

<b>Issue (ref and heading):</b>	030: POLICY 10: CONNECTING PEOPLE, PLACES AND MARKETS – Map 10	
<b>Development plan reference:</b>	Policy 10, Map 10 and supporting text pages 58 to 61	<b>Reporter:</b> [Note: For DPEA use only.]
<b>Body or person(s) submitting a representation raising the issue (including reference number):</b>		
<p><b>Seeking a change</b>  Auchterhouse Community Council (330201)  Friends of the Earth Tayside (845935)  HolderPlanning for Forth Ports Limited (846251)  Mr Andrew Dundas (821782)  Scottish Government (910172)  Sustrans (346798)</p> <p><b>Supporting as written</b>  Aberdeen City and Shire SDPA (442583)  Cairngorms National Park Authority (910266)</p>	Dundee Civic Trust (845127) Colliers Internatilan for Scottish Enterprise (835481) Scottish Environment Protection Agency (835401) Scottish Water (762198) SEStran Regional Transport Partnership (908118) Sustrans (346798) Tactran Regional Transport Partnership (441235)	
<b>Provision of the development plan to which the issue relates:</b>		
<p>The Plan recognises nationally and regionally important infrastructure projects in Map 10. There has been limited change from the infrastructure projects set out in Proposals Map 1 in SDP1. Many but not all are transport infrastructure or service enhancement projects. These transport projects include those identified in the Strategic Transport Projects Review (STPR) (2008) (Doc92) and both Regional Transport Strategies (Doc94) that cover the area. They also include new routes associated with the Strategic Development Areas in this Plan. This has been the result of lengthy discussions between TAYplan officers and Transport Scotland, the 4 Councils and the regional transport partnerships and more detailed information is within the Action Programme (Doc76) (each Map number corresponds to the number in the Action Programme (Doc76)).</p> <p>Of specific note is the A90 upgrade through or around Dundee (Project 21 in TAYplan's Proposed Plan Map 10) which is within Transport Scotland's STPR (Doc92) and Tactran's RTS Delivery Plan 2008-2023 (Doc95). This is the only project in STPR (Doc92) to have options: through or around. Initial discussions have taken place on how to take forward this project and timescales for progressing are awaited from Transport Scotland. The project is particularly important for the future development of Dundee City and surrounding areas.</p>		
<b>Planning Authority's summary of the representation(s):</b>		
<p><b>Summary of Representations Seeking a change</b></p> <p><b><u>ROAD UPGRADES</u></b></p> <p><b>Auchterhouse Community Council (330201) PLAN2015_383</b> seek a change to Map 10 to either remove the reference to route options or amend it to make clear the markers showing project 21 do not identify a designated route for the "around" option. The respondent notes that references have been made to project 21 in the text and table but no reference is made to specific routes. The respondent notes that no option has been selected yet for this project and there has been no identification of any potential route for the "around" option. However, the respondent notes that the key to the map showing this project describes what is shown on the map as "route options". The respondent considers that route options have been identified and are indicated on the map (shown by the two number 21s) which is incorrect as far as the "around" option is concerned.</p>		

**Scottish Government (910172) PLAN2015\_338** consider that the Proposed Plan requires to include information on the constraints associated with development impacting on the A90(T)/A937 junction at Laurencekirk. Transport Scotland's position is that no new development can take place which will have an impact on the trunk road network at this location, until such time a scheme of grade separation is in place. The respondent considers that this current and consistently stated position will directly affect potential developments in the Montrose area and that the Plan therefore requires to detail this specific infrastructure constraint which may significantly impact upon deliverability, development timetables and funding. The respondent considers that Scottish Planning Policy (SPP), Circular 2/2008 (Doc23) and Circular 6/2013 (Doc25) back this up in that Development Plans should be consistent with the policies set out in SPP, take account of the relationship between land use and transport and particularly the capacity of the existing transport network, and address land use issues which are cross local authority boundaries or involve strategic infrastructure.

#### **PORTS AND RAIL FREIGHT**

**HolderPlanning for Forth Ports Limited (846251) PLAN2015\_235** consider that the Port of Dundee will continue to operate as a multi-use port for the region and therefore the respondent wishes the policy to be amended to state that Policy 10 safeguards the Port of Dundee for port-related and industrial land uses and Montrose port for port-related land uses. The respondent also seeks to have reference to the proposal for an intermodal regional rail freight facility removed because, at this time, there is no prospect of it being delivered.

