

Issue 92	Nairn – General	
Development plan reference:	Chapter 14 Nairn (Pages 50 – 56)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number)		
Peter Mason (24), Joan Noble (67), Alastair Noble (76), Mrs Annie Stewart (172), Turley Associates for Sainsbury's Supermarkets Ltd (267), Bowlts for A Ross (308), Scottish Environment Protection Agency (SEPA) (326).		
Provision of the development plan to which the issue relates:	Nairn - General	
Councils summary of the representation(s):		
<p><u>Tourism and Regeneration</u></p> <ul style="list-style-type: none"> Nairn has an important role as a tourist destination that needs to be enhanced and the town centre needs regenerated. Where is planned development of any all weather tourist facilities? Apart from housing what other development is planned that will bring economic growth to Nairn and help deliver a more balanced age group in the town? (172) Work of NICE on Nairn Town Centre should be incorporated into the Local Development Plan. (76) A regeneration area for Nairn should be allocated. (76) (172) <p><u>Transport Issues</u></p> <ul style="list-style-type: none"> We need a bypass within 5 year plan, infrastructure before development. (76) The road system in and around Nairn is at capacity at present. It impinges hugely on the quality of life of local residents, the viability of businesses, journey times, and the number of deaths and injuries on the roads. (67) This was all documented in 2008 in the very well researched A96 report by Scott Wilson for HITRANS. The case for a Nairn by-pass was accepted by Transport Scotland for inclusion in the next tranche of road improvements. Unfortunately, the financial crisis will delay any start on this. There should be no significant development in and around Nairn until we have a by-pass. I reserve the right to discuss the Scott Wilson report in full at a HWLDP public enquiry. (67) There is also no mention of any planned improvement in transport and rail links to the east – all roads seem to lead to Inverness not Grantown, Aviemore, Forres, Elgin or Aberdeen. (172) Consider implications of Moray economy as an argument for progressing the Nairn by-pass. (24) We welcome the support of early phases of development across the corridor before major infrastructure is completed However, it is important that any early phases do not restrict the ability for the major infrastructure e.g. the Nairn by-pass, to be constructed Sufficient land 		

should be safeguarded for this purpose. We support the proposals to set out the amount of development that will be allowed between 2011-2016 and 2016-2021. (308)

General

- Sainsbury's and the area to the East of Nairn should be developed and form the eastern boundary of the town. (76)
- The Nairn Strategy fails to appropriately recognise the towns existing/planned role within the settlement hierarchy. (267)
- The Academy is at capacity and the building constrains academic achievement. (HMIE reports). (67)
- In Nairn there is particularly poor social work provision for the existing elderly, far less greatly increase their number. (67)
- The development plans for Nairn are excessive, and damaging to Nairn, particularly to the tourist industry. (67)
- The Nairn area has not the infrastructure to cope with any more development without very major investment, it would appear that the planners are recommending that developers are allowed to make a 'start' on projects, (16% increase in Nairn houses!) and that the infrastructure will in some way catch up. I am shocked that professionals who are paid to make sure that this does not happen, are actually recommending this very inadvisable and unprofessional course of action. (67)
- Lack of employment in Nairn, no jobs for the expansion sites. (67)

New Sites -

- Consider that the east of Nairn could be more sustainably developed. At present, the land east of Nairn is allocated for commercial development only. A mix of residential and commercial usage should be made as there is too much emphasis on commercial development to the east of Nairn, generating more cross town movement of traffic. A mix of uses would be in line with one of the principles of the A96 corridor, which sought to "promote a mix of land uses that allows houses and jobs to be closely related and the mix to be more varied towards the centre of places." By promoting a mix of uses in east Nairn there would be a more sustainable link between work and home. Whilst a housing allocation has been made to the north east of Nairn, due to the alignment of the railway there is no link between this area and the land at east Nairn, requiring traffic to head back into the centre of Nairn and out to the A96. A mix of uses would also enhance the eastern gateway to Nairn. (308)
- Balmakeith site should be identified as a commercial centre and its function be defined as a centre for sale of retail goods. (267)

River Processes

- Any development on the allocations adjacent to the river must consider future river processes (i.e. allow room for future geomorphological changes) to avoid conflict between river processes and development in

