

Issue 18		Nairn South	
Development plan reference:		Policy 18 (Para 14.3, Page 54)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number)			
Alastair Noble (76), Nairn Suburban Community Council (94), Scottish Natural Heritage (SNH) (118), GH Johnston Building Consultants Ltd for John Gordon & Son Ltd (126), D and J Piggott (208), Nairn Residents Concern Group (NRCG) (209), Muir Smith Evans for Mr C Allenby (220), Scottish Wildlife Trust (285), Scottish Environment Protection Agency (SEPA) (326), EMAC for Barratt, Robertson and Scotia Homes (333), JD & (Mrs) AJ Flett (366), Mr M J Lawlor (370), Mrs V Lawlor (371), Sheena and William Welsh (380), Jean MacDonald (381), Mr M R Harrison (383), Mr G & Mrs E Clark (384), Mrs Eleanor Murray (391), A.H. Vallance (393), A & P A Seston (499), Ms D Siddall (506), Firhall Village Trust (507), Mr J Chalmers (508), Jane Wood (509).			
Provision of the development plan to which the issue relates:		The development of South Nairn	
Councils summary of the representation(s):			
<u>Infrastructure Deficiencies – Transport</u> <ul style="list-style-type: none">• Priority should be given to secure upgrade to A96 and Nairn by-pass to avoid traffic congestion on current road system. (94, 499, 393)• The narrow country roads around south Nairn cannot cope with increase of traffic from the proposed development. (371, 380, 383, 499, 506, 384, 507)• Improved road infrastructure must be a requirement for development here and precede the development taking place. (208)• The impact of increased traffic on the railway bridge on the Cawdor Road is already a traffic hindrance and a potential accident blackspot. Concerns as Network Rail have confirmed that improvements to this bridge do not currently form part of their programme of improvements. (371, 391, 499, 506, 366, 380, 383, 384, 507, 381)• Restrictions caused by the main railway line to and from the proposed development will be too expensive to be resolved by contributions from the developers alone. (370)• Road safety concerns –<ul style="list-style-type: none">○ Single narrow pavements dangerous to pedestrians including parents with prams or elderly and disabled people○ Dangerous junction with the B9091 and the many other junctions either side of the bridge are mentioned as danger points including as far as Rosebank School because the problem is worse during school drop off and pick up times.○ Essential that the existing problems are dealt with before increased usage is caused by a large housing development. (381)• The creation of access road opposite entrance to Firhall village will create dangerous crossing point for pedestrians and encourage residents of new development to access riverside through Firhall village			

[causing disturbance to the residents] (380, 499, 507)

- The opening of the new hospital on Cawdor Rd has produced a very significant increase in vehicular and pedestrian traffic on the B9090 – this proposal will add further traffic which will add to the problems (366) (381)(508)
- Additional traffic will cause parking problems in Nairn town centre, and tourism would also suffer as a result. (380) (381)
- An inner relief road for Nairn is not appropriate only a by-pass for Nairn will be sufficient to allow the development of Nairn South. (76)
- Relocate entrance to development either nearer Mill Street or towards Broadley Garden Centre (499)
- A link road between land marked as phases 2 and 3 is essential to establish a link between Balblair Road and Cawdor Road. (220)
- Pedestrian provision around this site and links to the town are not adequate and new development will add pressure to these. (508)
- Proposed link between the Cawdor Road and B9091 would lead to heavy traffic going through residential areas. (508)
- The site access is compromised by the railway line and river crossings, no easy access to the Academy and A96 to Aberdeen without passing through the centre of Nairn. (509)
- Access to A96 (Inverness) by single track road or underpass at the railway bridge at Cawdor Road. (509)
- Access to Nairn already compromised at the railway bridge, post office and Leopold Street with frequent congestion at present. (509)
- Question the availability of funds for major construction of additional rail and river crossings (509)
- Inadequate consideration to local traffic issues, site access to 300 homes without roundabouts on the Cawdor Road. (509)
- The Cawdor Road as it presently exists is unsuitable for any such developments for the following reasons –
 - New Primary Care Centre and Hospital have already imposed significant burdens on this road
 - The hospital is designated as A&E and thus requires full access at all times
 - The Railway Bridge is a bottleneck, which cannot be controlled effectively by traffic lights only.
 - The Sawmill have already indicated in their response to the MIR their intention to have another access point via the new development onto the Cawdor Road
 - As the only road into the Town Centre, a full transport appraisal is essential and clearly a Nairn Bypass should figure largely in such an appraisal (209)
- Objection to not referencing the link road (126)
- Bypass is not possible in the next twenty years; a temporary by-pass is not suitable. A second railway crossing could be constructed. (508)
- Should be no further expansion until bypass, crossings to railway line are improved and realistic infrastructure is put in place (370, 366)

