

THE HIGHLAND COUNCIL

PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE

15 May 2013

NAIRN SOUTH – STRATEGIC MASTERPLAN

Report by Director of Planning and Development

Agenda Item	15
Report No	PED 40/13

SUMMARY

This report details the outcomes of consultation on the draft Strategic Masterplan prepared by the Council in relation to land allocated for development to the south of Nairn. Comments received in respect of the consultation are set out in Appendix 2 to this report. The comments have, where considered appropriate, led to amendments to the Strategic Masterplan (Appendix 1 to this report). Members are asked to approve the attached finalised document to allow the determination of existing and future planning applications.

1. Background

- 1.1 Members will recall the draft strategic masterplan that was presented to committee in January 2013. The committee agreed that further discussion would take place with local Members, Community Councils and the developers/landowners in the area and that a finalised masterplan document be considered at a future meeting of this committee
- 1.2 The site at Nairn South was allocated in the Highland-wide Local Development Plan (HwLDP) with the requirement for a masterplanning exercise to inform development requirements.
- 1.3 The draft strategic masterplan was prepared to support and inform policy contained in the HwLDP to guide development at Nairn South. The masterplan identifies the strategic requirements in relation to progressing early phases of development.
- 1.4 The consultation undertaken involved the circulation of the draft masterplan to all interested parties for comment and also attendance and presentation to a joint Community Council meeting of Nairn River, West and Suburban community councils on January 23rd 2013.
- 1.5 Members may be aware that two planning applications have been lodged for land at Nairn South. A consortium of builders (Barratt, Robertson and Scotia Homes), have had a live detailed planning application for part of this site submitted since 2011, and Mr Allenby has recently submitted a Planning in Principle application. There is therefore clear developer interest in taking forward this important development for Nairn. Although the principle of development on these sites has been established through the Development Plan, a co-ordinated approach has been required to guide the broad layout and phasing of development as well as

set out the main transport and noise management issues.

2. Masterplanning consultation comments

2.1 The masterplanning exercise brought together the various land and development interests of the site. The purpose of the exercise was to agree the main issues relating to the development of the site and identify specific requirements that require to be addressed to allow the progression of the development. Appendix 2 sets out the comments received in response to this engagement, along with response from the Council and highlights issues which provoke amendment to the masterplan.

2.2 Comments have been received from all the landowner interests at Nairn South – Mr Allenby; Mr Forbes (represented by a consortium of developers – Barratt, Robertson and Scotia Homes); John Gordon & Son Ltd (sawmill); and the 3 urban Community Councils.

2.3 The main issues and continued concerns raised in respect of the draft document were:

In relation to the principle of development:

- the development is considered premature in advance of the delivery of the A96 bypass and a transport solution for the full development should be in place prior to any development progressing;
- the importance of continued safeguarding of expansion land for Gordon's Sawmill was highlighted;
- the need to deliver noise mitigation measures in association with any development;
- question the acceptability of approving more than 250 dwelling houses (dh) as referenced in HwLDP; and
- concern over the delivery of some 520 dh within a 10 year period.

On more detailed issues:

- question the transport assessment and the inadequacy of transport mitigation measures as proposed in transport assessment;
- delivery of all infrastructure improvements should precede progression of development;
- concern that development should deliver both housing and economic development opportunities;
- further detail is required for both sawmill and mixed use interests on the parameters set in relation to acceptable noise levels and mitigation measures;
- development of more than 250dh will result in increased densities;
- that there should be a requirement for further traffic assessment to support any future development and identification of necessary mitigation measures as well as consideration of the role of the Nairn bypass;
- consider that Cawdor Road is not capable of accommodating adequate improvements for access to Nairn town centre;
- provision of a pedestrian/cycle connections across the railway should form an early phase of development; and
- that the delivery of a new footbridge across the railway line to provide

alternative pedestrian access to the rest of Nairn and Nairn Academy should be delivered at an early stage of development.

3. Response to comments

3.1 In regard to the principle of development the majority of these issues have been the subject of examination at the HwLDP and as such have received attention and been the subject of an independent examination. As such the principle of development has already been established in the HwLDP and focus has therefore been on issues relating to specific strategic requirements for the delivery of development at Nairn South.

3.2 The comments submitted from the Nairn Community Councils and request for further site visits have been appreciated and noted. Regrettably, whilst we appreciate these concerns, technical appraisals convincingly demonstrate the development potential at Nairn South and the established position of the HwLDP.

3.3 Of the main concerns raised, some have already been the subject of specific requirements within the masterplan (for example those relating to roads and transport issues and phasing). In addition there have been certain amendments to the draft to clarify and provide further detail on specific matters to enable the phased progression of development at Nairn South as set out below.

3.4 The strategic masterplan has further clarified and restated requirements to the delivery of development at Nairn South. In particular:

- phasing strategy aimed at delivery of development in line with transport and infrastructure improvements;
- identification of road traffic capacity through transport assessment;
- clearly defined contributions towards affordable housing, education provision, public transport improvements, localised road upgrades; railway footbridge and green network;
- direct delivery of traffic management improvements to Cawdor and Balblair Roads;
- detailed noise criteria to be met in relation to existing and future sawmill activities;
- continued confirmation of sawmill expansion lands; and
- requirement for further transport assessments and consideration of A96(T) bypass role in delivery of wider development.

4. Conclusions

4.1 The Highland-wide Local Development Plan (HwLDP) identifies the potential for development at Nairn South. The Plan supports development subject to local road improvements, including addressing the issue of the railway bridge in Nairn.

4.2 In terms of medium to longer term development of Nairn South, the A96 bypass route is still subject of design work by Transport Scotland and consultation on potential routes is likely later in the year. The Council understands that there are no proposals for a junction from the A96(T) bypass to serve the Nairn South area at this point in time. The Council will, however, continue work with Transport Scotland to facilitate the delivery of a connection to the proposed A96(T) bypass.

4.3 The Nairn South Strategic Masterplan supports the development plan in providing a way forward for phased progression of development in the area in advance of a longer term solution transport solution.

5. Fit with the Programme for the Highland Council 2012 – 2017

5.1 The work outlined in this report contributes to our commitments within 'Working together for the Highlands' regarding the production of a comprehensive economic recovery and development plan.

6. Resource Implications

6.1 Provision is made within the existing Planning and Development Service budget for the publication of the document.

7. Equality and Climate Change Implications

7.1 It is not anticipated that there will be any equality or climate change implications for the Highland Council.

8. Legal and Risk Implications

8.1 It is not anticipated that there will be any legal or risk implications for the Highland Council.

9. RECOMMENDATION

9.1 The Committee is asked to approve the Nairn South Strategic Masterplan document as set out in Appendix 1 as a material consideration for development management purposes with immediate effect.

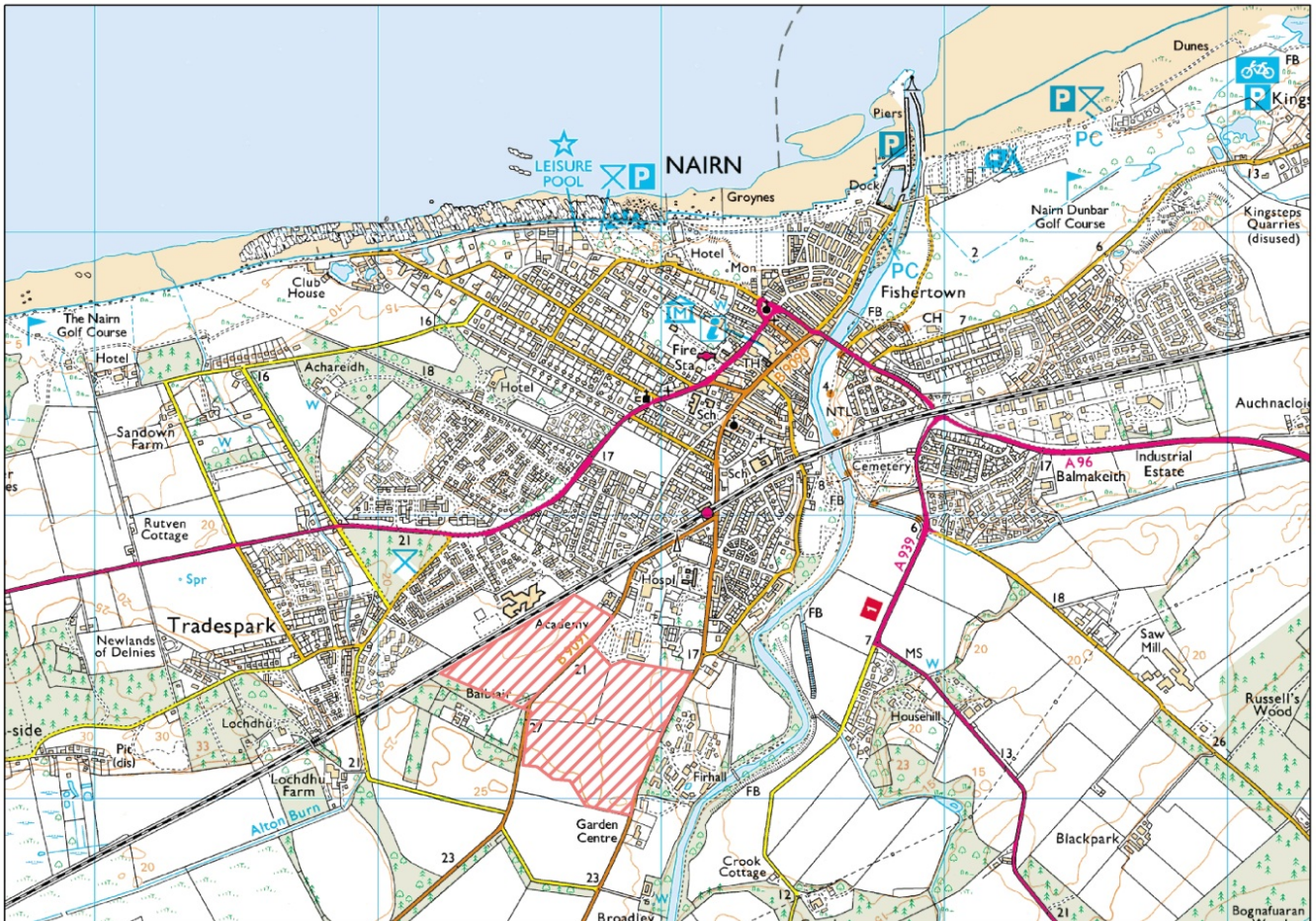
Designation: Director of Planning and Development

Date: 1 May 2013

Author: Brian MacKenzie, 01463 702276

Highland-wide Local Development Plan

Policy 18 Nairn South



Strategic Masterplan - Phases 1 & 2, Nairn South

Table of Contents

1. Introduction	4
2. Policy	4
Highland-wide Local Development Plan (April 2012)	4
Nairnshire Local Plan (As continued in force) (April 2012).....	4
Supplementary Guidance	5
3. Context and Development factors	6
General	6
Access, Core Paths and Green Networks.....	7
Noise	8
Landscaping, Planting and Open Space.....	9
Flood Risk and drainage	9
Physical constraint	10
Developer Contributions.....	10
Future Expansion	10
Phasing	11
4. Nairn South - Phases.....	13
John Gordon & Son Ltd Sawmill - Expansion	15
Design and Integration	16
APPENDIX 1.....	17
Nairn South: Schedule of Developer Contributions.....	17
APPENDIX 2.....	19
Development Plan policy.....	19

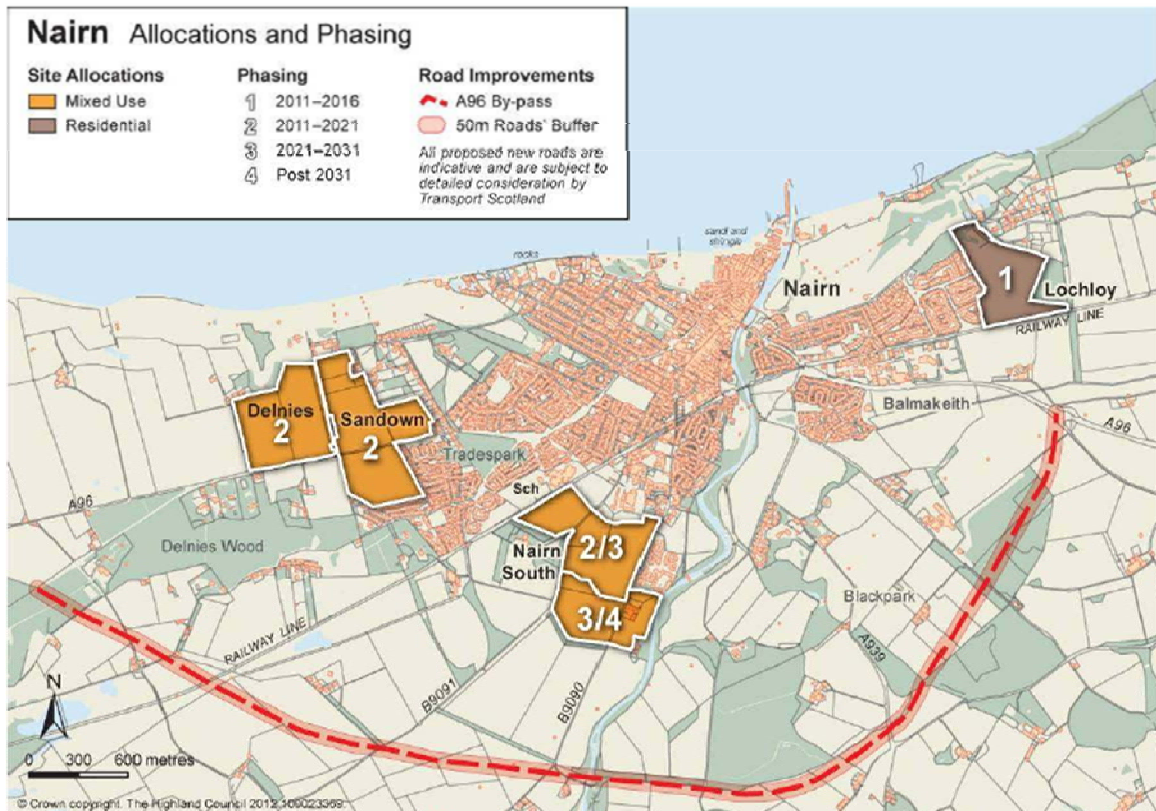
1. Introduction

This strategic masterplan has been prepared in order to guide development at Nairn South. The document sets out the main considerations and developer requirements for development within the site. This masterplan builds upon the requirements of Policy 18 of the Highland-wide Local Development Plan and will guide the initial stages of development, providing a spatial framework for the provision of housing, employment opportunities, associated infrastructure, facilities and services. The masterplan identifies the main triggers for supporting infrastructure to enable the progression of each phase of development.

