

Site Forms

YOUR DETAILS	
Your Name (and organisation if applicable)	Mr Derek MacDonald
Your Address / Contact Details	East Kingsteps
	Lochloy Road
	Nairn
	IV12 5LF
Landowner's Name (if known / applicable)	Mr Derek MacDonald
Agent (if applicable)	Keppie Planning & Development
Agent's Address / Contact Details (if applicable)	160 West Regent Street
	Glasgow
	G2 4RL

DETAILS OF SITE SUGGESTED	
Site Address	East Kingsteps
Site/Local Name (if different from above)	
Site Size (hectares)	Approx 5 hectares
Grid Reference (if known)	
Proposed Use (e.g. housing, affordable housing, employment, retail, waste, gypsy traveller, utility, community, retained public open space)	Housing
Proposed Non Housing Floorspace / Number of Housing Units (if known/applicable)	Unknown at this stage
Map	(please attach a map of the site ideally on an Ordnance Survey base)

If you wish to suggest a site that should <u>not</u> be built on, fill in this form	
REASONS WHY YOUR SITE SHOULD BE SAFEGUARDED FROM BUILDING	
How do the public enjoy the space - e.g. used for dog walking, children's play?	N/A
What makes the site more special than other areas in the village/town?	N/A
Does the site have attractive or rare features such as mature trees, historical significance or protected wildlife?	N/A

Landowners, developers and/or agents wishing to suggest a site should fill in the following form and as much as possible of the strategic environmental assessment form (at the end of this document) which assesses the environmental effects of possible development sites.

If you wish to suggest a site that should be built on, fill in this form	
REASONS FOR YOUR DEVELOPMENT SITE SUGGESTION	
How can the site be serviced? (give details of proposed access, foul drainage, surface water and water supply arrangements)	Please see enclosed Roads Engineers Report by Cameron + Ross which demonstrates access to the site from Lochloy Road.
FORM CONTINUES BELOW	

REASONS FOR YOUR DEVELOPMENT SITE SUGGESTION	
<p>What are the site's constraints and how can they be resolved or reduced? (e.g. does the site flood, are there protected species present, will good farmland be lost, will the local landscape be affected, will valued trees be felled, are any other heritage features likely to be affected?)</p>	<p>SEPA Flood Maps show no indication of flooding from rivers. Evaluation of ecological issues will be subject to assessment at a later stage.</p>
<p>What benefits will result to the wider community from the site's development? (e.g. will there be more or better jobs, will the land be put to a more productive use, will the development increase infrastructure capacity for others, will more affordable houses result, is there an unmet demand for the development?)</p>	<p>Direct employment will be created during the construction of the proposed housing. Affordable housing provision would be provided in accordance with the Local Plan requirement.</p>
<p>What impact will there be on travel patterns from the site's development? (e.g. will more or less people engage in active and healthy travel (walk / cycle) or go by public transport as a result of the site's development rather than travel by private car?)</p>	<p>The development of the land for housing may encourage greater provision of public transport to the area by the public transport provider. At present access to public transport could be improved upon.</p>
<p>Is the site well connected? (e.g. will the average travel time to community and commercial facilities reduce or increase as a result of the site's development, is the proposed use compatible with existing / proposed surrounding uses?)</p>	<p>The proposed use of the site is considered to be very compatible with the existing surrounding uses, gives the general residential nature of the area.</p>
<p>Is the site energy efficient? (e.g. will the site allow for energy efficient siting, layout, building design and local renewable energy source connection?)</p>	<p>To be reviewed in detail at a later stage</p>
<p>What other negative impacts will the development have and how will they be resolved or offset? (e.g. will the site's development increase any form of pollution or decrease public safety?)</p>	<p>Unknown at this stage</p>

STRATEGIC ENVIRONMENTAL ASSESSMENT FORM

Landowners, developers and/or agents wishing to suggest a site should fill in as much as possible of the following form. Strategic environmental assessment of local development plan sites is now a statutory requirement and considers the possible environmental effects of development proposals. We will check your answers and fill in any gaps.

No.	Issue	Detailed Explanation	Answer	Any Proposed Mitigation Measures (how will you reduce or offset the effects of your development?)
1	<p>a) Will the site safeguard any existing open space within the area?</p> <p>b) Will the site enable high quality open space to be provided within the area?</p>	<p>Will the site have any impact on useable public open space (such as parks, playing fields etc) or any opportunities to create additional public open space?</p>	<p>The existing site does not consist of any useable public space and therefore none will be lost by the development of this land.</p> <p>Provision of public and private amenity space will be provided for in the proposals.</p>	N/A
2	<p>Will the site encourage and enable provision for active travel (walking, cycling and public transport use)?</p>	<p>Is any part of the site within 400m straight line distance of any community/commercial building? or will development provide a community/commercial building within walking distance of existing residential areas?</p> <p>- Are there opportunities to create new walking/cycling routes or improve existing routes?</p>	<p>Not within 400m of a community/commercial building.</p> <p>No community buildings proposed currently at this stage – open to discussion with the Council.</p> <p>Walking/cycling routes could be improved as access through the site.</p>	
3	<p>Does the site provide an opportunity for you to provide a financial contribution towards encouraging more sustainable travel patterns?</p>	<p>For example, can a subsidy to a local bus route be provided?</p>	N/A	N/A
4	<p>Will the site involve “off site” road improvements that will contribute to road safety?</p>	<p>Is the site likely to improve the local road network such as junctions or crossings?</p>	<p>The junction at the entrance to the site will be upgraded to allow improved access to the site.</p>	
5	<p>Is there scope for road</p>	<p>Will development incorporate on-site traffic</p>	<p>Full details of specific site design will be</p>	N/A

	safety measures as part of the development of the site?	calming measures (e.g. speed bumps) or street lighting? Will it incorporate the principles of Designing Streets available via: http://www.scotland.gov.uk/Publications/2010/03/22120652/0	reviewed at a later stage; Designing Streets will be considered in later proposals.	
6	Is the site near any existing "bad neighbour" uses?	Will the site be negatively affected by any neighbouring use? (bad neighbour uses include those that affect residential property by way of fumes, vibration, noise, artificial lighting etc). Is the site affected by any of the Physical Constraints identified in the Council's Physical Constraints Supplementary Guidance?	No bad neighbour uses in the immediate vicinity.	N/A
7	Are there any contaminated land issues affecting the site?	Are you aware if the site has been previously used for industrial or any other uses likely to cause contamination?	N/A	N/A
8	a) Is the site on derelict, vacant or other land that has previously been used? b) Is the site on greenfield land?	a) Has the site been identified in Scottish Government's Vacant and Derelict Land Survey (which can be found here: http://scotland.gov.uk/Publications/2010/01/26135819/0) or has the land got an existing use? b) Will the site be located on presently undeveloped land e.g. presently or capably used for agriculture, forestry or amenity purposes?	N/A	N/A
9	Is the site within the current settlement boundary?	Is the site within any identified settlement boundary in the Local Plan? Is it allocated for any uses?	The site is currently used for grazing for horses. The site is not practical in terms of agricultural working. Part of the site is identified within the Nairn Settlement Boundary in the Nairnshire Local Plan 2000. Remaining outwith.	The extension of the Nairn Settlement Boundary at this location is considered to be a natural extension to the area.
10	Will the site affect the distinctiveness and special qualities of the present landscape character or affect any landscape designation?	Does the site conform with the Landscape Capacity Assessment (if available)? Will the site result in the removal of valued landscape features or negatively affect any key views? Is it located within or would otherwise affect a National Scenic Area or Special Landscape	It is considered that the redevelopment of this land for housing would not impact negatively upon any valued landscape features.	