Concerns over negative effects on agricultural land and the environment

- The area earmarked for development is good agricultural land and should be retained as such. (371, 380, 383, 391, 506, 509)
- Incremental loss of habitat/countryside – irreplaceable loss of flora and fauna (391)
- It is stated that development should retain access to the riparian corridor and should protect trees, the policy should be strengthened to include a buffer zone from development along the riparian corridor edge, this does not mean that access to the riparian corridor should be denied. (285)
- Environment/quality of life will be adversely affected (391)
- The proposal and policy should be subject to Habitats Regulations Appraisal taking into consideration the cumulative affect with policy 9 of the plan. (118)
- SEPA support this policy provided the requirements for the developer to undertake a Flood Risk Assessment and to avoid development within the functional floodplain are retained. This is because the areas nearest to the river Nairn are at the edge of the floodplain. (326)

Impact on the Sawmill

- Development will impact on the adjacent Sawmill operations and their wish to expand their business. (371)
- Object to the Plan as it does not fully take account of the adopted Local Plan as it allocates land for expansion of the Sawmill and provides for a link road, and that its provision for a 'buffer' to be provided as part of the allocation is ambiguous (126)
- Believe that land for development at Nairn South should not be committed until appropriate provision is made within the LDP to accommodate the interests of the Sawmill – the company seeks sufficient land for expansion and separation from neighbouring uses so as not to stymie its operation and their amenity, and it seeks that its transport requirements are fully assimilated with any development at Nairn South. (126)
- The company welcomes the priority given to the Sawmill (126)
- Clarity is required about buffer zones between the Sawmill and the proposed development. If there are to be business units provided the Developer must be required to build these units. It is understood that although business units are shown on the current plans from the developer, their representative has said these will not be built because of experience from other sites. (209)

Concern over Housing/Development

- There is no apparent requirement for dense housing in this area. (371, 507)
- Data on population change is unrealistic for future housing demand as it is both retrospective and does not take account of the changes to the economic situation or proposals for RAF Kinloss and Lossiemouth (370) (380)
- The number of houses being suggested by Scotia Homes exceeds what

is in the existing Local Plan for Nairn. Town centre regeneration is necessary and development at Nairn South will have no decent access to the town centre. Additional rail crossings are necessary. Schools, doctor surgeries and utilities are insufficient to cope with development at Nairn South. (393)

- Should reject any planning application for Nairn until all road points have been addressed(370)
- The PP for Nairn South does not show any proposed development at the Railway/Balbair Road for 290 houses; (209)
- With the future developments at Sandown and Delnies (650 houses), questions must be asked about need for development of Nairn South in the period 2016-2021. (209)
- Evidence of demand over and above the existing proposals is required - given that the rationale for this proposal would appear to be the need for housing to accommodate some unspecified increase in population for the Nairn area, Confirmation required that the figure of 250 houses in the 1st phase will be enforced and that any planning conditions imposed will be enforced (366)
- The ever-growing development at Lochloy will surely provide adequate housing for a small town such as Nairn. (380)
- The proposed density of housing in Phase 1 is out of proportion to that in this rural area south of Nairn. (383)
- The housing density of the proposed development is excessive for a rural situation. The style of development more suitable for an urban site but out of character here, as few green areas will be apparent. (509)
- Demand for housing in Nairn will be compromised by the economic situation and closure of local RAF sites. (509)
- The requirement for development of this and other sites in Nairn South in the period 2011-16 is not justified by population projections. (209)
- Future housing should be mixed tenure (391)
- Consideration should be given to existing Local residents, particularly Firhall. (499, 506.507, 508)

