

Consultation April – July 2013

PLANNING

Cairngorms National Park Proposed Local Development Plan

Transport Appraisal

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Proposed Local Development Plan
Transport Appraisal

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1. Introduction

- 1.1 This transport appraisal supports the Local Development Plan by informing the integration of land use and transportation planning. It aims to provide a clear assessment of key development sites and their relationship to the existing transport network.
- 1.2 It sets the assessment of transport issues in the context of the national and regional situation, where the Cairngorms National Park Authority (CNPA) plays its part as planning authority, but not transport authority. In doing so, it considers the Local Development Plan and its land allocations against the National and Regional Strategies, and all relevant Local Transport Strategies. It then considers the Plan and its land use allocations against the Scottish Transport Appraisal Guidance (STAG) criteria to confirm that development sites are acceptable, or have capacity to be acceptable, in both transport and planning terms before allocations are confirmed and detailed work begins to bring forward development.
- 1.3 In selecting which development sites to include, consideration was given to all sites suggested through the general call for sites, and through the subsequent Main Issues Report.

2. Analysis of problems, issues, constraints and opportunities

- 2.1 In considering the impact of development on the Transport Network and the way people move around and within the Park we must consider the current position. Statistics indicate that despite our very remote and dispersed communities, our travel patterns and reliance on public transport is in many instances better than

the national average. More people within our main settlements work or study at home, or walk or cycle to their place of work or study. Fewer people drive to their place of work/study, but the distances travelled are greater than the average across Scotland.¹

- 2.2 However, when we consider those who do not work or study, and in general terms for those wishing to travel within and out of the Park to reach services and facilities, the main mode of transport remains the private car.
- 2.3 Through the LDP, we seek to take advantage, where possible, of opportunities to improve the existing situation regarding access to public transport and active travel. While it is clear that the level of development proposed in the LDP will not have a dramatic impact on the situation found in many communities across the Park, we must seek to identify any opportunities or constraints which may come about as a result of development and use them to improve the existing transport network.

3. Analysis of existing direction – national, regional, local

- 3.1 The Local Development Plan does not operate in isolation, and must make the connections between the local policy position within the National Park and national, regional and other local strategies which guide and direct transport direction and investment across the Park and the wider region.
- 3.2 The situation is a complex one, with a number of documents produced by Government, Regional Transport

¹ General Register Office for Scotland 2013

Partnerships, Transport Scotland, and the five relevant Local Authorities:

National Transport Strategy

www.transportscotland.gov.uk/strategy/nts

NESTRANS

www.nestrans.org.uk/our-strategy.html

HITRANS

www.hitrans.org.uk/Strategy/Regional_Transport_Strategy

TACTRAN

www.tactran.gov.uk/strategy.html

Aberdeenshire Council Local Transport Strategy 2012

www.aberdeenshire.gov.uk/transportation/other/index.asp

Highland Local Transport Strategy

www.highland.gov.uk/yourenvironment/roadsandtransport/transportplanning/

Moray Local Transport Strategy

www.moray.gov.uk/moray_standard/page_75724.html

Angus Local Transport Strategy

www.angus.gov.uk/services/view_service_detail.cfm?serviceid=1215

Perth and Kinross – A Transport Strategy for Perth and the Wider Region

www.pkc.gov.uk/Transport+and+streets/Transport+planning/Transport+Consultation/Shaping+Perths+Transport+Future.htm

3.3 Each has its own subtle differences, but there remains an underlying emphasis, which is consistent across the Park, to seek improvements within the transport network which benefit local communities, the wider economy and the environment. Based on the commonalities between these guiding strategies, five criteria have been identified as key objectives to allow an assessment of the development proposals set out in the LDP.

- Protect the Environment – remove barriers to active and sustainable travel

helping to improve health and reduce emissions.

- Promote Sustainable Economic Growth – seek to improve the existing effectiveness of the transport network, services and facilities.
- Improve Social Inclusion and Accessibility – improve connections within and between communities, increasing accessibility of the transport network.
- Improve Safety – improve the safety of all users of the transport network.
- Improve Integration – develop and improve integration between all forms of transport and improve connectivity within and beyond the Park.

