

From: Rab Dickson <RDickson@nestrans.org.uk>
Sent: 27 April 2018 15:55
To: Claire McArthur
Cc: Tom Walsh; Tricia Howden
Subject: Main Issues Report Consultation
Attachments: RD SDPA Main Issues Report.doc

Claire

Please find attached Nestrans' response to the Main Issues Report Consultation.

I hope this is helpful.

Please let me know if you require a hard copy, but I have assumed that an electronic version is handier for your needs.

Regards

Rab

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Our Ref: RD/N13/2
Your Ref:

27 April 2018

Dear Claire

Main Issues Report Consultation

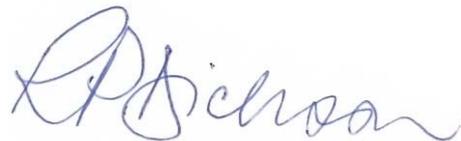
Thank you for your letter of 9 March seeking comments on the Main Issues Report for the next Strategic Development Plan.

The Nestrans Board considered a report at its meeting on Wednesday 18th April and approved the attached comments as their response to the consultation.

I hope that you will consider these matters as you progress towards production of a new Plan and that we will continue to work collaboratively.

If you would like to discuss this in further detail, please do not hesitate to contact me.

Yours sincerely,



Rab Dickson
Transport Strategy Manager



Aberdeen City & Shire Strategic Development Plan: Main Issues Report 2018 Consultation response

Nestrans welcomes the publication of a Main Issues Report and recognises the considerable amount of cooperation and collaboration between the Regional Transport Partnership and the Strategic Development Planning Authority.

Nestrans welcomes the 20 to 25 year timeframe of the Plan and believes that such long-term planning is necessary to support strategic transport development, provide economic stability and enable a clear vision for the region across many disciplines.

Nestrans acknowledges the recognition of the significant transformation currently underway (paragraph 1.7) in terms of developing the transport network.

Recognition of the City Region Deal is welcomed, particularly in relation to the £200million towards improving Aberdeen-Central Belt journey times by rail, the new grade-separated junction on the A90 at Laurencekirk, and funding to carry out a detailed transport appraisal for the region.

Vision – Yes, we agree with the Vision set out at paragraph 3.3, recognising that resilience is a wide-ranging issue encompassing economic, social and environmental issues.

Spatial Strategy – the focus on opportunities to use public transport is supported, but the Spatial Strategy should also recognise the role of integrated developments to enable people to walk and/or cycle within communities. There is also a need to emphasise the role of towns and service provision throughout the region, not purely focused on the City Centre.

Spatial Strategy – the Report contains commentary on Aberdeen-Peterhead, Aberdeen-Huntly and West of Aberdeen, but does not discuss the Strategic Growth Area south of the City. Further detail is required on continuing opportunities for development within Aberdeen City (akin to the commitment for 50% of development to be within the City boundaries in the existing SDP) and for the emerging issues on the Aberdeen-Laurencekirk sector.

Emerging issues: Aberdeen Western Peripheral Route – Yes, we believe that it is essential that the Plan protects the junctions of the AWPR from inappropriate speculative development. It would be insufficient and inappropriate to allow traditional Transport Assessments to identify that there is modelled spare capacity and therefore development can take place to fill such capacity without sanction. A

policy is required to protect the integrity of the AWPR and its junctions from ad hoc developments, especially retail and commercial developments.

Emerging Issues: Regeneration Priorities – The text discusses Locality Plans, but the preferred option seems to refer only to the towns of Banff, Macduff, Fraserburgh and Peterhead regeneration areas. There is a need for the Plan to also bring forward policies in support of other areas, not just these towns (and Aberdeen City Centre), but other priority localities, such as those identified in Aberdeen City.

Economic Growth – Yes, Nestrans agrees that the founding principle of the Plan should be an optimistic view of future economic growth. However, over supply of housing land and business land could have the impact of reducing influence over the market in terms of preferred areas for development. Properly planned and targeted development sites might be more effective than over-provision.

Employment Land Supply – Yes, we agree that the new Plan should defer the release of safe-guarded employment land until a need is demonstrated.

Sectoral Focus – the Plan will need to take care in indicating a “flexible approach” and being “very positive” about economic growth, which could tend to imply a slackening of controls. It is important to maintain the principles that lead to high quality development in a planned fashion.

Housing Supply Target – Yes, we agree that a composite scenario would seem appropriate, rather than following one of the Housing Need Assessment Growth scenarios.

Transport – Welcome the commitment to consider the Plan through the Cumulative Transport Appraisal. However, there may be a need for care regarding the assumptions especially in the light of optimistic growth forecasts and levels of generosity. There is a need to avoid “Predict and Provide” scenarios which would minimise the opportunity to manage demand or influence modal choice through the life of the Plan.

Modal Shift – Nestrans welcomes the commitment to modal shift, but cautions that that will likely require long-term positive interventions and commitment to achieve, in partnership with Nestrans and the local authorities.