

REPORT TO: CITY DEVELOPMENT COMMITTEE – 10 DECEMBER 2012

REPORT ON: NATIONAL PLANNING FRAMEWORK 3 AND SCOTTISH PLANNING POLICY – CONSULTATION BY THE SCOTTISH GOVERNMENT

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 453-2012

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek the Committee's approval for the Council's proposed response to the above Scottish Government consultation exercise.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee
- a Approves the proposed Council response to the above Scottish Government Consultation exercise.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications arising from this Report.

4 BACKGROUND

Proposed NPF 3

- 4.1 The National Planning Framework (NPF) sets the context for development planning in Scotland. It provides a framework for the spatial development of Scotland as a whole, and can designate developments of strategic importance to Scotland's future as 'national developments'.
- 4.2 The current National Planning Framework (NPF2) was published in 2009. It sets the spatial strategy for Scotland to 2030 as well designating 14 national developments of strategic importance to Scotland. These national developments include the Replacement Forth Crossing and the Commonwealth Games Facilities.
- 4.3 The Scottish Government has commenced preparation of NPF3. This will set out the Government's development priorities over the next 20 – 30 years. It is intended that the focus for NPF3 will be on supporting economic recovery and growth and the transition to a low-carbon economy. The aim is to publish NPF3 by 25 June 2014.
- 4.4 As part of the preparation process, the Scottish Government has issued a call for candidate national development sites. All national developments will make a significant contribution to Scotland's sustainable economic growth and will demonstrate this by satisfying a number of criteria as follows:

Mandatory

The development will be of more than regional significance.

National developments must also make a significant contribution to one or more of the following:

- An 80% reduction in emissions by 2050.
- Achieving the aims of the Zero Waste Plan.
- The Scottish Government's Renewable Energy targets.
- Skills development, reducing unemployment and job creation.
- Strengthening Scotland's links with the rest of the world.
- Improving our digital, transport, utilities or green infrastructure networks.
- Adapting to or mitigating the effects of climate change.
- Improving the quality of the built or natural environment.

- 4.5 The Government is keen that proposals for candidate national developments are brought forward early to allow wide consultation and proper consideration before the Main Issues Report.

Candidate National Developments

- 4.6 In relation to the Dundee context it is considered that two projects could potentially fulfil the requirements for candidate national development status.

Dundee Waterfront Development.
A90 Upgrade through or around Dundee.

Both of these projects have the potential to satisfy the requisite criteria as described in paragraph 4.3 above.

- 4.7 The Scottish Government indicates that; 'The purpose of the national development designation is to establish the need for those developments in order to facilitate the developments through the subsequent consenting processes. Development which already has consent will not generally require national development status. Where a national development needs planning permission it will be processed by the relevant planning authority, in the first instance, using the same procedures as for major developments.'
- 4.8 While the V&A Development itself will already be passed this stage of the process by the time NPF3 is published (June 2014) it is still considered that there are many more elements to the wider Waterfront Development Project for which this status would be beneficial.

Dundee Waterfront Development

- 4.9 In 2008 the Dundee Central Waterfront Project was identified by the Scottish Government as a 'Nationally Impacting Economic Growth Project'. The principal reason for this was that the Dundee Central Waterfront Project was defined as a 'Transformational Project'. Whilst the Central Waterfront is the focal point of the project, the entire Dundee Waterfront Project spans 240 hectares of land stretching 8km along the River Tay. It is a strategic, focussed and forward-looking project that

is propelling the city to international acclaim. The economic value of the wider Waterfront project is over £1 billion.

- 4.10 The Dundee Waterfront Project will provide a range of opportunities for developers, investors and a wide range of business ventures in what is shaping up to be one of Western Europe's most extensive and transformative waterfront projects and amongst Scotland's biggest regeneration projects.

A90 Upgrade Through or Around Dundee.

