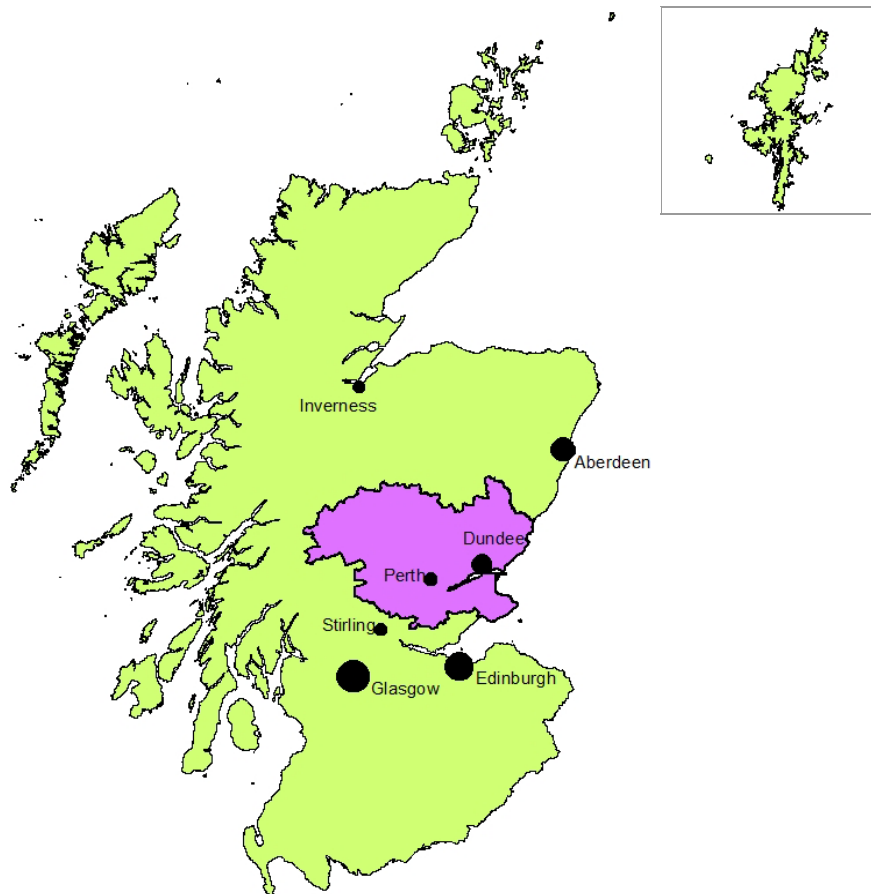


# TAYplan

The Strategic Development Planning Authority  
for Dundee, Angus, Perth and North Fife

## The Main Issues Report: Options for Scotland's SusTAYnable region 2012-2032

April 2010



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## Timetable for producing the Strategic Development Plan



## Foreword by the Strategic Development Planning Authority 2010 Chair

This Main Issues Report is a key stage in producing a Strategic Development Plan. It helps us to understand what individuals, organisations, businesses, politicians and communities think should happen in this region. We are looking at what is required to provide the context in which more localised decisions can be made to ensure this region becomes an even better place and is even more successful.



This Main Issues Report is the first step to delivering a strategic land use planning framework under the new Planning legislation. The four Councils are working collaboratively to ensure that the Strategic Development Plan is delivered without undue delay to provide an environment for this region to continue to be a natural choice for investment and a place where more people wish to live, work and visit. This will provide the strategic framework from which the Local Development Plans will flow and other related plans and projects will relate.

We will be producing this first Strategic Development Plan in changing times. The financial world is placing pressures at individuals, organisations and government. However, we have to look beyond this current period towards 2032 and set out our vision for this region and the strategic land use decisions that are required to achieve the vision.

The pressures on the public sector purse are likely to require collaborative working across administrative boundaries to consider the best way to deliver public services. There may be strategic land use implications that arise.

Climate change affects us all. Land use planning has an important role in helping to achieve climate change targets through the location, design and layout of development. We are working on assessing what our present emissions are and need to further consider what decisions are required to assist in meeting or exceeding the national emissions reduction targets.

The TAYplan region is set within an extremely attractive landscape. It is a large, predominantly rural area but where most of the population live in settlements, largely concentrated around the River Tay estuary and the coast. These settlements provide the majority of jobs and services. We need to recognise the different role settlements throughout the area have and the Main Issues Reports sets out a preferred spatial strategy which respects the interdependencies of our settlements. The quality of this place is excellent and one we want to maintain and enhance.

The region is strategically located on the UK east coast. It is home to part of the corridor that links Aberdeen, Inverness and the Highlands with the Scottish central belt, Newcastle, London and other UK cities. It is also part of the European North Sea region.

In producing this Report, we recognise that the role of this Plan is to focus on things that are likely to change at the strategic land use level. We recognise that there are already three Structure Plans; national and regional plans and strategies, and our Single Outcome Agreements, all in place and with existing strategic land use proposals for housing, economic development, transport etc. These all provide a strong context for the production of this first Strategic Development Plan.

Councillor Will Dawson  
TAYplan Strategic Development Planning Authority Chair  
April 2010

# 1. What this is

## **TAYplan Strategic Development Planning Authority (SDPA)**

1.1 TAYplan was set up in June 2008 to prepare and maintain a Strategic Development Plan for Dundee City; Angus; Perth and Kinross and North Fife excluding the Cairngorm and Loch Lomond and Trossachs National Parks.

1.2 Once approved the Strategic Development Plan will replace approved Structure Plans covering Dundee and Angus (2002), Perth and Kinross (2003) and North Fife (2009). It will provide a strategic planning framework with a vision and a spatial strategy, showing where development should and should not happen. It will also set the context for local councils to produce Local Development Plans. The Strategic Development Plan will be accompanied by an Action Programme showing how the plan will be delivered. The Strategic Environmental Assessment (SEA) process runs in parallel to this and related questions can be found in the Environmental Report.

## **This is the Main Issues Report (MIR) consultation**

1.3 The Main Issues Report considers the big changes that will shape the next 20 years of our lives, as our children become adults and may have children of their own. It focuses on the key issues for the Proposed Plan (the next stage) which cannot easily be dealt with at local level alone and are best considered with at regional level.

1.4 The Main Issues Report is not a draft plan. It presents options including the preferred scale of growth and where development should and should not be up to year 12 (2012-24) and a broad indication of the scale and direction of growth up to year 20 (2024-32). It asks for your views on these and other issues. Some challenges are about implementing national responses to these issues. Engagement is more effective at this stage because the options are still open; they are less so later in the Plan process.

## **Next Steps**

1.5 Your comments on this Main Issues Report will help to shape the Proposed Plan, which will be produced over the next year and published for consultation in May/June 2011. Unlike the Main Issues Report the Proposed Plan is where we set out what we think the Strategic Development Plan should be like, including any proposals, and ask what you think of it.

## **This consultation**

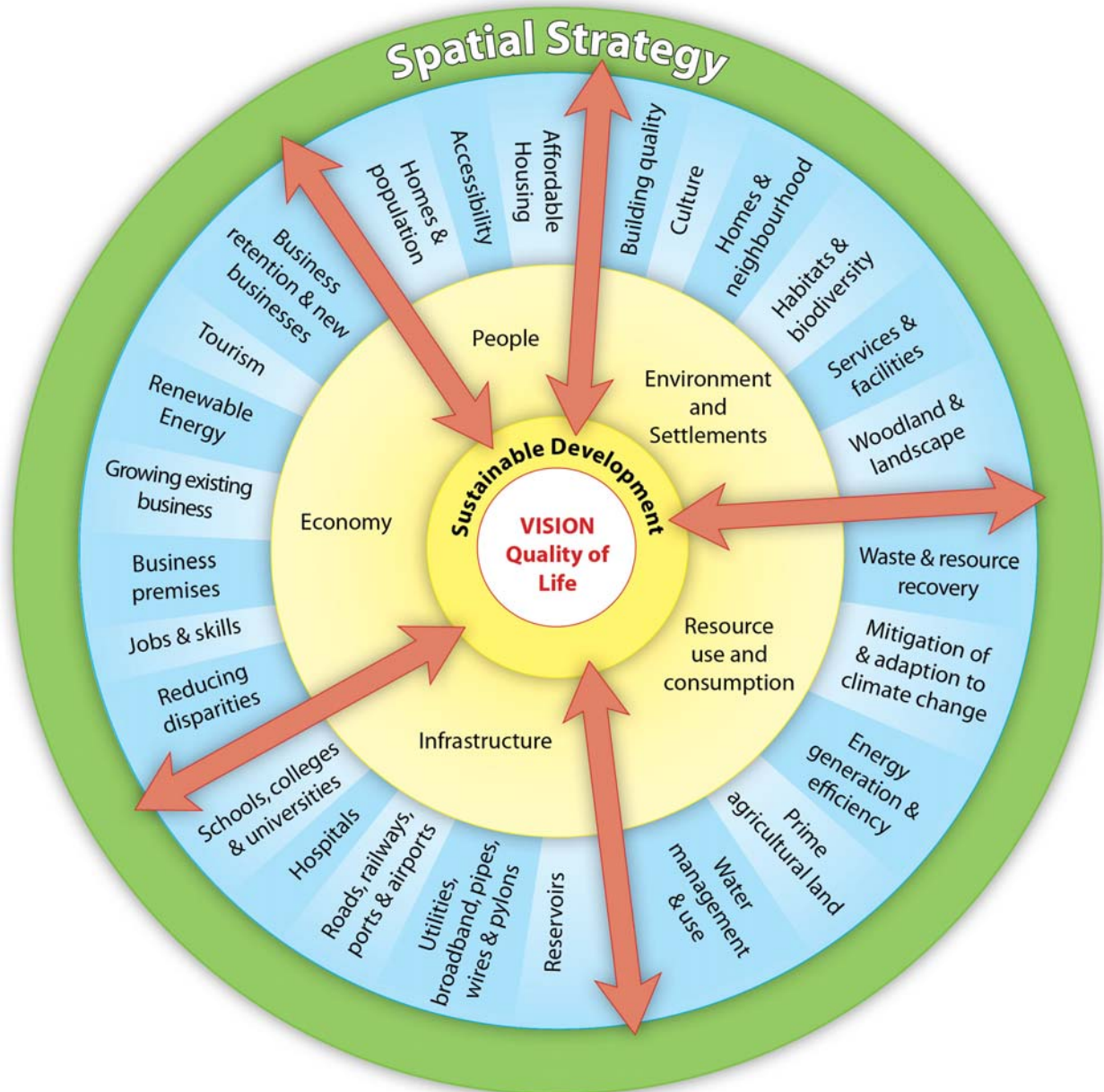
<b>For comment</b>	<ul style="list-style-type: none"><li>• Main Issues Report (this document)</li><li>• Environmental Report including non-technical summary (from the Strategic Environmental Assessment)</li><li>• Draft Equalities and Human Rights Impact Assessment</li></ul>
<b>Supporting documentation</b>	<ul style="list-style-type: none"><li>• Draft Habitats Regulations Appraisal</li><li>• Monitoring Statement</li><li>• Background Technical Note (summarising the work undertaken to arrive at Main Issues Report)</li><li>• Communications Strategy (including participation statement)</li><li>• Revised Development Plan Scheme</li><li>• TAYplan wide Housing Needs and Demand Assessment</li></ul>

**Where to get information and how to respond are on the back page**

**Structure of the Main Issues Report**

1.6 This Main Issues Report considers the challenges and opportunities affecting the region’s environments and settlements; its people; the economy; resource consumption and infrastructure. This helps us to shape a vision that will direct our efforts for the future. This proposed Vision and the opportunities and challenges together lead to a series of options for a Spatial Strategy of where development should and should not take place.

**Issues and challenges covered in the Main Issues Report**



**Neighbouring areas**

1.7 Neighbouring authorities have been consulted on cross-boundary issues and those outwith the TAYplan area that might affect the Proposed Plan. Those issues which are felt to have a strategic cross-boundary implication for TAYplan have been identified in this report.

# Executive Summary

## Introduction

i. The Scottish Government has introduced Strategic Development Plans for the city-regions of Scotland's four largest cities, including Dundee.

ii. This document is the Main Issues Report, the first stage in the process of producing a Strategic Development Plan. It identifies the main issues facing the TAYplan area that are best dealt with at regional (strategic) level and will affect our lives and those of our children over the next 20 years and beyond. The Main Issues Report presents options about how these issues could be dealt with and asks for your views. These views, along with other evidence, will contribute towards producing the Proposed Plan. After submission to Scottish Government Ministers in early 2012 the Proposed Plan will be examined and later approved as the Strategic Development Plan subject to any changes by Scottish Ministers.

iii. There are numerous inter-related issues that will affect the TAYplan area which are broken down into 'Environment and Settlements', 'People', 'Economy', 'Resource Use and Consumption' and 'Infrastructure'. Collectively these issues help us to develop a proposed Vision for how the region should develop and a Spatial Strategy to identify where development should and should not take place.

## Environment and Settlements

iv. The main issues and challenges are about providing better quality homes and neighbourhoods and better places. This is because quality affects where people choose to invest money and where they choose to live. In turn these decisions affect how we interact with the natural environment including wildlife and landscapes. We also need to recognise the risks to the built and natural environments as a result of climate change. Development in existing settlements and regeneration offers some of the best opportunities to reduce our impacts on the natural environment and improve the quality of place and quality of life for people.

## People

v. Our population has been growing as a whole but has fallen in some parts of the region like Dundee City. Measures to support growing sectors of the economy (see below) and improved quality of place (see above) will support this continued population growth and may see additional growth. People are also living longer, they are living in smaller households and their needs are changing. As a result the same number of people would require more housing. Therefore the region needs to plan for population growth and increased housing needs. There are two options: Option 1, past trends continue, or; Option 2, grow Dundee City and plan for a continuation of past growth trends elsewhere in the region. TAYplan prefers Option 2.

## Economy

vi. The Scottish Government has identified several sectors of the Scottish economy which have the potential to grow further. A number of these already have a strong presence in the TAYplan area. These include Life Sciences and Digital Media, which have well established links with the Universities and Hospitals and are already world renowned. There is further potential to commercialise research related to food and for growth of the region's ports, particularly in support of the recent granting of offshore licences for offshore wind energy. These are largely concentrated within Dundee and Perth which have the potential to grow further, supported by infrastructure

improvements. The Proposed Plan could identify land at the Scottish Crop Research Institute, Invergowrie for food research, and protect port land in order to support the growth of these sectors of the economy. The region is already a strong player in the agricultural sector and the Proposed Plan could support the growth of Forfar as an agricultural centre.

### **Resource Use and Consumption**

vii. Our rates of resource consumption require the equivalent of three planet Earths to support our activities, which is not sustainable. Similarly climate change is the single most important issue facing mankind. The way we consume resources can help to tackle these issues and make our activities more sustainable. This means we need to be more energy and water efficient by reducing the amount of resources we need for buildings. We also need to reduce the amount of energy we use for transport by reducing the need to travel and technological changes. This means that the Proposed Plan may need to require high resource efficiency standards in new development. Some of the responses we need require additional infrastructure to be provided (see below). A growing world population will also mean that we need to provide more of our own food and so the land we use to grow crops and rear animals will become more important. The Proposed Plan could protect some prime agricultural land from development.

