
Angus Local Development Plan: Transport Appraisal

Committee Draft

December 2014

Contents

1. Introduction	2
2. Angus Transport Infrastructure Context	4
3. Angus Local Development Plan	7
4. Appraisal of Settlements	
▪ North Angus Housing Market Area	10
- Brechin	
- Montrose	
- Edzell	
▪ East Angus Housing Market Area	17
- Arbroath	
- Friockheim	
▪ South Angus Housing Market Area	20
- Carnoustie	
- Monifieth	
- Newtyle	
▪ West Angus Housing Market Area	26
- Forfar	
- Kirriemuir	
- Letham	
5. Transport Appraisal against the Angus Community Plan and Single Outcome Agreement 2013 – 2016 and Regional/Scottish Transport Appraisal Guidance (STAG) Objectives	33

1. INTRODUCTION

The Angus Local Development Plan Transport Appraisal supports the Local Development Plan by informing the integration of land use allocations and transport network. The transport appraisal assesses the proposed major development sites in Angus and their relationship to the existing as well as future planned local and strategic transport networks. Only new land use allocations that are to be included in the Proposed Angus Local Development Plan are assessed in this document.

The transport appraisal process and assessment of development sites for proposed inclusion within the Local Development Plan has involved consultation with Angus Council's Roads Service, Transport Scotland and TACTRAN. A range of criteria has been used to assess the development sites, including the objectives and outcomes from the Regional Transport Strategy (RTS), The Angus Single Outcome Agreement (SOA) and the Scottish Transport Appraisal Guidance (STAG) criteria. The assessment of sites seeks to ensure that development proposals are acceptable, or have the ability to be acceptable in terms of transport and planning before land allocations are made in the Proposed Plan.

The Scottish Government's ambition, in which transport networks are vital, is to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This transport appraisal measures new development sites against the following:

Angus Community Plan and Single Outcome Agreement 2013 – 2016:

“Angus is a place where a first class quality of life can be enjoyed by all.”

To support this vision, the Single Outcome Agreement sets out that in Angus;

- Our communities are safe, secure and vibrant;
- We have improved the health and wellbeing of our people and inequalities are reduced;
- Individuals are supported in their own communities with good quality services;
- Our communities are developed in a sustainable manner;
- Our natural and built environment is protected and enjoyed;
- Our carbon footprint is reduced;
- We have a sustainable economy with good employment opportunities;
- Angus is a good place to live in, work in and visit.

Regional Transport Strategy & Scottish Transport Appraisal Guidance (STAG):

The Regional Transport Strategy & Scottish Transport Appraisal Guidance (STAG) both have six overarching objectives and have similar criteria (with the exception of Health & Well-Being) covering the following topics:

- Environment;
- Safety;
- Economy;
- Integration;
- Accessibility and Social Inclusion;
- Health & Well-Being

This transport appraisal focuses on proposed housing and employment land allocations for the emerging Local Development Plan in six of the seven towns (Arbroath, Brechin, Carnoustie, Forfar, Monifieth & Montrose) and three of the four Rural Service Centres (Edzell, Letham & Newtyle).

Whilst no new land allocations have been identified in the Local Development Plan in Friockheim or Kirriemuir, for completeness, these settlements have been assessed within this transport appraisal.

Opportunity sites have not been included in this transport appraisal assessment as there is no certainty that they will come forward during the plan period or what land use will be brought forward on these sites.

The development site assessment process included an assessment of potential cumulative impact of developments including:

- other proposed land allocations in the Local Development Plan; and/or
- existing sites, either land allocations from the adopted Local Plan Review (2009) which will continue as allocations in the emerging Local Development Plan or sites with planning permission.

2. ANGUS TRANSPORT INFRASTRUCTURE CONTEXT

Angus is a diverse and attractive place, characterised by a network of interrelated communities including seven towns, a large number of villages and smaller settlements set in a varied rural landscape. Geographically, the area is made up of the coastal plain, the lowland of Strathmore and the Glens and upland areas that form part of the Grampian mountains. Each of these areas makes a vital contribution to the overall character and distinctiveness of Angus.

Angus is served and connected to other parts of the country and beyond by a diverse transport network, including:- road, rail and sea.

Road

Key elements of the transport network in Angus include the A90(T) which links Angus to Dundee, Perth and the Central Belt to the south and Aberdeen to the north. Scottish Ministers had previously established a policy of closing central reserve gaps on road safety grounds when finance was available or when the opportunity arose within the Angus part of the A90(T). This policy approach was also to avoid increased traffic movement on at surface junctions. Although not pertaining to a full central reserve closure, the Lochlands junction, Forfar was partly closed in 2011 to prevent the crossing of right turning traffic towards the northbound carriageway. This was a consequence of a number of accidents over the years.

