

Cairngorms National Park Deposit Local Plan

**Submission in respect of Land at Kingussie on behalf of Mr L Aardenburg –
Objector Ref: 433**

**Written submission in respect of objection to wording alteration on Page 72,
Kingussie Proposal KG/H1, paragraph iii in Deposit Local Plan Second
Modifications**

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Introduction

This objection is made on behalf of Mr Lucas Aardenburg who owns approximately 13.76 ha, (34 acres) of land on the north east side of Kingussie, a substantial proportion of which has been allocated in the Cairngorms National Park Deposit Local Plan for residential development, (site KG/H1) and following an earlier objection, a proportion of which was allocated for employment uses in the First Modifications to the Cairngorms National Park Deposit Local Plan. Site KG/H1 is allocated with a capacity of 300 residential units.

Objection

Mr Aardenburg objects to the wording change proposed in the Second Modifications to the Cairngorms National Park Deposit Local Plan on Page 72, Kingussie Proposal KG/H1 paragraph iii, which introduced the text, *“Access to this site should be taken from the local road network”*.

Background

The land shown allocated in Figure 1 for residential development (site H1) on the extract from the Proposals Map for Kingussie as modified by the Deposit Local Plan Second Modifications, is allocated for this use in the current adopted local plan, the Badenoch and Strathspey Local Plan (adopted September 1997). The land area allocated is more extensive in the current local plan than as allocated in the Cairngorms National Park Deposit Local Plan, though this still remains a significant development site at up to 300 residential units. Further land is allocated in the current local plan for employment uses and following the consultation process at an earlier stage in the development of the Cairngorms National Park Deposit Local Plan, part of this allocation was re-instated in the Cairngorms National Park Deposit Local Plan.

It is the clear intention in the current local plan that this significant development area is to be accessed from the A86 and this intention has been maintained throughout the development of the Cairngorms National Park Deposit Local Plan, which until the Second Modifications, has consistently maintained clear wording to establish this access requirement. We fully support the view of the National Park Authority as expressed prior to the Second Modifications.

As set out in the Technical Note produced by Messrs. Fairhurst, transportation consultants, attached as Appendix A, a development of this significance will require construction of an access road of local distributor standard. No additional accesses are proposed onto the A86, the existing access to properties including Kerrow Cottage, (shown on the photographs at Figure 2) being incorporated into the upgraded access, which as advised by Messrs. Fairhurst, is likely to incorporate a ghost island right-turn lane. Full consultation with Transport Scotland will be undertaken through the development appraisal process and a Transport Assessment will be undertaken to ensure development of this site does not create an unacceptable cumulative impact on the A86 or A9.



Discussions have been held with the National Park Authority and Highland Council Roads and Community Works Department on this issue. It is clear from these discussions and the analysis undertaken by Messrs. Fairhurst, that access to anything other than a small number of residential units or for the provision of emergency access cannot be made to the site via the existing local road network, due in part to the unsuitability of these roads, which are particularly narrow closer to the town centre. Such access would also lead to a substantial deterioration in the amenity of the residents in the existing residential areas, not only from the additional traffic generated from the development, but also during the lengthy construction phase, predicted in Table 4, Phased land supply of the Cairngorms National Park Deposit Local Plan, to extend well beyond 2016. It is important therefore, that the main access to the site should be from the A86. Full consideration of these matters will be given in the 'Masterplan' which will be developed for the site in conjunction with the National Park Authority.

In light of the above, the modification proposed to the wording on Page 72, Kingussie Proposal KG/H1 paragraph iii, in the Second Modifications to the Cairngorms National Park Deposit Local Plan, "*Access to this site should be taken from the local road network*", is not acceptable, not least because it is ambiguous but potentially because it is undeliverable.

It is possible, when considering the nature of the A86 through the town of Kingussie, to see it in reality as a 'local road', particularly when examining its relationship to the A9 as a major trunk road. On this basis, the amended wording would seem innocuous. However, as the A86 retains trunk road status, the only logical conclusion which can be drawn from the amended wording is that access cannot be taken from the A86. For the reasons already established, such a position is not sustainable as it is likely to render the development undeliverable. We therefore consider that the National Park Authority should revert to its previous clear and unambiguous position which will ensure that the development remains effective and important employment uses can be delivered to enhance the economic well-being of the town.

Proposed Modification

For the reasons set out above, Mr Aardenburg requests that following modification be made to the Cairngorms National Park Deposit Local Plan on Page 72, Kingussie Proposal KG/H1 paragraph iii:

- Reword paragraph iii as follows: Vehicle access to the site will be taken from the A86 incorporating the existing access road to Kerrow Cottage. The access upgrading required will also provide access to the employment site KG/ED1. A Transport Assessment will be required to ensure development of this site and others in neighbouring Newtonmore do not create an unacceptable cumulative impact on the A86 or A9.