Concerns over Jobs and Services

- There are no jobs for the new residents (380, 391)
- There are insufficient public services for the new residents (506)
- Loss of amenity (graffiti, noise, drugs, vandalism) (391)
- Expense of provision of services to a rural situation. (509)
- Clarity is required regarding provision of Water and Sewage. Reports produced for the Sandown Inquiry indicate that Scottish Water will require substantial infrastructure upgrades for the Nairn area for both services. Funding and timescales for these upgrades, particularly at a time of austerity, need to be spelt out clearly. (209)

Allocation

- Object and oppose the development at Nairn South or indeed anywhere along the Cawdor Road corridor. (380)
- Objection is made to the endorsement of the Enquiry by design process undertaken by the consortium of developers within the text of the plan.

(220)

Alternatives

There are brown field sites within Nairn available for development with better access to A96, amenities in Nairn and existing services. (509)

Scotia Homes North Ltd, Robertson Homes Ltd, Barratt East Scotland – “The Consortium” – (333)

- Given the current economic climate and the uncertainty in the market place, it is considered that there should be sufficient flexibility in the LDP to allow sites to come forward where they are capable of delivering housing land.
- Sufficient flexibility is introduced into the policies on infrastructure provision to ensure that the costs of development do not prohibit its deliverability. Representations on Policies 9, 18, 32 and 33 are relevant in this respect.
- To provide certainty on the delivery of effective housing land, the phasing boundaries indicated on Map 9 (see full representation) should be amended. The suggested amendments are illustrated on Plan 2: Suggested Amendment to Map 9 (Appendix 6) and identify a revised boundary for Phases 2 and 3. The consortium is capable of delivering effective housing land in the first phases of the LDP, and they intend to demonstrate this by submitting a planning application for 320 (circa.) dwellings to Highland Council on land identified in Plan 3: Planning Application Boundary (Appendix 7). The suggested southerly extension to Phase 2 as identified on Map 9 of the LDP accords with the southern boundary of the planning application. (Application now submitted 11/000686/FUL).
- The housing land supply and requirement illustrates the significance of bringing forward land which can be delivered in the early periods of the LDP. The consortium considers that their land should be given priority phasing on Map 9.
- The consortium considers that their land can deliver the policy objectives in Para 70 and 78 of SPP and this is illustrated by their commitment and sponsorship of the EbD process and will be evidenced through the proposed planning application (now submitted 11/000686/FUL). The above representations justify the changes proposed to Map 9.
- Infrastructure: The Consortium is aware that the Nairn Masterplan Strategic Transport Review undertaken by WSP identifies that land to Nairn South (24 ha) could, in principle, support additional traffic generated by development of the site. The main transportation issues that have to be addressed for potential development in Nairn are crossing the rail line via the existing bridge, level crossing and underpass to access the town centre and the A96 corridor. Adequate access for pedestrians, cyclist and vehicles has to be achieved to connect any development into the existing town facilities and to the town centre in order to encourage usage. The Report concludes on

the basis of the data examined and the strategic review undertaken that in transportation terms, the network could support the development of more than 200 units (subject to a detailed Transport Assessment). The consortium considers, therefore, that their land is capable of delivering a first phase of circa 300 houses in accordance with the conclusions of this Review.