		Area, having regard to their special qualities?		
11	Will the site affect any areas with qualities of wildness? (that is land in its original natural state?)	Are you aware if the site is inside or likely to affect an area of Wild Land? (These areas are identified on Map 3 of SNH's Policy Statement, Wildness in Scotland's Countryside) and areas of Remote Coast identified by the Council, or an area of wildness identified in the draft Wild Land Supplementary Guidance?	It is understood that the land is not an area of wild land.	N/A
12	Will the site affect a conservation area?	Is the site inside or likely to affect the character of a confirmed Conservation Area?	No	N/A
13	Will the site impact on any listed building and/or its setting?	Is there a listed building or a part of the setting "area" of a listed building within the site?	No	N/A
14	Will the site affect a site identified in the Inventory of Gardens and Designed Landscapes?	Is any part of the site inside the outer boundary of an Inventory "entry" or will the site affect the setting of an "entry"?	No	N/A
15	Will the site affect any locally important archaeological sites identified in the Historic Environment Record?	Does the site contain any features identified in the HER? If yes, will the site affect the feature?	No	N/A
16	Will the site impact on any Scheduled (Ancient) Monument and/or its setting?	Is there any SAM within the site boundary or will a SAM be affected?	No	N/A
17	a) Will the site affect any natural heritage designation or area identified for its importance to nature conservation? b) Will the site affect any other important habitat	a) Is any part of the site inside or likely to affect the designation (SAC, SPA, SSSI, NNR, Ramsar) or Local Nature Conservation Site? b) Is any part of the site within or likely to affect non-statutory features identified as	No	N/A

	for the natural heritage?	being of nature conservation importance e.g. Ancient, Semi-Natural or Long-Established Woodland Inventory sites, priority BAP habitats, habitats included on the Scottish Biodiversity List, non-designated habitats listed in Annex 1 of EC Habitats Directive?		
18	a) Will the site affect any protected species? b) Will the site affect any other important species for the natural heritage?	a) Will the site affect any European Protected Species, Badgers and species (birds, animals and plants) protected under the Wildlife and Countryside Act 1981 as amended. If such a species may be present on or near the site, a survey should be carried out to inform this assessment (for which a licence from SNH may be required) b) Will the site affect species listed in the UK and Local BAPs, the Scottish Biodiversity List and relevant annexes of the EC Habitats Directive?	It is unknown at this stage whether there are any species which will be affected by the development; It is proposed to carry out Ecology Assessments at a later stage in the process if and when required. Unknown at this time.	N/A
19	Is the site proposed to provide any form of renewable energy?	For example, will the site provide or be capable of providing a district heating system, solar panels of a wind turbine?	N/A	N/A
20	Is any part of the site at risk from fluvial or coastal flooding as shown on SEPA's flood map or from local knowledge?	Are you aware of any part of the site being within the 1 in 200 year flood risk contour as identified by SEPA? (which can be found here: http://www.sepa.org.uk/flooding/flood_risk_maps/view_the_map.aspx)	SEPA Flood Maps do not indicate any risk from flooding.	
21	Will development of the site result in the need for changes in land form and level? If yes, how will soil and drainage issues be addressed?	Will there be any change in rate, quantity, quality of run-off plus groundwater impact on or off site? If so, will these affect priority habitats, especially blanket bog?		
22	Is there a watercourse, loch or sea within or adjacent to the site? If	Will there be any culverting, diversion or channelling of existing watercourses?	N/A	N/A

	yes, how will the water environment be protected from development?				
23	Will the site offer opportunities for sustainable waste management?	Will the waste produced by the site be minimised and processed close to source in a sustainable way?	Unknown at this stage.	N/A	
24	Can the site be connected to the public water and sewerage system?	Can the site be connected at reasonable cost? If not, what alternative is proposed?	Yes – connections can be made to water and sewerage systems.	N/A	
25	Will the site require alteration to the local landform?	Can the site (including access) be developed without significant re-contouring etc.? Will access tracks and parking areas have significant cut and fill?	Significant alteration to the landform is not expected to incorporate this development into the land.	N/A	
26	Will the site affect or be affected by coastal erosion or natural coastal processes?	This will be noted on any relevant shoreline management plan.	N/A	N/A	
27	Is the site sheltered from the prevailing wind and does it have a principal aspect between SW and SE?	Will development make best use of the site in terms of energy efficiency?	Design will seek to ensure that principle aspects are maximised where possible	N/A	
28	Will the site have any impact upon local air quality?	Is the site near areas of employment or close to public transport? Such developments are less likely to result in additional traffic which may contribute to air pollution.	Likely to involve some impact upon air quality – extent of which unknown at this stage; expected to be minimal.	N/A	
29	Will the site have an impact on light pollution levels?	Is it likely that the Council policy likely will require street lighting at this location? Are there proposals for floodlighting on the site?	It is considered that street lighting will be provided within the housing proposals for safety and comfort.	N/A	
30	a) Will it the site affect the present green network of the area?	a) Will the site affect features that currently provide for the movement of species and/or people e.g. woodland, hedgerows, field margins, watercourses, coastlines, tree belts, greenspace?	It is not anticipated that the development will affect the green network of the area.	N/A	

	<p>b) Will the site provide opportunities to enhance the present green network of the area?</p>	<p>b) Will connectivity of natural features or open space and paths used for public amenity be improved? Will existing fragmentation of habitats and open spaces be improved? Will species be enabled to move where at present there is an obstacle?</p>	<p>Unknown at this stage.</p>	<p>N/A</p>
31	<p>Will the site provide opportunities for people to come into contact with and appreciate nature/natural environments?</p>	<p>Is the site close to (within 1.5km) an opportunity to come into contact with nature/natural environments e.g. Local Nature Reserves, local greenspace, green networks? Are there proposals which will increase opportunities to come into contact with nature/natural environments?</p>	<p>N/A</p>	
32	<p>a) Will the site affect any core paths or right of way?</p> <p>b) Will the site affect any other existing paths or outdoor access opportunities?</p> <p>c) Will the allocation provide new access opportunities within the site and linking to the path network beyond the site?</p>	<p>a) Is a diversion of a core path or right of way required? Will there be any impact on the usability of a core path or right of way?</p> <p>b) Will it affect an existing path in the Highland Path Record? Will it provide additional access opportunities or adversely affect access opportunities afforded by the Land Reform (Scotland) Act 2003?</p> <p>c) Will new paths be created within and beyond the site? Will any existing paths be improved e.g. to increase accessibility to a wider range of users? Will the site help to realise priorities identified in the Council's outdoor access strategy or aspirational paths identified in the core path plans?</p>	<p>N/A</p> <p>N/A</p> <p>Yes, connections via new paths within the site will improve linkages and may encourage wider use of the SUSTRANS cycle route on Lochloy Road.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
33	<p>Will the site have an impact on the geodiversity of the area?</p>	<p>Are you aware if the site lies within or adjacent to an un-notified Geological Conservation Review site or Local Geodiversity Site? (or other site with geodiversity value e.g. distinctive landforms, areas with natural processes, rock exposures</p>	<p>Unknown at this stage</p>	<p>N/A</p>

34	Will soil quality and capability of the site be adversely affected?	for study?) Will the site result in a loss of soil due to development or removal of good quality soil from the site? Is the site on land identified as Prime Quality Agricultural Land?		
35	Is the site on peatland?	Is the site within or functionally connected to an area of peatland? Would the allocation involve the disturbance of peat? If yes, how would impacts on peatland be avoided or minimised? Would any tree felling be required?	N/A	N/A
36	Will the site have any affect on the viability of a crofting unit?	Does the site represent a significant loss of good quality inbye crofting land or common grazing land?	N/A	N/A

A/09827

ACCESS FEASIBILITY STUDY

HOUSING DEVELOPMENT

**EAST KINGSTEPS
LOCHLOY ROAD
NAIRN**

APRIL 2011

FOR:

**KEPPIE ARCHITECTS
160 WEST REGENT STREET
GLASGOW
G2 4RL**

BY:

**CAMERON + ROSS
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A/09827– HOUSING DEVELOPMENT, EAST KINGSTEPS, LOCHLOY ROAD, NAIRN

1.0 INTRODUCTION

Cameron + Ross have been commissioned by Keppie Architects to undertake an Access Feasibility Study of an approximate 5.0 hectare site to the South of the existing housing at Kingsteps, which lies around 2 km to the East of Nairn Town centre.

