

TAYplan Strategic Development Plan Authority

Summary of Unresolved Issues (Schedule 4)

Issue number 10: Policy 3: Managing TAYplan's Assets – Transport

Contents

1. Summary of Unresolved Issues
2. Copy of actual representations pertinent to this issue (<i>Personal details have been redacted. Full details have been provided to the DPEA separately.</i>) <ul style="list-style-type: none">• All representations include any attachments submitted by the respondent.• Where representations were submitted in hard copy or by email these were entered into TAYplan's online system and all material originally submitted has been attached and appears here with the representation.
3. Library of documents <ul style="list-style-type: none">• All documents and extracts referred to in the representation and/or the Schedule 4 are either contained in the library attached to this Schedule or where over 50 pages within the Core Library (separate folders).

1. Summary of Unresolved Issues

Issue		
Issue number 10: Policy 3: Managing TAYplan's Assets – Transport		
Development plan reference:	Page 12: Managing TAYplan's Assets Supporting Text Page 13: Policy 3 Transport	Reporter: [Note: For DPEA use only.]
Body or person(s) submitting a representation raising the issue and representation references		
Seeking a change		
ID Number	Person / Organisation	Representation Reference
335193	Broughty Ferry Community Council	PLAN5
548525	Dr Peter Symon	PLAN898
329236	Forth Ports PLC	PLAN686
329236	Forth Ports PLC	PLAN713
443979	Lynne Palmer	PLAN161
347686	Network Rail	PLAN283
535502	Rail Freight Group	PLAN90
453889	Royal Burgh of St. Andrews Community Council	PLAN921
Support as written		
ID Number	Person / Organisation	Representation Reference
329236	Forth Ports PLC	PLAN713
545848	Mr Ralph Barker	PLAN483
548142	Seagreen Wind Energy Limited	PLAN522
Provision of the development plan to which the issue relates:	Transport – this Schedule 4 relates to the two bullet points under the Transport section of Policy 3.	
Planning Authority's summary of the representation(s):		
SUMMARY OF REPRESENTATIONS SEEKING A CHANGE		
<u>SEEKING A CHANGE (PORTS – BULLET POINT ONE)</u>		
<p>Lynne Palmer (443979) consider that Perth Harbour is an important economic asset and should therefore have a reference within the Proposed Strategic Development Plan. In addition.</p>		
<p>Forth Ports PLC (329236 – PLAN686) consider that bullet point under the Transport section of Policy 3 should be amended to include industrial and port-related uses as ports are occupied by cargo handling activities and also manufacturing uses. In addition, the Proposed Strategic Development Plan should also include the renewable energy and the low carbon economy as these are growth sectors for the region.</p>		

Forth Ports PLC (329236 – PLAN713) have also provided additional comments in relation to ports, including:

- The Proposed Strategic Development Plan needs to broaden its terminology to ensure that it encompasses the range of manufacturing and industrial uses that should be encouraged within the Port of Dundee, as ‘port-related’ use alone could be interpreted restrictively.
- It is important to recognise the Port as the location for importing resources that are not available in the immediate geographical area.

Dr Peter Symon (548525) considers that the Proposed Strategic Development Plan should include a reference regarding the possibility of investigating an expansion of port facilities and infrastructure where necessary to permit modern freight facility development in order to capture a greater share of freight trade associated with containerisation. This can also be achieved by increasing the scale of shipping and transport, however it may also require a rethink of the port strategy to include the possibility of expanding beyond existing port boundaries.

SEEKING A CHANGE (INFRASTRUCTURE PROVISION – BULLET POINT TWO)

Broughty Ferry Community Council (335193) have requested a modification to the second bullet point within the Transport section of Policy 3, as it is considered that land should be reserved (via local plans) to provide sidings to enable local trains to move aside for express and freight trains.

Royal Burgh of St. Andrews Community Council (453889) has requested a modification to the second bullet point within the Transport section of Policy 3, as it is considered the current wording is in-effective because it will be rarely possible to establish that infrastructure provision is essential for a modal shift.

