war suburbia. We looked at best practice but also examined what had not worked.

For all of these trips, the focus was to understand what makes a successful town or settlement. Whilst the architecture of the places visited can be important, the main focus has been on the nature, layout and urban form of places rather than individual building design. It is on these issues where judgements have been made on the relative successes of particular locations as well as the lessons that could be taken forward in the town planning and charrette proposals for Tornagrain.

We have also sought to understand what can go wrong – why some growing towns and cities are associated with problems such as congestion, decline of town centres, loss of sensitive landscapes and poor quality built environment. It became clear to us, as it has to many others, that it isn't growth that's the problem, but the way in which growth has been accommodated. In many cases, recent growth has created:

- *Communities where it is often just too far or too difficult to walk for your daily needs. In short, places where you must have a car.*
- *Roads suffering increasing congestion because all inhabitants need their car to go to work, to shop or to get children to school.*
- *Town centres which, despite population increases, continue to struggle. Where retailing is moving from centres to relocate where car-dependent shoppers can park.*
- *Communities where the normal interaction of traditional towns has been lost as people have no access on foot to parks, shops and cafes.*
- *Large amounts of land consumed by development of low density schemes and all the infrastructure, particularly roads needed to serve them.*

Our existing communities can continue to grow like this and some economic advantages may occur because of it, but congestion will increase, town centres will struggle to survive, despite the best efforts of many, and people will become ever more reliant on their car.

We firmly believe that with the creation of a planned new town at Tornagrain, growth can be accommodated in a form that will overcome the

Below: Vernacular house style, Cromarty.

Bottom: Forres High Street, high density mixed use.





Top: Riverside terrace in Inverness. Above: Square in Dunkeld

problems set out above, and instead create an attractive place to live. This desire for change in the way we plan our towns, has led the Estate to the principles of New Urbanism and the work of Andres Duany and Duany Plater-Zyberk & Company (DPZ). At Tornagrain, the Estate is firmly committed to a pattern of growth that will:

- Optimize its excellent transport links, particularly rail, to allow people to travel to Inverness centre, to work or shop, without using their car.
- Be compact and walkable, with streets and roads designed to accommodate the car, not for the car.
- Provide for people's daily needs within a comfortable walking distance.
- Have jobs in close proximity to where people live, at the Business Park and within the community.
- Reduce land used for development through compactness and dense development.

Since the initial discussions with The Highland Council, the Estate has been working with a team of experts to ensure that all physical characteristics and technical issues that could influence the form and nature of development at Tornagrain are analysed closely.

This research includes:

- An analysis of the population forecasts for the A96 corridor including population modelling. Early indications suggest the Councils forecast of 30,000 growth in 30-40 years is robust but with caveats.
- A detailed examination of important elements of the landscape and biodiversity on the site including habitat mapping.
- A transport and surface access strategy.
- A socio-economic impact assessment to identify the social, economic and community based demands that need to be satisfactorily addressed to maximise the potential for the site. A key part of this has been to examine the local economic base to examine strengths and weaknesses.
- A detailed Case Study report looking at architecture and the built environment in the Highlands, as well as New Urbanist Towns in Europe and the USA.

Andrew Howard – Managing Director, Moray Estates

Inverness Airport Business Park



Inverness Airport Business Park Masterplan

Inverness Airport Business Park Limited is a joint venture company comprising Highlands and Islands Airports Limited, HIE Inverness and East Highland and the Moray Estate. It has been formed to progress the development of a 250 hectare site at the airport, located seven miles to the north-east of Inverness and immediately north of the A96. This strategically important location forms an integral part of wider development plans for the A96 corridor and Inner Moray Firth.

The location adjacent to Inverness airport was chosen for a number of reasons;

- Airports are important engines of economic activity providing as they do connections to the rest of the business world;
- The site is adjacent to the A96 and close to the A9 connecting Inverness to the central belt and beyond; and
- The Inverness – Aberdeen rail line runs through the site providing exciting opportunities to open up rail connections to central Inverness and beyond.

IABP Ltd's concept masterplan envisages a mixed development of office, light industrial, hotel, and freight and aviation-related uses in landscaped surroundings.

The first phase of development is forecast to include the creation of 16,500m² of business accommodation, including an airport hotel. Around 260,000m² of accommodation could be developed on the site over 30 years, supporting as many as 5,000 full time jobs.

