

**TAYplan Strategic Development Plan Authority**

**Summary of Unresolved Issues (Schedule 4)**

*Issue 2: Proposals Map 1*

## 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"><li>• All representations include any attachments submitted by the respondent.</li><li>• 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.</li></ul>
3. Library of documents <ul style="list-style-type: none"><li>• 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).</li></ul>

# 1. Summary of Unresolved Issues

Issue		
<b>Issue number 002: Proposals 1: Map</b>		
<b>Development plan reference:</b>	Page 7: Proposals 1: Map	<b>Reporter:</b> [Note: For DPEA use only.]
Body or person(s) submitting a representation raising the issue and representation references		
<b>Seeking a Change</b>		
<b>ID Number</b>	<b>Person/Organisation</b>	<b>Representation Reference</b>
548151	Andrew McCafferty for GD Strawson and J Farquharson	PLAN443
442149	Bidwells for Zurich Assurance Ltd	PLAN660
548025	Campaign to Open Blackford Railway-station Again	PLAN374
450613	Councillor Michael A Barnacle	PLAN811
549276	Dr Eric Thain	PLAN912
548525	Dr Peter Symon	PLAN896
546838	Kinross-shire Civic Trust	PLAN492
444081	Montagu Evans	PLAN320
548414	Miss Lynn McGeorge	PLAN603
	Montgomery Forgan Associates for Headon Developments	
349140	Ltd	PLAN606
540188	Mr Colin R. McLeod	PLAN30
546652	Mr Howard Greenwell	PLAN254
337567	Mr Kyffin Roberts	PLAN507
545456	Mr Neil Anderson	PLAN142
546019	Mr Nigel Mullan	PLAN185
545848	Mr Ralph Barker	PLAN483
377831	Mrs Judith Harding	PLAN499
377831	Mrs Judith Harding	PLAN500
542448	Miss Nicola Barrie	PLAN73
548737	Mr Willie Rennie MSP	PLAN804
546314	Newburgh Train Station Campaign	PLAN204
344887	Penny Uprichard	PLAN872
344887	Penny Uprichard	PLAN877
535502	Rail Freight Group	PLAN90
547522	Railfuture Scotland	PLAN281
453889	Royal Burgh of St. Andrews Community Council	PLAN917
548506	Ryden for University of St. Andrews	PLAN737
548506	Ryden for University of St. Andrews	PLAN739
443918	Scottish Government	PLAN597
443918	Scottish Government	PLAN666
547750	St. Andrews Preservation Trust	PLAN304
546345	Starlink (St. Andrews Rail Link) Campaign	PLAN259
539251	Stewart Milne Homes	PLAN311
441235	Tactran Regional Transport Partnership	PLAN120
548152	Wilson Adams	PLAN433

## Support as written

ID Number	Person/Organisation	Representation Reference
419429	Auchterarder & District Community Council	PLAN75
543847	Cllr Andrew Arbuckle	PLAN97
544553	Cllr Tom Gray	PLAN270
337727	Colliers International for Gleneagles Hotel	PLAN51
541485	Colliers International for Lawrie and Symington Ltd	PLAN347
543455	David Strachan	PLAN92
379723	Dunning Community Council	PLAN434
547333	Gee Roberts	PLAN269
546061	Jane Murray	PLAN186
546219	Jim Laughlan	PLAN196
546010	Karen Bryce	PLAN184
544846	Karl Barrs	PLAN130
263542	Kingsbarns Community Council	PLAN373
546538	Mary Mitchell	PLAN235
349140	Montgomery Forgan Associates for Headon Developments Ltd	PLAN604
547787	Ms Elizabeth Smith MSP	PLAN305
548911	Mr John Park MSP	PLAN830
547801	Mr Murdo Fraser MSP	PLAN307
546436	Mr Roderick Campbell MSP	PLAN209
548506	Ryden for University of St. Andrews	PLAN732
344939	Scottish Enterprise	PLAN422
546005	William Murray	PLAN183

**Provision of the development plan to which the issue relates:**

The Proposals Map shows proposals for how the region will develop over the plan period, including strategic development areas and transport projects.

