

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

27 MARCH 2018

DEVELOPMENT PLANNING CONSULTATIONS

REPORT BY STRATEGY OFFICER

This report provides an update on recent development plan activity within the Tactran region; asks the Partnership to note representations made to the Perth & Kinross Local Development Plan 2 and associated Addendum to the Environmental Report and to note the response to the Cairngorms National Park Local Development Plan 2020 Main Issues Report consultation.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the current status and next key stages of all seven Development Plans within the Tactran region, as outlined in Appendix A;
- (ii) notes the representations submitted to the Proposed Perth & Kinross Local Development Plan 2 and Addendum to Environmental Report, as contained in Appendix B; and
- (iii) notes the response submitted to the Cairngorms National Park Local Development Plan 2020 Main Issues Report consultation, as contained in Appendix C.

2 BACKGROUND

- 2.1 Tactran has a statutory 'Key Agency' role in the Development Planning Process, both for Strategic and Local Development Plans (LDPs). Along with the LDPs prepared by the Local Authorities within the Tactran region, separate LDPs are prepared by the Cairngorms and The Loch Lomond and the Trossachs National Park Authorities. A Strategic Development Plan is prepared by TAYplan that covers Angus, Dundee, Perth & Kinross and North East Fife.
- 2.2 Perth & Kinross Council published the [Proposed Perth & Kinross Local Development Plan 2](#) (LDP2) and associated documents for a period of representation on 1 December 2017. The period for submission of representations ended on 2 February 2018.
- 2.3 The Cairngorms National Park Authority published the [Cairngorms National Park Local Development Plan 2020 Main Issues Report](#) for consultation on 17 November 2017 which ended on 2 March 2018.

- 2.4 At its meeting on 12 December 2017 the Partnership agreed to delegate authority to the Executive Committee to consider and approve any representations to the Proposed Perth & Kinross LDP2 and accompanying Environmental Report for submission by the deadline of 2 February 2018 and any response to the Cairngorms National Park Local Development Plan 2020 Main Issue Report (MIR) by the deadline of 2 March 2018 (Report RTP/17/38 refers).
- 2.5 The Executive Committee subsequently considered and approved the representations and responses to allow submission by the deadlines outlined in paragraph 2.4 above (Report RTP/17/41 refers).

3 DISCUSSION

Summary of All Local and Strategic Development Plans in Tactran region

- 3.1 The current status and the next key stages for each of the seven Development Plans within the Tactran region is summarised in Appendix A for members' awareness and information.

Proposed Perth & Kinross Local Development Plan 2

- 3.2 The Proposed Perth & Kinross Local Development Plan 2 is Perth & Kinross Council's settled view on the land use strategy, policy framework and proposals that should be contained in their Local Development Plan for the period 2018 to 2023. The Proposed Plan identifies sites for future development together with the scale of development on each site. It also specifies what developers are required to do when designing and delivering development and emphasises the need for good master planning of the strategic development sites.
- 3.3 Representations received by the Council are used to help the Council decide on whether or not to make modifications to the plan prior to submission to Scottish Ministers.
- 3.4 Tactran officers have been involved throughout the development of the LDP2. Consequently Tactran welcomes and supports the general aims and content of the proposed plan and the majority of representations submitted are supportive, with only a limited number of issues where a change has been requested. Tactran also notes the [Environmental Report](#) of the Proposed LDP2 with two representations made in relation to this.
- 3.5 The representations made in reference to both the Proposed Plan and the Environmental Report are contained in Appendix B. This was approved by the Executive Committee and submitted to Perth & Kinross Council on 12 January 2018.