The construction of a new £4 million road link between the airport and the A96 trunk road was completed early this year and is a

step towards realising the development potential of the IABP site. The road and associated access infrastructure was funded by the European Regional Development Fund through the Highlands and Islands Special Transitional Programme 2000 – 2006, Inverness and Nairn Enterprise, Highlands and Islands Airports Limited and The Highland Council.

The joint venture partners are supported by The Highland Council as a loan stock provider through its funding contribution to the new link road between the airport and the A96.

The joint venture partners, and the Estate separately for Tornagrain, have looked at the strengths and weaknesses of the local economy in order to understand the immediate market in which we are operating. We are all aware that the local economy is overreliant on the public sector, health and tourism. We understand the need to diversify and strengthen the local economy.

To do this we have to consider Inverness as a location competing with many other locations around the UK and the world for enterprise and investment. If Inverness is to be successful in encouraging or attracting that enterprise and investment, then it needs to create a suitable environment in which to do so.

Part of that environment is the physical built environment on offer to people attracted to the area. For both IABP and Tornagrain this has to be of the highest quality to stand out from our competitors. Both IABP and the Estate understand that challenge and are ready to address it.

IABP has now formulated its strategy for implementing the business park and expect the first developments to proceed shortly.

The Growth of Inverness and Nairn

HISTORIC INVERNESS

Inverness has been a settlement since ancient times due to its strategic location. The first recorded development is King David's 12th century stone castle and the formation of a royal burgh. The town was small through the medieval period, with a defensive town ditch running on the line of what is now Academy Street and Hamilton Street. By 1580, a plan shows a flourishing small town, complete with castle, church, bridge, monastery and the streets clustered at the castle's base. This medieval layout has remained the core of the town ever since. The Cromwellian pentagonal citadel of 1652-57 north of the town preceded the gradual expansion of the town in this direction. By 1769, Inverness was described as 'large and well built', yet it was still small compared to its present form.

The 19th century saw increased development, with the residential areas of Drummond, Ballifeary and Muirtown being developed in the 1860s to cope with the expanding population. In 1831, Inverness had 9,633 residents; by 1891, the figure had grown to 20,855. This increase coincided with the growing economy due to the 19th century expansion of the harbour, the completion of the Caledonian Canal in 1822 and the Highland Railway from Inverness to Nairn in 1855, all of which connected Inverness to more trade and commerce.

MODERN INVERNESS

In the 20th century, the provincial town disappeared as the still relatively confined boundaries of Inverness were pushed out much further. The population escalated as Inverness became increasingly prosperous, its industries diversified and

communications improved. In a hundred years, the population grew from 21,238 in 1901 to 50,970 in 2001. The post-war 'housing settlements' of Dalneigh and Hilton together with the 1970s satellite villages of Balloch, Westhill, Culloden and Smithton provided the needed housing. Of the 50,970 Inverness residents, some 9,000 live in the Balloch, Culloden, Smithton and Westhill settlements. New streets emerged in the braes of Scorguie, Kinmylies and Balnafettach west of the canal, and old poor-quality housing stock in the city centre was cleared and replaced. The 1990s and 2000s have seen further development on the edges of the city, particularly in the south and the east sides, such as Inshes, Balloan and the Inverness Retail Park along the A96, forming almost another ring of development. The satellite villages have also been expanded and are now substantial settlements. This development continues today as the city's boundaries are pushed ever further outwards. The population of Inverness, Smithton, Culloden and Balloch is approximately 55,000. In 2000, Inverness was granted city status.

The impact of this growth in land required has changed significantly. The images below show the growth in land area of Inverness from 1971 to a forecast 2016. The population in 1971 was c36,000; by 2016 it is expected to double to 70,000. The impact in land take is however very clear, with Inverness projected to much more than double in size. If development continues as per the current model the expected growth over the next ten years will require something in the order of

1000 acres of land for housing alone – an area bigger than Smithton, Culloden and Balloch.