**Planning Authority's summary of the representation(s):**

## SUMMARY OF REPRESENTATIONS SEEKING A CHANGE

### RAIL PROPOSALS

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

**Mr Nigel Mullan (546019); Mr Neil Anderson (545456); Newburgh Train Station Campaign (546314); Wilson Adams (548152); Miss Nicola Barrie (542448); Mr Ralph Barker (545848) and Mr Willie Rennie MSP (548737)** seek for greater priority to be given to the re-opening of

Newburgh rail station. **Newburgh Train Station Campaign (546314)** note that since previous studies were undertaken changing circumstances have increased prospects for a station, including increased frequency of trains passing through Newburgh, providing the basis for a service of perhaps 10 stops in each direction. The existing service would allow a station to be viably operated and maintained, improving railway finances. Costs for land purchase and any signalling changes required are estimated to have dropped from previous estimates. Potential carbon dioxide savings are highlighted. Newburgh Train Station Campaign consider that a single new station strategy (i.e. only at Newburgh, rather than Newburgh plus Bridge of Earn / Oudenarde) would be critical to avoid the need for additional capital costs. **Mr Neil Anderson (545456); Newburgh Train Station Campaign (546314)** and **Wilson Adams (548152)** state that there is potential to reopen Newburgh station without increasing journey times, including transferring other stops e.g. Ladybank. **Mr Neil Anderson (545456); Mr Willie Rennie MSP (548737)** and **Mr Nigel Mullan (546019)** highlight that Newburgh is the largest town in Fife next to a railway line without a rail station. **Wilson Adams (548152); Mr Willie Rennie MSP (548737); Miss Nicola Barrie (542448)** and **Mr Nigel Mullan (546019)** highlight local population increases and strong local support for the proposal. **Mr Neil Anderson (545456) and Miss Nicola Barrie (542448)** highlight that the proposal would have a dramatic economic impact, particularly through tourism as work on the Fife Coastal Path commences. **Miss Nicola Barrie (542448)** states that there is already existing ground for parking.

**Scottish Government (443918) – PLAN597** seek the removal of reference to proposed new rail stations at Bridge of Earn, Newburgh and Wormit. Transport Scotland is responsible for the development of the rail network and has no plans to promote or develop proposals for providing railway stations at Bridge of Earn, Newburgh and/or Wormit. In this regard the Proposed Plan is not co-ordinated with Transport Scotland's investment plans as required by the Planning Circular 1/2009 - Development Planning. These railway station proposals would likely have a negative impact on the national priorities to improve rail journey times from the Central Belt to Inverness and Aberdeen, as identified in the Scottish Government's Strategic Transport Projects Review (2008). Retaining the railway stations in the Proposed Plan risks the planning authority blighting the land and misleading developers and others, as to the possibility of accessing any such station(s) at some point in the future. No evidence has been supplied to Transport Scotland to demonstrate that the points raised in Scottish Planning Policy paragraph 176 have been considered regarding these railway stations, nor evidence to demonstrate that the stations have resulted from appraisal which is robust, based on objective-led analysis and consistent with the approach set out in Scottish Transport Appraisal Guidance. This should include consideration of alternative solutions that may also address the identified problems and opportunities in the locations identified. Transport Scotland has received no evidence that these railway stations have robust business cases prepared in accordance with Scottish Transport Appraisal Guidance and Network Rail's Investment in Stations guidance (May 2011). No evidence has been supplied to explain how the capital cost will be funded or whether there are ongoing revenue subsidy costs of operating the railway stations and any rail services using these locations, and if so, how these will be funded.

**Mr Ralph Barker (545848); Mrs Judith Harding (377831); Railfuture Scotland (547522); Starlink (St. Andrews Rail Link) Campaign (546345); Royal Burgh of St. Andrews Community Council (453889); Mr Kyffin Roberts (337567); Mr Howard Greenwell (546652) – PLAN254; St. Andrews Preservation Trust (547750) and Penny Uprichard (344887) – PLAN 877** consider that land should be safeguarded for a rail link / railway and station for St. Andrews. **Railfuture Scotland (547522) and Starlink (St. Andrews Rail Link) Campaign (546345)** highlight that St. Andrews is an important location for the TAYplan economy, whilst a railway is the most likely way to achieve a modal shift away from car use. **Mr Howard Greenwell (546652)** suggests that the proposal should allow for electrification of the line. **St. Andrews Preservation Trust (547750)** notes that there may be conflicts with other proposals identified in the Proposed Plan and the need to mitigate against increased traffic congestion. **Mr Kyffin Roberts (337567)** highlights the need for appropriate infrastructure to

support the scale of proposed development in the town, reducing reliance on the car, the need to reduce carbon emissions, and the psychological barrier of the distance to Leuchars to the use of public transport.

