

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****26 SEPTEMBER 2017****DUNDEE LOCAL DEVELOPMENT PLAN 2 CONSULTATION****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report seeks the Partnership's approval of proposed representations to the Proposed Dundee Local Development Plan 2 and associated documents.

1 RECOMMENDATIONS**1.1 That the Executive Committee:-**

- (i) agrees to make representations to the Proposed Dundee Local Development Plan 2; Proposed Action Programme and Environmental Report, as contained in Appendix A.
- (ii) agrees to make representations on Draft Supplementary Guidance regarding Air Quality, Developer Contributions and Householder Development, as contained in Appendix B.

2 BACKGROUND

- 2.1 Tactran has a statutory "Key Agency" role in the Development Planning Process, both for Strategic and Local Development Plans. Dundee City Council has invited representations on its Proposed Local Development Plan 2 (LDP 2); Proposed Action Programme; Environmental Report and Draft Supplementary Guidance regarding Air Quality, Developer Contributions and Householder Development.

3 DISCUSSION

- 3.1 Dundee City Council published its [Proposed Local Development Plan 2](#) (LDP2) and associated documents for a period of representation on 28 August 2017. The period for submission of representations ends on 9 October 2017. At its meeting on 12 September 2017 the Partnership agreed to delegate authority to the Executive Committee to consider and approve any representations to the Proposed Dundee LDP2, accompanying Environmental Report and Supplementary Guidance for submission by the deadline of 9 October 2017 (Report RTP/17/23 refers).
- 3.2 The Proposed Plan is Dundee City Council's settled view on the land use strategy, policy framework and proposals that should be contained in Dundee Local Development Plan 2. The content of the Proposed Plan

has been prepared following the consultation on the Main Issues Report in 2016 (Report RTP/16/13 refers) and subsequent comments received throughout its preparation from Key Agencies, including Tactran, and stakeholders such as developers, landowners and agents as well as the local community through analysis of the Local Community Plans and the results of the Engage Dundee consultation.

- 3.3 The Proposed Plan and its Action Programme have been informed by the Environmental Report.
- 3.4 During the period of representation Dundee City Council is inviting representations on any unresolved matters arising from these documents that should be considered through the Examination of the Plan by an independent Reporter appointed by the Scottish Government.

[Proposed Dundee Local Development Plan 2](#)

- 3.5 Tactran officers have been involved throughout the development of the LDP2. Consequently the majority of comments are supportive, with only a limited number of issues on which formal representation is proposed.
- 3.6 Tactran welcomes and supports:
 - the Vision as set out in chapter 2 (pages 8 & 9).
 - the Strategy in chapter 3 particularly pertaining to Sustainable and Accessible Transport; Town Centres and Retailing; and Sustainable Natural and Built Environment, as set out on page 13.
 - reference in City of Design Chapter 4 that development must enhance and integrate with active travel and public transport and maximise the benefits of green infrastructure (page 16, paragraph 4.7).
 - the requirement in Policy 1 (page 17) and Policy 10 (page 33) that development will be required to meet the six qualities of successful place as provided in guidance in Appendix 1 (page 90).
 - the recognition in Chapter 5 that the Economic Development Areas are in locations where new development will be well located to make use of the city's existing infrastructure with established connections to a transport network that includes public transport, active travel and green infrastructure networks rather than encouraging dependence on the car (page 20, paragraph 5.9).
 - the recognition in Chapter 5 that economic development needs to be well connected within the city region, to other cities and beyond and the importance of safeguarding sites with good accessibility from the trunk road network (page 22, paragraph 5.22).
 - Policy 5 regarding General Economic Development Areas and the need to have no unacceptable traffic impacts (page 24).
 - Policies 7a and b aimed at ensuring visitor attractions and leisure facilities will be readily accessed by sustainable transport modes (page 27).