### **Infrastructure**

viii. Infrastructure helps us access resources, markets, services and to do business. If we are to reduce resource consumption and increase resource recovery from waste we need infrastructure to support this. Therefore, the Proposed Plan may need to set out a framework for Local Development Plans to consistently identify areas which should and should not accommodate such development. We need to locate development and improve infrastructure so that it is easier and more appealing to use public transport and other modes of personal and freight transport which minimise resource consumption. Infrastructure will also be key to improving accessibility and economic opportunities. The Proposed Plan may need to support infrastructure improvements which contribute to these objectives and may also need to locate development in places which best contribute to reducing travel demand.

### **Vision**

ix. We have set out a proposed Vision which brings together the issues identified in this Main Issues Report as well as a series of objectives. These are about providing a region with better quality places and a better quality of life.

### **Spatial Strategy**

x. The spatial strategy sets out where new development should and should not be in order to achieve the vision and deal with the main issues. Given the options described and the requirement to deliver sustainable development, this Main Issues Report considers two Strategy Options for concentrating most development in the region's Principal Settlements; these are the largest settlements with most services and facilities. Strategy A would see most of the new development in Dundee and Perth with the remainder largely concentrated in the other Principal Settlements. Strategy B is very similar but would see a more dispersed pattern of housing development around Perth and into the Carse of Gowrie. TAYplan prefers Strategy A.

## 2. Context for the Main Issues Report and the Proposed Plan

### European, UK and Scottish Government

2.1. The TAYplan area faces a series of opportunities and challenges, many of which are global or national. The European Union and UK and Scottish Governments already aim to tackle many of these as set out below:

#### European and Scottish law, strategies, policies and targets

<b>European North Sea Region</b>	The TAYplan area is part of the wider European North Sea Region which includes local authorities in various European States that share the North Sea Coast. These authorities cooperate on issues of mutual interest. Opportunities will continue to arise for potential European Funding e.g. Port of Dundee.
<b>European Habitats (1992) and Birds (1979) Directives</b>	Require planning authorities to undertake a Habitats Regulations Appraisal to understand the impact that plans have on European designated habitats.
<b>Climate change (Scotland) Act (2009)</b>	Sets binding targets to reduce greenhouse gas emissions to 42% below 1990 levels by 2030 and 80% below by 2050.
<b>Nature Conservation (Scotland) Act 2004</b>	All public bodies have a duty to further the conservation of biodiversity.
<b>Water Framework (Scotland) Act (2003)</b>	Requires the protection, enhancement and restoration of all surface water bodies to 'high' ecological standards by 2015.
<b>Flood Risk Management (Scotland) Act 2009</b>	New responsibilities for Scottish Environment Protection Agency, Scottish Water and local authorities including the assessment of flood risk and preparation of flood risk management plans. Provides a streamlined process for flood protection schemes.
<b>Environmental Assessment (Scotland) Act (2005)</b>	Requires a Strategic Environmental Assessment to embed environmental considerations into the formulation of policies, plans and programmes. This commenced in Autumn 2009 and runs in parallel throughout the production process of the Strategic Development Plan (See Environmental Report).
<b>Planning etc (Scotland) Act (2006)</b>	Sets out the requirements of the Strategic Development Planning Authority including for the Strategic Development Plan to contribute to sustainable development.
<b>Scottish Economic Strategy (2007)</b>	Aims to deliver a wealthier, smarter, stronger, healthier, fairer, safer and greener Scotland based on sustainable economic development.
<b>National Planning Framework (NPF2) (2009)</b>	Aims to deliver Government Economic Strategy through improved infrastructure and enhancing the role of Scottish towns and cities. It includes commitment to several major infrastructure projects.
<b>Scottish Forestry Strategy (2006)</b>	Targets to increase the woodland coverage of Scotland from 17% now to 25% by the middle of the 21 <sup>st</sup> century.
<b>Scottish Tourism Strategy (2006)</b>	Sets targets to increase tourist related revenue by 50% by 2015.
<b>Scotland's Zero Waste Plan (2009)</b>	Targets to reduce landfill to 5% of all waste by avoidance and increasing municipal waste recycling rates to 70%. Cap municipal solid waste to energy at 25%.
<b>Scottish Transport Strategy (2006)</b>	Includes several other documents on buses, rail and freight aims to deliver the objectives of the Economic Strategy for transport.
<b>Scottish Biodiversity Strategy (2004)</b>	Aims to conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future.
<b>Firm Foundations (2007)</b>	Scottish Government's ambition for population growth and increased house building to 35,000 homes per year for Scotland in support of the Scottish Economic Strategy.
<b>Scottish Planning Policy (publication awaited)</b>	Scottish Government is bringing together Scottish Planning Policy statements (SPPs) and National Planning Policy Guidelines (NPPGs) into one single statement of Scottish Planning Policy. This is a different approach to expressing and explaining national planning policy, but the changes in wording do not, in most cases, represent a change in policy. Until this consolidated SPP is formally published by Scottish Government the existing SPPs and NPPGs stand.
<b>Climate Change Delivery Plan (2009)</b>	Plans for more than 50% of electricity and 11% of heat to be generated from renewable sources by 2020.
<b>Energy Efficiency Action Plan (2009)</b>	A consultation for delivering the Climate Change (Scotland) Act 2009 to benefit financially and environmentally from energy efficiency measures.
<b>Scottish Transport Projects Review (STPR)</b>	Sets out transport priorities of national importance: <ul style="list-style-type: none"> <li>• Strategic Park and Ride around Dundee</li> <li>• A90 upgrade through or around Dundee</li> </ul>

	<ul style="list-style-type: none"> <li>• A9 upgrade Dunblane-Inverness (including various junctions and dualling north of Perth)</li> <li>• Perth to Highlands railway upgrade</li> <li>• Central belt-Aberdeen rail upgrade including Usan near Montrose</li> <li>• A92 corridor upgrades within Fife</li> <li>• National rail timetables</li> <li>• Electrification of the Scottish rail network (latter stages in TAYplan area).</li> </ul> <p>Outside of the region but with an impact:</p> <ul style="list-style-type: none"> <li>• New Forth Crossing.</li> </ul>
<b>National Renewables Infrastructure Plan (2010)</b>	Identifies both Dundee and Montrose Ports as locations for investment that are integral to Scotland's future exploitation of offshore renewable energy along with other East Coast locations such as Aberdeen, Methil and the River Forth ports.
<b>TACTRAN and SESTRAN Regional Transport Strategies (Both 2008)</b>	Both aim to reduce the need to travel, improve access and support the economy. Major proposals include: <ul style="list-style-type: none"> <li>• Park and ride sites at Perth, Dundee, Newport and St Andrews</li> <li>• New rail station at Oudenarde</li> <li>• Tay Estuary Rail Service including relocation of Invergowrie rail station to Dundee west and enhancement of Gleneagles Station</li> <li>• Improvements to Dundee and Perth Railway Stations/interchange</li> <li>• A9-A94 link road and new bridge</li> <li>• Multimodal interchanges on the A90 at Forfar and Brechin</li> <li>• Inter-modal freight and improved road/rail access to Dundee and Montrose Ports and Perth Harbour.</li> </ul>

## The National and Local Outcomes

2.2 The TAYplan area's four constituent Councils and Community Planning Partnerships have aligned their visions to the national outcomes for a wealthier, fairer, smarter, healthier, safer, stronger, and greener Scotland. All four Councils have similar visions (below) as the basis for providing public services. These outcomes are embedded in this Main Issues Report.

### Single Outcome Agreements Visions

<b>Angus</b>	"Angus will be a place where a first-class quality of life for all can be enjoyed in vibrant towns and pleasant villages set in attractive and productive countryside. The area will be dynamic and outward looking, contributing to the culture, environment and economy of Scotland."
<b>Dundee City</b>	Dundee... "will be a vibrant and attractive city with an excellent quality of life where people choose to live, learn, work and visit; will offer real choice and opportunity in a city that has tackled the root causes of social and economic exclusion, creating a community which is healthy, safe, confident, educated and empowered; and, will have a strong and sustainable city economy that will provide jobs for the people of Dundee, retain more of the universities' graduates and make the city a magnet for new talent."
<b>Fife</b>	Our vision is of a confident, ambitious and caring Fife that is a great place to live, work and visit. We plan to deliver our shared vision of a Stronger Future for Fife by: Building a stronger, more flexible and diverse economy; Improving health and wellbeing in Fife; Creating a well-educated and skilled Fife; Sustaining and improving our environment; and ,Making Fife's communities safer"
<b>Perth and Kinross</b>	"Our vision is of a confident and ambitious Perth and Kinross, to which everyone can contribute and in which all can share. We will create and sustain vibrant, safe, healthy and inclusive communities in which people are respected, nurtured and supported and where learning and enterprise are promoted."

### The type of places we want to see

2.3 Laws, national policy and Single Outcome Agreements set the context for this Main Issues Report and the Proposed Plan. The region has settlements and ecosystems of international and regional importance but all are key economic and environmental drivers. Protecting and enhancing their quality has a direct impact on the economic competitiveness of the region and will directly affect the quality of place and quality of life of those who live in and visit the region. The Vision is set out in chapter 8 of this document once the main issues have been set out.

## **3. Quality Places – Environments and Settlements**

### **Introduction**

3.1. The quality of both the built and natural environments influences our perceptions, identity and quality of life. Good quality places work because they are attractive, well designed and can support a variety of social and economic needs and aspirations. They also ensure that environmental limits are not breached and that humans, businesses, plants and animals can thrive together. Although it is already a high quality place to live and work, the settlements and environments in the TAYplan area can be improved. Action taken to achieve good quality places over the 20 year plan period will influence our quality of life and that of future generations.

### **Context**

#### **Settlements and places**

3.2 Most of the region comprises a vast rural area, but over three quarters of people live in twenty settlements; one third in and around Dundee. The TAYplan area includes two small cities (Dundee and Perth) and several small/medium sized towns forming a network of settlements concentrated around the River Tay estuary and the coast.

3.3 Dundee and Perth provide the majority of jobs, services and facilities for themselves and their surrounding localities. Both complement each other serving as regional (Dundee) and sub-regional (Perth) retail and employment centres. Other settlements provide more localised employment and retail, and support tourism. Most of the region's least affluent and most deprived communities are concentrated in the region's three largest settlements; Dundee, Perth and Arbroath. There is also hidden deprivation in some rural areas. Settlements are the focus of most human and business activity and a variety of different social and economic circumstances.

3.4 TAYplan area settlements also share work and retail relationships with settlements and areas in neighbouring regions. These are often supported by road and rail links. Montrose and Brechin in north Angus provide local retail and employment services but are as accessible to Aberdeen as they are to Dundee. Likewise Auchterarder and Crieff in the Strathearn area of Perthshire share close relationships with Stirling and Glasgow, which are enhanced by the rail and road links. Kinross shares strong commuting relationships along the M90 and Forth Bridge with Edinburgh and settlements in southern Fife like Dunfermline. Similarly settlements in North Fife, like Cupar, provide local services and facilities but have good communication links with Dundee, Perth and other Fife settlements like Glenrothes, outwith the TAYplan area. Blairgowrie, Alyth, Coupar Angus, Meigle and Kirriemuir in Strathmore (west Angus and eastern Perthshire) have close relationships with each other providing local services and jobs. They also have commuting and retail relationships with Perth and Dundee along the A94 and A923. Settlements in Highland Perthshire like Dunkeld and Pitlochry provide for local and tourism facilities but share relationships with Perth, along the A9 road and rail corridor.

#### **Buildings and places**

3.5 The TAYplan area enjoys an outstanding cultural and historic heritage including; its Pictish past; castles, stately homes and churches; and those shaped by the industrial era and more modern times. Efforts are presently underway in the Dundee Waterfront Project to reconnect the city with the River Tay to bring about a transformational

change in both image and function of the built environment. The region's town and city centres are, in many cases, attractive and vibrant places supporting most of the historic and cultural fabric and a mixture of distinctive architecture. Evidence suggests that the most popular areas to live invariably offer a built environment that is well maintained and reflects the needs and aspirations of their inhabitants well. Migration and deprivation data show that these are often concentrated outside of the major settlements or a few neighbourhoods. The quality of the built environment and of the neighbourhoods as places to live can be an important force in changing attitudes, influencing choices and supporting a good quality of life.

### **Landscapes**

3.6 The TAYplan area is characterised by some of the UK's most attractive and dramatic scenery and is bounded by both of Scotland's national parks. Many of these areas are protected, such as areas in and around Highland Perthshire, the Cairngorms, the Lomond Hills and the Coast. The landscape provides a network of green spaces for travel, tourism, wildlife and habitats. It is also a working system for producing food and supports living, working communities. Landscapes are the product of human interaction with nature and represent a semi-natural, managed environment. Landscapes will continue to change because of climate change and measures to improve food security. The land itself can contribute towards tackling climate change and flood risk, for example, peat landscapes are important carbon sinks and absorb large quantities of water. Draining them can reduce this capacity and damage the visual quality of the landscape. Development pressures associated with public enjoyment of these areas and tackling climate change through renewable energy generation can present conflicts where they have the potential to undermine the original purpose of the designation.

### **Green Belts**

3.7 There are presently two Green Belts in the TAYplan area at St Andrews and Perth. Their specific boundaries will be fully defined in Local Development Plans.

### **Forestry**

3.8 Most of the region's forestry is located in Highland Perthshire, northwest Angus and Tentsmuir in North Fife. National targets will mean an increasing share of the region's landscape is covered by trees. Woodland could be an integral part of new development through new plantations for habitats, the retention of mature trees or the provision of new parks and open space. Forestry provides a diverse range of benefits: providing timber; employment; sport and recreation activities; enhancing the beauty of the countryside; revitalising derelict landscapes; wildlife habitats; improving physical and mental health; contributing towards targets on renewable energy through the production of biomass; and acting as sinks for carbon dioxide (CO<sub>2</sub>).

### **Habitats and biodiversity**

3.9 The TAYplan area is home to a wealth of habitats and species, many of these are protected because of their national and international importance. Particularly important areas include the uplands, river systems and inland lochs, and the coastal areas including Montrose Basin, the Tay estuary, and much of the North Fife and Angus coastline. Several are close to existing settlements, such as, Montrose, Dundee, St Andrews, Carnoustie and Kinross. Some like the River Tay SAC and Loch Leven Special Protection Area catchments cover significant parts of the TAYplan area. These special places and species, but also the wider biodiversity of the region such as that in and around settlements, are important commercial, residential and recreational assets, and contribute to the quality of life in the region. The main threats to biodiversity are

habitat destruction/damage through development including fragmentation of habitats, pollution and disturbance. The main sources of pollution for the region's water courses and lochs relate to agricultural runoff and treated sewage.