4. Option generation, sifting and development

4.1 **Information gathered at pre-consultation stage** – consideration of land allocations to supply the requirements for the Local Development Plan began in 2011 with the publication of a pre-consultation notification. This set out some initial questions regarding the LDP and its relationship with the National Park Partnership Plan and the four aims of the Park, the production of supporting evidence, the creation of the vision and the way in which we proposed to deal with sites proposed for development by landowners and developers. The results of the pre-consultation exercise indicated that while the development of the proposed Plan was generally moving in the right direction, further work to consider the strategic impact of development on the transport network was needed.

4.2 **Information gathered at Main Issues**

Stage – the Main Issues Report was produced in September 2011. It set out a series of questions and considered a variety of sites which had been suggested to us through a general call for sites. The CNPA decided that in light of the results of the pre-consultation exercise which concluded that those sites considered to be non-starters should not be included, only sites within settlements proposing some form of housing or employment development would be included.

on this data set. Information received from Transport Scotland has been key to the appraisal and the need for further assessment.

4.3 The Main Issues Report established a settlement hierarchy in line with that included in the adopted Local Plan 2012, where Main and Other settlements remain the focus for growth during the period of the forthcoming Plan. Within this hierarchy, settlement maps considered sites for housing and employment opportunity. For information extant permissions were shown to provide some clarity on the current position.

4.4 The results of the consultation on the Main Issues Report indicated that further work to assess the impact of development, principally on the strategic transport network was needed. This came in combination of responses which indicated the need to look in more detail at settlements, considering allocations other than housing and employment use.

4.5 **Information gathered at Informal Settlement Maps Stage** – as a result of the Main Issues Report consultation findings, an additional informal stage was used to consult on additional detail to be included in the LDP settlement maps. It also provided refined information on proposed allocations for development. The assessment of development proposals on the transport network has been based

5. Assessment of impact of proposals

Site	An Camas Mòr
Current situation	Planning Committee resolution to approve application for up to 1500 houses (decision pending Court Appeal). Consultation with relevant transport bodies complete and concluded.
Appraisal of proposal on transport network	Transport Scotland has no issues with this development of up to 1500 houses, associated business, community facilities and the provision of other relevant infrastructure. The boundary of the allocation included in the LDP reflects the site boundary which has planning consent (pending). No additional units are proposed in addition to those previously discussed with Transport Scotland.
Additional comment	The proposal does not include any additional units or changes to that which the relevant transport authorities have been consulted on. No further appraisal or changes to the strategic network are therefore proposed. The CNPA will continue to work with the local authority as Roads Authority to ensure the development is carried out in a way which enhances the local transport network. Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Aviemore
Current situation	The LDP does not propose any new developments which would affect the strategic transport network. It relies on existing planning consents for housing development, and a combination of existing planning consents and existing Local Plan allocations for economic development.
Appraisal of proposal on transport network	The relevant transport authorities have been involved in the assessment of existing planning consents and on the previous Local Plan. No additional or new allocations are proposed. The LDP will therefore not have any significant impact on the transport network including the strategic transport network. Additional traffic will be absorbed by existing capacity within the local transport network.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Ballater
Current situation	The LDP relies on sites with existing permissions for development and sites included in the existing Local Plan, with the exception of a small site at Sir Patrick Geddes Way.
Appraisal of proposal on transport network	This settlement does not affect the strategic transport network. The development of the larger housing site at Monaltrie Park will require a detailed masterplan which will consider all options for transport and access. This will include both access to the site, and

	movement within it. It will also consider the way the development links to the existing path network, and in particular the village core, the school, and the Deeside Way. Other allocations and proposals will not have any significant effect on the local transport network.
Additional comment	The CNPA will continue to work with the local authority as Roads Authority to ensure any development is carried out in a way which enhances the local transport network.