The A92 connects Angus to the Aberdeenshire coast, Dundee and Fife. A number of improvements to this road have been completed in recent years, including the upgrade of the road between Dundee and Arbroath to dual carriageway standard with improved junctions and linkages to Carnoustie and Monifieth, as well as route improvements between Arbroath and Montrose.

More localised routes include the A94 (Forfar-Perth) road, the A935 link road between Brechin/Montrose and the A90(T) and a number of other A Class and B Class roads as well as a series of minor roads linking the seven towns with other villages and the open countryside.

Given the variety of road types and different controlling interests in Angus, it is clear that an appraisal of development sites which includes local and strategic road functions is appropriate. The strategic road network is a vital component for the local distribution of traffic within Angus. The transport appraisal process has identified potential strategic junction issues on the A90(T) at Lochlands, Forfar and at Laurencekirk which lies outwith Angus. Whilst there are no significant congestion issues on the strategic road network, local congestion can occur during peak periods in the morning and evening.

Rail

In terms of rail connections, Angus is served by the east coast rail line with railway stations at Arbroath, Carnoustie and Montrose providing rail connections to Aberdeen, Dundee, Edinburgh, Glasgow and England. There are also rail halts at Golf Street (Carnoustie), Barry Links and Monifieth. A number of improvements have been made to rail services at Carnoustie and Monifieth in recent years. In addition, rail station infrastructure improvements have been made in Angus, including improved cycle, car parking and passenger waiting facilities at Arbroath, Carnoustie and Montrose railway stations.

Sea

With regards to the sea transport network, Montrose Port continues to play an important role in the Angus economy and forms an important link in the wider transport network. The Port provides modern facilities for the handling and storage of commercial and oil related cargoes and imports/exports significant volumes of freight per year. Montrose Port has also been identified as a key renewables location in both the National Renewables Infrastructure Plan (NRIP) and National Planning Framework 3 (NPF3). An ongoing project to improve access in and around the south Montrose area (including the port) continues. In addition Montrose Port, Arbroath Harbour has been an important feature of the Arbroath and wider Angus economy for hundreds of years as a result of the fishing industry. Although the fishing industry is still an important feature of the harbour today, additional economic activity including boat building, sea angling, marina/berthing facilities and tourism can be found.

Public Transport (Bus)

Bus services provide connectivity between the seven main towns in Angus, connecting the towns with Dundee, whilst inter-city services stop in Angus en-route to Aberdeen, Edinburgh and Glasgow. In recent years, Angus Council has continued to provide new infrastructure such as bus stops, shelters and upgrades to existing bus stations (e.g. Arbroath). In addition, further real time information sites have been provided which are also capable of providing community information to waiting passengers and a programme to install raised kerbs and bus boarders has been on-going to facilitate easier access on and off buses for those with disabilities and parents/carers with prams and buggies.

Walking & Cycling

Angus is also well-connected by a network of walking and cycling routes. In recent years, a number of walking and cycling projects have been completed, including the provision of a segregated cycle track along the A92 between Dundee and Arbroath; new and improved safe routes to schools; the development of burgh path

networks; the development of the Angus Coastal Path (which also forms part of the National Coastal Network Route 1); restoration of mountain paths in the Angus Glens and the adoption of the Angus Core Paths Plan in November 2010. Completion of these projects is an important contribution to meeting the accessibility needs of everyone in the Angus towns, villages and countryside whilst promoting a healthy and environmentally friendly means of transport.

3. ANGUS LOCAL DEVELOPMENT PLAN

Overview

The Development Plan for Angus consists of two documents: the TAYplan Strategic Development Plan and the Angus Local Development Plan. The Local Development Plan requires to be consistent with the Strategic Development Plan.

The Strategic Development Plan covering Angus (TAYplan) was approved in June 2012, and sets out a vision to 2032, a range of high level policies and specific housing and employment land requirements. TAYplan provides the strategic context for the preparation of the Angus Local Development Plan. The Strategic Development Plan is required to be reviewed every five years, and as such, it is anticipated that a review of the plan will be approved in 2015/2016, during the lifetime of this Local Development Plan.

The Local Development Plan for Angus will guide development for ten years following adoption, up to 2026. The plan sets out where land is being allocated to meet development needs and where new development should and should not happen. The Local Development Plan will be reviewed at five yearly intervals to ensure that an up to date plan is in place at all times and to ensure consistency with the Strategic Development Plan.

