

Halcrow Group Limited

A96 Corridor Masterplan Stage 2

Technical Options Appraisal - Nairn South

October 2006

The Highland Council

3 Conclusions and Recommendations

3.1 *Conclusions*

The following presents the preferred options from each technical appraisal⁵.

Options Appraisal	Option A	Option B	Option C	Option D	Option E
Market	◆				
Delivery			◆		
Urban Form					◆
Traffic		◆			
Planning		◆			

At first there appears to be no consensus emerging from these considerations. However, some common themes do begin to emerge with more detailed analysis. These include:

- Promotion of a good mix of housing densities.
- Integration with existing communities.
- A balance of population expansion and employment opportunities.
- The creation of compact places.
- A by-pass route that helps to integrate expansion with the town.

⁵ It is recognised that these preferences are caveated.

A balanced consideration concludes that **Option B** would be the most attractive from a planning perspective. This option allows expansion land for the future. The tight concentration of development as a continuation of Nairn will help to create sustainable places and regenerate the town centre. The new local centre can become a focal point for community interaction.

The concern with option B is the development of industry and business land in and around the floodplain. In the absence of information to the contrary, the SEPA floodplain areas must be adhered to and development in this area should not be permitted. There is scope for the movement of these uses to development land to the west or east of Nairn as shown in other options.



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OPTIONS APPRAISAL

Project: A96 CORRIDOR

Doc no: HGL IRD 01

For: Halcrow Group Limited, Scott Davidson

Prepared by: Duncan Whatmore

Date: 20 September 2006

The contents of this document is intended to form a response to the Interim Report outputs from the Collaboration for Success from an urban design perspective, as well as consolidating some of the issues discussed during the interim reviews of the material and an understanding of the context garnered from site visits.

The material included comprises the following:

- Inverness East SWOT Matrix
- Nairn South SWOT Matrix
- Inverness East Option A Appraisal
- Inverness East Option B Appraisal
- Inverness East Option C Appraisal
- Inverness East Option D Appraisal
- Inverness East Option E Appraisal
- Nairn South Option A Appraisal
- Nairn South Option B Appraisal
- Nairn South Option C Appraisal
- Nairn South Option D Appraisal
- Nairn South Option E Appraisal

The SWOT Matrices identify the strengths, weaknesses, opportunities and threats represented by each option, and indicate the ability of each option to deliver a Masterplan Framework of quality. The threats and opportunities demonstrate issues which may come to arise through that framework option, rather than necessarily being implicit in the implementation of that option – i.e. the possibilities of such scenarios resulting from the option being applied.

The Options have been ranked in order of preference at the far right hand side of each table, although this is does not represent an absolute view, as many of the apparent defects and benefits could be altered during implementation. Nevertheless, the preferred options indicated appear to fulfil the majority of the design criteria being applied, including access, land use, density and its distribution, legibility, effect on existing settlements, sustainability and Placemaking potential.

It is recommended that the preferred options for each site are taken forward in further detail as the suggested Framework for a Masterplan for each area.



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Halcrow Group Limited
The Octagon
35 Baird Street
Glasgow G4 0EE

20 September 2006

For the attention of Mr S Davidson

Dear Scott,

A 96 CORRIDOR MASTERPLAN

As discussed I enclose my Options Assessment Report for the options generated during the Collaboration for Success workshops and our subsequent interim review.

The material includes a SWOT chart and marked-up plans for the five options for Inverness East and Nairn South, and identifies potential merits and shortcomings of the various options fielded, as well as suggestions for modifications where appropriate.

Please contact me if you require any further material or wish to discuss this report in further detail.

Yours sincerely,



Duncan Whatmore



**NAIRN SOUTH
FRAMEWORK OPTIONS
SWOT MATRIX**

NAIRN SOUTH

	Strengths	Weaknesses	Opportunities	Threats
Option A	Road infrastructure improvements	Potentially divisive	Well serviced development	Pedestrian permeability
	Large open space provision	Reduces housing density range	High density housing by centre	Open space is not a useful amenity
	Road connection to Whiteness	East-west spread too wide	Access to employment	Indistinct character with poor walking access
	Large bulky goods provision	Uses randomly distributed	Commercial growth but...	...restricted opportunity for placemaking

Option B	Bypass remains to south of railway	Business dominated approach	Access to industry / business off bypass	Business park not part of "place"
	Higher densities nearer existing centre	Housing development concentrated	Future expansion capacity	New development in two distinct lobes
	District centre with access to all housing	Other uses more remote from centre	High level of local connectivity	Detrimental effect on existing local character
	Commercially attractive	Oversimplified strategy	Revive existing local commerce	Nairn entirely bypassed and may suffer

Option C	Road infrastructure improvements	Potentially divisive	Well serviced development	Pedestrian permeability
	More compact bypass	Reliance on direct access to Nairn	Benefit to Nairn with more direct access	Limited scope for access to future development
	Modest scale of development	Insufficient capacity	Potential housing expansion	Ineffective expansion - critical mass not achieved
	Business park located remote from centre	Inaccessible	Expansion of business / industrial premises	Commercially unsustainable

Option D	Bypass remains to south of railway	Business dominated approach	Access to industry / business off bypass	Business park not part of "place"
	Accessible community woodland near centre	Woodland split from existing settlement	Recreation opportunities	Not of benefit to existing town
	Range of housing densities	Housing remote from Nairn	Access from bypass	Two separate places
	Development distributed over site	No definite new settlement centre	Edge of Nairn retains identity	Built-up bypass corridor

Option E	Road infrastructure improvements	Potentially divisive	Well serviced development	Pedestrian permeability
	Compact bypass	Not most efficient traffic solution - bypass too short	High degree of accessibility	Traffic may not use bypass
	Compact development	Constrained development	Dense development where appropriate	Overwhelm character of existing town
	Legible green space structure	Separate lobes of development	Walking routes and public amenity	Limit to future expansion within bypass

Halcrow Group Limited
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1 Introduction

1.1

Context

As part of developing proposals for the growth of Nairn (in the context of considering growth across the A96 Corridor as a whole) a range of proposals were developed¹. These were designed to present options for growth at Nairn and to stimulate debate and discussion.

The options are being considered in the context of broad stakeholder considerations², general public consultation (undertaken and assessed by The Highland Council), agency consultation (undertaken and assessed by The Highland Council), contributions from the Nairn South Framework Planning Group³ and technical considerations in respect of marketability, delivery, urban form, traffic and planning.

This paper reports on the technical considerations and reviews them. It attempts to draw some conclusions that will allow a single preferred option for the growth of Nairn to emerge.

1.2

Report Structure

The report's structure is straightforward. It will:

- Summarise each technical paper drawing out the salient points.
- Draw conclusions and make recommendations for developing a growth option for Nairn.

¹ See Interim Report – Phase 1: Options for Development and Green Frameworks

² Utilising Collaboration for Success

³ The Nairn South FPG was set up to drive forward the preparation of a Framework for Nairn South. It is made up of key land interests and appropriate public agencies.

2 Technical Appraisals

2.1

Marketability

FG Burnett undertook an assessment of each option for Nairn (see Appendix 1). This considered the marketability of each option. In summary, the salient points for each option were:

- For Option A
 - Increase medium density housing provision
 - Employment generation has been significantly under-estimated.
 - Provision for comparative regional retail is a gross over provision
 - Clear demand for golf course.
- For Option B
 - Increase low density housing provision
 - Employment generation has been significantly under-estimated resulting in conclusions that too much land allocated for industrial and business use.
 - Provision for comparative regional retail is a gross over provision
 - Clear demand for golf course should be met⁴.
- For Option C
 - Density of housing provision is balanced.
 - Population projections are too low.
 - Employment generation has been significantly under-estimated resulting in conclusions that too much land allocated for industrial and business use.
 - Provision for regional retail (comparative and convenience) is required of around 7 hectares.
 - Clear demand for golf course should be met.

⁴ The golf course is proposed in the current local plan.

- For Option D
 - Density of housing provision is balanced.
 - Employment generation has been significantly under-estimated.
 - Provision for regional retail (comparative and convenience) is required of around 7 hectares.
 - Concern at appropriate balance of population and jobs.
 - Clear demand for golf course.

- For Option E
 - Density of housing provision is balanced.
 - Population projections are too low.
 - Employment generation has been significantly under-estimated resulting in conclusions that too much land allocated for industrial and business use.
 - Provision for regional retail (comparative and convenience) is required of around 7 hectares.
 - Clear demand for golf course should be met.

A balanced consideration concludes that **Option A** (with amendment) would be the most marketable. The amendments include to:

- Increase medium density housing provision
- Ensure a balance in employment generation with population growth.
- Make appropriate provision for sub-regional retail of around 7 hectares.

2.2

Delivery

Turner and Townsend undertook an assessment of each option for Nairn (see Appendix 2). This considered the deliverability of each option. In summary, the salient points for each option were:

- For Option A
 - Significant impact on pipeline safeguard zone.
 - Development in the floodplain may be inappropriate.
 - 5 crossings required for by-pass. By-pass 7km in length.
 - Significant loss of agricultural land to the west.

- 1.5km of powerline would require undergrounding.
- For Option B
 - Significant impact on pipeline safeguard zone.
 - Proximity of by-pass to housing allocations in the south may require sound barriers
 - Development in the floodplain may be inappropriate.
 - Some of the powerline would require undergrounding.
 - 5 crossings required for by-pass. By-pass 9.5km in length.
 - Industrial land is in an unattractive location.
- For Option C
 - Significant impact on pipeline safeguard zone.
 - 4 crossings required for by-pass. By-pass 7km in length.
 - Some of the powerline would require undergrounding.
 - Proximity of by-pass to housing allocations in the south may require sound barriers
- For Option D
 - Significant impact on pipeline safeguard zone.
 - 4 crossings required for by-pass. By-pass 10km in length.
 - Significant powerline would require undergrounding.
- For Option E
 - 3 crossings required for by-pass. By-pass 7km in length; but involves more dualling of the A96.
 - Significant powerline would require undergrounding.
 - Proximity of by-pass to housing allocations in the south may require sound barriers
 - Significant impact on pipeline safeguard zone.

A balanced consideration concludes that **Option C** would be the most deliverable as it involves limited powerline undergrounding and less dualling of the A96.

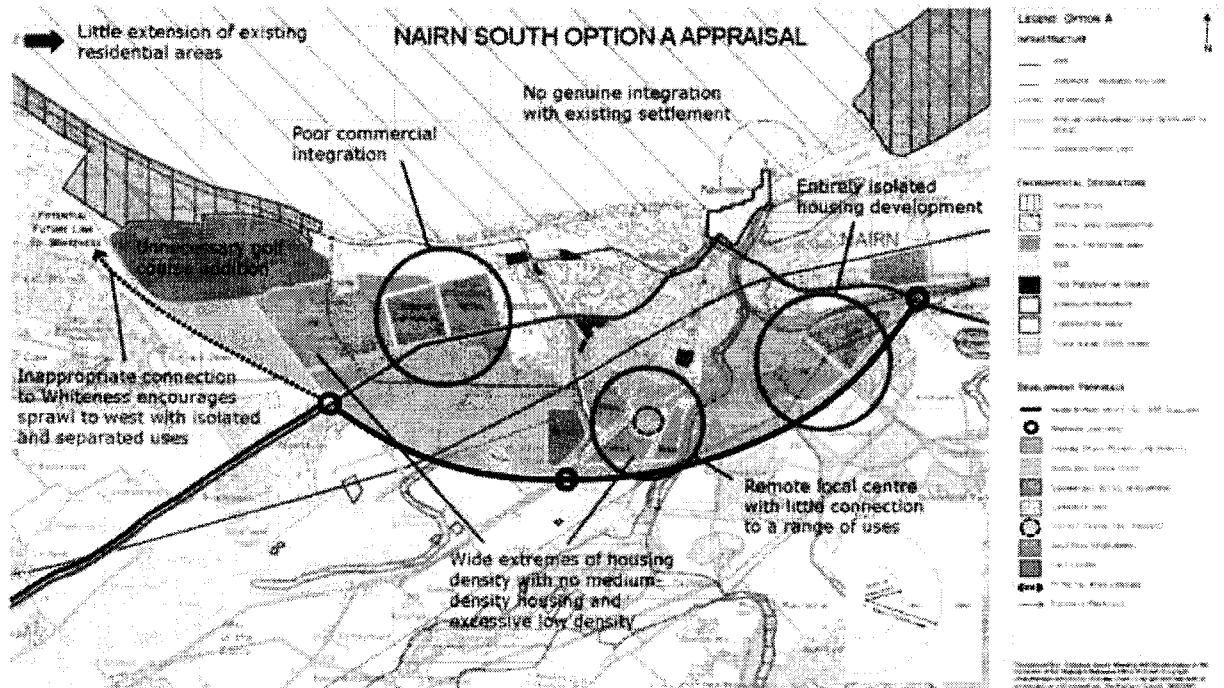
2.3

Urban Form

Whatmore undertook an assessment of each option for Nairn (see Appendix 3). This considered the urban form of each option. In summary, the salient points for each option were:

- For Option A

Strengths	Weaknesses	Opportunities	Threats
Road infrastructure improvements	Potentially divisive	Well serviced development	Pedestrian permeability
Large open space provision	Reduces housing density range	High density housing by centre	Open space is not a useful amenity
Road connection to Whiteness	East-west spread too wide	Access to employment	Indistinct character with poor walking access
Large bulky goods provision	Uses randomly distributed	Commercial growth but...	...restricted opportunity for placemaking



■ For Option B

Strengths

Bypass remains to south of railway
 Higher densities nearer existing centre
 District centre with access to all housing
 Commercially attractive

Weaknesses

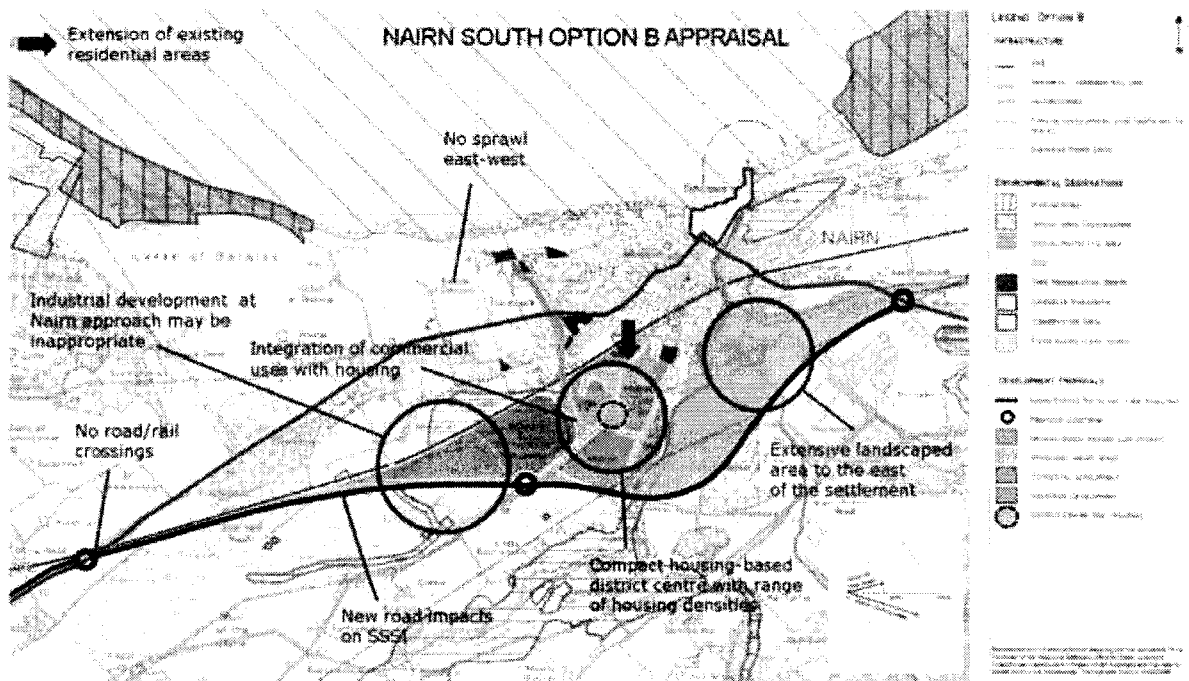
Business dominated approach
 Housing development concentrated
 Other uses more remote from centre
 Oversimplified strategy