Cairngorms National Park Local Development Plan 2020 Main Issues Report

- 3.6 The Cairngorms National Park Local Development Plan 2020 [Main Issues Report](#) concentrates identifying the main land use and related issues to be addressed through the Local Development Plan, which will guide future development in the National Park.
- 3.7 The Report is split into ten topics that the Cairngorms National Park Authority (CNPA) consider are the main issues the new Local Development Plan will need to address :-
1. Overarching Development Strategy
 2. Designing Great Places
 3. Impacts and Opportunities from the A9 and Highlands Main Line upgrades
 4. Housing
 5. The Affordability of Housing
 6. Economic Development
 7. Impacts on Natura Designations
 8. Planning Obligations
 9. Flood Risk and Climate Change Resilience
 10. Land Management in Upland Areas
- 3.8 The focus at this stage of the process is on the topics that are likely to be of most significance and further consultation on the full Local Development Plan will be undertaken when the CNPA publish their Proposed LDP, scheduled for September 2018.
- 3.9 A series of questions for each topic were posed in the MIR and the responses are contained in Appendix C. No comments were made in relation to topics 5, 7, 9 and 10 outlined above, with the Partnership's responses focussing on issues where transport, connectivity and accessibility are a material issue or consideration.
- 3.10 The Executive Committee approved the response contained in Appendix C and this was submitted to the CNPA on 12 January 2018.

4 CONSULTATIONS

- 4.1 Tactran officers have consulted with relevant Local Authority, National Park Authority and Strategic Planning Authority officers throughout the development of the local and strategic development plans.

5 RESOURCE IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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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 2016.

Report to Partnership RTP/17/38, Development Planning Consultations, 12 December 2017.

Report to Executive Committee RTP/17/41, Consultations, 21 December 2017

Proposed Perth & Kinross Local Development Plan 2

Perth & Kinross SEA Environmental Report Addendum 1

Cairngorms National Park Local Development Plan 2020 Main Issues Report

Appendix A

Planning Authority	Plan Status	Next Key Stage
Angus Council	Local Development Plan 2016 – 2026 was adopted September 2016. Action Plan published December 2016	Main Issues Report to be prepared summer 2018.
Dundee City Council	Representations considered and Proposed Local Development Plan 2 submitted to Scottish Ministers in February 2018.	Examination of proposed plan expected by summer 2018.
Perth & Kinross Council	Consultation on Proposed Plan ended on 2 February 2018.	Council to consider the representations received and the issues raised within them. Expected to submit Proposed Plan to Scottish Ministers by summer 2018
Stirling Council	Proposed Plan has been examined by Reporters appointed by Scottish Ministers and a Report of Examination has been prepared.	It is anticipated that a modified plan will be presented to a meeting of Stirling Council in April/May 2018.
Loch Lomond and the Trossachs National Park Authority	Local Development Plan 2017-2021 adopted December 2016. Action Programme published March 2017. Supplementary & Planning Guidance documents being finalised and adopted.	Pre-Main Issues Report Engagement scheduled for late 2018.
Cairngorms National Park Authority	Local Development Plan 2015 was adopted March 2015. Main Issues Report has been published for LDP 2020	Responses to the MIR consultation to be analysed prior to the publication of the Proposed Plan. This is scheduled for September 2018
TAYPlan	Strategic Development Plan (2016-36) approved by Scottish Ministers October 2017. Approved Action Programme published January 2018.	Ongoing monitoring. Action Programme to be updated annually.

Tactran Response to Perth and Kinross Local Development Plan 2: Proposed Plan 2017

Section 3.1 – A Successful, Sustainable Place

Key Objectives (Page 14)

Tactran supports the Key Objectives, particularly the 4th bullet point regarding focussing on development in accessible centres, as it is essential that development is located where it is accessible by a range of sustainable transport modes.

Spatial Strategy (Pages 14 & 15)

Tactran supports the spatial strategy that follows the TAYplan hierarchical approach and focusses the majority of new development in the Tier 1: Perth Core Area and lesser share of new development in Tier 2 and Tier 3 settlements. This will ensure that development will be in locations that create and improve accessibility by a range of sustainable transport modes.

Policy 1 – Placemaking

Tactran supports Policy 1A outlining that development should be located where it creates and improves links within and beyond the site, as this will create more accessible and sustainable developments.

Tactran supports the following criteria within Policy 1B as it provides a clear commitment to providing active and sustainable travel options as part of any new development:

(e) All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport.

(h) Incorporate green infrastructure into new developments to promote active travel and make connections where possible to blue and green networks.