- 4.11 The A90 Upgrade through or around Dundee has been identified as a key strategic project by TACTRAN (Tayside and Central Scotland Transport Partnership). It will reduce conflict between strategic and local traffic in Dundee, and improve connectivity between Aberdeen, the Central Belt and within and through the region. It will also contribute significantly to reducing journey times between the Central Belt and Aberdeen, as well as improving public transport efficiency in Dundee.
- 4.12 As such, the project is clearly an important part of the strategic road network and would make a major contribution to improving the national transportation network.

Full details of both proposals are contained in Appendix 1 of this Report.

Scottish Planning Policy (SPP)

- 4.13 The Scottish Government is also consulting on a review of Scottish Planning Policy (SPP) as part of the modernising the planning system process. The timescales align with the review of the National Planning Framework. The documents are being reviewed in parallel but will remain separate.
- 4.14 Reviewing them at the same time enables connections to be made between **where** the Government wants to see development (the NPF) and **how** it wants to see it delivered (the SPP). Engagement on both documents at the same time is intended to be more productive and more efficient. The intended outcome will be an improved, up-to-date and robust national basis for enabling development.
- 4.15 Scottish Planning Policy is a statement of Scottish Government policy on nationally important land use matters. The current SPP was published in February 2010. It consolidated a series of topic specific policy statements into a single, more concise statement. The SPP contains:
- An overview of the key components and overall aims and principles of the planning system;
 - Cross-cutting policies on sustainable economic growth, community engagement and sustainable development;
 - Subject specific policies on: economic development, town centres and retailing, housing, rural development, coastal planning, fish farming, historic environment, landscape and natural heritage, open space and physical activity, green belts, transport, renewable energy, flooding and drainage, waste management, minerals, on-shore oil and gas, surface coal mining and communications infrastructure; and
 - Sets out the desired outcomes from the planning system, including the creation of high quality sustainable places, and increased sustainable economic growth.

Detailed comments on the SPP are contained in Appendix II of this Report.

- 4.16 The next stage of this process for the proposed candidate national developments to be submitted to the Scottish Government for consideration by 14 December 2012. After that the Scottish Government intend to publish a Mains Issues Report for consultation in March 2013.
- 4.17 In this Report issues will be identified, and explored through identification of a preferred option and alternatives. A preferred list of national developments will be provided for discussion, together with reasonable alternatives.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 National Planning Framework 2 - Scottish Government 2009
- 7.2 National Planning Framework 3 – Consultation Scottish Government 2012
- 7.3 Scottish Planning Policy – Scottish Government 2010
- 7.4 Scottish Planning Policy – Consultation Scottish Government 2012

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APPENDIX I

CANDIDATE NATIONAL DEVELOPMENTS

Dundee Waterfront Development

In 2008 the Dundee Central Waterfront Project was identified by the Scottish Government as a 'Nationally Impacting Economic Growth Project'. The principle reason for this was that the Dundee Central Waterfront Project was defined as a 'Transformational Project'.

The transformational impacts of the Waterfront Project were predicated on its potential to contribute to the competitiveness of the Dundee City Region across a broad range of sectors. Indeed, the wider regional economic impacts of the Dundee Waterfront Project were acknowledged in the award by the Scottish Government of a total of £34million of City Growth Fund monies from 2003/2012. Those regional impacts are also acknowledged by the surrounding local authorities of Angus, Fife and Perth and Kinross Council in their support.

The £0.5 billion Central Waterfront development is the focal point of the project. With ambitious plans involving the demolition of bridge ramps, roads and buildings, which previously separated the city centre from the waterfront. In their place, a new grid iron street pattern, green civic space and attractive boulevards are reconnecting the city with the waterfront to produce a stunning space that will be dominated by the award-winning V&A at Dundee building situated next to Captain Scott's ship RRS Discovery.

Dundee train station is well positioned in the central waterfront. Station improvements and the enhancement of the outside arrival space are planned to accommodate the increasing travel to the city by commuters and visitors. The V&A's new £45 million outreach building, V&A at Dundee, is due to open in 2015 with projected visitor numbers of 500,000 in year 1 (2015). New hotels, office, residential, accommodation, cafes, restaurants and retail outlets are required to support the expanding city.