Opportunities

Access to industry / business off bypass
 Future expansion capacity
 High level of local connectivity
 Revive existing local commerce

Threats

Business park not part of "place"
 New development in two distinct lobes
 Detrimental effect on existing local character
 Nairn entirely bypassed and may suffer



■ For Option C

Strengths

Road infrastructure improvements
 More compact bypass
 Modest scale of development
 Business park located remote from centre

Weaknesses

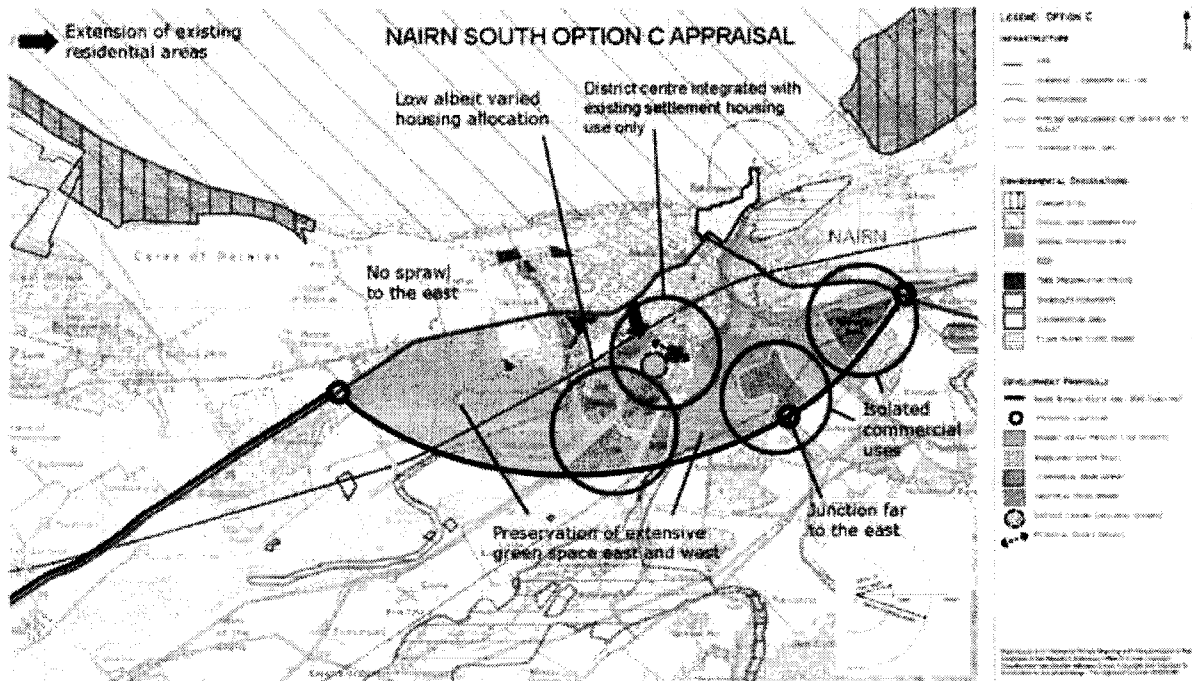
Potentially divisive
 Reliance on direct access to Nairn
 Insufficient capacity
 Inaccessible

Opportunities

Well serviced development
 Benefit to Nairn with more direct access
 Potential housing expansion
 Expansion of business / industrial premises

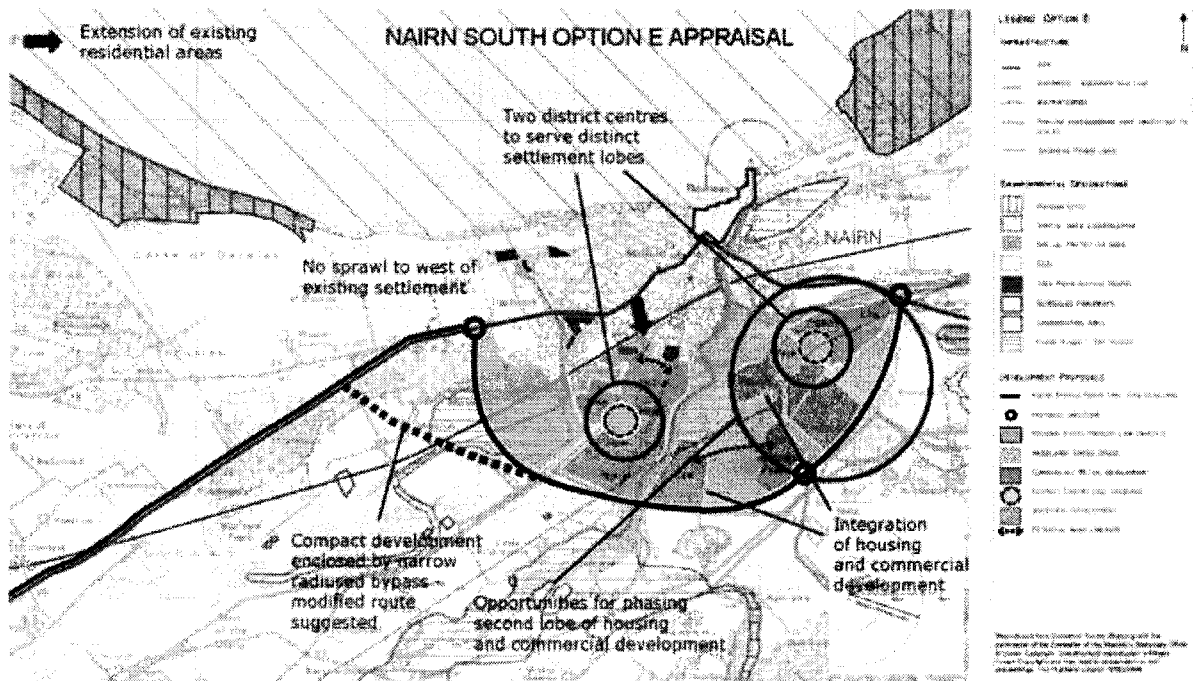
Threats

Pedestrian permeability
 Limited scope for access to future development
 Ineffective expansion - critical mass not achieved
 Commercially unsustainable



▪ For Option E

Strengths	Weaknesses	Opportunities	Threats
Road infrastructure improvements Compact bypass	Potentially divisive Not most efficient traffic solution - bypass too short	Well serviced development High degree of accessibility	Pedestrian permeability Traffic may not use bypass
Compact development	Constrained development Separate lobes of development	Dense development where appropriate Walking routes and public amenity	Overwhelm character of existing town Limit to future expansion within bypass
Legible green space structure			



A balanced consideration concludes that **Option E** would be the most favoured urban form as it promoted compact places.

2.4

Traffic

Halcrow Group undertook an assessment of each option for Naim (see Appendix 4). This considered the traffic and movement implications of each option. In summary, the salient points for each option were:

- For Option A
 - Transport choice is limited due to dispersal of uses and significant low density provision.
 - Higher density allocations to the south will promote walking and cycling and will have good linkages to existing communities/services.
 - Low density areas will be peripheral and encourage private car use.
- For Option B
 - Provides good access to the by-pass and accessibility to the rail station by foot or cycle.
 - Access to the school across the railway would be required.
 - Compact development from makes walking and cycling attractive.
- For Option C
 - Proposed access road to north of core development area will ease congestion and promote linkages to central Naim.
 - Transport choice is limited due to segregation of employment uses from residential uses.
 - Promotes car use that discourages integration with adjacent communities.
 - Lack of access to the by-pass for the core development area will result in increased use of existing network.
- For Option D
 - A car dominated design as development is dispersed.
 - A focus on the by-pass for access will discourage integration between old and new.
 - The by-pass route is elongated.

- For Option E
 - The by-pass is the shortest presenting good travelling times.
 - Eastern core is well integrated and attractive for public transport due to linkage to the by-pass.
 - Eastern core may encourage more car use due to its relative isolation and access to the by-pass.
 - Western core is integrated into the existing areas and promotes walking and cycling.
 - Western core area requires a by-pass junction in order to discourage car trips from the existing network.

A balanced consideration concludes that **Option B** would be the most attractive from a traffic perspective. This is due to its compact design, good accessibility for all modes of transport and it will also alleviate traffic through the town centre and the existing network.

2.5

Planning

Halcrow Group undertook an assessment of each option for Nairn (see Appendix 5). This considered the planning implications in relation to viable and vital places, environment, land use and landscape of each option. In summary, the salient points for each option are presented in the following table:

Consideration	Viability and Vitality	Environment	Land Use	Landscape
Option A	The southern core may focus to the by-pass. Western development is isolated.	Affords environmental integration	New areas are separated from existing areas and poorly integrated. Western industrial allocation extends existing uses.	Facilitates a quality landscape setting for Nairn.
Option B	The compact southern extension will create a successful place.	Development in the floodplain is inappropriate. The dense nature of development may detract from the environmental qualities of Nairn.	The district centre may be too removed from existing communities to bring benefits.	Setting to west and south may be detracted. Affords opportunity to enhance eastern approaches.
Option C	The compact southern extension will create a successful place.	Protects the main environmental features in the Nairn south area. Affords the opportunity to create new formal public spaces and develop a quality environmental and recreational feature at the River Nairn.	Promotes good compact land use approach integrated to existing community. Risks competition with the existing town centre if not controlled properly. Employment uses are segregated.	Protect the setting of Nairn. Affords the opportunity to create new formal public spaces.

Consideration Option	Viability and Vitality	Environment	Land Use	Landscape
Option D	Separation of uses with focus on the by-pass. Unlikely to help tackle the regeneration of Nairn issue.	Consumes much of the green space that creates Nairn's setting	Does not integrate the uses particularly well Swathe of community facilities proposed to the south of Nairn town centre will separate the new housing and business development from the town. Packages of housing will not integrate with each other or with the town centre. Large mixed use area may create competition to the town centre.	Large and scattered development pattern will adversely affect the landscape setting of the town.
Option E	The compact southern extension will create a successful place. The eastern extension is isolated and may become secluded.	Provides an ample green framework.	Southern extension integrates with established communities contributing to regeneration. Eastern extension is segregated.	Affords the opportunity to protect, enhance and create passive and active open spaces in close proximity to the development areas. Allows the wider landscape setting of Nairn to be protected.

A balanced consideration concludes that **Option B** would be the most attractive from a planning perspective. This option allows expansion land for the future. The tight concentration of development as a continuation of Nairn will help to create sustainable places and regenerate the town centre. The new local centre can become a focal point for community interaction.

The concern with option B is the development of industry and business land in and around the floodplain. In the absence of information to the contrary, the SEPA floodplain areas must be adhered to and development in this area should not be permitted. There is scope for the movement of these uses to development land to the west or east of Nairn as shown in other options.

3 Conclusions and Recommendations

3.1 Conclusions

The following presents the preferred options from each technical appraisal⁵.

Options \ Appraisal	Option A	Option B	Option C	Option D	Option E
Market	◆				
Delivery			◆		
Urban Form					◆
Traffic		◆			
Planning		◆			

At first there appears to be no consensus emerging from these considerations. However, some common themes do begin to emerge with more detailed analysis. These include:

- Promotion of a good mix of housing densities.
- Integration with existing communities.
- A balance of population expansion and employment opportunities.
- The creation of compact places.
- A by-pass route that helps to integrate expansion with the town.

⁵ It is recognised that these preferences are caveated.

3.2

Recommendations

Emerging from the above there would appear to be some key recommendations for the extension of Nairn as follows:

- The by-pass route should commence at Drumdivan in the east crossing the River Nairn south of Howford before rejoining the existing A96 at Auchnacloch.
- A compact place with a range of densities should be created to the south of Nairn with its district centre to ward to northern end in order to facilitate integration. This community should be accessible from the by-pass.
- A compact place with a range of densities should be created to the west (within the new by-pass alignment) with a district centre that could be expanded to accommodate modest regional retail in the longer term.
- Business allocations should be incorporated within the above places.
- Industrial uses should be focused to the east.
- Appropriate green space should be identified that will provide valuable integrated environmental assets for Nairn and respond to the town's setting.

Appendix 1 – FG Burnett’s Market Assessment

Appendix 2 – Turner and Townsend’s Deliverability Assessment

Appendix 3 – Whatmore’s Urban Form Assessment

Appendix 4 – Halcrow Group's Traffic Assessment

Appendix 5 – Halcrow Group's Planning Assessment

A96 Corridor Masterplan

Nairn South CfS2 Assessment

Introduction

On 20 September 2006 over 40 stakeholders with an interest in the A96 Corridor Masterplan options for Nairn South¹ met. Through Collaboration for Success the stakeholders were allocated across seven workshops. These workshops assessed each option within the context of the Smart Growth Appraisal Matrix (see Appendix 1).

Outcomes

Figure 1 provides a summary of the workshops' ranking for each framework option and an over-all ranking resulting from an amalgamation of these considerations.

Option	Group	1	2	3	4	5	6	7	Smart Growth Ranking
A		5	1	2	1	1	5	3	1=
B		1	4	3	2	4	3	1	1=
C		2	2	4	3	4	2	2	3
D		4	3	1	5	1	4	5	4
E		3	5	5	3	3	1	4	5

Figure 1: Nairn South Smart Growth Ranking Summary

The stakeholder option preferences were Options A, B and C. Option A was the top preference for three groups and in the top three of another two. The remaining two groups ranked Option A as the poorest option. Option B was preferred by two groups. Another three groups ranked it top three. Option B did not receive a lowest ranking. Although Option C did not score highest with any group, it did reach 2nd or 3rd placing with 5 groups. Again, it did not receive the lowest ranking from any group. Option D received bottom two rankings from four groups; although two groups did rank it top. However, the total ranking was considerably differentiated from the top three preferred options. Option E ranked poorly with most groups. However, one did rank it top.

The benefit of amalgamating the rankings is that it allows extreme considerations to be evened out and a consensual response to emerge.

¹ See Interim Report – Phase 1: Options for Development and Green Frameworks

Observations

Despite the clear preference established by the stakeholders through CfS, some key observations emerged that, in the view of stakeholders, would make the options better. These are outlined in the following paragraphs.

Option A observations

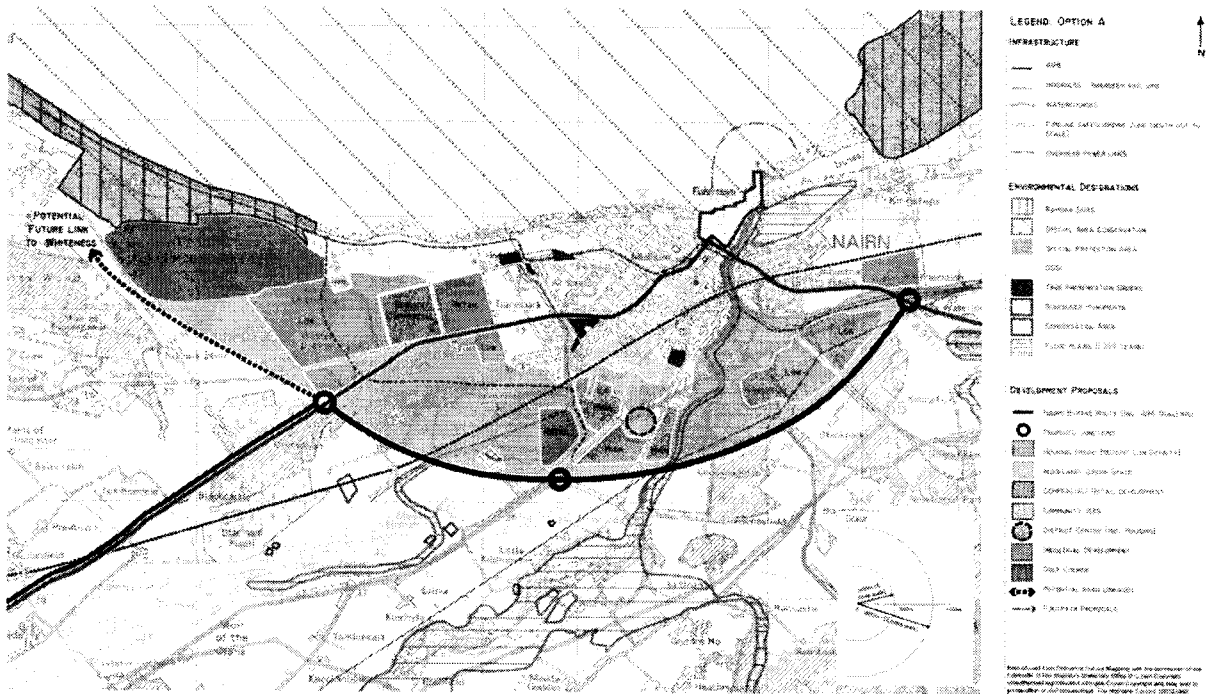


Figure 2: Option A

There was a clear view that a low density development for a western expansion of Nairn was inappropriate. A significant improvement to this option would be achieved through the promotion of higher densities.