### **Water quality**

3.10 The European Water Framework Directive sets demanding ecological objectives for protecting aquatic ecosystems and groundwater, and promotes sustainable water use. The Scottish Environment Protection Agency is responsible for implementing this by drawing up statutory river basin management plans. Much of the region is within the Tay River Basin Management Plan. Southern parts of North Fife and Perth and Kinross are in the Forth River Basin. The planning system supports the delivery of the river basin management plan through an integrated catchment-wide based approach which manages the nature of land use, its locations, design and layout. The planning system has a similar contributing role to play in supporting the delivery of Shoreline Management Plans and Integrated Coastal Zone Management to integrate biodiversity objectives with socio-economic needs, promoting sustainable use of the coastal zone through tourism, recreation, fisheries and energy generation, while recognising the explicit value of the maritime economy to the region.

### **Exposure to Risk**

3.11 Quality places should not expose their inhabitants to increased or undue risk which can adversely affect health and wellbeing. Improving access to sport and recreational facilities, and reducing the need to travel, can reduce the risk of poor health. Health can also be affected by hazardous land uses. Most of the sites with uses identified by the Health and Safety Executive as hazardous are at ports or other locations with few residential and commercial neighbours.

3.12 Flooding from rivers and coastal waters is a natural process that plays an important role in shaping the natural environment. Some parts of the TAYplan area are currently at risk from tidal or river flooding or experience flash flooding. The damage that results to people and property can be a consequence of previous human decisions about the location and nature of development or land management. Such damage cannot be prevented entirely, but we can reduce or adapt to its effects through decisions about the location, design and layout of development; and through management and engineering solutions. Predictions for climate change (including sea level rise), mean that some parts of the TAYplan area will see the risk of flooding increase and some others may become undevelopable.

## **Main Issues and challenges for the Proposed Plan**

### **Main Issue A. Delivering quality places without exceeding environmental limits**

3.13 The location, design and layout of new development will need to improve accessibility and reduce travel demand, pollution, resource consumption and our contribution to climate change. This will require greater energy and water efficiency in buildings and a modal shift to foot/cycle and public transport. Such measures will also present opportunities to redefine public places and require integrated green infrastructure and open space. Achieving this requires the Proposed Plan to recognise the TAYplan area's places of international and regional significance as economic drivers and that maintaining the quality of these places is fundamental to the economic competitiveness and sustainability of the region. It will also need to ensure that potential effects of new development on protected sites and species, and other significant natural heritage sensitivities, are assessed at an early stage, such as, new

coastal development. There are particular obligations in relation to effects on European protected sites and species via the Habitats and Birds Directives to ensure there are no adverse impacts. Development also has the potential to create and enhance habitats. This is likely to mean that development in the region's settlements will have fewest environmental impacts, as reflected in the Environment Report for the Strategic Environmental Assessment.

3.14 In delivering quality places the scale of development will need to be concentrated in places which are best able to accommodate the growth or adapt to do so without significant adverse impacts on the natural and built environments. Regeneration of places which already have sufficient infrastructure and services can improve environmental quality. The Proposed Plan may therefore need to concentrate development in areas with land capacity and the largest concentrations of services and facilities. Not all development in the TAYplan area can be accommodated on brownfield land as this is mostly concentrated in Dundee City. Therefore some greenfield development will be required. The Proposed Plan will need to ensure that appropriate efforts are made to avoid or mitigate any adverse environmental effects as required and that development is used to improve quality of the natural and built environment and an integrated green network. Regeneration of existing areas is likely to contribute significantly to this. The Proposed Plan is likely to set out a settlement hierarchy and a sequential approach to prioritise land release. These are useful tools for understanding the scale of development which can be accommodated within areas without exceeding environmental limits. Where this concentrates most development in and adjacent to existing settlements it also has the potential to reduce development in the countryside and particularly in sensitive habitats, landscapes and other places.

3.15 More renewable energy/heat generation infrastructure could put pressure on some sensitive areas. The Proposed Plan will need to ensure that any associated adverse impacts are minimised and that opportunities to improve the built and natural environments are realised. This is considered in the infrastructure chapter.

### **Main Issue B. Adapting to Climate Change impacts on our environment**

3.16 Climate change will expose more existing and future development to flood risk, to land loss through sea level rise and to increased risk of drought. Therefore we will need to adapt through more effective water management, retrofitting and through designing-in measures. Development Plans already aim to reduce flood risk by avoiding development in flood risk areas or by adaptation features where the need for development overrides the risk. The Proposed Plan is likely to continue this approach, which may mean some development is refused planning permission because of flood risk. The Proposed Plan is also likely to require water efficiency measures and sustainable drainage schemes to reduce the risk of overloading drains and flash flooding. This may also reduce overall water demand.

3.17 Sea level rise may lead to the loss of land including some sensitive areas. This could have environmental implications and could also create new habitats. Improved flood defences and water management infrastructure may be required to protect important areas like settlements. However it is unlikely that every location could be protected. TAYplan is currently working with partners to understand how the implications of climate change could affect the region in more detail. The Proposed Plan is likely to respond to the key issues raised in the Environmental Report by directing development away from locations which are presently or likely to become exposed to the greatest risk of flooding.

## 4. Quality Places - People

### Introduction

4.1 People form populations and societies; work in and benefit from economies; drive and participate in markets; consume resources; move around; form households; and raise families. Population size and age structure are changed by births and deaths (natural change) and by people moving to and from areas (migration). These components of population change are influenced by health, personal relationship choices, the economy, the quality and availability of homes and neighbourhoods and access to finance. These factors affect the number, type, size and tenure of homes required and shape economies, communities and environments. A stable or growing population is key to the sustainable economic development and success of the TAYplan region and requires people to choose to live and work here.

### Context

#### Population changes

- 9% of Scottish population at just over 475,000 people live in TAYplan area (2008).
- TAYplan population grew over last decade, mostly in Perth and Kinross.
- Angus and North Fife populations grew slightly.
- Dundee population fell over last decade but this has considerably slowed recently.
- Migration has been the key driver of population change.
- Migration is significant to and from outside of Scotland (workers and students from elsewhere in the UK and abroad).
- Perth and Kinross and the whole of Fife share strong migration relationships with neighbouring Edinburgh and the Lothians as well as other TAYplan authorities.
- Dundee has seen population move to its surrounding authorities within TAYplan.
- Migration results from choices made by people about where to live.

#### Anticipated Population and Household Change

4.2 Average household size has fallen, largely because people are living longer and having children later. This means that more homes are needed for the same number of people. Birth rates have also increased as both migrant workers and the children of the post World War 2 'baby boomers' start families. The location of work and good quality homes and neighbourhoods, or lack of them, has also influenced migration.

4.3 The most recent General Register Office for Scotland (GROS) population and household projections are 2006-based. They assume that the past trends for the five years up to 2006 would continue for the 25 years to 2031. Assuming a continuation of this trend for an extra year to 2032 would cover the 2012-32 period of the Strategic Development Plan. Calculations have used a base date of 2008 to account for anticipated development up to and beyond 2012.

4.4 The 2006-based population projections suggest 3.3% population growth for the TAYplan area (2012-32). Angus would grow by 2.4% and North Fife by 1.8% and Perth and Kinross by about 16%. Dundee City's population would fall by about 8.5%. However, population estimates for years since 2006 show falling rates of decline for Dundee City and slight growth in 2007/08. They also show more substantial growth than projected at TAYplan level. The 2008-based population projections, published on 3 February 2010, project further growth for the TAYplan region and a more modest decline for Dundee City (2012-32).

## **TAYplan wide Housing Needs and Demand Assessment 2009**

4.5 A TAYplan-wide Housing Needs and Demand Assessment has been produced to understand the possible requirements for affordable and market housing needs. How these needs are met varies from home extensions/refurbishments, demolition/replacement of existing homes, moving property, and building new homes. Strategic and Local Development Plans set out how much land should be found to accommodate new housing and identify the most appropriate locations for this. Local Housing Strategies set out how other solutions will be put in place. A study was commissioned, the findings of which have been taken into account in finalising the Assessment and identifying the likely requirement for new house building over the 20 year plan period.

### **Affordable Housing**

4.6 Local Authorities presently set affordable housing targets for their Housing Market Areas; these vary as each area is different. The Housing Needs and Demand Assessment exercise gives an impression of overall unmet and anticipated need for affordable housing. However the amount is so high that it is unlikely it could all be delivered through new development alone. Given the significant variations in need across the region and the possible role of other organisations/measures, it is unlikely that the Proposed Plan would set affordable housing targets. These are not strategic and cross-boundary in their application and are likely to be best considered in Local Development Plans.

## **Main issues and challenges for the Proposed Plan**

### **Main Issue C. People's choices about where they live**

4.7 People are more likely to stay in an area, or be attracted to move there, when work is available. Similarly economies need a skilled workforce in order to thrive. When choosing where to live people make a series of value judgements, based on the quality of homes and neighbourhoods and their own needs and aspirations. In the past only some homes and neighbourhoods, outwith or in certain parts of the region's largest settlements, have been effective in providing for these choices. The quality of homes and neighbourhoods is therefore integral to the competitiveness of the region as a place to live and do business. In the future it will not simply be the quantity of housing that is built but how effective its quality is in meeting a range of needs and aspirations that is critical. This is likely to require a better mix of dwelling type, size and tenure than at present, particularly in Dundee City where over half of homes are flats. This may require more family suitable homes and more which can be adapted to support an ageing population. If successful in delivering a larger number of better quality places this could influence choices which previously saw fewer people arrive and more people leave Dundee City and Perth for their surroundings. Therefore, as well as concentrating the majority of new housing development in these locations the Proposed Plan will also prioritise new development and regeneration to better reflect the needs and aspirations of a range of households throughout their lives.

### **Main Issue D. What level of population change to plan for?**

4.8 Analysis of population change scenarios shows the region's population would grow even without migration and that changes in household composition require more homes for the same population. The Housing Needs and Demand Assessment Study figures reflect where housing solutions are required but are not a house building target. These factors and Scottish Government objectives mean planning for population decline is both unrealistic and undesirable. Further work has been carried out to

understand what level of population growth and house building is realistic and appropriate to plan for in the Proposed Plan.

4.9 Various scenarios were examined to understand the implications of planning for population change over the 2012-32 Plan period. The GROS 2006-based population projections are a realistic basis from which to plan because they reflect recent changes and recognise indigenous population change through births and deaths. However, GROS project a continued fall in the Dundee City population, which more recent data suggests is less likely. It is not sustainable to plan for the continued decline of the region's largest settlement. Therefore, additional scenarios have been developed to examine the implications of changing this. Two options have been developed around the GROS 2006-based population projections for all TAYplan authorities, with the second option reversing the decline for Dundee City.

### Options for population and household change

#### Option 1: GROS 2006-based population and household projections (2012-32)

Continuation of recent trends in population and households change. This would see a growth in population and households at regional level, concentrated largely in Perth and Kinross with some growth in Angus and North Fife. The population and number of households in Dundee would fall.

Area	Average annual Net Migration	Average annual Population Change	Average annual Household Change	Actual annual build rate 1998-2008	Range of expected annual build 2012-32	Estimated Population in 2032
Dundee City	-480	-555	15	610	0-100	128,400
Angus	460	175	310	400	330-360	114,400
Perth and Kinross	1,275	1,205	860	660	910-990	172,200
North Fife	315	100	300	250	320-350	80,900
<b>TAYplan region</b>	<b>1,570</b>	<b>925</b>	<b>1,485</b>	<b>1,920</b>	<b>1,560-1,800</b>	<b>495,900</b>

#### Option 2: Dundee grows and GROS projections elsewhere (2012-32)

As with Option 1, but plans for a reversal of past trends for Dundee City (some of which has begun already). This would see increased regional growth, compared with Option 1.

Area	Average annual Net Migration	Average annual Population Change	Average annual Household Change	Actual annual build rate 1998-2008	Range of expected annual build 2012-32	Estimated Population in 2032
Dundee City	330	245	465	610	About 610	147,500
Angus	460	175	310	400	330-360	114,400
Perth and Kinross	1,275	1,205	860	660	910-990	172,200
North Fife	315	100	300	250	320-350	80,900
<b>TAYplan region</b>	<b>2,380</b>	<b>1,725</b>	<b>1,935</b>	<b>1,920</b>	<b>2,170-2,310</b>	<b>515,000</b>

4.10 The General Register Office Scotland published the 2008-based population projections on 3 February 2010. However, the population projections for the TAYplan area and the associated household projections are not yet available. Therefore these calculations will need to be considered during the production of the Proposed Plan. The 2008-based Population Projections suggest more significant increases for both Angus and Perth and Kinross. Consideration will have to be given, in preparing the Proposed Plan, to whether the Housing Land Requirement is increased further to take account of

these projections. This Main Issues Report seeks views on the upper range and whether this should be higher.

### **Option 1**

4.11 Option 1 would see development across the region follow the past trends 2006-based GROS population and household projections. This would require up to 1,800 homes per annum (36,000 2012-32 at the upper range) across the region, mostly concentrated in Perth and Kinross with few additional households in Dundee City. The TAYplan area's population would grow by 3.3% (2012-32). Over the same period Angus would grow by 2.4% and North Fife by 1.8% and Perth and Kinross by about 16%. Dundee City's population would fall by about 8.5%.

### **Option 2**

4.12 This is the same as Option 1 but Option 2 is a response to the projected fall in Dundee City's population under the 2006-based population projections. The approach is about recognising that stabilising and reversing population decline in Dundee City requires fewer people to leave and more people to choose to live and work there. Already the emerging growth sectors of the economy (discussed in the economy chapter) offer some opportunity for this. A continuation of recent house building rates of 610 or more dwellings per annum in Dundee City will also contribute. However, the challenge will be to improve the range and quality of homes and neighbourhoods through regeneration and new development. If these challenges are met, the building of 610 homes per annum would contribute to accommodating growth in the population and number of households in Dundee City. Some of this growth will come as fewer people leave Dundee City, including graduates, or as people are attracted from elsewhere. Similarly other areas of the region are expected to continue to attract people from elsewhere who wish to participate in emerging sectors of the economy. Option 2 would provide to up to 2,310 homes per annum (46,200 2012-32 at the upper range) across the region, mostly concentrated in Dundee City and Perth and Kinross. The TAYplan area's population would grow by 7.4% (2012-32). Over the same period Angus would grow by 2.4% and North Fife by 1.8% and Perth and Kinross by about 16%. Dundee City's population would grow by 5.6%. This is considered a desirable and realistic option.

### **Assessment of the Options**

4.13 Both strategies plan for growth at TAYplan level and the continuation of past trends outside of Dundee City. Growth at TAYplan level is realistic because the population is naturally growing as there are more births than deaths. Recent trends also show significant migration to the area from outside, as well as within, the region.

4.14 Providing for either option requires enough land to deliver the housing in locations which reflect the objectives of whatever spatial strategy is chosen. Option 2, the larger, would require up to 2,310 homes per annum (46,200 homes 2012-32). Presently sites for around 15,450 homes across the region have planning permission or are allocated in development plans. This would require land for a further 30,750 homes. Local Authorities have already identified land and allowances for around 15,400 homes through urban capacity studies and small sites, which could contribute to meeting any shortfall. This suggests that there is sufficient land to accommodate both options for at least the first 12 years of the plan. Further land could be identified in the future. The recent recession has led to a considerable reduction in build rates and the collapse of some local construction companies. Meeting either Option requires a recovery of the construction sector to pre-recession build rates before output can grow further.