#### **MODAL SHIFT**

**Sustrans (346798) PLAN2015\_514** consider that all strategic roads, identified in Map 10 should be treated as multifunctional corridors for the carriage of traffic, supporting active travel and enhancing biodiversity as part of wider green networks. The respondent considers it important that for all road upgrades proposed in the TAYplan area, cycle and pedestrian paths are included alongside the carriageway as standard practice.

**Friends of the Earth Tayside (845935) PLAN2015\_430** supports the references to modal shift, active travel and public transport but feel that this strategic intent needs to be backed up by a commitment of a parallel shift in resources to enable this to happen. The respondent supports references to modal shift but consider that the list of infrastructure proposals in Map 10 is contrary to the Plan's commitment to reduce the reliance on the private car and reduce carbon emissions. The respondent proposes including a commitment to shift resources away from investment in road improvements towards active travel infrastructure, to facilitate modal shift. The respondent also proposes removing the option of re-routing of A90 from the map and emphasising need to speed up provision of park and ride for Dundee to tackle air pollution, using sites in neighbouring local authority areas if necessary.

#### **DUNDEE AIRPORT**

**Mr Andrew Dundas (821782) PLAN2015\_183** considers that larger and more expensive aircrafts drive competition towards lower fares, and more frequent turnaround which generates much larger and wider catchments of travellers than are available within our region. The respondent considers that an alternative use of the large and valuable airport site should be planned for. The respondent notes that Perth has three bus stations and considers that this illustrates some failure of Local policy and that there is a lack of forward looking and commercial awareness in this Strategy that should be remedied.

## **Summary of Representations Supporting as written**

### **ROAD UPGRADES**

**Aberdeen City and Shire SDPA (442583) PLAN2015\_567** notes the requirement for a junction upgrade at Laurencekirk and considers there to be a need for joint approach to funding to be the most successful way of removing this constraint. The respondent considers that this is a matter that Angus Council should continue to pursue with Transport Scotland, Nestrans and Aberdeenshire Council in order to build up a package of funding which can deliver the required improvements.

**Aberdeen City and Shire SDPA (442583) PLAN2015\_564** considers it vital that any new stations do not result in an increase in Aberdeen-Glasgow and Aberdeen-Edinburgh inter-city service journey times.

### **WHOLE POLICY**

**Scottish Water (762198) PLAN2015\_275** support the policy.

**Tactran Regional Transport Partnership (441235) PLAN2015\_365** supports Policy 10 which is consistent with and complements the Regional Transport Strategy.

**Colliers International for Scottish Enterprise (835481) PLAN2015\_371** supports the policy to ensure that Strategic Development Areas are underpinned by the right infrastructure, the direction given to Local Development Plans and that the policy reflects SPP.

**Dundee Civic Trust (845127) PLAN2015\_285** supports the policy, emphasising the connectivity projects that is needed to enhance the region's economic prospects and that it is essential to capitalise on the investments being undertaken in the city in particular in the V&A and waterfront area. The respondent makes specific reference to Dundee infrastructure proposals and the desired direction for these.

**Cairngorms National Park Authority (910266) PLAN2015\_391** supports the strategic infrastructure proposals with the upgrading of the A9 between Perth and Inverness and improvements to the Highland main rail line being of particular significance to the National Park.

**Aberdeen City and Shire SDPA (442583) PLAN2015\_565** supports the proposed A90 upgrade at Dundee and on the rail network at Usan south of Montrose. The respondent considers that while road improvements to increase capacity, speed and reliability of journeys on the A90 at Dundee and on the rail network at Usan south of Montrose are mentioned, these improvements are critical from Aberdeen City and Shire's perspective too and that it is vital that TAYplan and TACTRAN both continue to push coordinated work on this, with Transport Scotland and others, to see these improvements delivered within the plan period.

**SEStran Regional Transport Partnership (908118) PLAN2015\_35** supports the consideration of freight transport issues.

**Sustrans (346798) PLAN2015\_507** strongly supports safeguarding land for future sustainable transport infrastructure provision, in particular any that is necessary to deliver enhancements to the National Walking and Cycling Network.

**Scottish Environment Protection Agency (835401) PLAN2015\_200** fully supports the proposed strategy for reducing greenhouse gas emissions and improving air quality within the TAYplan area, and considers air quality issues to be a cross boundary problem. Distinguishing that Local Development Plans should aim to minimise carbon and local air quality emissions and recognise the link between the two agendas as well as that plans should improve air quality through sustainable development in their areas is welcomed.