Although the by-pass option shown in Option A will require a new rail bridge it was felt that this was appropriate given that options (e.g. Option B below) to avoid a new bridge crossing resulted in an elongated by-pass route that bore limited relationship to Nairn and its accessibility.

The attractive recreational provision associated on the eastern bank of the River Nairn and the western golf course were highlighted as significant assets.

It was recognised that development within the floodplain would not be appropriate. Some concluded that the retail proposal at the by-passes southern junction could be deleted as sufficient retail allocation had been made to the west.

Option B observations

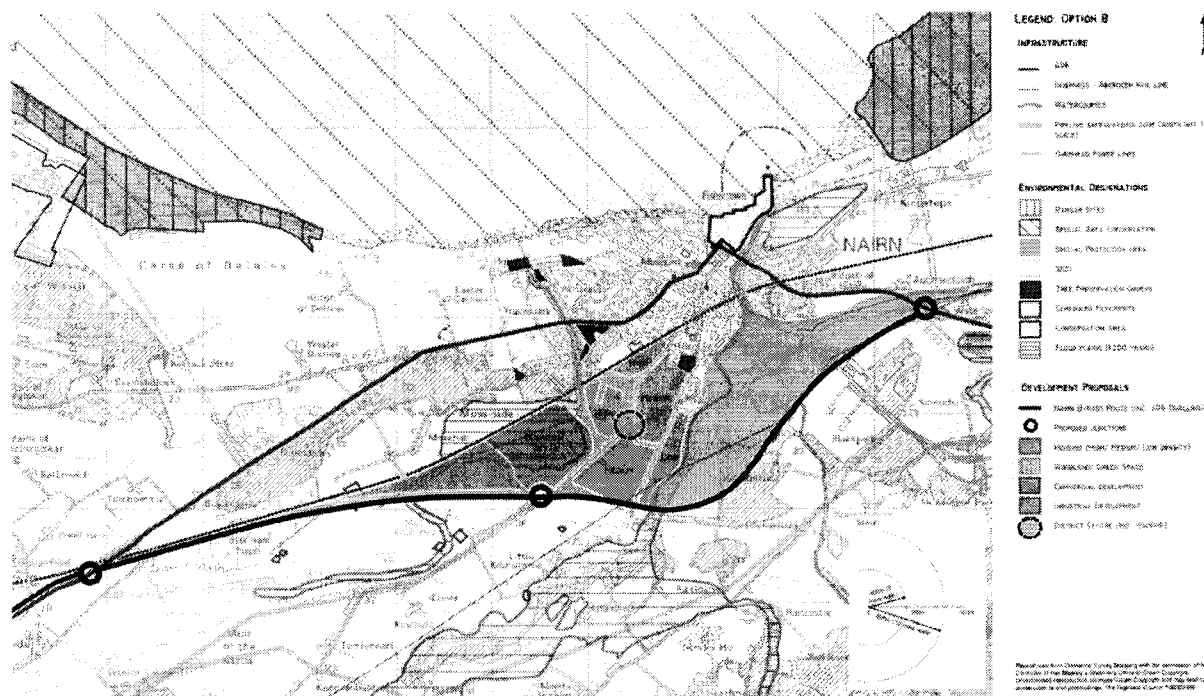


Figure 3: Option B

The integration of land uses was welcomed as it was felt that option B would promote a mixed of uses and bring benefits for Nairn more generally; particularly with regard to assisting in the viability and vitality of the town centre.

As with Option A there were concerns about promoting development in the floodplain. However, it was recognised that the employment allocations in this area were positive and they should be re-allocated bearing in mind the mixed use aspiration mentioned above.

Some groups saw a benefit in implementation in a more elongated By-pass route as this avoids rail bridging.

Option C observations

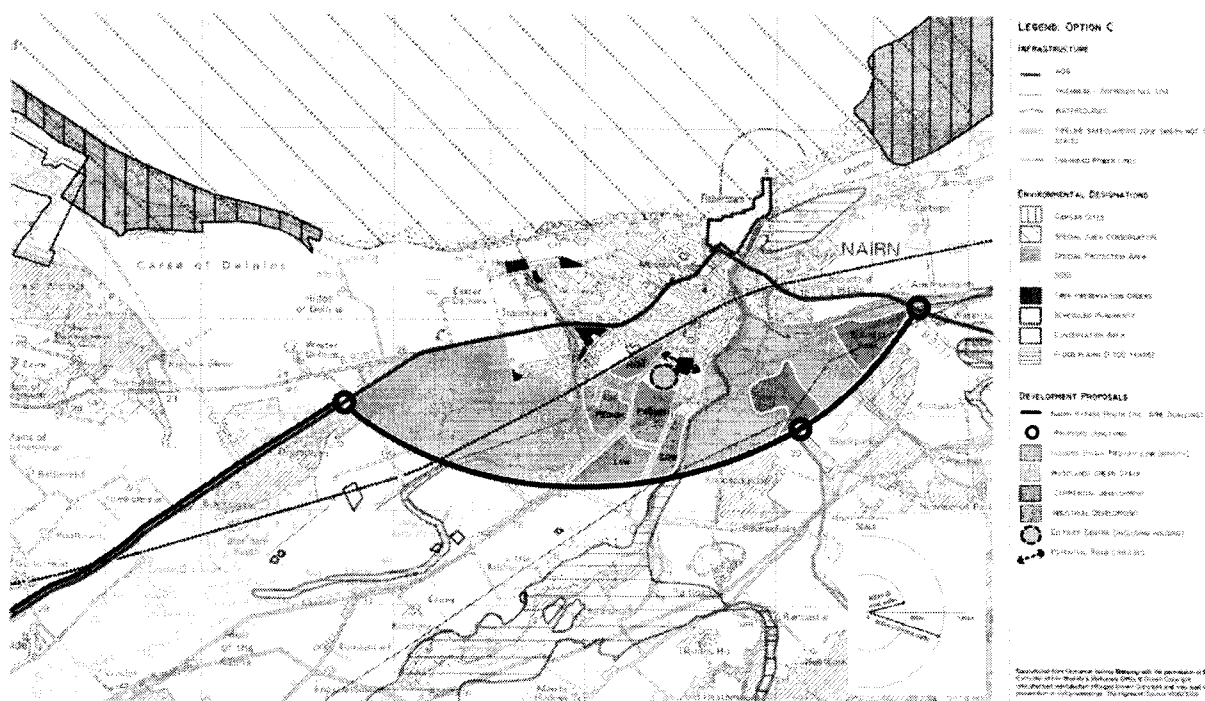


Figure 3: Option C

A concern was expressed that Option C may promote significant car journeys as the employment uses were remote from the centres of population.

Although the by-pass option shown in Option C will require a new rail bridge it was felt that this was appropriate given that options (e.g. Option B above) to avoid a new bridge crossing resulted in an elongated by-pass route that bore limited relationship to Nairn and its accessibility.

The allocation of the business uses to the east of Nairn could promote linear development of the town. It was generally felt that employment allocations could be more closely integrated with other land uses.

Conclusion

Resulting from the CfS considerations it is clear that an option for the growth of Nairn should incorporate the following features:

- A by-pass that relates to Nairn and helps to ensure accessibility for the town. This suggests a by-pass leaving the A96 at Drumdivan that would necessitate a new crossing of the railway.
- A new sustainable extension to the west of Sandown that would respond to the proposals in this location. This would incorporate higher density development, other appropriate densities, a golf course and appropriate retail/business allocations. This would be focused around a central core (district centre). Primary schooling would be allocated here.

- A new sustainable extension to the south to the west of the River Nairn with good access to Nairn centre and a connection to a new by-pass. This would include a full range of densities (including higher density). This area would incorporate employment allocations (business and industry). This would be focused around a central core (district centre). Primary schooling would be allocated here.
- The southern extension would relate to the River Nairn with appropriate non-vehicular crossings leading to recreational provision on the river's west bank within the floodplain.

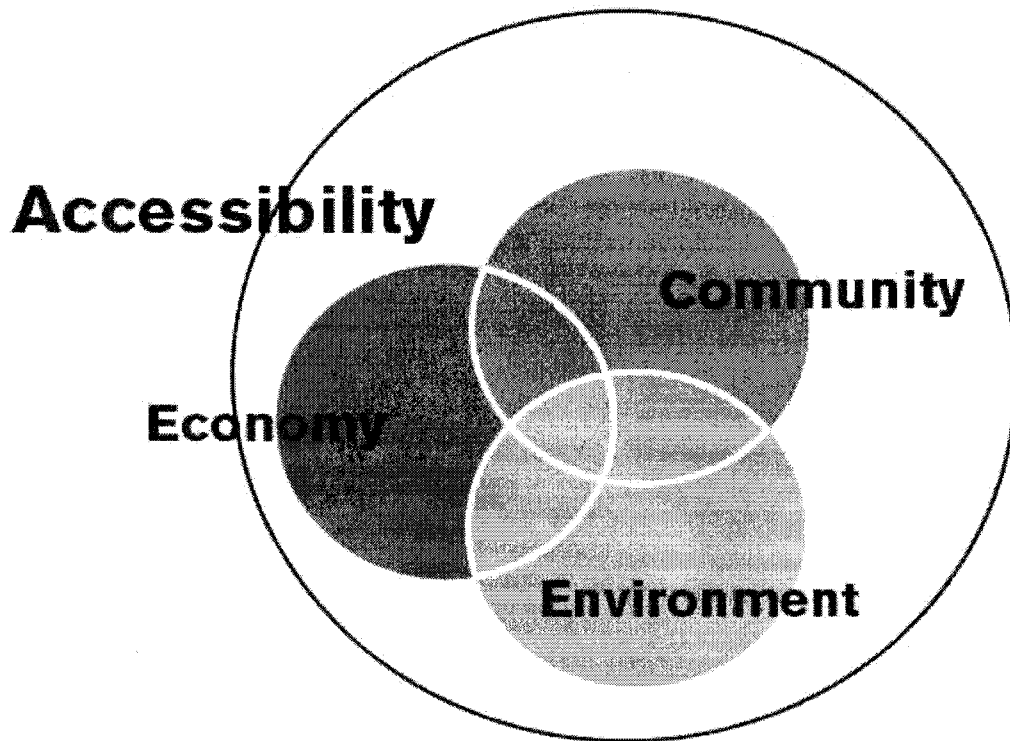
Generally, an option based on the above would:

1. Meet Nairn's long-term growth needs in the context of proposals for the A96 Corridor as a whole.
2. Provide for high quality open space and recreational provision.
3. Recognise the environmental assets of the area and integrate with them.
4. Integrate with the existing town to help improve the vitality and viability of Nairn centre.
5. Deliver a by-pass of relevance to the town's requirements and trunk road needs.

These outcomes must be placed in the context of other considerations related to stakeholder submissions, general consultation, agency consultation and technical assessment

APPENDIX 1

SMART GROWTH SUSTAINABILITY APPRAISAL MATRIX



Sustainability criteria fall within the matrix as follows:

Accessibility

- Transport and Access
- Access and Accessibility

Economy

- Local Economy and Work
- Education & Lifelong Learning
- Development Capacity
- Marketability
- Infrastructure

Community

- Community Participation
- Social Justice
- Health and Safety
- Existing Development
- Adjoining Land Uses and Relationship with Surrounding Communities

Environment

- Pollution, Waste and Resources
- Energy
- Buildings, Urban Design and Land Use
- Open Spaces
- Site Characteristics
- Topography
- Landscape Features
- Wildlife and Habitats
- Views

Accessibility

▪ **Transport and Access**

Would proposals

- reduce the number and length of car journeys?
- encourage walking and cycling links with adjoining areas?
- be accessible to public transport routes?
- increase use of public transport?
- provide a variety of transportation choices?

Score **/100**

Justification

▪ **Access and Accessibility**

Would proposals

- establish permeability of the urban fabric?
- provide accessibility choices?
- maximise accessibility for people with disabilities?
- integrate access with adjoining communities?

Score **/100**

Justification

Total Accessibility Score **/100**

Community

▪ **Community Participation**

Would proposals

- be conducive to community involvement?
- allow people, groups and partner organisations to be actively involved in identifying problems and delivering solutions?
- Encourage community and stakeholder collaboration in development decisions?

Score /100

Justification

▪ **Social Justice**

Would proposals

- strengthen existing communities?
- address the needs of under-represented groups and less well off households?
- offer good potential for affordable housing?
- reduce inequalities and improving facilities, access and opportunities?
- reduce occurrence of crime and anti-social behaviour?
- reduce fear of crime?

Score /100

Justification

- Health and Safety

Would proposals

- provide an environment conducive to physical and mental health and wellbeing?
- provide good accessibility for emergency vehicles?
- ensure medical services to meet population requirements?

Score /100

Justification

- Existing Development

Would proposals

- respect existing developments that provide character and context?
- acknowledge investment that has brought sustained renewal and regeneration?

Score /100

Justification

- Adjoining Land Uses and Relationship with Surrounding Communities

Would proposals

- complement adjoining land uses (existing and proposed)?
- provide support and opportunities for surrounding communities?

Score /100

Justification

Total Community Score /100

Economy

- Local Economy and Work

Would proposals

- attract employment opportunities suited to local people?
- facilitate accessing knowledge opportunities so that every living centre can be an earning centre?
- promote local shops and facilities?

Score /100

Justification

- Education & Lifelong Learning

Would proposals

- promote life-long learning and encourage the adoption of sustainable lifestyles and practices?
- provide well located and appropriate schools and other educational resources (incl. libraries)?

Score /100

Justification

▪ Development Capacity

Would proposals

- ensure that development proposals were appropriate to the capacity of Nairn South?
- Provide a framework to meet demand for development?

Score /100

Justification

[Empty box for justification]

▪

Would proposals

- deliver marketable development sites, particularly for housing?
- present attractive neighbourhoods for investment in the longer term?

Score /100

Justification

[Empty box for justification]

▪ Infrastructure

Would proposals

- maximise the utilisation of existing infrastructure?
- promote infrastructural investment that contributed to enhanced quality of life?

Score /100

Justification

[Empty box for justification]

Total Economy Score /100

Environment

▪ **Pollution, Waste and Resources**

Would proposals

- enable the efficient use of resources?
- be suited to a Sustainable Urban Drainage System that contributes positively to the area?
- minimise the potential for increased pollution?
- recycle water?
- re-use appropriate buildings?
- maximise existing infrastructure?
- promote efficient and effective waste disposal and the use of recycling?

Score /100

Justification

▪ **Energy**

Would proposals

- allow for the generation of energy from renewable sources or waste?
- minimising energy use?

