

This addendum summarises the changes proposed to the 2016 LDP, in the context of the outcomes of the DPMTAG Assessment.

A90 (North) Corridor

Table 1 – A90 (North) Corridor Summary

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Fraserburgh	<ul style="list-style-type: none"> Whilst the construction of a new access from existing trunk road junction for the Kirkton M1 site performs stronger against transport planning objectives, access from the local road network is considered to be more deliverable. It is recommend that the local road access option should form the currently presumed access arrangement, unless or until the developer of the Kirkton site is able to fulfil the conditions stated in the masterplan for the trunk road junction to demonstrate that: <ul style="list-style-type: none"> a) all alternative options for accessing the site from the local road network have been explored and are deemed to be relatively undesirable and that the new roundabout is the optimum solution; and b) the new 5-arm roundabout is technically feasible and complies with Transport Scotland’s design standards. 	<p>In relation to the Kirkton site (Site H1 in 2012 LDP, Site OP1 in 2016 LDP), the proposed settlement statement for Fraserburgh:</p> <p><i>“It is preferred that the employment land is located next to the A90 with access taken onto the A90 at the gateway roundabout to achieve efficient commercial and freight traffic movements from the employment part of the site. However, this will need to be evaluated in a full Transport Impact Assessment, which will be required to resolve the site’s transport issues.”</i></p>
Rathen	<ul style="list-style-type: none"> On the basis of the DPMTAG appraisal, and the application history of the site, it is recommended the current proposals for Sites H1 and EH1 are reviewed with respect the 2016 LDP. It is noted that on the basis of recent planning history a reduction in the size of the development may be an appropriate consideration. 	<p>In relation to the Bridge of Rathen Site (Site H1 in 2012 LDP, Site OP1 in 2016 LDP), the proposed settlement statement for Rathen maintains an allocation of 10 houses, as per the outcome of the Main Issues Report.</p>

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Crimond	<ul style="list-style-type: none"> Both options for sites H1 and E1 identified for Crimond are considered to be problematic, due to a presumption against the formation of new trunk road accesses, and the presumed difficulty of achieving access to the local road network adjacent to the developments. Accordingly, it is recommended that the inclusion of Sites H1 and E1 within the 2016 LDP be reviewed, and considered for removal. 	<p>Sites H1 and E1 have been removed from the Proposed 2016 LDP. Site “South of the Corse” is being maintained in the plan (Site EH1 in 2012 LDP, Site OP1 in 2016 LDP). The settlement statement for Crimond notes:</p> <p><i>“This site was previously allocated as EH1 within the 2012 LDP. It is located immediately to the south of the existing settlement and can be accessed via The Corse road.”</i></p>
Peterhead	<ul style="list-style-type: none"> No significant issues at Peterhead are anticipated, assuming safe and grade separated pedestrian and cycle crossings between Site M1 and the rest of Peterhead are provided. The access proposals for the development allocations would provide some support in the promotion of the LDP objectives for Peterhead The developments will contribute to future strategic growth on the A90 (North) corridor. 	<p>Site “Inverugie Meadows” (Site M1 in 2012 LDP, Site OP1 in 2016 LDP) is being maintained in the plan. The settlement statement for Peterhead states:</p> <p><i>“Provision of land for a health centre may be required as part of the development, as well as significant alterations to the A90 to provide vehicular access on to the site. At least two pedestrian crossings over or under the trunk road (A90) which connect the site with the wider settlement to the east require to be provided as part of the development. It is recommended that one of which links with the Buchan and Formartine Way. The site masterplan should also take into consideration the existing core path network, in particular the core path which forms the eastern site boundary. Appropriate pedestrian and cycle connections should be provided.”</i></p>
Cruden Bay	<ul style="list-style-type: none"> Recommended that allocation EH1 be limited in size, due to operational and safety issues on the Auchiries Road and its junctions with the A90 and A975. 	<p>Site “Brick and Tile Works” (Site EH1 in 2012 LDP, Site OP3 in 2016 LDP) is being maintained in the plan, although with a reduced size, as an outcome of the DPMTAG assessment. The Settlement Statement for Cruden Bay states:</p> <p><i>“This site forms part of the previously allocated EH1 site. Originally a brick and tile works, the remnants of this former use are still evident on this brownfield site. There is currently an existing consent for the site for 216 homes (APP/2011/0360). If this planning consent were to lapse, any future development of the site would be on a reduced scale due to transport constraints which have been identified following a DMPTAG assessment (2014).</i></p> <p><i>Vehicular access to the site should be taken via the unnamed road which forms the north eastern site boundary and the junction should be upgraded to a suitable standard.”</i></p>