<p>the future which may require extensive river engineering. (326)</p> <ul style="list-style-type: none"> • It is also essential to ensure that the sewage treatment system has sufficient capacity and that the current standards which are applied to works will not be relaxed. This is particularly important in relation to the potential impact on Nairn bathing waters. (326) • It is clear that there is inadequate water and sewage capacity.
Modifications sought by those submitting representations:
<p><u>Tourism and Regeneration</u></p> <ul style="list-style-type: none"> • Requirement for town centre regeneration and tourist facilities; • Work of NICE on Nairn Town Centre to be incorporated into the Local Development Plan; • A regeneration area for Nairn should be allocated. <p><u>Transport Issues</u></p> <ul style="list-style-type: none"> • Reference to improvement of transport of the road system; • There should be no development until a bypass; • Reference to rail improvements – to East; • Use moray economy for progressing the bypass; • Ensure early phases do not restrict the ability for the major infrastructure e.g. the Nairn by-pass, to be constructed Sufficient land should be safeguarded for this purpose. <p><u>General</u></p> <ul style="list-style-type: none"> • Sainsbury's and the area to the East of Nairn should be developed and form the eastern boundary of the town; • Change in settlement hierarchy; • Less development. <p><u>New Sites</u></p> <ul style="list-style-type: none"> • Allocation of Balmakeith as a commercial centres – with its function to be defined as a centre for sale of retail goods; • Inclusion of allocation to the East of Nairn for mix of commercial and residential uses. <p><u>River Processes</u></p> <ul style="list-style-type: none"> • Development on the allocations adjacent to the river to consider future river processes; (326) • It is also essential to ensure that the sewage treatment system has sufficient capacity and that the current standards are applied. (326)
Summary of responses (including reasons) by Planning Authority:
<p><u>Tourism and Regeneration</u></p> <ul style="list-style-type: none"> • Although there is no specific allocation for regeneration in Nairn town centre, the council have been working on the Draft Nairn Town Centre Development Brief aimed at helping to regenerate an area in the town centre. In particular, the Development Brief targets that part of the town

centre bordered by the library car park, King Street, High Street and Leopold Street. It has been prepared to promote regeneration. The brief has recently been through an extensive consultation period and the so amended and finalised Brief will, when adopted, form non-statutory supplementary planning guidance and be a material planning consideration for development management purposes. The council's planning policy for the Brief area and the wider town centre will be reviewed through the Inner Moray Firth Local Development Plan process.

- It is understood that tourism is an integral part of the town of Nairn. The tourism industry is one of Scotland's largest business sectors and in line with national policy, planning authorities should support high quality tourism related development, including the provision of appropriate facilities in key locations across urban and rural Scotland. New tourism policies have been added to the Proposed Plan. Specific allocations for tourism related development in Nairn will be addressed through the Inner Moray Firth Local Development Plan.

Transport Issues

- It is recognised that Transport Issues remain key to development in the town of Nairn. The Council has continued to discuss the delivery timescale for a Nairn by-pass with Transport Scotland. Although the project is highlighted in the Scottish Government's Strategic Transport Projects Review, there is no clear timescale of funding available for its delivery. 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 2010.
- The Council fully support and agree with many of the points raised in the consultation regarding transport improvements, but given the uncertainty associated with the by-pass project, it is not feasible to put an embargo on future development until such time as the by-pass is in place. That said, much of the longer term development contained within the A96 Corridor Development Framework has not been included in the proposals map for Nairn, and will not be brought forward until a much clearer picture of infrastructure delivery emerges.
- In line with Scottish Planning Policy, opportunities for personal travel will prioritised by mode in the following order - walking, cycling, public transport, car and other motorised vehicles. Buildings and facilities should be accessible on foot and by cycle.
- Regarding the request for rail improvements to the East, the [Strategic Transport Projects Review \(STPR\)](#) sets the Scottish Government's 29 transport investment recommendations for the next 20 years. Ministers have identified 4 priorities 2 of which are the Aberdeen to Inverness Improvement Programme and the Highland Mainline Improvements -
 - The Aberdeen to Inverness Improvement Programme involves the development of timetable and supporting infrastructure enhancements between Aberdeen and Inverness, to enable the introduction of additional train services on the route and a reduced end to end journey time;
 - Within the Highland area the STPR commits to providing a

new station at Dalcross with park and ride facilities and interchange facilities with Inverness Airport.

- Network Rail is currently considering different options for the proposed infrastructure enhancements.
- In addition improvements to active transport networks, such as paths and cycle routes, in urban and rural areas will support more sustainable travel choices. The aim is for urban areas to be made more attractive and safer for pedestrians and cyclists, including people with mobility difficulties. The Council's active travel plans will assist in this respect and the transport policies in both the Local Development Plan and the Local Transport Strategy will encourage their use in development management decisions.

General

- 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 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.
- The issue of settlement hierarchy is dealt with in [Policy 41 – Retail Development](#).
- With regards to jobs the major expansion sites have incorporated requirements for locally based business opportunities. In addition Balmakeith Business Park offers further scope for development of local employment. It is acknowledged there will be elements of commuting and the plan supports transport infrastructure improvements to provide sustainable transport solutions.

New Sites

- Although the sites mentioned present potential the council does not intend to allocate further sites in the HWLDP. The potential of additional sites will be addressed through the area local development plans.
- The council has begun production on a new style local development plan for the Inner Moray Firth. The Plan area covers from Tain round to Nairn, as far south as the Cairngorms National Park boundary and Fort Augustus, and as far west as Strathconon and Garve. The current Plan phase is a "Call for Sites". This is a call to communities, landowners, developers and agents to suggest sites for protection or development. Those seeking allocations above are invited to write in with their suggestions by Friday 29th April 2011 using the guidance provided -

[Call For Sites.](#)

River Processes

- Detailed development factors including the set back from the river Nairn and river processes will be considered in more detail.
- 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.

Any further plan changes commended by the council

None.

Reporter's conclusions:

To be added by the reporter at a later date.

Reporter's recommendations:

To be added by the reporter at a later date.