Part of upland Angus is within the Cairngorms National Park boundary, and is excluded from the Angus Local Development Plan. This area is covered by the Cairngorms National Park Local Plan, which is being reviewed and will be replaced by the Cairngorms National Park Local Development Plan, once it has been adopted.

Development Strategy

In terms of this Transport Appraisal and the allocation of land in the Local Development Plan it is important to consider the development strategy. Previous Local Plans in Angus have established a strategy of guiding the majority of new development to the Angus towns, whilst enabling a range of rural development for local needs, tourism and leisure. Monitoring of these plans has shown that this strategy has been successful in supporting the development of the largest settlements, and it has also enabled employment, tourist and leisure facilities, together with a reasonable amount of new housing, to be developed in the rural area.

It is therefore appropriate to continue this development strategy: seeking to meet the growth and regeneration needs of the area and at the same time securing the creation of high quality places and the protection of the wider environment.

The Development Strategy of the Local Development Plan draws from and builds on the inherent strengths of the close network of Angus towns and villages. The Strategy seeks to:

- Guide the majority of development, including local housing and employment opportunities, to locations within the seven main towns that have the capacity to accommodate new development well integrated with existing infrastructure, and which serve as locally accessible centres serving a diverse rural hinterland;
- Maintain and protect the diversity and quality of the rural area and encourage local development which supports the population and services of local communities;
- Provide opportunities for appropriate diversification of the rural economy;
- Maintain the quality of valued landscapes, the natural, built and historic environment, and biodiversity.

The Seven Towns

The Local Development Plan continues to focus new development in the seven towns of Angus in accordance with TAYplan and previous Local Plan strategies. This means that the towns will continue to be the preferred location for the majority of new housing and employment-related development, together with the majority of associated new infrastructure.

Most new development will be directed to the larger towns of Arbroath, Forfar and Montrose. The towns of Brechin, Carnoustie and Kirriemuir will also be a focus for new homes and businesses during the LDP period commensurate with their role as smaller centres of population and economic activity.

Monifieth lies within the Dundee Core Area and the South Angus Housing Market Area, which itself is part of the Greater Dundee Housing Market Area. Because the town has a similar range of services and facilities to the other main towns in Angus, it is considered an appropriate location to accommodate growth and future development opportunity over the LDP period, as part of a sustainable settlement strategy for Angus. Focusing some development in this location would be in accordance with TAYplan Location Priorities and would contribute to meeting the housing need in South Angus.

Rural Angus

The rural area of Angus is defined as the area outwith the development boundaries of the seven towns. The rural area includes four identified Rural Service Centres (Edzell, Friockheim, Letham and Newtyle), a range of other smaller settlements and the open countryside.

Development in the rural area will be focused on supporting the Rural Service Centres of Edzell, Friockheim, Letham and Newtyle. These settlements have the most significant number and range of services and already have a relatively large resident population. The Local Development Plan will allocate small-scale development sites for housing in these locations to help to support and maintain services and facilities, and reduce the need to travel. To support and maintain population levels the Local Development Plan makes provision for development of up to 50 houses in each Rural Service Centre over the life of the plan.

Rural Angus varies significantly in character, land use, population levels and availability of and access to a range of services and facilities. The Local Development Plan aims to maintain the diversity of rural Angus by supporting new development in appropriate locations by encouraging people to live and work in rural communities. The Angus countryside is divided into Category 1 and 2 Rural Settlement Units. In Category 1 areas (which are areas that are not remote from main towns) the opportunity for new development outwith settlements will be more restricted, as development should be directed towards existing settlements. In Category 2 areas (which are remote rural areas), the emphasis will be on maintaining and growing communities by encouraging diversity in the rural economy and enabling new housing development which can support important rural services.

Accessibility

The Local Development Plan Development Strategy is underpinned by a transport network which will require improvement to roads infrastructure, public transport and path networks to support and enable future development. Where appropriate site allocation policies and development briefs will specify where infrastructure requirements or improvements are known. The exact nature of improvements will be negotiated at the time of application.

National and regional planning and transport policies seek to promote sustainable transport and active travel, giving priority to walking and cycling for local journeys and to public transport in preference to travel by car. The publication of the Scottish Government policy document "Designing Streets" signals the government's resolve to move away from a standards based approach to street design and to put place and people before the movement of motor vehicles. The Local Development Plan takes account of "Designing Streets" and supports development which is accessible by a choice of transport modes including walking, cycling and public transport.