Score /100

Justification

- Buildings, Urban Design and Land Use

Would proposals

- help provide for or enhance local amenities?
- protect or enhance the visual landscape and local character?
- conserve built/cultural resources?
- facilitate design quality in relation to the built and natural environment?
- take advantage of compact building design that is also sensitive to the environment?
- ensure that land use is appropriate and that any development uses a development site to its best advantage?
- allow a relationship between density of development and accessibility?
- help relate accessibility demand to location of development type?
- meet needs locally through ensuring access to local services and facilities?
- ensure an adequate supply and range of good quality housing?
- facilitate the creation of workable neighbourhoods?
- foster distinctive, vibrant communities with a strong sense of place distinctive to Inverness/Nairn?

Score /100

Justification

- Open Spaces

Would proposals

- create open space opportunities to benefit communities?
- establish or develop public access to quality open space?
- preserve and enhance critical environmental areas?

Score /100

Justification

▪ Site characteristics

Would proposals

- promote development proposals that responded positively to site characteristics?
- Build on the positive aspects of sites and locations?

Score /100

Justification

▪ Topography

Would proposals

- take advantage of the area's natural topography?

Score /100

Justification

▪ Landscape Features

Would proposals

- respect the established landscape framework?
- provide visual highlights in new urban areas?
- respond to and enhance the setting of key buildings?
- Protect / enhance open land / countryside / landscape quality?
- Preserve/enhance heritage and local identity?

Score /100

Justification

- **Wildlife and habitats**

Would proposals

- protect/enhance wildlife habitats (open spaces, trees, hedgerows, private gardens, some buildings, designated sites) and their connectivity?
- increase tree cover, especially broad-leaved woodland?
- improve/maintain public access to open spaces, wildlife areas and the countryside?

Score /100

Justification

- **Views**

Would proposals

- ensure that quality views were developed and created?
- Identify existing views and retain them?

Score /100

Total Environment Score /100

Smart Growth Sustainability Appraisal Matrix Score

Total Accessibility Score	/100
Total Social Score	/100
Total Economy Score	/100
Total Environment Score	/100
<u>Total Smart Growth Score</u>	/100

THE HIGHLAND COUNCIL
PLANNING, DEVELOPMENT, EUROPE & TOURISM
COMMITTEE
15 November 2006

Agenda Item	10
Report No	

A96 CORRIDOR STRATEGY – UPDATE
DEVELOPMENT FRAMEWORK OPTIONS

Report by Director of Planning & Development

SUMMARY

This report updates Members on the A96 Corridor studies, notably consultation responses to the Development Framework options which were published in September. The Council's consultants have since refined a preferred set of proposals for the long term expansion of East Inverness and Nairn together with a complementary green framework for the wider Corridor's setting. Authority is sought to proceed with further evaluation of transport and other infrastructure investment required to support current development proposals throughout the Corridor. Work also needs to get underway by Halcrow to establish the overall funding/developer contributions framework. A further report on these outcomes will be made to the Committee in January 2007 which will then be asked to authorise a final round of public and agency consultations.

1. Introduction

- 1.1 Members will recall that at their meetings on 25 January and 31 May 2006, Committee agreed to endorse various consultancy appointments to take forward Phase II of the A96 Corridor Study. Further work was required on the preparation of a Strategic Environmental Assessment (SEA), transportation, water and drainage, electricity supply, future developer contributions and infrastructure procurement and, in particular, the preparation of alternative Development Frameworks for East Inverness/Nairn and the Corridor's rural setting.
- 1.2 Messrs Halcrow were appointed by the Council to lead on the masterplanning activity. Infrastructure commissions have been awarded to Scottish & Southern Energy (electricity), Faber Maunsell (traffic) and Scottish Water term consultants (Mott Macdonald and Bewater on potable/waste water arrangements respectively). Various working groups of stakeholders including officers, key agencies and landowners have been formed and a series of local workshops undertaken which also engaged local businesses and community representatives.
- 1.3 At its meeting on 16 August 2006, PDET Committee considered schematic Development Framework options which had been prepared by the stakeholder groups for 'polar growth' in Nairn and East Inverness, together with a draft Green Framework produced by Halcrow. Committee agreed that this material should be publicised during September and local communities be invited to comment on the scale, composition and configuration of long term development in each case. A verbal report on the preliminary results was provided at the Committee's meeting on 27 September 2006. Since that time, both Nairnshire and Inverness members have heard informal briefings on the findings and anticipated recommendations as to preferred Development Frameworks in each case.

2. Consultations

- 2.1 In accordance with their remit Halcrow were tasked to co-ordinate three aspects of gathering consultation responses to the Development Framework options for Nairn and East Inverness. They drew together the technical evaluations and considered preferences of a range of consultants in terms of comparative marketability, deliverability, urban form, traffic and planning merits. Halcrow also organised separate *Stakeholder* group evaluations in the Spectrum Centre and at Nairn Community Centre which were held on the 20/21 September. These followed the 'collaboration for success' format of scoring and ranking options using a range of sustainable development criteria and were well-attended. Discussions by the respective Framework Planning Groups were also captured to provide qualitative feedback on the options. These comments are summarised in Halcrow's interim assessment attached as Annex A to this report.
- 2.2 Further to the August Committee's instructions, the development options report was advertised in local newspapers and put on deposit at a wide range of offices open to the public. A press release was issued and various interviews given to stimulate media coverage. All supporting documentation was published on the Council's web-site and circulated electronically to statutory & other key consultees with the advertised closing date of 25 September. Manned exhibitions were held at Inshes (the nearest city location as requested by the Committee), Culloden and Nairn. These were open from lunchtime through to 9.00pm to maximise the opportunities for attendance. More than 400 persons visited during these sessions and arrangements were made to provide extended local viewing for a further week at both Nairn library and Smithton primary school. Pro-forma leaflets summarising the options and inviting structured comments were freely distributed. A listing and summary of all the responses made to the Planning and Development service is attached as Annex B to this report.
- 2.3 The Halcrow report provides an overview of all the consultation results (pp 15-18 for Nairn and pp 30-31 for East Inverness) in Annex A.

3. Preferred Option – East Inverness

- 3.1 The technical consultants' preferences were divided between options A (marketability), C (delivery and urban form) and E (traffic and planning), reflecting the range of strengths and weaknesses in each case. A number of common themes emerged however. These included the creation of a compact place with good mix of housing densities, the need to balance new employment opportunities with future population growth, the opportunities to integrate education, research and related business activities as a development cluster, and the selection of an A9/A96 bypass route which also furthers accessibility by non-car transport modes.
- 3.2 Stakeholder participation took place through a series of workshop sessions and discussion at the East Inverness Framework Planning Group. The highest ranked options were A, B and D. Additional points of emphasis here related to the scope to strengthen retail and community provision for the established Culloden community within a new District centre for East Inverness, opportunities to facilitate further bulky goods retailing adjoining the existing Retail Park, consolidating wedges of parkland and flood risk zones as major open space corridors, and the merits of Beechwood as a university campus location offering high levels of accessibility.

3.3 No clear overall preference for a particular option emerged from the public's responses. Different options appeared to perform better on certain aspects of development suggesting that a hybrid overall solution would best match local expectations. The strongest messages concerned the wish to retain Balloch as a freestanding community within a green setting, support for urgent upgrading of the trunk road network and availability of coherent transport alternatives, together with the need to address significant deficiencies in key public services locally. The main agency comments covered rail services, green wedges, the new Inverness College/UHI campus and the impact on birds and sensitive coastal habitat.

3.4 Figure 1 illustrates the 'preferred' Development Framework proposals for East Inverness as recommended to the Council by the Halcrow team. The principal features are as follows :

- Dual carriageway bypass route linking from an upgraded A9/TLR junction at Inshes northwards across the railway to connect with the A96 in the vicinity of the Smithton interchange. Direct access for adjoining business, retail, campus and residential developments.
- Park and ride scheme with bus links adjoining the Smithton junction, and provision for a transport interchange facility to serve the Campus including a longer term rail halt option at Beechwood.
- Upgrading of the Culloden distributor from the A96 as far as the new District Centre to be situated centrally by Smithton, including provision for a major supermarket outlet.
- Hotel developments at Stratton Lodge and at the A96/Bypass gateway site where there is scope for an iconic entrance building.
- Bulky goods outlets (regional retail) between the bypass and the existing West Seafield Retail Park.
- New Inverness College/UHI campus comprising faculty, research/incubator and student/staff accommodation with buildings held to the north-eastern flanks of the site in a high quality parkland setting, and segregated pedestrian links spanning west across A9 into the city and the railway into East Inverness.
- An Innovation Park for spin-off businesses and high growth technology enterprises opposite the Campus at West Seafield.
- A major Regional Sports complex situated at East Beechwood
- A formal Town Park and adjoining structural open space at Smithton/Resaurie including informal landscaped areas, core footpaths and flood alleviation measures connecting through to adjoining countryside green wedges and the projected coastal trail.
- A reserved site for a secondary school close by the Park and District Centre.
- A compact new residential quarter lying to the west of Culloden and offering a range of mainstream and affordable dwellings with a graduated density mix with lower intensity housing towards the northern margins by Milton of Culloden.

3.5 The 'headline' statistics for East Inverness are a future population of 7,000, some 3,300 new housing units and the creation of approximately 3,500 jobs.

4. Preferred Option – Nairn

- 4.1 Again, the technical consultants' assessments pointed towards different option outcomes in the case of Nairn – preferences were stated as option A (marketability), B (traffic and planning), C (delivery) and E (urban form). Common development principles which emerged included the strong desirability of locating new population growth such that it can help to reinforce a strong nucleus of town centre functions, the acute requirement to stimulate additional employment opportunities in Nairn to avoid reinforcing the current high dependence on unsustainable levels of net commuting, and the selection of an effective trunk road bypass route that also serves and integrates expansion into the fabric of the wider town.
- 4.2 Stakeholder participation took place through a series of local workshop sessions and discussion at the Nairn Framework Planning Group. The highest ranked options were A and B followed by C. Although broadly similar to the technical outcomes, important issues were identified in relation to the avoidance of flood-risk zones, resistance to low density housing development on the western approaches, and a strong awareness of the very high intrinsic amenity of lands adjoining the River Nairn and overlooking the Firth at Delnies – these areas reflected both the original market town/service centre and later coastal (fishing, links golf and mass tourism) traditions of Nairn.
- 4.3 The levels of public interest and participation in Nairn were particularly high and there was a noticeable appetite for the town to take fresh stock and move forward. Option B (southern expansion) was strongly favoured in the written responses received. There was a high level of support for a town bypass and the earliest possible implementation. Town centre regeneration was important including solutions to the current access bottleneck on the Cawdor Road, together with well-planned and resourced green space. A number of contributions from various local landowners predominantly indicating their willingness to make ground available for development were also lodged. Agency comments on Nairn itself were quite muted, although Network Rail indicated that works to increase service frequency and improve facilities for a growing passenger base would require investment which should be considered under planning gain arrangements.
- 4.4 Figure 2 illustrates the 'preferred' Development Framework proposals for Nairn as recommended to the Council by the Halcrow team. A reasoned justification is set out on pp.16-17 of Annex A whereby differences in feedback from the community and other collaborators require to be resolved – these particularly affect the choice of preferred bypass alignment, the best location for future business and industrial development, and the case for including western expansion of Nairn although as a longer term growth option. The principal features are :
- A96 bypass starting from Drumdivan in the west, crossing the river at Howford and connecting back to the existing trunk road at Auchnacloch. This also enables a direct link for future development at Delnies.
 - Two intermediate junctions on the new bypass where it crosses the A939 Grantown route and at a convenient point for access to serve proposed development at South

Nairn.

- Eventual doubling of the town's size with total expansion capacity for an additional 9000 persons.
- A new neighbourhood at South Nairn representing the first phase of town expansion, including new District centre facilities located towards the north, from which improved pedestrian links will facilitate use of town centre shopping and other functions.
- Development of additional riverside and woodland based leisure and recreational facilities utilising adjoining floodplain lands.
- Site to be reserved for a secondary school.
- Longer term residential and community development at West Nairn (Delnies), clustered around the proposed third golf course and ancillary uses, and connected to the projected coastal footpath link from Nairn to Whiteness/Inverness.
- Major business and industrial land allocations on the eastern flanks of the town at Balmakeith.

4.5 The 'headline' statistics for expansion of Nairn are a long term population increase of 9,000, an additional 4,300 housing units and the creation of at least 4,500 jobs.

5. Green Framework

5.1 Public response to the draft Green Framework proposals has been generally supportive. There is particular recognition that the 'quid pro quo' for taking forward major development in the A96 Corridor must come from a strong protective policy framework for the rural hinterland. Concerns were expressed about urban sprawl and future coalescence of settlements in the absence of appropriate safeguarding measures.

5.2 Several representations also pointed to the opportunities associated with development to secure enhancement of the landscape and improved public access. SNH also commented on the potential for creating new areas for bio-diversity, enjoyment and amenity as well as safeguarding the Corridor's existing natural heritage assets. Whilst supportive of ideas for improved public access, detailed proposals do however require careful assessment in particularly sensitive locations associated with the Firth.

5.3 It is hoped to present a revised Green Framework plan reflecting these points to the Committee at its meeting.

6. Infrastructure

6.1 Further to para. 1.2 above, the Council has awarded investigation of the requirements for reinforcement of *electricity* supplies in the Corridor to the grid owners, SSE. The consultants have made an initial evaluation of the likely scale of long term power requirements in different locations and related this to the existing supply network which comprises six main sub-stations. SSE are planning significant reinforcement of local supplies around south Inverness in early course and further investigation of requirements for Culloden is proceeding. Their expectation is that a new supply will also be needed to serve the centre of the corridor. This will involve the construction of a major sub-station in that area and connecting link from the existing 132kV line in Strathnairn. Halcrow will be

examining possible siting options in relation to their evolving Green Framework plan.

- 6.2 Faber Maunsell were commissioned specifically to extend the existing Visum-based Inverness *Traffic* Model (TEC services) to cover the whole of the A96 Corridor as far east as Nairn and Auldearn. This work has been completed and the consultants issued a calibration and validation report in July 2006. The operational model has since been used initially to examine a number of 'do nothing' scenarios. A 'worst case' situation is to test the capacity of the current road network across the Corridor against significantly larger projected peak hour traffic flows for the year 2041. These simulations clearly highlight the adverse network impacts as drivers increasingly seek alternative routes to the existing A96 due to severe congestion and almost total breakdown in flow at the A9 Raigmore junction. Projected peak hour traffic flows rise to 100+% of route capacity on all sections of the A96, B9006 and B851 west of the Airport/Croy under these conditions. Projected network improvements such as dualling the A96 west of the Airport provide relief on these routes but these improved flows also serve to increase the level of delays at A9 Raigmore itself. More recently, the consultants have examined provisional peak hour flows and junction turning movements for the range of draft Framework Development options at East Inverness and Nairn. Detailed traffic modelling will follow confirmation of the overall preferred development Strategy for the Corridor and close assessment of available network improvement and public transport options in consultation with Trunk Roads and other partners.
- 6.3 Mott MacDonald are responsible to Scottish Water for developing a potable *water supply* strategy for serving the future needs of the Inverness-Nairn corridor. This area is now supplied entirely from the Loch Ashie and Duntelchaig sources. The consultant's interim report identifies a number of key uncertainties in relation to demand but also highlights the impact of the Water Directive Framework which is expected to reduce available water draw down from existing sources, and the efficacy of measures taken to reduce the (high) levels of leakage experienced in future. Demand management/water saving policies particularly as these might be applied to new development are a further consideration. Nevertheless, demand is likely to rise from 29m. litres/day at present to 40 m. litres/day by 2041. The report points to the future development of Loch Ness as a major supplementary water resource for the city and corridor. There are significant pumping, treatment and distribution/storage network upgrades required across the Corridor including three new service reservoirs with a provisional indicative total cost of £17m. A proportion of these costs will be funded by Scottish Water, others falling on builders. Approximate developer contribution levels based on the current Corridor projections do however appear affordable. More detailed evaluation of water requirements including phasing considerations will proceed once a preferred development scenario is supplied.
- 6.4 Biwater are the waste water contractors for this study. The A96 Corridor has been divided into three areas for the purpose of devising future drainage options – broken down roughly as Inverness East (including the Allanfean PFI treatment works), Central and the Nairn areas. Ten feasible sewage treatment design options have been prepared. These allow various possible permutations of different elements forming agglomeration solutions, for example, the construction of a single new works/outfall to serve development from any two or all three areas. Dependent on which grouping of options is chosen in agreement with Scottish Water, provisional total costs in the range of £14-21m. are indicated for the Corridor as a whole. The likely environmental standards imposed on future outfall discharge arrangements for treated wastes into the Firth are critical and a workshop is being

convened on 22 November with Scottish Water and the appropriate regulators including SEPA. This is intended to get a better understanding of the current options and consensus about which are most realistic under future consent regimes.