HISTORIC NAIRN

Nairn existed as a settlement as early as the 4th century, but the town's development really began in 1196 when Alexander I constructed a castle and settlement on the site. The later medieval period saw the castle replaced, and probably brought inland, and the village settlement definitely existed on the current core of Nairn, following a traditional burgh pattern. An early 1560s description states it was a single long street, with a tollbooth at its entry. The town was also split, with the south-west end of the street occupied by Gaelic speakers, and the north-east, fishermen's end given to English speakers. A tax assessment of 1695 shows there were 140 hearths, which possibly relates to around 80 homes. In 1756, the town undertook improvements, demolishing and repositioning of buildings along the main road. However, there was no real change in the basic layout or size of the town. This changed in 1771 when the Nairn Fishermen's Society began to feu land it had purchased off the town to allow fishermen to build homes. This became Fishertown to the north-east of the medieval core.

By 1841, Nairn was home to 2,318 people – the great expansion having been in the increase in fishermen. New harbour facilities in 1820 by Thomas Telford had considerably increased the town's wealth and fishing industry. By this time, the town had also sold land to the private estates of Ivybank, Newton, Viewfield, Seabank, Firhall, Househill and Millbank.

The railway opening in 1855

brought many visitors, as the town was already known for its sea-bathing and golf. Nairn changed from a small market and fishing community to a thriving health resort.

Gradually in the later 19th century, the private estates, such as Seabank, were built upon to form the residential streets that run out to the west from the town's centre.

MODERN NAIRN

In the 20th century additional housing has been built on the periphery of the town, beginning with significant local authority housing expansion, followed by private housing expansion in the 1970s and also since the 1990s. Nairn has followed the pattern of many smaller towns with a huge expansion of its built area disproportionate to population increase. By 2001, the population was 9,098.

THE SURROUNDING AREA

This was largely undeveloped until the 20th century. Cawdor Castle was built in 1454 and its village grew up around it; Castle Stuart was completed in 1625. There were churches at Croy and Ardersier also by 1820, and small settlements at Ardersier and Petty. The area was littered with single houses, of unknown size, and certainly the name Tornagrain is featured on a late 16th century plan. The 1855 railway opened up much of the area, with stations at Culloden (later Allanfearn) and Dalcross serving the general area as opposed to a nearby village. Fort George station lay at the intersection with the road to the fort. This remote rural feel changed in the 1970s when the estates of houses such as Culloden were built upon to form Inverness's satellite villages.

Inverness 1971-2016 showing huge physical expansion as suburbs grow rapidly.



Taken from a vision for Inverness: Supplementary Planning Guidelines 1997, The Highland Council.

New Urbanism = Traditional Urbanism



Terraced street, Kentlands, Maryland USA, founded 1988.

As a name for a movement the New Urbanism can be quite misleading. It is much easier to think of it as Traditional Urbanism as it is usually known in the UK. This return to urbanism is a reaction to 50 years of suburban and bad new town development that has failed

to deliver places that are as enduringly successful and meaningful as their more ancient peer towns and cities.

A good deal of post war urban development in the UK, Europe and particularly North America tore up the traditional principles of town building such as:

- Compact traditional neighbourhoods where daily needs were available within a 5-10 minute walk;
- Connected communities that offered a dense, multimodal circulation network and reduced dependence on cars;
- Complete neighbourhoods with mixed uses that created an active street life and fostered social interaction; and
- Contextual architecture that was sympathetic to place in the choice of building style and materials.

The New Urbanists (Traditional Urbanists) believed that these recent post war developments actually create less attractive and less ecologically sensitive places to live than our traditional towns. The New Urbanists seek to reassert the values of traditional town planning and create new towns much closer in vision and design to our traditional towns.

If people are going to walk, there

have to be places to go and things to do nearby. There must be an assortment of private, commercial and public buildings, and these buildings must be connected by a variety of public spaces. Good neighbourhoods also have a balance of jobs, housing and services.

A new urbanist neighbourhood (also known as a Traditional Neighbourhood Development TND) is created at the human scale. Buildings are placed closer together and streets are designed to be safe and attractive for pedestrians. Streets are designed for slower speeds and traffic is dispersed through many different connections. Walking in front of a business or around town is simply a pleasant, interesting activity.