The main purpose of the assessment is to ascertain the number of dwellings that can be served by Lochloy Road and from a new single access junction of this Road and highlight any road improvements that may be required.

2.0 SITE PROPOSALS

2.1 Existing Site Characteristics

A strip of land to the North East of the site connects the main site area to Lochloy Road at the Eastern end of Kingsteps although still within the existing band of housing that forms the hamlet of Kingsteps. The strip of land contains an existing dwelling (East Kingsteps) owned and occupied by the proposed developer.

The existing site layout plan is contained within Appendix 1.

2.2. PROPOSED DEVELOPMENT

It is proposed that the site will be accessed via a single access junction from the strip of land to the North East part of the site. The size of the development is unknown at this stage.

The purpose of this report is to ascertain the number of dwellings that could be served from Lochloy Road and a new single access junction and highlight any road improvements that maybe required.

3.0 EXISTING ROAD NETWORK

(Refer to Figure 1 – Existing Site Layout Plan within Appendix 1 and to Appendix 5 for a selection of photographs)

3.1 Lochloy Road – A96 (Trunk Rod) to Montgomerie Drive

This road varies is 6.0m wide between its junction with the A96 (T) to the East of Montgomerie Drive with a 2.0m wide footpath to the South side of the carriageway.

There is traffic calming in the form of speed chicanes and the speed limit is 30mph to the East of the Montgomerie Drive junction beyond which the national speed limit of 60mph applies.

3.2 Lochloy Road – Montgomerie Drive to Kingsteps

Lochloy road narrows to the East of Montgomerie Drive and varies between 4.7 and 5.0m in width from this point to the Western end of Kingsteps. There is no footpath provision and grass verge widths are generally at least 2.0m wide each side of the carriageway.

There are three locations where forward visibility at corners is restricted to around 80m which is slightly below the desired minimum of 90m. There is a pinch point at the bridge at Derelochy where the road width is 4.7m between the bridge parapet walls.

3.3 Lochloy Road – through Kingsteps

Lochloy Road through Kingsteps further reduces in width to between 4.0m and 5.0m with narrow grass verges and no footpath provision.

There are areas where the road width is greater than this at access junctions where service strips are commonly provided. The access junctions which are typically at 50m spacing provide passing places although 2-way traffic flow can be achieved in places though Kingsteps.

3.4 Lochloy Road – at existing East Kingsteps dwelling house entrance

The existing site entrance layout Figure 2 contained within Appendix 2 shows the existing dwelling site access visibility splays and road widths.

The existing site access is generally constructed to the Council Standard required for an individual house access off a rural road.

The minimum visibility for this type of access to accord to the Highland Council's Road Guidelines is 2.5 x 120m for a design speed of 40mph. Although Lochloy Road has a 60mph speed limit through Kingsteps given the restricted road width and built up nature of Kingsteps 40mph is considered to more closely reflect the likely vehicle speeds at this location. It is also understood that for a previous minor planning application in Kingsteps, a 120m visibility spay has been accepted.

As can be seen on Figure 2 the existing access visibility is below the desired standard even considering the reduced design speed of 40mph.

The main visibility restrictions are the Northern fence line of the Rowardennan property to the West and the existing large evergreen trees to the East of the East Kingsteps entrance along the frontage and within the East Kingsteps site boundary.

It should be noted the existing visibility is likely to be similar to that achieved at another individual house accesses in Kingsteps although these have not been measured.

4.0 SITE ACCESS JUNCTION REVIEW

A new site access would be required to serve any new development that resulted in an increase of housing at the site over and above the existing single dwelling of East Kingsteps. The exact requirements for which will vary depending upon the size of the proposed development in terms of house numbers, again using a design speed of 40mph the desired junction visibility is 4.5 x 120m.

The achievable visibility splays of a newly formed junction centred on the strip of land which links Lochloy Road to the main part of the site is 4.5 x 58m to the West (left) and 4.5 x 86m. These visibilities are also on the basis that the trees along the frontage of East Kingsteps are removed.

Even after these improvements the Highland Council's desired visibility of 4.5 x 120m is not achieved.

Considering the absolute minimum x-distance (set back distance from the main carriageway line) of 2.4m which may be accepted at the local authorities discretion the achievable visibility is 2.4 x 72m to the West (left) and 2.4 x 120m to the East (right) of the junction.

Referring to TD 41/95 of the Design Manual for Roads and Bridges (DMRB) for a single dwelling or small cul-de-sac of a half dozen dwellings, then the set back “x” may be reduced to 2.4m.

Considering the above (DMRB) guidance it maybe that the local authority will restrict the development to 6 dwellings provided that the Council accept the achievable visibility splays which is below the absolute minimum desired standard.

- 4.1 Keppie Architects confirmed that a 5.0m strip of land to the South of Lochloy Road along the four recently constructed dwellings to the West of East Kingsteps is available to the Client/Council.

This strip of land could be used to both widen the existing road and provide an improvement to the proposed junction visibility potentially up to a sufficient standard to satisfy the local authority.

5.0 LIMITING CAPACITY OF LOCHLOY ROAD AS A SINGLE TRACK ROAD

Although 2-way flow can generally be accommodated through Kingsteps for cars and LGV's given that its width is restricted in sections between 4 and 4.3m it is classified as a single track road.

There is adequate passing place provision through Kingsteps provided by road widenings and the individual property accesses typically with service bays which are generally spaced at around 50m.

The Lochloy Road width between Montgomerie Drive and Kingsteps is generally acceptable to accommodate 2-way traffic flows and act as a single carriageway. Therefore the following provides an approximate capacity estimate of the Lochloy Road section as a single track road through Kingsteps in order to determine an approximate

number of houses that can be adequately served by this route without undertaking upgrading works to the minimum width required to classify the route as single carriageway.

Table 5/3/2 of DMRB Volume 15 section 1 (Appendix 3) shows that a Rural-poor single track road has a capacity of 140veh/hr in each direction or 280 veh/hr – 2 way traffic flow.

By using trip rates for privately owned housing within the TRICS database (Appendix 4) the approximate number of dwellings that would generate sufficient traffic to reach the route capacity (as stated above) has been determined.

To ensure a robust assessment the 85% tile peak hour one way trip rate of 0.674 trips/dwelling has been used.

$$\begin{aligned} \text{The estimated route capacity is therefore} &= \frac{140 \text{ veh/hr}}{0.674 \text{ trip rate}} \\ &= 208 \text{ dwellings} \end{aligned}$$

This indicates that a total of 208 dwellings can be served by this route.