4.15 Option 1 would result in Scotland's fourth largest city seeing further decline. It would also suggest that population and housing growth would take place outside of Dundee City even though many of the emerging growth sectors of the economy already have or are likely to have a strong presence in the city. This is likely to increase commuting and pressure on land outside of Dundee. Option 2 recognises the more recent demographic changes such as positive natural change and reduced out migration from Dundee City. It also recognises that improved job opportunities and efforts to improve the quality of Dundee City, its homes and its neighbourhoods will have some impact on choice. Dundee City has seen 610 homes built per annum over the last decade and so providing for about 100 homes per annum (Option 1) would be unrealistic and not reflective of the land capacity or role of the city.

4.16 There is land capacity to accommodate both options but only Option 2 aims to support a stronger and growing Dundee City. Option 2 is more desirable and more sustainable than Option 1.

#### **TAYplan Preferred Option**

Option 2: '*Dundee grows and GROS projections elsewhere*' because:

- It provides for growth in the TAYplan area as a whole and all four TAYplan local authorities;
- It better contributes to increasing growth of Dundee City as a key economic driver for the TAYplan area and meeting Scottish Government targets for sustainable economic growth;
- It recognises indigenous population and household change across the whole of TAYplan and influences within and from outside it;
- It focuses a greater share of the population in a location which has the land capacity to accommodate it and is accessible to a range of jobs, services and facilities;
- The distribution of development is consistent with delivering sustainable development and reducing resource consumption by reducing the need to travel;
- Much of the supporting infrastructure is already in place;
- It contributes towards supporting growing industrial sectors;
- It provides for a realistic level of house building overall and in Dundee City;
- It can be delivered in land terms; and,
- It recognises many of the above factors, which are less well recognised by other scenarios.

### **Questions**

**1. The Main Issue D considers two options for population and housing growth. Which option do you think the Proposed Plan should include?**

- Option 1, Option 2, Another Option, No Opinion
- If Another Option – Please say what this is
- If you chose an option please tell us why?

**2. The housing land figures are presented as ranges. Do you think the upper range in the option you chose for Question 1 are deliverable given the present economic climate and should they be higher given the recent 2008-based population projections?**

- Yes, No, No opinion
- If you answered yes or no please explain why you think this

## 5. Quality Places - Economy

### Introduction

5.1 A strong, stable and functioning economy is essential for the TAYplan area to be a successful region and give opportunities for people to have a good quality of life. The TAYplan economy, like the UK, saw growth over the last decade. However, the recent recession shows our vulnerability to global changes in the price and availability of credit and resources. The recovery will need to be led by sustainable economic development, which must be lasting, offer equality of opportunity and not exceed environmental limits. This and the delivery of quality places, reduced resource consumption and improved infrastructure can jointly contribute to a stronger, more resilient economy and detach economic growth from unsustainable resource consumption.

### Context

#### Employment and Economy

5.2 The TAYplan area represents a Gross Value Added to the economy of about £6.9 billion per year (about 7% of the Scottish economy, 8% of jobs and 9% of the population). Past trends continued would see growth in the economy and increased productivity, but a fall of those in employment living in Dundee City reflecting the GROS projected trend of out-migration. Dundee and Perth are the drivers of the regional economy and these trends do not reflect the potential of emerging growth sectors discussed below. The past is not a desirable or realistic basis upon which to plan.

- Employment rates grew in all TAYplan local authorities from 2004 until 2007.
- Highest employment rates were in Perth and Kinross and Angus (2008).
- Lowest employment rates were in Dundee (in the lowest five in Scotland) (2008).
- Employment rates fell only slightly after 2007.
- Over 30% of TAYplan area employment in the public sector (councils, NHS, universities, defence, research and civil service).

#### People and Skills

5.3 Sustainable economic development should contribute to reducing disparities in employment and quality of life for the TAYplan area's inhabitants. The economy needs enough people and the right skills mix to diversify and grow. The Proposed Plan can contribute to greater participation by providing land, infrastructure and delivering quality places where the proximity of homes, jobs and services make it easier for people to participate in society and the economy. However, it is for training and education programmes to ensure that the indigenous population in particular, but also newcomers to the area, are equipped to compete in the jobs market.

#### Employment Land

5.4 Numerous employment sites have been identified in Structure Plans and Local Plans. Employment land audits show that there are about 800 ha of employment land, of which about one third is considered to be unconstrained. The land requirements of specific sectors are discussed in more detail below. An effective supply of strategic employment land is essential to support economic growth.

#### Scottish Government Growth Sectors

5.5 The Scottish Government has identified a series of sectors in the Scottish economy with the potential to grow disproportionately and many of these already have a strong presence in the TAYplan region and potential to grow further, as set out below:

<b>Life Sciences</b>	The TAYplan area has a strong global reputation and world class research facilities based around its Universities, Dundee technology and medi parks, Ninewells Hospital, Glaxo-SmithKline at Montrose and the Scottish Crop Research Institute (SCRI) at Invergowrie. There is further scope to maximise the research potential at the University of St. Andrews.
<b>Digital Media</b>	The TAYplan area is responsible for some of the worlds best known console games and has seen a 200% growth since 2000, employing 6,000 people across 600 companies, particularly in Dundee. The Dundee Fibrecity super fast broadband infrastructure, the knowledge relationships with the University of Abertay and the quality environment are critical to support growth in this sector.
<b>Finance</b>	Finance in the TAYplan area accounts for around 5,000 jobs and about 185 companies, particularly in Perth. As financial organisations emerge from the recession they are looking to lower their overheads by transferring administrative and operational functions to cheaper locations with good communications and good quality environments. The potential of the TAYplan area's transport connections to London and the central belt; its good quality city centres and graduate base could provide incentives. Perth and Dundee have the potential to offer high quality locations that could meet these needs.
<b>Ports and renewable energy</b>	The recent granting of licences for offshore wind at Inchcape/Bell Rock off Arbroath brings major opportunities. Dundee and Montrose Ports offer ready sites and unrestricted shipping draughts close to these areas with the potential to manufacture, transport and maintain offshore turbines. Both ports have been recognised as important elements in an arc from Aberdeen, to Methil, the river Forth ports and the UK east coast as an energy coast. There are also major opportunities for companies in the supply chain and to support similar activity elsewhere in the North Sea. Dundee and Montrose Ports and Perth Harbour could further develop as freight and energy hubs supported by improved access infrastructure. These advantages also provide wider freight opportunities, which are reliant on road/rail access improvements at all three ports.
<b>Food, agriculture and fisheries</b>	The food industry is interested in further developing business around the health giving and nutritional benefits of food (nutra-ceuticals) like soft fruits for which TAYplan is renowned. The Scottish Crop Research Institute at Invergowrie, and its recent merger with the Macaulay Land Use Research Institute, provides opportunities to further commercialise research and development in this area. In the future this growth in research and the crops themselves may encourage processing parts of the food industry to locate in the region. The small scale local fishing fleets around Arbroath, Anstruther and Pittenweem and the local game, venison and smoked meats industry have an important role in shaping the image of the region as a quality brand for tourism and contributing to wider economic regeneration and reducing food mileage. Forfar is a major centre for businesses which are directly linked to agriculture.
<b>Retail and role of town centres</b>	The region's town centres provide major employment and commercial locations. Their quality and accessibility can contribute to attracting and retaining people and businesses. The region's two largest retail centres Dundee (regional) and Perth (sub-regional) have complementary roles in serving their surrounding areas and providing different retail offers.
<b>Tourism, culture and major events</b>	<p>Tourism in the TAYplan area accounts for over 16,000 jobs. Meeting national targets for increasing visitor numbers will rely on marketing the potential of our strong assets around outdoor activities like Destination Perthshire (around Pitlochry and Aberfeldy), golfing, historic and coastal activities like Destination St Andrews. The completion of Dundee waterfront, including the proposed northern branch of the Victoria and Albert Museum, will contribute to Dundee also becoming a major destination.</p> <p>There is demand for marinas on the UK east coast from sailing enthusiasts from Scandinavian and Benelux nations. Arbroath's inner harbour is already a marina and there is further potential at other harbours. The Port of Dundee already hosts visiting cruise liners and there may be potential to further take advantage of this.</p> <p>The region continues to be the venue for major sporting and cultural events, which bring global attention like the Open held at St Andrews and Carnoustie and the Seniors competition and Ryder Cup 2014 at Gleneagles as well as Big Tree Country in Perthshire, Scone race course and T in the Park at Balado near Kinross. These along with the RAF Leuchars annual air show and the distinctiveness of the region continue to be major draws for visitors from around the globe.</p>

## Main Issues and challenges for the Proposed Plan

### Main Issue E. Growing and diversifying the economy

5.6 Growing the region's economy requires expansion and diversification into ports, energy and food research and further strengthening of Retail, Finance, Tourism, Life Sciences, Digital Media and creative industries. The Proposed Plan will need to identify suitable land with access to supporting infrastructure in locations that reflect the chosen spatial strategy. This is likely to include a strategic allocation for research and development into health value of foods at the SCRI, Invergowrie and recognition of Forfar as a regional agricultural centre. The Proposed Plan may also need to protect land at Dundee and Montrose Ports specifically for port uses. Expansion of these sectors may mean that existing employment land sees greater interest and local businesses expand or relocate. It may also mean that new business, attracted by the offshore renewable energy, wishes to relocate to the area. Inter-modal access improvements to the Port of Dundee will contribute to the region's economic success.

### Main Issue F. Sustaining communities and local economies

5.7 Scottish Government planning policy aims to protect the vitality and viability of town centres for comparison goods retail and promote their accessibility by a range of transport modes. Town centres are essential to the economy, the quality of place and the image of the TAYplan area. The Proposed Plan could implement this approach by defining a hierarchy of town centres, based on existing Development Plans, as follows:

<b>Regional Centre</b>	• Dundee City Centre			
<b>Sub-Regional Centre</b>	• Perth City Centre			
<b>Larger Town Centres</b>	• Arbroath	• Forfar	• St. Andrews	
	• Cupar	• Montrose		
<b>Other Service Centres</b>	• Aberfeldy	• Blairgowrie	• Crieff	• Newburgh
	• Alyth	• Brechin	• Kirriemuir	• Pitlochry
	• Anstruther	• Carnoustie	• Kinross	
	• Auchterarder	• Coupar Angus	• Monifieth	

5.8 Anecdotal evidence suggests that the cumulative loss of employment land to alternative land uses, particularly in rural parts of the region, could affect the provision of business premises and jobs. The Proposed Plan could require Local Development Plans to provide an effective supply of employment land, particularly in small communities.

## Questions

**3. Several key actions could be in the Proposed Plan to support the growth of the economy; do you agree with these:**

- i. Identify the need for a new strategic employment site at Forfar as an agricultural service centre
  - ii. Identify the need for a new strategic employment site at the Scottish Crop Research Institute, Invergowrie for food research
  - iii. Protect Dundee and Montrose Ports for port related uses only
- Agree, Disagree, no opinion, other
  - If disagree, Please tell us why?
  - If other please explain

**4. Do you agree that the retail hierarchy in Main Issue F is the right one to deliver Scottish Government objectives to concentrate comparison goods retail in town centres?**

- Agree, Disagree, No Opinion
- If disagree, Please say what it should be instead

**5. Do you agree that the Proposed Plan should require Local Development Plans to identify a supply of effective employment land?**

- Agree, Disagree, No comment
- If disagree, Please say what it should do instead

## **6. Quality Places - Consumption and use of resources**

### **Introduction**

6.1 This section examines the amount, and way we consume resources; in particular energy, water, food, minerals and how we deal with waste. For centuries our rate of consumption has been supported by the Earth's natural systems. However, rapid global industrialisation over the last 200 years has increased rates of resource consumption so that we now need the equivalent of three Earths to support our existence. This is not sustainable and has contributed, through increased carbon dioxide (CO<sub>2</sub>) emissions, to human induced climate change. This also poses questions for the resilience of our economy and society to future global changes. This is therefore the single most important challenge we face for the future.

6.2 Although the amount and way we consume resources is part of the problem, it is also part of the solution. Changing our behaviour to use fewer resources and being more efficient with what we do use can reduce pollution and our contribution to climate change. It can also improve quality of life and reduce the costs of running homes and businesses and could bring new business opportunities and jobs. These actions would provide future generations with the ability to access and use the resources we have enjoyed and better enable them to do the same for their children. The location, design and layout of new development will influence how we consume resources in future.

### **Context**

#### **Energy**

6.3 Energy is essential to heat and power homes and businesses and for transport. Homes and businesses are heavily reliant on gas, particularly for heating and about half of Scotland's electricity is generated from fossil fuels. The majority of passenger and freight journeys are made by road transport, dominated by cars and goods vehicles. These have amongst the highest CO<sub>2</sub> emissions per passenger kilometre, and have been growing as a sector. This shows that like many economies and societies, ours is based on the availability of cheap fossil fuels. The challenges of climate change, the finite nature of these resources, increasing global demand and increasing vulnerability to cost and political instability (as noted recently by OfGem); mean this is not sustainable. Therefore energy security, generation methods, demand, efficiency, and, mitigation of and adaptation to climate change, are all inextricably linked. These require transformational change to decarbonise electricity generation, heat production, and energy use in road transport and travel demand.

#### **Waste and Resource Recovery**

6.4 Reducing waste and reusing/recycling more can reduce costs and emissions from producing materials; tackling climate change and providing business opportunities. Meeting the Scottish Government targets requires a network of supporting infrastructure, which is discussed in more detail in the infrastructure chapter.

#### **Minerals**

6.5 Most mineral extraction in the TAYplan area is for sand and gravel. National Planning Framework 2 (NPF2) aims for minerals needs to be met as locally as possible, but this will always depend on where specific minerals are found. Businesses that use or extract minerals may need to look to national or global markets as well as local ones. Mineral extraction within the TAYplan area may serve wider markets, and

businesses requiring minerals within the TAYplan area may look to wider national or global markets to supply them. Mineral sites can have complex and specific external issues which always need to be dealt with at source through planning applications. It is likely that these issues are best considered through Local Development Plans.

### **Food**

6.6 With the global population projected to exceed 8 billion by 2050 the UK will need to provide more of its own food or face the costs of competition, transport or even shortages. About 6% of Scotland is prime agricultural land; the highest grades of land (1, 2 and 3.1) that are suitable for arable farming. Prime agricultural land within the TAYplan area is largely concentrated north and south of the River Tay; including the Carse of Gowrie, North Fife and Strathmore. Soft fruits and potatoes are important to the local economy and locally supplied, good quality food can bring regeneration and tourism benefits and reduce food related carbon emissions.

### **Water**

6.7 It is essential for households and businesses to have a secure and adequate quality supply of water. Scottish Water indicates that the present levels of water resource available to the region could accommodate population and economic growth. Efficiency measures to reduce water consumption like rain water harvesting, can reduce demand and resource consumption associated with purification and treatment. Issues of water supply, transfer and treatment are in the infrastructure chapter.