**Campaign to Open Blackford Railway-station Again (548025) and Mr Ralph Barker (545848)** seek the reopening of Blackford rail station and consider that concentrating on Gleneagles in preference to Blackford contradicts the conclusions of the independent report Blackford Railway Station – Business Case and Market Demand for Station Re-Opening produced by AECOM (April 2010). The proposed station would serve a major development and help negate increased greenhouse gases. The response notes the environmental benefits of electrification of the rail network and states that electrification should include the Dunblane-Blackford-Gleneagles-Perth line.

**Kinross-shire Civic Trust (546836)** seek the resurrection of the Perth – Kinross – Edinburgh rail link as vital for the future considering sustainability issues, which would have major impacts on settlements along its length.

**Mr Ralph Barker (545848)** has provided a number of other transport proposals for the TAYplan area, including:

- Perth Station Enhancement – protect the present capacity of the station against any adverse development;
- There should be a direct rail route between Perth and Edinburgh (long-term policy);
- In addition to Newburgh and Blackford railway stations, Abernethy should be reopened; and,
- A mention should be made within the Proposed Plan that a more direct deviation may be the best solution for the Usan, Montrose rail double-tracking.

## **ROAD PROPOSALS**

**Kinross-shire Civic Trust (546836) and Councillor Michael A Barnacle (450613)** seek recognition on the Proposals Map of the A977 linking Kinross-shire to the Kincardine Bridge, Glasgow and the South and South West.

**Dr Peter Symon (548525)** proposes that the Proposals Map and accompanying text to contain a reference to the proposed new bridge over the River Tay north of Perth and its concomitant development opportunities in terms of transport infrastructure, employment land, housing land and energy infrastructure.

**Bidwells for Zurich Assurance Ltd (442149)** have general support for the vision and objectives but believes that the Proposed A9/A94 and A9/A85 proposals are cost negative and will not contribute to the objective of reducing travel. Greater emphasis should be placed on upgrading public transport, including train services within the Perth Core, and to Pitlochry, Inverness and Edinburgh.

**Penny Uprichard (344887) – PLAN 872** notes that there is no sign of the St. Andrews 'distributor road'.

**Mr Colin R. McLeod (540188)** seeks deletion of reference to the new bridge over the River Tay linking the A9 and A94 due to a lack of strategic thinking about the impact on traffic flows along roads linking to the new bridge and on communities along these routes. The A94 is not dual carriageway and is not currently suited to large volumes of heavy traffic. The eventual outcome would require a series of new bypasses through Strathmore

## **LEUCHARS AIRFIELD**

**St. Andrews Preservation Trust (547750) and Dr Eric Thain (549276)** seek the use of the airfield at Leuchars as a commercial airport. **Dr Eric Thain (549276)** highlights recent investment in aircraft facilities, proximity to Dundee and examples of other ex-military air bases from which commercial airlines have operated.

## **STRATEGIC DEVELOPMENT AREAS**

**Montgomery Forgan Associates for Headon Developments Ltd (349140) and Ryden for University of St. Andrews (548506) – PLAN 737** seek changes to the description of the St. Andrews West and Science Park Strategic Development Area to 'St. Andrews West and Science/Research/University Park'.

**Royal Burgh of St. Andrews Community Council (453889) and Mr Howard Greenwell (546652)** seek the removal of St. Andrews West and Science Park from the Proposals Map. **Royal Burgh of St. Andrews Community Council (453889)** state that failing this 'St. Andrews West and Science Park' should be changed to 'St. Andrews West' with consideration given to locating the Science Park at Guardbridge former paper mill. It is also proposed that in the legend 'The Strategic Development Areas' be changed to 'Approximate locations of Strategic Development Areas'.

**Ryden for University of St. Andrews (548506) – PLAN 739** seek the inclusion of Guardbridge Energy Centre within the Proposals Map.

**Stewart Milne Homes (539251)** seek the inclusion of Auchterarder as a strategic growth area on the Proposals Map highlighting delivery issues with identified Strategic Development Areas and the potential for further development at Auchterarder.

**Montagu Evans (444081)** states that the identification of Strategic Development Areas should not preclude development elsewhere. It is important for effective land to be considered for development on sites that offer the opportunity for sustainable development.

Issues relating to the Strategic Development Areas are addressed in Schedules: 12 – Policy 4: Strategic Development Areas (Policy 4a strategic allocations), 13 – Policy 4: Strategic Development Areas (alternative sites) and 14 – Policy 4: Strategic Development Areas (Policy 4b text and general). Any modifications arising in Policy 4 could have a consequential change to the Proposals Map.