Site	Bellabeg
Current situation	The LDP does not include any allocations or proposals.
Appraisal of proposal on transport network	The LDP will not have any impact on the strategic or local transport network as no proposals are included within the Plan.
Additional comment	None

Site	Blair Atholl
Current situation	Development in Blair Atholl is heavily constrained by the 1 in 200 year flood area. Previously proposed housing allocations have been removed from the LDP as a result. One site is included proposing the redevelopment of an existing caravan site to provide uses which support the sustainable growth of the community.
Appraisal of proposal on transport network	The settlement proposals should not affect the strategic transport network. The development site will not have a significant impact on the local transport network. It will access the local road network within the village envelope and speed restricted area. Additional traffic will be absorbed by existing capacity within the local transport network. As a brown field site, existing accesses will be reviewed as part of any development proposal.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process. The CNPA will continue to work with the local authority as Roads Authority to ensure any development is carried out in a way which enhances the local transport network.

Site	Boat of Garten
Current situation	An application has been submitted for the development of 30 units on the housing site proposed in the LDP. Other allocations for tourism development rely on existing development sites.
Appraisal of proposal on transport network	The site included for 30 units is to the west of the village. Whilst there is a road link to the A95 via a route to the north of the village, in practice this would not be the automatic route chosen by residents of the new development as it would require a journey through the village, and onwards to the A95 on a more minor

	road. Residents would travel towards the A95 via the direct route west of the village towards the school and onwards via the existing road junction directly onto the A95. It is therefore considered that an upgrade to the more distant junction onto the A95 would not be required as the proposal would not have any significant impact on it.
Additional comment	The CNPA will continue to work with the local authority as Roads Authority to ensure the development is carried out in a way which enhances the local transport network.

Site	Braemar
Current situation	The LDP relies on sites with existing permissions for development and sites included in the existing Local Plan, with the exception of a small site on Chapel Brae.
Appraisal of proposal on transport network	Tourism development allocations rely on existing sites. An additional housing allocation is included at Chapel Brae. The proposal will access the local road network within the village envelope and speed restricted area. Additional traffic will be absorbed by existing capacity within the local transport network and there will therefore be no significant impact on it. Development in the settlement will not affect the strategic transport network.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process. The CNPA will continue to work with the local authority as Roads Authority to ensure any development is carried out in a way which enhances the local transport network.

Site	Bruar and Pitagowan
Current situation	The LDP does not include any allocations or proposals.
Appraisal of proposal on transport network	The LDP will not have any impact on the strategic or local transport network as no proposals are included within the Plan.
Additional comment	Development at Bruar will take place in accordance with existing planning permissions. Any pre-existing conditions will be carried forward and applied through normal development management process. No development is proposed in addition to that which already has consent.

Site	Calvine
Current situation	The LDP does not include any allocations or proposals.
Appraisal of proposal on transport network	The LDP will not have any impact on the strategic or local transport network as no proposals are included within the Plan.
Additional comment	None

Site	Carr-Bridge
Current situation	There is an existing planning consent for 117 houses in the village. Difficulties implementing this consent have resulted in detailed discussions to bring forward a revised scheme, using part of the larger existing development site. It is on these revised areas that the LDP proposes to allocate land for housing development. Allocations for economic development rely on existing development sites.
Appraisal of proposal on transport network	Development in Carr-Bridge will not affect the strategic transport network. The relevant transport authorities have been involved in the assessment of existing planning consents and on the previous Local Plan. In the event that this permission is withdrawn and the sites proposed in the LDP are brought forward, the proposal will not have any significant effect on the strategic transport network. Additional traffic will be absorbed by existing capacity within the local transport network.
Additional comment	The CNPA will continue to work with the local authority as Roads Authority to ensure all options to enhance the local transport network are taken. Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Cromdale
Current situation	The housing allocation will use the existing Kirk Road as access. No additional access point onto the A95 will be needed.
Appraisal of proposal on transport network	The allocation relies on the existing local road network to provide access. With any appropriate upgrades to the junction with A95 coming about as a direct developer contribution as part of the development on the proposed site, there will be no significant effect on the existing local or strategic transport network as a result of this proposal.
Additional comment	The CNPA will continue to work with the local authority as Roads Authority to ensure any development is carried out in a way which enhances the local transport network.