Neighbourhoods like these have survived and prospered over the centuries. New urbanism returns to these time-tested principles and adapts them for a healthy, sustainable 21st century

Traditional Town Planning Concepts

Certain physical and organisational characteristics result in social and environmental benefits of Traditional Neighbourhood Developments (TND). These characteristics include most of the following:

1. The neighbourhood has a discernible centre. This is often a square or green, and sometimes a busy or memorable crossroads. A bus stop may be located at this centre.
2. Most of the dwellings are within a ten minute walk of the centre. This distance averages half a mile.
3. There are a variety of dwelling types within the neighbourhood. These usually take the form of detached houses, terraced houses and flats, so that younger and older people, singles and families, the poor and the wealthy, may find places to live.
4. There are shops and offices at the edge of the neighbourhood. The shops should be sufficiently varied to supply the weekly needs of a household. A supermarket is the most important among them.
5. A small ancillary building is permitted within the backyard of each house. It may be used as one rental unit, or as a place to work.
6. There may be a primary school in the neighbourhood. The school should be close enough for most children to walk from their homes.
7. There are small playgrounds quite near every dwelling.
8. The streets within the neighbourhood are a connected network. This provides a variety of routes and disperses traffic congestion.
9. The streets are relatively narrow and shaded by rows of trees. This slows down the traffic, creating an environment for the pedestrian and the bicycle.
10. Buildings at the centre of the neighbourhood are placed close to the street. This creates a strong sense of place.
11. Car parking facilities and garage doors rarely face on to the streets. Parking is relegated to the rear of buildings, sometimes accessed by alleys.
12. Certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion or culture are located at the end of streets or at the neighbourhood centre.
13. The neighbourhood is organised to be self-governing. A formal association debates and decides on matters of maintenance, security and physical change (but not on taxation which should be the responsibility of the larger community).

The History of Castle Stuart



Tornagrain and the proposed site – 1760

Castle Stuart Estate encompasses most of the parish of Petty and lies mid-way between Nairn and Inverness. The word “Petty” is thought to derive from the Pictish “place of the farms” and the approximate area of the Castle Stuart Estate is likely to have originally been a Pictish Royal

possession. With the assimilation of the Pictish kingdom into the rest of Scotland key figures in the process received grants of land from the King. The De Moravia family thus became Lords of Petty in the 12th Century and were later prominent in the 14th Century Scottish Wars of Independence.

The area subsequently came under the sway of the Earldom of Moray, the first of whom was Thomas Randolph who was ennobled by King Robert the Bruce for his services at the Battle of Bannockburn in 1315. Petty and the Earldom reverted to the Crown, by then held by the Stewarts, in 1455 after the fall of the House of Douglas.

Ultimately Petty and the Earldom were bestowed by Mary Queen of Scots on her half brother James Stewart (or Stuart) the natural son of James the Fifth and known to history as the Regent Moray. He was her chief adviser and confidant on her return from France in 1561. Their relationship irretrievably broke down over her marriage to Darnley and after the famous dramas of the 1560s he finally defeated her army at the Battle of Langside in 1567. He became Regent of Scotland to the young James the Sixth before being assassinated in 1570. The current Moray family descend from him.

The 3rd Earl of Moray built Castle Stuart in 1624 and the Estate

became known by that name to differentiate it from the wider parish. With its Pictish origins it is an interesting thought that the Castle Stuart Estate is likely to have existed continuously as an entity from before recorded history.

The earliest accurate map of the site of the proposed new town dates from 1760. The topography and place names are still mostly recognisable today. The farm of Tornagrain, meaning the hill of the gravel (or perhaps of the sun!), lay at the westernmost end and Mid Coul (the back of the ridge) at the easternmost. In a subsequent map dated 1808 the farms of Hillhead and Tomna-cardoch (hillock of the sheep) can be seen situated between Tornagrain and Mid Coul; and several of the individual fields had their own evocative names : Coul Valla, Dallvore, Delvanach and Dallvoe. As part of the process of “rooting” it and giving it a sense of place these names will be preserved for posterity in the streets and squares of the new town.

Urbanism and Architecture

Urbanism and architecture should not be confused with one another. Urbanism is the study of how buildings in a community inter-react with each other, while architecture is concerned with the design of individual buildings. The New Urbanism pioneered by DTZ advocates a return to traditional urban design values which includes a clear and consistent plan and a strictly enforced Design Code. This Code stipulates both the urban design and the architectural style. The architecture is flexible depending on the developer’s personal views and on what is thought by them to be most appropriate. Around the world there are New Urbanist communities with architecture ranging from the traditional to the modernist

The design of the New Town at Tornagrain has to have a sound intellectual footing in order for it to have both design and practical integrity. All communities should have reasons for their appearance and when a new community is created from scratch it is vital for these reasons to be relevant.

