

Below is the Tactran response to the Main Issues report consultation , as approved by the Partnership Board on 12 December.

### LDP Spatial Strategy

*Q1 Do you support the preferred options for the LDP spatial strategy and its implementation, as shown in Tables 1, 2 and 3? Please explain your answer and give details of any alternative option that you think is better.*

Tactran is broadly supportive of the preferred options. While accepting that the provision for new countryside housing in the remote rural areas can support local services and facilities it needs to be recognised that access by modes other than the private car can be difficult in such areas.

The references in sections 3.10 and 3.11 to the LDP Action Programme investigating the feasibility of sites for Park & Ride to the east of Dundee is welcomed and supported, as is the indication that the LDP will take cognisance of STPR Project 29 for improving the A90 through or around Dundee and STPR Project 23 for enhancing rail services Aberdeen – Central Belt, including track capacity infrastructure at Usan near Montrose. The references to protecting sites for strategic transportation infrastructure proposals should be extended to include reference to these projects being identified in the Regional Transport Strategy and RTS Delivery Plan, as well as the STPR.

*Q2 Would you support the implementation of a “Development Charge” system in Angus, so that public sector finances would be used to front-fund the development of infrastructure that is required to service new development, with costs being recouped once new homes/business premises are sold? Please explain your answer.*

Tactran strongly supports this approach to ensure that new infrastructure is in place before new travel patterns are established rather than trying to resolve such issues after development completion. It is suggested that the costs should be recouped once new homes/business premises are occupied rather than sold, should premises be subject to rental rather than sale. A “Development Charge” system should provide for contribution towards cross-boundary infrastructure where relevant, for example potentially contributing to Dundee Park & Ride schemes which would benefit Angus residents. In Table 3, the reference to developer contributions for new “roads” infrastructure should be amended to refer to “transport” infrastructure. Tactran would wish to be involved in the development of and be consulted upon Supplementary Guidance on any “Development Charging” system.

*Q3. Do you agree that new housing development on unallocated small and “windfall” sites should be considered as additional to new housing on allocated sites? Please explain your answer.*

*Q4. Do you agree that the Angus LDP should not allocate land just to compensate for the possible failure of some sites to deliver new homes on expected timescales? Please explain your answer.*

*Q5. Do you agree that the housing land supply of the Angus LDP should be released in two phases during the 10-year plan period? Please explain your answer.*

No comment.

*Q6. Do you agree with the preferred option of requesting a contribution towards meeting the calculated affordable housing needs from new housing sites? Please explain your answer.*

*Q7. Do you think that any percentage affordable housing contribution should be lower than the national benchmark (25% of the total number of homes) in the first five-years of the Angus LDP (2014-2019), because of economic difficulties and uncertainties? Please explain your answer.*

No comment.

*Q8. Do you think that the Angus LDP should seek to reduce carbon emissions by encouraging live-work accommodation in the rural area? Please explain your answer.*

*Q9. Do you think that the Angus LDP should promote the development of community hubs (for business and personal use) in order to help reduce transport-related emissions in the rural area? Please explain your answer.*

Yes. Tactran strongly supports the statements on "reducing our transport-related carbon emissions in sections 5.3 – 5.7 of the MIR. In terms of comments on the timescale for large-scale change to new EV technology, reference could be made to the Scottish Government's target of almost complete de-carbonisation of transport through wholesale adoption of electric vehicles by 2050.

Tactran supports the Preferred Option approach to identify new development sites as being suitable for a mix of uses, as set out in Table 7.

Tactran supports the development of community hubs and working from home in rural areas to reduce the need to travel and therefore contribute towards reducing carbon emissions.

*Q10. Do you agree with the preferred options that are shown in Tables 7 and 8 for determining the location of new development? Please explain your answer.*

Tactran supports mixed use developments, outlined in Table 7, which have the potential to reduce the need to travel, enabling work and other journeys to be undertaken on foot. Tactran is not in a position to comment on Table 8.

*Q11. Do you agree with the preferred options that are shown in Tables 9 and 10 for avoiding greenhouse gas emissions? Please explain your answer.*

*Q12. Do you agree with the preferred options that are shown in Tables 11 and 12, for guiding and considering renewable energy proposals? Please explain your answer.*

*Q13. Do you agree with the preferred options that are shown in Tables 13 and 14 for dealing with the increased risk of flooding and erosion? Please explain your answer*

No comment.