- emphasis in Chapter 6, Policy 14 regarding Residential Accommodation for Particular Needs on development that is accessible by public transport and by other modes of transport, as well as the private car (page 37).
- emphasis on walking and cycling contained within Policies 15 Student Accommodation (page 38) and 16 Houses of Multiple Occupation (page 39) and emphasis on public transport, pedestrians and cyclists within Policy 18 regarding Community Facilities (page 41).
- opportunities to reduce need to travel in providing small scale commercial uses within residential areas, as outlined in page 40, paragraph 6.30.
- Policy 20 Funding On and Off Site Infrastructure in general in terms of its intent to secure developer contributions towards the costs of infrastructure provision on and off site (page 43).
- the town centre first principle set out in Chapter 7, Policy 21 for City Centre or District Centre development and the presumption that new developments will only be permitted where there is no suitable City Centre or District Centre location, and that sites must be readily accessible by a choice of transport modes (page 49).
- Policy 28 Protecting and Enhancing the Dundee Green Network (page 59).
- Policy 29 Outdoor Access and the Dundee Green Network seeking to safeguard, improve and extend the network of outdoor access routes (page 60). Improving access to green networks will encourage active travel through cycling and walking. The Dundee Green Network can also assist in tackling congestion and air quality problems as well as linking with planned Park & Ride sites and future integrated transport proposals.
- reference to Regional Transport Strategy Refresh 2015 – 36, in Chapter 9 (page 81, paragraph 9.2).
- in principle Chapter 9, Policy 54 Safe and Sustainable Transport (page 83).
- Policy 55 regarding Dundee Airport (page 84).
- Policy 56 considering vehicle and cycle parking and in particular inclusion of infrastructure for electric car charging points (page 85).
- the inclusion of Park & Choose on approaches to the City Centre in paragraph 9.23 (page 86) and Policy 57 Transportation Interchanges (page 87).
- the inclusion of electrification of the railway, improved services and the potential establishment of a new station at Dundee West in replacement for Invergowrie Station in paragraph 9.24 (page 86) and general inclusion of further passenger and rail freight within Policy 57 (page 87).
- the inclusion of intermodal rail freight at the Port of Dundee in paragraph 9.24 (page 86) and Policy 57 (page 87).
- reference to Dundee Sustainable Urban Logistics Plan (SULP) in paragraph 9.25 (page 86) and transfer of road freight in Policy 57 (page 87).

- 3.7 Whilst the majority of policies and proposals contained within the Proposed LDP2 are supported it is considered that a number of representations should be made as outlined in Appendix A.

[Proposed Action Programme](#)

- 3.8 Tactran welcomes and supports the inclusion of Strategic Actions in the Proposed Action Plan regarding rail connectivity and infrastructure, intermodal freight facilities, Dundee Airport, Park & Choose and A90 Upgrade through or around Dundee (pages 5 to 7) and Tactran's involvement in delivering Sustainable & Accessible Transport policies 54 and 57 (page 20).
- 3.9 However, there are a number of points of detail that require representations to be made as, outlined in Appendix A.

[Environmental Report](#)

- 3.10 Tactran notes the Environmental Report of the Proposed Plan LDP2. It is considered that one representation is required to be made, as outlined in Appendix A.

[Draft Supplementary Guidance](#)

- 3.11 Dundee City Council has also published three pieces of draft Supplementary Guidance in support of the Local Development Plan and is inviting comments on these in parallel to the main consultation.

[Draft Supplementary Guidance – Air Quality](#)

- 3.12 Tactran supports and welcomes the Draft Supplementary Guidance – Air Quality. However, it is considered that there are a number of points that require representations to be made, as outlined in Appendix B.

[Draft Supplementary Guidance – Developer Contributions](#)

- 3.13 Tactran supports and welcomes the Draft Supplementary Guidance – Developer Contributions. However it is considered that one point requires a representation to be made, as outlined in Appendix B.

[Draft Supplementary Guidance – Householder Development](#)

- 3.14 Tactran supports and welcomes the Draft Supplementary Guidance – Householder Development. However it is considered that one point requires a representation to be made, as outlined in Appendix B.

4 CONSULTATIONS

- 4.1 Tactran officers have consulted with relevant Dundee City Council officers throughout the development of Proposed Dundee LDP2.

5 RESOURCE & EQUALITIES IMPLICATIONS

- 5.1 There are no resource or equalities implications arising directly from this report.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/16/13, Development Planning Consultations, 8 March 2017

Proposed Dundee Local Development Plan 2

Proposed Action Programme

Environmental Report

Draft Supplementary Guidance: Air Quality

Draft Supplementary Guidance: Developer Contributions

Draft Supplementary Guidance: Householder Development

Representations to Dundee Local Development Plan 2, Action Programme and Environmental Report

[Proposed Dundee Local Development Plan 2](#)

- (i) Figure 1 Introduction (page 7), setting out links between LDP2 and other Plans should include reference to Tactran Regional Transport Strategy Refresh 2015 – 2036.