### **Quality Environment**

6.8 The TAYplan area's high quality built and natural environments like the River Tay, at the heart of the region, present significant resources as wildlife habitats, transport infrastructure, for recreation/sporting events and as visual attractions and a setting for the region. The quality environment, if used properly, can be a major driver for positive change and promoting the region's image.

## **Main Issues and challenges for the Proposed Plan**

### **Main Issue G. Reducing resource consumption in development**

6.9 Reducing resource demand in development is critical for tackling climate change and reducing pollution, operating costs and fuel poverty. This can be influenced by the location, design and layout of development through high energy and water efficiency measures like Code for Sustainable Homes, BREEAM and rain water harvesting. The Scottish Government is presently considering changes to the building regulations to deliver higher standards. Scottish Planning Policy (SPP) 6 also requires at least 15% of energy for new development to be generated from embedded low/zero carbon sources. The Proposed Plan could require new development to incorporate rain water harvesting and design-in of waste separation/management measures. It could promote the regeneration of settlements, the reuse of existing buildings and prioritise development in locations which reduce travel demand, fuel consumption and carbon emissions. This would mean most new development being located in existing settlements or planned extensions. The Proposed Plan could also require travel plans with new development to ensure proper consideration of all possible transport options.

### **Main Issue H. Food security**

6.10 Producing more of our own food will mean protecting our means of production. The Proposed Plan could protect some prime agricultural land and important infrastructure which supports agriculture and fisheries industries from alternative uses.

## Questions

**6. In order to reduce resource consumption in development do you think the Proposed Plan should require high resource efficiency standards in development and that TAYplan should work with local authorities to develop a consistent framework for these requirements?**

- Agree, Disagree, No opinion
- If agree – what should it consider
- If Disagree – why and what should it do instead?

**7. The Proposed Plan could require the designing-in of waste collection/management for new development to be agreed between the local authority and the developer/operator. Should the Proposed Plan adopt this approach?**

- Yes, No, No comment
- If no, what should it do instead?

**8. How can the Proposed Plan best protect prime agricultural land to support food security whilst allowing some development at the edge of towns?**

## 7. Quality Places - Infrastructure

### Introduction

7.1 Infrastructure enables people and businesses to move or utilise resources, and improves accessibility to markets, services and facilities. It supports the economy and society; contributes to quality of life and quality of place; affects resource consumption, and shapes the natural and built environments. Infrastructure often has a finite capacity to absorb change without disruptive, expensive and time consuming alterations. This can often lead to overuse or congestion which can bring delays and additional costs to people and businesses. Transport infrastructure, in particular, can affect the rate of resource consumption, air quality, pollution and carbon emissions, and can also contribute to the region's economic competitiveness.

### Context

#### Power generation and transmission infrastructure

7.2 The TAYplan region is supplied with energy from the National Grid including, hydro-electric power plants in highland Perthshire and base load capacity from fossil fuel and nuclear plants outside of the region. Upgrades are proposed for the two major north-south transmission corridors (Beaully-Denny and the East Coast) that pass through the region. There are presently some wind energy proposals in the planning system in Perth and Kinross and Angus. The Crown Estate has also licensed the sea bed at Inch Cape/Bell Rock of Arbroath, as part of the Forth area, for wind energy development and these are to be taken up in the coming years. There is presently little renewable heat and combined heat and power infrastructure, which may need to change in future.

#### Water supply, treatment and transfer infrastructure

7.3 Scottish Water has major water reserves at lochs in Perthshire and smaller local reservoirs such as those around Dundee. It indicates that there are no requirements for new reservoirs and that no new major pipelines or water treatment facilities are needed over the Plan period (2012-32). However, there are localised drainage issues in some settlements and neighbourhoods that need to be resolved locally if additional development is to go ahead. The provision of Sustainable Drainage Systems and grey water recycling can reduce surface runoff and contribute to overcoming some local drainage infrastructure capacity issues.

#### Waste and resource recovery infrastructure

7.4 Meeting the National Zero Waste Strategy objectives and targets to minimise waste requires behavioural and technological changes. This includes an integrated network of collection, handling, processing, transfer and disposal of waste/recovery of resources infrastructure. Presently there are numerous commercial and local authority facilities in the region of varying sizes and capacities, for example, DERL at Baldovie in Dundee. The waste/resource recovery sector has been growing as a business sector, has become more technologically advanced and offers various commercial solutions. However, some new or improved infrastructure may be needed, in some cases, to handle new material such as food waste.

#### Telecommunications infrastructure

7.5 Dundee is proposed to be Scotland's first Fibrecity with 100MB high speed wholesale access for phone, TV and broadband. The scale of physical activity involves little if any development but the outcome has major economic, social and

environmental impacts. It could reduce the need to travel and support growth in the economy, particularly in the Digital Media sector. However, it is unlikely that the Proposed Plan could comment further, except to recognise the importance to the economy of faster and better broadband connections throughout the region.

### **Oil and gas pipeline infrastructure**

7.6 There is understood to be no need for additional pipelines to be laid.

### **Educational infrastructure**

7.7 Population growth and development in some locations will place pressures on particular schools, which can be offset by developer contributions.

### **Health infrastructure**

7.8 The region's network of health care and treatment facilities serve small localities and wider areas dependent on their size and specialisms. NHS Tayside and NHS Fife indicate that population growth is unlikely to require new hospitals and work is underway to improve, refurbish or rebuild existing facilities. Co-location could improve the accessibility and availability of health and other public services and reduce operational costs. Parks, sports facilities and walking/cycling infrastructure can contribute to health and wellbeing.

### **Green infrastructure**

7.9 The region has many forests, parks and gardens, and, important landscapes and habitats. This provides a carbon sink and sport, tourism, health and recreational assets with social and economic opportunities. This is an integral component of most neighbourhoods and directly contributes to quality of place; often characterised by the landscape setting, open spaces and how these relate to the built environment.

### **Rail and road infrastructure**

7.10 Most of the top ten commuter movements in the Perth and Kinross, Stirling, Angus and Dundee areas are within or into Dundee City and mostly involve road transport. A modal shift for passenger and freight transport to rail, buses, cycle or foot would reduce carbon emissions, improve air quality and public health and ease congestion without costly infrastructure improvements. This could be supported by new or existing infrastructure and better services. The region already has strategic bus-based park and ride sites at Kinross, Scone and Broxden in Perth. Numerous railway stations act as rail-based park and ride infrastructure such as Carnoustie. Additional bus and train-based park and ride facilities for local and longer distance movements are planned around Perth and Dundee. These will also be supported by proposed new railway stations at Oudenarde (near Bridge of Earn) and relocation of Invergowrie station to a new site at Dundee west, which await funding. It is unlikely in the medium-term that further stations would be built due to tight public sector funding. Improvements to both Dundee and Perth railways stations and their facilities will contribute to their role as park and choose facilities to access the central belt, and in attracting commuters from their cars. In Dundee, such improvements are integral to the regeneration of Dundee waterfront.

7.11 The region is served by rail routes connecting it with the central belt and England, Aberdeen and Inverness, with most journeys from Dundee and Perth. Although a small geographical part of the region is covered by rail, this is where most of the population live. Rail use has increased across the region, particularly from Carnoustie where it has doubled. The Tay Estuary Rail Study (June 2009) suggests better use of existing rail

and station infrastructure along the Tay estuary to support a modal shift. This requires timetabling changes, infrastructure improvements and rolling stock rather than additional infrastructure, and could improve rail access in Angus, suburban Dundee and Perth and Kinross, and improve access to Stirling and Glasgow.

7.12 Fast rail links to the central belt, Edinburgh Airport and the proposed High-speed Rail Network are considered essential for attracting relocating businesses and for retaining businesses. The Strategic Transport Projects Review identifies two national rail projects in the TAYplan region which include; dualling the railway at Usan, near Montrose, and improvements north of Perth. These are designed to reduce journey times between Aberdeen, Inverness, Edinburgh and Newcastle. The Scottish Government further aspire to rail electrification north of Edinburgh to Aberdeen and Inverness to improve services, reduce costs and carbon emissions. However, this is likely to be some time away.

7.13 There are presently no major rail freight facilities in the region but there are proposals to reconnect Dundee and Montrose Ports to the east coast main line as part of a tri-modal freight facility to enable transfer of cargo between ship, lorry and train. There are also proposals for rail freight facilities in highland Perthshire, linked to the timber industry.

7.14 Although congestion is not widespread on the region's road network, there are hotspots. These are most notable in Dundee at the Tay Bridge, the A92 to the east, the A90 Kingsway, the A85 Riverside and in Perth, at the city centre bridges and on the A9/A90 southern and western bypass, particularly at the Broxden and Inveralmond roundabouts. The A91 and A915 in North East Fife are also busy routes. Work by Transport Scotland on the existing capacity of the Strategic Transport Network has been considered and will, along with further work, inform the Proposed Plan.

7.15 The Strategic Transport Projects Review identifies two major road projects in the TAYplan region which aim to improve journey times between the north of Scotland, the central belt and North East England. These are; the A9 Dunblane to Inverness including the Inveralmond and Broxden roundabouts at Perth, an improved junction near Auchterarder and dualling between Perth and Blair Atholl; and the A90 upgrade through or around Dundee. The A90 upgrade is the only proposal with two options but neither has been investigated in enough detail for the Proposed Plan to express any preference in respect of the land use implications. The Inveralmond roundabout proposal is heavily constrained by existing development and Perth & Kinross Council and TACTRAN are examining the possibility of an alternative scheme from Broxden over the Almond and Tay rivers, and around Scone to the A94. Transport Scotland and partners are in the early stages of examining both options for the A90 upgrade through or around Dundee. Funding from the Scottish Government is not yet committed to either project.

### **Airfields, Ports and harbours**

7.16 The region has two civil airports (Dundee and Perth), a military airbase (RAF Leuchars) and several former airfields. Both airports are comparatively small and relatively un-congested. They offer private movements with some domestic scheduled flights to London, Belfast and Birmingham from Dundee. Major air transport provision for the TAYplan area is handled by Edinburgh, Aberdeen and Glasgow airports. NPF2 plans for the further growth of services from Dundee airport, however this is limited to

some extent by runway length. It is not anticipated that growth at either airport would require major physical expansion of the airports themselves.

7.17 The region has two ports; Dundee and Montrose, and several harbours including Perth. Both Dundee and Montrose Ports offer easily accessible, non-locked, deep water wharfage with no draught access issues. These are a major asset given shipping industry changes to larger, deeper draught vessels and the cruise liner market. There is potential to see these ports develop further to support the off-shore wind industry (economy chapter). Localised infrastructure improvements at the Port of Dundee would unlock the tri-modal freight potential and improve road access to the western side of the port. There is presently around 60 acres of space at the port but if the economic opportunities with the renewables sector are successful there may be a need to expand the port itself. The Port of Montrose also has substantial capacity to accommodate additional development and some rail freight potential. Perth Harbour is constrained by its location at the head of the Tay estuary to smaller ships. However, there is potential for reconnection to the rail network for freight activity.

## **Main Issues and challenges for the Proposed Plan**

### **Main Issue I. Supporting sustainable economic development**

7.18 Infrastructure is necessary to support the movement of goods and trade activity. Infrastructure improvements like Fibrecity, power line upgrades, better access to the ports and reducing journey times between Aberdeen and the central belt are all in the direct economic interest of the TAYplan area. These will contribute to a well connected and serviced region which makes it easy and convenient to do business. This includes recognition of the importance of the A90 upgrade, through or around Dundee, and the role played by new infrastructure outside of the region, like the new Forth crossing and Aberdeen western bypass. This may mean that the Proposed Plan will need to support infrastructure improvements and protect important infrastructure and land like ports from alternative land uses.

### **Main Issue J: Decarbonising heat and electricity generation and achieving zero waste**

7.19 Decarbonising electricity and heat generation requires the TAYplan area to accommodate more generating infrastructure based on renewable energy sources like wind, hydro, wave, solar, Combined Heat and Power, waste processing and biomass. Similarly, additional or improved facilities will be required to achieve zero waste. To deliver this step change the Proposed Plan could set out a consistent regional framework of considerations for Local Development Plans to identify broad areas where such infrastructure should or should not be. This would not be site specific. This approach will need to recognise the importance of clustering development to take best advantage of renewable heat, including locating infrastructure and production facilities close to potential users. The Proposed Plan would also need to require the designing-in of waste management solutions in new development.

### **Main Issue K. Improving accessibility**

7.20 The location, design and layout of development can make it easier for people to access jobs, services and facilities without the need to travel long distances. The Proposed Plan will therefore need to require homes, jobs and services to be close together and linked by infrastructure which supports foot, cycle and public transport travel. The design and layout of buildings will also be important to make sure that a modal shift is appealing. Therefore the Proposed Plan may need to require

development to be well integrated with its surroundings and easy to move through. Existing settlements already offer substantial opportunities to support these opportunities and so the Proposed Plan may need to concentrate development in those locations.

### **Main Issue L. Achieving modal shift**

7.21 Modal shift is about making it easy and more convenient for people and businesses to change their behaviour to use alternative modes of transport to the car. This can reduce the time lost by congestion, reduce costs, improve business productivity and contribute to reducing carbon emissions. This means that the Proposed Plan will need to recognise the spatial consequences of major park and ride proposals and improved services like those advocated by the Tay Estuary Rail Study. The Proposed Plan may therefore need to focus new development in the places which are best served by existing infrastructure and which offer the best ability to support a modal shift or which could in the future.

### **Questions**

**9. Do you think that the Proposed Plan should set out a framework to ensure that renewable energy and waste management development are located in the most appropriate locations?**

- Yes, no, no opinion
- If yes, what practical considerations do you think this should include?
- If no, why not?

## 8. Quality Places - Vision

### Introduction

8.1 The Vision reflects what we want the region to be like; the Strategic Development Plan will be about achieving the Vision. A proposed Vision has been developed working with key stakeholders. Rather than propose several visions the Main Issues Report is suggesting one preferred vision and asking whether you think it is right.

### Main Issues to address and possible objectives leading to the Vision

8.2 The various issues and challenges covered by this Main Issues Report are summarised below. They lead to a series of possible related objectives that the Proposed Plan could reflect and which inform and lead to the proposed Vision.