5.1 APPROXIMATE NUMBER OF EXISTING HOUSES SERVED VIA LOCHLOY ROAD AT KINGSTEPS

There are approximately 20 existing properties within Kingsteps and an assessment of maps suggests a further 30 properties are served by this route giving a total of 50 properties.

Using this figure the spare capacity of Lochloy Road at Kingsteps = 208-50= 158 dwellings.

Recognising that the above assessment only considers trips to/from dwellings and that other types of trips will use Lochloy Road, a further assessment method has been used as follows:

A traffic count undertaken by Cameron + Ross on Friday 25th March 2011 between 13.00 and 14.00 hrs gave a total 2-way flow on Lochloy road of 10veh/hr. Typically peak hour flows are taken as 10 times the average hourly flow as an approximate estimate which gives a peak hour 2-way flow of 100 veh/hr.

The 2-way peak hour 85% tile trip rate for dwellings obtained by the TRICS database of 0.837 trips per hour is used to give an equivalent number of dwellings = $100/0.837 = 119$ dwellings.

Using this value the spare capacity of Lochloy Road at Kingsteps = $208 - 119 = 89$ dwellings.

6.0 DISCUSSION

This report provides a technical feasibility study of the proposed site access junction and existing access routes as well as highlighting possible improvements required as a result.

Any proposed development planning application will require further discussions with the local authority roads section to agree suitable site access arrangements and existing road infrastructure improvements in order to mitigate the effects of the development traffic and/or remove existing below standard sections of road infrastructure.

Depending on the scale of the proposed development this may have to include a full Transport Assessment incorporating the following elements:

- Traffic counts to establish the existing traffic flows on Lochloy Road at Kingsteps.
- Traffic counts at the Lochloy Road/A96(T) junction together with junction models to test the junction capacity.
- Junction capacity modelling of the proposed site access junction.
- A detailed assessment of development vehicle trips based on the exact development content.
- A review of sustainable transport provision including pedestrian access routes, particularly to schools, which may require provision of a footpath along Lochloy

Road between Kingsteps and Montgomerie Drive. Cycle routes will also need to be considered.

- A review of public transport provision. It should be noted there are currently no buses on Lochloy road with the nearest bus stops on the A96(T) around 1.5km away.
- An extension of the existing urban speed limit restriction of 30mph to the East of Kingsteps. The existing speed limit is 60mph at Kingsteps with the 30mph signs positioned to the East of the Montgomerie Drive junction.
- A survey of the existing traffic speeds may be required in order to determine an appropriate design speed for the site access junction. This may not be required in the event of a reduced speed limit being agreed at Kingsteps.
- A safety audit of the existing road network and any proposed improvements or new junctions may be required.
- Agreement of any Transport Assessment with Transport Scotland and their term consultant is also likely to be required as a result of the development impact on the A96/lochloy Road junction which forms part of the trunk road network.

7.0 CONCLUSIONS

The following provides a summary of the findings of our Access Feasibility Study for a proposed housing development at East Kingsteps, Lochloy Road, Nairn.

It has been shown that the site can be adequately served by Lochloy Road which provides good assessability to the A96(T) and Nairn around 1.5km distance from Kingsteps.

Whilst certain visibility and road width restrictions have been highlighted between Montgomerie Drive and the proposed site access location these are not insurmountable.

It has been shown that a new site access junction with adequate junction visibility splays can be achieved. In order to achieve this the existing evergreen trees along the frontage of the East Kingsteps site require to be felled. Also an adjustment to the fence line along the frontage of the properties to the West of the proposed site access may be required to achieve an acceptable visibility splay and adequate road width on Lochloy Road at this location in order provide a junction to an acceptable standard.

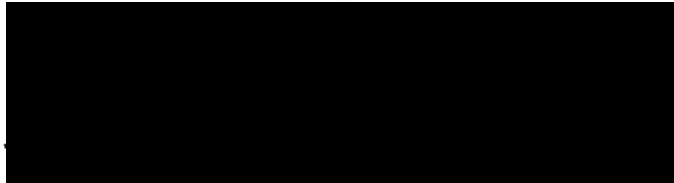
It is understood that a strip of land along the frontage of four properties, Rowardenan, Braeside, The Pines and Rosebank may be available to the Council/client in order to achieve this.

An estimate of the capacity of Lochloy Road has been undertaken using the minimum existing standard of this route at Kingsteps to ensure a robust assessment. From this it is estimated that Lochloy Road without any improvements has capacity for up to 89 further dwellings.

It should be noted that this figure is an estimate only and a more detailed assessment as highlighted in Section 6 of this report would be required in order to justify any proposed development in terms of accessibility.

This would also require to take on board any points of concern that the local authority roads section, planners and Transport Scotland may have.

SIGNED ..



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ON BEHALF OF

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**CAMERON + ROSS
CONSULTING ENGINEERS**