Tactran supports Policy 1C for larger developments creating sustainable neighbourhood as this reduces the need to travel and encourages active and sustainable travel patterns.

Policy 4 – Perth City Transport and Active Travel

Tactran supports Policy 4 as it closely aligns to key aspects of the statutory Regional Transport Strategy (including the Regional Active Travel and Park & Ride Strategies) in promoting sustainable and active travel modes as an alternative to car use.

Policy 5 – Infrastructure Contributions

Tactran welcomes the recognition of the cumulative impact of development has on existing transport infrastructure and facilities. It is appropriate for developers to provide reasonable contributions towards the new or upgraded infrastructure.

Tactran would wish to be consulted on any future changes to the existing Supplementary Guidance to ensure that necessary improvements to strategic connectivity, as detailed in the statutory Regional Transport Strategy (and delivery plan) and the Tay Cities Deal, are included where appropriate.

Policy 7 – Employment and Mixed Use Areas

Tactran supports the criteria in Policy 7A to be applied for employment and mixed use development areas, in particular:

(b) The local road network must be suitable for the traffic generated by the proposals.

(c) There should be good walking, cycling and public transport links to new employment generating areas.

This will ensure that not only will there be no detrimental impact caused by vehicular traffic but that new development is fully accessible by active and sustainable travel modes. Tactran would wish to be consulted on the non-statutory guidance noted within this policy.

Tactran welcomes and supports Policy 7B for Mixed Use Sites as this will reduce the need to travel and encourage active and sustainable travel.

Policy 8 – Rural Business and Diversification

Tactran supports the criteria to be applied for rural business and diversification, in particular:

(b) The proposal will not result in suburbanisation of the rural area or encourage unsustainable travel patterns.

(g) The local road network must be able to accommodate, or be capable of upgrading in order to accommodate, the nature and volume of the traffic generate by the proposed development in terms of road capacity, safety and environmental impact. Applications with impact on the Strategic Trunk Road Network will be subject to discussion and agreement with Transport Scotland.

(i) Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.

These criteria ensure that there will not be an unreasonable impact on the operation of the road network and ensure that sustainable travel options are promoted and supported whenever possible.

Policy 10 – City, Town and Neighbourhood Centres

Tactran supports the general aims and content of this policy, however to ensure that and development with City, Town and Neighbourhood Centres is sustainable in terms of transport it is requested that an additional criterion be added stating that:

“The development proposals are, or can be made, easily accessible by a choice of travel modes”

Policy 12 – Commercial Centres and Retail Controls

Tactran supports the general aims and content of this policy, however to ensure that development within commercial centres is sustainable in terms of transport it is requested that an additional criterion be added stating that:

“The development proposals are, or can be made, easily accessible by a choice of travel modes”

Policy 13 – Retail and Commercial Leisure Proposals

Tactran supports the general aims and content of this policy and notes the requirement of a Transport Assessment for significant developments. The requirements for a Transport Assessment should be consistent with the criteria applied for other developments and Tactran would wish to be consulted on the non-statutory guidance noted in Policy 58 that will provide the criteria for other developments.

Tactran also notes the criteria that retail and commercial leisure proposals in edge of city/town centre, other commercial centre or out of centre locations will only be acceptable where:

(5) it provides for accessibility to public transport and non-car modes of transport;

(6) any detrimental effects identified in the transport assessment are mitigated;

This is supported as it will promote sustainable travel.

Policy 15 – Public Access

Tactran supports the aims of this policy as it will protect existing and proposed walking and cycling routes, including those identified in the Regional Transport Strategy and Delivery Plan.

Section 3.2 - Low Carbon Place

Vision, Key Objectives and Spatial Strategy (Pages 46 & 47)

Tactran supports the overarching vision and key objectives of this section of the proposed LDP. In particular, Tactran supports the proposed Low Carbon and Active Travel Hub at Broxden identified in the spatial strategy which will provide a strategically located facility promoting low carbon vehicular transport along with active and sustainable travel.