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Ellon	<ul style="list-style-type: none"> Requirement for at grade enlargement of both north and south roundabouts on the A90 due to development allocations, and strategic growth along A90. Proposals to mitigate committed development have been developed for both junctions and agreed in principle by Transport Scotland. Options for either a bridge over the River Ythan, or a bypass to the south of the town are currently being considered, but both have similar impacts on the trunk road. 	<p>Site Cromleybank (Site M1 in 2012 LDP, Site OP1 in 2016 LDP) is being maintained in the plan.</p> <p>The settlement statement for Ellon notes <i>“Problems of traffic congestion and inadequate retail floor-space should begin to be addressed within the plan period by the early provision of a vehicular bridge over the Ythan from the Cromleybank site and; possibly by the provision of an additional east-west road link; and the development of a new retail allocation at Waterton.”</i></p>
Balmedie	<ul style="list-style-type: none"> Overall, access proposals utilising grade separated junction, and local road access would provide an appropriate access strategy for developments proposed in Balmedie. 	<p>Land at Balmdie South and Land South of Chapelwell (Sites M1 and H1 in 2012 LDP, OP1 and OP2 in 2016 LDP) are being maintained in the plan. For both sites, the settlement statement for Balmedie states:</p> <p><i>“One masterplan will be required to incorporate sites OP1 and OP2. Access to the site will be achieved via the A90 and Eigie Road. An access solution onto the A90 should be sought through the masterplan via site R1”</i> [ie site reserved for new trunk road junction].</p>
Blackdog	<ul style="list-style-type: none"> Overall, access proposals utilising grade separated junction, and local road access would provide an appropriate access strategy for developments proposed in Blackdog. 	<p>Land at Blackdog (Site M1 in 2012 LDP, OP1 in 2016 LDP) is being maintained in the plan. The settlement statement for Blackdog states:</p> <p><i>“Future development of the site should seek to develop in line with the agreed masterplan. A main distributor road will be required. Development should not be occupied before the completion of the AWPR.”</i></p>

A90 (South) Corridor

Table 2 – A90 (South) Corridor Summary

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Mains of Cairnrobin	<ul style="list-style-type: none"> Based on current understanding, there are constraints on the building out of the Mains of Cairnrobin site due to capacity issues at the Findon interchange. In the absence of a technically proven access strategy for the site, and notwithstanding the current application, the status of the site in the forthcoming 2016 LDP should be reviewed. 	<p>The proposed 2016 LDP maintains the BUS allocation for Mains of Cairnrobin, Marywell. The settlement statement for Marywell confirms that:</p> <p><i>“the main objective for Marywell is to provide provision for employment land and this can be provided through the BUS site which has been safeguarded for employment uses.”</i></p>
Portlethen	<ul style="list-style-type: none"> Allocations at Portlethen can be accommodated on the STN, with the inclusion of Badentoy Link Road, and small scale improvements to Findon junction (west side). 	<p>Land to Northwest of Badentoy (Site E1 in 2012 LDP, and Site OP1 in 2016 LDP) is maintained in the plan. The settlement statement for Portlethen states:</p> <p><i>“Access to the site could possibly be taken from the road to the north but connections may also be able to be taken through the BUS site, discussion should take place with the council’s Roads Department regarding access.”</i></p>
Newtonhill	<ul style="list-style-type: none"> Housing allocations at Newtonhill can be accommodated on the STN. 	<p>Park Place Newtonhill (Site H1 in 2012 LDP, OP1 in 2016 LDP) is maintained in the plan. The settlement statement for Newtonhill states:</p> <p><i>“Future development should ensure that the site has two points of access due to the scale of the development and these can be taken from Cairnhill Drive and Park Place. This would then allow a link to be made connecting these two areas.”</i></p>
Stonehaven	<ul style="list-style-type: none"> Assessment of site KM024b can only be undertaken following submission of specific details of proposals. It is noted that the allocation sits adjacent to a key junction in the region’s future road network, and would be directly accessed from the STN. 	<p>Site KM024b has not been included in the proposed 2016 LDP, as no transport information was received to support the proposed allocation.</p>