APPENDIX 1

EXISTING SITE LAYOUT



**CAMERON + ROSS
CONSULTING ENGINEERS**

APPENDIX 2

EXISTING AND PROPOSED SITE ACCESS LAYOUT DRAWINGS

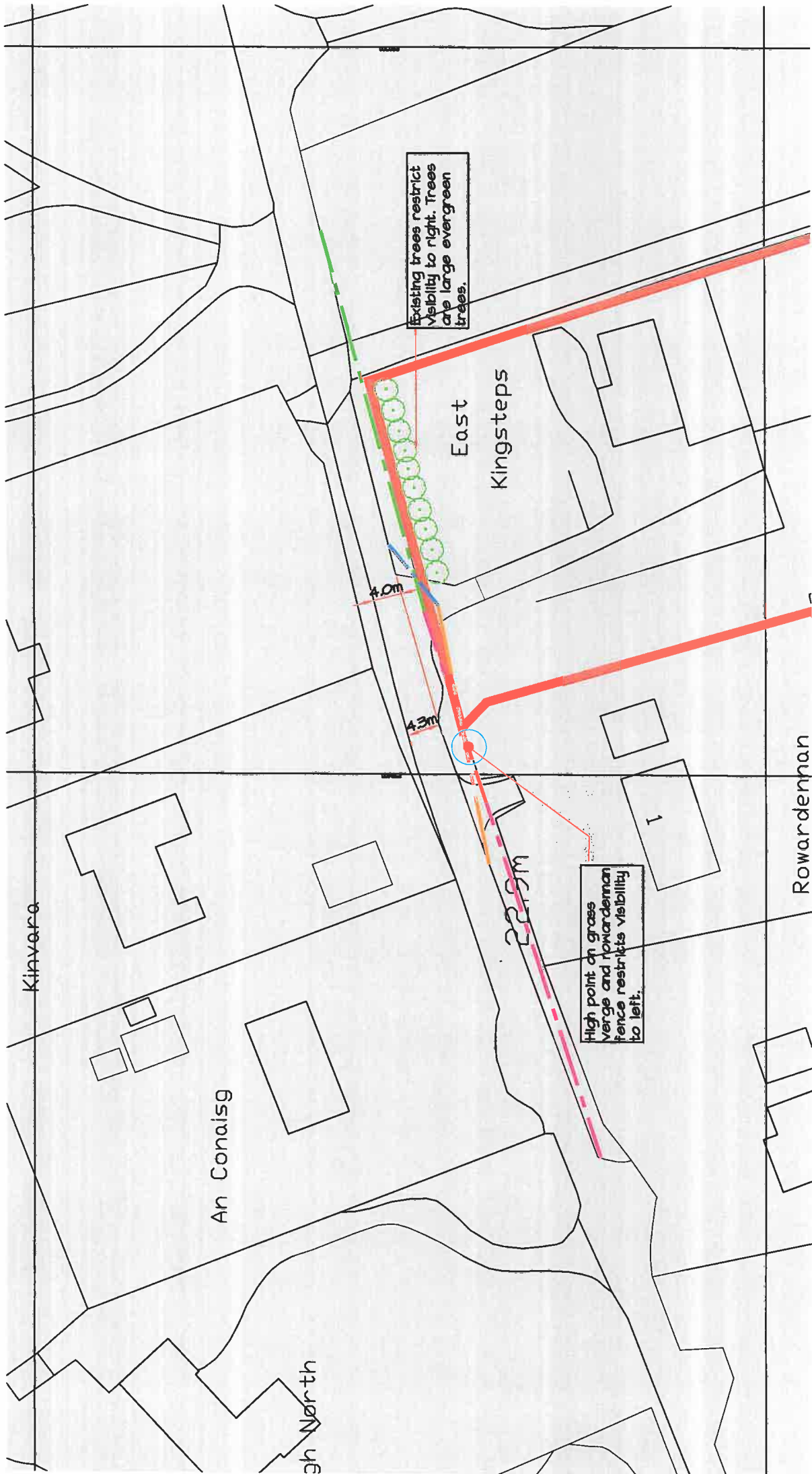


FIGURE 2 – Existing Site Entrance Layout

Legend :-

	Denotes 2.4x55m Visibility Splay
	Denotes 4.5x11m Visibility Splay
	Denotes 2.4x60m Visibility Splay
	Denotes 4.5x42m Visibility Splay
	Denotes Site boundary



FIGURE 3 – Proposed Site Entrance Layout

Legend :-

	Denotes 4.5x85m Visibility Splay
	Denotes 2.4x120m Visibility Splay
	Denotes 2.4x72m Visibility Splay
	Denotes 4.5x58m Visibility Splay
	Denotes 3.6x120m Visibility Splay
	Denotes Site boundary

APPENDIX 3

TABLE 5/3/2 – DMRB VOLUME 15 SECTION 1

Table 5/3/2: [Contd] NESAs Road Categories, Link Speeds and Link Capacities

Road Category	Description	Speed Limit (mph)	Default Link Speed		Capacity (veh/hr/direction)
			Lights (kph)	Heavies (kph)	
8	Urban - dual 2	30/40/50	40/50/65	35/45/60	3000
9	Urban - dual 3	30/40/50	40/50/65	35/45/60	4500
10	Urban - dual 4	30/40/50	40/50/65	35/45/60	6000
11	Urban - Expressway, 2 or more lanes	30/40/50	45/55/70	40/50/65	3000
12	Urban - Motorway and dual ramps, 1 lane	30/40/50	45/55/70	40/50/65	1900
13	Urban - Motorway and dual ramps, 2 lanes	30/40/50	45/55/70	40/50/65	3800
14	Urban - Motorway - D2	50/60/70	80/90/100	75/80/90	3800
15	Urban - Motorway - D3	50/60/70	80/95/105	75/85/95	5700
16	Urban - Motorway - D4	50/60	80/95	75/85	7600
17	Urban - Motorway - D5	50/60	80/95	75/85	9500
20	Rural - single 4 lane	60	95	80	2300
21	Rural - poor single 4.0m	60	50	45	140
22	Rural - poor single 5.5m	60	55	45	800
23	Rural - poor single 6.0m	60	60	50	900
24	Rural - typical single 6.0m	60	65	55	900
25	Rural - poor single 7.3m	60	65	55	1200
26	Rural - typical single 7.3m	60	70	60	1200
27	Rural - good single 7.3m	60	80	70	1200
28	Rural - typical single 10.0m	60	80	70	1500
29	Rural - good single 10.0m	60	85	75	1500
30	Rural - single with climbing lane	60	80	70	1500
31	Rural - dual 2 lanes	70	100	85	3400
32	Rural - dual 3 lanes	70	105	90	5100
33	Rural - dual 2 with climbing lane	70	100	85	5100
34	Rural - dual 2 lanes with grade separation	70	105	90	3400
35	Rural - dual 3 lanes with grade separation	70	110	95	5100
36	Rural - dual 2 lanes with GS and climbing lane	70	105	90	5100
37	Rural - Motorway and dual ramps, 1 lane	70	90	80	1900
38	Rural - Motorway and dual ramps, 2 lanes	70	90	80	3800
39	Rural - Motorway - D2	70	110	95	3800
40	Rural - Motorway - D3	70	115	100	5700
41	Rural - Motorway - D2 with climbing lane	70	110	95	5700
50	Zone connector	-	-	-	-

BE 280 veh/hr
2-WAY FLOW

**CAMERON + ROSS
CONSULTING ENGINEERS**

APPENDIX 4

TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	BT BRENT	1 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
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	CH CHESHIRE	3 days
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	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
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	CB CUMBRIA	3 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	EA EAST AYRSHIRE	1 days
	FI FIFE	2 days
	HI HIGHLAND	2 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	GA GALWAY	3 days
	RO ROSCOMMON	1 days

13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	2 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	3 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	4 days
	DE DERRY	3 days
	DO DOWN	2 days
	FE FERMANAGH	1 days
	TY TYRONE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 9 to 1040 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 21/06/09

Selected survey days:

Monday	19 days
Tuesday	21 days
Wednesday	9 days
Thursday	27 days
Friday	19 days

Selected survey types:

Manual count	85 days
Directional ATC Count	10 days

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	36
Edge of Town	46
Neighbourhood Centre (PPS6 Local Centre)	4
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	68
Built-Up Zone	3
Village	1
Out of Town	2
No Sub Category	20

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	10	225	0.028	10	225	0.016	10	225	0.044
01:00 - 02:00	10	225	0.015	10	225	0.008	10	225	0.023
02:00 - 03:00	10	225	0.008	10	225	0.006	10	225	0.014
03:00 - 04:00	10	225	0.005	10	225	0.004	10	225	0.009
04:00 - 05:00	10	225	0.006	10	225	0.008	10	225	0.014
05:00 - 06:00	10	225	0.008	10	225	0.032	10	225	0.040
06:00 - 07:00	11	208	0.033	11	208	0.119	11	208	0.152
07:00 - 08:00	95	139	0.079	95	139	0.297	95	139	0.376
08:00 - 09:00	95	139	0.154	95	139	0.436	95	139	0.590
09:00 - 10:00	95	139	0.167	95	139	0.220	95	139	0.387
10:00 - 11:00	95	139	0.145	95	139	0.172	95	139	0.317
11:00 - 12:00	95	139	0.175	95	139	0.173	95	139	0.348
12:00 - 13:00	95	139	0.200	95	139	0.180	95	139	0.380
13:00 - 14:00	95	139	0.194	95	139	0.192	95	139	0.386
14:00 - 15:00	95	139	0.204	95	139	0.200	95	139	0.404
15:00 - 16:00	95	139	0.283	95	139	0.215	95	139	0.498
16:00 - 17:00	95	139	0.331	95	139	0.210	95	139	0.541
17:00 - 18:00	95	139	0.394	95	139	0.232	95	139	0.626
18:00 - 19:00	95	139	0.316	95	139	0.241	95	139	0.557
19:00 - 20:00	10	225	0.298	10	225	0.265	10	225	0.563
20:00 - 21:00	10	225	0.203	10	225	0.147	10	225	0.350
21:00 - 22:00	10	225	0.161	10	225	0.109	10	225	0.270
22:00 - 23:00	10	225	0.123	10	225	0.079	10	225	0.202
23:00 - 24:00	10	225	0.093	10	225	0.064	10	225	0.157
Total Rates:			3.623			3.625			7.248