Rail Freight Group (535502) have requested that the Proposed Strategic Development Plan should give rail freight equal weight to sea freight in managing TAYplan’s transport assets. It is considered that Tayside will be potentially more vulnerable than most other regions of Scotland as it has no active rail freight facilities e.g. Dundee is one of the largest cities in Britain with no such facilities. Although sea freight alternatives to road haulage are available in Tayside, these are unlikely to offer the high-quality domestic logistics and distribution role which rail performs already in Central Scotland and to Aberdeen and Inverness. Land should therefore be identified as strategic rail locations at Montrose station, Dundee West, Perth South and around Blackford station.

SEEKING A CHANGE (GENERAL COMMENTS)

Network Rail (347686) have requested that the Proposed Strategic Development Plan should provide strategic guidance for Local Development Plan’s to require development proposals to consider any impact on the use of level crossings and where required to require appropriate mitigation. The respondent has indicated that Network Rail may have to reduce train line speed should their be increased usage of level crossings by vehicular and pedestrian movements, which would conflict with government and TAYplan objectives of improving rail services within the area.

SUMMARY OF REPRESENTATIONS SUPPORTING AS WRITTEN

Mr Ralph Barker (545848) has indicated support for Dundee, Montrose and Perth Harbour’s including road and rail links.

Seagreen Wind Energy Limited (548142) has indicated support for bullet point one under the Transport section of Policy 3.

Forth Ports PLC (329236 – PLAN713) support the Proposed Strategic Development Plan's approach to emphasising the importance of the Port of Dundee and the renewable energy industry as a key growth sector.

Modifications sought by those submitting representations:

NOTE TO REPORTER: The text in italics in this section has been lifted directly from each individual/organisation's representation with minor typographical errors corrected.

SEEKING A CHANGE (PORTS – BULLET POINT ONE)

Lynne Palmer (443979):-

- No specific change identified, although consider that Perth Harbour should have a reference within the Proposed Strategic Development Plan.

Forth Ports PLC (329236 – PLAN686):-

- *Transport bullet point 1 should be amended to include industrial and port-related uses, and to support...should also include the renewable energy industry and the low carbon economy.*

Forth Ports PLC (329236 – PLAN713):-

- The Proposed Strategic Development Plan needs to broaden its terminology to ensure that it encompasses the range of manufacturing and industrial uses that should be encouraged within the Port of Dundee, as 'port-related' use alone could be interpreted restrictively.
- It is important to recognise the Port as the location for importing resources that are not available in the immediate geographical area.

Dr Peter Symon (548525):-

- *"Managing TAYplan's Assets" (p.12) and "Strategic Development Areas" (p.14) should include a reference to the possibility of investigating an expansion of port facilities and infrastructure where necessary to permit modern freight facility development in order to capture a greater share of freight trade associated with containerisation.*

SEEKING A CHANGE (INFRASTRUCTURE PROVISION – BULLET POINT TWO)

Broughty Ferry Community Council (335193):-

- *Second bullet point.* In-particular the consideration that land should be reserved (via local plans) to provide sidings to enable local trains to move aside for express and freight trains.

Royal Burgh of St. Andrews Community Council (453889):-

- *Page 13, Policy 3, Transport.*

Change "which is essential to support a shift from reliance on the car and road-based freight and support resource management objectives" to "which is desirable for supporting a shift from reliance on the car and road-based freight or for supporting resource management objectives".

Rail Freight Group (535502):-

- *Rail Freight Group urges Tayplan to give rail freight equal weight to sea freight in managing TAYplan's transport assets - specifically in the page 13 references to safeguarding land at ports and other locations. We suggest that land at Montrose station, Dundee West (see separate RFG representation on Proposed Action Programme 2011), Perth South and around Blackford station also be specifically identified as potentially strategic locations to support resource management objectives and reduced reliance on road-based freight.*

SEEKING A CHANGE (GENERAL COMMENTS)

Network Rail (347686):-

- *Network Rail Infrastructure Limited request that the SDP provides strategic guidance for LDPs to require development proposals to consider any impact on the use of level crossings and where required to require appropriate mitigation.*

Summary of responses (including reasons) by Planning Authority:

RESPONSES TO REPRESENTATIONS SEEKING A CHANGE

Lynne Palmer (443979):- Although Policy 3 (Transport) does not include a direct reference to Perth Harbour, the policy text does refer to “other harbours” which would include Perth.