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Laurencekirk	<ul style="list-style-type: none"> • The outcome of the Access to Laurencekirk study is required in order to provide an evidence-based assessment of the options being considered, and their relationship with the proposed development allocations. • Requirement for a scheme of grade separation to be delivered in order to facilitate the development of Site M1. 	<p>Site “North Laurencekirk” (Site M1 in 2012 LDP, Site OP1 in 2016 LDP) is maintained in the plan. The settlement statement for Laurencekirk recognises the current issues with respect to access:</p> <p><i>“there are significant road infrastructure issues which need to be resolved before further development can occur. The outcomes of the Transport Scotland study will have an impact on future applications in Laurencekirk. This study is important for the town as this may help to address the issue of providing safe access to and from the A90. A long term vision for the settlement is the provision of a northern distributor road which will begin through the development of the OP1 site, this will help to relieve town centre congestion.”</i></p> <p><i>“Contributions will be sought for a section of distributor road around Laurencekirk (from the Fordoun Road to the A90) and grade separated access onto the A90.”</i></p>
Edzell Woods	<ul style="list-style-type: none"> • Consent for 300 houses granted, based on provision of widened at grade junction of the A90. • Any further allocations require to be linked to improvements at the trunk road junction. 	<p>Site Newesk (Site M1 in the 2012 LDP, Site OP1 in 2016 LDP) in maintained in the plan. The settlement statement states:</p> <p><i>“Future development should ensure that appropriate access is taken to the site and this will require A90 junction improvements along with local road improvements.”</i></p>

A96 Corridor

Table 3 – A96 Corridor Summary

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Blackburn	<ul style="list-style-type: none"> No significant issues at Blackburn are anticipated in relation to the access arrangements for the proposed allocations. . 	Site Caskieben (Site M1 in 2012 LDP, Site OP1 in 2016 LDP) is maintained unchanged in the proposed plan. No significant issues in relation to access to the STN are identified in the settlement statement.
Kintore	<ul style="list-style-type: none"> Access proposals for site M1 detailed in approved masterplans would support the access strategy for Site M1, and would have limited adverse impact on the strategic transport network. Access proposals associated with site Ga021 also has the potential to support the development plan objectives for Kintore, but at the time of assessment, no detailed technical solution has thus far been demonstrated, other than indications of a significant reconstruction of the Broomhill Roundabout junction. 	<p>Site Kintore East (Site M1 in 2012 LDP, Site OP1 in 2016 LDP) is maintained unchanged in the proposed plan. The settlement statement confirms that <i>“future development proposals must adhere to the principles set out in the agreed masterplans for the site”</i>, both of which detail the agreed access arrangements to the site.</p> <p>Site Kintore South (Ga021 in Main Issues Report, Site OP5 in 2016 LDP) is introduced into the proposed plan. The settlement statement states, in respect of this site:</p> <p><i>“Major roads infrastructure improvements will be required to provide access to the site from the A96 and surrounding routes. Pedestrian and cycling linkages will also be required to ensure adequate connectivity between the site and the town centre, along with other local amenities. Opportunities to provide linkages with development on the adjoining OP1 site should be exploited as far as possible within the site layout. A full Transport Appraisal will be required.”</i></p>
Inverurie	<ul style="list-style-type: none"> With regard to Sites E2 and E3, development of these sites with no grade separation at Crichie incurs capacity and congestion problems. Both sites perform better with the provision of grade separation at Crichie. Accordingly, it is recommended that allocations E2 and E3 should be linked to the provision of the grade separated junction at Crichie. There are concerns regarding the allocation of Site Ga079 on operational grounds, due to likely impact at Blackhall junction, and cumulative impacts at Port 	<p>The settlement statement for Inverurie and Port Elphinstone notes that:</p> <p><i>“there are significant challenges in relation to traffic congestion, and uncertainty regarding both the Scottish Government’s proposal to dual the A96 to Inverness, and the local justification for developing an eastern relief road currently restricts options for expansion. The resolution of these issues will be required to enable future development to take place over the longer term. Nevertheless, there remain significant development opportunities within and adjoining the town centre, at Uryside/Portstown and within the Crichie area, where development will help address traffic congestion issue through the provision of a new grade separated interchange on the A96.”</i></p>