*Q14 Do you agree with the preferred options that are shown in Tables 15, 16, 17 and 18 concerning how the Angus LDP can help to deliver sustainable prosperity? Please explain your answer.*

Tactran supports these preferred options; identifying employment land in the principal settlements will allow the consideration of more sustainable modes of travel for work journeys, etc. Similarly allowing a range of uses will reduce travel by encouraging journeys to a single location rather than multiple locations, though it is believed that retail developments should be limited to town centres. The proposal that Town Centre strategies are formulated in support of the LDP are supported to strengthen the role of town centres; these should include accessibility by a full range of travel modes to ensure that town centres are safe and accessible places which have the potential to act as drivers of sustainable behavioural change. Rural employment should be supported though consideration needs to be given to accessing this employment to reduce over-dependence on the private car.

*Q15. Do you think that it's necessary to have a long-term vision to guide specific improvements in each of the Angus town centres? Please explain your answer.*

Yes, as these can play a significant role in transport choice as drivers of behavioural change.

*Q16. Do you agree with the preferred options that are shown in Tables 19, 20 and 21 for the development of high quality places? Please explain your answer.*

Tactran strongly supports these preferred options. In particular, green networks can play an important role in promoting walking and cycling as an alternative to the private car, and supporting health and transport related initiatives and outcomes. Tactran supports the development of Supplementary Guidance to set out requirements for how these networks should be supported and improved, as described in section 6.27, and would wish to be consulted on this.

*Q17. Do you think that more planning advice and guidance is needed on local design requirements? Please explain your answer.*

No comment.

*Q18. Do you think that it's necessary to integrate new homes with other uses (such as offices, local shops and new community facilities)? Please explain your answer.*

Tactran supports this policy as it offers the potential to reduce the need to travel.

*Q19. If you think that the Angus LDP should establish long-distance networks of habitats and/or recreational paths between towns and villages (see alternative option for green networks in Table 20), can you suggest any objectives for creating and maintaining these networks?*

Tactran supports this policy as recreational paths can play an important role in promoting the concept of walking and cycling as an alternative to the private car, principally for recreational journeys but also in some locations for work journeys, etc. This is in line with Tactran's Walking and Cycling Strategy and Action Plan, in particular Action B1: Improved walking and cycling links within the region. It also supports the regional Health & Transport Framework and in the development and implementation of the local Health and Transport Action Plan.

### **Settlement Strategies Comments**

In the North Angus Housing Market Area, Tactran welcomes and supports the references in section 7.9 to improving accessibility of both Brechin and Montrose by route actions on the A935, which is identified in the Regional Transport Strategy as a strategically significant route. These improvements to the A935 support the RTS Delivery Plan action of improving access to Montrose Port. Consideration should be given to accommodation of a strategic Park & Ride facility close to the A90(T) at Brechin, as identified within the approved Regional Park & Ride Strategy. The intention to safeguard Montrose Port for port related development, including in support of the emerging renewables sector and in accordance with TAYplan, as set out on pages 102 and 103 is fully supported. The Preferred Option for the development of land in and around Montrose is supported on the grounds of good access from A92. Protection should be given to accommodation for potential future development of rail freight connections/facilities at Montrose.

In the East Angus Housing Market Area, Tactran supports the proposal to make best use of the upgraded A92 between Arbroath – Dundee by directing the majority of development to Arbroath, which also benefits from good rail connectivity owing to its location on the East Coast Main Line.

In the South Angus Housing Market Area, Tactran supports the preferred strategy to ensure that the majority of new development occurs within Carnoustie and the Dundee Core area. In the Settlement Statement for Monifieth, reference should be made to the Tactran Tay Estuary Rail Strategy (TERS), which sets out proposals for increasing the currently limited number of stops at Monifieth Station, as referred to in Section 3, page 93. The Preferred Option for development at Monifieth to incorporate potential site(s) for Park & Ride to the east of Dundee, as identified in the STPR and Regional Park & Ride Strategy, is strongly supported

In the West Angus Housing Market Area, consideration should be given to accommodation of a strategic Park & Ride facility at Forfar, close to the A90(T), as identified in the approved Regional Park & Ride Strategy.

### **Glossary**

Reference should be made to the statutory Regional Transport Strategy within the Glossary.

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