- The allocation of housing and mixed-use development land to Nairn South within the short, medium and long term periods of the LDP and would;
 - be wholly in accordance with the Council Strategy
 - be capable of delivering the Council's housing land requirements
 - potentially assist in the delivery of the A96 corridor framework and
 - address community aspirations for the future of Nairn.
- The scale of housing allocated at Nairn South both in the short term and in the later phases of the LDP needs to be sufficiently generous as to deliver the infrastructure requirements of the town. A first phase of housing and mixed-use development will lay the foundations for subsequent phases of growth.
- It is respectfully requested that land at Nairn South is maintained as an allocation for residential and mixed-use development in the Highland Wide Local Development Plan.

Charles Allenby – Muir Smith Evans (220)

- Extent of land for sawmill buffer is considered excessive and prejudiced the potential for a pedestrian bridge over the railway.
- The extent of land identified by the spatial strategy for Nairn South as the initial phase of development to accommodate around 300 houses, retail, community and business/commercial facilities and to the phasing for release of land to the south of Nairn which does not recognise a sustainable concentric pattern of growth. There is no recognition of landscape capacity in terms of providing a suitable landscape framework and buffer to contain the development within established landform and landscape features to avoid insensitive siting and ridgeline development.
- The extent of land identified by the spatial strategy for Nairn South does not recognise a sustainable concentric pattern of growth.
- There is no recognition of landscape capacity in terms of providing a suitable landscape framework to contain development, avoid insensitive setting and ridgeline development.
- Phasing should be changed to enable good links to the surrounding area and a contained and sustainable pattern of growth fitting with the landscape.
- There should be a strategic approach to the development of land to the South of Nairn regardless of land ownership boundaries to create a positive framework for growth in a logical and sustainable manner.
- The purpose of this submission is to provide a strategic context for the growth of Nairn based on sound urban design principles and

upon sustainable and deliverable patterns of development. This has included initial technical assessments on infrastructure, utilities, transport and the development capacity of the landscape.

- We have recently met representatives from Nairn River Community Council as the start of a period of engagement with the local community to inform the next stage of the masterplanning process. The initial response has been supportive and the approach of looking at the pattern and structure of growth of the settlement rather than simply looking at development within a single ownership has been particularly welcomed.
- Our approach has also been to consider an appropriate form and density of development to properly reflect the transition from urban to rural at a location at the edge of the settlement with open countryside beyond. The density of development and the provision of open space, strategic landscape features and play provision should therefore reflect this edge of settlement location and not simply replicate a denser urban grain imposed from parts of the town centre. The land take and extent of land allocated within the Local Development Plan therefore needs to be carefully considered, explained and justified.

Support

- Support the identification of new housing and mixed use development at Nairn South. The housing land requirement identified in Table 3, underpinned by the housing need and demand assessment, is also supported. The master planning process is welcomed and the principle of new development contributing to local services, community facilities and infrastructure supported. (333)
- Fully supportive of approach that future development options for Nairn should be considered as part of the development plan process rather than individual applications. (220)
- The promotion of this land by a consortium of three developers is a significant factor in this economic climate as there is clearly the ability to deliver effective housing land on the land identified. This further supports the identification of the land in the first phase of the LDP. (333)

Modifications sought by those submitting representations:

Infrastructure Deficiencies- Transport

- Representors seek the removal of the allocation before a bypass, as the current road network will be unable to cope and there are safety concerns over the railway crossing for motorists, cyclists and pedestrians. (In particular the current pinch points at the railway bridge and the junctions with the A96 through Nairn, the B909 Cawdor Road connection particularly for pedestrians and cyclists and to the B9091/B9090 junction.)
- Removal of allocation due to the already increased traffic concerns from

the medical centre

- Inclusion of emphasis on securing upgrade to A96 and Nairn by-pass
- Specific reference to be made to declining Moray economy to help progress the bypass.
- Requirement for road improvements before the development
- Change the access road across from Firhall
- Addition of a link road between phases 2 and 3
- Requirement for improvement of pedestrian provision
- Relocate entrance to development either nearer Mill Street or towards Broadley Garden Centre