Summary of Issues/challenges	Associated Objective
<p>1. Recognising that some places (built, cultural, natural heritage) are of international and regional significance and respect their quality and character in how they develop. (Main Issues A, E, F, M, N)</p>	<p>Protecting and enhancing the character and quality of these places as economic drivers.</p>
<p>2. Providing quality places, and enhancing the quality of life for all, through the delivery of services and facilities, whilst respecting environmental limits. (Main Issues A, B, C, D, M, N)</p>	<p>Protect and enhance the quality of the area's natural and built environment, biodiversity and natural resources;</p> <p>Establish sound development principles that support well serviced and efficient urban and rural areas;</p> <p>Ensure that development leads to improvements in the quality and availability of infrastructure, services and amenities; and,</p> <p>Ensure equality of access to homes, jobs, services and facilities in good quality places and thereby reducing inequalities.</p>
<p>3. Planning for the mitigation of and adaptation to the impacts of climate change. (Main Issues A, B, C, D, G, H, J, M, N)</p>	<p>Ensure that development contributes to reducing the need to consume resources to travel, live and do business;</p> <p>Ensure that the location, design and layout of development reduces risk of flooding;</p> <p>Ensure land use promotes sustainable food security; and,</p> <p>Provide for new or improved infrastructure capable of supporting a low/zero carbon economy and zero waste.</p>
<p>4. Improving accessibility, especially in rural areas, and promoting alternative travel modes to road based travel for people and freight. (Main Issues A, K, L, M, N, O)</p>	<p>Promoting strategic transport linkages and network improvements; and,</p> <p>Locating development in places which are well served by transport infrastructure and services (particularly public transport).</p>
<p>5. Neighbourhoods that satisfy population changes and people's needs and aspirations. (Main Issues A, C, D, M, N, O)</p>	<p>Provide for good quality, mixed housing type, size and tenure throughout the TAYplan area; and,</p> <p>Design homes and sustainable neighbourhoods around the people who will use them.</p>
<p>6. Growing and diversifying the economy in a sustainable manner. (Main Issues E, F, I, J, M, O)</p>	<p>Provide for a stronger economy with more jobs by supporting and promoting the sustainable development of major economic drivers and emerging growth sectors.</p>

## **TAYplan Proposed Vision**

8.3 We live in a region with huge potential to provide better quality places and a better quality of life. The Vision must be about seeing the TAYplan area as:

- a dynamic sustainable city region, which provides the opportunities for everyone to reach their full potential and have a good quality of life;
- a place where people of the city region will feel confident about themselves, their neighbourhoods, villages, towns, cities and their future;
- a place where both the human and natural environments thrive together;
- a place with a growing economy, particularly in Dundee and Perth as major economic drivers, that has an enhanced image; and,
- a place where people choose to live, invest, work, spend time, visit and study, particularly as a result of regeneration in Dundee.

### **TAYplan Proposed Vision:**

***Our vision is of TAYplan as a sustainable region which is beautiful, vibrant, clean and green where the regeneration and growth of Dundee city region has made it a great place for people to live, work, invest and visit that does not create an unacceptable burden on the planet.***

## **The TAYplan area in 2032 as a result of the Vision**

8.4 In 2032 people's neighbourhoods, villages, towns, cities are safe, healthy and well built. There has been a new focus on quality of life, embracing the beauty and enjoyment of our surroundings and local character. New buildings enhance local distinctiveness and sense of place. Homes and neighbourhoods better reflect the people's different needs and aspirations throughout their lives. The countryside is more beautiful, varied and tranquil than twenty years before.

8.5 We have allowed urban areas to grow and have built the new homes we needed. Successful urban regeneration, and significant 'greening' of our neighbourhoods, towns and cities, has been crucial in protecting the countryside. Low-carbon villages and neighbourhoods have shown the way forward for other communities and people live much greener lives.

8.6 In 2032 Green Belts have helped manage development at Perth and St Andrews. Green Belt land is more attractive and accessible, providing invaluable breathing space for town and city dwellers and supplying them with food and recreation. Many more people work where they live in the countryside, and others visit it for pleasure. Rural communities are stronger and more diverse.

8.7 By 2032 there has been a reduction in the demand to travel that characterised the early years of the century. People still travel to and within the TAYplan area, but with improved access to services, including local shops and schools, people no longer have to travel long distances to meet their basic needs. They walk and cycle more, and public transport is now the first choice for most journeys.

8.8 In 2032 people in both town and country are much more interested in the countryside and recognise its health benefits. High quality agricultural land is protected from development. The area's farmers are valued for the food they produce, and for conserving landscapes and habitats. The wildflowers, birds, insects and mammals that had dwindled over the previous 70 years have increased. While farmland still

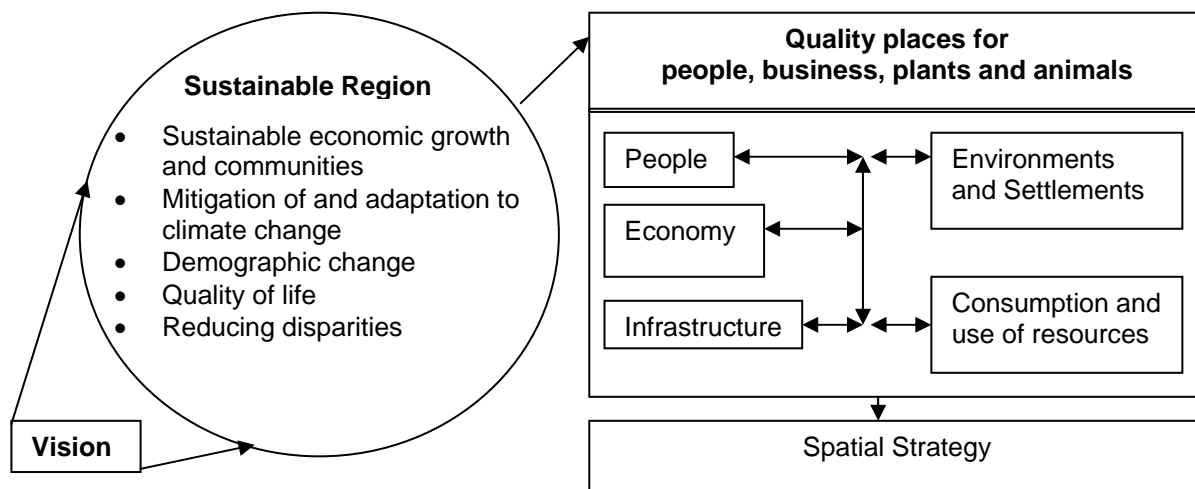
dominates much of the TAYplan area's countryside, much more woodland has been established which is rich in wildlife. These forests are connected by a network of wildlife-friendly green corridors and make a major contribution to people's health and well being. Some remote upland and wetland areas have been deliberately left to nature, becoming wilder in character.

8.9 Better coastline management has helped protect marine life and reduce the impact of rising sea levels. At the same time, seaside communities have revived as more people choose to holiday at home.

8.10 In 2032 the TAYplan area's countryside makes an important contribution to reducing greenhouse gas emissions and helping people and wildlife adapt to climate change. The land is managed to prevent flooding but some countryside is wetter than before, benefiting leisure and wildlife. Rural buildings are more energy efficient. Small scale renewables are common, aided by effective local energy distribution. Our urban areas have district heating systems. Elsewhere there has been a large growth in green energy, especially off-shore wind, biomass and small-scale hydro, but decisions on energy developments of all kinds take full account of the character of the landscape.

### How the Vision feeds through

8.11 The Vision is about achieving a sustainable region, (circle) and will be achieved through actions in a series of interrelated areas (rectangular boxes) which are covered by the previous chapters of this document



### Questions

- 10. Do you think paragraph 8.2 sets out the right objectives for the vision?**
- Yes, no, no opinion
  - If no, what should they be instead?
- 11. Do you agree with the proposed vision?**
- Agree, Disagree, No opinion
  - If disagree, how it should be changed and why?

# 9. Quality Places - Spatial Strategy

## Introduction

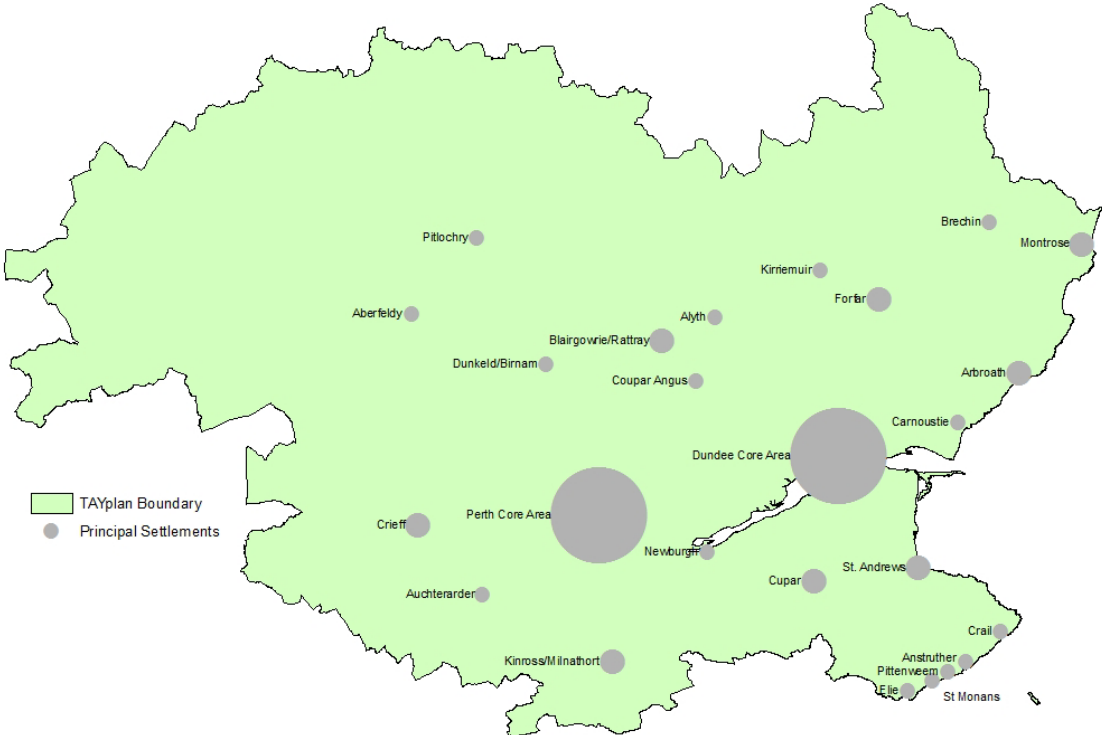
9.1 The Spatial Strategy is the part of a plan that sets out where new development of a strategic nature should be and where it should not be, based on tackling the issues and challenges raised in this consultation. It typically considers the role of settlements and prioritises the development of certain types of land, for example, brownfield land within the most well serviced settlements. The Main Issues Report is required to set out a preferred Spatial Strategy for new development up to year 12 from Plan approval (2012-24) and a broad indication of the scale and direction of growth up to year 20 (2024-32). This chapter considers reasonable Spatial Strategy Options for where development should and should not be concentrated in order to deliver the proposed Vision.

## Context

### Principal Settlements

9.2 The region’s Principal Settlements are the largest settlements where most people live and which provide the most jobs and services. TAYplan has defined Dundee and Perth as wider Core Areas to reflect the functional area of these settlements. One third of people live in the Dundee Core Area (Dundee City, Invergowrie, Monifieth, Dundee Western Gateway, Muirhead/Birkhill and Wormit/Newport/Tayport). About 12% of the population live in the Perth Core Area (Perth, Bridge of Earn, Oudenarde, Almondbank and Scone). Both form the largest concentrations of population and socio-economic activity and they have a strong influence on, and relationships with, their surroundings. Other Principal Settlements serve more localised populations and visitors. These settlements have collectively been called Principal Settlements in this Main Issues Report and are identified in figure 9.1, below.

**Figure 9.1: Principal settlements in the TAYplan area**



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\* Elie, St Monans, Pitenweem, Anstruther and Crail collectively form the East Neuk settlements and are considered as a group

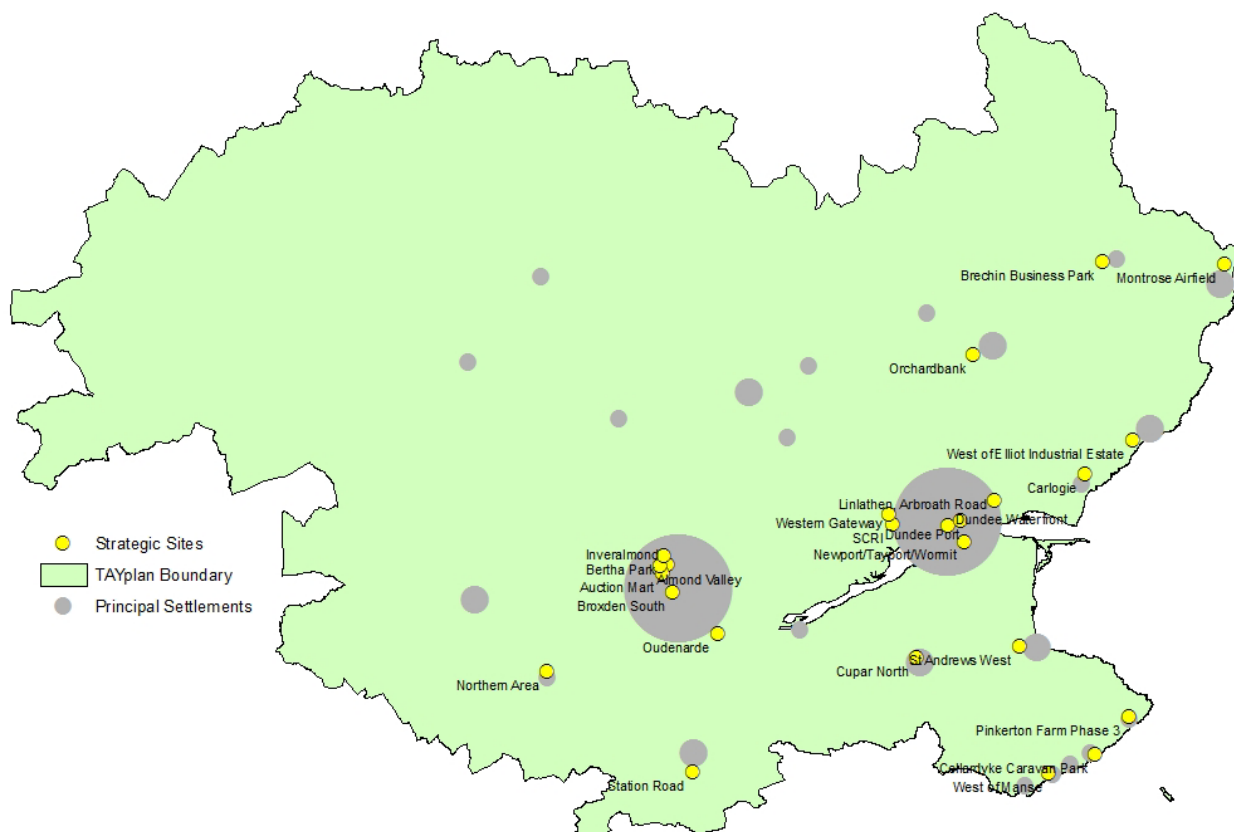
### Anticipated changes and land capacity

9.3 Previous chapters show that many of the anticipated economic opportunities are likely to be in the Dundee and Perth Core Areas in particular. Further opportunities are also likely in settlements such as St Andrews and Montrose. Population projections show that the region is likely to grow and there is an aspiration to grow Dundee City. Recent house building rates, land allocated/permitted for housing or employment, and urban capacity for future housing, show that the region's Principal Settlements, collectively have, and will continue to provide, the majority of land and development opportunities.