## **GREENBELT**

**Miss Lynn McGeorge (548414)** whilst supporting the approach of protecting the landscape of Perth and Kinross has concerns at the exclusion of areas worth protecting, in particular Luncarty, Redgorton, Stanley and Stormontfield.

**Andrew McCafferty for GD Strawson and J Farquharson (548151)** considers that the Proposals Map "bubble" inset is insufficiently clear to understand the area/location of green belt around/on the edge of the eastern side of Perth. Should be clarified by relating to a physical feature or settlement.

**Penny Uprichard (344887) – PLAN 872** notes that arrows indicating green belt on the Proposals Map are virtually blotted out by the symbol for the St. Andrews West and Science Park Strategic Development Area.

Issues relating to the green belt are also addressed in Schedule Issue 8 – Policy 3: Managing TAYplan’s Assets (Greenbelts). Any modifications arising in Policy 3 - Greenbelt could have a consequential change to the Proposals Map.

## **OTHER – MISCELLANEOUS**

**Tactran Regional Transport Partnership (441235)** highlight that the Proposals Map omits identification of a location for the Proposed Dundee West Strategic Park and Ride site, as identified in the Regional Park & Ride Strategy and Strategic Transport Projects Review (2008).

**Andrew McCafferty for GD Strawson and J Farquharson (548151)** considers that the extent/location of undeveloped coast, particularly on the north side of the River Tay, is so clear as to be indecipherable. It is not understood what is meant by undeveloped coast and its application to the Proposals Map. The respondent requests the symbol be deleted from the diagram.

**Scottish Government (443918) - PLAN666** Seek inclusion on page 18 of a reference to the pipeline to transfer CO2 from Longannet in Fife to St. Fergus in Aberdeenshire through carbon capture and storage.

## **SUMMARY OF REPRESENTATIONS SUPPORTING AS WRITTEN**

### **GENERAL**

**Auchterarder & District Community Council (419429)** Support the Proposals Map in its present form.

**Dunning Community Council (379723)** Support the improvements to the road and rail infrastructure.

**Scottish Enterprise (344939)** Support the proposals in terms of strategic sustainable economic development impact.

### **RAIL PROPOSALS**

**Cllr Andrew Arbuckle (543847); David Strachan (543455); Karl Barrs (544846); Karen Bryce (546010); Jane Murray (546061); Jim Laughlan (546219); Mr John Park MSP (548911); Mr Murdo Fraser MSP (547801); Mr Ralph Barker (545848); Mr Roderick Campbell MSP (546436) and Ms Elizabeth Smith (547787)** Support the proposed new rail station at Newburgh. Reasons given in support of the proposal include:

- strong local support for the proposal;
- forecast local population increases;
- assisting viability of existing services;
- increased frequency of trains passing through Newburgh in recent years;
- environmental benefits through reducing road traffic;
- benefits for commuters;
- increased accessibility and social benefits;
- economic benefits;
- existing station with ground for parking makes proposal more cost effective than other proposals;
- Newburgh is the largest town in Fife next to a railway line without a rail station; and,
- Other recent station re-openings have proved more successful than expected.

**Mr Ralph Barker (545848)** Support is given for for railway stations at Wormit and Oudenarde, and for a new railway station at Dundee West / Ninewells Hospital, however Invergowrie station should be retained.

**Auchterarder & District Community Council (419429); Cllr Tom Gray (544553); Colliers International for Gleneagles Hotel (337727); Dunning Community Council (379723); Gee Roberts (547333); Mary Mitchell (546538); Mr Ralph Barker (545848) and William Murray (546005)** Support the proposed enhancement of Gleneagles station. Reasons given in support of the proposal include:

- Existing access issues – access to and from the A9 road is dangerous;
- Historic building has fallen into disrepair;
- Well used station and more houses planned;
- Proposal makes more sense than a new station at Blackford;
- Improvements would increase use of the station;
- Station serves many surrounding communities;
- Proposal can reduce traffic on the A9 and parking congestion at other stations;
- Will improve accessibility and connectivity of the area supporting longer term growth; and,
- Speedy progress needed to be ready for Ryder Cup in 2014.

## **STRATEGIC DEVELOPMENT AREAS**

**Montgomery Forgan Associates for Headon Developments Ltd (349140)** Support the identification of the Strategic Development Area at St. Andrews West.

**Colliers International for Lawrie and Symington Ltd (541485)** Support in principle the identification of the strategic development area for Forfar Regional Agricultural Service Centre as a basis for future discussion and examination, recognising the potential opportunity to utilise land and resources in a principal market town of Angus.