Site	Dalwhinnie
Current situation	Two small sites are proposed in Dalwhinnie. These are current allocations in the existing Local Plan.
Appraisal of proposal on transport network	The development of the sites will rely on the existing road network with accesses within the village envelope and speed restricted area. Additional traffic will be absorbed by existing capacity within the local transport network. There will be no significant effect on the strategic or local transport network.
Additional comment	None

Site	Dinnet
Current situation	The housing allocations in Dinnet will rely on access onto the A93.
Appraisal of proposal on transport network	The developments will require access onto the A93, but will be within the existing village envelope and speed restricted area. Additional traffic will be absorbed by existing capacity within the local transport network. There will be no significant impact on the local or strategic transport network.
Additional comment	None.

Site	Dulnain Bridge
Current situation	The allocation in Dulnain Bridge is an existing site identified in the current Local Plan.
Appraisal of proposal on transport network	The proposal site in Dulnain Bridge will access the local road network within the village envelope and speed restricted area. Additional traffic will be absorbed by existing capacity within the local transport network. There will therefore be no significant impact on the local or strategic transport network.
Additional comment	The housing site has been the subject of a detailed design brief. This will form additional supplementary guidance in support of the LDP.

Site	Glenmore
Current situation	The LDP does not propose any new allocations for development. The tourism allocations rely on existing development sites, and are intended to protect them from adverse alternative development.
Appraisal of proposal on transport network	The allocations identify existing tourism developments and do not include any new allocations of land for development. The LDP will not have any significant impact on the local or strategic transport network.
Additional comment	None

Site	Glenshee
Current situation	The LDP does not include any allocations or proposals.
Appraisal of proposal on transport network	The LDP will not have any impact on the local or strategic transport network as no proposals are included within the Plan.
Additional comment	None

Site	Grantown-on-Spey
Current situation	The allocations in Grantown-on-Spey include a housing site which is currently identified in the adopted Local Plan. This housing site has been the subject of a detailed design brief. A further housing site is identified to the north adjacent to the hospital. A new community allocation is identified to the north which is intended to

	provide land for development which supports the sustainable future of the community. Land for economic development relies on land already developed and is intended to protect it from adverse development.
Appraisal of proposal on transport network	The allocations for development are a combination of existing allocations or new, small scale sites within the village envelope. Additional traffic will be absorbed by existing capacity within the local transport network. There will therefore be no significant impact on the local or strategic transport network.
Additional comment	The existing housing site has been the subject of a detailed design brief. This will form additional supplementary guidance in support of the LDP. Any pre-existing conditions will be carried forward and applied through normal development management process. The CNPA will continue to work with the local authority as Roads Authority to ensure any development is carried out in a way which enhances the local transport network.

Site	Insh
Current situation	The LDP does not include any allocations or proposals.
Appraisal of proposal on transport network	The LDP will not have any impact on the local or strategic transport network as no proposals are included within the Plan.
Additional comment	None

Site	Inverdrue and Coylumbridge
Current situation	The LDP does not propose any new allocations for development. The tourism allocations rely on existing development sites, and are intended to protect them from adverse alternative development.
Appraisal of proposal on transport network	The allocations identify existing tourism developments and do not include any new allocations of land for development. The LDP will not have any significant impact on the local or strategic transport network.
Additional comment	None