The reason for this is that, as a statutory document and in line with Tactran's role as a statutory Key Agency in Development Planning, the RTS Refresh should be included alongside other similar strategic policy and delivery documents that are included such as TAYplan Strategic Development Plan and Tay Cities Deal, as documents that inform the LDP2. It is important that the reader understands from the outset which statutory documents have been considered in developing the LDP2.

- (ii) Chapter 6, policies 10, 11, 12, 13, 16 and 20 (pages 33-36, 39 and 43) should include provision for electric vehicles charging and car clubs at some residential developments.

The reason for this is that provision needs to be made to encourage and accommodate more sustainable lifestyles and emerging technologies by making provision to energise the move to electric vehicles and to encourage greater personal mobility through initiatives such as car clubs and sustainable transport to promote lower car ownership and use.

- (iii) Chapter 6 Quality Housing and Sustainable Communities, policy 20 (page 43): Tactran would support a specific statement regarding Developer Contributions that contributions will be sought for strategic transport infrastructure, where necessary, with contributions towards major schemes in Dundee and, where relevant, support for cross-boundary schemes and infrastructure which generate benefits for the city, such as Park & Ride. This policy should also seek developer contributions to "kickstart" bus services where necessary.

The reason is that developments have transport impacts beyond their immediate surrounds and contribute to the need for more strategic transport infrastructure that serve the city's transportation needs, regardless of whether the strategic infrastructure is located within the city boundaries.

- (iv) Chapter 9 Sustainable Transport & Digital Connectivity (page 81), paragraph 9.2: Tactran requests that strategic infrastructure projects regarding A90 through or around Dundee and Rail Connectivity are included in this paragraph.

The reason for the request is that the RTS Refresh strategic infrastructure projects most relevant to Dundee LDP are: Aberdeen to Central Belt rail improvements; rail electrification; improvements to A90

through/around Dundee; improvement to rail and road links to Port of Dundee and support for improved facilities and route development at Dundee Airport. All of these projects are contained within STPR, TAYplan SDP (with A90 through/around Dundee also in NPF3) and are highly relevant to Dundee LDP. Improving the A90 through or around Dundee and Rail Connectivity are also included within the Tay Cities Deal.

- (v) Paragraph 9.10 (page 82) states that developers may be required to prepare travel plans. However there is no reference to travel plans within Policy 54. The preparation and implementation of travel plans should be a requirement for all significant developments and should be included in Policy 54 and paragraph 9.10 strengthened likewise, to say these will be required for significant developments.

The reason for this is that this would reinforce statement in paragraph 9.8 (page 82) that new developments should be located and designed to accommodate and encourage and prioritise active travel over motorised means.

- (vi) Policy 54 (3) (page 83), consideration should be given to requiring developer funding to divert an existing bus service or “kickstart” a new service or service extension.

The reason for this is that although policy 54 (3) requires that all development proposals should incorporate measures to permit public transport access, there may need to be funding provided to ensure that public services do serve the new development, as noted in the Draft Supplementary Guidance on Developer Contributions.

Proposed Action Programme

- (i) National and Strategic Action 2 Dundee Wider Waterfront (page 4):

Progress Column, change “Dundee Railway Station Hotel...” to “Dundee Railway Station and Hotel...” Reason for change is to make it clear that project is providing a new rail station concourse in addition to a hotel.

- (ii) National and Strategic Action 5 Improving rail infrastructure and connectivity regionally and nationally (page 6):

Actions & Timescale Column: service enhancements are to be delivered by December 2019; infrastructure enhancements are to be delivered during Control Period 6, 2019 to 2024; and Invergowrie Station relocation Business Case 2019 to 2029. Reason for change is to reflect current progress and anticipated timescales.

Responsible Parties Column: add in Fife Council and Tay Cities Deal team. Reason is both are involved in project.

Progress Column: add in “Revolution in Rail Timetable 2018 currently being developed by ScotRail”, “Infrastructure options for CP6 included in Scotland Route Study”, “Project included as part of Tay Cities Deal bid in April 2017”. Reason is this provides a progress update as at June 2017.

- (iii) National and Strategic Action 6 Growth in services at Dundee Airport (Page 6):

Responsible Parties Column: add in Tay Cities Deal team. Reason is project included as part of Tay Cities Deal bid in April 2017 and as such Tay Cities Deal team should be included in Responsible Parties column.