Policy 31 – Renewable and Low-Carbon Energy

Tactran supports the general aims and content of this policy and notes that the implications of transport on both the local and trunk road network are considered. It is also noted and supported that any impact on public access to walking and cycling routes will also be taken into account as part of any development.

3.3 – A Natural, Resilient Place

Key Objectives (Page 60)

Tactran supports the key objectives of this section, in particular the 2nd bullet point regarding identifying and promoting green networks where these will add value to active travel, as this will assist in promoting active travel in and around settlements.

Policy 40 – Green Infrastructure

Tactran supports the general aims and content of this policy as it ensures that green infrastructure, both existing and new, provides valuable multifunction green and blue networks that can help promote and encourage active and sustainable travel. The policy will also ensure that existing networks do not become fragmented by new development and that connections from new to existing networks are provided.

Policy 41: Green Belt

Tactran supports this policy, particularly in regard to (f) which states that development will only be permitted where it constitutes essential infrastructure such as roads and other transport infrastructure, as this will provide for all modes of transport, including Park & Ride/Choose and other sustainable and active transport infrastructure requirements.

Policy 55: Air Quality Management Areas

Tactran welcomes and supports the LDP's support for low emission technologies for transport and will work with Perth & Kinross Council to implement their Air Quality Action Plan.

Section 3.4 – A Connected Place

Key Objectives, Vision and Spatial Strategy (Pages 89 & 90)

Tactran supports the aims and contents of this section of the Proposed LDP and notes that the LDP seeks to build upon the aims and objectives of the Regional Transport Strategy and Delivery Plan, in particular the strategic connectivity improvements of both the RTS and the Tay Cities Deal. However, Tactran requests two amendments to the introductory text:

- 2nd paragraph on page 89 – first sentence change “national” to “strategic” to be consistent with paragraph 3.
- 3rd paragraph on page 89 – change “For the local and strategic road network...” to “For the local and strategic transport network...”, as this covers modes including park & ride, active travel, bus etc.

Policy 58: Transport Standards and Accessibility Requirements

Tactran supports all the aims and contents of this section of the Proposed LDP. Tactran welcomes the commitments contained within this policy to active and sustainable travel with the aim of reducing the need to travel by car. Tactran also welcomes the specific inclusion of developer contributions

towards *“improvements and enhancements of the walking/cycling network and public transport services”*.

Tactran would wish to be consulted on the Non–statutory Guidance for Transport that is noted within Policy 58B.

Tactran welcomes the support for the provision of infrastructure necessary to support positive changes in Low and Ultra Low Emission Vehicle transport technologies, such as charging points for electric vehicles and hydrogen refuelling facilities. However, consideration should be given to including the requirement for provision for electric vehicles charging and car clubs at 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.

Section 4 – Settlement Statements

Auchterarder

Tactran notes that the potential upgrading of the existing at grade junction at Aberuthven to a fully grade separate junction is being considered as part of wider Transport Scotland led review of A9 junction between the Keir and Broxden roundabouts. This proposal would form part of STPR Project 16 and this project is also included within the Regional Transport Strategy Delivery Plan as Project SC6.2 and is therefore supported.

Bridge of Earn/Oudenarde

The site specific developer requirements for site H15 (Oudenarde) note that:

Subject to a strategic transport appraisal (involving Transport Scotland), a new railway station may be required as part of the development.

Tactran would wish to highlight that the required transport appraisal is Project R5.5 within the Regional Transport Strategy Delivery Plan and will involve partners from Perth & Kinross Council, Fife Council, Tactran, SEStran, ScotRail and Network Rail as well as Transport Scotland.

Blackford

Tactran supports the development of rail freight facilities at Blackford and is Project F6.1 within the Regional Transport Strategy Delivery Plan.

Invergowrie

The potential relocation of Invergowrie Railway Station to Dundee West is included in the Regional Transport Strategy Delivery Plan as Project R5.4 and will be subject to further appraisal work involving partners from Tactran, Perth & Kinross Council, Dundee City Council, Network Rail, ScotRail and Transport Scotland.