Concerns over negative effects on agricultural land and the environment

- Removal of allocation to retain as agricultural land
- Removal of allocation due to loss of irreplaceable flora and fauna (assumed)
- Policy to be strengthened to include a buffer zone from the development along the riparian corridor (not meaning that access to the riparian corridor should be provided)
- Removal of allocation as environment/quality of life would be adversely affected
- The proposal and policy should be subject to Habitats appraisal (taking into account the cumulative affect policy 9 in the plan)
- Requirement for a Flood Risk Assessment
- Wish policy strengthened to include requirement for a buffer zone from development along the riparian corridor edge (285)

Impact on the Sawmill

- Removal of allocation as it will impact on the Sawmill operations
- The Proposed Plan to include the full expansion area in the Local Plan and the reference to the link road
- Addition of detail/clarification of a buffer to be included

Policy 18 should be worded as follows:

- (1) after 'infrastructure requirements to enable development to progress'...'
and safeguards for expansion of the Sawmill and the principle of a Cawdor Road – Balblair Road link road as provided for within the adopted Nairnshire Local Plan'
- (2) 'Transport (new fourth bullet)'... - *a line will be reserved within or adjoining a buffer to be formed between the Sawmill expansion and the north-east limits of development at Nairn South for the development of a link road between Cawdor Road/ Balblair Road, pending full consideration of the transport requirements of the Sawmill in the context of any approval at Nairn South'*
- (3)'...Design (adjust fourth bullet)... - *a buffer area must be maintained between the land allocated in the adopted Local Plan for expansion of the Sawmill and the north-east limits of any development at Nairn South.*

The buffer which will separate the Sawmill expansion area from neighbouring uses should be a permanent shelter belt of trees of an appropriate width (minimum 40-45m) and will be provided within the Nairn South allocation, by the developer of that land.(126)

Concern over Housing/Development

- Removal of allocation as there is no requirement/need for dense housing in the area
- Economic situation of RAF Kinloss and Lossiemouth to be taken into account in the housing numbers
- Confirmation over Local Plan numbers vs application numbers
- Change in density to take into account the rural area
- Requirement that future housing be mixed tenure

Concerns over Jobs and Services

- Removal of allocation as there are no jobs to support it
- Removal of allocation as there are insufficient services for the new residents
- Removal of allocation due to loss of amenity
- Clarity needed for Scottish Water – provision of Water and Sewerage

Allocation - Phasing

- Removal of allocation – object to any development along the Cawdor Road
- Amendments to phasing (see below)

Scotia Homes North Ltd, Robertson Homes Ltd, Barratt East Scotland – “The Consortium”

- Sufficient flexibility in the LDP to allow sites to come forward where they are capable of delivering housing land.
- The consortium’s land should be given priority phasing on Map 9.
- The consortium considers that their land is capable of delivering a first phase of circa 300 houses in accordance with the conclusions of this Review. (333)
- It is respectfully requested that land at Nairn South is maintained as an allocation for residential and mixed-use development in the Highland Wide Local Development Plan. (333)
- It is considered, that Map 9: Nairn, should be amended as indicated in Appendix 6. The amended Phase 2 area would be on land entirely within the control of the consortium and ensure deliverability of housing and other mixed use development for Nairn South within the time periods identified in the LDP Proposed Plan. This would be consistent with the consortiums proposed planning application submission.

Charles Allenby – Muir Smith Evans

- Further land should be allocated and phasing adjusted to allow for a sustainable concentric pattern of growth. Phase 3 at Nairn South should be identified within Phase 2. (220)
- Indicate a link road between Cawdor Road and Balblair Road (220)
- The plan should set out the requirement for a Development Framework

and Brief for the first phase of development. (220)

- Endorsement of consortium's Enquiry by Design process to be removed. (220)
- Allocated buffer around the sawmill as mixed use including landscape features and landform to avoid prejudicing the future pedestrian bridge across the railway. (220)
- A more detailed development framework and masterplan for Nairn South should be endorsed within the Local Development Plan to establish more detailed layout options. (220)