0.31

Parameter summary

Trip rate parameter range selected: 9 - 1040 (units:)
 Survey date date range: 01/01/00 - 21/06/09
 Number of weekdays (Monday-Friday): 128
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

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	CF CARDIFF	3 days
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	AS ABERDEENSHIRE	1 days
	EA EAST AYRSHIRE	1 days
	FI FIFE	2 days
	HI HIGHLAND	2 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	GA GALWAY	3 days
	RO ROSCOMMON	1 days

CAMERON + ROSS VICTORIA STREET ABERDEEN

13	MUNSTER		
	CR CORK		1 days
	WA WATERFORD		2 days
14	LEINSTER		
	KD KILDARE		1 days
	KK KILKENNY		3 days
15	GREATER DUBLIN		
	DL DUBLIN		2 days
17	ULSTER (NORTHERN IRELAND)		
	AN ANTRIM		4 days
	DE DERRY		3 days
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	TY TYRONE		1 days

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Out of Town	2
No Sub Category	20

Licence No: 321901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **TOTALS**

Time Range: 00:00-24:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **9 (**)**
 85th Percentile = No. **2 (**)**

85 of selected days excluded due to incomplete data for time range

Median Values

Arrivals: 4.449
 Departures: 4.413
 Totals: 8.861

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)		Travel Plan
							Arrivals	Departures	
1	TY-03-A-01	DETACHED/SEMI DET., OMAG	TYRONE	44	Fri	03/10/03	6.795	6.545	13.340
2 **	DE-03-A-02	DETACHED, COLERAINE	DERRY	112	Mon	11/11/02	5.125	5.063	10.188
3	AN-03-A-05	DETACHED/SEMI DET., LISB	ANTRIM	358	Fri	03/10/03	5.020	5.036	10.056
4	FE-03-A-01	MIXED HOUSES, ENNISKILLE	FERMANAGH	132	Fri	08/11/02	4.659	4.750	9.409
5	AN-03-A-04	DETACHED/SEMI DET., ANTR	ANTRIM	164	Fri	03/10/03	4.567	4.543	9.110
6	DE-03-A-01	SEMI.D./DETACHED, MAGHER	DERRY	106	Mon	11/11/02	4.330	4.283	8.613
7	DO-03-A-02	BUNGALOWS, NR BALLYNAHIN	DOWN	104	Fri	03/10/03	3.962	4.058	8.020
8	AS-03-A-01	DETACHED/SEMI D., PORTLE	ABERDEENSHIRE	104	Fri	11/02/00	3.808	3.779	7.587
9 **	WS-03-A-03	SEMI D./TERRACED, NR CH'	WEST SUSSEX	90	Fri	24/11/00	3.289	3.256	6.545
10	HC-03-A-16	MIXED HOUSES/FLATS,WINCH	HAMPSHIRE	1040	Fri	08/12/00	2.986	2.984	5.970

average each way = 10.188 / 2 = 5.094

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	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
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	AS ABERDEENSHIRE	1 days
	EA EAST AYRSHIRE	1 days
	FI FIFE	2 days
	HI HIGHLAND	2 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
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	RO ROSCOMMON	1 days

13	MUNSTER		
	CR CORK	1 days	
	WA WATERFORD	2 days	
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Built-Up Zone	3
Village	1
Out of Town	2
No Sub Category	20

Licence No: 321901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **TOTALS**
 15th Percentile = No. **81 (**)**
 85th Percentile = No. **15 (**)**
 Time Range: 08:00-09:00

Median Values
 Arrivals: 0.138
 Departures: 0.458
 Totals: 0.596

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	KK-03-A-04	TERRACED, KILKENNY	KILKENNY	30	Thu	27/11/08	0.567	0.767	1.334	
2	TY-03-A-01	DETACHED/SEMI DET., OMAG	TYRONE	44	Fri	03/10/03	0.432	0.886	1.318	
3	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
4	HI-03-A-13	HOUSING, INVERNESS	HIGHLAND	9	Thu	21/05/09	0.556	0.444	1.000	
5	CS-03-A-02	DETACHED, SLIGO	SLIGO	35	Thu	14/06/07	0.343	0.657	1.000	
6	KK-03-A-03	MIXED HOUSING, KILKENNY	KILKENNY	70	Wed	26/11/08	0.314	0.657	0.971	
7	DE-03-A-03	BUNGALOWS, LONDONDERRY	DERRY	160	Thu	02/10/03	0.256	0.681	0.937	
8	AN-03-A-05	DETACHED/SEMI DET., LISB	ANTRIM	358	Fri	03/10/03	0.201	0.718	0.919	
9	BT-03-A-01	SEMI DETACHED, BRENT	BRENT	82	Tue	20/11/07	0.415	0.488	0.903	
10	KK-03-A-01	DETACHED, KILKENNY	KILKENNY	10	Mon	24/11/08	0.300	0.600	0.900	
11	BN-03-A-01	SEMI DETACHED, COCKFOSTE	BARNET	10	Thu	20/10/05	0.300	0.600	0.900	
12	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.317	0.537	0.854	
13	FI-03-A-02	SEMI DETACHED, GLENROTHER	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
14	SR-03-A-01	DETACHED, STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
15	**	AN-03-A-03	SEMI DETACHED, LISBURN	86	Thu	14/11/02	0.163	0.674	0.837	
16	DL-03-A-01	SEMI DETACHED, DUBLIN	DUBLIN	208	Fri	22/11/02	0.154	0.673	0.827	
17	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
18	GA-03-A-01	SEMI DETACHED, GALWAY	GALWAY	123	Wed	20/09/06	0.138	0.667	0.805	
19	ST-03-A-03	MIXED HOUSES, STAFFORD	STAFFORDSHIRE	224	Tue	04/07/00	0.165	0.638	0.803	
20	AN-03-A-02	SEMI DETACHED, BELFAST	ANTRIM	370	Thu	14/11/02	0.173	0.597	0.770	
21	DO-03-A-02	BUNGALOWS, NR BALLYNAHIN	DOWN	104	Fri	03/10/03	0.173	0.587	0.760	
22	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
23	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
24	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.235	0.506	0.741	
25	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
26	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	30/04/07	0.321	0.405	0.726	
27	FI-03-A-03	MIXED HOUSES, DUNFERMLIN	FIFE	155	Mon	13/05/08	0.174	0.548	0.722	
28	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
29	DO-03-A-01	TERRACED, BANBRIDGE	DOWN	161	Fri	18/10/02	0.255	0.422	0.677	
30	CB-03-A-03	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
31	KN-03-A-01	TERRACED, NORTH KENSINGT	KENSINGTON AND CHELSEA	24	Fri	26/01/07	0.292	0.375	0.667	
32	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
33	DE-03-A-02	DETACHED, COLERAINE	DERRY	112	Mon	11/11/02	0.313	0.348	0.660	
34	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.167	0.491	0.658	

