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H.C. PLANNING AND DEVELOPMENT SERVICE		
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**TRANSPORT
SCOTLAND**

Your ref: LDP-270-1

Our ref:
West Highland and
Islands Local Plan

Date:
21st December 2009

Dear Mr Archibald,

**WEST HIGHLAND AND ISLANDS LOCAL PLAN EXAMINATION
HEARING SESSION – THURSDAY 21st JANUARY 2010 AT 14:00 HOURS
EXPANSION SITE MU9 AND BUSINESS SITE B3 (TORLUNDY AND LEANACHAN FOREST)**

Further to your letter, please find enclosed Transport Scotland's written statement.

I will be attending to represent Transport Scotland and may bring a colleague though I will be able to confirm this in due course.

Yours sincerely,

[REDACTED]

Alison Irvine
Senior Transport Planner
Transport Scotland

cc

Morag Smith, Directorate for Planning and Environmental Appeals
Mr Dunham, Torlundy Community Group
Mr James Weir, Inverlochy & Torlundy Community Council
Mr Cerian MacInnes, SEPA
Highlands and Islands Enterprise, c/o Mr Ian Kelly, Graham & Sibbald
Inverlochy Castle Ltd, c/o Mr Iain Michie, Montagu Evans LLP
Mr Ian Leith, Howie Minerals Ltd
Mr & Mrs Carver c/o Mr John Hillis
Tim Stott, The Highland Council
Malcolm Forsyth, Transport Scotland

Enclosures

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WEST HIGHLAND AND ISLANDS LOCAL PLAN EXAMINATION HEARING 6: EXPANSION SITE MU 9 TORLUNDY & B3 LEANACHAN FOREST TRANSPORT SCOTLAND WRITTEN STATEMENT

The following statement sets out Transport Scotland's (TS) interpretation of the evidence pertinent to this issue. Alison Irvine will attend the Hearing Session on this issue. TS wishes to refer to the following documents in this statement.

References to documents are shown in the text as follows, [1]. Quotes from documents are shown as follows, "extract".

1. Lochaber Local Plan, Adopted Plan, The Highland Council, February 1999, available on the Highland Council's website at [Highland Council's website at www.highland.gov.uk](http://www.highland.gov.uk)
2. Scottish Planning Policy 17: Planning for Transport, Scottish Executive, August 2005, available on the Scottish Government website at <http://www.scotland.gov.uk/>
3. West Highland and Islands Local Plan, Deposit Draft, The Highland Council, December 2008 available on the Highland Council's website at www.highland.gov.uk
4. The Scottish Planning Policy (SPP) Consultative Draft, April 2009, Scottish Government, available on the Scottish Government website at <http://www.scotland.gov.uk/>
5. Strategic Transport Projects Review, Transport Scotland, December 2008, available at <http://www.transportscotland.gov.uk>

Subjects

1. **What are the sites currently allocated for in the adopted Lochaber Local Plan, and has planning permission been granted for any development already?**

1.1 It is noted that an A82 junction improvement and a rail halt are included within the Adopted Lochaber Local Plan [1] which was adopted before responsibility for trunk road and rail issues was transferred to Transport Scotland.

2. **What, if any, provisions of the structure plan are relevant to the consideration of these proposals?**

2.1 Transport Scotland has no comment on this subject.

3. **Are there any findings of the Environmental Report or Appropriate Assessment which are relevant to the consideration of these proposals?**

3.1 Transport Scotland has no comment on this subject.

4. Does the Torlundy site have the potential to develop a "new community with a degree of self-containment"?

4.1 Transport Scotland has no comment on this subject.

5. What scope is there to accommodate different uses?

5.1 Transport Scotland has no comment on this subject.

6. How does the Torlundy proposal relate to the proposal for Leanachan Forest?

6.1 It is not clear to Transport Scotland how these two sites are related, however Transport Scotland would request that consideration is given to ensure the impacts of these developments on the A82(T) are minimised, particularly the use of the trunk road for local journeys. This reflects the following policy position stated within Scottish Planning Policy 17: Planning for Transport (SPP17) [2]:

"Development patterns should reduce the need to use strategic routes for short local journeys."

7. What are the physical, servicing, and environmental constraints on development?

7.1 As stated in Transport Scotland's Response, dated 13th February 2009, to the West Highland and Island Deposit Draft [3], Transport Scotland will withdraw its objection if, under the Developer Requirements section for the site MU9 Torlundy, the following wording is removed:

"including rationalisation / reconfiguration of existing accesses to the A82"

And replaced by the text below:

"The transport appraisal of the site, including its access strategy, requires to be undertaken in consultation with Transport Scotland and should include consideration of the requirements associated with proposal B3 Leanachan Forest. Any strategic transport interventions require Transport Scotland approval."

The strategic transport network is the trunk road network and the rail network.

Background

7.2 The policy context is summarised in paragraph 131 of The Scottish Planning Policy (SPP) Consultative Draft [4] which states the following:

"Providing for the safe and efficient movement of traffic on the strategic road network requires the implications of development proposals on traffic and road safety to be taken into account in development plans and development management decisions. New junctions onto the motorway and trunk road network are not normally acceptable, but the case for such junctions will be considered where significant economic growth or regeneration benefits can be demonstrated. Direct access onto any strategic road should be avoided as far as practicable. Access should be from a secondary road unless there is no alternative. Optimum utilisation and maximisation of the existing rail network should be considered before adding to rail infrastructure capacity. New stations will not normally be supported, however the case for a new station will be considered where the needs of local

communities, workers or visitors will generate a high level of demand, and it will be served by feeder rather than inter-urban services."

7.3 In July 2008 Transport Scotland met with the transport consultant for the developer of the Torlundy site and at that time it was indicated that the scale of development would be approximately 300 housing units. The following points were agreed at that meeting with regard to trunk road access for the Torlundy site:

- Transport Scotland indicated that their priorities are to maintain the standards of the trunk road, ensure any potential site could be accessed using sustainable modes, and safety.
- The proposed development should maintain the same number of accesses along the A82(T).

These discussions took place prior to the inclusion of the B3 Leanachan Forest site within the Deposit Draft Plan [3].

7.4 The wording changes indicated in paragraph 7.1 reflect Transport Scotland's requirement that the transport appraisal, including access requirements, for both the MU9 Torlundy and B3 Leanachan Forest sites, are to be considered together to ensure that the cumulative impact on the trunk road is considered. The transport appraisal will establish the impact of the development on the trunk road network and any measures required to support the developments.

7.5 Transport Scotland would note that a new rail halt at this location has not been identified as a national priority within the Strategic Transport Projects Review [5]. The rationale for such a transport intervention would require to result from appropriate evidence based, objective-led transport appraisal. However, given this is not a national priority any proposed new station would require to be fully funded by the developer or in partnership with the Regional Transport Partnership where projects meet local or regional needs.

8. Is there scope for allocating specific parts of the sites for particular uses, and if so, specifically which parts and which uses?

8.1 See response to subject 6.

9. What adverse effects would arise from the development of these sites?

9.1 Given the level of information provided to Transport Scotland to date and in the absence of appropriate transport appraisal for the sites, Transport Scotland cannot provide detailed comment on the adverse transport impacts that would arise from the development of these sites.

9.2 However, the required appropriate transport appraisal should identify any transport interventions required to support the developments. This appraisal should be undertaken in consultation with Transport Scotland who as custodians of the strategic transport network will seek to maintain a safe and efficient trunk road and rail network.