**Ryden for University of St. Andrews (548506)** Support proposals in St. Andrews for a distributor road and for consideration of integrated transport solutions such as bus and rail.

## **OTHER – MISCELLANEOUS**

**Kingsbarns Community Council (263542)** Support undeveloped coast covering East Neuk of Fife in the Proposals Map.

## **Modifications sought by those submitting representations:**

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

## **RAIL PROPOSALS**

### ***Rail Freight Group (535502):-***

- *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.*

**Mr Nigel Mullan (546019), Mr Neil Anderson (545456), Newburgh Train Station Campaign (546314), Wilson Adams (548152), Miss Nicola Barrie (542448), Mr Ralph Barker (545848) and MSP Willie Rennie (548737):-**

- Seek for greater priority to be given to the re-opening of Newburgh rail station through the Proposed Plan and associated Action Programme.

**Scottish Government (443918):-**

- *Remove reference to proposed new railway stations at Bridge of Earn, Newburgh and Wormit.*

**Mr Ralph Barker (545848); Mrs Judith Harding (377831), Railfuture Scotland (547522), Starlink (St. Andrews Rail Link) Campaign (546345), Royal Burgh of St. Andrews Community Council (453889), Mr Kyffin Roberts (337567), Mr Howard Greenwell (546652), St. Andrews Preservation Trust (547750) and Penny Uprichard (344887) – PLAN 877:-**

- *include a proposed railway station for St. Andrews and a rail link to the main rail line, with a corresponding addition to the legend, and for land to be safeguarded as such.*

**Mr Howard Greenwell (546652):-**

- *The proposal (for a St. Andrews rail link) should allow for electrification of the line.*

**Campaign to Open Blackford Railway-station Again (548025):-**

- *No specific change to the plan is identified but concern expressed that there are no references in the Proposed Plan to opening Blackford Railway Station within the 2012-2032 plan period.*

**Mr Ralph Barker (545848):-**

- *Mention Blackford Railway station re-opening.*

**Kinross-shire Civic Trust (546836):-**

- *Add a proposal for the Perth - Kinross - Edinburgh rail link.*

**Mr Ralph Barker (545848):-**

- *Perth Station Enhancement – protect the present capacity of the station against any adverse development;*
- *Direct (rail) route between Perth and Edinburgh (Former Glenfarg route) long-term policy;*
- *In addition to Newburgh and Blackford railway stations, Abernethy should be reopened; and,*
- *Proposed Plan should mention that a more direct deviation may be the best solution for the Usan, Montrose rail double-tracking.*

## **ROAD PROPOSALS**

**Kinross-shire Civic Trust (546836) and Councillor Michael A Barnacle (450613):-**

- *Add a proposal for recognition on the Proposals Map of the A977 linking Kinross-shire to the Kincardine Bridge, Glasgow and the South and South West.*

**Dr Peter Symon (548525):-**

- *The Proposals Map and accompanying text should contain a reference to the proposed new bridge over the Tay north of Perth and its concomitant development opportunities in terms of transport infrastructure, employment land, housing land and energy infrastructure.*

**Bidwells for Zurich Assurance Ltd (442149):-**

- *Greater emphasis should be placed on upgrading public transport, including train services within the Perth Core. The respondent also expresses concerns that the Proposed A9/A94 and A9/A85 proposals are cost negative and will not contribute to the objective of reducing travel.*

**Penny Uprichard (344887) – PLAN 872:-**

- Requests no specific change but notes that there is no sign of the St Andrews 'distributor road'.

**Mr Colin R. McLeod (540188):-**

- Delete reference to new bridge over the Tay River (sic) linking A9 & A94.

**LEUCHARS AIRFIELD**

**St. Andrews Preservation Trust (547750):-**

- Requests no specific change but notes the benefits of developing commercial air services at Leuchars.

**Dr Eric Thain (549276):-**

- Revisions to the Strategic Development Plan should include a satisfactory utilisation of the Leuchars air facilities.

**STRATEGIC DEVELOPMENT AREAS**

**Montgomery Forgan Associates for Headon Developments Ltd (349140) and Ryden for University of St. Andrews (548506) – PLAN 737:-**

- Change the description of the St. Andrews West and Science Park Strategic Development Area to *St Andrews West and Science/Research/University Park*.

**Royal Burgh of St. Andrews Community Council (453889) and Mr Howard Greenwell (546652):-**

- Remove St. Andrews West and Science Park from the Proposals Map and corresponding legend. **Royal Burgh of St. Andrews Community Council (453889)** state that failing this Change "St. Andrews West and Science Park" to "St. Andrews West".