2. Policy

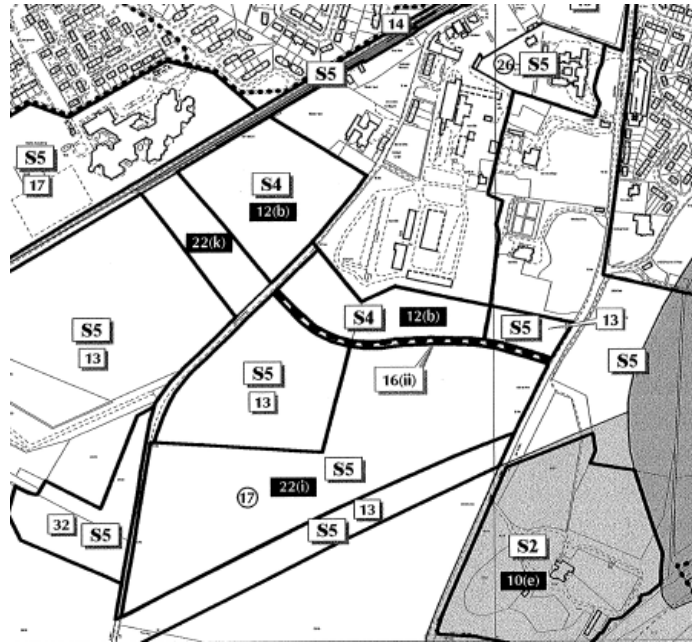
Highland-wide Local Development Plan (April 2012)

The Highland-wide Local Development Plan outlines the Council's policy framework for development within the mixed-use land allocation at Nairn South. The policy sets out the main requirements for the site, as well as development limits and requirements of the early phases of development. The full content of the policy is contained in Appendix 1 of the masterplan.



Nairnshire Local Plan (As continued in force) (April 2012)

The Nairnshire Local Plan (As continued in force) (April 2012) contains a specific land allocation for the future growth of the John Gordon & Son Ltd sawmill. The potential for mixed-use development to the south of the sawmill to prevent the further expansion of a major employer and economic activity within the Nairn area is acknowledged, and this has been factored into the development plan through the reservation of land for the expansion of sawmill activities.



Supplementary Guidance

The Council has a suite of supplementary guidance which provides more detailed interpretation of individual policy considerations and requirements. These documents are available on the Council website and must be considered in conjunction with the other policy documents.

<http://www.highland.gov.uk/yourenvironment/planning/developmentplans/developmentplanpolicyguidance/>

3. Context and Development factors

General

The principle of mixed-use development at Nairn South has been established through the Highland-wide Local Development Plan (adopted April 2012). The expansion of the sawmill site is established in the Nairnshire Local Plan (adopted December 2000) (as continued in force, April 2012). The principle of development is not, therefore, in question.

While the Highland-wide Local Development Plan (HwLDP) indicates development potential at Nairn South over the period to 2031. The scope of this masterplan is to consider the physical form and various factors involved in the delivery of development covering the early to medium term. In order to properly progress the development of this major site, this document sets out the issues that developers need to consider. A major issue is the need to address the existing and future development of the John Gordon & Son Ltd sawmill.

The allocation at Nairn South is primarily aimed at the provision of housing development; however the site should also provide the opportunity for elements of commercial development. This development area may accommodate a variety of activities including small-scale retail, café, restaurant, licensed premises, community meeting space and small business/industrial spaces.

The broad phasing, location and uses of development is identified alongside the main infrastructure requirements in the enclosed figures. Figures indicate the phasing that should be followed in the delivery of the site and also the relevant infrastructure and mitigation requirements, including developer contributions, which will accompany each phase of development.

Site

The entire allocation at Nairn South covers an area of approximately 31ha, while the area considered by this masterplan covers the phases of development to be commenced in the 10 year period commencing 2011; the site is located to the south of Nairn Town Centre lying between the River Nairn to the west and the Aberdeen – Inverness railway line to the north east.

The site falls primarily between two land ownerships, with a third land interest being present in the form of the John Gordon & Son Ltd sawmill. Progression of all aspects of development will require a collaborative approach between all interested parties

Connections and Transport

An arterial transport link, Cawdor Road (B9090), connects the site to Nairn Town Centre, while Balblair Road (B9091) runs through the western part of the site. Both of these roads provide outward access towards smaller rural settlements in the area and also act as a B-road commuter link to larger settlements within the A96 corridor and Inverness. New and improved infrastructure will be required to accommodate the increased volumes of traffic created by this development.

The scale of development supported within the site, as well as individual phases, will be governed by the ability of the local road network to absorb increased levels of development, particularly towards the town centre where the junction of Balblair Road/Cawdor Road and the restricted width under the rail bridge will require appropriate traffic managements solutions to maximise its capacity.

The main access to the town centre for the site should be taken via Cawdor Road in order to maximise the capacity for traffic flows to the town centre. Integral to the development of Nairn South is the implementation of traffic management measures and a link/connector road between Balblair Road and Cawdor Road to allow traffic movements from the western part of the site to achieve this.

Proposals will also have to provide improvements to access for pedestrians/cyclists to travel across the site, towards the town centre and local schools and also to connect to the wider footpath and green network.

Public transport linkages to the site are expected to be provided through the direct provision of bus stops and laybys and by adopting roads standards that can accommodate buses within the development. Extension to the existing bus service to new development halts and routes will be delivered through developer contributions. The potential to provide direct links to the nearby railway station, by foot and by cycle, will be provided by the developer(s) in the form of appropriate road crossings and the provision of footpaths and cycleways

A major infrastructural improvement will be required in the form of a pedestrian footbridge across the railway to allow safe and direct pedestrian access to Nairn Academy, as well as the wider area. The general location of the pedestrian crossing is guided by available locations to the north of the railway line, while recent extensions to Nairn Academy limits the area for the siting of the crossing.

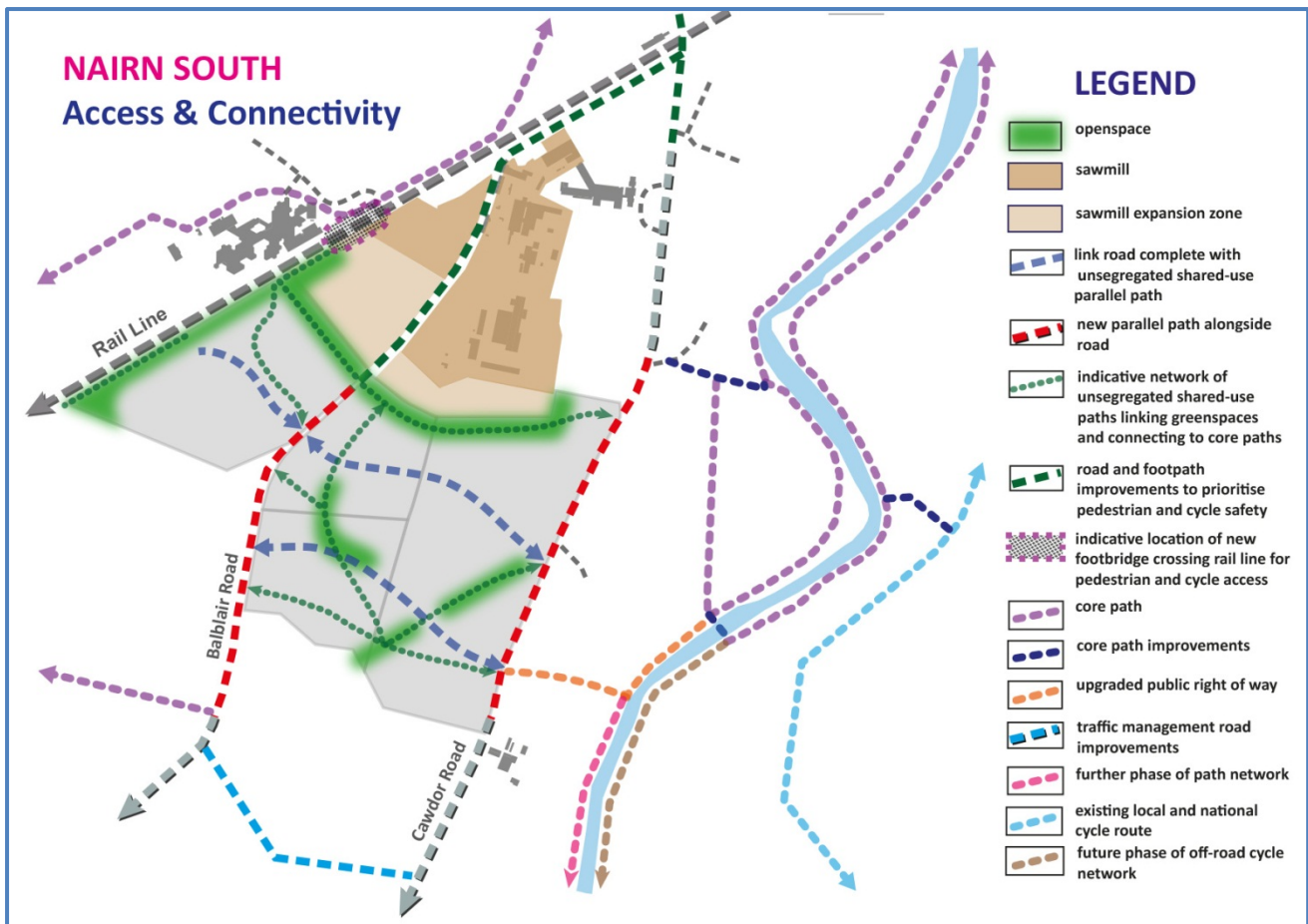
The agreement of both Network Rail and the Council will be required to progress this element of development. The provision of the footbridge will be funded through contributions gathered across the site, with the delivery of the footbridge forming part of the development of Phase 2(b).

A clear hierarchy of streets should be developed as part of any future applications and the masterplan indicates where the connections between the various phases of development should be integrated and where main vehicular traffic connections should be made.

Access, Core Paths and Green Networks

Linkages within the site and also to the wider footpath and green network will, where land control allows, be provided by the developer. Contributions towards remote or wider strategic access improvements will be sought in order to promote walking and cycling as healthy, cost effective and sustainable modes of transport. Highland Council has developed a Core Path Plan, identifying existing and proposed paths to create a network across the Highland area. The figure *Access and Connectivity* shows an indicative network of paths through the site and linkages out to the identified core paths and rights of way around the proposed development site, also identifying potential for further enhancement.

The buffer area between the Nairn South and J Gordon & Sons Sawmill provides an opportunity for landscaping and planting and also the incorporation of a footpath across the site, linking main phases of development and the main access routes to Nairn Town Centre and Nairn Academy.



Noise

The existing John Gordon & Son Ltd sawmill lies in close proximity to the Nairn South expansion area. The sawmill is a well established business providing significant employment and assisting the local economy. The activities undertaken currently at the sawmill do, however, generate significant noise levels and, given the proximity of the Nairn South allocation, would likely affect the amenity of future residents; this would become more acute through the expansion of the sawmill.

Proposals must, therefore, consider and include all necessary mitigation measures to reduce noise levels at the mixed-use allocation site. Mitigation measures to address to reduce the noise levels are likely to include the construction of a buffer area comprising a bund, potentially combined with acoustic fencing, and adequate separation distances from development at Nairn South; however the specifics of noise mitigation measures will be determined through the planning application process as supported by noise assessments undertaken by a suitable qualified acoustic consultant.

For development proposals at Nairn South noise assessments will need to demonstrate that noise from existing and future activities from the sawmill will not adversely impact on the amenity of residents or occupants of proposed new development at Nairn South. Noise assessments and consequent noise mitigation measures must take account of existing and predicted future cumulative noise levels emanating from the operation and expansion of the sawmill and developers must demonstrate that their proposals are suitably informed by the findings of the assessments. The predicted levels should consider all existing activities at the sawmill and the potential for similar activities to be contained and operate within the sawmill expansion area. A collaborative approach should be taken between land ownership/developer interests in the determination of predicted noise levels.

Noise criteria are set out below that require to be achieved within domestic properties within the Nairn South development.

The external daytime noise level within the gardens of any residential property within the Nairn South development must not exceed an external limit of $L_{Aeq(1hour)}$ 45dB when measured 3.5meters from the nearest façade.

The internal night time level with any bedroom of any residential property within the Nairn South development must not exceed an internal level of $L_{Aeq(1hour)}$ 25dB with windows open for ventilation purposes, including no more than 4 single events exceeding L_{Amax} 45dB.

Prior to the occupation of the first house within each phase of the development, noise monitoring must be undertaken to ensure the mitigation measures will achieve compliance with the above noise criteria. If the sawmill expansion is not completed prior to the first occupation, then the developer must demonstrate, based on predicted noise levels within the noise assessment, that the mitigation measures which have been incorporated within the development, will be sufficient to ensure compliance with the above noise criteria once the sawmill expansion has been completed.

Given the different landownerships at Nairn South there is a need to consider potential development scenarios where considering noise assessment and mitigation measures. A scenario whereby the noise mitigation bund buffer area remains incomplete, due to different land ownership, should be considered and appropriate mitigation measures proposed.

The buffer area, incorporating noise mitigation measures, should not be encumbered by either development or landownership from future maintenance of or the enhancement of its noise mitigating function.

The expansion of the future sawmill activities will bring the noise sources closer to the Nairn Academy building and other existing domestic properties. The sawmill may therefore require to implement its own noise mitigation measures where the expansion would cause a loss of amenity at any existing domestic properties or where the expansion causes the predicted noise levels to be exceeded. In this case mitigation measures will be the responsibility of the sawmill and specifics of such will be supported by a noise assessment.

Landscaping, Planting and Open Space

The Council's standards for open space provision are laid out in the [Open Space in New Residential Developments: Supplementary Guidance](#). The requirement for the provision of open space is set in the Councils Interim Supplementary Guidance. The use of open space within the overall masterplan area may also provide transitional space between differing development types. The buffer area between the Nairn South and J Gordon & Sons Sawmill provides an opportunity for landscaping and planting and also the incorporation of a footpath across the site.

Landscaping and new planting within the development site should be designed to provide the opportunity for recreation and also to encourage the establishment of wildlife habitat within the development. Green spaces should also seek to reinforce linkages to the wider green network.

Flood Risk and drainage

There are not thought to be any direct flood risk issues relating to the first two phases of development at Nairn South, but future development phases are identified immediately adjacent the River Nairn and will have to be assessed for flood risk.