Environmental issues have moved centre stage over the last few years and will become an overriding concern in the future; the environment therefore provides a cornerstone philosophy on which to create a relevant town design.

New Urbanism with its traditional approach is primarily concerned with providing a better quality of life however, perhaps by default, it is also increasingly recognised as having the “least worst” impact on the environment. The small town footprint in relation to the population size, the de-emphasis of the car and the proximity of amenities and work are all inherent New Urbanist features that are also environmentally friendly. In addition energy provided by a combined heat and power plant, reed beds for foul water treatment and highly insulated dwellings are being investigated to add to the new town’s environmental credentials.

The architecture of Tornagrain likewise requires an intellectual integrity which can also be addressed by the environmental expedient. Building styles in New

Urbanist communities are spread across the architectural spectrum. At one extreme are those built in the nostalgic vernacular, these lay themselves open to the criticism that they are retrograde and pastiche. By comparison there are New Urbanist communities built in Modernist styles devoid of any practical justification; these can appear whimsical and different merely “for the sake of it”.

A coherent “aesthetic” has not yet evolved that can be applied to environmentally designed buildings. This is due to the fact that it is a new field and the technologies that influence the designs are changing fast. What is becoming increasingly apparent however is the practical contribution that elements of traditional house design can make. Traditional houses were viscerally linked to their local environment: the design imperatives of prevailing social and climatic conditions were tempered by the limitations of technology and what was available locally in terms of building materials.

The designs of environmentally sensitive buildings reconnect to their local area and respond to the

practical demands of local influences just as traditional houses did in the past. This process of “convergent evolution” may culminate at Tornagrain in such practical design features as pitched roofs adapted to rain and snow and similar window to wall ratios to minimise heat loss.

An added benefit of this local responsiveness is the sense of “place” that such design instils – for those familiar with the Highland towns Tornagrain will be infused with a memory of the past, and yet will be architecturally progressive and exciting. The challenge will be to dovetail such house design with the modern requirements of light and space.

Environmental concerns may still seem abstract and irrelevant to many people but if, in the future, residents at Tornagrain save money on such living expenses as heating and transport, while enjoying the benefits of a well designed town, then the founding environmental philosophy when applied to both Urbanism and architecture will be seen to have integrity.

The Charrette Process

A charrette is a community-based planning workshop.



Charrette design session in practice.

"Charrette," the French word meaning 'cart', or 'to be working against the clock' (etre en pleine charrette), refers to the French school of Beaux Arts practice wherein architecture students put their work in a cart at deadline time. During the 19th century, proctors circulated the design studios with these small carts to collect final drawings, and students would jump on the "charrette" to put finishing touches on their presentations minutes before they were due to be handed in. The excitement of anticipation overcame the fatigue of the previous hours of continuous work and that same level of excitement characterises the modern charrette. The charrette is the method of planning which Duany Plater-Zyberk & Company has adopted and developed in their traditional planning practice. Today, designers still gather as an atelier, typically in a single space, often on or near the project site, to study and develop proposals in a concentrated period of time. What is new to the process is the participation of the full community of the projects' constituents.

The Tornagrain Charrette will be an intensive planning session where the public, designers and consultants work together on a vision for the development of the site.

Today, charrettes provide a forum

for ideas and offer the advantage of giving immediate feedback to the designers. More importantly, the process allows everyone who participates to contribute to, or comment on, the emerging masterplan.

The team of design experts and consultants sets up a full working office called a "Design Studio", in this case in the Drumossie Hotel's Culloden Suite, complete with drafting equipment, supplies, computers, copy machines, fax machines and telephones. Formal and informal meetings and seminars are held throughout the event and updates to the emerging masterplan are presented periodically.

Through the brainstorming and design activity, many goals are accomplished. Firstly, everyone who has a stake in the project develops an understanding of the ultimate vision. Secondly, the design team works together to produce a set of finished documents that address all the aspects of design. Thirdly, since the input of all parties is gathered at the event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost-effectively because the process is collaborative.

Charrettes are organised to encourage the participation of all. That includes everyone who is interested in the making of a development; the developer,

business parties, the local authority, residents and members of societies and forums who may have an interest.