Summary of responses (including reasons) by Planning Authority:

Rationale for Allocation

- The land benefits from an allocation, in part, in the adopted [Nairnshire Local Plan 2000](#) – Written Statement Page 34 Policy S5 and Inset Map 1 Nairn which shows 49.0ha at Balblair reserved for existing uses where there will be a presumption against piecemeal development in the interests of the orderly expansion of the town in the longer term for which access from Cawdor Road will be reserved. A number of other key allocations are contained within that plan and these remain relevant – in particular the reservation of land for the expansion of the sawmill, which the Council has in effect maintained by drawing the boundary of the expansion area in south Nairn to exclude the currently adopted Local Plan expansion area. It is the Council's position that that allocation should remain and be a fundamental element of the debate moving forward.
- It is also supported through the [A96 Growth Corridor Development Framework](#) which was approved as non statutory supplementary guidance by the Council in 2007. Within this framework Nairn South forms an integral part of the Nairn Spatial Strategy. As the allocation has previously been mooted for development in the adopted Nairnshire Local Plan (pages as above), the A96 Growth Corridor Development Framework (various pages) and the [Highland wide Local Development Plan: Main Issues Report](#) it has undergone several rounds of public consultation. The public concerns over levels of development in the expansion areas of Nairn brought up at Main Issues Report stage have been assessed and the approach in the Proposed Plan is of a more proportionate, masterplan-led approach to development on the key sites.
- The National Planning Framework 2 identifies the A96 Corridor between Inverness and Nairn as an Area for Co-ordinated Action and the main focus for growth in the Inner Moray Firth. The proposed development at Nairn South is therefore consistent with Scottish Government's national spatial strategy for long term development to deliver increased sustainable economic growth.
- Part of the area has genuine developer interest and landowner support from two parties on adjoining land. A consortium of three developers - Scotia Homes North Ltd, Robertson Homes Ltd, Barratt East Scotland – have submitted a detailed planning application; [11/00686/FUL](#) (received February 2011) for an area of land within a

single ownership.

Infrastructure Deficiencies- Transport

- A number of respondents have commented on the impact of this development on a range of infrastructure issues, the main one being transport.
- The development of Nairn must be seen in the context of long term aspirations for a bypass and the Council will continue to lobby Scottish Government for the funding and design work to be progressed. Transport Scotland have begun the next stage of design review for the A96 Corridor between Inverness and Nairn, and this work is expected to be complete by the end of March 2011.
- It is recognised that the long term development of Nairn South requires some significant interventions – whether that is an inner relief road or the by-pass itself. The spatial strategy indicates the potential for a limited release of land in this location in order to supplement the land supply in Nairn, and offer a further degree of choice in the market. It is essential that the delivery of the first phase of housing in this area will demonstrate that the current pinch points associated with the existing railway bridge and the junctions on to the A96 in the centre of Nairn can be sufficiently improved to enable this development.
- The developer requirements set out in [Policy 18](#) seek to address many of the concerns raised. The parties have been involved in detailed discussion with various council services and outside agencies with the [Pre-Application Advice Pack 10/04966/PREAPP](#) formalising a number of issues before submission of any application. A number of issues regarding transport and access have been raised and the council is aware of the potential problems, pinch points. Discussions between the developers and the councils Transport department have been ongoing.
- The development of a link road between Blablair Road and Cawdor Road as set out within the adopted Local Plan has not been specifically referred to in the policy and this has been noted by the Sawmill and Mr Allenby representation. It remains a possibility that a link road may be required, but further analysis of the transport implications of the first phases of development, as well as discussions on the form of the buffer area will inform that debate further. The Reporter may wish to refer to this in any amended developer requirements to ensure that the issue is addressed in the determination of planning applications in this area.
- Regarding the railway bridge and the need to work with Network Rail, the Council is aware of the various constraints in place and it is for the developers to overcome these constraints to progress the development. No objection has been received from Network Rail to this allocation.
- The opportunity for the railway crossing adjacent to the school is a key part of the Mr Allenby request for an amendment to the current allocation. As far as the Council is aware no discussions have taken

place with Network Rail to ascertain the possibility, cost or delivery timescale of this railway crossing, and it is not clear that this is the only potential crossing point (albeit that it would appear to be the point which offers least disruption to the operation of the school).