- (iv) National and Strategic Action 7 Strategic Park & Choose (page 7):

Proposal/Allocation Details Column: STPR Project 8 change Forgan to South of Tay Road Bridge. Reason is Transport Scotland has officially agreed this location as a result of work undertaken on project development. Change “As well as STPR, all sites are identified in Tactran RTS.” to “As well as STPR, all sites are identified in TAYplan SDP and Tactran RTS.” Reason is all sites have been identified in TAYplan SDP in addition to RTS.

Infrastructure Requirements Column: Add in “Site South of Tay Road Bridge has been identified” and change “Sites need to be identified” to “All other sites need to be identified.” Reason is the site for South of Tay Road Bridge has been identified within St Andrews and East Fife Local Plan and Proposed FIFEplan LDP.

Actions and Timescales Column: delete reference to “may form part of City Deal.” Reason is for consistency reference to Tay Cities Deal should be in Progress Column.

Responsible Parties Column: add in Tay Cities Deal team. Reason is they are involved in project.

Progress Column: add in “Project included as part of Tay Cities Deal bid in April 2017”. Reason is project is included in TCD proposal submitted to Government in April 2017.

- (v) National and Strategic Action 8 A90 Upgrade through or around Dundee (Page 7):

Proposal/Allocation Details Column: Add in TAYplan SDP to list of documents identifying project. Reason is project is included in TAYplan SDP.

Infrastructure Requirements Column: Delete current text. Add in “Option appraisal, feasibility and design work require to be undertaken to identify and design a preferred option” Reason is this describes likely infrastructure requirements.

Actions and Timescales Column: Change Timescales to “Option appraisal, feasibility and design work to be undertaken over next 3 to 5 years”. Reason is this is timescale outlined in Tay Cities Deal bid document in submitted in April 2017.

Responsible Parties Column: add in Tay Cities Deal team. Reason is they are involved in project.

Progress Column: add in “Project included as part of Tay Cities Deal bid in April 2017”. Reason is project is included in TCD proposal submitted to Government in April 2017.

- (vi) Sustainable and Accessible Transport, Policy 57 (Page 20):

Timescales Column: Change to read “Timescales led by Tactran and Tay Cities Deal.” Reason is Park & Choose, Rail Infrastructure and Road Freight proposals are all included as part of Tay Cities Deal bid submitted in April 2017.

Environmental Report

- (i) Appendix 1, Table 11, Other Plans Programmes and Strategies, Regional Level PPS (page 68) Regional Transport Strategy:

Requirements of PPS Column: Amend period the RTS covers to “The RTS covers the period 2015 – 2036.” Reason is the Tactran Regional Transport Strategy Refresh approved by the Minister for Transport and the Islands in July 2015 covers the period 2015 – 2036.

Representations to Draft Supplementary Guidance on Air Quality, Developer Contributions and Householder Development

[Draft Supplementary Guidance – Air Quality](#)

- (i) Section 10 Appendix – Proforma 1 (page 12): Roads and Traffic Section – reference should be to a transport appraisal rather than traffic impact assessment. Reason is transport appraisal considers all modes of transport.
- (ii) Section 10 Appendix – Proforma 1 (page 12): Roads and Traffic: Roads and Traffic Section – another criterion should be added “What active travel and public transport proposals are proposed”. Reason is these modes are afforded priority within LDP policies promoting sustainable access and development and could also be used in mitigation.
- (iii) Section 11 Additional Information (page 13): Add in reference to Tactran Regional Transport Strategy 2015-2036 Refresh. Reason is Tactran RTS Refresh contains policies and proposals aimed at helping to meet or better all statutory air quality requirements in the Tactran region.

[Draft Supplementary Guidance – Developer Contributions](#)

- (i) Roads and Transportation Section (page 13): Add in “Transportation Interchanges” to bullet point list of items for which the Council may seek developer contributions. Reason is to make the supplementary guidance consistent with Policy 57 of Proposed Dundee Local Development Plan 2.

[Draft Supplementary Guidance – Householder Development](#)

- (i) Step 2: Understanding your House and the Surrounding Area (page 6): In terms of transport the diagram includes only parking and road safety. The householder should be asked to consider active travel (walking and cycling) and public transport infrastructure, access and safety. Reason is that all modes of transport, particularly sustainable forms should be considered in all residential development.