**Modifications sought by those submitting representations:****ROAD UPGRADES****Auchterhouse Community Council (330201) PLAN2015\_383**

- Propose amendments to the key for Map 10 in relation to Project 21 'route options'.

**Scottish Government (910172) PLAN2015\_338**

- Propose that the SDP should include reference to the A90(T)/A937 junction at Laurencekirk and the potential constraint to development in and around Montrose this presents until such time a scheme of grade separation is in place.

**PORTS AND RAIL FREIGHT****HolderPlanning for Forth Ports Limited (846251) PLAN2015\_235**

- Propose that page 58 Policy 10 item A: Amend text to state, "port related and industrial uses."
- Propose that page 61, paragraph 4, Amend text to state, "Policy 10 safeguards the Port of Dundee for port-related and industrial land uses and Montrose ports for port-related land uses. The Port of Dundee will continue to operate as a multi-purpose operational port. The safeguard will facilitate the growth in the offshore renewable energy, oil and gas sector ..."
- Propose that Policy 10, alongside Map 10, associated supporting text at Policy 3 and Proposed Action Programme action 17 - remove reference to the proposal for an "intermodal regional rail freight facility."

**MODAL SHIFT****Sustrans (346798) PLAN2015\_514**

- Propose that all strategic roads, identified in the Strategic Infrastructure Projects map, to be treated as multifunctional corridors for the carriage of traffic, supporting active travel and enhancing biodiversity as part of wider green networks.

**Friends of the Earth Tayside (845935) PLAN2015\_430**

- Propose including a commitment to shift resources away from investment in road improvements towards active travel infrastructure, to facilitate modal shift.
- Propose removing the option of re-routing of A90 from the map.
- Emphasise need to speed up provision of park and ride for Dundee to tackle air pollution, using sites in neighbouring local authority areas if necessary.

**DUNDEE AIRPORT****Mr Andrew Dundas (821782) PLAN2015\_183**

- Implied change to plan for Dundee Airport to be used for alternative uses.

**Summary of responses (including reasons) by Planning Authority:****Authority's response to proposed modifications****ROAD UPGRADES****Auchterhouse Community Council (330201) PLAN2015\_383**

TAYplan appreciate the respondent's concern around the wording in Map 10. The reference to route options refers only to the 'through' or 'around' Dundee options and the respondent is correct in that no further detailed work has been carried out into these options. Map 10 does not indicate any specific routes for this national project. Further detail on the updated position is under Action number 21 (page 41) (Doc76) of TAYplan's Proposed Action Programme (May 2015) (Doc76). As stated in the Action Programme, initial discussions will take place before the end of 2015. An updated position will be presented in the review of TAYplan's Action Programme (reviewed annually). Therefore TAYplan does not consider any change to be necessary.

### **Scottish Government (910172) PLAN2015\_338**

TAYplan have worked with Transport Scotland and Angus Council to determine wording (on page 11 of the Proposed Plan Action Programme (Doc76)) which stated that any further development at Montrose Port should be supported by a Transport Assessment to establish impact on the local and strategic road network and in particular the A90 / A937 junction at Laurencekirk in consultation with Transport Scotland. This corresponds with the wording and approach in Angus Council's Local Development Plan. Therefore TAYplan does not consider any change to be necessary.

Since publication of the Proposed Plan in February 2015 the NESTRANS "Access to Laurencekirk" (Doc80) study has identified a grade-separated junction as the preferred option to address capacity issues at the A90/A937 south junction. The costs, potential funding sources and timescale for delivery of such a scheme are the subject of further work and have not been confirmed.

In effect the Scottish Government representation seeks to highlight that development in Montrose will be constrained until a grade separation scheme is in place. It is recognised that proposals in the Montrose area that are likely to generate significant new traffic will be required to provide a Transport Assessment to ascertain whether there is an impact on the A90/A937 junction, and the scale of that impact. The Angus Council Proposed Local Development Plan (Doc77) currently includes text which recognises potential impacts on the A90/A937 junction and requires a Transport Assessment to be undertaken for the sites allocated within the plan at Montrose. The text is intended to be flexible and allow for a range of mitigation measures to be brought forward, either through condition or developer contribution.