Forth Ports PLC (329236 – PLAN686); Forth Ports PLC (329236 – PLAN713); and Dr Peter Symon (548525):- It is considered that there is no requirement to modify the Proposed Strategic Plan to include the term ‘industrial’ as well as port-related uses as requested by Forth Ports PLC (329236 – PLAN686). TAYplan considers that Dundee and Montrose Ports are different in terms of their scale and function and therefore a wider ‘industrial’ use would be inappropriate. TAYplan’s Topic Paper 2 ‘Growth Strategy’ (Page 19, Paragraph 7.16) (CL/Doc31) confirms the flexibility which currently exists and which may apply to other harbours if appropriate. This includes the aim to support freight, economic growth – specifically of the offshore renewable energy industry – and tourism.

In terms of comments provided by **Dr Peter Symon (548525)**, TAYplan considers that bullet point two of Policy 3 (Transport) is sufficiently clear and flexible to allow future infrastructure provision of ports. This could also include the expansion of port facilities if required. This is a matter for future Local Development Plans to consider in more detail, therefore there is no requirement to modify the Proposed Plan as requested.

Broughty Ferry Community Council (335193); and Network Rail (347686):- TAYplan do not consider the requirement to provide sidings to enable local trains to move aside for express and freight trains or to provide strategic guidance for Local Development Plan’s to require development proposals to consider any impact on the use of level crossings as strategic land-use planning issues or cross boundary issues. The Plan does however more generally set out within the Policy to safeguard land for future infrastructure provision through Local Development Plans. The changes sought by **Network Rail (347686)** in relation to level crossings is a detailed matter which will be considered further during the preparation of Local Development Plans. The Scottish Government nor Transport Scotland have raised any concern, nor sought any changes, therefore TAYplan does not consider that a modification to Policy 3 is necessary.

Royal Burgh of St. Andrews Community Council (453889):- TAYplan considers that Policy 3 (Transport) clearly states that land should be safeguarded which is essential to support a shift from reliance on the car, which meets the requirements of Scottish Planning Policy. It is considered that although the respondent has requested only a minor modification, any change would undermine the current wording of Policy 3 and could have implications for other policies of the Proposed Plan.

Rail Freight Group (535502):- TAYplan considers that bullet point two of Policy 3 (Transport) is sufficiently clear and flexible to allow future infrastructure provision of other modal shifts away from car and road based freight. This could also include rail freight. The Scottish Government nor Transport Scotland have raised any concern, therefore TAYplan does not consider that a modification to Policy 3 is necessary.

In relation to the suggestion by the **Rail Freight Group (535502)** that land should be identified at a number of locations throughout the TAYplan region for rail freight use, Schedule 4: Issue Number 2: Proposals Map 1 deals with this matter in more detail.

RESPONSE TO REPRESENTATIONS SUPPORTING AS WRITTEN

TAYplan welcomes the support for these issues.

CONCLUSION

TAYplan considers that the issues raised does not warrant any change to the Proposed Strategic Development Plan (June, 2011) and propose that the elements dealt with in this Schedule 4 Summary of Unresolved Issues remain as written and unchanged. Scottish Government nor any of the Regional Transport Partnership's has sought any changes to Policy 3 (Transport). The Policy is consistent with Scottish Planning Policy.

Reporter's conclusions:

[Note: For DPEA use only.]

Reporter's recommendations:

[Note: For DPEA use only.]

2. Copy of representations pertinent to this issue

3. Library of documents and extracts (less than 50 pages) referred to within representations and/or this Schedule