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

- Change "The Strategic Development Areas;" to "Approximate locations of Strategic Development Areas;".

**Ryden for University of St. Andrews (548506) – PLAN 739:-**

- Include Guardbridge Energy Centre within the Proposals 1: Map.

**Stewart Milne Homes (539251):-**

- Stewart Milne Homes proposes Auchterarder to be included as a strategic growth area and identified as such within the Proposals Map.

**Montagu Evans (444081):-**

- Requests no specific change but raises concerns that the identification of Strategic Development Areas should not preclude development elsewhere.

**GREENBELT**

**Miss Lynn McGeorge (548414):-**

- Requests no specific change but raises concerns at the exclusion from greenbelt of areas worth protecting, in particular Luncarty, Redgorton, Stanley and Stormontfield.

**Andrew McCafferty for GD Strawson and J Farquharson (548151):-**

- The "bubble" inset is insufficiently clear to be able to understand the area/broad location of proposed green belt around/on the edge of the eastern side of Perth. Also, the extent/location of "Undeveloped Coast" particularly on the north side of the Tay is so unclear as to be indecipherable. I request that the broken green line is clarified by, for example, relating it to a physical feature/settlement "on the ground".

**Penny Uprichard (344887) – PLAN 872:-**

- Requests no specific change but notes that arrows indicating green belt on the Proposals Map are virtually blotted out by the symbol for the St. Andrews West and Science Park Strategic Development Area.

**OTHER – MISCELLANEOUS**

**Tactran Regional Transport Partnership (441235):-**

- The Proposals Map omits identification of a location for the Proposed Dundee West element of the package of Strategic Park and Ride sites around Dundee. It is recommended that this location should be identified.

**Andrew McCafferty for GD Strawson and J Farquharson (548151):-**

- It is not possible to understand what is meant by the term "Undeveloped Coast" and its application to Proposals 1:Map so I request that this symbol is deleted altogether from the diagram.

**Scottish Government (443918) – PLAN666:-**

- Include on page 18 a reference to the pipeline to transfer CO2 from Longannet in Fife to St Fergus in Aberdeenshire through carbon capture and storage. If necessary this could be as part of a footnote.

**Summary of responses (including reasons) by Planning Authority:**

**RESPONSES TO REPRESENTATIONS SEEKING A CHANGE**

**RAIL PROPOSALS**

**Rail Freight Group (535502)**

The issue of giving rail freight equal weight to sea freight is dealt with under Schedule 4 Issue 11 – Policy 3: Managing TAYplan's Assets: Transport.

**Rail Freight Group (535502); Mr Ralph Barker (545848); Mrs Judith Harding (377831); Railfuture Scotland (547522); Starlink (St. Andrews Rail Link) Campaign (546345); Royal Burgh of St. Andrews Community Council (453889); Mr Kyffin Roberts (337567); Mr Howard Greenwell (546652) – PLAN254; St. Andrews Preservation Trust (547750); Penny Uprichard (344887) – PLAN 877; Campaign to Open Blackford Railway-station Again (548025); and Kinross-shire Civic Trust (546836)**

TAYplan considers that the projects and proposals outlined by the respondents above should not be identified on the Proposals Map. The Proposed Plan recognises that new development will need to be supported by transport infrastructure, and also highlights the benefits of this in terms of contributing to behavioural change and reducing reliance on road based travel.

The projects and proposals for transport infrastructure projects specified within the Proposed Plan (set out in Proposal 1: Map and explained in the Proposed Action Programme) are based on those set out in Scottish Government's National Planning Framework 2 (2009) (CL/Doc1) and Strategic Transport Projects Review (2008) (CL/Doc53), and the two Regional Transport Strategies which cover the TAYplan region - Sustran (2008) (CL/Doc22) and Tactran (2008)

**(CL/Doc21).**

Policy 3: Managing TAYplan's assets (Transport) requires Local Development Plans to ensure that appropriate land is safeguarded for future infrastructure provision identified in the Proposals Map, that which is integral to a Strategic Development Plan Area, or which is essential to support a shift from reliance on the car and road-based freight, as well as at the region's ports and harbours (as appropriate) to support freight and other port related uses.