Kinross & Milnathort

Tactran notes the inclusion of a potential future upgrade of the M90 Junction 7 to include southbound slips. Tactran would wish to be consulted on any future work to ensure that any implications for Strategic Connectivity are identified and addressed.

Perth Area Strategy

On Page 250, Tactran is referred to as the “regional transport authority”. This should be changed to the “Regional Transport Partnership”.

Tactran notes that within the “Infrastructure Requirements for Perth” section, there is an undertaking for the “*Preparation of a comprehensive Transport Strategy including infrastructure, services and funding mechanisms*”. Tactran would wish to be consulted on the development of a Transport Strategy for the Perth City Area to ensure that it reflects the aims and objectives of the Statutory Regional Transport Strategy.

MU70 – Perth West

Tactran notes the inclusion of a significantly enlarged allocation in Perth West and supports the general aims and contents of the Site Specific Developer Requirements.

It is noted that the proposed site would have implications for STPR Project 16 and Tactran RTS Project SC6.2 and therefore Tactran would wish to be consulted on any future studies and appraisals undertaken.

Tactran would also wish to be consulted on any future proposals for a Park & Ride site adjacent to the A9 to ensure that this proposal would accord with the regional Park & Ride Strategy.

MU168 – North of Bertha Park

Tactran would wish to be consulted on any future proposals for a Park & Ride site North of Bertha Park to ensure that this proposal would accord with the regional Park & Ride Strategy.

Addendum to the Environmental Report

Page 40 – Reference to “*Roundabout improvements at the Broxden and Crieff Road junction....*” should read “*Junction improvements at Broxden and Inveralmond Roundabouts and the A9/A85 Crieff Road Junction.....*”

Pages 129 – 133 Table 15: Cumulative Assessment of Plans, Programmes and Strategies

Reference to “Tactran Regional Transport Study” should read “Tactran Regional Transport Strategy”

Tactran Response to Cairngorms National Park Local Development Plan 2020 Main Issues Report

Planning in the Cairngorms National Park

We propose to use the vision and long-term outcomes set out in the National Park Partnership Plan as the 'vision statement' for the Local Development Plan Do you agree with this approach?

Tactran agrees with this approach as this will ensure consistency between the Local Development Plan and the National Park Partnership Plan

Progress in delivering the current Local Development Plan

Do you agree with our conclusions about the changes that need to be made to policies in the existing Local Development Plan? Do you think any other changes are needed?

Tactran agrees with the conclusions as changes will reflect recent planning guidance and legislation. All relevant issues are addressed through the 10 topics addressed in the MIR.

Main Issue 1 – Overarching Development Strategy

Do you agree that the overall development strategy of the current Local Development Plan remains appropriate, and that we should use this as the basis for the next Local Development Plan?

Tactran supports the main aims and objectives of the development strategy. In particular, the proposal to focus development on the main strategic settlements will allow for sustainable travel to be a viable option whereas development in smaller and more rural settlements would potentially have accessibility issues. Consideration should be given to more innovative transport solutions that could assist in addressing transport poverty experienced by rural residents such as MaaS, car clubs, liftshare etc.

The proposals to upgrade the A9 and Highland Main Line will further improve the accessibility of the strategic settlements. There is also an opportunity to build on the proposed investment in Low Carbon and Low Emission Vehicle technology and ensure that communities within the National Park fully benefit from this.

Main Issue 2 – Designing Great Places

Do you agree that the new Local Development Plan should include a new policy requiring development proposals to show how they meet the six qualities of successful place?

Tactran supports the aims of this policy, in particular the commitment to ensure that developments prioritise sustainable and active travel choices before the movement of motor vehicles. However, this should be expanded to include the support of low carbon/low emission vehicle technologies as well as car sharing and rural car clubs which can help to address accessibility

issues in rural communities. Tactran would welcome the opportunity to be consulted on the proposed Supplementary Guidance noted.

Do you agree that we should include a clearer policy in the new Local Development Plan to set out when tools such as masterplans and development briefs will be used?

Masterplans and development briefs are useful tools for larger developments and Tactran would welcome a clear policy detailing the circumstances that they will be used.