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
	<p>Elphinstone, and Thainstone junctions.</p> <ul style="list-style-type: none"> It is recommended that Ga079 be deferred to the latter period of the Strategic Development Plan, and further operational analysis submitted. In the meantime, completion of current studies to assess future options for the A96 Trunk Road in the vicinity of Inverurie is considered a priority. 	<p>Business sites “Adjacent to Axis Business Centre” (Site E2 in 2012 LDP, Site OP12 in 2016 LDP) and “Thainstone” (Site E3 in 2012 LDP, Site OP13 in 2016 LDP) continue to be included in the proposed plan. The settlement statement states that these sites <i>“must contribute proportionally towards major improvements in relation to the Thainstone and Port Elphinstone roundabouts/junctions, including the construction of a new grade separated interchange on the A96 to replace the Thainstone and Port Elphinstone roundabouts.”</i></p> <p>The allocation Ga079 has not been carried through into the 2016 LDP.</p>
Huntly	<ul style="list-style-type: none"> Deliverability issues are apparent for sites H1, EH1 and EH2 with options to access the site via west into Huntly, and via east onto A97. It is clear that further working out of these options is required. Of the two options, providing access to west, via Huntly performs strongest relative to the DPMTAG appraisal criteria. 	<p>All previously allocated sites are carried through to the proposed 2016 LDP.</p> <p>Land to the north and west of Pirriesmill (Site H1 in 2012 LDP, OP1 in 2016 LDP) is allocated for up to 485 homes. The settlement statement confirms that <i>“Roads through Battlehill are unsuitable for development traffic and may be difficult to upgrade. Visibility on to the old A96 is currently substandard and significant development to improve the access infrastructure will be required with possible upgrade works to various road junctions required as well as a new crossing over the railway. A masterplan will be required for the site and should be prepared in conjunction with site OP2.”</i></p> <p>Land at Ward Farm (Site EH1 in 2012 LDP, OP2 in 2016 LDP) is allocated for up to 105 homes. The settlement statement confirms that <i>“the site is constrained in similar ways to that of site OP1. A masterplan should be prepared in conjunction with OP1. The masterplan should identify where access is proposed.”</i></p> <p>Land at Bogie Bridge (Site EH2 in 2012 LDP, OP3 in 2016 LDP) is allocated for up to 31 homes. The settlement statement confirms that <i>“There are some issues regarding access to this site and associated infrastructure feasibility.”</i></p>

A93, A944, A947 Settlements

Table 4 – A93, A944, A947 Settlements Summary

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Banchory	<ul style="list-style-type: none"> No significant issues at Banchory are anticipated and access proposals for the identified allocations would form an appropriate access strategy for developments within Banchory. 	All sites included in the DPMTAG assessment have been carried through to the proposed 2016 LDP. No significant issues for the STN have been identified in the Settlement Statement for Banchory.
Westhill	<ul style="list-style-type: none"> The allocation Ga034 has the potential to generate congestion issues at key junctions within the Westhill area. Further analysis will be required to determine the extent of these issues, and whether any wider mitigation is required. Otherwise, the option will contribute to local planning objectives, and will generally have a negligible impact on other DPMTAG objectives. 	<p>The settlement statement for Westhill notes that “significant traffic congestion remains an issue” in the town. Noting that the “Strategic Development Plan does not include Westhill within a Strategic Growth Area means that development within the plan period will be focussed primarily on meeting local needs and maintaining Westhill’s function as a successful employment centre.</p> <p>Site R1 is identified in the plan (Ga034 in Main Issues Report), reserved for <i>“future expansion of sub-sea industries”</i>.</p>
Oldmeldrum	<ul style="list-style-type: none"> No significant issues at Oldmeldrum are anticipated. The access proposals associated with the identified allocations would provide support for the promotion of an appropriate access strategy for developments in Oldmeldrum. 	All sites included in the DPMTAG assessment have been carried through to the proposed 2016 LDP. No significant issues for the STN have been identified in the Settlement Statement for Oldmeldrum.

Settlement	Outcome from DPMTAG	Proposed 2016 Local Development Plan
Turriff	<ul style="list-style-type: none"> At present, implementability issues are constraining the progression of this development allocation. When resolved, the access should be principally from the A947 north of Turriff. 	<p>All sites included in the DPMTAG assessment have been carried through to the proposed 2016 LDP. No significant issues for the STN have been identified in the Settlement Statement for Turriff</p> <p>The settlement statement for Turriff refers to site “Adjacent to Wood of Delgaty” (Site M1 in 2012 LDP, Site OP1 in 2016 LDP), noting <i>“a masterplan will be required for the development of this site. A minimum of two access points will be required for a development of this scale. Access via Banff Road (A947) and Balmellie Road may provide logical access points to the development through a new eastern bypass/distributor road, which will need to be designed to minimise any damage to the Woods of Delgaty and may require compensatory planting.”</i></p>
Banff	<ul style="list-style-type: none"> It is considered that due to the ability to deliver the proposed link road between the A97 and A98 in an incremental manner, this should be considered for inclusion within the Local Development Plan. Further option appraisal would be appropriate. This may provide some support to the town centre in the context of identified allocations within Banff. 	<p>The settlement statement for Banff notes that <i>“Land for a link road between the A97 and A98 should be safeguarded in sites OP2 and OP4. A proportionate Scottish Transport Appraisal Guidance (STAG) appraisal of all route options will be undertaken before the technical appraisal.”</i></p> <p>Site “Colleopard Road” (Site H1 in 2012 LDP, OP2 in 2016 LDP), and site “North of Colleopard Road” (Site EH2 in 2012 LDP, OP4 in 2016 LDP) both note that part of these sites <i>“may need to be reserved for a link road between A97 and A98 to safeguard the route for a potential bypass for Banff.”</i></p>