

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**12 DECEMBER 2017****DEVELOPMENT PLANNING CONSULTATIONS****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report asks the Partnership to note representations made to the Proposed Dundee Local Development Plan 2; note publication of the TAYplan Strategic Development Plan (2016 – 36); and approve delegation of authority to the Executive Committee to consider and approve representations to the Proposed Perth & Kinross Local Development Plan 2 and response to the Cairngorms National Park Local Development Plan 2020: Main Issues Report consultation.

1 RECOMMENDATIONS

That the Partnership :-

- (i) notes the representations to the Proposed Dundee Local Development Plan 2 as approved by the Tactran Executive Committee, as detailed in Appendix A;
- (ii) notes the publication of TAYplan Strategic Development Plan (2016 - 2036) as approved by Scottish Ministers on 11 October 2017;
- (iii) delegates authority to the Executive Committee to consider and approve any representations to the Proposed Perth & Kinross Local Development Plan 2 (LDP2), for submission by the deadline of 2 February 2018; and
- (iv) delegates authority to the Executive Committee to consider and approve any response to the Cairngorms National Park Local Development Plan 2020: Main Issues Report consultation by the deadline of 2 March 2018.

2 BACKGROUND

- 2.1 Tactran has a statutory “Key Agency” role in the Development Planning Process, both for Strategic and Local Development Plans.
- 2.2 Dundee City Council previously invited representations to the Proposed Dundee Local Development Plan 2 by the deadline of 9 October 2017. TAYplan published its Strategic Development Plan (2016 – 36) on 1 November 2017. Perth & Kinross Council has recently invited representations on the Proposed Perth & Kinross Local Development Plan 2 (LDP2). Cairngorms National Park Authority has also invited

responses to the Cairngorms National Park Local Development Plan 2020: Main Issues Report.

3 DISCUSSION

Proposed Dundee Local Development Plan 2

- 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 ended on 9 October 2017.
- 3.2 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). The response submitted, as approved by the Executive Committee (Report RTP/17/24 refers) is shown in Appendix A, which the Partnership is asked to note.

TAYplan Strategic Development Plan (2016 – 36)

- 3.3 TAYplan published the [TAYplan Strategic Development Plan](#) (2016 – 36) on 1 November 2017 following approval by the Scottish Ministers on 11th October 2017. The Partnership is asked to note this approval and publication.

Proposed Perth & Kinross Local Development Plan 2 (LDP2)

- 3.4 Perth & Kinross Council published the Proposed [Perth & Kinross Local Development Plan 2](#) for consultation on 1 December 2017, ending on 2 February 2018.
- 3.5 The Proposed Plan is the Council's settled view of the policies and development proposals that should form the LDP for the Perth & Kinross area. It is the last formal consultation stage in the Development Plan process. After this stage the plan will be submitted to Scottish Ministers for examination.
- 3.6 The Partnership is asked to delegate authority to the Executive Committee to consider and approve any representations to the Proposed Perth & Kinross Local Development Plan 2 (LDP2), for submission by the deadline of 2 February 2018.

Cairngorms National Park Local Development Plan 2020: Main Issues Report Consultation

- 3.7 Cairngorms National Park Authority published the Cairngorms National Park Local Development Plan 2020: [Main Issues Report](#) for consultation on 17 November 2017, ending on 2 March 2018.

3.8 The Partnership is asked to delegate authority to the Executive Committee to consider and approve the response to Cairngorms National Park Local Development Plan 2020: Main Issues Report by the deadline of 2 March 2018.

4 CONSULTATIONS

4.1 This report has been prepared in consultation with relevant officers from the constituent Councils.

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 material 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/17/23, Director's Report, 12 September 2017

Report to Executive Committee RTP/17/24, Dundee Local Development Plan 2 Consultation, 26 September 2017

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.