All foul water drainage is required to connect to the public sewerage network and receiving sewage works. Nairn Waste Water Treatment Works is identified as having capacity at present, but later

phases of development may require connection to the new Ardersier sewage treatment works dependant on new connections within the Nairn catchment.

Surface water drainage must be addressed within the site through the use of Sustainable Urban Drainage Systems (SUDS), details should be provided to confirm the suitability of underlying soils to accommodate excess surface water without increasing flood risk elsewhere. Soakaways should be designed to accommodate 20% increase in flows to allow for future climate change.

Where drainage systems are to be adopted by either the Council or Scottish Water, they must be designed to adoptable standards and early discussions should be held with the relevant authority.

Physical constraint

The presence of the aviation fuel pipeline dissecting the south eastern section of the allocation will need to be given due consideration within submitted design and layout for the development.

Developer Contributions

The development of the area covered by this masterplan (phases 1 & 2) will be subject to a Developer Contributions Schedule that will cover items to be delivered through a contributions fund, itemised in Appendix 1. In general terms, the broad areas to be addressed through developer contributions include:

- Affordable Housing (25% onsite provision, unless otherwise agreed);
- Education;
- Transport;
 - Footbridge over railway to school/Nairn;
 - Localised road upgrades;
- Community and Leisure Facilities;
- Public Transport; and
- Access, Core Paths and Green Networks.

Future Expansion

Beyond the scope of this masterplan is the development of later phases of the Nairn South allocation. Further assessments are required to ascertain the capacity of existing infrastructure and services to accommodate any significant development. Key amongst these will be transport issues relating to the capacity of the local roads network, the potential for an A96 bypass and associated access junction and further improvements to pedestrian and cycle access towards the town centre.

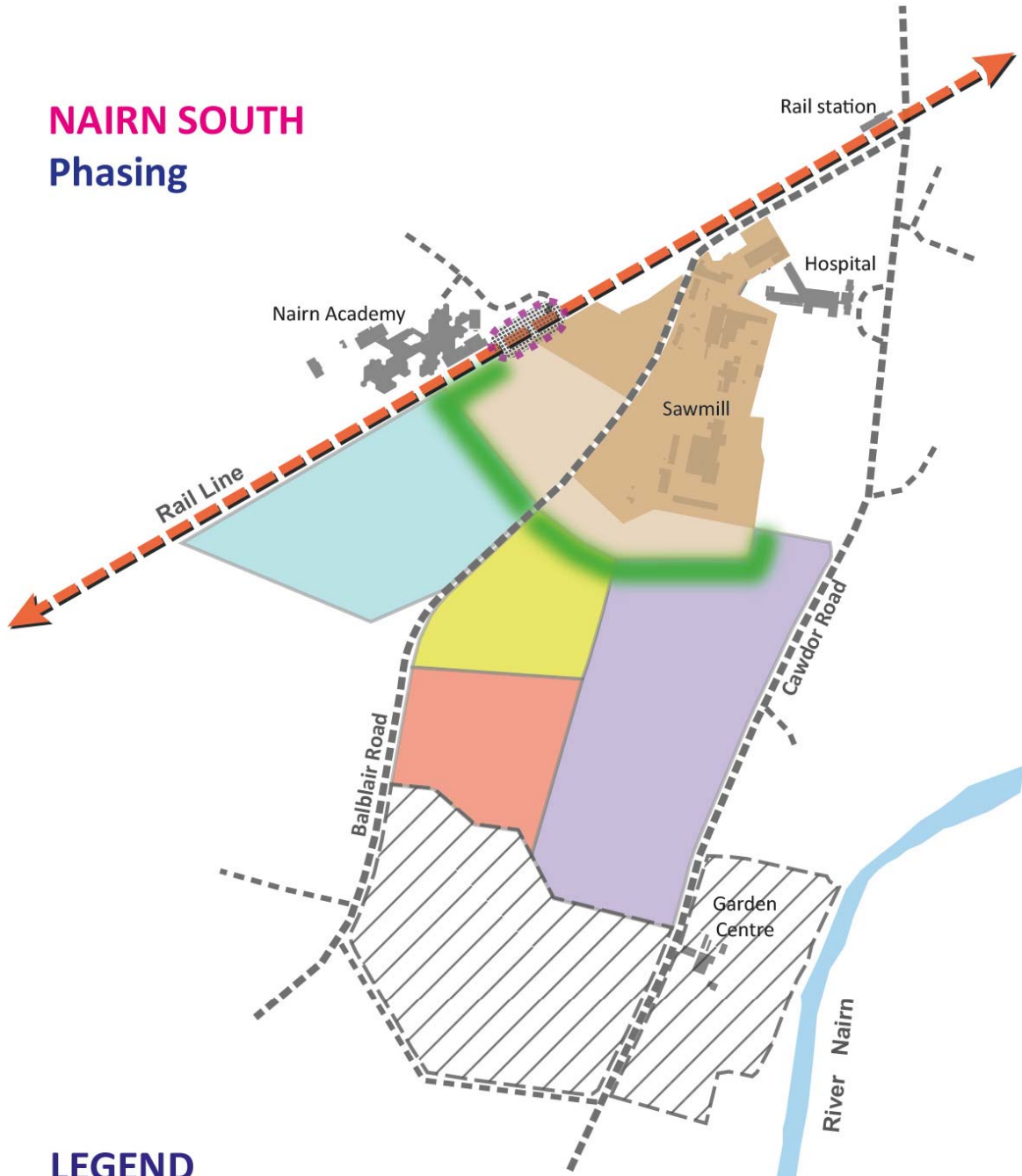
Phasing

The delivery of each phase is dependent on the delivery of related infrastructure proving necessary mitigation for the development. The broad development phases are indicated in the *Phasing* figure, factors relating to the release and approximate levels of development are indicated in the table below. The development of each phase will be subject to the adequacy of mitigation measures. More detail on each phase is outlined in the following paragraphs relating to each phase(s).










Development phases - triggers

Phase	Units (approx.)	Key deliveries	Further requirements
Phase 1 (a)	220	<ul style="list-style-type: none"> • Delivery of noise reduction measures to south of sawmill expansion area to meet prescribed levels; • Requirement to deliver connector to phase 1(b) western boundary (prior to completion of 100th dh); and • Roads infrastructure improvements incl. signalisation at railway bridge, pedestrian crossings 	For developer contributions see Appendix 1.
(b)	100	<ul style="list-style-type: none"> • Delivery of noise reduction measures to south of sawmill expansion area to meet prescribed levels; • Delivery of connector road to Balblair Road from eastern boundary; • Requirement to provide pedestrian and cycleways – Balblair Road north to Cawdor Rd.; and • Stopping up/one way order to section of Balblair Road. 	As above
Phase 2 (a)	100	<ul style="list-style-type: none"> • Dependant on delivery of Cawdor/Balblair Road connector; and • Delivery of further transport assessment required to assess and demonstrate capacity of road network and what further traffic mitigation measures may be appropriate 	As above
(b)	100	<p>As for 2(a), plus:</p> <ul style="list-style-type: none"> • Delivery of pedestrian bridge to Duncan Drive; and • Delivery of noise reduction measures to south of sawmill expansion area to meet prescribed levels. 	As above
John Gordon & Son Ltd Sawmill		<ul style="list-style-type: none"> • Land reservation for provision of improvements to pedestrian and cycleway access; • Traffic management improvements to prioritise pedestrian and cycle access; • Noise mitigation measures; and • Wider road network improvements. 	As above

NAIRN SOUTH Phasing



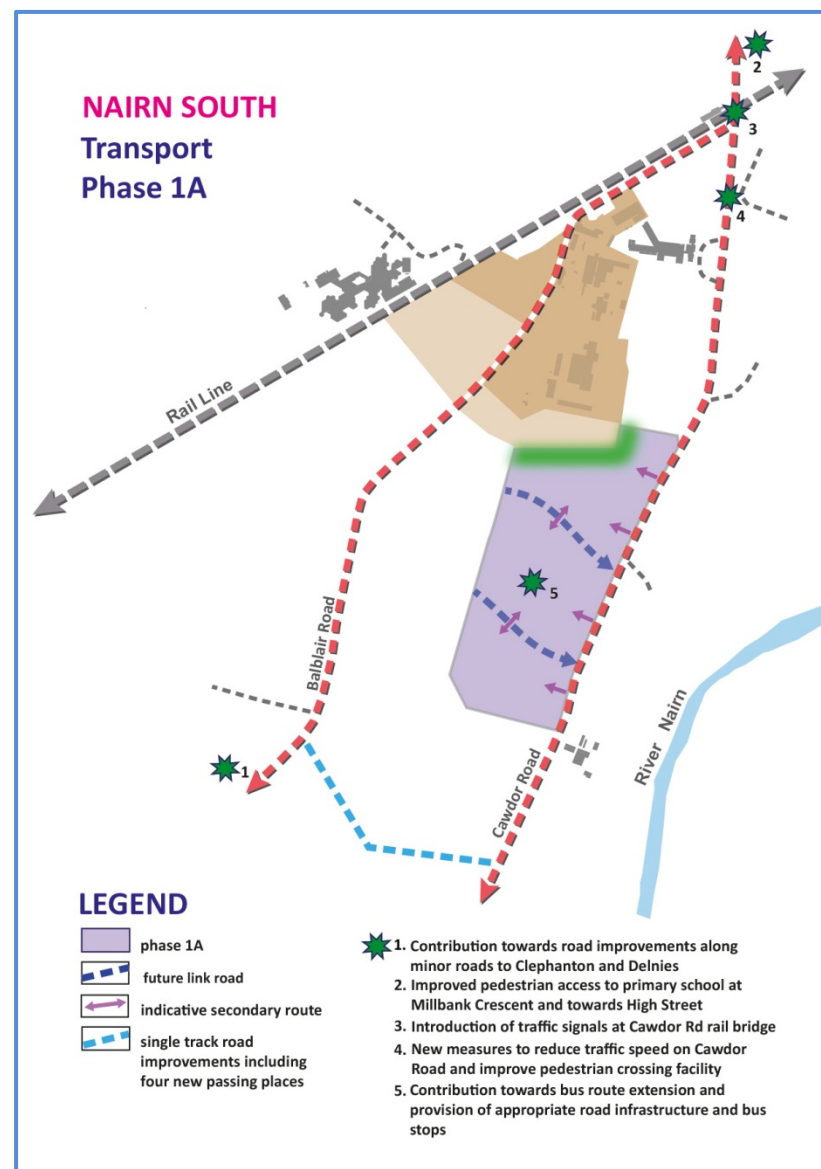
LEGEND

- | | | | |
|---|---------------------------------|---|--|
|  | phase 1A |  | indicative buffer zone |
|  | phase 1B |  | sawmill |
|  | phase 2A |  | sawmill expansion zone |
|  | phase 2B |  | indicative location of new footbridge
(phase 2B delivery) |
|  | future development
potential | | |

4. Nairn South - Phases

Phase 1(a) the development of this phase will require improvements to Cawdor Road, including traffic calming measures, speed limit extension and improved pedestrian crossing facilities. These measures along with the signalisation of the Cawdor Road/Balblair Road junction will improve control over traffic speed and encourage pedestrian movements.

- The provision of pedestrian crossings to Millbank School will be required at Millbank Crescent towards the High Street; also on Cawdor Rd at Elizabeth Crescent and Balblair Rd junction..
- Developer contribution towards extension of local bus service into the site with direct provision of bus stops and appropriate roads infrastructure within the site.
- Improvements to the wider road network will be required, direct provision of 4 passing places on the existing connector road between the B9091 Balblair Road and the B9090 Cawdor Road.
- Developer contributions will be required to deliver improvements to the wider single track network to the Clephanton and Delnies, delivery of 6 passing places, phased pro-rata across first 319 delivered houses.
- Delivery of noise mitigation measures delivered to immediate south of the sawmill expansion area. Development site layout to reflect the outcomes of noise assessment and proposed noise attenuation measures with the nearest property achieving noise levels as prescribed by the Council. Noise impact assessment should take account of the future extension of sawmill activities into the expansion area, refer to Section 3.
- Direct delivery of improved footpath Cawdor Road to Firhall Bridge. (see Access and Connectivity diagram)
- Provision of connector road to allow access to Phase 1(b) to be in place prior to completion of 100th dh in Phase 1A.



Phase 1(b) The progression of this phase is dependant on

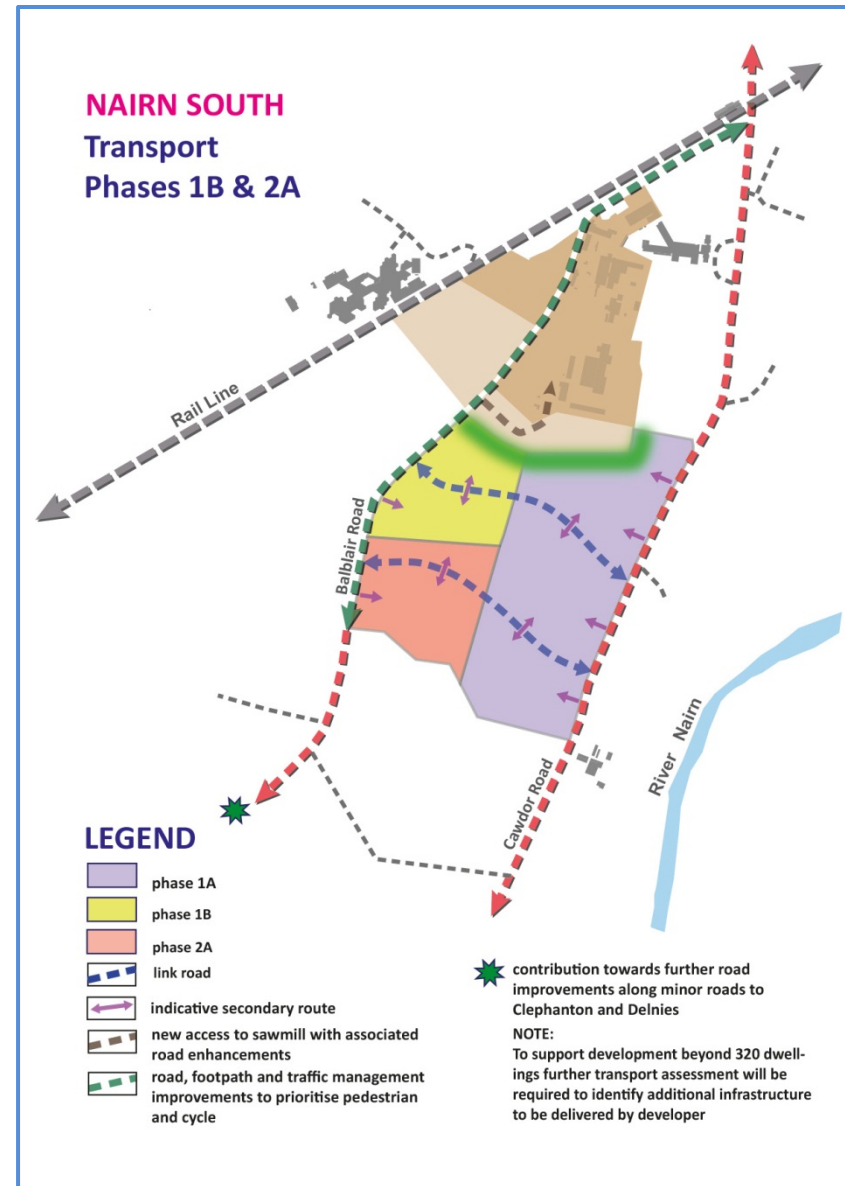
- The provision of a connector access road from Cawdor Road (phase 1(a)).
- The development of this phase will require the provision of improved pedestrian and cycle access north-east to the Balblair Road/Cawdor Road junction and railway station to afford safe travel outwith the development site.
- The development of this phase of the site will also have to put in place one-way access/stopping up of Balblair Road. This action to be funded by the developer.
- Delivery of noise reduction measures delivered to immediate south of the sawmill expansion area.
- Noise impact assessment should take account of the future extension of sawmill activities into the expansion area.
- The site layout should reflect the outcomes of the proposed noise attenuation measures with the nearest property achieving noise levels as prescribed by the Council.

Phase 2(a)

Release of this further phase and delivery of a further access connecting Cawdor Road and Balblair Road is dependant on the delivery of the necessary pedestrian and cycle access improvements at Phase 1(b).

Should Phase 1(b) not be delivered in advance of completion of Phase 1(a), then the potential for Phase 2(a) to be delivered in advance of 1(b) will be reassessed.

In the absence of delivery of Phase 1(b) and related improvements, the access to Balblair Road would not be acceptable without the necessary pedestrian and cycle improvements and access should only be available to Cawdor Road.



Phase 2(b)

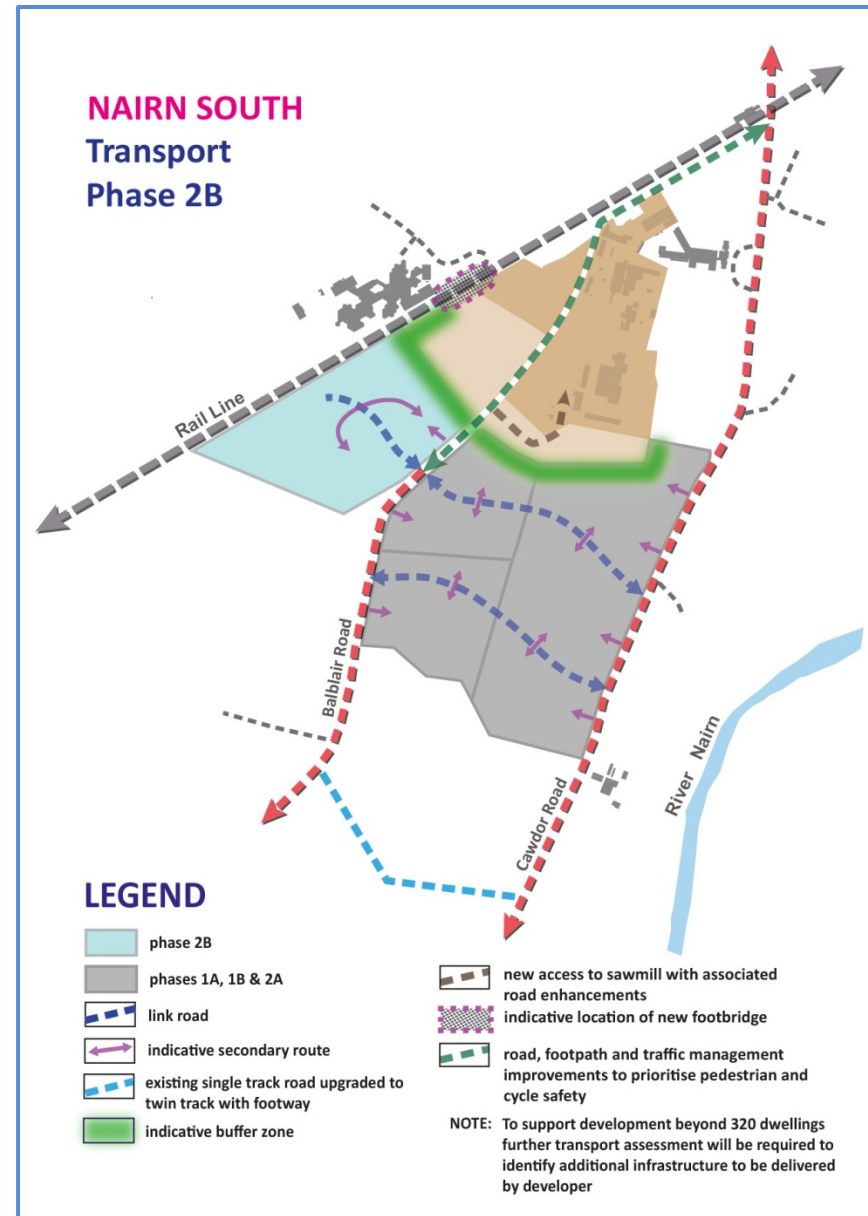
- Is reliant on the delivery of both Phases 1(a) & (b) for the provision necessary transport infrastructure.
- The development of Phase 2(b) should also deliver the footbridge across the rail line providing pedestrian access to the Academy and also as an alternative route to the town centre and the west of Nairn.
- The funding of the bridge will be through monies accrued through developer contributions across the site.
- Delivery of noise reduction measures delivered to mitigate sawmill noise nuisance.

John Gordon & Son Ltd Sawmill - Expansion

The potential for sawmill expansion has been established through the existing Nairnshire Local Plan with a specific allocation allowing for the long term growth of sawmill activities. The extent of this allocation marks the limit of development potential for expansion of sawmill activities. Further development opportunities are restricted by the existence of mixed-use development allocations to the south and south-west of the site.

Future development within the sawmill site and associated expansion area must take account of any increase in noise levels brought about as a consequence of new, reconfigured or intensified activities.

Proposals for expansion and/or intensification of activities at the sawmill will also have to include further road improvements, as required, in relation to increased activity levels.

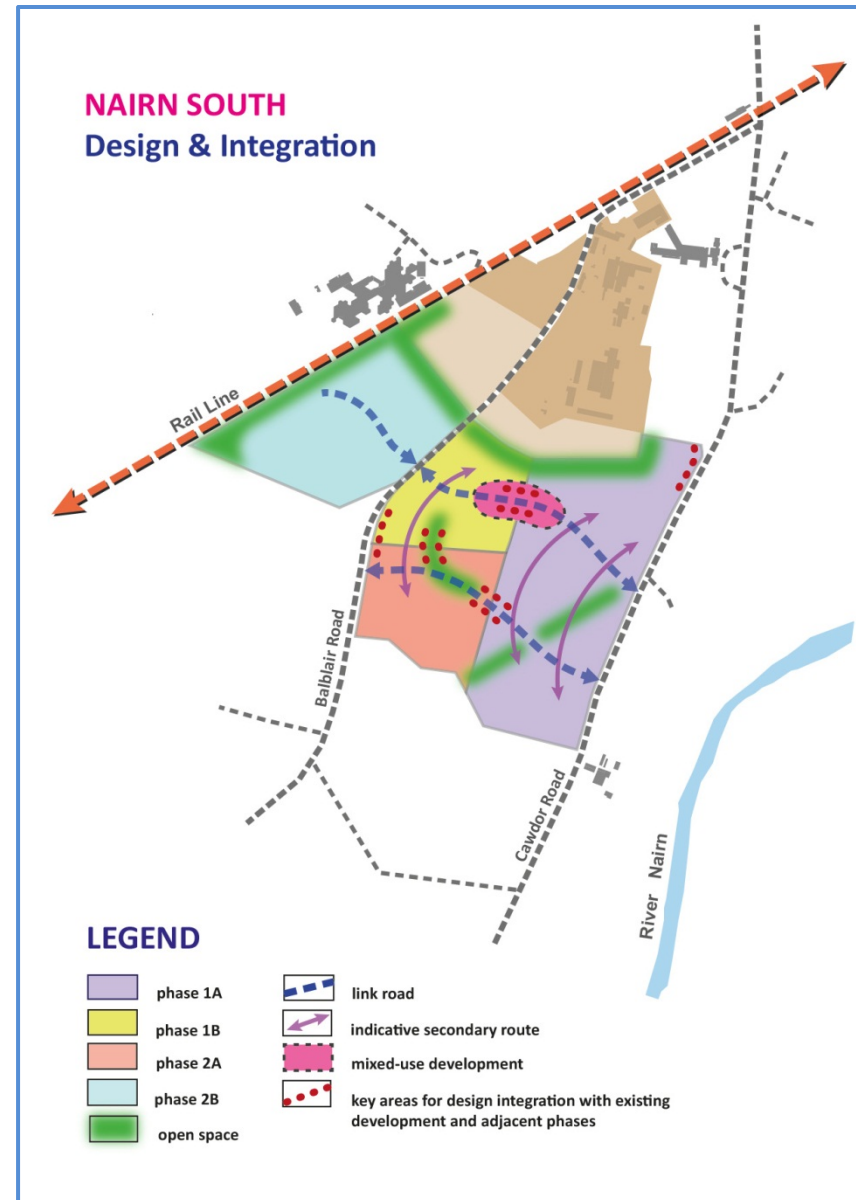


Design and Integration

As the development will be built out over a series of phases, there is a need for the differing stages of development to provide a reasonable level of design integration.

Developers should consider at these key points how best to consider integration with neighbouring development and how the move from one phase to another should flow, both physically and visually.

The use of green space, incorporating footpath networks, will provide important pedestrian linkages between neighbouring developments and outwards to existing development. The development of the buffer area between the existing use of the sawmill and the proposed mixed use allocation at Nairn South is identified as a key location for landscaping, planting to assist in the integration of these differing land uses..



APPENDIX 1

Nairn South: Schedule of Developer Contributions

The range of developer contributions to be accrued from the development of the site is generally specified in the HwLDP. These requirements may be the subject of alteration through the formal consideration of a planning application but the following schedule indicates the areas where the requirements for contributions have been determined. All contributions sought are in accordance with the terms of Circular 3/2012: Planning Obligations & Good Neighbour Agreements

Obligation	Contribution	Trigger	Review																								
Affordable Housing	<p>25% in line with the Affordable Housing Policy Based on a Notional number of 50 being the first phase of affordable then a probable mix would be:-</p> <table> <tr> <td>1 bed 2 person (flats)</td> <td>10</td> </tr> <tr> <td>2 bed 4 person houses</td> <td>12</td> </tr> <tr> <td>3 bed 4 person bungalow</td> <td>8</td> </tr> <tr> <td>3 bed 5 person</td> <td>16</td> </tr> <tr> <td>4 bed 6 person</td> <td>4</td> </tr> <tr> <td></td> <td>50</td> </tr> </table> <p>Note maximum of 2 flats to be accessed from a single stair. Cottage Flats must have individual access to ground.</p>	1 bed 2 person (flats)	10	2 bed 4 person houses	12	3 bed 4 person bungalow	8	3 bed 5 person	16	4 bed 6 person	4		50	Commencement of development	Statement at end of each phase.												
1 bed 2 person (flats)	10																										
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	50																										
Education	<p>Primary and Secondary school contributions in line with Education and New Residential Developments: Interim Supplementary Guidance, see below;</p> <p>Table 1: Contribution per Unit of Open Market Housing Based on a One Classroom Extension</p> <table border="1"> <thead> <tr> <th></th> <th>Primary</th> <th>Secondary</th> </tr> </thead> <tbody> <tr> <td>1 Classroom</td> <td></td> <td></td> </tr> <tr> <td>Houses</td> <td>£2013</td> <td>£1039</td> </tr> <tr> <td>Flats</td> <td>£260</td> <td>£65</td> </tr> </tbody> </table> <p>Table 2: Contribution per Unit of Open Market Housing Based on a Two Classroom Extension</p> <table border="1"> <thead> <tr> <th></th> <th>Primary</th> <th>Secondary</th> </tr> </thead> <tbody> <tr> <td>2 Classrooms</td> <td></td> <td></td> </tr> <tr> <td>Houses</td> <td>£1598</td> <td>£825</td> </tr> <tr> <td>Flats</td> <td>£206</td> <td>£52</td> </tr> </tbody> </table>		Primary	Secondary	1 Classroom			Houses	£2013	£1039	Flats	£260	£65		Primary	Secondary	2 Classrooms			Houses	£1598	£825	Flats	£206	£52	Completion of first unit	Pause and review prior to commencement of each subsequent phase.
	Primary	Secondary																									
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Transport Footbridge over railway to school /Nairn	£1,000 per unit	Completion of first unit – first 500 houses to pay	No																								
Localised road upgrades	Localised road upgrades 6 laybys £21,000, delivered in 3		Review prior to commencement of																								

	annual payments from commencement of development..		subsequent phases beyond delivery of 320dh.
Future tunnel/ by-pass	Subject to traffic assessments following first 320dh		Review on outcomes of future traffic assessments and by-pass progress.
Public Transport	Bus links to Nairn, lump sum payments Year 1 £70,512 Year 2 £39,000 Year 3 £19,500	Completion of first unit, paid annually thereafter.	Prior to commencement of any subsequent phase following the first.
Traffic management Improvements	Reimbursement of Traffic Orders costs @ £1,500 per Order		
Access, Core Paths and Green Networks	Contributions to provision of and improvements to the Green Network @ £341.63 per house.	Lump sum prior to commencement of each 100 houses. Direct provisions will be deducted to gross contribution.	

Items outwith this list of developer contributions will be the subject of direct delivery by developers and as specified in sections of document detailing phasing requirements. Where these are not fulfilled by the developer, direct contributions to the undertaking of works will be required.

Open Space provision and Public Art are expected to be the subject of direct provision where possible for further advice refer to the relevant supplementary guidance. The Council's emerging Developers Contributions Supplementary Guidance provides further detail on items that may attract developer contributions.

APPENDIX 2

Development Plan policy

The Highland-wide Local Development Plan

Policy 18	Nairn South
<p>The Council will support the allocation of land at Nairn South for mixed-use development. The principal use will be residential. Provision for employment opportunities must also be made as part of development proposals that are submitted to the Council for approval.</p>	
<p>This allocation is subject to further assessment of the transport and infrastructure requirements that are necessary to enable development to progress.</p>	
<p>The northern boundary of the allocation adjoins an area of land extending to 5.1 hectares. This land is reserved in the Nairnshire Local Plan (adopted December 2000) for expansion of timber processing and other uses. It is the intention of the Council that this reservation will continue in force. The possibility that the existing sawmill on Balblair Road may expand on to this reservation must be taken in to account in the design of proposals for development in Nairn South.</p>	
<p>In the 2011-2016 period, the commencement of a first phase will be subject to the following requirements:</p>	
<p>Phasing</p>	
<ul style="list-style-type: none">• The limit to the development of the first phase of Nairn South will be determined by a co-ordinated masterplanning exercise to be carried out for the area outlined in Map 9. In advance of the masterplan being prepared, and subject to the requirements (including transport appraisal) below being met, the residential component of the first phase will be strictly limited to 250 houses;	
<p>Transport</p>	
<ul style="list-style-type: none">• Links to the town centre must be strengthened with good connectivity between the development and the existing fabric of the town. In particular the current pinch points at the railway bridge and the junctions with the A96 through Nairn must form part of a solution to open up development in phase 1;• Improvements to the B909 Cawdor Road connection particularly for pedestrians and cyclists;• Improvements to the B9091/B9090 junction will have to be identified and addressed as it is an unsatisfactory junction with poor visibility;• Consideration must be given to provision of a distributor-type link road between Balblair Road and Cawdor Road, to reduce reliance on Balblair Road as a link between Nairn South and the town centre;• Consideration must be given to provision of a footbridge over the railway in the vicinity of Duncan Drive, to facilitate walking and cycling journeys between Nairn South and schools, the town centre and other parts of the town;• Construction of the A96 By-pass is a long term solution to divert through traffic away from the centre of Nairn and, subject to further discussions with Transport Scotland, the developer will be required to contribute to its provision;• The scale of any development which can proceed ahead of the bypass will depend in the adequacy of the alternative links referred to and the developer should demonstrate how these can be achieved;• The impact on existing residential areas from “through traffic” should be considered in detail;• Contributions will be sought to the improvement of active travel linkages into the town centre;• Contributions will be sought to improved public transport linkages to and from the allocation;• Contributions to the improvement of the local road network and connections with the strategic road network will be required;	
<p>Waste</p>	
<ul style="list-style-type: none">• Any development at this allocation will be expected to meet the Council’s requirements within	

Managing Waste in New Residential Developments;

Green Networks & Open Space

- Linkage to the green network both within the site and linking to the wider green network of adjacent sites, including contribution towards strategic access improvements;
- Contribution will be sought to the consolidation of the Green Network;
- Open space should be delivered in line with the requirements of Open Space in New Residential Developments: Supplementary Guidance;

Natural, Cultural & Built Heritage

- Provision of protected species surveys and, if necessary, mitigation;
- Development should not adversely affect the natural heritage value of the riparian corridor, should retain access to the corridor and should protect trees;
- Protection of the nearby Inner Moray Firth SPA/Ramsar and Whiteness Head SSSI, including through the approval of a Recreational Access Management Plan;

Design

- A detailed masterplan is to be produced for each phase of development;
- The development must demonstrate the highest standard of urban design in keeping with the historic traditions of Nairn;
- A buffer area shall be provided within the boundary of the Nairn South allocation. The buffer area shall be designed to ensure that the amenity of occupiers in Nairn South is not affected to an unacceptable degree by noise, dust, fumes or smells likely to arise from use of the 5.1 hectares sawmill expansion site for sawmill purposes;
- Homezone principles will need to be applied;
- The development will need to meet the requirements of the designing for sustainability guidance;

Education

- Developer contributions may be required towards education provision in line with Education and New Residential Development: Supplementary Guidance;

Housing

- A minimum of 25% of the development should be delivered as affordable housing;

Tourism-related and Business Development

- In preparing proposals for the site, consideration must be given to the extent to which tourism-related development and business development might be attracted to the site. If potential, either in the short term or in the longer term, is identified for one or both of these kinds of development, land must be reserved accordingly;

Miscellaneous

- Subject to further discussion with the Education Culture and Sport Service, contributions towards primary and secondary school shortfalls caused as a result of the development;
- Safeguarding of natural watercourses and flood plain through implementation of site specific drainage strategy and Flood Risk Assessment;
- Masterplanning of the site should take into consideration of the findings of the Flood Risk assessment and avoid development at the edge of the functional flood plain;
- Connections to the public water and waste water systems will be required.

In addition to the issues raised above, development of the later phases of Nairn South will also require to meet the following developer requirements:

- Contribution towards the strategic transport improvements to be identified in consultation with Transport Scotland;
- Contribution in line with an amended A96 Protocol towards strategic infrastructure;
- Contribution towards education provision including primary schools and secondary school; and
- Contribution toward local road improvements.

Nairnshire Local Plan Gordon's Sawmill ref 12 (b), 14, 15 & 16 (extract)

ALLOCATIONS : The following land is allocated

<i>use</i>	<i>location/details</i>
12. INDUSTRY	(a) 11.0 ha. at Balmakeith for business (Use Classes 4, 5, 6)
	(b) 5.1 ha. at Cawdor Road for expansion of timber processing, storage and distribution, including 1.0 ha. for a lorry park (see Ch 4, 14 and 16). New distributor access dependent on the nature and scale of development (para. 16(ii)); screen planting
	(c) 4.2 ha. at Balmakeith (south) for business use – suitable for a single user enterprise, subject to off-site surface water and pedestrian arrangements, and structural landscaping (see Ch 4, 22(l))
	(d) 2.1 ha. at Grigorhill for specialist or non-conforming uses

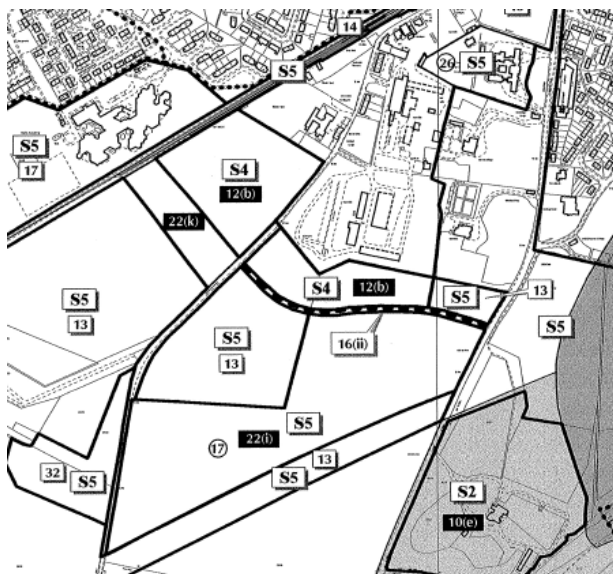


expanding timber processing at Balblair

14. Subject to land assembly at Balblair including redundant railway ground and the coal yard, the Council will encourage expansion of timber processing, related activities and development of freight rail sidings.

15. In the longer term and subject to possible further assembly of the Public Depot and Nairn County Football Ground, relocation of these uses where appropriate and suitable access to retained activities; the Council will encourage development/expansion of (i) commuter parking and (ii) health or related facilities (see Ch 4, 26). Pending these uses, the Depot could be suitable for a Civic Amenities site.

16. The Council will expect to enter 575 Agreement with landowners/developers to secure access improvements including (i) closing-off Balblair Road; (ii) a new distributor link with Cawdor Road (see 13 above).



NAIRN SOUTH STRATEGIC MASTERPLAN

COMMENTS RECEIVED AND CONSIDERATION

Name/Organisation	Comment	THC Response
J Gordon & Sons Sawmill per GH Johnston	There are matters which would benefit from explanation or clarity; and certain sawmill-related issues could be more appropriately nuanced. Notwithstanding, the buffer and noise issues and the terms in which the draft responds to these. The proximity of development at Nairn South to the sawmill and its expansion area, which the draft appears to defer to planning applications and the development management process. The Highland Wide Local Development Plan specifically refers, at 14.3.1, to the buffer area protecting against noise, dust, fumes or smells likely to arise from the sawmill. Our client would have thought the Masterplan should provide more detail on this, not less.	Additional text has been added to clarify the requirements regarding noise mitigation.
	The obligation by developers to meet all key deliveries required in phase 1 before phase 2 commences, should be unequivocal	Noted
	It should be clear that the sawmill is not required to make a financial contribution to the rail crossing	Noted
J Gordon & Sons 08/03	<p>Buffer"</p> <p>1. The Draft Masterplan does not appear to use the term "buffer" at all (except in Local Development Plan extracts). In the context of Nairn South and the Local Development Plan, provision of a "buffer area" - as stipulated - is a strategic requirement of developers at Nairn South. It is fundamental to the development of the sawmill; and should be clearly referred to in the final Masterplan. It should be clear that a buffer area is identified as a physical composition within which appropriate mitigations including "construction of a bund, possibly combined with acoustic fencing and adequate separation distances" would be located.</p>	Noise mitigation measures are required to address noise emanating from existing and future activities undertaken at the sawmill. In order to guide the level of mitigation required, noise criteria to be attained, for both day and night time levels, will be specified in the masterplan. While it is likely that the method for achieving these noise criteria will consist of a bund in association with acoustic fencing, there may be alternative solutions to address noise issues. The term "buffer" was not utilised the requirement to address the relevant issue is indicated and future reference will be made to "buffer".

	<p><u>Noise Assessment Framework</u></p> <p>The draft Masterplan refers to "prescribed" terms in several places in reference to noise mitigation and similar. You appear to accept that a noise assessment framework should be declared and transparent; and further to the <i>collaborative approach that the draft Masterplan considers necessary to progress all aspects of the development</i>, John Gordon & Son wish to collaborate in that regard (see actions below).</p> <p>The final Masterplan should include a noise assessment framework. This should state:-</p> <ol style="list-style-type: none"> (1) that the baseline for the predicted noise levels in the noise assessment framework should be based on the <i>calculated</i> cumulative noise output levels expected to derive from the full development of the sawmill and the predicted noise levels from its allocated expansion lands; (2) the ambient acceptable noise levels appropriate to neighbouring residential amenity at daytime and night-time (residential amenity being the most sensitive receptor, but also to be applicable to other uses); (3) the requirement on developers at Nairn South to mitigate the impact of noise to achieve those levels and the mitigations arising must be proven to have been met before development at Nairn South is completed; (4) the requirement on developers to demonstrate such levels prior to and well ahead of occupation of development at Nairn South; (5) that in principle, the ambient noise levels at (3) above will be the basis for a response by the Council to any noise-related complaints. 	<p>The development of the buffer area will be guided by the outcomes of the noise assessment. The noise criteria to which mitigation measures should be designed are set out in the in the finalised masterplan document. Predicted noise levels to emanate from future sawmill expansion and consequent activities will be set out by J Gordon & Sons sawmill, in the absence of these levels being supplied by the sawmill, noise levels may be extrapolated from existing on-site activities.</p>
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	<p>The assumption in the final Masterplan that the composition of the "buffer area" takes account of any potential development in the expansion area, should also apply to any development or <i>expansion</i> within the existing sawmill site. That assumption - and the accumulated noise levels arising from the existing site and the expansion area - must underpin any noise assessment by developers at Nairn South.</p> <p>The final Masterplan should recognise that any or all of the activities undertaken within the existing sawmill site will be assumed as capable of being located and carried out within the land allocated for expansion of the sawmill. We wish to emphasise here that such use of the expansion area should be regarded as additional to existing activities within the present sawmill site. Appropriate mitigation by developers must achieve the acceptable day and night-time noise levels appropriate to residential amenity; and that standard should be applied to all other development at Nairn South whose occupiers might be at risk to disturbance from noise.</p> <p>These activities - which should also be referred in the final Masterplan as suitable in principle but not exhaustive - would include the main site access, reception/weighbridge, including processing of round and sawn timber, re-sawing and cross-cutting mill, secondary treatment plant, kilning and log-grading, access to and operation of rail sidings for freight transportation, storage of raw materials, products and by-products, vehicle circulation/manoeuvring (principally HGV and forklift), weighing, loading, unloading together with related on-site and off-site traffic movements.</p>	
	<p><u>Standard Condition and Single Performance Criteria</u> 7. The final Masterplan should state - in relation to</p>	<p>The noise criteria set by the Council with the view of protecting the amenity of any of the residents of Nairn South and prevent</p>

	<p>acceptable noise levels - that the terms on which any planning permission is granted will be the terms on which any response to noise-related complaints will be based. The acceptable noise levels for residential and other proprietors are matters for the Council, but these should be declared in the final Masterplan.</p>	<p>any future complaints of noise nuisance. The Council has made every effort to ensure that the criteria set offers protection against any future action under the EPA 1990. However, the Council are duty bound to investigate any future complaints of noise disturbance in terms of statutory nuisance. In assessing statutory nuisance the Council would be required to take into consideration several factors including nature and character of noise and not just compliance with an agreed noise limit.</p>
	<p><u>Proof of Acceptability</u></p> <p>8. The Masterplan should impose a requirement on developers at Nairn South to demonstrate that noise mitigation obligations required of any planning permission meet the terms of consent, prior to the occupation of any development. It should be clear that if - for land ownership reasons only - a bund or similar arrangement is not fully closed, appropriate alternative measures and possibly increased set back of development will be required, and that the same scrutiny will be applied. Beyond this, the masterplan should stipulate that no development or other impediment within or affecting the buffer should prevent any future maintenance or enhancement of the noise mitigating nature of the buffer, by any party.</p>	<p>The masterplan will include a requirement for noise monitoring prior to the occupation of dwellings. "Prior to the occupation of the first house within each phase of the development, noise monitoring must be undertaken to ensure the mitigation measures will achieve compliance with the above noise criteria. If the sawmill expansion is not completed prior to the first occupation, then the developer must demonstrate, based on predicted noise levels within the noise assessment, that the mitigation measures which have been incorporated within the development, will be sufficient to ensure compliance with the above noise criteria once the sawmill expansion has been completed. "</p>
	<p><u>Balblair Road - Development Set-back</u></p> <p>9. A set back for development on Balblair Road is not included in the draft Masterplan. This is a significant shortcoming in the Masterplan. Balblair Road will not function as a residential street. It will be an urban distributor route with a special role carrying up to 130 HGV movements per day (Sawmill Transport Assessment). The principles of a set back of residential development from Balblair Road and development facing away from Balblair Road should be an essential precedent for the Masterplan,</p>	<p>Development set back from Balblair Road is identified within the masterplan as a consequence of the need to provide footpath and cycleway north to the railway station. This would not necessarily translate into inward facing development. Reference to this will be augmented within the masterplan as a consideration.</p>

	<p>from the perspective of residential amenity, vibration and noise. This set back should form an appropriate green corridor either side to minimise the impact of intense, regular daily HGV movement on residential amenity and to enable any necessary upgrading, improvement or widening of the route. The potential for sawmill traffic - at the volume and frequency proposed - to cause nuisance to occupiers, and vibration to nearby buildings should not be underestimated. A forward planning exercise should recognise that and seek to mitigate.</p>	
	<p><u>Rail Footbridge - Developer Contributions</u> 10. It should be clear in the final Masterplan that the sawmill is not required to make a financial contribution to the rail bridge crossing.</p>	Noted.
	<p><u>Nairn South Infrastructure Commitments</u> 11. The obligation by developers to meet all key deliveries required in phase 1 before phase 2 commences, should be unequivocal in the final Masterplan.</p>	Noted.
	<p><u>Balblair Road - Pedestrian/Cyclist Provision</u> 12. We are agreeable with the terms of the Masterplan such that development at Nairn South requires cycle/pedestrian provisions on Balblair Road and note the implications of this for a "land reservation" from John Gordon & Son. We wish to re-state our concerns regarding the responsibility of developers at Nairn South to achieve a safe co-existence of cyclists / pedestrians with John Gordon & Son HGV traffic, in view of the sheer volume of sawmill traffic arriving and departing from the site.</p>	Provision of a safe footpath/cycleway is required on Balblair Road between the mixed use development and the junction to Cawdor Road. This will require a collaborative approach to the wider delivery of development between the relevant land ownership/development interests. In regards to traffic safety this approach will produce the best outcomes for pedestrian and traffic safety for both residents of development at Nairn South and also for the proposed expansion of the sawmill.
	<p><u>Actions</u> Further to (2) above and for your information rather than reference in the final Masterplan, John Gordon & Son intend to</p>	The Council have highlighted the need to consider the noise impact of sawmill expansion as one of the most important issues. The development of the buffer area will be guided by the

	<p>investigate the layout of these activities and a db value in each case to inform an outcome that would afford the sawmill proprietors sufficient flexibility in overall site layout.</p> <p>The purpose is to ensure that developers at Nairn South are able to obtain as accurate a reading or understanding as possible, of the noise implications arising from existing and likely future development and expansion of the sawmill. It is intended that this will provide the planning authority with a baseline of information which it can share with potential developers and apply in the assessment of their proposals and the acceptability of noise mitigation measures.</p> <p>John Gordon & Son intend to open dialogue with the developers at Nairn South with a view to discussing how such information might be lodged with the Council for inclusion as part of the final Masterplan on the understanding that it will be considered by PED Committee on 15th May 2013.</p>	<p>outcomes of the noise assessment. The noise criteria to which mitigation measures should be designed are set out in the in the finalised masterplan document. Predicted noise levels to emanate from future sawmill expansion and consequent activities will be set out by J Gordon & Sons sawmill, in the absence of these levels being supplied by the sawmill, noise levels may be extrapolated from existing on-site activities.</p>
<p>Mr Charles Allenby</p>	<p>Amendment 1 - Need to limit housing numbers in Phase 1 Housing numbers in Phase 1a) and Phase 1b) of the Nairn South Masterplan should be limited to 250 units as required by Policy 18 of the Highland Wide Local Development Plan. The number of 320 shown in the Draft Masterplan exceeds this level and would lead to higher density development that would be out of character with the edge of town location of Nairn South. Such densities have been found to be unacceptable to Highland Council at Sandown and Delnies and should not be approved as part of the Nairn South Masterplan.</p> <p>Amendment 2 – Need to respect and re-enforce landscape features Horner MacLennan Landscape Architects undertook a landscape and visual analysis assessment of the northern extent of Nairn South in 2009. The exercise established a number of key viewpoints and landscape features which should inform the site</p>	<p>Amendment 1 - Need to limit housing numbers in Phase 1 The limit of 250 dh is set out on Policy 18 and relates to the potential capacity for development for any early phase of development in the absence of a traffic assessment and the benefit of a strategic masterplan document.</p> <p>An increase of the scale of development has no bearing on the potential density of the proposals coming forward. The limit on development set within the HwLDP did not relate to any specific hectareage of the development site.</p> <p>Amendment 2 – Need to respect and re-enforce landscape features The masterplan document sets out broad phases tied to all considerations to development, this includes consideration of the ridge as it runs west to east and reduces in prominence while heading in a generally southern direction. Phases 1a & B</p>

	<p>layout and design. From this basis they were able to provide advice on potential building alignment and structure planting such that the built development can be absorbed by the site and the integrity of the town's setting is maintained.</p> <p>Understanding the landscape capacity and the surrounding context for Nairn South should therefore been an integral part of the masterplan process. The ridgeline to the south of the area forms an important natural break and should be reinforced to contain development within the landform to the north, and to avoid skyline development.</p> <p>Whilst the treatment of the ridgeline is critical, it is important to understand that our proposed approach does not prevent further development south of the ridge at some stage in the future.</p> <p>The key issue is that the ridge itself should not be developed and this should be explicit in the Nairn South Masterplan.</p>	<p>follow the ridge line as it travels east from Balblair Road and then turning south. Phases 1a and 1b also closely reflect the main area of infrastructural improvements required to deliver initial development.</p> <p>The plan gives a context for developer led masterplan applications to interpret the landscape within their proposals. The development or otherwise of the ridge and the ridgeline should be considered at a more detailed level within the context of detailed developer led masterplans.</p>
	<p>Amendment 3 – Need to define and limit the southern boundary for development</p> <p>The Draft Nairn South Masterplan contains no assessment of landscape features, character or capacity. This is a fundamental omission and does not follow basic principles of masterplanning, urban design or landscape architecture to understand the location within which development will sit. The draft masterplan is flawed in this respect as it does not contain any assessment of landscape features to inform the design process. The boundaries shown and lines drawn are not informed by the topography or landscape features and do not demonstrate an understanding of the capacity of the landscape to absorb development.</p> <p>The masterplan should not be approved until the landscape</p>	<p>The masterplan does not seek to deliver a design solution for the development of the entire site. The document sets out the primary phasing based on several factors including landform, infrastructure and services. The Council will expect a variety of design solutions from the different parties involved in developing the site and does not seek to prescribe how landforms should be interpreted in proposals.</p> <p>The submitted design solution from Mr Allenby does not recognise fully the topography of the site and the delivery of a significant area of forestry would serve as a barrier to the integration of further phases at Nairn South.</p>

	<p>structure and features are assessed and described to provide a framework within which development can sit.</p> <p>The masterplan does not follow basic government advice on good practice in assessing surrounding context and landscape structure as contained within PAN 44.</p>	
	<p>Amendment 4 – Need to change Phase 2a) and 2b) in Draft Masterplan</p> <p>The phasing in the Draft Masterplan is also inconsistent in that it promotes development further from the town centre in earlier phases than development that would form a natural link to the town.</p> <p>The Draft Masterplan should be amended to change Phase 2a) and Phase 2b) to show a more logical progression of development from the edge of the town out.</p> <p>Phase 2b) should be delivered in advance of 2a) not as shown in the Draft Masterplan to enable early delivery of pedestrian and cycle bridge over railway.</p> <p>Also, the southern extent of Phase 1a) should be limited from that shown in the Draft Masterplan to respect and recognise the existing landscape features to contain development.</p>	<p>The phasing associated with the draft masterplan is based on the ability to deliver the associated infrastructure and service improvements. Development to the west of Balblair Road cannot be delivered in advance of the connector road to Cawdor Road.</p> <p>The HwLDP identifies that reliance on Balblair Road as a transport link should be reduced. Along with further work undertaken the Council consider all vehicular traffic from the Nairn South development should access the town centre by Cawdor Road. Assessment of the capacity of Balblair Road and the junction to Cawdor Road indicates that there is limited capacity for the improvement of the junction. Traffic flows to this junction require to be minimised, the Council proposes that through traffic from the wider area be curtailed and stopping up of Balblair Road to the immediate north of the sawmill access. This traffic order would only be implemented upon the provision of a connector road between Balblair Road and Cawdor Road. This requirement dictates that the first phases of development are located with access to Cawdor Road.</p>
	<p>Amendment 5 – Need to change alignment of railway crossing and sawmill expansion area</p> <p>We continue to advocate a strategic approach to the development of land to the South of Nairn. This should not be dictated by land ownership boundaries but based on sound principles of landscape and urban design and good planning.</p>	<p>The proposed route for the railway crossing relates to the development of a bund and the potential for the construction of a footpath associated with it. The footpath would utilise the bund provided for noise mitigation, there will be scope to incorporate a well designed and secure pedestrian and footpath access and will not form a channel or alleyway as suggested.</p>

Land should be allocated for development regardless of land ownership boundaries to create a positive framework for growth in a logical and sustainable manner. The concept masterplan we have prepared is consistent with the key themes of the Highland Council Masterplan but provides for a better transition between residential areas and commercial uses and particularly provides for a better route and crossing of the railway

We submit that the Highland Council Masterplan does not provide for a safe route for crossing the railway. The Highland Council Masterplan restricts the crossing of the railway and shoehorns it into a channel or alleyway between the existing railway boundary and an extended sawmill storage yard. This would be unsafe and does not follow secure design principles. Such an alleyway would not provide for a safe or pleasant pedestrian route. A re-alignment of the crossing point and the land required for the sawmill expansion is therefore required. This would provide for a safer and better designed crossing of the railway and allow expansion of the sawmill.

We therefore suggest that the land for potential sawmill expansion runs in an arc along the boundary of the existing sawmill through to Cawdor Road and includes a well-defined structure/buffer to the south which links into new buildings for employment/retail uses, and the potential new distributor road. Appropriate landscape planting and bunding associated with these other uses would protect long term amenity. The reporter from the HWLDP agreed with this approach and concluded (paragraph 91) regarding the proposed footbridge over the railway, ***“there appears no reason why the approach ramp from Nairn South could not be adjacent to the south-east boundary of the railway line, opposite the Academy. An approach ramp in this position would occupy a small part of the existing sawmill***

That route proposed in comment on the masterplan would remove all potential for the development of railway sidings within the redefined expansion area. There is no merit or added value in the rerouting of either the bund or the pedestrian/cycle access.

The extract from the HWLDP reporters report is entirely consistent with the approach the Council has shown in the masterplan.

	<i>expansion area, would leave most of the expansion area unaffected and would appear to have no adverse effect on future sawmill use of a rail siding.”</i>	
	<p>. The key principles driving our masterplan are:</p> <ul style="list-style-type: none"> • Mixed but overall a low density of development that suits the edge of town and country setting of Nairn South and not simply maximises house numbers; • We propose to limit numbers to 250 across the whole of the Phase 1 area subject to the masterplan. This is lower than the Scotia proposal and at a reduced density; • Housing will be for a mix of family units from 1 and 2 bedroom terraced, semi-detached units through to 3, 4 and 5 bedroom family housing including 25% affordable provision for all sectors of the community; • A mixed development including a range of business, commercial, retail and community facilities consistent with HWLDP and not just housing; • A pedestrian and cycle link and bridge over the railway to the town centre (approved in principle by Network Rail); • A development that sits within the landform and landscape features and setting to provide a strong and contained edge to the settlement; • Local access and transport improvements including improved access to the sawmill and the potential for future linkages with other parcels of land; and, • To provide for expansion of the sawmill and an effective landscape and visual buffer between uses to better define the edge of the existing settlement. 	The masterplan sets the broad framework for the delivery of development on the Nairn South area. Detailed masterplans will be expected to be submitted to support development proposals and include details on all considerations as set out in the masterplan and the Development Plan.
Nairn West Community Council	We would have liked to see this masterplan devised and discussed, not as a free-standing document, but as a component part of a strategic vision for the town of Nairn. It is obvious that	The masterplan will be a material consideration in the consideration of any development proposals alongside the Highland-wide Local Development Plan. The HwLDP continues

	<p>a major development such as this will have implications for the town centre, for the viability and delivery of other possible developments, and for the capacity of the town's infrastructure to cope.</p>	<p>to be the primary document in the decision making process across the A96 corridor.</p>
	<p>The delivery and timing of any development at Nairn South must be conditional upon the prior delivery of the bypass. The bypass has already been accepted by the Council as "critical" to development. It is enshrined in the A96CF and the HwLDP. It will become the principal road link in this part of the expanding town. The masterplan must embody this principle which the Council has already laid down, and development must be contingent on a firm decision, resource-commitment and timetable for the delivery of the bypass;</p> <p>The problems of access via Cawdor and Balblair Roads and of reconfiguration of the rail underpass must be fully resolved before any development is permitted. It is not enough to assert that the present infrastructure can cope. The Transport Impact Assessment is not credible: it relates to only a part of the proposed development and is thus inadequate as a basis for planning. Moreover the idea that adding lights and obstructions to the already restricted junctions and rail underpass will improve traffic flows is misguided, this will simply encourage ratruns;</p>	<p>The requirement for a link to the A96 bypass for the full development at Nairn South is acknowledged, however for early phases of development to progress the Council has considered the traffic solutions proffered through a traffic impact assessment. The approach taken in the assessment has been agreed by the Council and has also drawn no objection from Transport Scotland in relation to it's wider impact. The Council's TEC Service have indicated requirements that early phases of development will have to undertake to support development.</p>

	<p>The development must provide – and the masterplan must include – appropriate landscaping and specific proposals for the full range of mixed use from the outset. That means not just some playing fields, grass verges and a school in due course. It means commercial, business, and even perhaps light industrial provision, and proper green spaces including allotments. At the moment the masterplan focuses entirely and only on housing. The plans also require that employment opportunities be provided – not just the house-building, but in terms of sustainable economic activity as part of the development of the site and the town. There is a disturbing lack of clarity about the nature of the proposed Nairn South development. The HwLDP and its predecessors zoned the site for mixed use. Diversity of design and function is essential. The Reporter and Scottish Ministers stipulated that “provision for employment opportunities must also be made as part of the development proposals”</p>	<p>The masterplan makes allowance for the development of business and commercial uses within the site to encourage a level of employment within the site. The Council has specific guidance on the levels of open space and allotment space required in developments as well as the need to consider connections and improvements to green networks. These documents form a statutory part of the development plan and need to be addressed in any proposals.</p>
	<p>The HwLDP, and the A96 Framework before it, say unequivocally and explicitly that the bypass is a “critical issue” to the delivery of an “integrated movement solution for the town as a whole”, and essential for the successful development of, and access to, the site at Nairn South. There is NO firm and agreed plan for the bypass, no allocation of funding, and indeed the prospect that it will be delayed by being incorporated into the more demanding and expensive scheme to dual the whole A96. It is not sensible to make certain plans for Nairn South when the timescale for the bypass is still so uncertain.</p>	<p>The construction of and connection to the A96 bypass is seen as a longer term traffic solution for Nairn, however the early phase of development is required to demonstrate that “the current pinch points at the railway bridge and the junctions with the A96 through Nairn must form part of a solution to open up development in phase 1.”</p>
	<p>No argument about the principle of development, though many still question the loss of prime agricultural land. In that context, it is disturbing to note that the Council’s line to the HwLDP Reporter was that building on prime land in Nairn was “essential to meet housing demand in the IMF area [NB not specifically in Nairn], and in helping to reduce development pressures on other</p>	<p>The housing land supply position has already been the subject of consideration through the development of the Highland-wide Local Development Plan. The land supply requirement is based on the Nairn Housing Market area and the particular pressures that relate to that market area. This includes elements of meeting unmet housing need and demand and also from in-</p>

	<p>areas". This implies that it is OK to build on farmland in Nairn to help relieve the pressures elsewhere, eg around Inverness. Yet in Auldearn the HwLDP takes the opposite view and argues for the protection of prime farmland from housing development.</p>	<p>migration to the area.</p>
	<p>The draft and the phasing need to be revised to have the areas closest to the town (currently marked 2B, adjacent to the railway) and the relevant infrastructure for that, delivered as part of the initial phase.</p> <p>The present phasing envisages the creation of a housing estate in phase 1A on a block (the largest) along the Cawdor Road, separate from all existing building. Phase 1B is then another block to the west extending to Balblair Road. Both are in effect cut off from town by the sawmill. Neither has any linkage with the existing residential zone or the Academy on the other side of the railway. This is driven not by a rational assessment of what represents sensible outward growth of the town, but simply by the intention to have all the traffic from initial development flowing along Cawdor Road.</p>	<p>The delivery of Phase 2b is impractical in terms of the roads infrastructure and capacity for improvement. The development has to be phased from Cawdor Road westwards to allow the progression of the necessary access infrastructure to take place on Cawdor Road. In terms of pedestrian/cycle safety vehicular and necessary junction improvements then traffic movements using Balblair Road are to be restricted. The earliest phases of development would take place on Cawdor Road reflecting existing residential development in this location. This option presents the most natural and only feasible order of development progression.</p>
	<p>At present (see p14 of masterplan) any development of the zone 2B [Allenby land] is dependent upon the delivery of access routes and other enabling development in and from 1A and 1B [Scotia group/Forbes land]. This cannot be good: it raises the risk of conditionality, uncertainty and delay, and at worst of a "ransom" situation.</p>	<p>The delivery of the connector road from Cawdor Road is a requirement of development of Phase 1a. Planning conditions would be applied to allow unfettered access to later phases of development. The masterplan now clarifies the timing of delivery of the connector road to prevent delay in delivering potential development across the site.</p>

	<p>In terms of housing there is a lack of clarity about the number of units. The Reporter (para 142) noted the discrepancy between the 330 mentioned in the HwLDP for 2011-2021 and the 250 in Policy 18. He specified that the first phase should be limited to 250. Yet the draft masterplan lists a total of 320 in Phase 1a and 1b (and that appears to be only on the land for which the Scotia consortium has submitted proposals). And the masterplan says (on p6 – Site) that the masterplan deals with the phases of development (ie both phases 1 and 2) to be delivered in the 10 years from 2011, and gives a total number of units envisaged by the draft masterplan in these ten years of an astonishing 520. These figures simply don't add up (or rather they do, and it's not pretty!). Not only is this confusing and misleading, it appears to be at odds with the Reporter's instructions. It also has very direct connection with the vital question of access, transport and traffic. The HC accepted in the light of the HwLDP Main Issues consultation that growth in Nairn should be proportionate, and revised its HNDA forecasts accordingly. Yet this scheme for 520 houses – on top of Lochloy and Delnies – seems to be contrary to, and indeed to be subverting, that position through the back door.</p>	<p>The reference to 250 dh in Policy 18 related to the considered capacity for development in the absence of a transport assessment, the masterplan has access to a submitted assessment that supports the potential for a higher figure.</p> <p>It is noted, however, that the masterplan should refer instead to the commencement of delivery of the phases within the masterplan and not to the complete delivery of the site. The final delivery of 520 dh is reliant on the assessment of and delivery of further improvements to the transport infrastructure.</p> <p>The HNDA figures used in the development of the HwLDP were accepted as robust and credible by the Centre for Housing Market Analysis and were not the subject of any change.</p> <p>The HwLDP identifies where there is potential for housing development and represents a gross figure for housing land supply, the overall delivery would be net of this figure.</p>
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	<p>The Council are responsible for the configuration of infrastructure – whoever pays for it. The developers cannot determine what Network Rail, Transport Scotland and others will do. The HwLDP Reporter agreed. He addressed this head-on . His conclusion was that “Cawdor Road may well be unsuitable for additional travel movements generated by Nairn South”. Yet the masterplan stipulates (p6) that “The main accessshould be taken via Cawdor Road to maximise [eh?] the capacity for traffic flows to the town centre.” It seems counterintuitive to suggest that obliging additional traffic to use a severely constrained road will somehow maximise, or overcome, that constraint</p> <p>The masterplan goes on to acquiesce in the TIA assessment that no, or only minor, measures need to be taken to deal with transport problems. That simply cannot be reconciled with the Reporter’s evaluation. He in fact goes on to warn (p120, para 31) that “It is for the Council to examine in detail the Transport Assessment and to come to a view as to its merits in relation to the particular proposal to which it refers. The Assessment cannot be the final answer because it is based on a particular proposal for a part only of Nairn South.”</p>	<p>The Reporter to the HwLDP did question the potential for Nairn South to be adequately served, in his consideration of the existing situation, the reporter equally did refer to his initial view of the Transport Assessment and the potential solutions to address issues relating to a pre-existing situation on Cawdor Road and also mitigate impacts of an early phase of development.</p> <p>In relation to Cawdor Road, The HwLDP sought to reduce the reliance of using Balblair Road as a vehicular link to the town centre and the use of the sub-standard junction at the railway bridge. The removal of Balblair Road as a 2-way vehicular transport link and the introduction of signals to Cawdor Road/Railway Bridge junction would maximise traffic flows along Cawdor Road.</p> <p>The reporter does also indicate that the transport assessment does not provide a solution to the entire site, this is embraced within the masterplan with a requirement for any further development to be supported by another transport assessment and further solutions to accommodate additional traffic.</p>
	<p>The study is complex and technical, and based almost entirely on theoretical modelling where the answers you get depend on the assumptions you feed in. Just as an illustration, the study assumes (or predicts) that:</p> <ul style="list-style-type: none"> • 320 houses will generate 238 morning rush hour vehicle departures; and 173 returns and 108 departures in the evening rush hour. • Of this total, over half, 56.8% will be commuting by car to <u>Nairn only</u>. All working in the town? Where is 	<p>The transport assessment which accompanied the planning application by the consortium has been generally accepted by the Council. The Council will be seeking certain amendments to the proposed mitigation measures to that proposed by the developers. Vehicular traffic flows for the site are indicated as 98 peak time departures in the morning with 71 peak time arrivals at peak time p.m. and not the figure that has been incorrectly quoted.</p>

	<p>the local employment for 200-plus new people? Or all delivering kids to school? Just over 26% of the rest will be commuters driving west on the A96 towards Inverness, and about 12% east towards Forres.</p> <ul style="list-style-type: none"> • Even on those numbers it is assumed (indeed expected) that they will all use Cawdor Road as the route to town and on to the A96. Fat chance! But if they all did, then that's 238 vehicles an hour, or 4 cars every minute, trying to get under the railway bridge and out via Waverley or Leopold St. In the morning rush hour! • And the management of this is expected to require hardly any changes except the introduction of traffic lights at the Cawdor/Balblair junction, an alternate one-way flow, and the widening of the pedestrian way under the bridge! 	
	<p>There is a similar lack of realism about how much (or how little) Nairn South traffic will use Balblair Road, the Kildrummy-Delnies road, and the Geddes-Brackla backroad to get on to the A96. The TIA tries to suggest this flow will be minimal and that the existing roads and junctions can handle the extra traffic.</p>	<p>The masterplan seeks contributions towards the improvement of the minor road network. Further proposals will require the need for further improvements.</p>
	<p><u>Drainage etc</u> The draft masterplan claims that “the Nairn Wastewater Treatment Works has capacity at present” and that drainage/sewage will initially be to that plant, with later phases probably having to be connected to Ardersier. This is complacent at best. Lochloy is scheduled to expand further in the next few years. Capacity problems are already giving rise to overflows into the river below the bridge, and recurrent complaints of malodorous pollution in the Dunbar Golf Club/Caravan park area. Adding 250, 320, or 520 more houses to that network would be</p>	<p>The capacity of the WWTW is not the main issue for the further expansion of development in Nairn but the sewerage network. Any development proposals will need to demonstrate to Scottish Water that either there is adequacy in the sewerage network or what works are required to address identified issues constraining network capacity. Necessary improvements would be funded by the developers in order to facilitate connection and undertake necessary improvements to existing network issues.</p>

	tempting fate, whatever the theoretical capacity of the works.	
	<p><u>Green spaces</u> It is significant, and disappointing, that the current site phasing and plans appear to deliver only the minimum requirement in terms of open space (and that counts in playing fields and the verges of roads etc). Provision for allotments and for natural planting would be desirable. In the earlier CfS workshops on the A96 Corridor Framework, the preferred Option A for this area envisaged a wide green space across the Nairn South site(between the riverside and the green space of Tradespark Wood/Moss-side); and the Allenby plan proposes green planting along the ridge line.</p>	The Council has specific guidance on the levels of open space and allotment space required in developments as well as the need to consider connections and improvements to green networks. These documents form a statutory part of the development plan and need to be addressed in any proposals.
	<p><u>Cycle and pedestrian routes</u> The masterplan refers to “.....contributions to access improvements to promote walking and cycling....” and to “.....an indicative network of paths and linkages out..... and identifying potential for further enhancement”. This is vague, unspecific and non-binding.</p>	Appendix 1 of the document sets out the specific financial contributions that will be expected from the development, these would also be augmented by the direct delivery of specific elements of footpath network contained within the development proposals, these requirements would be tied by planning conditions or legal agreement.
	Promoting modal shift is an explicit objective of local planning: this is an obvious opportunity to put the worthy principle into actual practice on the ground. Just as one specific illustration, the draft masterplan does not envisage the delivery of the bridge across the railway until Phase 2B (which could be a decade or more away).	The works required to Cawdor Road will provide a safe environment for pedestrians and cyclists, promoting connections towards the town centre and railway station and primary school.
	<p><u>Learning from the Lochloy experience</u> This follows from the point above. There were similar assumptions about traffic flows to and from Lochloy; and similar aspirations and indeed conditions on the delivery of a railway-crossing footbridge and cycleway. The congestion and difficulties at the A96/Lochloy junction have shown the shortcomings of those traffic predictions.</p>	The purpose of the strategic masterplan is to set out the requirements that need to be addressed and key deliveries in order to prevent issues relating to development that come forward in a fragmented manner.

	<p>It would be unfortunate if the failure to ensure adequate transport and access routes (eg on Cawdor/Balblair Roads and at the railway underpass) and the absence of a binding requirement to deliver a footbridge over the railway line, were to result in Nairn South being as vulnerable to congestion, and as lacking in pedestrian and cycle access.</p>	
	<p><u>Developer contributions</u> The draft masterplan lists some standard elements (affordable housing, school, contributions to bus service costs etc). It is however very imprecise on the question of contribution to the costs of a bypass. Yet the local and regional plans identify the development of Nairn South as being intimately linked to, and indeed dependent on a connection with, the bypass when it is built.</p>	<p>Transport Scotland has yet to finalise proposals for a bypass route and costs. Later phases of development would contribute towards strategic connections to the A96(T).</p>
Nairn Suburban CC	<p><u>Planning and Design</u> This is a highly visible site between the Inverness-Aberdeen railway line and Cawdor Road. It will be seen from the south and east, and most if the site falls naturally eastwards to the River Nairn. Planning and layout has to be of a very high standard. The proposed development of several phases over a long period of time must be clearly thought out and be visually attractive at all stages.</p> <p>In both proposed developments we will only support a maximum of 2 storey high houses, retail and office buildings. The 25% of affordable homes will mostly be of single storey and 1.5 storey cottage style homes. We will not support inappropriate blocks of 3 or 4 storied apartments on this site. There must be a common and sympathetic theme running through the whole proposal.</p>	<p>Noted.</p>
	<p><u>Housing Numbers</u> We are not happy with the numbers of houses quoted for the period 2011-2021 in the Hw LDP Reporter's assessment because they are based on incorrect assumptions. The level of need in</p>	<p>The reference to 250dh in Policy 18 related to the considered capacity for development in the absence of a transport assessment, the masterplan has access to a submitted assessment that supports the potential to a higher figure of 319.</p>

	<p>Nairn is for smaller, affordable homes to rent, part rent/buy and to buy. We need to develop Nairn in a realistic manner and figures of 250, 320 and 520 homes may in fact be spread over a much longer period of time.</p>	<p>It is noted that the masterplan should refer to the commencement of delivery of the phases within the masterplan and not to the complete delivery of the site. The delivery of different phases of housing development will be controlled through planning conditions. Given the current economic position it is acknowledged that development rates may be low. There is however, a need for development factors to be considered at the outset.</p>
	<p><u>Access and Roads</u> This is our main concern because it has not been addressed or understood. The pinch points running into Nairn are:-</p> <ul style="list-style-type: none"> (i) The junction with Balblair Road. (ii) The Railway Bridge. (iii) The junction with Westbury Road leading to Waverley Road and Millbank Crescent. (iv) Academical Square. (v) Leopold Street and junction with the High Street. (vi) Balblair Road (the B9091) from its existing junction with Cawdor Road (the B9090) and westwards. <p>Balblair Road is not fit for purpose and there is no provision for safe pedestrian and cycle users.</p> <p>Cawdor Road southwards from Balblair Road to George Street is not fit for purpose to take existing walking and cycling adults and children.</p> <p>Before any Planning Permission is granted, Balblair Road must be upgraded to accommodate pedestrians, cyclists and all vehicular traffic including heavy goods vehicles entering and leaving John Gordon & Son's sawmill.</p>	<p>The masterplan identifies the main transport improvements required to allow required for the early phase of development. Development applications will need to demonstrate that these improvements combined with other measures identified through transport assessments will provide an appropriate transport solution.</p>
	<p>John Gordon & Son's factory is a major local family run business and employer in Nairn, and is one of the most modern sawmills</p>	<p>The A96 bypass route is still subject of design work by Transport Scotland and consultation on potential routes is likely later in</p>

	<p>in Europe, they employ 90 staff on site. Downstream employment in harvesting and haulage will account for another 90-100 full time jobs.</p> <p>Their access must be improved and linked to the proposed Nairn Bypass close to the proposed crossing of the River Nairn between Broadley Farmhouse and the existing Howford Bridge. This could tie in with a roundabout on the Bypass to include Cawdor Road (B9090).</p>	<p>the year. Currently we understand that there are no proposals for a junction to the B9090B9091 from the A96 bypass, the Council will, however, continue work with Transport Scotland to facilitate the delivery of a transport solution for the delivery of the provisions of the Highland-wide Local Development Plan.</p>
	<p>To minimise noise and dust affecting the proposed housing development, a buffer zone and zone for earth bunding has been included in the applications.</p> <p>The buffer zone should be treated as parkland with attractive tree/shrub planting, paths and mowed grass. Part of this area could be developed as allotments for the benefit of householders on both developments.</p> <p>The earth bunding to 7 or 8 metres should also be planted with attractive shrubs and ground species to prevent erosion, and to create an attractive environmental area for bees, butterflies and wildlife in general.</p>	<p>The buffer area does offer the opportunity for landscaping to assist in integrating the noise mitigation measures to the wider development through landscaping and planting, there is also identified potential for this area to accommodate footpath connections.</p>
	<p>A clear costed statement on sewerage is required from the Developers and from Scottish water.</p> <p>We are not convinced that the Nairn Treatment Plant is capable of handling even the first phase of these two proposals. Ardersier and their upgraded site are not at present connected to West Nairn.</p> <p>We cannot support the start of these developments until full sewerage has been included in a costed plan to meet any additional houses and be provided for in Scottish Water's budget. Storm water from both applications will be handled by SUD Systems and will contribute to ponds and wetlands included in the green environmental content of both schemes.</p>	<p>The Council is aware that the sewerage network may need to be upgraded to accommodate development. It is understood that the Nairn waste water treatment works has spare capacity to accommodate growth in the medium term , this is subject however to the ability to upgrade the drainage network .</p>

<p>Nairn River Community Council</p>	<p>No development can be considered on this site until the Cawdor Road traffic conundrum can be solved, the by —pass built and sufficient sewage capacity and other infrastructure is completed. Furthermore the strength of the community's feelings against proposed development at Nairn South will have been entirely obvious as indicated at the recent joint Nairn Community Council meeting which you both attended.</p> <p>To this effect Nairn River Community Council supports the detailed responses made to this consultation by our colleagues on Nairn Suburban and Nairn West Community Councils. We feel these submissions articulate very well the concerns of the residents of Nairn.</p>	<p>The Council is aware of the concerns of the community in regard to development at Nairn South, The principle of development has been established in the Highland-wide Local Development Plan. The purpose of the masterplan is to clearly identify the infrastructure provisions required to support development in a phased manner.</p> <p>In terms of the longer term development of Nairn South, the A96 bypass route is still subject of design work by Transport Scotland and consultation on potential routes is likely later in 2013. Currently we understand that there are no proposals for a junction to the B9090 to the A96 bypass which would help deliver wider development at Nairn South including accommodating expansion at the sawmill. The Council will, however, continue to work with Transport Scotland to facilitate the delivery of a transport solution for the delivery of the provisions of the Highland-wide Local Development Plan.</p>
	<p>The application is for the construction of 319 housing units on 32.75 acres of prime agricultural land at a time of increasing worldwide food shortages, resulting in soaring food prices and also social unrest in many parts of the world. It is unwise, irresponsible and against the public interest to destroy good agricultural land simply to provide profits to landowners and property developers.</p> <p>The development of this site seems to be in contravention of the Scottish Planning Policy Document (clause 97 on page 20): — <i>"Prime agricultural land is a finite national resource. Development on agricultural land should not be permitted unless it is an essential component of the settlement strategy or is necessary to meet an established need — where no other site is available. Small scale development directly linked to local businesses, including housing may also be permitted. When</i></p>	<p>The allocation at Nairn South forms part of the development strategy for the A96 Development Corridor as such is viewed as complying with Scottish Planning Policy.</p>

	<p><i>forming the settlement strategy, planning authorities should consider the impact of the various options on prime agricultural land and seek to minimise its loss."</i></p> <p>The Highland Wide Development Plan for Nairn South stipulates that the first phase will be strictly limited to 250 houses. The developers think otherwise.</p> <p>The Planning Committee are reminded of the advice given to The Highland Council in 2006 by Halcrow Consultants: —</p> <p><i>It is essential that the opportunity for economic development in Nairn matches the overall aspiration for growth. There should be a clear balance between population growth and economic growth over the long term."</i></p> <p>The density of the proposed development at a level of 9.745 dwellings per acre is wholly excessive and inappropriate in a rural area.</p> <p>The density and size of individual properties are small and cramped. The individual drawings indicate that a 2/3 person dwelling has an internal area of 67 square metres compared to a typical dwelling for 2/3 persons in the UK through the 50s, 60s and 70s would be in excess of 100 square metres. The design of this proposal for dense urban development does not reflect the past 10 or more years in the rural area south of Nairn. The design of 319 units consisting of 2, 2.5 and 3 storey constructions with roof lines of 9.6 m to 12.2 m is greater than any other similar properties in the area. The designs of the flats show a 2 bedroom 3 person unit with 1 WC and a 3 bedroom 5 person unit with 1 WC.</p>	
	<p>There is no justification for such a dense development in Nairn. There is unfinished development at Lochloy which has an affordable element to it. The proposals for the Sandown area are unresolved. The large Albyn Housing development at Riverside has units available. The recent collapse of a contractor involved</p>	<p>The sets out the potential capacity for each phase of development, these would produce densities not inconsistent with existing developments throughout Nairn town. Although demand for housing has remained low across the area, much of this relates to the current economic position.</p>

	<p>at Lochloy suggests a lack of demand. The various residential developments along the Cawdor Road over the years have been individual houses except for some opposite the hospital and those at Rhuallan and Firhall. At the latter, The Highland Council gave planning approval for an environment for people of middle age and older based on an open landscape. There are 93 properties on 31 acres of former gardens to Firhall House. Rhuallan Grove has just 6 houses.</p>	
	<p>As a major employer in Nairn of more than 100 people, who have traded here for 100 years, it is important to consider their needs. At a time of general decline it is important to safeguard jobs in the area. it is not feasible to consider the company moving to another site as may have been suggested. The company wishes to grow and has already had planning permission to extend their premises. Currently over £1 million is being spent on a new drying plant. Development at Nairn South must allow the sawmill sufficient land to grow and adapt to a sustainable future and to deliver the strategy set out in the local plan. Also, it needs a buffer and breathing space between their operations and any future development in Nairn South.</p> <p>This should be a high quality amenity area containing a shelter belt of woodland which should provide public access, wildlife and bio-diversity. The increasing transport demands of the company, which presently brings 300,000 tonnes of wood fibre per annum into and out of the plant, needs carefully thought out.</p>	<p>The Council is aware of the importance of the sawmill as a local employer and of the plans to continue to expand their business. The Development Plan and the masterplan seek to put in place safeguards that will allow the development of the sawmill and also of the mixed use land at Nairn South.</p>
	<p>The plans show four road junctions with the B9090 Cawdor Road and two with the B9091 Balblair Road. With 761 parking spaces and 63 garages, of which 24 are for two cars, there will clearly be a vast increase in the amount of traffic.</p> <p>There has already been an increase since the opening of the new Town & County Hospital and Primary Care Centre with its full</p>	<p>The transport assessment has quantified the level of traffic movements based on nationally accepted travel rates. Development proposals will need to demonstrate what capacity remains within the road and transport network and also what improvements can be made to accommodate development.</p>

	<p>range of activities. There is close to 100 parking spaces there and most of the traffic goes under the railway bridge. There are three care homes on Cawdor Road generating traffic. Claims that construction traffic can use the existing road structure are unrealistic.</p> <p>The proposed so called improvements to Cawdor Road, which are actually more restrictions (speed bumps and traffic lights), do not address the problem of the narrow railway bridge. The railway bridge and the junction of 89090 and B9091 are described as "pinch points" which is misleading. The road width is barely adequate for the present traffic. The height at the centre of the bridge is 3.8 metres and large vehicles have to move to the centre to get through. If the footpath is widened as suggested it becomes even more difficult for vehicles.</p> <p>It is well established that there is a need for a bypass to Nairn but any proposals for that to happen will be long after the increases in vehicle movement created by this proposed development.</p>	
	<p><u>Drainage and Services</u></p> <p>It is stated that all properties will be connected to the existing public water and sewage facilities in or near Cawdor Road. There is no information from Scottish Water that their systems can handle a major increase in demand. The same question applies to the provision of gas/electricity supplies.</p> <p>The site lies on a slope and, in times of heavy rainfall, standing water can be seen accumulating at the bottom of the field next to the Cawdor Road. Covering the area with buildings will exacerbate the problem. The application does not deal with maintenance and repair of the so called SUDS areas after the developers leave the site, nor the capacity of the main sewer to cope with the outfall from the site.</p>	<p>The capacity of the WWTW is not the main issue for the further expansion of development in Nairn but the sewerage network. Any development proposals will need to demonstrate to Scottish Water that either there is adequacy in the sewerage network or what works are required to address identified issues constraining network capacity. Necessary improvements would be funded by the developers in order to facilitate connection and undertake necessary improvements to existing network issues.</p>

	<p>There is no mention of any consultation with SNH under the Wildlife & Countryside Act regarding protected species of birds of which there are many in the area, as well as badgers, deer and red squirrels. An area in the north west of the site has some significant link with Culloden.</p>	<p>During the development of the Highland-wide Local Development Plan the potential for any conflict with protected species. A requirement exists within the plan for the provision of a Protected Species survey and any necessary mitigation required.</p>
	<p>We feel that this application should be rejected as there is no need for such a dense development in Nairn at the present time. There is no evidence whatsoever of demand for these houses. The developers have provided no viable solutions to the traffic problems on Cawdor Road. Development on this site should not go ahead until there is a Nairn bypass and other infrastructure improvements. It is unrealistic to assume that the developers will provide sufficient funds to meet the large capital expenditure required to address the constraints that the current road and rail present. Development in the Nairn South area — the prospective further plans for the whole of the area to Howford Bridge. It would be premature to grant this planning application without looking at the proposed wider plans which means many more houses.</p>	<p>The housing market at present reflects the lack of confidence in the wider economy at the moment. The lack of movement in the majority of developments underlines the lack of availability of finance and confidence in the banks. Developers are utilising this time to plan for when the housing market and the wider economy does regain confidence.</p>
<p>Scotia Homes Ltd, Barratt East Scotland and Robertson Homes</p>	<p>The Draft Masterplan shows a progressive and positive approach to achieving the phased development of Nairn South and this is supported.</p> <p>Fundamentally, the purpose of the Masterplan is to achieve the deliverability of the development in accordance with Policy 18 of the HWLDP and the consortium is committed to working with the Council to achieve this, through the proposed Masterplan.</p>	<p>Noted.</p>
	<p>The requirements of the Draft Masterplan have been assessed to ensure that the application submission can achieve the principal requirements of the Draft Masterplan and it is considered that</p>	<p>Noted.</p>

	the application, once approved, can effectively deliver new development in accordance with the Draft Masterplan.	
	<p>Access & Connectivity</p> <p>The proposed link roads, footpaths and green space network are supported in principle and the submitted application facilitates the provision of the indicative network.</p> <p>Land within the consortium's control is capable of achieving the required improvements to Cawdor Road through Phase 1A and the required links to Balblair Road through Phase 2B. It is noted that land to the west within Mr Allenby's ownership is not capable of achieving these objectives.</p>	Noted.
	<p>The consortium note the progressive phasing methodology suggested in the submission on behalf of Mr Allenby, in January 2013, and would point out that the footbridge crossing over the railway may be an issue for the future in terms of its deliverability.</p> <p>The consortium is aware that a Proposal of Application Notice has been submitted on behalf of Mr Allenby to the Council, together with a screening request on the need for an Environmental Impact Assessment. This involves land within the control of the consortium and as such this development will not be capable of delivery. In contrast, Phases 1A and 2A are within the control of the consortium and are capable of delivering effective housing land in accordance with the LDP's requirements.</p>	Noted.
	<p>Noise, Landscape, Planting and Open Space, Flood Risk & Drainage and Physical Constraint</p> <p>The requirement for noise mitigation in relation to the John Gordon & Son sawmill is acknowledged by the consortium. The</p>	Noted.

	position of the aviation fuel pipeline is acknowledged.	
	<p>Developer Contributions</p> <p>The reference in the Draft Masterplan to the range of developer contributions which will be require to be addressed is supported. However, it is suggested that text is inserted to clarify that the contributions sought in accordance with the terms of Circular 3/2012: Planning Obligations & Good Neighbour Agreements.</p>	Noted and agreed.
	The progressive phasing methodology and phasing triggers are supported. The consortium would point out that the pedestrian crossing across the railway to Duncan Drive may be an issue for the future in terms of the deliverability of Phase 2B.	Noted.
	Whilst we note the current phasing proposed, we would wish the Council to consider the potential to bring Phase 2A forward to Phase 1A. The submitted application, for 319 houses, includes both Phase 1A and 2A (as currently proposed in the Draft Masterplan) and the whole site is capable of delivering effective housing land in Phases 1A and 1B, in accordance with the requirement in the HWLDP to deliver 330 houses at Nairn south by 2021. The Council may have concerns over the deliverability of the currently proposed area of land, designated as Phase 1B to come forward by 2021.	<p>In order to progress wider infrastructural improvements the Council are seeking to see delivery across the site that will deliver wider access connections, improved traffic management and also help realise the potential for the future expansion of sawmill activities.</p> <p>Development phased across both the east and west ownerships will assist in delivering the outcomes identified in the HwLDP.</p>
	<p>John Gordon & Son Ltd Sawmill Expansion</p> <p>It is considered that the Draft Masterplan positively provides for the future expansion requirements of the sawmill. In addition, it provides good rail frontage opportunities to protect the long term expansion of the sawmill operations, facilitating the potential use of rail freight in lieu of increased heavy goods vehicle movements within Nairn and surrounding area.</p>	Noted.

	<p>Design & Integration: The Draft Masterplan identifies clear and coherent strategic design principles to guide future development and accords with the Reporter's specified requirements for this Masterplan which is to identify "...the proposed footbridge, the link road, accesses on to Balblair Road (from both sides), structure planting and the buffer."</p>	<p>Noted.</p>
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