Site	Killiecrankie
Current situation	The housing allocation identified is an existing allocation in the Perth and Kinross adopted Local Plan. No new allocations are proposed.
Appraisal of proposal on transport network	The scale of proposed development in Killiecrankie is minor. The site will rely on the existing local road network for access. Additional traffic will be absorbed by existing capacity within the local transport network. The proposal will therefore not have a significant impact on the local or strategic transport network.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Kincraig
Current situation	The sites are identified in included within the current adopted Local Plan.
Appraisal of proposal on transport network	The site will rely on access onto the existing local road network. Additional traffic will be absorbed by existing capacity within the local transport network. It will not have a significant impact on the local or strategic transport network.
Additional comment	The housing site has been the subject of a detailed design brief. This will form additional supplementary guidance in support of the LDP. Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Kingussie
Current situation	The LDP relies on an existing permission for future housing development. Land for economic growth and tourism is identified on existing sites. No new allocations are proposed.
Appraisal of proposal on transport network	The LDP does not propose any new significant allocations of land. The relevant transport authorities have been involved in the assessment of existing planning consents and on all conditions relevant to those consents will be applied through normal development management processes. Relying on existing permissions and existing economic development it will not therefore have any significant effect on the local or strategic transport network.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Nethy Bridge
Current situation	The LDP proposes two pockets of land for housing development. These are largely based on land previously identified in the adopted Local Plan and on a previous consent which has now lapsed.
Appraisal of proposal on transport network	The proposals are based on the land allocated in the current Local Plan. Access to the sites will rely on the existing local road network. Additional traffic will be absorbed by existing capacity within the local transport network and will not have a significant impact on the strategic or local transport network.
Additional comment	None

Site	Newtonmore
Current situation	The allocations proposed in Newtonmore rely on those identified in the current Local Plan. The land is adjacent to a site with extant permission for 81 houses.
Appraisal of proposal on	The proposals are to the west of the village. They will rely on

transport network	access onto the local road network. Additional traffic will be absorbed by existing capacity within the local transport network and will not have a significant impact on the strategic or local road network.
Additional comment	Any pre-existing conditions will be carried forward and applied through normal development management process.

Site	Tomintoul
Current situation	The allocations rely largely on land identified in the adopted Local Plan. All will form small pockets of new development complimenting the existing village.
Appraisal of proposal on transport network	All the proposals are small in scale, and rely on access via the local road network. Additional traffic will be absorbed by existing capacity within the local transport network. The proposals will not have a significant impact on the strategic or local transport network.
Additional comment	None

6. Assessment of Local Development Plan (LDP) settlements with proposals against LDP key Transport Objectives and Regional/Scottish Transport Appraisal Guidance (STAG) Objectives

6.1 Scottish Transport Appraisal Guidance uses a seven point measure to highlight likely impacts of transport projects. These are interpreted by a series of + or – symbols as described below.

Major Benefit	+++
Moderate Benefit	++
Minor Benefit	+
No Benefit Or Impact	0
Minor Impact	-
Moderate Impact	--
Major Impact	---

Settlement	LDP Key Transport Objectives					Regional Transport Strategy and STAG Objectives					
	Protect the Environment	Promote sustainable Economic Growth	Improve Social Inclusion and Accessibility	Improve Safety	Improve integration	Environment	Safety	Economy	Integration	Accessibility and Social Inclusion	Health & Well-Being
An Camas Mòr	-	+++	+++	+	+++	0	0	+++	+++	+++	0
Aviemore	0	+	0	0	+	+	+	+	+	0	0
Ballater	-	++	++	+	++	-	+	++	++	++	0
Blair Atholl	0	+	0	+	+	0	+	+	+	0	0
Boat of Garten	+	+	++	0	+	+	0	+	+	++	0
Braemar	0	+	+	0	0	0	0	+	0	+	0
Carr-Bridge	-	+	++	+	+	-	+	+	+	++	0
Cromdale	+	++	++	++	++	+	++	++	++	++	+
Dalwhinnie	0	+	0	0	+	0	0	+	+	0	0
Dinnet	0	+	+	+	+	0	+	+	+	+	0
Dulnain Bridge	0	+	+	+	+	0	+	+	+	+	0
Glenmore	0	+	0	+	0	0	+	+	0	0	0
Grantown-on-Spey	+	++	++	++	++	+	++	++	++	++	+

Inverdrue and Coylumbridge	0	0	0	0	0	0	0	0	0	0	0
Killiecrankie	0	+	+	+	+	0	+	+	+	+	0
Kincraig	-	++	+	+	0	-	+	++	0	+	0
Kingussie	-	++	++	++	++	-	++	++	++	++	+
Nethy Bridge	-	++	+	-	-	-	-	++	-	+	0
Newtonmore	-	++	++	0	+	-	0	++	+	++	+
Tomintoul	+	++	+	+	+	+	+	++	+	+	0