Licence No: 321901

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)		Travel Plan
							Arrivals	Departures	
35	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.140	0.516	0.656
36	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.130	0.524	0.654
37	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643
38	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627
39	RO-03-A-01	MIXED HOUSES, ROSCOMMON	ROSCOMMON	80	Thu	07/05/09	0.150	0.475	0.625
40	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621
41	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616
42	GM-03-A-07	SEMI DETACHED, MANCHESTER	GREATER MANCHESTER	138	Fri	09/11/01	0.196	0.420	0.616
43	WS-03-A-03	SEMI D./TERRACED, NR CH'	WEST SUSSEX	90	Fri	24/11/00	0.111	0.500	0.611
44	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610
45	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608
46	WF-03-A-01	TERRACED, WALTHAMSTOW	WALTHAM FOREST	53	Tue	30/01/07	0.245	0.358	0.603
47	AN-03-A-04	DETACHED/SEMI DET., ANTR	ANTRIM	164	Fri	03/10/03	0.140	0.457	0.597
48	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596
49	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590
50	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578
51	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570
52	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.145	0.420	0.565
53	ES-03-A-01	MIXED HOUSES/FLATS, LEWE	EAST SUSSEX	491	Thu	29/03/01	0.151	0.409	0.560
54	HT-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553
55	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549
56	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.153	0.395	0.548
57	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547
58	GA-03-A-03	SEMI DET./TERRACED, GALW	GALWAY	24	Wed	20/09/06	0.167	0.375	0.542
59	SC-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.201	0.339	0.540
60	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.148	0.389	0.537
61	CR-03-A-01	BUNGALOWS, CORK	CORK	48	Thu	08/12/05	0.208	0.313	0.520
62	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520
63	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520
64	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510
65	WO-03-A-04	MIXED HOUSES, WORCESTER	WORCESTERSHIRE	792	Fri	24/05/02	0.120	0.388	0.508
66	SC-03-A-02	SEMI DETACHED, EPSOM	SURREY	514	Tue	03/10/00	0.111	0.391	0.502
67	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.075	0.425	0.500
68	FE-03-A-01	MIXED HOUSES, ENNISKILLE	FERMANAGH	132	Fri	08/11/02	0.227	0.265	0.492
69	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.113	0.377	0.490
70	HC-03-A-16	MIXED HOUSES/FLATS, WINCH	HAMPSHIRE	1040	Fri	08/12/00	0.089	0.395	0.484
71	KD-03-A-02	TERRACED/SEMI-D., NEWBRI	KILDARE	71	Tue	12/05/09	0.197	0.282	0.479
72	CH-03-A-02	HOUSES/FLATS, CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477
73	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471
74	AS-03-A-01	DETACHED/SEMI D., PORTLE	ABERDEENSHIRE	104	Fri	11/02/00	0.077	0.385	0.462
75	DL-03-A-02	SEMI DETACHED, DUBLIN	DUBLIN	437	Mon	25/06/07	0.082	0.378	0.460
76	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455
77	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.085	0.366	0.451
78	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437
79	DE-03-A-01	SEMI.D./DETACHED, MAGHER	DERRY	106	Mon	11/11/02	0.189	0.245	0.434

Licence No: 321901

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)		Travel Plan
							Arrivals	Departures	
80	WA-03-A-01	DET./SEMI-DET., WATERFOR	WATERFORD	70	Tue	18/11/08	0.143	0.286	
81 **	WA-03-A-02	DETACHED, WATERFORD	WATERFORD	290	Mon	17/11/08	0.093	0.334	0.429
82	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425
83	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421
84	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.113	0.302	0.415
85	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404
86	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403
87	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.123	0.260	0.383
88	CS-03-A-01	TERRACED, SLIGO	SLIGO	46	Thu	14/06/07	0.109	0.261	0.370
89	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.091	0.269	0.360
90	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346
91	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333
92	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300
93	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286
94	GA-03-A-02	TERRACED, GALWAY	GALWAY	185	Tue	19/09/06	0.124	0.157	0.281
95	SK-03-A-01	SEMI D./TERRACED, CAN. W	SOUTHWARD	15	Thu	23/10/08	0.067	0.200	0.267

APPENDIX 5

PHOTOGRAPHS



Photo 1 - Lochloy Road looking West with Sutors Way junction and speed chicane visible



Photo 2 - Looking East on Lochloy Road from Montomerie Drive junction where road width reduces from 6.0m to between 4.7 and 5.0m



Photo 3 - Restricted Visibility Location 1 looking East also showing passing place



Photo 4 - Restricted Visibility Location 2, looking East



Photo 5 - Restricted Visibility Location 3 Looking West



Photo 6 - View looking East along Lochloy Road from West end of Kingsteps



Photo 7 - Existing Site Access View form 2.4m Visibility Pont Looking West (left)



Photo 8 - Existing Site Access View From 2.4m Visibility Point looking East (right)



Photo 9 - View of Existing Site Access From Across Lochloy Road Looking West

22nd April 2011
Our Ref: LE/209505

IMFLDP Call for Sites
The Highland Council
Director of Planning and Development
Glenurquhart Road
Inverness
IV3 5NX

Dear Sirs,

**INNER MORAY FIRTH LOCAL DEVELOPMENT PLAN: CALL FOR SITES STAGE
LAND AT EAST KINGSTEPS, NAIRN**

Introduction

Keppie Planning & Development have been instructed by Mr D. MacDonald to respond on his behalf to the Inner Moray Firth Call for Sites stage prior to the publication of the Main Issues Report.

We have completed both the site forms and the Strategic Environmental Assessment Forms as request and enclose a roads engineers access feasibility study and indicative masterplan in support of the allocation of this site for future housing development. It should be noted that it is anticipated that further supporting documents will be submitted to the Council at the later stages of the preparation of the Inner Moray Firth Local Development Plan, where necessary.

The land subject to this representation was also subject of a representation to the Highland Wide Local Development Plan in September 2010. The submission to the HWLDP recognised that the site was not of a scale to be considered as a strategic release for the area in terms of the Highland Wide Local Development Plan; however it was considered that the site would be beneficial to increasing land supply and providing a variety and choice of housing within Nairn. The representation to the HWLDP ultimately request that the Council consider this site as a possible extension to the "Lochloy" site should any of the other strategic sites prove to be undeliverable.

Site Description & Proposals

The land subject to this current representation is highlighted on the enclosed indicative masterplan and figure 1 below.

East Kingsteps is located to the east of Nairn town centre and the land in question sits immediately adjacent on its southern boundary to the existing Lochloy residential expansion area which has been under construction for a number of years. Currently within the Adopted Nairnshire Local Plan 2000 the majority of the site is located outwith the settlement boundary, as can be seen on figure 1 below. You will note from this figure 1 that there was a designation "10(d)" which allowed for the development of four dwelling houses – these have since been

developed and a small portion of the remaining zoning constitutes part of this current representation.

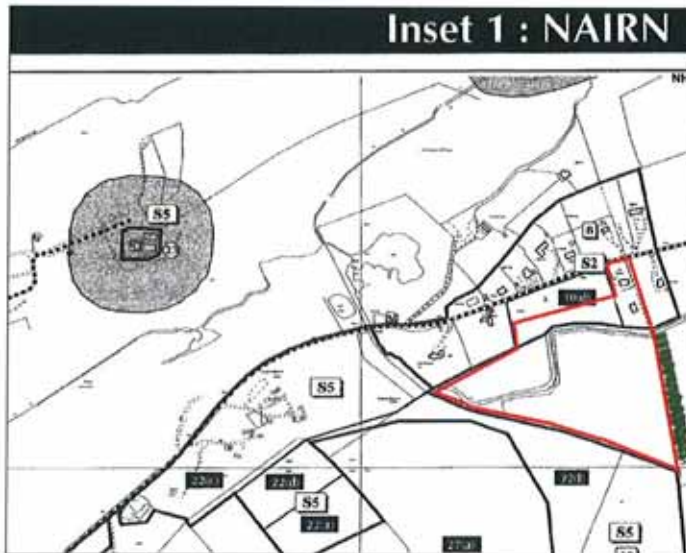


Figure 1: Nainshire Local Plan Map Extract (adapted)

The site is bounded to the north by Lochloy Road and nine existing residential units located on Lochloy Road; to the east by an existing mature treebelt; to the south by an existing woodland in part and by the Lochloy expansion development and to the west by part of the Lochloy development and an existing wooded area.