Figure 1: Extract of Proposals Map for Kingussie as modified by the Deposit Local Plan Second Modifications

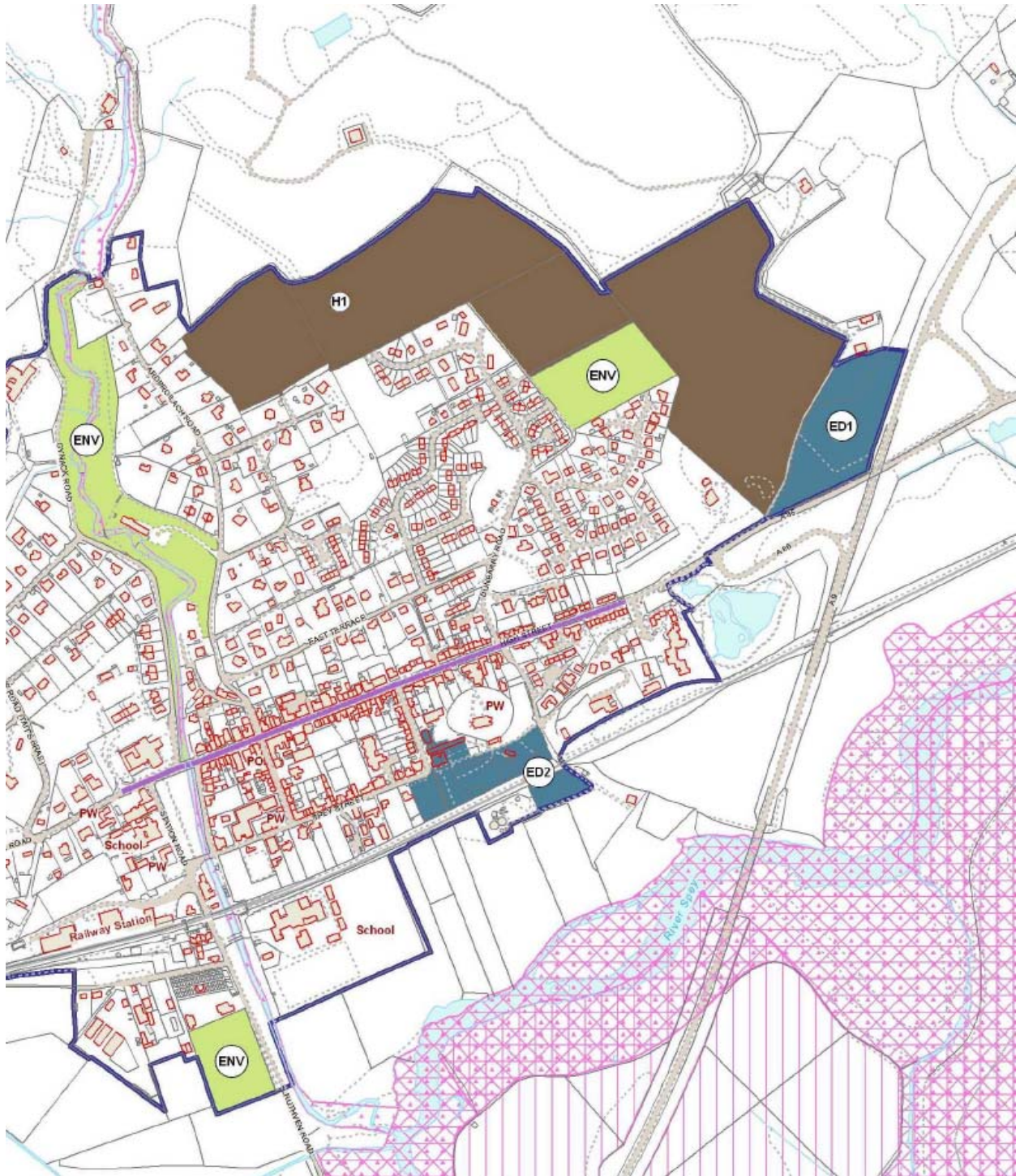


Figure 2: Photographs of current access to Kerrow Cottage from the A86



Appendix A: Technical Note on Access Considerations



Technical Note 01:

Housing Land at Kerrow, Kingussie

Access Considerations

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Introduction

The following Technical Note refers to site KG/H1 in the 2007 Cairngorms National Park Deposit Local Plan which is allocated for long and short term housing supply in Kingussie. Consultations regarding the access requirements for the site were carried out with a representative of Highland Council's Transport, Environmental and Community Services.

Access

It is proposed that the primary access location into the site is via the existing junction on the A86 from which an access road currently leads to Kerrow Cottage. The existing junction is situated on the north side of the A86 trunk road, approximately 85 metres from the A9 northbound slip road junction with the A86 on the south side. The junction has good visibility although will require upgrading to form an access which meets the standards of the Design Manual for Roads and Bridges (DMRB). It is anticipated that a ghost island right-turn lane will be required to accommodate the traffic levels associated with the number of housing units suggested in the Local Plan (around 300 units). Any junction upgrade proposals will require consultation with Transport Scotland as the Trunk Roads Authority.

The Highland Council "Road Guidelines for New Development" stipulate that a 5.5 metre wide general access road can serve up to 200 dwellings. For developments beyond that number, as is the case here, the access road into the development site from the A86 will require to be of local distributor standard with a minimum width of 6m, no frontage access and a maximum gradient of 5%. General access roads serving areas of development can be taken from the local distributor.

It is also likely that a secondary or emergency access will be required for a development greater than 200 units and this would be possible via the existing residential of Dunbarry Terrace or Croila Road which currently terminate at the site border.

Summary

Access to site KG/H1 identified in the Cairngorms National Park Deposit Local Plan will involve the following considerations:

- Upgrade of existing site access junction with A86 to conform to DMRB standards;
- Potential requirement for right-turn ghost island turning lane on A96;
- Consultation required with Transport Scotland on form of upgraded junction;

Access Considerations

- Access road for a development of greater than 200 units will require a local distributor class road to access the site from the A86 junction;
- Any requirement for a secondary or emergency site access can be met via existing local roads of Dunbarry Terrace or Croila Road.