With regard to projects and proposals requested by the respondents listed above, such schemes or projects that would require the safeguarding of land and/or routes for new or improved infrastructure not covered by the above categories will be determined, as a consequence of this policy, through future iterations of Regional Transport Strategies/Strategic Development Plans. Proposals such as passenger rail facilities for St. Andrews, Blackford and Abernethy, a Perth to Edinburgh rail link via Kinross, and strategic freight rail locations at Montrose station, Dundee West, Perth South and land around Blackford station could be examples of this.

The Tactran Tay Estuary Rail Study (2003) (CL/Doc48 and 57) identifies enhancing Gleneagles Station as a preference to re-opening Blackford Station.

The Proposed Action Programme (October 2011) (Page 15) (CL/Doc37) provides details of rail service enhancements between Aberdeen and the central belt. The 2<sup>nd</sup> phase of this includes upgrading single track to double track at Usan, including a new bridge over Montrose Basin.

TAYplan does not consider any change to the Proposals Map necessary.

***Mr Nigel Mullan (546019); Mr Neil Anderson (545456); Newburgh Train Station Campaign (546314); Wilson Adams (548152); Miss Nicola Barrie (542448); Mr Ralph Barker (545848) and Mr Willie Rennie MSP (548737)***

The Proposed Plan identifies a new rail station at Newburgh as one of several proposals important to the delivery of the Proposed Plan. Work related to this, and the prioritisation given to the project, is detailed in the updated Proposed Action Programme (October 2011 Page 28, Action 26) (CL/Doc37). This increases the priority given to the re-opening of Newburgh rail station when compared to the Proposed Action Programme (June 2011) to be consistent with other new rail stations proposed. The Plan does not deal with prioritisation but gives support to the scheme therefore no change is proposed. The actions related to proposals for new rail stations is to 'undertake a transport appraisal for these areas'.

***Scottish Government (443918) – PLAN597***

The proposed new rail stations that the Scottish Government has asked to be removed from the Proposals Map are all current proposals within existing Structure Plans. A new station at Oudenarde is within the Perth & Kinross Structure Plan (2003) (CL/Doc46) and Newburgh and Wormit within the Fife Structure Plan (May 2009) (CL/Doc39). Both documents are approved by Scottish Ministers. All proposed stations are important to the long term sustainable strategy of TAYplan. Whilst currently not within the Scottish Government's Strategic Transport Projects Review (2008) (CL/Doc53), these proposals are an important component of TAYplan's strategy. It is considered appropriate to include these proposals.

The Proposed Action Programme (October 2011) (CL/Doc37) sets out how the proposals will be taken forward, stating that these proposals will involve undertaking a transport appraisal for the areas identified, highlighting the requirement for STAG appraisal. Tactran and SEStran consider that any appraisal of a new rail station at either Newburgh or Oudenarde/Bridge of Earn should not be considered in isolation, but requires to be considered as part of the same appraisal due to their proximity, likely rail network impact and overlapping catchment areas.

TAYplan disagrees that safeguarding land for these proposals risks blighting land. Therefore TAYplan does not consider any change to the Proposals Map necessary.

## **ROAD PROPOSALS**

***Kinross-shire Civic Trust (546836) and Councillor Michael A Barnacle (450613)*** There are currently no proposals for strategic improvements to the A977 other than targeted road safety measures. The need for other improvements to this route will be considered through Local Development Plans and/or Regional Transport Strategies. Therefore TAYplan does not consider any change to the Proposals Map necessary.

***Dr Peter Symon (548525); Bidwells for Zurich Assurance Ltd (442149); and Mr Colin R. McLeod (540188)*** The Proposals Map contains a reference to the proposed A9/A94 link and further detail is provided within the Proposed Action Programme (Page 25 Action 20) (CL/Doc37). The Proposed Action Programme October 2011 (Page 25, Action 20) (CL/Doc37) highlights that this proposal is required to enhance accessibility around Perth, facilitate development of West/North West Perth, one of TAYplan's Strategic Development Areas. The proposal would also increase accessibility and connectivity, whilst improving air quality in Perth town centre (an Air Quality Management Area). A STAG report has been prepared and consulted upon, and a Strategic Environmental Assessment has also been prepared. Therefore TAYplan does not consider any change to the Proposals Map necessary.

### ***Penny Uprichard (344887) – PLAN 872***

The St. Andrews 'distributor road' is considered to an integral part of the Strategic Development Area, and the route identified through future Masterplanning work. TAYplan consider that is sufficient to show the Strategic Development Area on the Proposals Map without need to show the road proposal separately. Therefore TAYplan does not consider any change to the Proposals Map necessary.