Whilst the Central Waterfront is the focal point of the project the entire Dundee Waterfront Project spans 240 hectares of land stretching 8km along the River Tay, is a strategic, focussed and forward-looking project that is propelling the city to international acclaim. The economic value of the wider Waterfront project is over £1 billion.

It is expected that a further 7,000 jobs are created through the wider waterfront project which is focussed on 5 key geographic zones which include the Park, Seabraes, City Quay, the Port and the above mentioned Central Waterfront. Each of the above zones will seek to accommodate expanding industry sectors such as life sciences, creative industries, renewables and customer services.

As well as the Port, Dundee Airport represents a vital link between the City, its hinterland and major commercial centres both in the UK and potentially Europe and beyond. Dundee Airport is a key element of the Waterfront Project providing linkages essential for successful commercial enterprises. This is now even more critical following the recent loss of regular services to Belfast and Birmingham and the need to sustain the facility ahead of the Waterfront and V&A developments that are expected to strengthen demand.

The Dundee Waterfront Project will provide a range of opportunities for developers, investors and a wide range of business ventures in what is shaping up to be one of Western Europe's most extensive and transformative waterfront projects and one of Scotland's biggest waterfront regeneration.

A90 Upgrade through or around Dundee

At present, traffic on the strategic A90 road linking the Central Belt to the North East of Scotland is required to pass through Dundee where it meets with major conflict from local traffic, particularly at peak commuting periods. This is most pronounced at the junctions with Riverside Drive (Swallow), Strathmartine Road and Forfar Road.

Resolution of this conflict can only be achieved through major improvement to these junctions within the City, or by a new route leaving the current road to the west of the City and re-joining it to the north, bypassing Dundee.

The A90 Upgrade through or around Dundee has been identified as a key strategic project by TACTRAN (Tayside and Central Scotland Transport Partnership) for a number of reasons. It will reduce conflict between strategic and local traffic in Dundee. It will improve connectivity between Aberdeen, the Central Belt and within and through the region. It will also contribute significantly to reducing journey times between the Central Belt and Aberdeen as well as improving public transport efficiency

As such the project is clearly an important part of the strategic road network and would make a major contribution to improving the national transportation network.

APPENDIX II

SCOTTISH PLANNING POLICY (SPP)

Scottish Planning Policy is a statement of Scottish Government policy on nationally important land use matters. The current SPP was published in February 2010. It consolidated a series of topic specific policy statements into a single, more concise statement.

While the current SPP significantly reduces and condenses Government advice from the previous 21 separate, topic specific, Planning Policy documents it superseded, it still represents a considerable amount of guidance to be taken into account. Dundee has recently completed its preparation of a new Proposed Local Development Plan for the City and experience through that process would suggest that further reduction in the amount of advice provided would be appropriate.

The amalgamation of the former SPPs, particularly the subject specific policies, has led to an imbalance in the amount of advice provided where it would appear that some topics are gone into in great detail whereas others and arguably more important subjects, are seemingly given less prominence.

It is felt, therefore, that the SPP would be more beneficial if it concentrated on a lesser amount of 'core' areas and progressed these in more detail. An example of this would be how it deals with Place making and the Quality of the Environment which are felt could be developed more and linkages with other documents highlighted.

The subject of retailing and town centres is felt to provide valuable guidance but could be more concise and a bit more up to date to deal with the issue of the rise of on line retailing and how traditional town centres have to adapt to provide a wider attraction and experience.

More emphasis should be placed on the importance of 'brownfield' development and its contribution to the regeneration process, particularly the opportunities to link difficult sites to compulsory purchase powers to bring these forward.

There has, in the past, been the suggestion that 'Model Policies' could be provided for areas that affect more than one Local Authority so that there is a conformity and confidence both for Local Authorities and developers and to avoid these having to be scrutinised through separate examination processes.