The need to acknowledge the infrastructure issue for the Montrose area as a whole, and not just for allocated sites is accepted. Angus Council have proposed amendments to the Settlement Statement in the Angus Proposed Local Development Plan (2015) (Doc77) which is currently at Examination stage within their Schedule 4 on Issue 20 (Doc82). TAYplan considers that the wording in Proposed Plan (2015) (Doc80) and Proposed Action Programme (2015) (Doc76) is consistent with this and therefore TAYplan does not consider any change to be necessary.

### **PORTS AND RAIL FREIGHT**

#### **HolderPlanning for Forth Ports Limited (846251) PLAN2015\_235**

TAYplan do not see the need to amend the term Port Related Use. Dundee City Council's Local Development Plan (LDP) (Doc4) allocates the Port as a Principle Economic Development Area. Within these areas Classes 4,5 & 6 of the Use Classes Order (Doc109) are acceptable. Therefore, a wide range of industrial uses are already acceptable in policy terms. The term port related does not limit them in terms of securing industrial uses. Therefore TAYplan does not consider any change to be necessary.

Reference to an 'intermodal regional rail freight facility' is within Tactran's Regional Transport Strategy Delivery Plan (2013-14) (Doc95).

### **MODAL SHIFT**

#### **Sustrans (346798) PLAN2015\_514**

TAYplan support enhancing active travel networks and enhancing biodiversity as part of wider green networks. Throughout the Plan and Action Programme (Doc76) TAYplan focuses on active travel and biodiversity networks and enhancing these. Policy 8A ii) states that Strategies, Policies, Plans and Programmes shall protect and enhance green and blue networks by ensuring that 'development incorporates new multifunctional green networks (that link with existing green networks) of appropriate quantity and quality to meet the needs arising from the nature of the

development itself'. This policy promotes encouraging all routes (new and existing) to be multifunctional as part of wider green networks. This approach is also supported in Scottish Planning Policy (SPP) paragraph 232 (Doc84) in stating that 'Green infrastructure should be treated as an integral element in how the proposal responds to local circumstances, including being well-integrated into the overall design layout and multi-functional.' Therefore TAYplan does not consider any change to be necessary.

#### **Friends of the Earth Tayside (845935) PLAN2015\_430**

TAYplan does not consider this policy to detract or contradict Policy 2 (Doc80). Whilst active travel and walkable environments is critical to TAYplan's place shaping agenda, developments to infrastructure, including roads, is also necessary. TAYplan's focus is on having modal choice and where possible modal shift. Where road upgrades and developments are necessary TAYplan's focus is that this is done in a way which promotes Policy 2 (Doc80) and ensures the place remains critical to these improvements.

TAYplan does not support removing the re-routing of the A90 from Map 10. This project is part of ongoing discussions and is critical to the future development of Dundee City and the surrounding areas.

TAYplan recognises the importance of park and ride for Dundee and welcome the support for these. Page 39 of TAYplan's Proposed Action Programme (Doc76) outlines the updated position of each proposed strategic park and ride/ park and choose facilities to serve Dundee. Transport Scotland and Tactran/ Sustran Regional Transport Partnerships remain committed to these projects. Therefore TAYplan does not consider any change to be necessary.

#### **DUNDEE AIRPORT**

##### **Mr Andrew Dundas (821782) PLAN2015\_183**

TAYplan support the growth in services at Dundee Airport. Action 19 in the TAYplan's Proposed Action Programme (May 2015) (Doc76) provides more detail and evidence of recent progress in this. TAYplan is committed to the growth in services at Dundee Airport and considers this to be an important asset to the area, connecting the city with other UK cities. TAYplan consequently do not support an alternative use of the airport. Therefore TAYplan does not consider any change to be necessary.

#### **Authority's response to supporting representations**

TAYplan welcome the support for Policy 10 and Map 10.

TAYplan acknowledge the requirement to ensure efficient rail travel between cities and note the necessity for this to be maintained.

#### **CONCLUSIONS**

TAYplan considers that all of the issues raised do not warrant any change to the Proposed Strategic Development Plan (May, 2015) (Doc80) and propose that the elements dealt with in this Schedule 4 Summary of Unresolved Issues remain as written and unchanged.

TAYplan is satisfied that many of these issues are dealt with appropriately by the Policy as currently written or by supporting elements of Policies 1, 3, 4, 5 and the Proposed Action Programme (Doc76). This is a long term strategic Plan. It is appropriate to identify locations for new transport infrastructure as part of an integrated spatial strategy. This is also important for the sustainable economic growth of the area.

<b>Reporter's conclusions:</b>
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<b>Reporter's recommendations:</b>
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