- 6.5 A wide range of *community* facilities will be required to service and support the additional long term population of the A96 Corridor. In certain cases, this provision rests fully with public agencies and their priority needs assessments. In others, such as retail, facilities are wholly dependent on the entrepreneurial judgements of private business or, as in sport and recreation, provision may originate from many different sources. Strong population growth can also help to invigorate failing services or to bring forward previously shelved investments. Whilst the preferred Framework Plans do safeguard land for a wide range of potential future community facilities, there is an expectation from some key providers that the planning gain framework will assist with capital funding support. Halcrow have held preliminary discussions with the Education service where the likely mainstream requirements may include up to three new secondary and ten new primary schools across the Corridor during the period to 2041. These requirements will be teased out further in the next phase of investigations.

7. Other Corridor Developments and Studies

- 7.1 Members will be aware that arrangements are being made to determine the planning application relating to a new settlement/resort masterplan as submitted by the *Whiteness* Property Company for the former Ardersier fabrication site. A special meeting of the Committee has been scheduled for 28 November 2006. If approved, the proposals include provision for 1950 new dwellings to be constructed during 2008-18 which suggests an eventual population of approximately 4000 inhabitants on completion.
- 7.2 Moray Estate's proposals for a new community by *Tornagrain* were the subject of a well-publicised 'charrette' design process which was held at the Drumossie Hotel between 5-14 September 2006. The Estate have subsequently met with their masterplanners (DPZ) to review the design outcomes which remain 'work in progress'. It is intended that the plan and supporting building codes will be finalised in January/February 2007, following which the Estate will publicise these locally by circulating a post-charrette newsletter. Whilst a number of significant design amendments have been made as a result of the charrette (most notably with the integration of the Airport Business Park and A96 bypass realignment), it is understood that the key size characteristics are relatively unchanged at a little under 4700 dwellings/10,000 population when fully developed by 2041.
- 7.3 Expansion of several *existing* Corridor villages is another key component of the draft Strategy – these are identified as Culloden Moor, Croy, Ardersier, Cawdor and Auldearn. Each of these communities has the benefit of existing Local Plan land allocations for residential and community uses, although those made under the Nairnshire plan are now somewhat out of date. These commitments comprise almost 500 additional dwellings in total, with capacity for up to 1000 additional residents overall. It is intended to check the adequacy of housing/community land provision in some of these settlements in the near future. Any proposals to increase or amend these allocations will need to respect Council guidelines controlling the margin of expansion to no greater than +25% during any ten year period, and should undergo full public consultation in early 2007.
- 7.4 Other key developments in the Corridor at this time include the new Castle Stuart golf course/hotel/lodges and £12m. replacement visitor complex at the NTS Culloden Battlefield

site. Activity and passenger throughput at Inverness Airport continue to increase with several airlines announcing additional services/destinations in recent weeks. Consultants have been instructed to progress the first phase of the airport Business Park and early commitment to a hotel facility is also anticipated. A closing date is being applied by the agents for the Nairn Common Good landholdings at Sandown where there has been a high level of developer interest.

- 7.5 There are several major transport investigations underway at the moment. Scott Wilson have been commissioned by the Council to work up detailed proposals for the Inverness Trunk Road Link which includes the bypass arrangements between A9 Inshes and the A96 at Smithton. A preliminary report covering the initial STAG work and timetable will be provided at the TECs Committee meeting on 16 November with detailed recommendations expected in March 2006. W S Atkins have been appointed by the Minister of Transport to advise on design options for upgrading the A96 between West Seafield and the Airport. Scott Wilson are also responsible for the HITRANS-NESTRANS Inverness-Aberdeen transport corridor study which commenced recently. A joint meeting of the above consultants together with Halcrow, Faber Maunsell and Transport Scotland personnel was held in Glasgow on 4 October 2006. It was agreed that these studies would share the same information base, principally as formulated for the Inverness Traffic Model, and that regular liaison would take place between the various teams.

8. Conclusions and Next Steps

- 8.1 The current state of play with development proposals for the Corridor as a whole can therefore be summarised as follows :

- a) Polar growth – E Inverness and Nairn expansion : 16,000 population
- b) Village consolidation : 1-2,000 population
- c) New settlements : Whiteness and Tornagrain : 14,000 population

The A96 Corridor capacity assessment based on a target population of 30,000 additional people therefore remains intact. If the Committee is satisfied with the work to date, then the next step will be to pull together a revised development profile and timings for each of the A96 Corridor zones. This will then be issued for final testing by the transport and infrastructure consultants. That activity will interface with the Halcrow team which will be evaluating the phasing of development proposals in relation to the required build up of infrastructure investments across the Corridor. This work will involve close liaison with affected landowners, service providers (including THC) and the development sector.

- 8.2 The consultant's work programme is currently being reviewed. Although delivery of the preferred Framework Plans is approximately one month behind the original schedule, it is anticipated that much of this time can be made up during the next stages (above) which are timetabled for completion by the end of January 2007. The current expectation is that a draft final report can be tabled to the Areas and PDET Committee at its meeting on 30 January 2007. It is intended to seek Committee approval for a further round of public consultation together with referral to statutory bodies and other stakeholders. Feedback from that consultation in the form of recommended amendments to the draft Strategy would then be reported to Areas and the PDET Committee meeting on 14 March 2007.

9. Resource Implications

9.1 There are no unbudgeted financial implications arising from this report.

10. RECOMMENDATIONS

The Committee is asked to :

- (a) approve the preferred Framework Plans for Nairn and East Inverness together with the finalised Green Framework as the basis for remaining feasibility and programming investigations by the consultants.**
- (b) note the proposed timetabling of remaining work to complete the A96 Corridor Strategy including suggested provision for another round of public consultations to take place in February 2007.**

Signature:

Designation: Director of Planning & Development

Date: 8 November 2006

Author: Mike Greaves, ext. 2260

Ref: CMTTE151106A96/mg

Background Papers

1. Interim Report on Options for Development and Green Frameworks : Halcrow : July 2006
Complete report can be downloaded from :
www.highland.gov.uk/yourenvironment/planning/developmentbriefsandframeworkplans/
2. A96 Corridor Update reports : Planning, Development, Europe & Tourism Committee : 16 August and 27 September 2006

ANNEX B

THE HIGHLAND COUNCIL

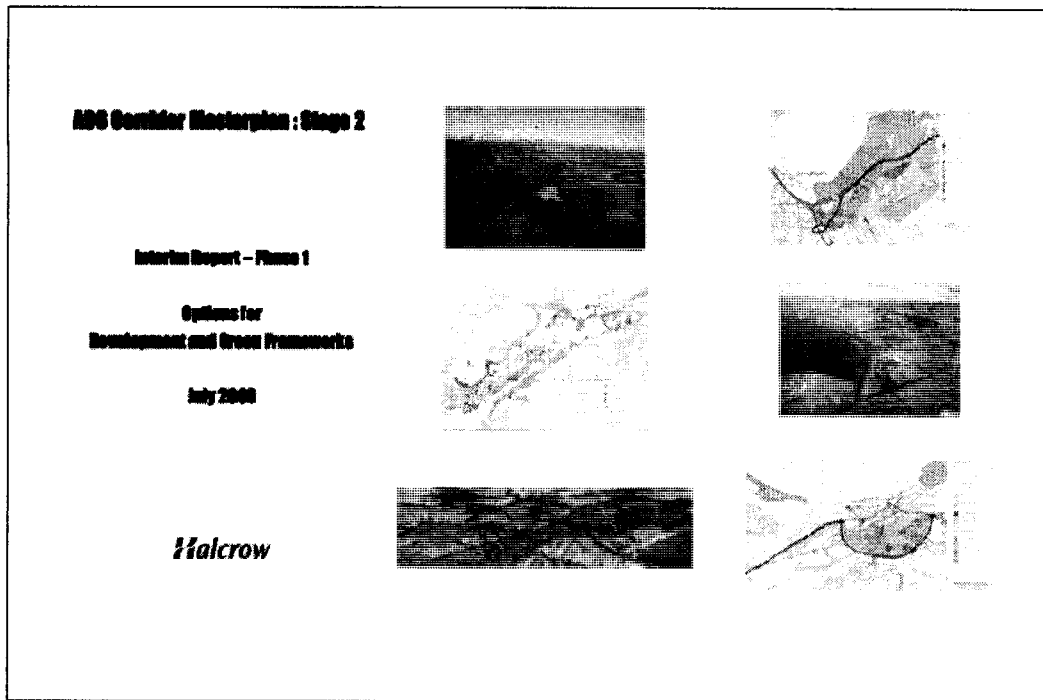
PLANNING & DEVELOPMENT SERVICE

A96 CORRIDOR MASTERPLAN: STAGE 2

INTERIM REPORT – PHASE 1

OPTIONS FOR DEVELOPMENT AND GREEN FRAMEWORKS

PUBLIC CONSULTATION REPORT : NOVEMBER 2006



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- 31. Option Preferences**
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1. INTRODUCTION

The National Planning Framework, Highland Structure Plan, Inverness City Vision and Local Plan all point to major development opportunities arising in the area east of Inverness. Highland Council has commissioned consultants to assist with the preparation of stage II of the A96 Corridor Strategy – this will show how the area between Inverness and Nairn could accommodate an additional 30,000 population together with employment, infrastructure and supporting community facilities to be developed by 2041. The draft Strategy proposes a threefold approach : ‘polar’ expansion of Inverness and Nairn, continued growth of the five main village centres within the Corridor, and the creation of two new settlements at Whiteness and Tornagrain.

As part of the supporting planning studies, Halcrow consultants undertook a stakeholders-led workshop which resulted in five different options being generated for East Inverness and South Nairn in July 2006 (the ‘polar’ growth elements above). The Council agreed that these options would be publicised for comments by the communities and key agencies in September 2006, in addition to their evaluation by the consultants and local stakeholders groups.

This report brings together a summary of the public and agency consultation responses to the Draft Framework Plan options, together with views expressed on the accompanying Green Framework for the wider Corridor.

151 responses have been received from a wide range of interested parties, public agencies and the wider community. The detailed list of respondents is shown in appendix 1. This report provides a summary of the main outcomes arising from the public consultation.

A total of 71 of the formal feedback forms were received, 17 of which related to Inverness East and 54 of which related to Nairn South. The rest of the responses were received in letter form, including some with detailed appendices and supporting materials.

The report sets out firstly the detailed comments received from Community Councils in the area and public agencies or other interest groups. A summary is then given of the general comments received in relation to the A96 Corridor Masterplan Stage 2 process as a whole, development in Inverness East as a whole and development in Nairn South as a whole.

The report then provides a summary of the detailed comments received on each of the five options for Inverness East and Nairn South, and detailing the preferences put forward by the community. The report concludes by providing a summary of the responses received in relation to the Green Framework.

2. CONSULTATION RESPONSES FROM COMMUNITY COUNCILS

Balloch Community Council and Balloch Village Trust

The residents of Balloch have great concerns about the East Inverness proposals for the A96 Corridor development.

- First impressions of Inverness, approaching from the airport are of a ‘green city’, still retaining links to its agricultural background in a very visual way. This is both pleasant and integral to the quality of life here. We are concerned that an insensitively conceived ribbon of housing sprawl along the eastern end of the A96 would eliminate this green entrance to Inverness.
- Agricultural land in this locality is of prime quality and is inherent to the urban/rural landscape setting and character of Inverness. We are of the opinion that agriculture should have its own place in the Halcrow criteria and that further work should be done on a agricultural and landscape impact of the A96 proposals.
- Balloch is a community geographically distinct from Culloden and Smithton by the green wedge of woodland and agricultural land that separates them. Residents feel strongly that the distinctiveness and ‘sense of place’ of Balloch should not be lost by merging villages with greenfield housing. A selection of letters attached demonstrates the strength of feeling on this issue.
- Balloch gains much of its distinctiveness by its landscape context of agricultural fields and woodland. This is highly valued by residents. Building on the fields to the north of Balloch imposes a large landscape impact on the majority of residents due to its sloped topography. In a public consultation carried out in 2005, open space and rural setting was one of the qualities residents valued most about Balloch. This is re-iterated in the selection of letters attached.
- We are of the opinion that the limit of built development on the East Inverness plan should be the eastern boundary of Culloden and Smithton.
- We welcome the proposal to have a public park and recreation area (Option A). This is our preferred option for open green space and are of the opinion that it would benefit more local people than a golf club for members only.
- We would welcome a strong design element to future planning along the A96. a commitment to:
 - a, providing infrastructure and community facilities first;
 - b, a mix of size and range of housing; and
 - c, impose a planning code and style to future development.
- This is more likely to be welcomed by local communities than segregated areas of high, medium and low density housing.

- We have taken part in the focus group meetings organised by Halcrow and are encouraged by the consultation process. We understand and welcome that the final option will not be a rigid choice of A to E, but a hybrid of the best features from each option. New urbanism, where you allow communities to be built and not just houses would benefit is all.

Inverness South Community Council

- Inverness South Community Council is concerned about Traffic Problems when the A96 meets the A9 especially at Inshes Roundabout and the extra traffic onto the Southern Distributor Road.

Nairn Suburban Community Council

- As far as the bypass is concerned, the long options following the south side of the railway line to a new Howford Bridge and back to the A96 somewhere between Auldearn and Nairn are the best, This route will take all east/west traffic destined for Inverness and the north well clear of Nairn, Heavy commercial traffic for Gordon's Sawmill, Tulloch Sawmill, JF Job at Granny Barbour Road and Whiteness Head can be routed off/on the bypass at strategic roundabouts..
- If the A96 is to be dualled from Inverness to Nairn, then there are advantages in the long bypass south of the railway line. Firstly, there is a saving in not having a railway bridge Secondly, there is a saving in not dualling the section of the A96 from Gollanfield fly-over to Delnies and this will almost cover the cost of the equivalent section south of the railway line. Thirdly, access to the proposed Whiteness Head new town can be accommodated on the existing A96 and the access road to the site.
- The best solution for additional housing is to group and design "Centres of Population" which are closely associated/linked to Nairn town, services, school and hospital (with all the doctors' clinics grouped within its site). There must be safe walking and cycling routes as well as local bus routes to cut down on unnecessary car journeys.
- The siting of business and retail facilities must complement Nairn rather than draw people away from Nairn to "green field" peripheral sites.
- The creation of "jobs" must be carefully planned so that they are directed at primary industries rather than unsustainable service facilities.
- The indicative planning of new housing, business and retail with new or improved access to town and to the bypass allows for the planning and retention of well planned and resourced green spaces.
- Along the River Nairn to the Howford "new" Bridge can be a superb park land with links to the town, Maggot and beach. The flood plains can be extended upwards to higher elevations and the new park can link all new housing centres
- On the south west side of Nairn, the water course from Loch of the Clans through the extensive wetland site at Moss-side to Loch Dhu, the Alton (or Black) Bum and down to the, sea should be a main environmental feature, It

should not be drained or built upon because it is an important environmental wetland and prevents Tradespark from being flooded. The moss acts as a giant sponge an environmental hydrologist should be involved at some stage

- The workshops on the 20th September all reached different conclusions, Although the combined results showed the order of preference A, B, C, D and E, there needs to be a considerable degree of mixing and matching of best features and concepts.