- No objections have been received from Transport Scotland in relation to strategic transport implications. It is important however that all development interests in Nairn South commit to the longer term transport solutions for Nairn. As noted above, the design work for the Inverness-Nairn study will be available during 2011, and it is expected that this will provide an indicative solution for a Nairn bypass. The policy provisions for Nairn South must include a commitment to longer term improvements and a link to future supplementary guidance on strategic improvements.

Agricultural Land

- In terms of the loss of agricultural land, the approach taken by the Council in preparing the HWLDP reflects that outlined in the consolidated Scottish Planning Policy document. This states that development on prime agricultural land will be acceptable where it is an essential component of the settlement strategy. Nairn South is an essential component of the A96 Corridor Growth Strategy and required to meet the housing demand within the Inner Moray Firth area. It is fundamental to the strategy allowing a greater choice, location and type of housing in Nairn, helping significantly reduce development pressures on other areas. There is not enough brownfield land to develop for the housing needs that are required, and therefore it is inevitable that Greenfield sites will be used.

Environmental Impacts

- SNH have made no objections to the site due to irreplaceable flora and fauna. The consideration of the masterplan will reserve the most important habitats on the site.
- Habitats Regulations Appraisal - The Council is progressing the Plan's Habitats Regulations Appraisal (HRA) in conjunction with SNH. The outcomes will be submitted to the Reporter prior to the Examination.
- Detailed development factors including the set back from the river Nairn will be considered in more detail.

Flood Risk Assessment

- The policy requires consideration of the findings of a flood risk assessment and to avoid development at the edge of the functional flood plain. Equally the Plan's general [Policy 65 Flood Risk](#), already sets out adequate policy coverage. It includes the requirement for a Scottish Planning Policy compliant flood risk assessment for developments within any 1 in 200 year flood risk area. When SEPA have information to predict and map similar risk areas for small watercourses and pluvial issues then these too would trigger the application of Policy 65 and its flood risk assessment requirement.

Jobs and Services

- SPP states Planning Authorities should ensure that there is a range and choice of marketable sites and locations for businesses allocated in development plans, including opportunities for mixed use development, to meet anticipated requirements and a variety of size and quality requirements. In addition Development plans should support small business development and growth and promote opportunities for low impact industrial, business and service uses which can co-exist with housing and other sensitive uses without eroding amenity. New development in Nairn will contain opportunities for business. The mixed use sites in Nairn South, Delnies and at Sandown do provide opportunities for business development, and in that respect will offer significant benefits to employment growth. The Council will also continue to work at enhancing the attractiveness of Nairn as a business location.
- No objection has been received from Scottish Water in respect of wastewater treatment or water supply capacity. Costs of any required improvements to the networks of both water and waste water will fall to the developer.

Housing Need and Demand

- The proposed expansion of Nairn is part of a wider strategy for the A96 Corridor. With only one major site under development within Nairn there is a constraint on the operation of a housing market. Housing completions were significantly down in 2009, to a greater extent that can be attributed to the economic slowdown. Inclusion of further releases of housing land to serve the Nairn Housing Market Area will assist in providing choice and stimulate the housing market.
- A review of the housing need and demand in Nairn has been undertaken and this has concluded that very long term aspirations identified in the A96 Corridor Framework do not need to be brought forward at this time. Instead the intention set out in this spatial strategy is to focus on the immediate 10-20 year requirements. This approach reflects the views received from the previous community consultation at Main Issues report stage which sought a more proportionate amount of growth for the town.
- The council acknowledges that Nairn South may have the potential to serve much of the longer term housing requirements for Nairn subject to transport infrastructure improvements being put in place. However, in the first instance, there is an opportunity for some more modest development to take place if the impact on local infrastructure, including the current pinch points on the local road network and the junction onto the A96 in Nairn town centre. Two main areas of land are considered at Nairn South, and submissions have been received from both interests. It is essential that these interests work together to deliver a development in Nairn South which promotes the links to the town centre, whilst providing quality living environments.
- The overall Housing Need for the HWLDP is addressed in a separate schedule 4 in [Issue 86 Housing](#).