4. APPRAISAL OF NEW LAND ALLOCATIONS

North Angus Housing Market Area

SETTLEMENT	BRECHIN
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Dubton Farm (400 units); ▪ Bearehill / Rosehill (22 units); ▪ Townhead Nursery, St Andrew Street (3 units); ▪ 59 Clerk Street (9 units); ▪ Park Road (8 units).
Proposed New Allocations	<p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Brechin West – 27ha of land for employment development including tourist or roadside service related uses complementary to the existing gateway facility at Brechin Castle Centre and an extension to Brechin Business Park for Class 4, Class 5 and Class 6 uses.
Comments Received from Agencies	<p><u>Transport Scotland:</u> Transport Scotland indicate that there may be minor strategic transport impacts at an existing grade separated A90/A935 junction, although this site can be dealt with at the development management stage.</p> <p><u>TACTRAN:</u> Consideration should be given to the accommodation of a strategic Park & Ride facility at Brechin, close to the A90(T), as identified in the approved Regional Park & Ride Strategy.</p> <p><u>Angus Council's Roads Service:</u> Restrict to use of existing access to the business park with internal connecting road.</p>
Appraisal of Proposals on Transport Network & Conclusion	No changes to the strategic road network have been identified for the new employment land allocation and no additional assessments have been requested by Transport Scotland at this time. The policy for the new employment allocation specifies that a transport assessment will be required to establish access and

	<p>associated transport infrastructure requirements. This would apply to both the strategic and local network.</p> <p>In relation to park & ride facilities, the Local Development Plan does not allocate a specific site, however support is set out in Policy TC11 for a proposal at Brechin subject to meeting site specific criteria.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed new allocation can be accommodated within the local transport network through the requirement for a Transport Assessment to look at access and any required infrastructure.</p>
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SETTLEMENT	MONTROSE
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Brechin Road (Phase 1) (15 units); ▪ Brechin Road (Phase 2) (300 units); ▪ Waldron Road (8 units); ▪ Hill Place (10 units); ▪ Croft Road (2 units); ▪ Wishart Gardens (6 units); ▪ Lower Hall Street (7 units); ▪ Bridge Street (5 units); ▪ Former Drexel Workshop, Waldron Road (29 units); ▪ Broomfield Road (5 units); <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Montrose Port – safeguarded for port related uses.
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Rosemount Road, Hillside (65 units). <p><u>Mixed Use:</u></p> <ul style="list-style-type: none"> ▪ Sunnyside Hospital – including residential (265 units), Class 4 (business), Class 7 (hotels and hostels), Class 8 (residential institutions), Class 11 (assembly and leisure) and community uses. <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Montrose Airfield – 50ha for employment uses (Class 4, 5 & 6); ▪ North of Forties Road – 11ha for employment uses (Class 4, 5 & 6).
Comments Received from Agencies	<p><u>Transport Scotland:</u></p> <p>Angus Council have provided input to the on-going NESTRANS study which is examining, among other aspects, the impact of development proposals on the A90(T) junctions at Laurencekirk. Depending on the outcomes of the on-going study, developer contributions to any necessary upgrade (a likely scheme of grade separation) at Laurencekirk may be required.</p> <p>Transport Scotland therefore requested that further information on anticipated impacts and possible</p>

development timescales from proposed LDP allocations should be identified.

Following the submission of additional information as requested, Transport Scotland indicated that given the on-going "Access to Laurencekirk" study, text should be included within the Proposed Plan and Action Programme which notes that any development in the Montrose area which adds traffic to the A90 / A937 junction is likely to require a scheme of grade separation to be complete in advance of development. Planning conditions applied to planning applications are expected to be similar to those requested for development proposals at Laurencekirk. It is also suggested that the Proposed Plan and Action Programme note that the developments which are shown to have impacts on the A90(T) / A937 junction will potentially be required to agree contributions to the cost of the scheme as part of their planning process.

TACTRAN:

No comments received.

Angus Council's Roads Service:

Rosemount Road, Hillside:-

Access could be from either Rosemount Road or Hospital Road or both. If access on Rosemount Road; a footway will need to be provided on east side from pedestrian access to school onwards. Consideration may also be needed for widening of carriageway. The tree belt on the western site boundary may be affected by sightlines if access is taken from Rosemount Road.

Hospital Road is of a much higher standard and more suitable for an access. Although there is no footway on east side beyond school, the site is on the west side. The footway on the west side extends beyond the site up to Dalgarno Park.