Main Issue 3 - Impacts and Opportunities from the A9 and Highlands Main Line upgrades

Do you agree with our proposals to allocate new employment land to take advantage of the opportunities for inward investment associated with the A9 and rail upgrades?

Tactran agrees that land allocations close to strategic transport infrastructure is the most appropriate option; however it is important that car use is not prioritised to the detriment of active and sustainable modes, providing residents with a choice of travel modes now and in the future. There will also be potential benefits by taking advantage of the proposed investment by the Scottish Government in Electric and Low Carbon Vehicle infrastructure along the A9 corridor.

Do you agree that we should seek to support those communities that are at risk of being by-passed by the A9 dualling project?

Tactran agrees that this support will be important, not only in terms of the economic impact of any potential loss of passing trade but also the impact on accessibility that this may have on these communities. The accessibility could be impacted further if the by-passing results in a reduction (or increased journey time) of public transport services.

Main Issue 4 – Housing

Do you agree with our proposed Housing Supply Targets for the next Local Development Plan?

Tactran has no comments to make on this question.

Do you agree that the proposed Housing Land Requirements are sufficiently generous?

Tactran has no comments to make on this question.

Do you agree with our overall conclusions about the need for additional new housing sites in the new Local Development Plan?

Tactran generally supports the increased flexibility that is proposed; however accessibility and inclusion issues of any increased housing allocation in rural locations must be considered.

Do you agree that we should include long term development land in the Local Development Plan which could be released for development in the event that An Camas Mor does not progress as envisaged?

Tactran supports this approach to ensure that there is sufficient land supply in the Local Development Plan; however the accessibility and transport implications of any additional land allocations should be considered.

Main Issue 6 – Economic Development

Do you agree that the new Local Development Plan should identify a limited number of new economic development sites?

Tactran supports this proposal, in particular the suggestion that new commercial and industrial sites are located close to good transport links and centres of population. This will allow for sustainable travel options for goods and people to be made available to reduce the reliance on travel by car and road based freight transport.

Main Issue 8 – Planning Obligations

Do you agree that the new Local Development Plan should include a revised and more rigorously justified policy on planning obligations?

Do you agree that this should be supported by more specific guidance in the Plan about what planning obligations will be required in different settlements/locations?

Tactran supports the preferred option as providing clear guidance on what obligations are appropriate for a particular development will provide greater certainty for developers and allow for better infrastructure investment planning and delivery.

It is important to note that mitigating the impact of development on existing transport networks and ensuring that sustainable travel is a viable option for all development will continue to be a crucial part of the development management process. Tactran would welcome the opportunity to be involved in any consultation undertaken as part of the noted infrastructure needs assessment.

Settlements

Tactran has limited the comments made to only those settlements within the Tactran Region and only those where Tactran has comments to make about the specific questions posed.

Blair Atholl

Have we identified the right issues for Blair Atholl?

Along with the issues noted for Blair Atholl, the impact and opportunities of upgrades and improvements to the Highland Main Line should be considered along with the impacts and opportunities associated with the A9 dualling project.

Bruar and Pitagowan

Do you agree with the proposed objectives?

Tactran supports the proposed objectives; however the impacts and opportunities of the A9 dualling project for Bruar and Pitagowan should be considered. The current proposal is for the existing at-grade A9 junction to be upgraded to a grade separated junction offering easier and safer access to Bruar and Pitagowan.

Calvine

Do you agree with the proposed objectives?

Tactran supports the proposed objectives; however the impacts and opportunities of the A9 dualling project for Calvine should be considered. Access to Calvine is likely to be from the proposed grade separated junction at Bruar with the existing A9 junction stopped up.

Glenshee

Do you agree with the proposed objectives?

Tactran supports the proposed objectives; however the potential impacts of the Snow Roads Scenic Route should be considered for Glenshee (as well as other settlements within the National Park area). This should include the economic benefits of additional visitors as well as assessing the cost of providing additional maintenance of road infrastructure and adequacy and capacity of roads and supporting infrastructure, such as mobile home overnight provision, EV charging infrastructure.