- A mix of tenures will be delivered through the application of the councils [Affordable Housing Policy \(Policy 33\)](#) which states a requirement for 25% affordable housing.
- The phasing strategy set out in the Local Development Plan will be used to manage and facilitate development, and to ensure that infrastructure provision does keep pace. It is not anticipated that housebuilders will build homes that cannot be sold, particularly in the current economic climate.
- The amenity of existing residents will form part of the consideration.

Loss of Amenity

- The council's recognition of the importance of open space is set out in [Policy 76](#). The development will be required to provide formal and informal open space as set out in the requirements of our [Open Space in New Residential Development: Supplementary Guidance](#). In addition [Policy 75](#) seeks to protect green networks and improve connectivity.

Phasing and Design

- The Council has set out a phasing plan within Policy 18 which is considered to be proportionate to the town and in line with the need for the town (as set out under [Issue 86](#)). There is a clear requirement set out in the policy for any development to meet this phasing strategy.
- The limit to the development of the first phase of Nairn South will be determined by a co-ordinated masterplanning exercise to be carried out for the area outlined in Map 9. This first phase will be strictly limited to 250 houses. The issue of the adequacy of the Plan's housing land supply is covered is set out under [Issue 86](#). The Council maintains that the capacity and proposed phasing of the Plan's allocations are in line with projected housing requirements specified in the Council's Housing Need and Demand Assessment, and in terms of the available information in respect of transport impact. It will be for the individual developers to ascertain through transport assessment to determine whether these transport issues can be overcome, although the Council position remains that any planning permissions granted should be phased in accordance with the phasing strategy for Nairn as a whole (with appropriate "pause and review" points built in)..
- It is acknowledged that landscape character is an important element of a sites development and phasing and while the Allenby representation does highlight a possible way forward, the consortium has also carried out a landscape assessment that should also be taken into consideration. The issues relating to concentric growth of Nairn are important, but it is essential that this concentric growth also takes into account the continuing role and expansion potential of the sawmill and level of effectiveness of the land supply.
- Both developers have requested alterations to be made to the phasing. The council's position is that of the proposed plan. It will be Reporter to take on board the comments made by the council, the

consortium, Allenby representors and the Sawmill as well as other parties in recommending a way forward.

- The design work which the consortium has taken forward in Nairn has involved using the Enquiry by Design process, including public involvement. The Council does not accept the view that this is not reflective of sound land use planning and urban design principles. Indeed the early stages of the process involved a strategic perspective of Nairn South as a whole.

The Sawmill

- The issue of the existing sawmill is of great significance and for that reason there is a buffer area shown between any development at Nairn South and the sawmill to protect its future operation and expansion abilities. Key to any development in Nairn South is the need to protect the existing timber yard and to ensure that its possible expansion in the future is not compromised.
- The council supports identification of the expansion area as per the LDP. The nature of the buffer area is a matter of continued debate. The Council view is that this could be a mix of planting, bunding and built development, with the built development being in the medium to long term. Following the workshop held between the parties and facilitated by the Council (13th January 2011) there was general agreement of the principle of an expansion area and buffer but no formal agreement on form. A note of that workshop is available here (link to be added). The Reporter may also wish to consider the level of prescription which is seen fit taking into account the views of all parties.

Any further plan changes commended by the council

None.

Reporter's conclusions:

Added by Reporter at later date.

Reporter's recommendations:

Added by Reporter at later date.