3. CONSULTATION RESPONSES FROM PARTNER AGENCIES AND OTHER INTEREST GROUPS

sportscotland

- Sportscotland makes no comment on which options should be favoured.
- Whichever options are progressed, it will be important that adequate indoor and outdoor sports facilities are provided to fully meet demand from the new and expanded settlements.
- Consideration therefore needs to be given to the appropriate types, numbers, size and locations of the facilities to be provided, how they will be funded and how they will be managed.
- The best means of resolving such issues is by undertaking a comprehensive sports facility strategy

Communities Scotland (CS)

- Welcome that the Council are working on a long term vision for the A96 Corridor
- A number of practical considerations still need to be addressed, particularly the criteria of ensuring proposals will work and be attractive to the market
- From the projected population analysis given, there is currently little information provided on actual up-to-date housing market analysis, and that work is still required in order to create the right balance of good housing in the right locations, to the right scale, that is well designed, accessible and appropriate to meeting local peoples needs.
- The Council must ensure that future development of private and affordable housing in both Inverness and Nairn is focussed towards creating strong, vibrant mixed communities.
- Whilst there may be a requirement for a new settlement in the A96 Corridor, the Masterplan has yet to demonstrate clearly that the criteria set out in paragraph 47 of SPP 3 are being met.
- The Masterplan when finalised should provide clear phasing and timing for implementation, integrated across the Corridor.
- Discussions which will be undertaken on developer contributions must obviously include reference to the need for an adequate supply of affordable housing in line with the Council's Affordable Housing Policy, and the CS Affordable Housing Investment Framework.
- Role of the A96 Corridor growth within the city region context would also be useful as part of subsequent reporting.

Network Rail

- all proposals for increased stops between Inverness and Nairn have implications for timetabling of existing services, the provision of new signalling and track infrastructure and for the need for longer or additional trains;
- the short distance the short distance between the proposed Beechwood rail halt and Inverness Station, and nature of uses (university campus and bulky retailing)

proposed for the vicinity of the rail halt may reduce the potential number of users of a rail service;

- the site of the proposed Beechwood (or any other) rail halt would have to have a gradient of less than 1 :300;
- a sprinter train service between Beechwood rail halt and Inverness Station would require provision of a turnback facility or installation of bi-directional signalling;
- a rail halt at Stratton raises similar issues to that at Beechwood in terms of need for signalling infrastructure as the line between Inverness and Nairn is a single signal section;
- the park and ride facility and road improvements proposed to be provided alongside the Stratton rail halt may in fact discourage its use by facilitating car and bus use;
- the proposal to realign the railway at Culloden and provide a rail halt at Smithton would be a costly but in many ways simpler and more beneficial option than those proposed for Beechwood or Stratton as it could largely be constructed without impact on existing services. We must make it clear that, contrary to your assumptions, this could not be financed by Network Rail without initial or on-going Transport Scotland funding; and
- given the likely increase in population in and around Nairn and the distance between Inverness and Nairn we agree that there is likely to be an increased demand for rail services. This would likely manifest itself as a demand for more frequent services which would necessitate upgrading infrastructure including passing loops and signalling. In addition Nairn Station may require upgrading, additional car parking etc to cope with increased demand. We assume that as this will be a result of new residential development consideration will be given to seeking developer contributions towards these works

Scottish Natural Heritage

- SNH support the many references within the document regarding the need to recognise, safeguard and capitalise on the existing natural heritage assets of the corridor.
- SNH are pleased to see that the Green Framework suggests way to enhance and develop the natural environment and access to it where this is possible. However we consider that there is even more scope to create new areas for biodiversity, enjoyment and amenity than currently suggested in the consultation document.
- Specific comments are made on the designated sites, the European Protected Species and nationally/locally protected species that are present in the corridor
- Development frameworks – SNH do not comment on the individual options presented in detail, although Options A in both Inverness East and Nairn South would superficially appear to be the best options from an environmental stand point. SNH would like to see more a more detailed analysis of each option against the additional criteria of protected and LBAP species, habitat and open space.
- SNH note that the Green framework recognises the sensitivity of the shoreline to disturbance from access takers (especially dog walkers) but the measures to manage and regulate these are not described. It is recommended that access

close to SPA/Ramsar/SSSI sites and the proposed coastal park at Alturlie Point are re-considered or, alternatively, further thought is given to how these are made compatible with the interests of the designated areas.

- SNH welcome many of the other proposals mentioned in the Green Framework.
- Detailed comments on landscape impacts and particularly the relationship of the masterplan to the existing landscape/seascape character assessment (LCA) are made.

Greeninverness

- Question whether enough is being done in any of the options to preserve or enhance the green wedge as it currently stands and that some of the options are not incorporating enough greenspace areas. In addition the options do not identify specific details about potential greenspace use.
- A final masterplan should ensure that the greenspace provision:
 - Provides links between each of the greenspace areas Includes a large park area and golf course
 - The campus area should incorporate greenspace as a key element
 - Existing greenspace areas being retained should be clearly defined
 - Potential greenspace areas should identify how they will be utilised such as formal/informal parks, sustainable urban drainage schemes, gardens, allotments etc

Highlands and Islands Enterprise – Inverness and East Highland (HIE-IEH)

- HIE-IEH draw attention to significant influencing factors in respect of the development of Inverness East. These are Lifescan, Inverness College relocation, UHI aspirations, the Centre for Health Sciences and the overriding HIE –IEH strategy itself.
- Stress the scope for a much wider campus than currently identified, which will provide a planned opportunity for college, university and commercial research activity over the next 20-30 years.
- Options D and E as set out most closely reflect the aspirations of HIE-IEH for the following reasons:
 - It is the most proximate land to existing Lifescan operations, Raigmore and the Centre for Health Sciences
 - It is of a scale that would allow for development to be created in a parkland setting
 - The buildings would have a better prospect of being of a high quality that could benefit the southern approaches to Inverness
 - It could help consolidate the strategy and provide any impetus for a Raigmore Interchange by-pass
 - It could help promote the opportunity for a rail halt at the site and a pedestrian crossing of the A9; and
 - It could help provide the opportunity for shared sports facilities.

RSPB Scotland

- Encouraged to note that such words as sustainable, environmental and green were used throughout the document with respect to the standards that any developments should aspire to. However, whilst there are many excellent ideas within the proposals for providing green space and corridors RSPB feel that they were not sufficiently carried through. In essence, the ideas seem to be development-driven with the environment being accommodated into areas that are left over, rather than being considered as an equally important land-use in its own right.
- This was particularly the case with the proposals for Inverness East. At present, the land between the A9 and Smithton is farmland and holds good numbers of nationally declining species such as yellowhammers and tree sparrows. In addition, the area is heavily used by walkers and cyclists either at lunchtime or on their way to and from work and, as such, forms an extremely important amenity area right on the edge of Inverness. Five options are outlined for this area but even the most 'green' of these (Option C) results in most of it being developed.
- Such levels of development would not only lead to a loss of bird interest but also to a decline in the number of people using the area in this way, as it would become less attractive. This would appear to be contrary to the Executive's stated aim of improving the health and well-being of residents through, in part, encouraging recreation on the fringe of urban areas.
- In addition, the adopted Inverness Local Plan (March 2006) identifies much of this area as Green Wedges where there is a presumption against development. Each of the options therefore appears to be a significant departure from the Local Plan. We feel that all the options need to be more critically examined with respect to the area's existing and potential amenity value and those considerations used to inform which is the most acceptable proposal.
- We also have concerns regarding the potential coastal path between Inverness and Nairn. Section 9B (p43) alludes to this and notes the necessity of controlling dogs in winter in order to reduce impacts on birds. However, sensitive times are not restricted to the winter months and the proper management of people and dogs needs to be considered at all times of year. This is particularly so given the designation of much of this coast as a Special Protection Area and the stringent legal requirement to ensure that any development should not have a significant adverse impact upon the qualifying interests. We feel that this proposal needs to be more fully thought through at this stage to ensure that it can be made compliant with the legislation.
- Finally, the Nature Conservation (Scotland) Act 2004 places a duty on all public bodies and office-holders, in exercising any functions, to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions -this appears to be particularly relevant in this case.

Scottish Association of Public Transport

- There is no doubt that Inverness requires completion of the Southern distributor road. This will link the A82 (road to Fort William from Inverness) to the A9 and eventually the A96.

- The new road will also serve an expansion of the retail park adjacent to the A96. In one of the options it is suggested that the Inverness to Nairn railway line should branch off the Inverness to Perth line on a level piece of track near Smithton (just outside Inverness). It will then run past the retail park and rejoin the existing line near the Smithton roundabout. It will have to go under or over the dual carriageway to Nairn.
- A new station would be built to serve the retail park. The line would be very expensive to build. It would however allow the Milburn Road level crossing to crossing and free some land (behind the old Safeway store) for other use.
- The closing of the level crossing would be of considerable benefit as long queues of traffic can build up when it is closed to allow trains (20 per day) to pass. The new line would add a few minutes to the rail journey. The cost of the diversion of the line would need to be known before any comment can be made. On balance there would be benefits.

Historic Scotland

- The historic environment does not appear to have been given as high a priority within the Smart Growth principles as would be desirable. This should be addressed in the development of the Masterplan.
- A detailed appraisal of the impacts in both the Inverness East and the Nairn South proposals has been attached as appendices to the letter. These potential effects are on the potential for loss or damage to scheduled ancient monuments (including those proposed for scheduling) and/or listed buildings and/or gardens or designed landscapes and the potential for effects on the settings of these features.
- In terms of the Green Framework Strategy there is no mention of the many historic environment features within the study area other than those that are already visitor attractions (mainly properties in care). It is unclear exactly what role the historic environment has in the Green Framework and what implications the Green Framework is likely to have for the historic environment.
- The impact of new planting schemes on the historic environment should be taken into account. For example, we generally discourage planting in the vicinity of a scheduled ancient monument, and the consent of the Scottish Ministers would be required within the boundary of the designated area. Woodland planting may also affect setting. This point should also be taken into consideration when progressing proposals for woodland/green space identified in the 10 options contained in the Inverness East and South Nairn frameworks.
- Historic Scotland undertook a review of scheduled ancient monuments in the Inverness and Nairn area in September 2005. As a result, a number of sites are proposed for scheduling. Spatial data on their locations has been provided to Halcrow Group and those potentially affected by the Masterplan proposals have been identified. Potential effects on these sites should be taken into consideration when progressing the Masterplan proposals in line with the advice provided in NPPG5.

Inverness College

- The following are criteria considered as essential for the new college location:

- Adjacent to a good road network;
 - Close to a centre of population
 - Close to similar research organisations
 - Close to public transport routes
 - Visible to visitors approaching the college from all directions
 - Located on a large site to allow good sports facilities such as pitches, including a network of paths for the public to enjoy.
- Options B and C meet the College's criteria least well. Of the remaining options, D and E appear preferable, particularly as the new Health Science building and Lifescan, allowing research collaboration, are close by. With sensitive design of landscaping and pitches, the sought after "green wedge" could be preserved.

4. GENERAL COMMENTS

A number of general comments were received on the principles underlying the development of the corridor as a whole, particularly in relation to the 30,000 population growth figures. In addition, a number of respondents have sought clarification of how the work being carried out by Halcrow fits in with the proposals for Tornagrain and Whiteness Head. One respondent also raised the question as to how this strategy relates to the decentralisation strategy promoted through the Highland Structure Plan. Another questioned the age profile of in-migrants the area is attracting, and the implications for health and social work service delivery if these were in the older age groups.

Many responses drew attention to the importance that must be placed on the development of infrastructure which will support the levels of growth that are forecast. Many respondents drew attention to the fact that lessons have to be learned from previous developments in the Highlands and elsewhere that have placed pressure on service or infrastructure providers.

The positive opportunities for the provision of infrastructure are however also brought out in many of the responses, notably in relation to transport. Of particular significance is the emphasis placed on the role for linking up the A96 with the A9 and A82, and the prospect of a bypass around Nairn.

Inverness East General Comments

The options identified for Inverness East generated a number of general comments which are summarised in this section.

Many people recognise the positive effect that the provision of a new road can make in this area, with the benefits that will accrue in respect for traffic circulation around the city as a whole. Some respondents who live adjacent to the existing A96 did however question whether there was any scope for a new line for the A96 beyond the Smithton junction which would lie further to the south than the existing line. The potential for rail halts was generally welcomed, as well as the potential for improved bus routes and cycle ways into the city centre. In addition, the prospects for walking and cycling routes which would link up Inverness with Nairn (particularly along the coast) is seen as positive.

The prospect of growing pressure on the city infrastructure in terms of transport, health and education was mentioned by many respondents. The need for these potential deficiencies to be addressed hand in hand with development is clearly expressed.

The continued role of Balloch as a free standing settlement was raised by many respondents. The impacts of the options which have been developed in terms of the loss of agricultural land, the loss of the rural “feel” to the village, and the importance of maintaining a green entrance to Inverness were all spelt out in this respect. In addition, the recreational value of the forested areas surrounding both Balloch and Culloden was emphasised.

It is worth noting that Balloch Farm Limited, who own large areas of land around Balloch have also responded to the consultation. They recognise that there is scope for community recreational land in the area, and that this could be provided as part of a carefully planned extension to the community.

The specific impact of development in the Beechwood area was particularly raised in one response from a resident in that area. Specifically this draws attention to potential impacts on bats, buzzards and badgers, as well as drainage difficulties that exist in the area.

In respect of development interests, Inverness Estates Limited provided some provisional comments in advance of the infrastructure studies. The bypass routes shown in options B or D offer the most robust long term solution to traffic needs in their opinion. In respect of major retail investment, they feel that this should be located at Stratton or on the site to the south west of the existing Retail and Business Park. Beechwood is regarded as being the best campus location.

Moray Estates have also commented on the configuration of land uses at this end of the corridor, mainly in respect of the implications for Tornagrain. In terms of retail development, they stress that the most sustainable future for Tornagrain convenience retailing is for all that convenience shopping to take place in the town itself, with comparison shopping occurring in the regional centre. A careful analysis of need is therefore required. Mention is also made of the importance of creating a district centre with any expansion of Inverness East.

Nairn South Options

A large number of responses to the options developed for Nairn commented on the important role that a bypass could play in regenerating the town. There were different views on the proposed alignment and on the impact that these proposed alignments would have on individual properties and the environment. Many of these comments are referred to in the next section of this report.

Concerns were raised around the allocation of land around Balnaspirach, particularly those areas of land that lie on the floodplain where there is a high level of groundwater.

The impacts of development on south Nairn were drawn out in many of the responses. In particular the role of access from this area into the town centre under the railway bridge was raised and the need for a solution for pedestrian access stressed.

The importance of regenerating the town centre before any development of out of town retail development was also noted in a number of responses.

Cawdor Maintenance Trust have submitted a response which raises a number of issues relating to the speed of the process, the lack of stated objectives of the Masterplan in advance of the infrastructure studies, the preference of Options A and D and the role of Tornagrain. A suggested framework for land to the west of Nairn is

also put forward which includes the development of a golf course, heritage/visitor attractions, a mixed range of housing and public access.

Cawdor Estates also raise a number of specific issues in relation to the time given for responding to the consultation, the change of emphasis for the growth of Nairn to the west (as expressed in the last local plan) to Nairn South, a lack of faith in the development options generated and the absence of conclusions from the infrastructure consultants to inform the process.

Moray Estates have stated in their response that they do wish to see Nairn thrive, flourish and grow. In respect of competition with Tornagrain, they state that on the basis of any analysis, Tornagrain will take some 15-20 years before it has the critical mass to provide the types of services that already exists in Nairn. They also state the need for residential development to be as proximate to the centre of Nairn as possible, as the community focus should be on the town centre.

Mr and Mrs Nicolson who own and farm the area at Househill Mains, Nairn also made specific representation on their land interests. The concerns relate largely to the potential loss of woodland in some of the options, the dismissal of land within their ownership on the basis of it being located within the flood risk area and the view that Whiteness and Tornagrain are receiving favourable consideration over Nairn. The development of their land has been considered within the submission made to Halcrow directly on behalf of the Nairn South Owners Group.

5. RESPONSES ON THE INDIVIDUAL OPTIONS

Responses on the feedback forms asked for specific information on the best features of each of the options for Inverness east and Nairn South, as well as whether respondents wished to comment on anything they particularly disliked about them. The following sections summarise the responses received for each of the options.

INVERNESS EAST

The best feature of OPTION A is

- The by-pass to the Raigmore interchange and the potential for removing traffic from the A96.
- Good pedestrian/cycle linkages.
- Community use of land at the bottom of Wellside.
- New housing around Balloch widely distributed.
- Green space to east, but would prefer parkland which is much needed.
- The District centre is well placed in relation to the high density housing.
- Protection of agricultural nature of land round Balloch and associated landscape buffer
- Green space between Culloden and Balloch is maintained.
- Has a good element of greenspace provision with the element of a large park area which would be beneficial within the masterplan.

Anything that you particularly dislike about OPTION A?

- Housing on the north side of Barnchurch road at Balloch Junction appears to be badly placed in relation to breaking up existing open space within this area.
- The parkland is too far from the existing housing and would not be well utilised. In addition, there are children's playparks and woodland in other areas already
- Development is too dense and too many houses are proposed.
- The bypass roundabout on the A96 is too close to the existing two roundabouts

The best feature of OPTION B is

- Balloch remains separate from Culloden, and the designed landscape between the two settlements is maintained
- Most development is concentrated, making best use of land
- The A9 - A96 connection
- Proposed siting of retail & commercial developments
- Offers good links between the greenspaces and this should be a key element in the development. I presume that although there is no mention of it as in Option A that existing greenspace will be preserved.

Anything that you particularly dislike about OPTION B?

- Bypass roundabout makes 3 in a line stretching too far up the A96
- Campus seems isolated from the community by the A9/96 link road.
- The high and medium housing is located on the finest agricultural land alongside Barn Church Road
- The medium/high density housing north west of Balloch would destroy the rural feel of Balloch.
- No new community space is proposed at Balloch although there is considerable new housing.

The best feature of OPTION C is

- A96/A9 link road runs close to existing retail park which minimises the barrier effect of a busy road.
- College Campus location
- Distributed small pockets of housing around Golf Course.
- Green space maintained between Balloch and A9 preserves Balloch as a village
- Smallest number of homes

Anything that you particularly dislike about OPTION C?

- Additional housing between Moray Park and Balloch, meaning the two settlements are no longer separate
- Infringement of buffer zone between Culloden and Balloch with med-density housing at Chapeton and Balloch Farm - Golf Course
- Campus location is shown on a restricted site.
- District centre is cramped with amenity development.
- District Centre is not centred in the housing areas.
- Housing would be better where business location is planned as the other side of the road is proposed for commercial business
- Medium/High Density housing location should be swapped with the commercial/business areas zoned next to leisure/hotel area.
- Does not offer enough greenspace provision with very little incorporated into the main areas of development however the green wedge maintained by the A9 is identified which is beneficial.

The best feature of OPTION D is

- This is the best location for the District Centre.
- The campus is located near the town, and land is left to expand in the future.
- Community facilities beside school would make sense by extending existing facilities rather than have separate centres.
- Housing planned beside established housing
- Smaller number of homes and more realistic job predictions
- Maintains some of the green wedge by the A9 and incorporates greenspace provision into the campus area which should be a key requirement for the campus.

Anything that you particularly dislike about OPTION D?

- Considerable new housing in Balloch with no new community provision
- Housing spaced throughout the area but should be focussed around District Centre.
- Question whether golf course would be truly functional.
- Housing on prime agricultural land between Balloch & A96.
- The light pollution will be considerably increased by this and any of the other schemes.
- Greenspace provision is not adequate
- Lack of buffer zone between Culloden and Balloch.

The best feature of OPTION E is

- Balloch remains separate from Culloden
- The campus is in a better location for extension
- Hotel/Leisure Area
- Proposed alteration of Inverness - Aberdeen Rail line to unite with Inverness south line as far around Cradehall then divert NE serving Smithton and Culloden. This will make the Millburn level crossing redundant which will relieve traffic bottlenecks
- Seems to offer the most realistic and sustainable balance of jobs and houses

Anything that you particularly dislike about OPTION E?

- Additional housing in Balloch with no green space/golf course or community use.
- Housing at Balloch is too far from a new District Centre,
- More housing in an already congested area.
- Cost of the proposed railway line and proximity to existing home owners.
- The view is lost and Balloch ceases to be a village due to its size.
- Whilst a green golf course is preferable to a housing estate, there can be no justification for three in such close proximity.
- Segregated greenspace provision and no golf course means that this option would not be suitable.

NAIRN SOUTH

The best feature of OPTION A is

- Allows for the development to the west of Nairn, north and south of A96 and is the best fit with Sandown & Whiteness Developments.
- Open space provision is much better than Option E
- District centre is in a good location
- Generic growth with a mix of land uses
- Good bypass route. Mainly low density housing
- Green space reserved at Moss-side
- Large area of woods and recreational ground to the south of Nairn
- Large volume of people/homes contained within coastal fringes of existing town. Less good farmland involved.
- Like possibility of a future link with Whiteness and has a nice compact feel about it.
- Like how Carse of Delnies nestles well with possible future housing
- Proposed line of bypass
- Plenty open spaces
- Proposed development north of railway along the existing A96 road.
- That it maintains a good proportion of open space/environmental areas and that these are integrated into new development
- The town expansion is screened by trees from the southern aspect.

Anything that you particularly dislike about OPTION A?

- Scale of development is too large
- The line of the by-pass close to Moss-side
- Development around the Delnies area, and particularly the cumulative effect this will have on habitats/disturbance to coastal wildlife.
- Expansion of housing development around Auldearn periphery, which is currently mostly greenfield areas.
- Development north of A96 at Delnies - this will inevitably lead to a sprawl joining Nairn to Whiteness and eventually Ardersier.
- Dysfunctional separation of housing, retail and business. This option does nothing for central Nairn, and will require many more car journeys to schools, events and shopping.
- Housing developments are too spread out, thereby creating separate communities.
- Housing to east of Househill
- The location of the River Nairn crossing . The route crossed R Nairn at a separate crossing point from Howford Bridge. The R Nairn is a lovely Valley and should not be severed at a second crossing point
- Out of town retail
- Overall shape - long and thin not conducive to good community relations.
- Play/Parkland is not ideally suited to this part of lay-out

- Spreads town too far to west, and encroaches on SSSI and the championship golf course.
- Limits southern development which would round off town and landlocks the best beach in Nairn (Hilton).
- The proposed bypass route and junction with the existing B road which does not take into account the low railway bridge at Nairn station.
- There appears to be more people but less jobs in this option. Also crossing railway line could be a major problem.
- This option is not an economic bypass of Nairn or an option with a flowing road alignment. Additionally it will detract from the existing town centre
- Too large a population increase
- Too close to Nairn Town and for a 30 year option, does not give adequate capacity for future growth after 30 years.
- Too much housing near Househill
- Unnecessary amount of housing proposed and too widely dispersed. The extent and positioning of the development south east of the river and at Delnies. Population and housing increase far too much.
- Very high density housing
- Will be constrained too quickly i.e. need to expand to other side of by-pass
- We stand to lose our house with Option A. Our house is at Kildrummie Smithy, Moss-side
- Important first view at Foynesfield junction of Ben Wyvis and Spires of Nairn and the firth, for visitors to area approaching Nairn for the first time would be spoiled.
- Promotion of green spaces in all plans is misleading. These already are amenity spaces.

The best feature of OPTION B is

- A very well streamlined new road layout which will allow for expansion of the town, and be of great benefit to the A96 route.
- Balanced housing commercial and recreational development.
- Best option for the long term, starting at Gollanfield and keeping south of railway line.
- Bypass does not have to cross railway line
- By-pass further away from Nairn
- By-pass is a by-pass with adequate entry to retail park
- Commercial/Retail Development reasonably thought out
- Containment of housing close to existing town centre
- Creates 4000 jobs
- No building between the A96 and the foreshore
- Housing and Commercial development is contained within one general area
- Keeps 'green' open space aspect of Nairn, but still has additional scope to East without crossing Bypass. Minimal bridge building required.
- Lack of housing development to east of River Nairn.
- More realistic but concentrates housing too much to the existing town - there is no shortage of land, so lets integrate with green areas and recreation (of every form) areas.
- Probably the best for trunk road traffic but leaves more residual traffic in Nairn.
- Scope for large retail development near bypass roundabout
- Somewhat more consolidated growth, but would want to see unmarked area preserved as green space (to west of Nairn)
- This option provides more jobs.
- The balance between providing a significant increase in housing/population and jobs while maintaining open spaces/environmental areas and having the infrastructure and services to support an increase
- The route of by-pass, close linkage with central Nairn opportunities for future well planned recreation and parkland beside River Nairn (East).
- The green belt between River and Road is maintaining a fair balance of People, Homes and Jobs.
- Town becomes more rounded. Preserves beach & golf course as unspoilt areas for tourist attractions. Long by-pass ensures development will not spread to far side. More appropriate number of houses. Good house/job ratio.
- You do not indicate is this is to be a single or double carriageway - it should be double.

Anything that you particularly dislike about OPTION B?

- Avoid development on Lochdhu Environmental Wetland area. It is an important natural sponge preventing flooding of tradespark area allows a slow release of water down Alton burn.
- Business/retail and industrial development reduces green space at Moss-side
- Bypass should not go so far north before joining A96

- Bypass starts quite far out, might put people off continuing along old A96 into town, by the time they reach junction on bypass will have already made their mind up to keep going.
- Development too concentrated
- Grantown Road not included in new road plan
- Houses far too close together. Househill Farm would be lovely area to live on, being near nice river views etc.
- Industrial development west of carse of Delnies.
- Loss of good agricultural land
- No access to Whiteness community
- No safe guard of green space at Delnies (Sandown not mentioned or indicated) Existing roads unable to take increased traffic (Station Bridge) Waverley Road and Cawdor Road. Number of houses still too high.
- Not enough capacity people/housing. Going too far inland, loss of good farmland.
- Not enough green areas.
- This route would cut through our farm, directly in front of our house causing great upheaval in our lives, and could greatly devalue our whole property. The land beyond our farm is also very wet and marshy.
- Out of town retail
- Residential area crammed along River for higher prices. Natural beauty jeopardized - cutting very close to SSSI & dissecting lots of farmland
- The business/retail and industrial areas are remote from existing areas and will thus compete rather than augment.
- The fact that there is no safeguard of the green space at the Delnies and Sandown lands at the north-west of the town. There is also a weakness in that the existing road linking the proposed housing to the town centre is currently substandard.
- The large area zoned for industrial/commercial development on greenfield sides around Meikle Kildrummy - away from Town Centre
- There was a possibility of extending community pitches at Nairn Academy across railway line - Balblair will be built on in this plan. Cawdor Road under railway bridge is narrow and dangerous for pedestrians - would require a widening or re-routing for pedestrians

The best feature of OPTION C is

- All development lies to the south of railway.
- Best linkage of new housing with Nairn and all facilities/services e.g. Schools (with increased provision), new hospital & doctors clinics etc.
- Bypass begins nearer town
- Central containment of housing, lower increase in population and housing
- Every new dwelling should have a job created
- Good retention of green space.
- Business park location is ideal.
- Good mix of rural and houses
- Green space preserved at Moss-side
- It is smallest in terms of people and houses. More designated green space.
- Keeps Nairn compact, no straggling development
- Looks a shorter route and meets all necessary criteria
- Neat line, also good separation of housing/industry.
- Strong Green framework with clear retention of green space to the south of the A96
- That it, like A, maintains a good proportion of open space/environmental areas
- The absence of competing retail areas will help town centre development
- The bypass route provides access to Whiteness
- The location of the industrial/business development to the south-east of the river.
- The number of homes, woodland and greenspace

Anything that you particularly dislike about OPTION C?

- The bypass lies too close to Nairn. Building would occur on the other side of the bypass, which would create a road through the town again.
- Every proposed development is south of town centre with access only provided by B class roads with limited capacity plus low railway bridge.
- As with option B, there is substantial pressure on the road link to the town centre from the proposed housing development.
- Area zoned for business/industrial development on greenfield sites adjacent to Auldearn and Foyesenfield
- By-pass close to Moss-side
- Bypass too tight in, better start from Gollanfield as per B and D.
- Spoils new community woodland at north of Nairn.
- Development putting pressure on all services, especially medical & education.
- Location of R Nairn crossing. The route crossed R Nairn at a separate crossing point from Howford Bridge. The R Nairn is a lovely Valley and should not be severed at a second crossing point
- Not enough zoning of land
- Placement of industrial development is disjointed from any existing industrial area - more logical to expand closer to existing industry at Granny Barbour's road and screen from housing.
- Poor road alignment

- Residential area cramped along River for higher prices. The natural beauty of the area is jeopardised, with the road cutting very close to SSSI & dissecting lots of farmland
- Retail/business parks are unwanted.
- That the proposed new housing business and industrial for development are all in isolated pocket, and that it provides the lowest increase in population.
- Too restrictive, too tight, does not allow for 30 years of growth.
- The new road will be bordering our house at Kildrummie Smithy, Wood-side.

The best feature of OPTION D is

- A good road alignment
- The Golf course & housing.
- Community land, housing & room for future growth
- Good access on new by-pass route
- Good bypass route with new Golf Course.
- Good road alignment as Option B
- Green space preserved at Moss-side
- Homes spread along new road area
- It appears to offer options for various developments. Also would hope that it would be built as dual carriageway thus improving a further section of the A96
- It is a relaxed plan, environmentally responsible, with a good mix of green and development - a good spread of the most realistic when seen in a 30 year + context.
- Keeps 'green' open space aspect of Nairn, but still has additional scope to East without crossing Bypass. Minimal Bridge building required.
- No district centre south of the railway
- Proposed line of bypass
- The access route is more direct and avoids crossing railway line. This option also provides more jobs.
- The community woodland
- Two junctions on the by-pass on S side of Nairn

Anything that you particularly dislike about OPTION D?

- All new development is spread out throughout the whole area - very expensive in terms of infrastructure
- Bypass starts quite far out, might put people off continuing along old A96 into town, by the time they reach junction on bypass will have already made their mind up to keep going.
- Creates too many homes and not enough jobs
- Development between A96 and Foreshore.
- Two large roundabouts which slows traffic down.
- Too much development along bypass.
- Development North of A96 in Delnies area.
- It is key to keep Nairn and Whiteness & Ardersier from merging into one.
- Development north of Railway line
- Development seems overly dense
- Dysfunctional planning and location/separation of housing, business, retail and mixed development unrelated to central Nairn, and will kill off investment in/on the high street and associated areas of Nairn.
- Far too many people - encourages conurbation between Inverness and Nairn - will ruin the attractive and accessible coastline.
- Going too far inland, loss of good farmland
- It suggests that a sub-town will emerge, with local infrastructure duplicity to that in Nairn, shops, schools etc. Any new community will develop it's own sense of 'place', transportation will be key to this options success

- Makes the town overly spread out and will make Nairn have no heart. There will be no passing trade whatsoever, too far out.
- This route would cut through our farm, directly in front of our house causing great upheaval in our lives.
- Over-development east of river
- Retail development will further detract from the town centre.
- Route of bypass using huge area of agricultural land - does Nairn want to be this big.
- Prestige Golf Course development doesn't address local housing needs
- The establishment of industrial development on the south side will kill off the town centre
- Far too far from town centre. Spoils western approach to Nairn. Spoils isolation of beach and golf course. Too many people and too few jobs.
- Where is the water supply coming from? Where is the sewerage supply coming from?

The best feature of OPTION E is

- A more compact and integrated development which adheres best to the planning criteria laid down.
- All development south of railway line
- Accessibility is good on this option
- Develops a new additional community within Nairn
- It is a compact design that causes the least amount of disruption to agricultural land and to the general countryside. Construction costs would be lower than for the other designs
- Nice rounded outline - easy access by foot to all parts of town
- No development north of A96 in Delnies area.
- Sensible location of industrial area adjacent to existing industry.
- Spread of houses across two centres
- The new development integrates the new housing, retail and industry which should enable an appropriate infrastructure to support it.
- Would probably cost the least

Anything that you particularly dislike about OPTION E?

- A ring road is unlikely to discourage through traffic
- All it appears to produce is homes and a by-pass, a lost opportunity.
- By-pass cutting off community woodland and Moss-side settlement. Far too many people for size of town.
- Bypass route would slow A96 traffic to much
- Will still create noise and emission pollution.
- Will still be a pain for Inverness-Aberdeen commuters
- Cuts off Moss-side from Nairn
- Development too remote from Town.
- The visual impact on approach to town from the east would be disastrous.
- Far too much building in too small a space and not one idea geared towards holiday makers
- Huge sprawling development with poor links in and out of Nairn.
- Is the homes/people ratio correct?
- Loss of natural absorption of flood waters
- More homes than jobs. Should be looking to provide jobs for people living in Nairn, creating a community.
- Not a flowing line of the bypass
- Proposed development seems overly dense near river.
- Proposed location of industrial development around and east of Foyesenfield on greenfield sites. Proposal for local services away from existing town centre.
- Rail network could cause major safety headache to those trying to run a service along these routes (Carse of Inverness, classic example)
- Roundabout on west side too close to Nairn
- Starting point of Bypass. Too many homes in too small a space
- Still has to cross railway line. It would go through Sandown Land - which would have an adverse effect on future development.

- The development to the south-east of the river - this is too remote from the town and has a negative visual impact on the towns southern approach. There is no safeguard of the Delnies/Sandown lands to the west, and the bypass route appears inefficient
- Virtually goes through our house and neighbours far too close to town and too tight for a by-pass.
- Worst of bypass options. Could be just as quick to go through central Nairn

6. OPTION PREFERENCES

The Feedback forms went on to ask people to rate their preferences overall in relation to the best layout and package of long term development, the best solution for housing development, the best solution for District Centres/Services development, the best solution for business and college campus development, the best option for open space, parks and recreation and the best option for the A96 relief road/transport. The table below shows the preferences which were expressed in absolute terms, and clearly show that in Inverness east, people felt that different parts of each of the options were preferable. In respect of Nairn South, the general preference was for Option B.

Option	Inverness East						Nairn South					
	Best Layout	Housing	District Centres	Business and College Campus	Open Spaces	Relief Road/Transport	Best Layout	Housing	District Centres	Business and College Campus	Open Spaces	Relief Road/Transport
A	4	5	3	1	2	2	4	2	2	1	4	4
B			1	1	2		23	14	20	20	15	23
C	5	5	2	3	5	3	7	15	9	6	13	6
D	3	3	4	3	4	3	7	7	4	8	8	9
E	3		3	4	1	4	5	8	7	9	6	5
NONE	2	4	4	5	3	5	8	8	12	10	8	7
Total	17	17	17	17	17	17	54	54	54	54	54	54

7. RESPONSES ON THE GREEN FRAMEWORK

Any views about the draft Green Framework?

- Please keep the green margins to Barn Church Road all way through A96 to A96.
- The location of a major town E.N.E. of the Norbord Mill is an unwise selection (Tornagrain). Building of a major settlement downwind of the mill will inevitably create friction and the possibility of mill closure.
- Very important to maintain a rural aspect and prevent urban sprawl. Must protect open green spaces.
- We will never recover from the damage done by dense housing without preservation of green spaces - a change must be made to preserve what remains.
- A good idea if it is kept to. Green spaces should be a must and not an after thought just pushed in.
- Careful thought should be given to reducing car journeys, encouraging walking/cycling, boosting development of central Nairn with parks and environmental areas.
- Could not understand them
- Did not have time to study the proposals but I thought the coastal route was a lovely idea.
- I didn't get sufficient chance to digest it in its detail. Please publish it on internet and give us longer to comment.
- Must avoid a gradual infill of Nairn to Inverness
- Nairn by-pass needed, but consider rest of plans disastrous for the beauty and relative peace of the area.
- New developments must be prevented from merging/creeping into existing developments, leads to a Nairn/Inverness Supertown or continous ribbon development.
- There should not be a path across Nairn Golf Course
- Token effort when huge loss of agricultural/country land is forfeited - to be replaced with pockets of "green" proposals
- Too preliminary to pass comment on.
- Very important to enhance and not spoil the area. Must keep open space and landscape.
- Do not want a sprawling city - Inverness - Nairn.
- Should have walkways & cycle routes - Nairn - Inverness.

APPENDIX 1

A96 CORRIDOR – CONSULTATION RESPONSES

	DATE	FROM	
1	12/09/06	Angus McNicol, Cawdor Estates	Letter received 14/09/06
2		Mr J and Miss A Marsden, Balloch	Comments sheet
3		E Forbes, Nairn	“
4		MacFarlane Grieve, Nairn	“
5		R Giles, Nairn	“
6		Mrs V Scrimshaw, Balloch	“
7		Mrs M A Lamont, Balloch	“
8		M & D Waters, Balloch	“
9		M & E Swanson, Balloch	“
10		D Lamont, Balloch	“
11	11/09/06	Miss M Rawlins, 76 Braeside Park, Balloch	Letter received 14/09/06
12		Rena Ellen, Nairn	Comments sheet – recd 18/09/06
13		A J Ellen, Nairn	“
14		Mick Smerdon, Nairn	“
15		George Asher, Nairn	“
16		A Asher, Nairn	“
17		Mr & Mrs R Bones, Balloch	“
18		C J & J D Pinkney, Balloch	“
19		Joan Noble, Nairn	“
20		M Mackintosh, Nairn	Comments sheet – recd 19/09/06
21		R Mackintosh, Nairn	“
22	18/09/06	W B Nield, Balnaspirach, by Nairn	Letter recd 20/09/06 and Comments sheet
23	19/09/06	Alex F Mackenzie, Allanfean, Inverness	Letter recd 20/09/06 and Comments sheet
24		John Mackie, Nairn	Comments sheet – recd 20/09/06
25		C C Hayward, Nairn	Comments sheet - undated
26		Dr Hilary Hayward, Nairn	“
27		Stacey, Nairn	“
28		Roy Cottle, Nairn	“
29		G Ritson, Nairn	“
30		W Forrest, Nairn	“
31		Mrs E Williams, Culloden	Comments sheet – recd 21/09/06
32	20/09/06	Brian J Innes, Nairn	Letter recd 21/09/06 and Comments sheet
33		Mrs D Fitzpatrick, Culloden	Comments sheet – recd 21/09/06
34		Grahame MacBeath, Inverness	“
35	11/09/06	Mary Rawlins, Balloch	Letter recd 21/09/06
36	17/09/06	Rev & Mrs A Stirling, Culloden	“
37		Iain MacDonald, Gollanfield	Comments sheet – recd 21/09/06

38		D Williams, Culloden	“
39	18/09/06	W B Nield, Balnaspirach, by Nairn	Letter recd 21/09/06 and Comments Sheet
40	20/09/06	T & J Jamieson, Balloch	Letter recd 21/09/06
41	20/09/06	D Liddell, SportsScotland, Edinburgh	“
42		R W Youngson, Nairn	Comments sheet – recd 22/09/06
43		C Grantham, Nairn	“
44		McMillan, Nairn	“
45		Mr G C Grant, Balloch	“
46	Undated	I & M Foster, Balloch	Letter recd 22/09/06
47	19/09/06	D & S Robertson, Balloch	“
48	Undated	D Mitchell, Balloch	“
49	08/09/06	A & L Walls, Balloch	Email to Balloch CC recd in post 22/09/06
50	08/09/06	Dunbar Family, Balloch	“
51	09/09/06	B & I Glover, Balloch	“
52	05/09/06	M MacLeod, Balloch	“
53	18/09/06	J & I Brown, Balloch	Letter recd 22/09/06
54	11/09/06	JDA & E Michael, Balloch	Letter recd 22/09/06
55	11/09/06	A L Utton, Balloch	“
56	12/09/06	Mr & Mrs G Stevenson, Balloch	“
57	07/09/06	Mr J Horsfall, Balloch	“
58	05/09/06	W Beaton, Balloch	“
59	Undated	Mrs B MacMillan, Balloch	“
60	Undated	M & B Campbell, Balloch	“
61	18/09/06	Mr & Mrs W Primrose, Balloch	“
62	14/09/06	T & S Crombie, Balloch	“
63	12/09/06	Mr & Mrs Munro, Balloch	Email to itecs-inverness recd in post 22/09/06
64	19/09/06	G & B Jarvie, Balloch	Letter recd 22/09/06
65	22/09/06	I Williams, Balloch CC/L Green, Balloch Village Trust	“
66		I Williams, Balloch	Comments sheet - recd 22/09/06
67		P Mason, Nairn	“
68		Mrs J Mason, Nairn	“
69	18/09/06	C Fraser, Inshes Wood	Letter recd 20/09/06
70	25/09/06	R J Ardern, Inverness	Letter recd 25/09/06
71		J K MacLennan, Gollanfield, Inverness	Comments sheet – recd 25/09/06
72		Donald C Ross, Nairn	“
73		G Ross, Nairn	“
74	22/09/06	J Hogg, Jones Lang Lasalle, Edinburgh on behalf of Balloch Farm Limited	Letter recd 25/09/06
75	22/09/06	J A N Graham, Nairn	“
76	22/09/06	J & K MacKenzie, Balloch	“
77	22/09/06	H Johnston, Balloch	“
78	21/09/06	J Rose-Miller, Cawdor	“ and Comment Sheet
79		J Bryce, Nairn	Comments Sheet – recd 25/09/06
80	22/09/06	Keppie Planning, Glasgow	Letter recd 25/09/09 (prev. emailed)

		on behalf of DTG Grampian Ltd	
81	22/09/06	Drivers Jonas, Glasgow	Letter – recd 25/09/06
82	22/09/06	S Vass, Communities Scotland, Inverness	“
83		G Spalding & W MacLeod, Balloch	Comments Sheet – recd 25/09/06
84		J A Conran, Nairn	“
85		H Conran, Nairn	“
86		Mr J G Harrison, Nairn	“
87		Jane Smith, Nairn	“
88		J Dolan, Nairn	“
89	22/09/06	J D Carnegie-Arbuthnott, Buccleuch Town & Country Ltd, Edinburgh for C Allenby, Balblair	Letter recd 25/09/06
90	20/09/06	R Paterson, Nairn	“
91		Baird, Nairn	Comment sheet – recd 25/09/06
92		A MacCulloch, Balloch	Letter recd 25/09/06
93	22/09/06	W & E Malcolm, Inverness	“
94		M & S Crawshaw, Balloch	Comment Sheet – recd 25/09/06
95	19/09/06	R & P Gordon, Nairn	Letter recd 25/09/06
96	20/09/06	D Eccles, Nairn	“
97		Mrs J Porter, Nairn	Comments sheet – recd 25/09/06
98		M & P Hemsneath, Nairn	“
99	20/09/06	Mr & Mrs McCormack, Balloch	Letter recd 25/09/06
100	20/09/06	GH & EN Walker, Balloch	“
101	22/09/06	P & H Jenkins, Meikle Kildrummie, by Nairn	“
102		M E Taylor, Nairn	Comments sheet – Nairn Library Comment box
103		A Eilgery, Nairn	“
104		Claire Bell, Nairn	“
105		D M Shillabegr, Nairn	“
106		Mrs A Stewart, Nairn	“
107		Shaun MacDonald, Nairn	“
108		Dr T L Coombs, Nairn	“
109		D MacLeod, Nairn	“
110		Ailie MacLeod, Nairn	“
111		Graham Marsden, Nairn	“
112		Mr A Elgey, Nairn	“
113		A Simpson, Nairn	“
114	24/09/06	Christine Spreiter, Nairn	“ (and letter)
115		D Youngson, Nairn Woodlands & Wetlands Association, Nairn	“
116		Fiona Rowland, Nairn	“
117	06/09/06	Norman Campbell – no address given	Email to Balloch CC posted in – 22/09/06
118		NO NAME	Comment sheet – recd 25/09/06
119		NO NAME	Comments sheet – Nairn Library Comment box
120		NO NAME	“

121		NO NAME	“
122	25/09/06	Sandra Heberton, Network Rail, Glasgow	Emailed- letter recd 26/09/06
123	25/09/06	J Brennan, Inverness	Letter recd 26/09/06
124	22/09/06	G H Johnston on behalf of Mr & Mrs Nicolson, Nairn	Letter recd 26/09/06
125	22/09/06	Jean Pumford, Inverness South CC	Letter recd 26/09/06
126	24/09/06	Shona Urquhart, Balloch	Letter recd 26/09/06
127		Doreen H Smith, Nairn	Comments sheet – recd 26/09/06
128		Mr K MacRae & Ms G McNab, Nairn	Comments sheet – recd 26/09/06
129		David Walker, Nairn	Comments sheet – recd 27/09/06
130		Mr & Mrs P Taylor, Nairn	Comments sheet – recd 27/09/06
131	26/09/06	Ben Leyshon, SNH, Dingwall	Letter emailed 26/09/06 – hard copy recd 27/09
132	27/09/06	Mrs A Worrall, 41 Moss-side Road, Nairn	Comments sheet – recd 27/09/06
133	27/09/06	G Worrall, 41 Moss-side Road, Nairn	Comments sheet – recd 27/09/06
134	27/09/06	C MacLean, 4 Househill Gate, Nairn, IV12 5RY	Comments sheet – recd 27/09/06
135	27/09/06	A MacLean, 4 Househill Gate, Nairn, IV12 5RY	Comments sheet – recd 27/09/06
136	28/09/06	Houston Urquhart, Brenthela, Culcharry, Nairn, IV12 5QY	Comments sheet – recd 28/09/06
137	28/09/06	A R Farningham, White Young Green Planning, Edinburgh	Emails/hard copy of letters dated 13/09/06 and 25/09/06
138	19/09/06	Debbie Maguire, Greeninverness	Email sent to Scott Davidson 05/09/06
139	19/09/06	Turnberry Consulting on behalf of Moray Estates	Email sent to Scott Davidson 14/09/06
140	19/09/06	Brian Muir, Muir Smith Evans on behalf of Inverness Estates	Email sent to Scott Davidson 15/09/06
141	19/09/06	Turnberry Consulting on behalf of HIE-IEH	Email sent to Scott Davidson 13/09/06
142	28/09/06	Mrs P Kennedy, Culloden, Inverness	Letter dated 24/09/06
143	28/09/06	Peter Mason, Nairn	Letter dated 27/09/06
144	28/09/06	Stuart Benn, RSPB, Inverness	Letter dated 26/09/06
145	04/10/06	P & I Logie, Resaurie, Inverness	Letter dated 02/10/06
146	27/09/06	John R C Logie, SAPT (no postal address)	Email sent to A96corridor@halcrow.com on 23/09/06 then posted to TECs, HQ
147	05/10/06	William Kidd, Historic Scotland, Edinburgh	Emailed letter dated 03/10/06 – original in post
148	09/10/06	Miles J Fuller, Inverness College	Letter dated 05/10/06

149	10/10/06	Charles G Hardie, Inverness	Letter dated 06/10/06
150	16/10/06	Mrs D MacGillivray, Balloch, Inverness	Letter dated 13/10/06
151	03/10/06	Nairn Suburban Community Council	Letter dated 29 th September sent direct to Halcrow.