## **LEUCHARS AIRFIELD**

### ***St. Andrews Preservation Trust (547750); Dr Eric Thain (549276)***

The potential use of the airfield at Leuchars as a commercial airport will need to be considered by the Ministry of Defence in relation to the change from an RAF base to an army base. Therefore TAYplan does not consider any change to the Proposals Map necessary.

## **STRATEGIC DEVELOPMENT AREAS**

### ***Montgomery Forgan Associates for Headon Developments Ltd (349140) and Ryden for University of St. Andrews (548506) – PLAN 737; Royal Burgh of St. Andrews Community Council (453889); Mr Howard Greenwell (546652); and Stewart Milne Homes (539251)***

The respondents seek changes or additions to the Strategic Development Areas proposed in Policy 4 of the Proposed Plan. These issues are considered through Schedule 4 Issues: 12 – Policy 4: Strategic Development Areas (Policy 4a strategic allocations), 13 – Policy 4: Strategic Development Areas (alternative sites) and 14 – Policy 4: Strategic Development Areas (Policy 4b text and general). As the Proposals Map reflects Policy 4, any changes to the Strategic Development Areas through Policy 4 may have consequential effects for the Proposals Map. TAYplan does not consider any change to the Proposals Map necessary.

***Ryden for University of St. Andrews (548506) – PLAN 739*** TAYplan does not consider proposals for Guardbridge Energy Centre to be of scale that requires to be identified on the Proposals Map. Proposals for this site will be considered through the examination of the St. Andrews and East Fife Local Plan.

**Royal Burgh of St. Andrews Community Council (453889)** TAYplan does not agree with the respondent's suggestion for 'The Strategic Development Areas' be changed to 'Approximate locations of Strategic Development Areas' in the legend. The diagram is intended to be indicative whilst assisting the reader in identifying the location of proposals where known. Some of the Strategic Development Areas in specific locations e.g. Dundee Centre and Port, whilst the precise location of others may be not yet finalised. TAYplan does not consider any change to the Proposals Map necessary.

**Montagu Evans (444081)** TAYplan does not consider that the identification of Strategic Development Areas would preclude development elsewhere. Issues relating to development outside the Strategic Development Areas are addressed in Schedule 4 Issue 3 - Policy 3: Policy 1: Locational Priorities – Policy 1 settlement tiers and Schedule 4 Issue 4 - Policy 1: Locational Priorities – Policy 1b, text and general.

## **GREENBELT**

**Miss Lynn McGeorge (548414); Andrew McCafferty for GD Strawson and J Farquharson (548151); and Penny Uprichard (344887) – PLAN 872**

Green belt identified on the Proposals Map for Perth and St. Andrews is intended to be indicative only, as detail on the location of green belt is most appropriately considered at the Local Plan/Local Development Plan level. The inclusion of areas such as Luncarty, Redgorton, Stanley and Stormontfield will be addressed through the identification of green belt in the Perth & Kinross Local Development Plan. It is considered that the Proposals Map provides adequate clarity in view of the above. Issues relating to the greenbelt are also addressed in Schedule Issue 8 – Policy 3: Managing TAYplan's Assets (Greenbelts). Any modifications arising in Policy 3: Managing TAYplan's Assets - Greenbelt could have a consequential change to the Proposals Map.

## **OTHER – MISCELLANEOUS**

**Tactran Regional Transport Partnership (441235)**

Whilst a square symbol at this area on the Proposals Map could provide more clarity and was an error in publication, it is not considered essential that TAYplan modify the Plan in this regard.

**Andrew McCafferty for GD Strawson and J Farquharson (548151)**

The area of undeveloped coast identified on the Proposals Map is intended to be indicative only, to highlight areas that should be considered at the Local Development Plan level when identifying parts of the coastline that are unsuitable for development (in accordance with Scottish Planning Policy (Page 20, Paragraph 100) (002/SL/Doc40). Policy relating to undeveloped coast is set out in Policy 3: Managing TAYplan's Assets (Natural and Historic Assets).

**Scottish Government (443918) - PLAN666**

Whilst the suggestion proposed by the respondent may provide some clarity with regard to National Planning Framework 2, TAYplan do not consider that the land-use implications of this proposal are such that it requires inclusion on the Proposals Map.

## **RESPONSE TO REPRESENTATIONS SUPPORTING AS WRITTEN**

Support for the support received in relation to these issues is welcomed by TAYplan.

## CONCLUSIONS

TAYplan considers that all of the issues raised do 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. Many of the changes being sought would be a consequence of proposals, such as Strategic Development Areas, being changed in other parts of the Plan.

### 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**