The site is circa 5 hectares in size and comprises of fields used for horses to graze. The landowners home is located in the northern portion of the site, with only a large shed and stables being the only other structures on the land. In terms of agricultural value of the land, it is considered that the land is not practical in terms of layout and size for agricultural working. The land was previously used for sheep grazing, however this proved to be an ineffective use for the land and this use ceased around two years ago. As previously mentioned the site is used for horses to graze and the land is generally kept in good condition. There is an existing burn which runs from the north east of the site through to the western boundary (as indicated on the indicative masterplan and image below). There has been no evidence of flooding from the burn in the past.



Images: General images showing grazing land and existing burn

The general area in which the land is situated is considered to be residential in nature. It is envisaged that the site would be an ideal residential expansion area to the east of Nairn. The site would provide a natural rounding off of the settlement to the east and will provide a strong defensible eastern boundary due to the existence of the mature tree belt. The landowner has aspirations to develop the land for low-mid density housing and the enclosed indicative masterplan provides a representation of this vision. It is hoped to incorporate the existing burn into the proposed masterplan as a public feature through the site and provide strong landscaping features along the northern and southern boundaries to allow for a lesser impact upon the existing residential units on both Lochloy Road and the housing within the expansion area. Given the proximity of the Lochloy expansion area; it has been highlighted on the indicative masterplan that there could be potential linkages between the sites both in terms of pedestrian and vehicle access.

Cameron + Ross Consulting Engineers

Cameron + Ross were commissioned to undertake an access feasibility study of the land subject to this representation. The main purpose of this assessment was to ascertain the number of dwellings that could be served by Lochloy Road from a new single access junction and highlight any road improvements that may be required.

The Cameron + Ross Access Feasibility Study has been included within this representation as supporting documentation for the allocation of the site for housing development. Some of the notable conclusions reached by the study include:

- *“Whilst certain visibility and road width restrictions have been highlighted between Montgomerie Drive and the proposed site access location these are not insurmountable.*
- *It has been shown that a new site access junction with adequate junction visibility splays can be achieved. Existing evergreen trees along the frontage of East Kingsteps will require to be felled.*
- *It is estimated that Lochloy Road without any improvements has capacity for up to 89 further dwellings”.*

Given the above and the full details provided in the access feasibility study it is acknowledged that any proposed development via a planning application would require further discussions with the Local Authority roads department to agree suitable site access arrangements and existing road infrastructure improvements in order to mitigate the effects of the proposed development traffic.

Please see the enclosed access feasibility study for full assessment of the site access at the proposed housing site.

Scottish Planning Policy (SPP) : February 2010

The Scottish Planning Policy (SPP) contains concise subject planning policies, including implications for development planning and development management. The new SPP makes its intentions very clear at the outset of the housing section where the Governments commitment to increasing the supply of new homes is emphasised by the following statement:

“The Scottish Government is committed to increasing the supply of new homes and the planning system should contribute to raising the rate of new house building by identifying a generous supply of land for the provision of a range of housing in the right places. The planning system should enable the development of well designed, energy efficient, good quality housing in sustainable locations and allocate a generous supply of land to meet identified housing requirements across all tenures”

The SPP also highlights how important a *“generous supply of appropriate and effective sites being made available to meet need and demand”* is to the delivery of housing through the development plan and to allow for the creation of sustainable mixed communities.

Indeed the Chief Planner, Jim MacKinnon in a letter to all Council’s dated 29th October 2010 has reinforced the importance and need to provide a flexible strategy in order to deliver an effective 5 year housing supply at this time. In this letter he notes that:

“Scottish Ministers continue to place a strong emphasis on the provision of new housing and therefore on maintaining a supply of land in the right places which is free of all constraints and can be developed”.

The Scottish Government seeks to create successful places and achieve quality residential environments and it is expected that these objectives should help to guide the process of delivering new housing. With this in mind the new SPP states that:

“The siting and design of new housing should take account of its setting, the surrounding landscape, topography, character, appearance, ecologies and the scope for using local materials. The aim should be to create places with a distinct character and identity, promoting a well integrated mix of land uses including well designed homes of different types and tenures.

It is anticipated that further studies will be submitted to the Council in support of the proposed land release at later stages in the Local Development Plan process, where necessary. It is also stated within the SPP that:

“The majority of housing land requirements will be met within or adjacent to existing settlements” and that *“meeting housing land requirements by extending existing settlements can reduce servicing costs and help to sustain local schools, shops and services”.*

These aspects of the SPP are fully reflected in the shape and form of the proposed residential site at East Kingsteps, its relationship to the existing settlement, where it can be developed as a natural extension to the existing settlement (the site is conterminous with the eastern boundary), the surrounding landscape and its location. As you will see from the image below, the strong, mature tree belt on the eastern boundary also complies with SPP guidance where seeking green belt boundaries, where it states that boundaries should be clearly identifiable on the ground using strong visual or physical landscape features, such as a tree belt.



Image: showing mature tree belt on eastern boundary

Lochloy Residential Release

As mentioned previously, the site at East Kingsteps shares a common boundary with the residential zoning of the land at Lochloy. The Lochloy residential development would appear to be reaching the final stages of development as can be seen in the image below. Where the two sites share a common boundary, the Lochloy developer has provided a “temporary bund” along the boundary to assist with screening of the construction works and to prevent unwanted sand from the construction blowing directly into the land at East Kingsteps. This “bund” can also be seen in the image below.



Images: General images showing extent of Lochloy development and temporary bund at common boundary

It is considered that the proposed development of the land subject to this representation for residential purposes would constitute a logical extension to Nairn and given its adjacent location to both the Lochloy development and the settlement edge, the development would allow for a natural rounding off of the town to the east.

Conclusions/Recommendations

We consider that this site, in the ownership of Mr D. MacDonald, forms a logical rounding off of Nairn to the east of the settlement, whilst allowing for a logical and more defensible boundary at the eastern edge with the existence of the tree belt.

The enclosed indicative masterplan seeks to demonstrate the landowners desire to provide mid-low density, high quality housing combined with structured landscaping and both public and private open space to create a place that is both safe and enjoyable.


It is estimated that Lochloy Road without any improvements has capacity for up to 89 further dwellings which could be accommodated in the proposed site at East Kingsteps as demonstrated in the associated Cameron + Ross documentation.

The site can be viewed positively in terms of national guidance, Scottish Planning Policy.

We will be seeking the release of the site from its countryside designation and seeking a rezoning for residential development and inclusion within the settlement boundary by extending the boundary to the east in the forthcoming Inner Moray Firth Local Development Plan.

We trust the enclosed is of assistance to your plan formulation process and should you require any further information or assistance, please do not hesitate to contact Laura English of Keppie Planning & Development.

Yours sincerely



Laura English
Planner

lenglish@keppiedesign.co.uk

Enc. Completed Site Form
 Completed Strategic Environmental Assessment Form
 Cameron + Ross Access Feasibility Study
 Indicative Mastepan



East Kingsteps, Nairn
 Indicative Masterplan
 April 2011 (Rev A)

keppie