Montrose Airfield:-

A footway will be required on east side of A92 from Buick's northwards. The existing layby on east side of A92 may need to be relocated if access is at that point. Upgrade of signalised junction at A92/A937 will be required, as will a new signalised junction at A92 Broomfield Road linked into existing signals at Brechin Road, as per extant

	<p>planning permission for Sainsbury's.</p> <p>North of Forties Road:- Access should be via Brent Avenue. No reason to provide additional access direct onto A937 unless it can form a link all the way through to A92 Charleton Road.</p>
<p>Appraisal of Proposals on Transport Network & Conclusion</p>	<p>Transport Scotland have consistently identified concerns in relation to potential development traffic impacts on the trunk road network, in-particular the Laurencekirk junctions of the A90(T) and A937. NESTRANS are currently progressing the "Access to Laurencekirk Study" looking at options for improved access to Laurencekirk from the A90(T), including at the A90 / A937 (Laurencekirk-Montrose) junction. The study has involved representatives from NESTRANS, Transport Scotland, Aberdeenshire Council, Angus Council, TACTRAN as well as members from the local Laurencekirk and Montrose communities .</p> <p>STAG / DMRB Stage 1 part of the study is expected to be complete by the end of 2014 with any future design and/or construction works dependent upon agreement on funding and delivery options. Timescales for this are unknown.</p> <p>Transport Assessment data (obtained from historic major residential planning applications and current employment land planning applications in Montrose) and data from Angus Council's Road Service were provided to Transport Scotland for further consideration. This data allowed Transport Scotland to further consider trip destination information for proposed allocations at Montrose and to assess whether as a result of the new land allocations proposed in Montrose, this would impact on the current functionality of the A90(T)/A937 junction at Laurencekirk.</p> <p>Transport Scotland indicated that their initial concerns regarding impact on the trunk road network at the A90/A937 Laurencekirk junction remained.</p> <p>Text is included in the Proposed Local Development Plan which recognises the concerns expressed by Transport Scotland and requires a Transport Assessment to be undertaken for the sites allocated within the plan at Montrose. The text is intended to be flexible and allow for a range of mitigation measures to be brought forward,</p>

	<p>either through condition or developer contribution. Angus Council is aware that there may be potential for other infrastructure proposals within the local area to reduce and / or mitigate impacts on the strategic road network, but these require further investigation.</p> <p>The proposed approach in the Local Development Plan recognises that there may be more than one solution in one location available; the current NESTRANS study is not complete; there is no costing or timescale in place for any subsequent infrastructure project; and there is no mechanism in place to collect or spend contributions on a cross-boundary basis.</p> <p>The conclusions of any Transport Assessment and the mitigation proposals of any particular development proposal will have to be considered on a case-by-case basis with the overall objective of minimising impact on the strategic and local road network.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network. Local transport related mitigation requirements will also be dealt with through the development management process.</p>
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SETTLEMENT	EDZELL
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ East Mains Farm (13 units)
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ East of Duriehill Road – (50 units);
Comments Received from Agencies	<p><u>Transport Scotland:</u> No significant strategic transport impacts envisaged due to scale and location of proposed development.</p> <p><u>TACTRAN:</u> No comments received.</p> <p><u>Angus Council's Roads Service:</u> Requirement to upgrade Inveriscandye Road ex-adverso site. Consider connections through Durie Place and Duriehill Road to be limited to small number, if for vehicles or pedestrians/cyclists only. A footway will be required on the south-east side of Durie Place between the last house and the site boundary.</p>
Appraisal of Proposals on Transport Network & Conclusion	<p>No strategic transport impacts or changes to the strategic network as a result of the new housing land allocation and given the scale of new development proposed (i.e. 50 units). No additional assessments were therefore requested by Transport Scotland following initial consultation.</p> <p>The Planning Service will continue to work with the Angus Council's Roads Service to ensure the proposed development can be accommodated within the local transport network and provides appropriate connections into the local footpath/cycling network.</p>

East Angus Housing Market Area

SETTLEMENT	ARBROATH
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Montrose Road (280 units); ▪ Abbeybank House, Springfield Terrace (9 units); ▪ Clifftown (1 unit); ▪ The Cairnie, Cairnie Loan (20 units); ▪ Arbroath Lads Club, Alexandra Place (6 units); ▪ 15-29 Noran Avenue (7 units); ▪ Inverpark Hotel, Bank Street (12 units); ▪ Wardmill Road / Andrew Welsh Way (51 units); ▪ Ernest Street / Palmer Street (75 units); ▪ Viewfield Hotel (21 units); ▪ Roys Autos, 32-38 Dishlandtown Street (13 units); ▪ Baltic Mill – (39 Units); <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Elliot Extension – 21ha of land for employment uses (Class 4, 5 & 6).
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Crudie Acres, East Muirlands Road (230 units); ