

The Highland Council

**Nairnshire Committee
20 April 2016**

Agenda Item	6
Report No	N/10/16

Future Development in Nairn

Report by Director of Development and Infrastructure

SUMMARY

This report presents background evidence for future development proposals in Nairn and more detailed transport analysis to inform the preparation of a revised draft masterplan for the Nairn South development. The Delivery Strategy for Nairn confirms the capacity of local services and infrastructure to accommodate development across the wider town and outlines the current status of sites allocated in the Development Plan. Alongside, a Draft Transport Appraisal has been prepared which sets out the transport mitigation requirements for development of the Nairn South site. The Transport Appraisal is presented for approval for consultation to allow any comments to be considered. Members are also asked to agree how to proceed with a new Nairn South Masterplan following the recommendations of the Examination Report to the Inner Moray Firth Local Development Plan.

1. Background

- 1.1 The previous meeting of the Nairnshire Committee considered a report which set out the suggested next steps in preparing a revised draft masterplan for Nairn South. This included a proposal to finalise a Transport Appraisal for the development. Committee directed officers to “reconsider the relevance and context of the Nairn South Masterplan” in light of wider development issues across the town, while also continuing to liaise with relevant parties on the preparation of this masterplan. This report provides an update on progress with this work and seeks approval from the Nairnshire Committee to proceed with the next stages of work.

2 Delivery Strategy for Nairn

- 2.1 The Delivery Strategy for Nairn enclosed at Appendix A sets out an overview of the capacity of infrastructure and services to accommodate future development in Nairn and outlines the current status of sites allocated in the Development Plan. It provides the background evidence for such development to progress. The views of the Committee are sought on the Delivery Strategy.

3 Draft Transport Appraisal

- 3.1 The report presented to the previous meeting of the Nairnshire Committee included a range of options and recommendations for required transport infrastructure to support development at Nairn South. These options had been subject to discussion with local members, members of the Nairnshire Community Councils and developer/landowner interests to gather initial views on the main transport constraints and potential options to overcome these.

- 3.2 Since then, the options for transport improvements have been subject to further analysis and traffic modelling to test technical viability and identify the capacity of potential improvements to accommodate levels of traffic associated with development at Nairn South.
- 3.3 The resulting options and recommendations are set out in the Transport Appraisal summary document at Appendix B. The full document is due to be published on the Council's website later this month. The Transport Appraisal summary document sets out the improvements required to accommodate increased levels of vehicular, pedestrian and cycle movements associated with the proposed development at Nairn South. These improvements are focussed around Cawdor Road, Balblair Road and adjoining road connections.
- 3.4 The main findings of the Transport Appraisal are that an improved local road network could accommodate 320 residential units, together with the proposed business and community uses. The transport improvements include:
- a number of key infrastructure improvements along Cawdor Road are required from the outset, prior to the occupation of development, as listed in section 1.1 of the Transport Appraisal summary document;
 - prior to any transport being permitted to use Balblair Road to move to or from the Nairn South site a range of improvements should be along Balblair Road as listed in section 1.2 of the Transport Appraisal summary document;
 - a distributor-type link road should be provided between Cawdor Road and Balblair Road to link all land holdings, but only after Balblair Road improvements are in place, as listed in section 1.3 of the Transport Appraisal summary document; and
 - contributions to improving public transport linkages to and from the Nairn South development.
- 3.5 The summary document also provides indicative costs for these improvements which includes an assumed cost for land acquisition.

4 Next steps

- 4.1 The Transport Appraisal summarised in Appendix B is intended to be made available for public comment and feedback. It also provides the information necessary to enable officers to proceed with the preparation of the revised masterplan for the site, as required by the Inner Moray Firth Local Development Plan (July 2012). The draft masterplan will set out clear guidance on the delivery of the Nairn South development.
- 4.2 It is proposed to progress the preparation of the revised masterplan taking account of the Delivery Strategy at Appendix A, and the Transport Appraisal along with any comments received. It is then proposed to present the draft Nairn South Masterplan to the next meeting of the Nairnshire Committee on 21 September 2016.

5. Implications

5.1 Legal and risk

There are no equality, legal or risk implications arising from this report.

5.2 Resource and Gaelic

There is no additional resource or Gaelic implications arising from this report.

5.3 Equality

Any design for development will take into account access requirements for individuals with disabilities and vulnerable user groups.

5.4 Rural

There are no additional rural implications arising from this report.

5.5 Climate Change / Carbon Clever

There are no climate change or carbon clever implications attached to this report.

RECOMMENDATION

The Committee is invited to:

- provide any feedback on the Delivery Strategy for Nairn;
- note and agree the Transport Appraisal summary document enclosed at Appendix A and agree to make it available for public comment; and
- agree to prepare a new Draft Nairn South Masterplan for public consultation as outlined in section 4 of this report.

Designation: Director of Development and Infrastructure

Date: 8 April 2016

Author: Scott Dalgarno

Background Papers: Appendix A – Delivery Strategy for Nairn
Appendix B – Nairn South Transport Appraisal Summary document

APPENDIX A

Delivery strategy for Nairn April 2016

This note provides background evidence for future development to be brought forward in Nairn in line with the Inner Moray Firth Local Development Plan (2015). It includes a broad assessment of the capacity of existing infrastructure and services to accommodate future development in Nairn. It also considers where development has taken place in the last few years and the effectiveness of future development sites.

1. Housing Need comparison 2010 and 2015

The Inner Moray Firth Local Development Plan (2015) is the adopted area local development plan for Nairn. In preparing the IMFLDP the Council has sought to identify the sites that can deliver the housing land requirements for the Nairn Housing Market Area (HMA). The housing land requirement for IMFLDP was calculated from a Housing Need and Demand Assessment carried out in 2010 and the requirement for Nairn HMA is shown in the first column of the table below.

Since the IMFLDP was adopted in 2015 a new HNDA has been prepared to support a review of the [Highland-wide Local Development Plan](#), with a [Main Issues Report](#) (HwLDP MIR) published for consultation in Sept 2015. The 2015 HNDA shows a significant reduction in growth figures due to changes in the methodology and background assumptions. The main drivers for this reduction are:

- a reduction of need which has been driven by different assessment of the level of backlog of housing need to be addressed;
- a slower than anticipated rate of reduction in household size; and
- lower projected levels of net in-migration to the area.

This has introduced a lower housing land requirement for Nairn HMA as shown in the “Low” growth scenario in the second column of the table below, and explained in more detail in Table 1 of the HwLDP MIR. Alongside, the Council presents their preferred scenario for future housing growth for Nairn HMA which aligns more closely with the levels of growth experienced within Highland over the previous 20 year period and therefore represents a more realistic forecast. This is described in the HwLDP MIR as the “High” scenario as shown in the third column of the table below.

The HwLDP MIR presents these future housing requirements excluding any allowance for flexibility in housing and market choice – such flexibility can be applied through the Area Local Development Plans prepared after the HNDA has been published. The level of flexibility that can be taken by Councils in reaching a finalised housing land requirement should fall in the range of 10% to 20%. To compare the resultant Housing Land Requirement on a like for like basis, a flexibility allowance (20%) has therefore been added to the 2015 MIR figures.

Nairn Housing Market Area Housing Land Requirement – Comparison Table			
	2010 HNDA derived - 20 year period	2015 HNDA “Low” scenario	2015 Policy approach “High” scenario
20 year Housing Land Requirement	2500	914 + 20% = 1097	1263 + 20% = 1516
Change	-	- 1403	- 984

Based on the Council’s preferred approach as set out in the HwLDP MIR (the High scenario above) the 20 year housing land requirement for the Nairn HMA is 1516 dwellings. Sections 2 and 3 below review the current housing land supply within the Nairn HMA and shows the sites that might contribute towards this housing land requirement.

2. Housing Development

In the period 2011 to 2014 the annual average number of homes completed was 25, compared to an annual average of 69 over the longer term period prior to the economic crisis. However, since 2014 housing development rates have shown signs of recovery with 43 completions in 2014/15 and 53 in 2015/16 helping to increase the supply of new build properties. In the previous 2 years over 85% of homes built within the Nairn Housing Market Area have been delivered within Nairn itself on land allocated in the Development Plan. The delivery of housing on windfall sites (not allocated in the Development Plan) has declined, making up the remaining 15% of housing completions.

3. Existing Development Plan Allocations

Sites Allocated in the Inner Moray Firth Local Development Plan			
Site ref	Use	Housing Capacity	Development Status
NA1 Former Showfield	Housing	30	
NA2 South Kingsteps	Housing	90	Longer Term development. Delivery post build out of NA5 Lochloy.
NA3 Achareidh	Housing	6	Capacity of site to be subject of developer-led Development Brief. Master planning exercise to commence shortly.
NA4 Sandown	Mixed Use	350 + community uses	Development Brief adopted March 2013.
NA5 Lochloy	Housing	179	63 properties either completed or substantially completed. A further 113dh approx remain to be commence construction. Under construction.
NA6 Delnies	Mixed Use	300 + mixed uses	Permission in Principle. Section 42 application pending to vary access arrangements to the site.
NA7 Town Centre	Mixed Uses	n/a	Nairn Community Town Centre Plan was adopted in September 2015.
NA8 Nairn South	Mixed Use	320* + mixed use	Development to be led by Council led masterplan. (in progress) * Capacity of site defined by THC Transport Appraisal 2016.
NA9 Grigorhill	Cemetery extension	n/a	Work has progressed on delivery of cemetery extension.
NA10 Balmakeith	Business/Industrial	[2.65ha]	Available land supply of serviced business and industrial land.
Nairn Town Total (A)		1236 *	* includes capacity now completed at Lochloy
Nairn Housing Market Area (excluding Nairn town)			
Auldearn	Housing	28	Residual capacity under development
Cawdor	Mixed Use Expansion	285 (indicative)	Expansion of settlement to be informed by developer led masterplan. No further progress at this point.
HMA Total (B)		346	

Total housing land (A+B)		1582	
Windfall development		160	Based on average of recent windfall rates.

The allocated land supply for Nairn HMA indicates a potential capacity to accommodate 1582 dwellings over the 20 year plan period. A further allowance for windfall development of 160 dwellings also has to be taken into account, giving an overall notional capacity of 1742 dwellings over a 20 year period. The allocated sites within Nairn provide total capacity for up to 1236 dwellings. It can be seen from the table above that there is currently only one allocation actively delivering any level of housing to meet the demand within Nairn. The development at NA5 Lochloy was consented to deliver 179 dwellings, with 63 dwellings having either reached completion or in an advanced stage of construction. The remaining 113 dwellings have yet to be commenced and if activity on site is maintained the site will be built out within 3 years.

In light of the above, there is a need for other site allocations identified within the Inner Moray Firth LDP to be brought forward to provide choice to purchasers and also to meet the medium to longer term housing demands for the area.

4. Transport Appraisal

The Transport Appraisal commissioned by the Highland Council addresses a range of issues primarily focussed on Nairn South but this has also included a peer review of the Inner Moray Firth Transport Appraisal (November 2013). It concludes that the work undertaken to support the IMFLDP continues to demonstrate that the A96 trunk road and junction capacities can accommodate the levels of development proposed.

5. Schools capacities

Secondary – Nairn Academy: The roll forecasts show that there will be a shortage of secondary school capacity within the Inverness and Nairn School Catchment during the next decade. Developer Contributions are likely to be necessary to provide for additional secondary school provision.

Primary – Millbank and Rosebank Primary Schools: The house building assumptions for Nairn overall are consistent with the relatively modest requirement in the HNDA with the bulk being delivered in the catchments of Millbank and Rosebank (30 houses per year for each). The forecast shows the Millbank roll increasing from 296 (current) to a peak of 305 in 2018/19 and then falling slightly, which compares with a capacity figure of 307. However, this capacity is an interim figure which was derived before recent SG Guidance on primary school capacities was introduced. Given the small margin between the interim capacity and the current & forecast roll, developers should be advised that contributions for primary provision are likely to be required.

The school capacities require to be confirmed as part of the ongoing review of the Inverness and Nairn School Estate.

6. Health Care provision

The Nairn area is covered by the Nairn Healthcare Group through the Nairn Town & County Hospital and Primary Care Centre in Nairn alongside the Ardersier Branch Surgery. We are not aware of any issues that would prevent the delivery of developments allocated in the development plan.

7. Sewage treatment and sewerage network

The current WWTW at Nairn has an indicative capacity of 988 units (2014), there are issues with the sewer network relating to discharge of foul water in times of heavy rainfall. Scottish Water is to

undertake a Strategic Drainage Study for Nairn which will identify service and network deficiencies to guide the future investment, improvement and provision of wastewater infrastructure to serve the town and future development.

8. Water supply

The Inverness & Nairn supply area has existing capacity to accommodate development of a further 1000 houses. Scottish Water is in the process of progressing investment to augment the existing capacity of water supply serving the Inverness and Nairn catchment to ensure mitigation and improvement to neutralise the impact of new development growth.

9. Community and Leisure Facilities

Highlife Highland manage the Nairn Leisure Centre, located on Marine Road, near Nairn Beach. The Leisure Centre provides a 25m swimming Pool and has recently increased the capacity of its fitness suite to providing a larger range of workstations. However the classes provided by the Leisure Centre are facilitated within school premises. There is an aspiration to increase provision within the Leisure Centre within the centre. Growth in Nairn’s population will increase the existing facilities and developer contributions will be required to assist in providing capacity within the Leisure Centre.

Nairn is also served by the Nairn Community Centre which provides accommodation for a range of community and leisure activities, some of which complement those existing at the Leisure Centre and provides additional capacity.

10. Conclusion

Section 3 of this document confirms that the sites identified in the Inner Moray Firth Local Development Plan have potential to accommodate 1582 dwellings which, alongside any windfall development not allocated in the plan, will help to accommodate the housing land requirement for the Nairn Housing Market Area.

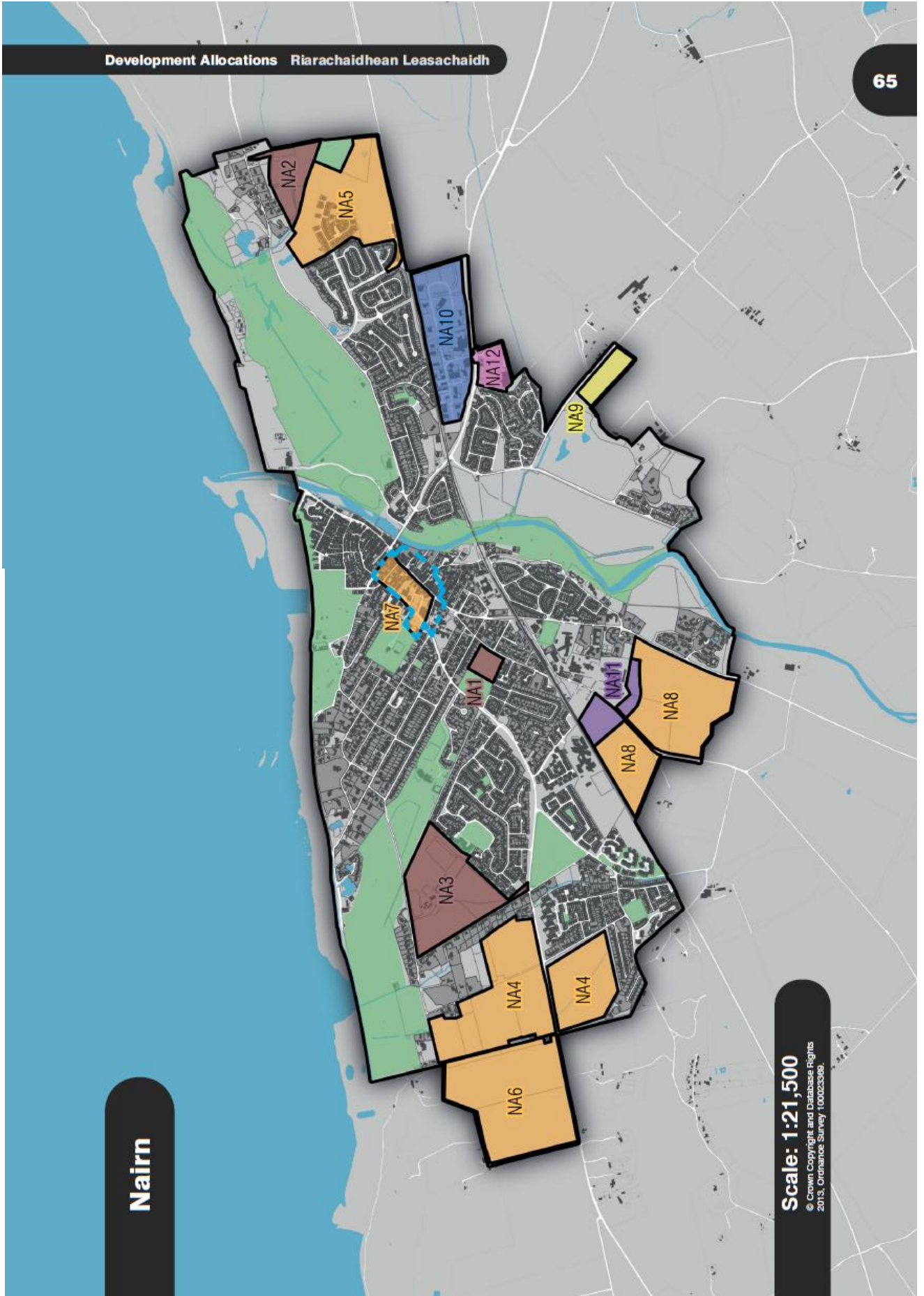
Plan	Nairn Housing Market Area 20 year housing land requirement
HwLDP 2012	2500
HwLDP2 MIR 2015 (Preferred option)	1516*
IMFLDP Housing allocations	1582
Windfall allowance	160**
Total	1742

*includes flexibility allowance of 20%

** based on reduced level of windfall over past 3 year period

This indicates that the current overall allowance for housing development is approximately 15% over the Council’s stated preferred option for meeting the Council’s Housing Supply Target, including flexibility allowance. Of the allocated sites within Nairn the only active site being developed is NA5 Lochloy which is helping to meet some of the demand for new homes in Nairn. There is a clear need for other sites within Nairn to come forward to deliver housing to meet demand.

This document also provides an overview of infrastructure and service issues and has not flagged up any barriers to development sites being brought forward across the town.



Nairn

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APPENDIX B


Nairn South Strategic Development Masterplan

Transport Appraisal Summary



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Nairn South Strategic Development Masterplan

Rev No	Comments	Checked by	Approved by	Date
A	Draft Issue	JH	KM	Feb 2016
B	Final Issue	JH	KM	April 2016

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Reference Final Issue

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Appendix A – Recommended Infrastructure Improvement Drawings

Capabilities on project:
Transportation

Executive Summary

Introduction

AECOM have been commissioned by the Highland Council to undertake a Transport Appraisal of the Strategic Development Site known as Nairn South. The site is located to the south of Nairn town centre, immediately south of the existing Gordons' Sawmill.

The site is identified in the Inner Moray Firth Local Development Plan (IMFLDP) as NA8 Nairn South. The proposed development allocation on the site is mixed use including 520 residential homes, business and community uses. The purpose of the Transport Appraisal is to assist in development of the Nairn South Strategic Masterplan by identifying the transport infrastructure requirements associated with the development of Nairn South. This appraisal is informed by an assessment of the transportation constraints and opportunities of the routes from the Strategic Development site to Nairn Town Centre, local schools, other amenities, and the main employment centre of Inverness to the west.

In order to appraise the impact on local road network junctions, it is necessary to estimate the level of traffic anticipated to be generated by the strategic masterplan proposals.

A series of methods were applied to establish the most robust and representative means of testing the local road network's ability to cater for the Development.

The established level of traffic is subsequently applied on to the local road network in order to assess the ability of local junctions to accommodate the uplift in traffic.

The appraisal identifies that an improved local road network could accommodate 320 residential units, together with the proposed business and community uses with the introduction of traffic signals at the junction of Cawdor Road and Balblair Road. This also relies upon the provision of Cawdor Road carriageway and footway widening between Millbank Crescent and Elizabeth Street and the introduction of an element of traffic calming adjacent to Elizabeth Street.

Infrastructure Recommendations

There are a number of key infrastructure elements along Cawdor Road that are required from the outset. Improved infrastructure along Balblair Road is only required when any form of transport access (pedestrian, cycle or vehicular) is provided onto Balblair Road

The infrastructure elements are as follows, with indicative costs provided:

- **Cawdor Road Infrastructure to be provided prior to the occupation of development**
 - Footpath widening at the Millbank Crescent junction with the B9090 Cawdor Road and Waverley Road - £20,000;
 - Footpath and carriageway widening on the B9090 Cawdor Road between Millbank Crescent and Elizabeth Street - £1.25M;
 - Traffic signal control of the B9090 Cawdor Road/ B9091 Balblair Road junction - £85,000
 - Traffic signal control of the A96 Inverness Road/ Waverley Road/ Manse Road if the full Nairn South development allocation is recommended as part of the emerging Master Plan - £85,000; and
 - The construction of a distributor-standard access road into the masterplan site permitting access to all the land holdings - £1.2M - £1.8M depending on the chosen alignment.

Overall cost of Cawdor Road infrastructure is, therefore, estimated at £1.355M. The distributor road is estimated at £1.2 to £1.8M. These indicative infrastructure costs do not include land or public utility costs. However, a 44% Optimism Bias has been applied to all elements. .

Capabilities on project:
Transportation

- **Balblair Road Infrastructure to be provided in relation to the occupation of development**
- Footway and carriageway widening, combined with traffic management, between Nairn South and Cawdor Road prior to any mode of transport being permitted to use Balblair Road for movement between Nairn South and the town centre – up to £900,000

Again, indicative infrastructure costs do not include land or public utility costs and a 44% Optimism Bias has been applied.

Associated Development Plan Implications

Existing transport policy, this being Policy 18 of the Highland Wide Local Development Plan (HwLDP) and the Inner Moray Firth Local Development Plan (IMFLDP) sets the context for the transport requirements for the Development.

The implications, given the additional work now undertaken and the infrastructure recommendations now provided, are as follows:

- Links to the town centre are strengthened by the infrastructure recommendations, which also address the current pinch points
- Improvements to the B9090 Cawdor Road, particularly for pedestrians and cyclists have been recommended
- Improvements are recommended to the B9091/B9090 junction which address its deficiencies
- The above Cawdor Road infrastructure recommendations should be provided prior to the occupation of any part of the Development
- A distributor-type link road is recommended that must provide access to all landholdings
- No link road connection between Cawdor Road and Balblair Road should be provided without the recommended Balblair Road Improvements being in place.
- Indeed, no form of transport access to Balblair Road should be provided without the recommended Balblair Road Improvements being in place.
- Improvements to Balblair Road are recommended which should be provided before any form of transport access to Balblair Road is permitted
- It is considered unnecessary to provide further consideration to a footbridge over the railway in the vicinity of Duncan Drive. The recommended footway improvements to Cawdor Road are considered sufficient.
- A developer contribution to the Nairn Bypass is no longer considered necessary
- Detailed consideration of the impact on existing residential areas from “through traffic“ is no longer considered necessary. This can be better controlled by a ‘monitoring’ condition/obligation applied to any planning consent to establish whether there is any resultant “through traffic” and, if so, to investigate the most appropriate solution depending on the scale of the monitored “through traffic” levels.
- Traffic signals at Waverley Road/A96 are not required with the lesser scale of development (320 residential units).

Capabilities on project:
Transportation

1 Infrastructure Recommendations

1.1 Cawdor Road - The Recommended Level of Infrastructure Required prior to the Occupation of Development at Nairn South

1.1.1 Introduction

The most critical part of the local road network is the section of Cawdor Road from its junction with Elizabeth Street in the south, passing under the railway bridge, to its junction with Millbank Crescent, Westbury Road and Cawdor Street in the north. This also includes the area around the Balblair Road/Cawdor Road junction.

This part of Cawdor Road is characterised by both substandard roadway and footway widths. Cawdor Road is 6m wide. However, the effective or usable width of the road is narrower due to the effect of the adjacent retaining wall. The single footway on the east side is approximately 1.5m wide for most of its length between Millbank Crescent and Elizabeth Street.

The footway on the corner of Cawdor Street and Millbank Crescent is well used by pedestrians, including small groups of children assisted by a school crossing patroller. It is narrow and congested to be able to accommodate increased groups of people walking along Cawdor Road and others waiting to cross the road.

The existing geometry and condition of Cawdor Road, Balblair Road and their associated footways prejudice the safety of all road users, including pedestrians and children walking to and from school. The combination of a substandard effective carriageway width adjacent to a substandard footway along the critical section of Cawdor Road is a key constraint.

As such, it is considered that the local road network, particularly the critical section along Cawdor Road and at its junction with Balblair Road cannot safely absorb additional Nairn South development traffic without a level of infrastructure provision from the outset.

Traffic modelling indicates that 320 dwellings plus the business park and community land uses can be accommodated with traffic signal control of the existing Cawdor Road/Balblair Road junction and bridge layout and traffic management proposals adjacent to Elizabeth Street, without works being required to the A96 Trunk Road.

The infrastructure recommendations are as follows:

1.1.2 Cawdor Road/Cawdor Terrace/Westbury Road/Millbank Crescent junction

This junction should be improved as indicated in Drawing 60446943-SKE-C-101 (in Appendix A) which addresses the identified infrastructure deficiencies at this location.

Estimated Capital Cost: £20,000

1.1.3 Cawdor Road from Millbank Crescent to Nairn Station Railway Bridge

Roadway width improved to 6.45m from 6.0m to recognise the 0.45m buffer requirement adjacent to the west side retaining wall.

East side footway width improved to generally 2.3m to recognise a 2.0m footway requirement but also increased by a further 0.3m to recognise the constraint impact of the east side retaining wall as indicated in Drawing 60446943-SKE-C-101 (in Appendix A).

Estimated Capital Cost: £550,000.

Capabilities on project:
Transportation

1.1.4 Cawdor Road/Balblair Road junction and Nairn Station Railway Bridge

Traffic signal control of the junction provides traffic management over this section of Cawdor Road - and is required from the outset. This includes advanced stop lines for cyclists on all three approaches. Footway width provision shall be 2.0m below the arch bridge widening to 2.3m either side. A pedestrian phase is required within the traffic signal sequencing. Pedestrian storage provision adjacent to the rail station steps is also required as indicated in Drawing 60446943-SKE-C-102 in Appendix A. This also allows for a right turning refuse vehicle from Balblair Road to Cawdor Road south.

Estimated Capital Cost: £85,000.

1.1.5 Cawdor Road from Balblair Road to Elizabeth Street

Roadway width improved to 6.45m from 6.0m to recognise the 0.45m buffer requirement adjacent to the west side retaining wall.

East side footway width improved to 2.3m to recognise a 2.0m footway requirement but also increased by a further 0.3m to recognise the constraint impact of the east side retaining wall as indicated in Drawing 60446943-SKE-C-103 (in Appendix A).

Traffic management is required on Cawdor Road adjacent to Elizabeth Street to allow the improved footway width to be provided for the full length from Balblair Road to Elizabeth Street.

Estimated Capital Cost: £700,000.

1.2 Balblair Road - The Recommended Level of Infrastructure Required and its Provision in relation to the Occupation of Development at Nairn South

1.2.1 Introduction

Balblair Road is sub-standard in road width and there is an incomplete footway system. The presence of an industrial scale sawmill business on both sides of Balblair road and other business activities further north present road safety concerns for any form of transport movement associated with Nairn South travelling along Balblair Road to/from the town centre. There are a large number of cross-road movements of HGVs and forklift vehicles as a result of the sawmill business operating from both sides of the road.

A number of traffic management options have been considered. The recommendation is for a scheme which provides a safe environment for pedestrians and cyclists whilst restricting the level of potential through traffic by the use of traffic management incorporating one way sections and passing places.

1.2.2 Balblair Road from Nairn South to Cawdor Road

Roadway width of 3.5m (wider on bends) with passing places to allow alternate one-way working between Nairn South and the rail station access. This provides a level of traffic management which restrains vehicle speed and the level of traffic using the road whilst maintaining vehicular movement in both directions.

Two-way traffic working and a roadway width of 6.45m to recognise the 0.45m buffer requirement adjacent to north side retaining wall between the rail station access and Cawdor Road.

Capabilities on project:
Transportation

South side footway width improved to 3.0 m between Nairn South and the sawmill access to allow for pedestrian and cycle movement/new cycle track along the length of Balblair Road which experiences sawmill traffic. South side footway of 2.5m from the sawmill access to Cawdor Road to recognise an adjacent low level of traffic whilst providing the minimum footway width requirement. All as illustrated in Drawing 60446943-SKE-C-104 in Appendix A.

Estimated Capital Cost: up to £900,000

1.3 Distributor Link Road between Cawdor Road and Balblair Road - The Recommended Level of Infrastructure Required and its Provision in relation to the Occupation of Development at Nairn South

The proposed Link Road requires to be a distributor-type link road of a suitable standard which would provide a separate convenient and attractive route from Balblair Road – when any form of transport mode access is provided to/from Balblair Road from Nairn South between Cawdor Road and Balblair Road.

There is an initial requirement for any access road associated with Nairn South development to be of distributor road standard and alignment, approved by THC. The initial length and alignment of the access road shall provide access into the various landholdings between Cawdor Road and Balblair Road identified in Drawing 60446943-SKE-C-105 in Appendix A before occupation of any part of the development, regardless of the scale of initial development.

If this initial length of distributor - standard road is a cul-de-sac, no more than 200 houses should be provided prior to provision of a second Cawdor Road access and completion of a distributor standard link between the two access points or completion of the connection between Cawdor Road and Balblair Road.

However, it should be re-affirmed that no distributor link road connection between Cawdor Road and Balblair Road should be provided before the recommended Balblair Road improvements have been provided. The distributor-standard road alignment should be approved by THC.

Estimated Capital Cost: £1.2 - £1.8 million – Internal to site development

Capabilities on project:
Transportation

2 Associated Development Plan Implications

2.1 Highland-wide Local Development Plan – Policy 18

The Highland-wide Local Development Plan (Adopted by the Highland Council in 2012) sets out the local development policy for the Highland council area. Page 56 of the HwLDP sets out specific policies in relation to the development of Nairn South i.e. Policy 18 of the Plan. The transport-related aspects of Policy 18 are as follows:

Table 1 - Policy 18 HwLDP

Policy 18 Nairn South

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.

This allocation is subject to further assessment of the transport and infrastructure requirements that are necessary to enable development to progress.

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.

In the 2011-2016 period, the commencement of a first phase will be subject to the following requirements:

Phasing

- 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;

Transport

- 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 B9090 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

Capabilities on project:
Transportation

- 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; and,
 - Contributions to the improvement of the local road network and connections with the strategic road network will be required

2.2 Inner Moray Firth Local Development Plan - NA8 Nairn South

The site is identified in the Inner Moray Firth Local Development Plan (the Plan) as NA8 Nairn South. Page 67 of the Plan sets out the proposed development allocation and planning strategy for Nairn South:

Table 2 - Site NA8 IMFLDP	
Site: NA8 Nairn South	
Area (ha): 25.9	Uses: 520 homes, business and community.
<p>Requirements: The Council will prepare a new Nairn South Strategic Masterplan that the Council may adopt as Statutory Guidance, setting out physical development considerations and requirements including transport requirements in terms of vehicular, pedestrian and cycle access to both the Town Centre and the wider area; connectivity within the site; green network and footpath/cycleway connections; phasing; open space provision and developer contributions. Applications only to be considered following adoption of the revised masterplan. Developers will be required to produce a transport assessment addressing deficiencies in the transport network in line with the adopted masterplan. Further requirements notably include landscaping; flood risk; provision of a recreational access management plan; consideration of potential heritage impacts; and the avoidance of any adverse effect on the integrity of the Inner Moray Firth Special Protection Area/Ramsar.</p>	

2.3 Implications on Development Plan

The Transport Appraisal has highlighted that 320 dwellings plus business park and community uses can be accommodated by the local road network, based on the assumption that certain infrastructure improvements are implemented.

It is considered that there is a base level of infrastructure that is required prior to any residential unit occupation rather than associated with a specific phases of development. Therefore it is considered that the existing Policy 18 clause, which stipulates that the first phase of development should be strictly limited to no more than 250 dwellings is no longer relevant.

An allocation of 520 houses, business uses and complementary community uses has been appraised as part of an overall Strategic Development Masterplan for the site. The outcome of the appraisal has identified a series of required infrastructure improvements which will be necessary to sustain a development size of 320 houses, business uses and complementary community uses.

The implications, given the additional work now undertaken and the infrastructure recommendations now provided are as follows:

- Links to the town centre are strengthened by the infrastructure recommendations, which also address the current pinch points

Capabilities on project:
Transportation

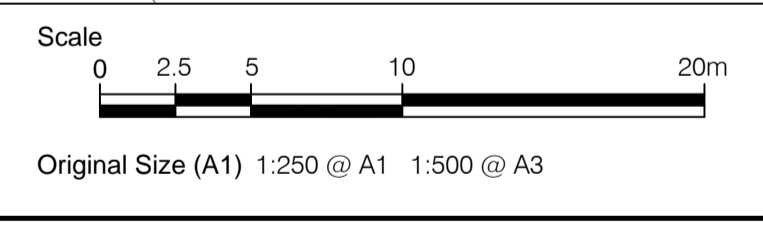
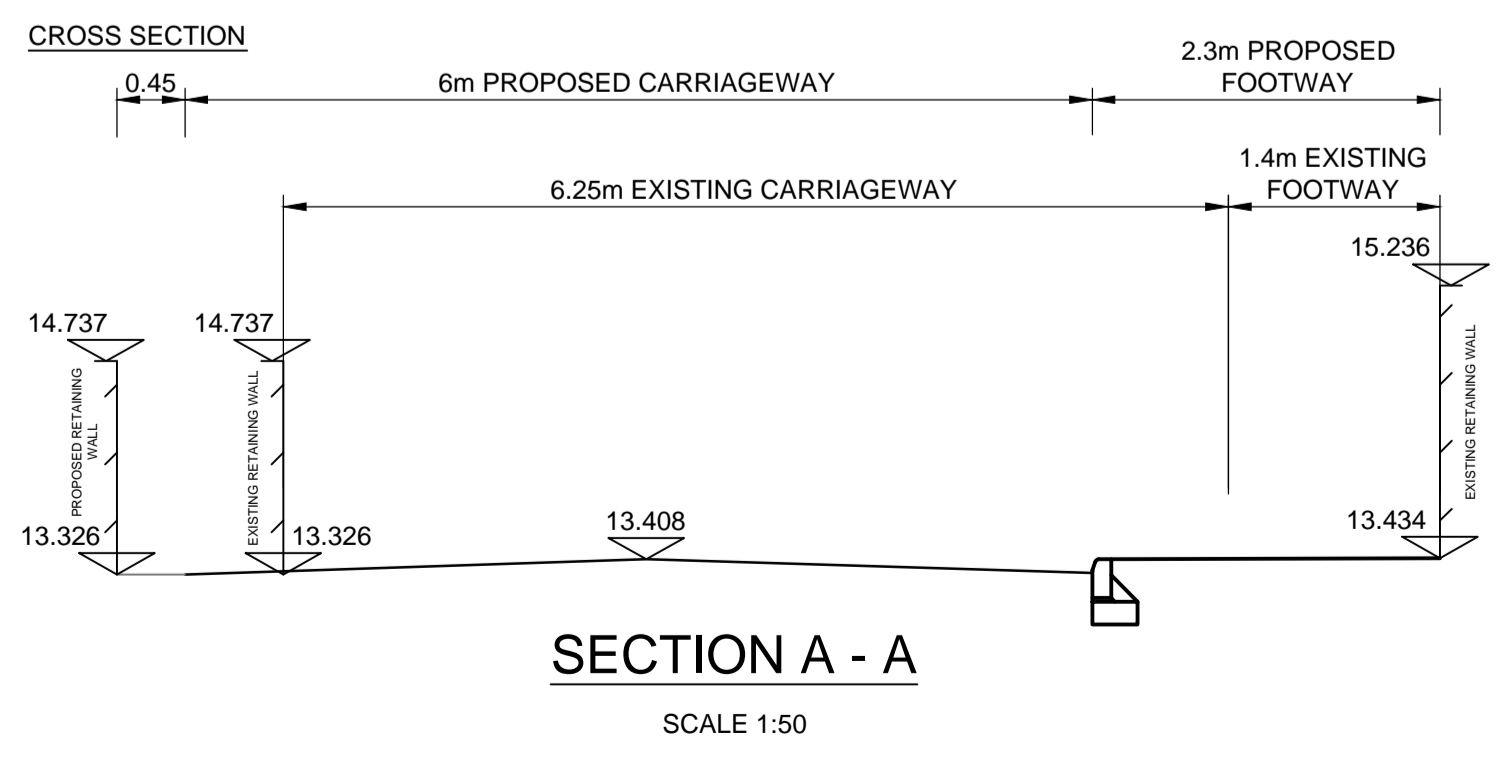
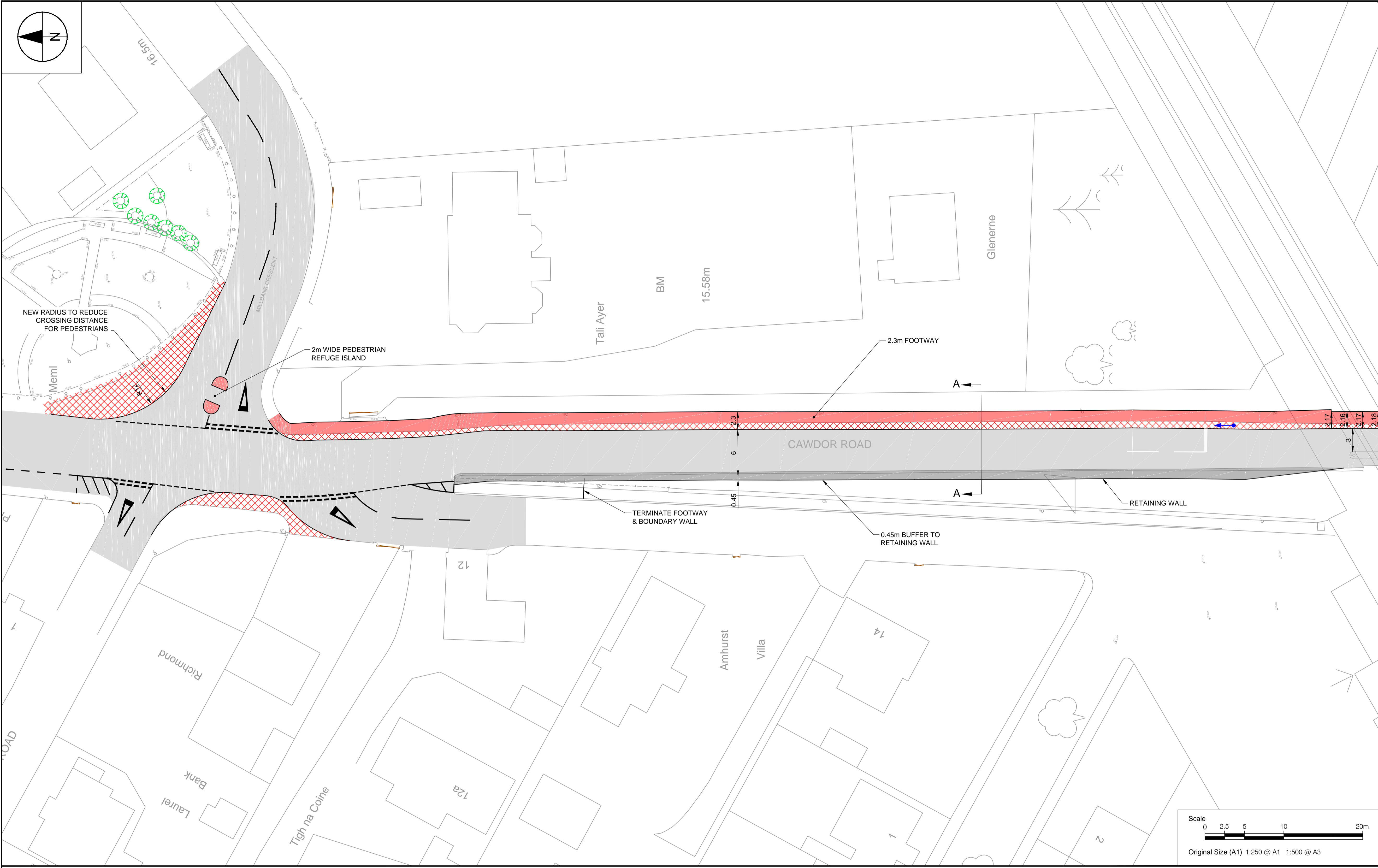
- Improvements to the B9090 Cawdor Road, particularly for pedestrians and cyclists have been recommended
- Improvements are recommended to the B9091/B9090 junction which address its deficiencies
- The above Cawdor Road infrastructure recommendations should be provided prior to the occupation of any part of the Development
- A distributor-type link road is recommended that must provide access to all landholdings
- No link road connection between Cawdor Road and Balblair Road should be provided without the recommended Balblair Road Improvements being in place.
- Indeed, no form of transport access to Balblair Road should be provided without the recommended Balblair Road Improvements being in place.
- Improvements to Balblair Road are recommended which should be provided before any form of transport access to Balblair Road is permitted
- It is considered unnecessary to provide further consideration to a footbridge over the railway in the vicinity of Duncan Drive. The recommended footway improvements to Cawdor Road are considered sufficient.
- A developer contribution to the Nairn Bypass is no longer considered necessary
- Detailed consideration of the impact on existing residential areas from “through traffic” is no longer considered necessary. This can be better controlled by a ‘monitoring’ condition/obligation applied to any planning consent to establish whether there is any resultant “through traffic” and, if so, to investigate the most appropriate solution depending on the scale of the monitored “through traffic” levels.
- Traffic signals at Waverley Road/A96 are not required with the lesser scale of development (320 residential units).

Contributions should still be sought to improved public transport linkages to and from the Nairn South development area.

Previous reference to, ‘contributions will be sought to the improvement of general active travel linkages into the town centre,’ is considered no longer relevant as the requirements for the improvements to Cawdor Road and Balblair Road now satisfy this.

Appendix A – Recommended Infrastructure Improvement Drawings

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PROJECT
NAIRN SOUTH STRATEGIC DEVELOPMENT PLAN

CLIENT

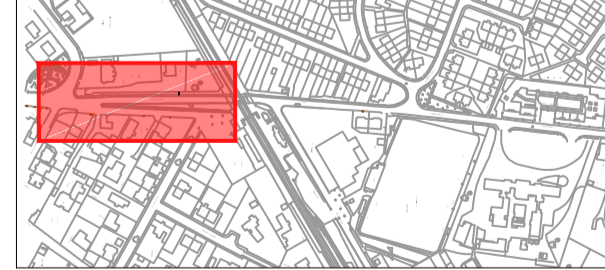
CONSULTANT
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 +44 (0) 131 301 8699 fax
 www.aecom.com

- KEY**
- EXISTING CARRIAGEWAY
 - NEW CARRIAGEWAY
 - EXISTING FOOTWAY
 - NEW FOOTWAY
 - NEW KERBLINE
 - RETAINING WALL

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

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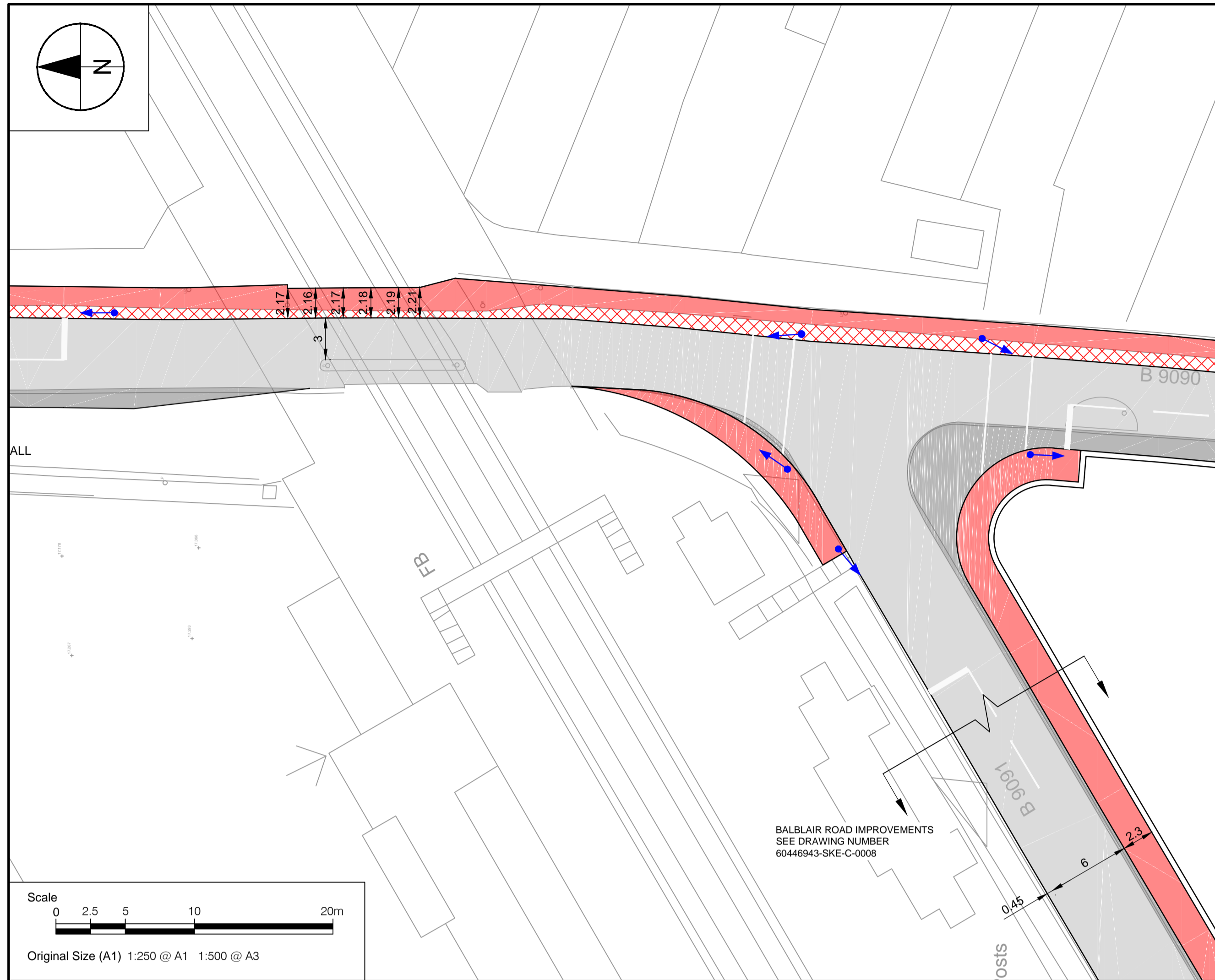
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RECOMMENDED INFRASTRUCTURE
 CAWDOR RD - NORTH OF RAILWAY BR

SHEET NUMBER

60446943-SKE-C-0101

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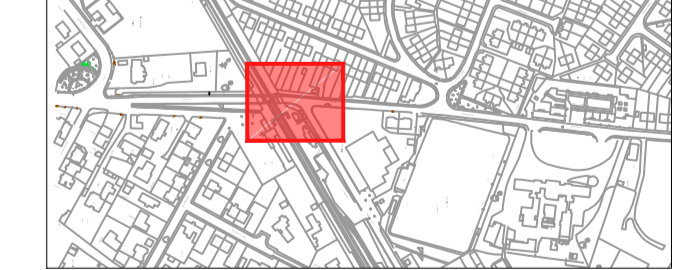
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I/R	DATE	DESCRIPTION

KEY PLAN



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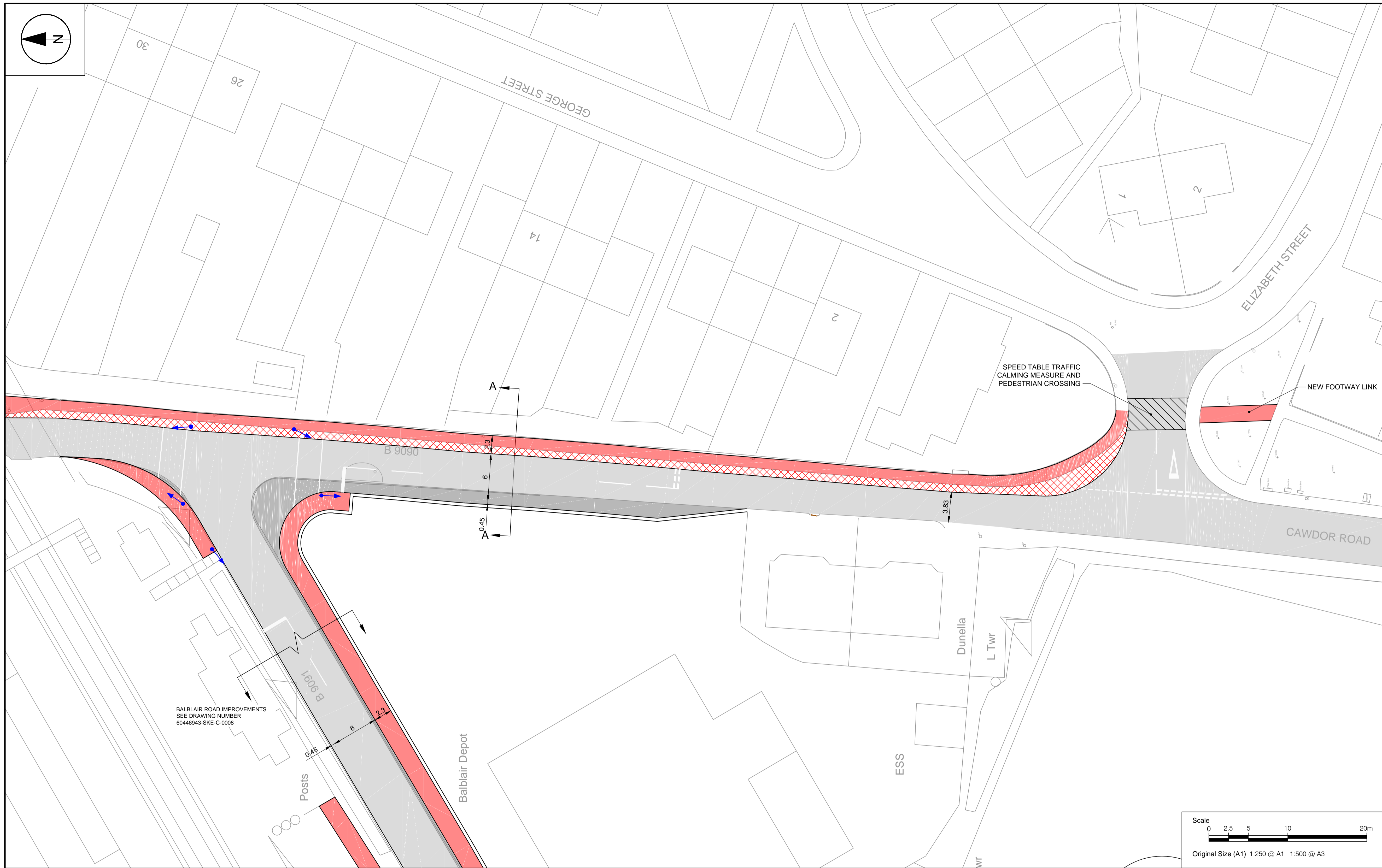
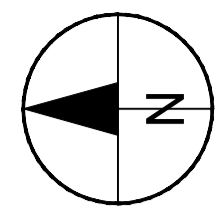
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RECOMMENDED INFRASTRUCTURE
 CAWDOR ROAD / BALBLAIR ROAD
 JUNCTION

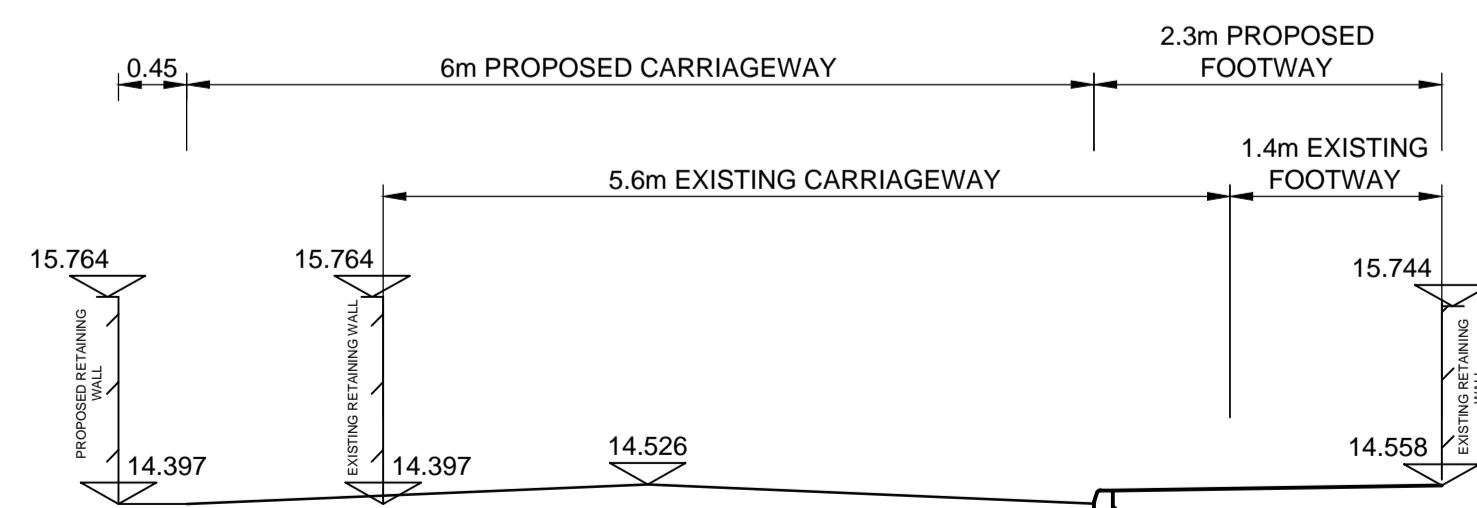
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CROSS SECTION



SECTION A - A
 SCALE 1:50



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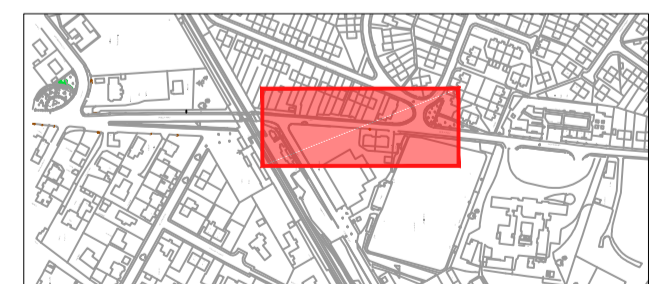
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- EXISTING FOOTWAY
- NEW FOOTWAY
- NEW KERBLINE
- RETAINING WALL

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

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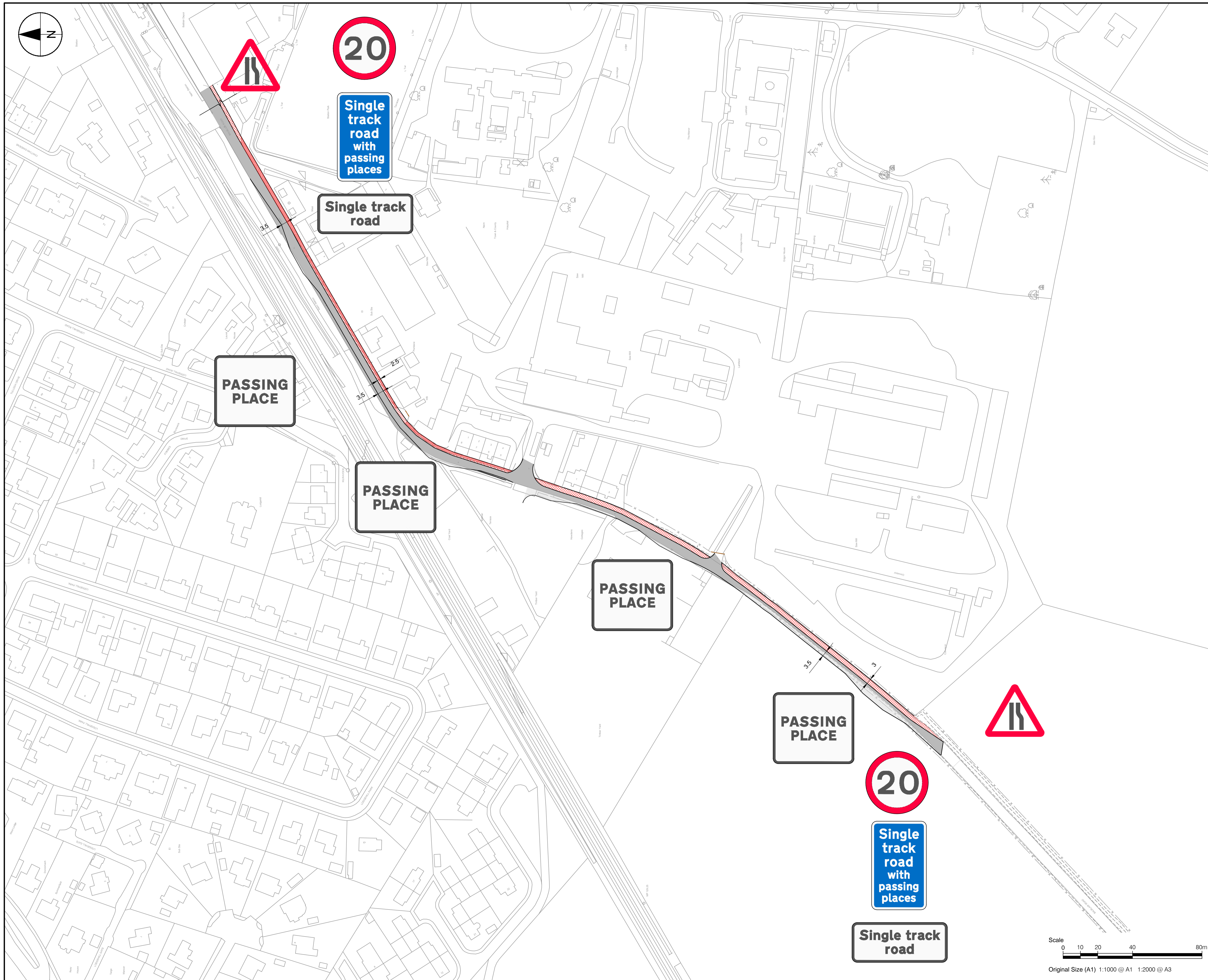
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RECOMMENDED INFRASTRUCTURE
 CAWDOR RD SOUTH OF RAILWAY BR

SHEET NUMBER

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KEY

	EXISTING CARRIAGEWAY
	PROPOSED CARRIAGEWAY
	EXISTING FOOTWAY
	PROPOSED FOOTWAY
	NEW KERBLINE

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

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SHEET TITLE

RECOMMENDED INFRASTRUCTURE
 BALBLAIR ROAD
 TRAFFIC CALMING

SHEET NUMBER

60446943-SKE-C-0104

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 Project Management Initials: Designer: JN Checked: JF Approved: DC
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KEY

- OPTION 1 - DISTRIBUTOR LINK ROAD
- OPTION 2 - DISTRIBUTOR LINK ROAD

LAND OWNERSHIP KEY:

- ALLENBY
- BALBLAIR TERRACE PROPERTIES
- FORBES (CONSORTIUM)
- GRANITE COTTAGES
- HOWDENS COTTAGE PROPERTIES
- J GORDON & SON
- VARIOUS COUNCIL PROPERTY TITLES
- ADOPTED HIGHWAY

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

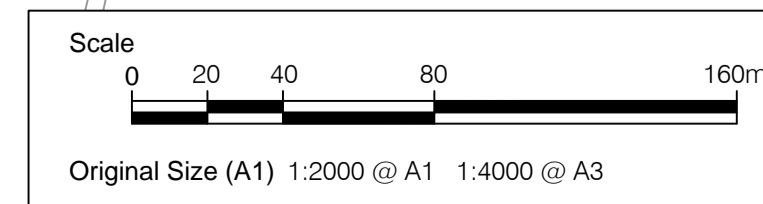
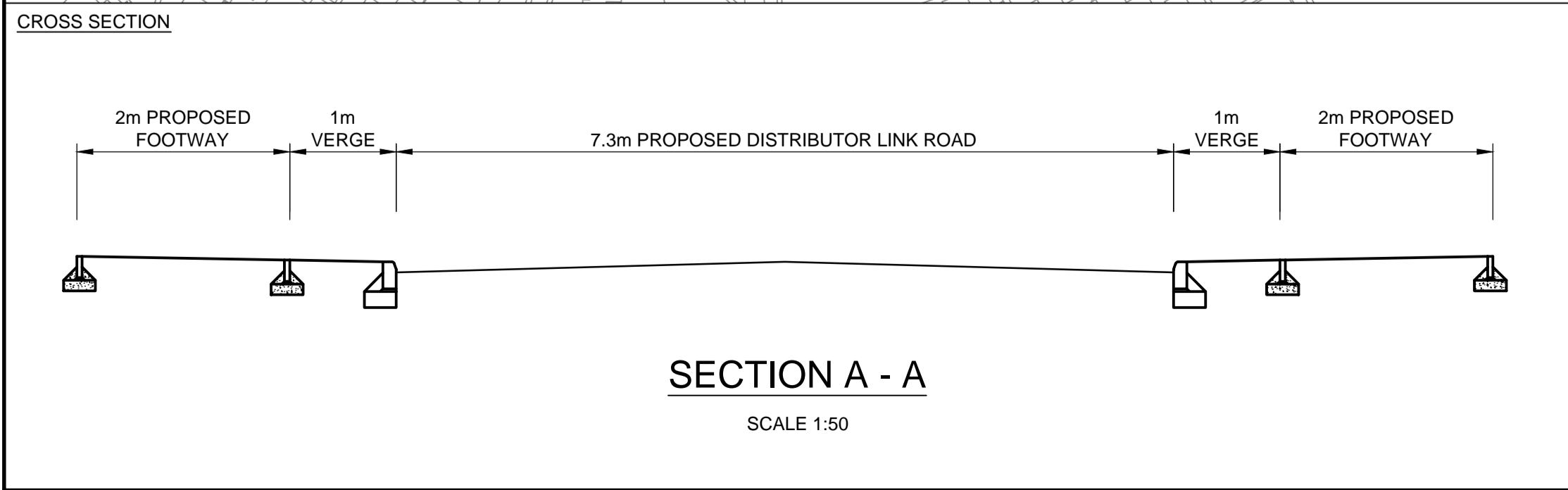
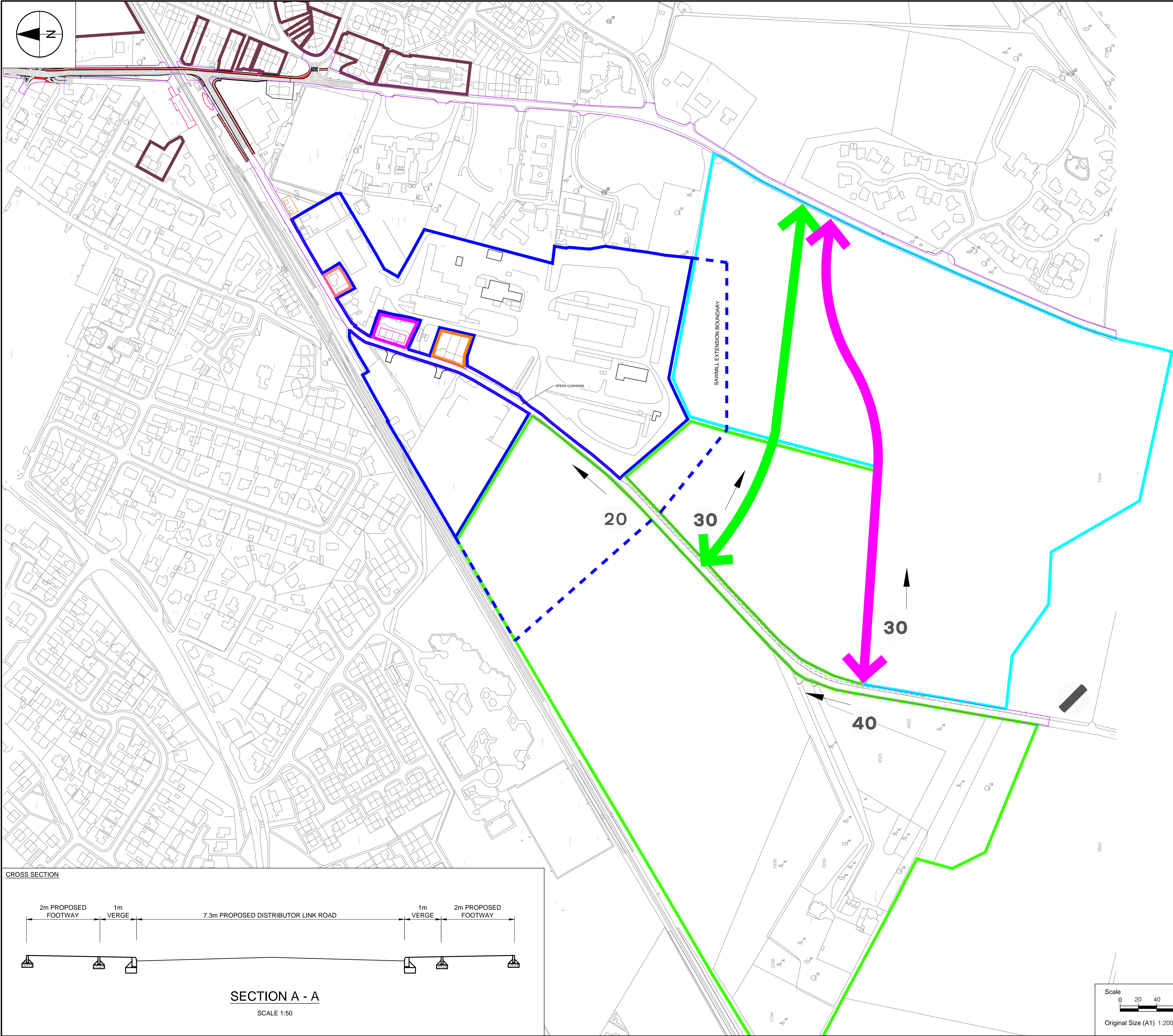
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SHEET TITLE

RECOMMENDED INFRASTRUCTURE DISTRIBUTOR ROAD OPTION 1 & 2

SHEET NUMBER

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