Specifically the Charrette includes:

- An opening lecture on the first night of the Charrette. This lecture will provide details of the charrette, how it will work, the programme and introduce the basic principles of good neighbourhood design. This will introduce the principles of new urbanism and help focus on the options for growth in the area
- Charrette meetings and presentations. The design team starts work right away producing master plan options and designs. The options will be informed by formal and informal meetings with local consultees ranging from the local authority, community groups, government agencies and businesses. The design team's proposals and strategies are "reality tested" on a daily basis, so it is impossible to take an unacceptable scheme too far.
- "Pin-Up" in the middle of the event. This is a crucial part of the Charrette where the designers are given the opportunity to display to a wide audience their approach to development so far. This provides the public and related parties and participants of the

Charrette, the possibility to respond immediately to the designs – and gain feedback on their response.

- A final presentation on the last night of the Charrette; a presentation of the plans. All of the work produced during the charrette is presented and explained.
- Completion and refinement of the drawings subsequent to the charrette. After the Charrette, there are always minor refinements that need to be made to the documents. Often, new information becomes available that affects the work.

The Tornagrain Charrette will be the first one of this scale held in the UK. In 2001 as part of the English Partnerships development at Upton (the urban extension of Northampton), a comparable process of stakeholder participation called "Enquiry by Design" was undertaken involving around 100 people. It was run by the Prince's Trust and involved a wide range of charitable organisations, environmental groups, through to community representatives. Since Upton, Enquiry by Design events have occurred in Lancashire, Lincoln, Birmingham and Newcastle to name but a few, but none of these have been at the scale of the Charrette that is now proposed for Tornagrain.

Programme

The Tornagrain Charrette is an entirely open process. It consists of structured and unstructured meetings and design sessions. Some meetings are dedicated to specific issues and relevant and related parties have received invitations – however ALL meetings are open to the public to attend if they so wish.

SEPTEMBER

5 Tuesday	6 Wednesday	7 Thursday	8 Friday
<p>OPENING PRESENTATION 7.00pm – 9.00pm Public meeting, introduction by Jim Mackinnon Chief Planner Scottish Executive. Opening presentation, by Andres Duany, introduction of the consultant team, discussion of Traditional Neighbourhood Design, and overview of the format of the planning workshop. This presentation will be held at the Drumossie Suite in the Drumossie Hotel, Inverness.</p>	<p>REGIONAL CONTEXT/ CORRIDOR/ AIRPORT/ BUSINESS PARK 10am – 11.30am Discussion of the context of the development, the Inverness Airport Business Park venture and the future of the A96 corridor</p> <p>OPEN DESIGN 1pm – 6pm Informal review period open to the public, Public encouraged to browse and observe physical drafting of plans, concepts. Team available for questions.</p>	<p>TRANSPORT ISSUES 10am – 11.30am Discussion of traffic issues, concerns, solutions</p> <p>OPEN DESIGN 1pm – 2pm Informal review period open to the public</p> <p>INFRASTRUCTURE/ ECOLOGY/LANDSCAPE/ DRAINAGE/WATER 2pm – 3.30pm Discussion of infrastructure, ecology and landscape issues, concerns, solutions</p> <p>OPEN DESIGN 3.30pm – 6pm Informal review period open to the public</p> <p>LOCAL COMMUNITY REPRESENTATIVES 7pm – 8.30pm Public discussion with Local Community Groups</p>	<p>HOUSING, SOCIAL AND ECONOMY 10am – 11.30am Discussion of affordable housing, commercial, civic and public amenities (health & education)</p> <p>OPEN DESIGN 1pm – 2pm Informal review period open to the public</p> <p>ARCHITECTS/ DEVELOPERS/ MARKETING 2pm – 3.30pm Discussion of architecture, marketing and development issues</p>
9 Saturday	10 Sunday	11-13 Mon - Wed	14 Thursday
<p>OPEN DESIGN 9am – 12noon Informal review period open to the public.</p> <p>OPEN DESIGN 3.30pm – 6pm Informal review period open to the public.</p>	<p>OPEN DESIGN 9.30am – 12noon Informal review period open to the public</p> <p>OPEN DESIGN 1pm – 2pm Informal review period open to the public</p> <p>PROGRESS REPORT PRESENTATION 4pm – 6pm Public presentation of current plans based on workshops held to date, plans to be reviewed and discussed. Receive feedback from participants.</p>	<p>DESIGN AND PRODUCTION</p>	<p>CLOSING PRESENTATION 7pm – 9pm Public presentation of the Tornagrain plan based on all the planning workshops</p>

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See map on right



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