### Strategic sites/locations

9.4 Strategic sites/locations are those considered to singularly affect the implementation of the Strategic Development Plan; for example, sites or locations accommodating 500 or more homes. Several strategic sites/locations have already been justified and tested through the plan making process or other strategies and some now have planning permission. These are generally for housing, employment, mixed or uses and located within or on the edge of Principal Settlements (Figure 9.2, below). These existing sites, yet to be built, will be included in the Proposed Plan and will affect the implementation of the Plan during its first 12 years and beyond in some cases. It is likely that some will have acquired planning permission before the 2012 base date for the Plan. Some of the major transport proposals do not yet have routes or sites and so have not been included in figure 9.2. During the Awareness Raising Initial Consultation, in August/September 2009, the representations made informed TAYplan of several additional strategic sites/locations of interest to developers. These have a greater likelihood of adverse environmental effects where they are outside of the region's principal settlements.

**Figure 9.2: Strategic sites identified in local plans/approved Structure Plans**



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\*The series of sites in the East Neuk settlements are considered as one strategic allocation in the Fife Structure Plan

## Infrastructure

9.5 The Principal Settlements are where most of the region's infrastructure is concentrated. Regional Transport Strategies have identified projects to provide additional bus and rail-based park and ride facilities around Dundee and Perth; to better use rail infrastructure and service the region's ports. However, some of the strategic development already proposed in approved Structure Plans requires or is dependent on infrastructure delivery upfront or at critical points. This includes transport infrastructure to the west/north of Perth including a new bridge, some schools provision at various sites and junction improvements at locations such as the Dundee Western Gateway. There are also some localised drainage issues in some localities which need to be overcome to support additional development. In some cases dealing with these infrastructure requirements are straight forward and in other instances they are more complex. The costs of this infrastructure can affect both delivery and the scale of development needed to provide the appropriate supporting infrastructure.

## Main Issues and challenges for the Proposed Plan

### Main Issue M: Spatial Strategy Options

9.6 Within the context of sustainable development TAYplan has identified two realistic and reasonable Spatial Strategy Options about where future development could be concentrated.

**Strategy A - Principal Settlements:** Development is concentrated mostly in the Dundee and Perth Core Areas with the rest accommodated in the other principal settlements. Where these settlements cannot accommodate growth there may be a need for settlement extensions or new settlements.

**Strategy B - Principal Settlements with dispersed housing development around Perth:** As with Strategy A, but disperse the majority of the Perth Core Area housing development across the Perth Housing Market Area, particularly eastwards along the Carse of Gowrie.

### Strategy A - 'Principal Settlements'

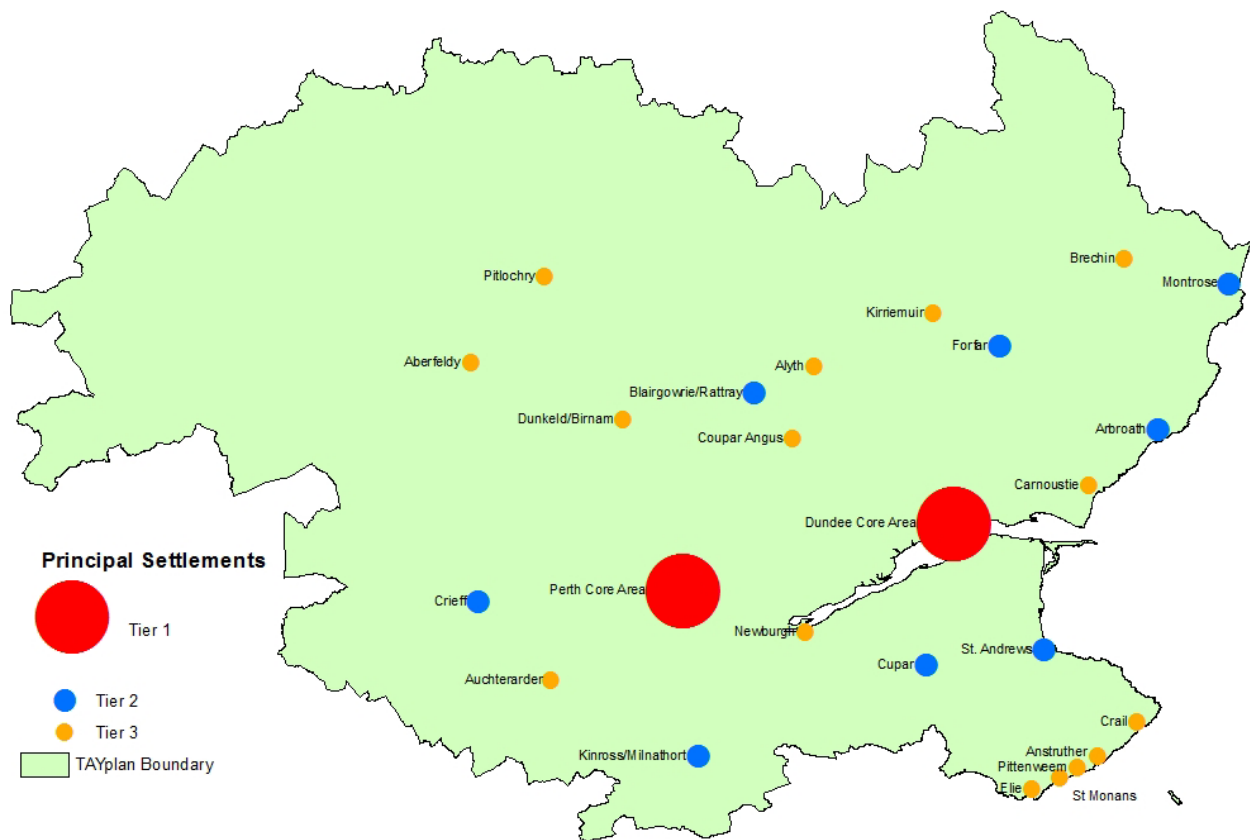
9.7 This strategy organises the Principal Settlements into a hierarchy of three tiers. Although each settlement is different these tiers reflect their present and possible future roles as set out in figure 9.3 below. This also closely reflects the aggregated results of present retail hierarchies which represent the size and role of service centres.

### Figure 9.3: Settlement hierarchy and role for Strategy A

**Tier 1:** Large settlements which can accommodate large shares of TAYplan area new development and which are expected to make a major contribution to the regional economy.

**Tier 2:** Smaller settlements, which can make a major contribution to the regional economy, but which are likely to accommodate a small share of TAYplan area new development.

**Tier 3:** Smaller settlements which can accommodate some of the TAYplan area new development but which will play an important but more modest, self sustaining role in the regional economy.



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9.8 Tier 1 contains the two largest settlements (Perth and Dundee) and their Core Areas defined above. These are presently the highest order retail settlements, have the majority of the identified housing and employment land and are best served by infrastructure and services. These would accommodate the vast majority of new development that is planned for the TAYplan area. Under this strategy option most of the development and economic activity within TAYplan over the period 2012 to 2032 would take place in and be accommodated within these two settlements. This strategy would be likely to lead to more development being accommodated in the Perth Core Area; including existing proposals at Almond Valley and Oudenarde, and employment locations Inveralmond extension and Broxden South. It would also see more development in the Dundee Core Area, including Dundee Western Gateway, Dundee waterfront, Tayport/Newport/Wormit, the Port of Dundee, SCRI at Invergowrie and regeneration within the city.

9.9 Tier 2 settlements would accommodate a much smaller scale of the TAYplan area new development than the Tier 1 settlements. These are differentiated from Tier 3 because their present roles as service centres, particularly retail, and their potential economic significance are important in regional terms. Beyond what is already in approved Development Plans these settlements would accommodate a small share of the additional new development of the TAYplan area. Beyond existing proposals in and around St Andrews development pressures would be directed away from St Andrews.

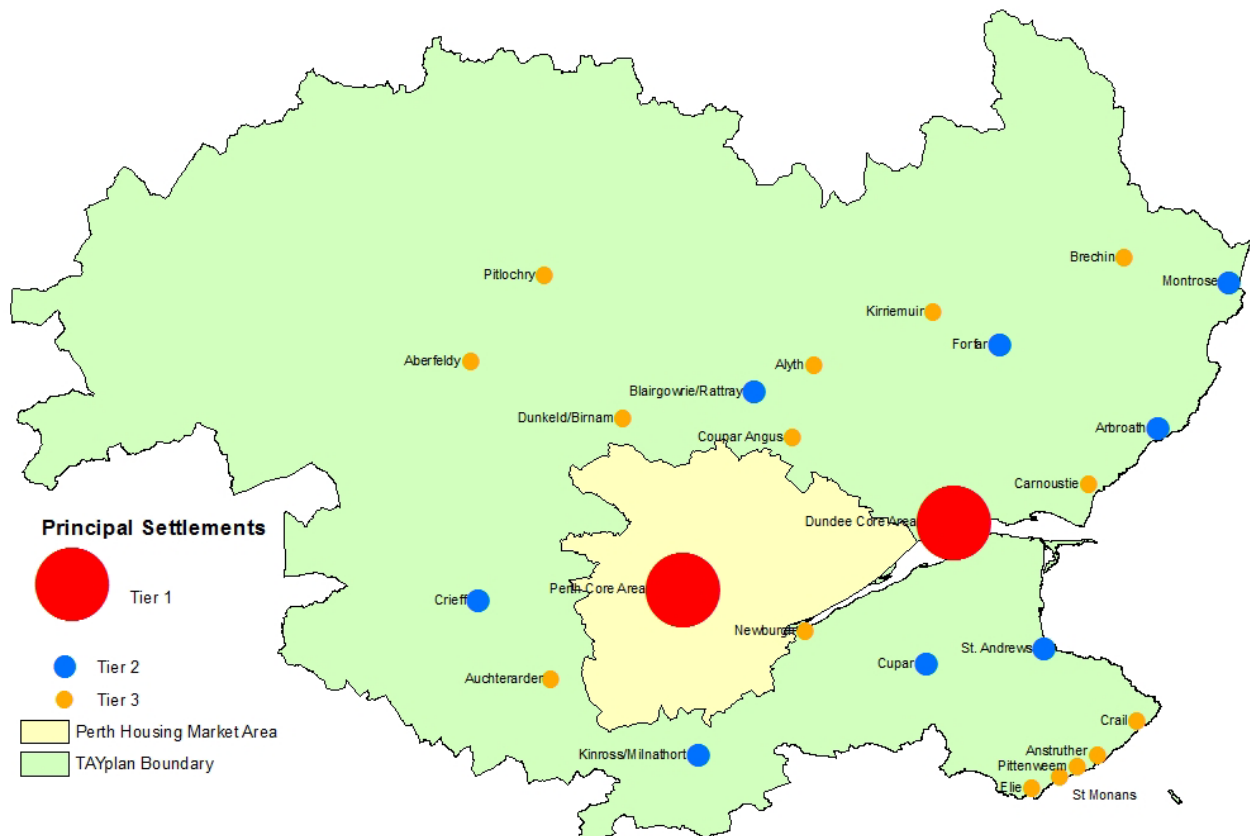
9.10 Tier 3 settlements are smaller again in scale and presently serve as local service centres. However, generally these settlements will be important in sustaining their areas and development will be important in meeting local needs. This strategy therefore implies a small share of the TAYplan area's new development being

accommodated within these settlements to meet local needs and support local economic activity including tourism, agriculture and forestry.

### Strategy B - Principal Settlements with dispersed housing development around Perth

9.11 Strategy B would be identical to Strategy A in its settlement hierarchy and focus for development activity. However, in Strategy B more housing would be dispersed throughout the Perth Housing Market Area rather than being concentrated in the Perth Core Area under Strategy A. This is shown in figure 9.4 below. The Carse of Gowrie is a linear corridor within the Perth Housing Market Area between Perth and Dundee. It contains a series of small settlements and is outside of the Perth Green Belt. This could mean either a single large concentration of development close to Perth, close to Dundee or between both. It could be a major settlement extension, a new settlement or a series of smaller scale developments. Existing housing sites like Oudenarde at Bridge of Earn and Almond Valley would still be delivered under this strategy.

**Figure 9.4: Settlement hierarchy and Perth Housing Market Area for Strategy B**



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### Comparing Strategy Strategies A and B

9.12 Delivering sustainable development requires a strategy which supports equality of access and opportunity, reduces the contribution to climate change and supports economic growth whilst protecting and enhancing the natural and built environments.

9.13 The principal settlements are the largest concentrations of existing infrastructure, jobs, services and facilities. They also have the most land and are where the emerging sectors of the economy are expected to concentrate, around ports, universities and town centres. Strategies A and B both offer the opportunity to realise the economic benefits of clustering. Similarly they would place the majority of additional households

in locations which are most accessible to existing and anticipated jobs and services. Strategy A would reflect the role of both Dundee and Perth as the key economic drivers for the region. However, Strategy B would disperse housing development in the Perth Housing Market Area to locations outside of the Perth Core Area. There are no Principal Settlements along the Carse of Gowrie, these are sparsely populated and lack the jobs, services and facilities present in the Perth Core Area and other Principal Settlements. This could reduce accessibility and exclude some from jobs and services. Additional housing development in the Carse of Gowrie may bring some opportunities to enhance presently limited public transport services but the concentration of employment, jobs and services elsewhere will increase travel demand and could lead to increased carbon emissions as people opt for the car. Strategy A is therefore more likely to result in improved accessibility, reduced carbon emissions and reduced need to travel than Strategy B.

9.14 The Principal Settlements have significant land capacity, infrastructure and supporting services to accommodate additional development, although there are new/improved infrastructure is required in some places. Both strategies A and B require transport infrastructure improvements to the Perth Core Area to accommodate committed new development. Strategy A would place a larger scale of development in the Perth Core Area, supporting the delivery of infrastructure improvements that are likely to bring wider economic benefits to the region. The dispersal of housing development under Strategy B will not remove the need to provide some infrastructure improvements in the Perth Core Area. However, it may reduce the viability or scope of the improvements in the Perth Core Area and may require some additional infrastructure improvements along the Carse of Gowrie, whose regional economic benefits are less obvious. Strategy A is more likely to result in infrastructure improvements which also have regional economic benefits and concentrate most development in locations best placed to accommodate it.

9.15 Strategy A would support the delivery of the Dundee Western Gateway, at the eastern end of the Carse of Gowrie, and other sites within Dundee itself. These are integral to the regeneration of the city and delivering a better range of housing in the Dundee Core Area. Locating significant amount of additional housing in the Carse of Gowrie under Strategy B is likely to undermine these regeneration efforts by meeting some of the housing needs and demands of the Dundee Core Area in locations outwith the city and compromise delivery of the Preferred Population Growth Option (see people chapter). Strategy B is also likely to place additional pressure on transport infrastructure such as the Swallow Roundabout, which is integral to the delivery of the later phases of the Dundee Western Gateway. Strategy A is more likely to support the regeneration of the Dundee Core Area whilst seeing development in other parts of the region compared with Strategy B.

9.16 Flood risk will increase as climate change brings sea level rise and more extreme weather events. This is an issue for both strategies as areas within both the Perth Core Area and the wider Perth Housing Market Area are at risk from flooding. The Strategic Environmental Assessment concludes that substantial parts of the Carse of Gowrie are already at medium to high flood risk which could increase with sea level rise. Although Perth City Centre and some sites along the Tay and Almond rivers experience high flood risk there are already some defences and the critical mass of development and economic interest to make further defence measures comparatively viable. Locating a greater share of development in the Carse of Gowrie, under Strategy B, would place more households in locations of increasing flood risk with less likelihood of protection

from defences compared with Strategy A. Strategy B would also have more potential to place development in locations which adversely affect biodiversity, including designated areas on the River Tay, than Strategy A.

## **TAYplan Preferred Spatial Strategy**

**TAYplan Preferred Strategy is Strategy A 'Principal Settlements'** is considered the best and most practical option to deliver sustainable development because:

- The Principal Settlements are the largest concentrations of people, jobs, services and facilities;
- There is sufficient identified land capacity within Principal Settlements to accommodate growth;
- It offers the best option to both reduce the need to travel and improve accessibility;
- It offers the most logical choice to reduce resource consumption and tackle climate change;
- It reflects the locations of the emerging economic opportunities in the region;
- It is consistent with the preferred population option to reverse the decline of Dundee;
- It supports the regeneration of Dundee and development of other parts of the region;
- It maximises the ability to deliver both development and essential transport infrastructure in the Perth Core Area;
- It presents the opportunity to deliver quality places and improve the existing settlement offer and provide strong settlements; and,
- It would not lead to the over development of small settlements unsuited to growth.

### **Main Issue N. Prioritising land release**

9.17 Most spatial strategies have an approach which prioritises development of certain types of land ahead of others to achieve the strategy aims. They usually distinguish between the importance of brownfield and greenfield land and land within and outside of settlements. The Proposed Plan will need to set out an approach to reflect the chosen strategy. However, based on the needs of sustainable development and the rationale for the preferred strategy above (Strategy A), the Proposed Plan is likely to prioritise delivering land in the Principal Settlements (figure 9.1) ahead of land elsewhere. Although recycling brownfield land helps to protect countryside and prime agricultural land, some greenfield land will need to be developed where there is not enough brownfield land or it cannot provide for the variety of development required. Energy, minerals, waste and hazardous land uses would be exempt from this approach. Therefore it is likely that the Proposed Plan would prioritise land release for all development in the TAYplan area in the following sequence:

- A. Suitable previously developed land and buildings within Principal Settlements defined in figure 9.1;
- B. Other suitable locations within Principal Settlements defined in figure 9.1, not identified as land to be protected for nature or heritage conservation or recreational purposes;
- C. Suitable sites adjoining Principal Settlements defined in figure 9.1, preferably but not necessarily on previously developed land and buildings; and,
- D. New settlements/standalone extensions or expansion of other settlements where there is insufficient land or where the nature/scale of land use required to deliver the spatial strategy cannot be accommodated within or adjacent to settlements and this offers the genuine opportunity for self-sustaining settlements.

### **Main Issue O. Strategic infrastructure and delivering development**

9.18 Development in the Perth Core Area under Strategy A requires substantial transport infrastructure, including a new bridge and link road, to deliver and support development. This could also contribute towards reducing congestion and pollution in Perth City Centre and relieving the A9 north to Inverness. The Scale of development to deliver this may require the vast majority of housing provision to be in the Perth Core Area. Development along the Carse of Gowrie is still likely to need additional infrastructure improvements and to improve public transport. Proposals at the Dundee Western Gateway are likely to require a junction upgrade in the latter phases of development. The spatial implication of major transport infrastructure projects such as

the A9-A94 link at Perth, A90 upgrade through or around Dundee and rail improvements will be clearer over the coming years. It is likely that a future Plan will be better able to examine them in more detail once work is progressed by Transport Scotland and the Regional Transport Partnerships.

9.19 Scottish Water indicates that there are no strategic supply issues for the region in accommodating growth. However, there are some localised waste water infrastructure improvements that are required in some localities. Settlements in Perth and Kinross outside of Perth require drainage upgrades. Similarly Monifieth, eastern Dundee and some of localities in Montrose also present drainage issues which additional development would need to overcome. This will mean that once the proposals already permitted/allocated in a local plan for west Dundee and the Carse of Gowrie are completed the Invergowrie Pump Station could need upgrading to accommodate further development in these areas.

9.20 To best overcome these infrastructure issues and support the growth of the region the Proposed Plan is likely to need to concentrate development in the Dundee and Perth Core Areas and minimise development along the Carse of Gowrie. This would support the regeneration of Dundee; reflect the role of Dundee and Perth as key economic drivers and the role of the Principal Settlements as service providers. It also reflects the additional advantages that could be derived from new/improved infrastructure in the Perth Core Area and existing infrastructure capacity.

## Questions

**12. Do you agree that the settlements identified in figure 9.1 are the region's Principal Settlements?**

- Agree, Disagree, No Opinion
- If disagree, what should they be instead?

**13. Which Spatial Strategy Option do you think the Proposed Plan should include?**

- Strategy A, Strategy B, No Opinion
- Please tell us why you have chosen this option

**14. Main Issue N sets out priorities for sequencing the release of land for the TAYplan area. Do you believe:**

- The order is correct, An alternative order should be adopted, No Opinion
- If an alternative, Please tell us what the alternative should be and why?

**15. Do you agree that the following issues do not need to be covered by the Proposed Plan?**

- Affordable Housing
- Minerals
- Wind energy
- Other issues

Agree, Disagree, No Opinion. If disagree what why? If other please explain?

**16. If there are other main issues which are strategic and cross-boundary that you feel the Proposed Plan should cover please tell us what these are and how you think it should consider them?**

**17. If you would like to make any other comments please do so.**

**If you would like to comment on:**

- **The Strategic Environmental Assessment, specific questions can be found within the Environmental Report and its Non-technical summary**
- **The Equality and Human Rights Impact Assessment, specific questions can be found within that document.**

# Glossary of terms

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**Please note: the descriptions given below are for general information only. These are not all legal definitions.**

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<p><b>Affordable Housing:</b> Housing made available at a cost below full market value, to meet an identified need. It includes social rented accommodation, some private sector rented accommodation, and publicly subsidised housing for sale. It may also include unsubsidised entry-level housing for sale where it can be demonstrated clearly that the homes are affordable to low-income groups of households.</p>
<p><b>Biodiversity:</b> The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it.</p>
<p><b>BREEAM:</b> Building Research Establishment Environmental Assessment Method (BREEAM) is an environmental assessment method for the environmental performance of commercial buildings. BREEAM assesses buildings on their asset performance, building management performance and organisation effectiveness.</p>
<p><b>Brownfield land:</b> Land that has previously been developed, such as existing buildings and vacant or derelict land but excluding parks and gardens, sports and recreation grounds, woodlands and amenity open spaces and former mineral workings.</p>
<p><b>Code for Sustainable Homes:</b> The Code measures the sustainability of a new home against nine categories of sustainable design, rating the 'whole home' as a complete package using a one to six star rating system. The Code sets minimum standards for energy and water use as well as other considerations at each level.</p>
<p><b>Development:</b> Building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of buildings or other land (as defined by Section 26 of the Town and Country Planning (Scotland) Act 1997).</p>
<p><b>Green Belt:</b> The purpose of green belt designation in the development plan as part of the settlement strategy for an area is to:</p> <ul style="list-style-type: none"> <li>• direct planned growth to the most appropriate locations and support regeneration,</li> <li>• protect and enhance the quality, character, landscape setting and identity of towns and cities, and</li> <li>• protect and give access to open space within and around towns and cities.</li> </ul>
<p><b>Greenfield site:</b> a site which has never previously been developed or is on land that has been brought into active and beneficial use for agriculture, forestry or open space.</p>
<p><b>Housing Land Audit:</b> an annual survey of all housing sites in the TAYplan area for the purposes of monitoring the housing land supply and identifying those sites within the established land supply which are expected to be effective within the period under consideration.</p>
<p><b>Housing Market Area:</b> a geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home, i.e. a large percentage of people buying a house in the area will have sought a house only in that area.</p>
<p><b>Housing Need:</b> The need for housing at a point in time is the sum of the number of households plus the non-effective stock, i.e. vacant dwellings and second or holiday homes. The additional need for housing over the Plan period is a calculation of the changes both in households and in non effective stock related to one another. Need can be differentiated by area or by time but it takes no account of the exercise of choice or of any other market factors.</p>
<p><b>Local Development Plan:</b> This is prepared by local authorities and sets out detailed policies and proposals to guide development in the local authority area. The Plan, which is approved by the local authority, must accord with the approved Strategic Development Plan.</p>
<p><b>Nutra-ceuticals:</b> This word brings together nutrients and pharmaceuticals. It refers to the health giving benefits of foods like soft fruit and vegetables.</p>
<p><b>Planning Agreement:</b> legally binding agreement under the terms of Section 75 of the Town and Country Planning (Scotland) Act 1997, used to control appropriate planning matters outwith the scope of planning conditions etc.</p>
<p><b>Renewable energy:</b> Energy flows that occur naturally and repeatedly in the environment from the sun, the wind and the oceans and from plants and the fall of water. Also included is the energy available in wastes and from within the earth itself.</p>
<p><b>Sustainable Drainage Systems (SuDS):</b> A system of dealing with surface water run-off that mimics natural systems by providing storage, flow attenuation and biological treatment. They can be integrated into the environment as visually attractive features that can also provide wildlife habitats that would otherwise be scarce in the built environment.</p>
<p><b>Sustainability and Sustainable Development:</b> This concept recognises that achieving economic growth has to be done in such a way that does not harm the environment or squander the natural resources we depend on, whilst at the same time distributing the wealth this creates equally to improve quality of life now and in the future.</p>
<p><b>Vitality and Viability:</b> vitality is a reflection of how busy a centre is at different times and in different parts. Viability is a measure of its capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.</p>

## Summary of questions for this consultation

**1. The Main Issue D considers two options for population and housing growth. Which option do you think the Proposed Plan should include?**

- Option 1, Option 2, Another Option, No Opinion
- If Another Option – Please say what this is
- If you chose an option please tell us why

**2. The housing land figures are presented as ranges. Do you think the upper range in the option you chose for Question 1 are deliverable given the present economic climate and should they be higher given the recent 2008-based population projections?**

- Yes , No, No opinion
- If you answered yes or no, please explain why you think this

**3. Several key actions could be in the Proposed Plan to support the growth of the economy; do you agree with these:**

- Identify the need for a new strategic employment site at Forfar as an agricultural service centre
  - Identify the need for a new strategic employment site at the Scottish Crop Research Institute, Invergowrie for food research
  - Protect Dundee and Montrose Ports for port related uses only
- Agree, Disagree, no opinion, other
  - If disagree, Please tell us why?
  - If other please explain

**4. Do you agree that the retail hierarchy in Main Issue F is the right one to deliver Scottish Government objectives to concentrate comparison goods retail in town centres?**

- Agree, Disagree, No Opinion
- If disagree, Please say what it should be instead

**5 Do you agree that the Proposed Plan should require Local Development Plans to identify a supply of effective employment land?**

- Agree, Disagree, No comment
- If disagree, Please say what it should do instead

**6 In order to reduce resource consumption in development do you think the Proposed Plan should require high resource efficiency standards in development and that TAYplan should work with local authorities to develop a consistent framework for these requirements?**

- Agree, Disagree, No opinion
- If agree – what should it consider
- If Disagree – why and what should it do instead?

**7. The Proposed Plan could require the designing-in of waste collection/management for new development to be agreed between the local authority and the developer/operator. Should the Proposed Plan adopt this approach?**

- Yes, No, No comment
- If no, what should it do instead?

**8. How can the Proposed Plan best protect prime agricultural land to support food security whilst allowing some development at the edge of towns?**

**9. Do you think that the Proposed Plan should set out a framework to ensure that renewable energy and waste management development are located in the most appropriate locations?**

- Yes, no, no opinion
- If yes, what practical considerations do you think this should include?
- If no, why not?

**10. Do you think paragraph 8.2 sets out the right objectives for the vision?**

- Yes, no, no opinion
- If no, what should they be instead?

**11. Do you agree with the proposed vision?**

- Agree, Disagree, No opinion
- If disagree, how it should be changed and why?

**12. Do you agree that the settlements identified in figure 9.1 are the region's Principal Settlements?**

- Agree, Disagree, No Opinion
- If disagree, what should they be instead?

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-The Equality and Human Rights Impact Assessment, specific questions can be found within that document.

## Places to find information for this consultation

- Online  [www.tayplan-sdpa.gov.uk](http://www.tayplan-sdpa.gov.uk) and go to Main Issues Report Consultation
- All public libraries within Dundee City, Perth and Kinross, Angus and North Fife
- Council offices as follows:

<b>In Dundee</b>	Tayside House Crichton Street Dundee, DD1 3RB	Enterprise House 3 Green Market Dundee, DD1 4QB	
<b>In Fife</b>	Fife House, North Street, Glenrothes, KY7 5LT	St. Catherine Street, Cupar, Fife KY15 4TA	St Andrews Local Office Market Street St Andrews, KY16 9UY
<b>In Perth and Kinross</b>	Pullar House Kinoull Street Perth, PH1 5GD	Muirton Area Office, 19B Ainslie Place, Perth, PH1 5DF	Auchterarder Area Office Aytoun Hall, Auchterarder, PH3 1QD
Pitlochry Area Office 26 Atholl Road, Pitlochry, PH16 5BX	Blairgowrie Area Office 46 Leslie Street, Blairgowrie, PH10 6AQ	Crieff Area Office 32 James Square, Crieff, PH7 3EY	Kinross Area Office 21 High Street, Kinross, KY13 8AP
<b>In Angus</b>			
Montrose Access Office Town House, High Street Montrose, DD10 8QW	County Buildings Market Street Forfar, DD8 3LG	Arbroath Access Office Old Parish Church Kirk Square Arbroath, DD11 1DX	Brechin Access Office 36 Bank Street Brechin, DD9 6AX
Monifieth Access Office, 81 High Street, Monifieth, DD5 4AA	Carnoustie Access Office 26 High Street, Carnoustie, DD7 6AP	Forfar Access Office Municipal Buildings, Castle Street, Forfar, DD8 3AF	Kirriemuir Access Office, 5 Bank Street Kirriemuir, DD8 4BE

## Responding to this consultation

  If you can respond electronically this helps us to process your response more quickly and reduce the environmental impact of this exercise.

### Online :

Go to [www.tayplan-sdpa.gov.uk](http://www.tayplan-sdpa.gov.uk) and then click on the Limehouse portal. Here you can register your details and view the consultation and supporting documents. You can also save your responses and return to them before submitting them.

### Paper copies :

If you are unable to access the Internet then please telephone us and ask for a paper copy to be sent to your address.

### Post :

TAYplan Strategic Development Planning Authority, Main Issues Report Consultation, Enterprise House, 3 Greenmarket, Dundee, DD1 4QB

### Any queries please get in touch

Phone  – 01382 307180 E-mail  – [contactus@tayplan-sdpa.gov.uk](mailto:contactus@tayplan-sdpa.gov.uk)

**TAYplan**  
Strategic Development Planning Authority  
Main Issues Report 2010

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for Dundee, Angus, Perth and North Fife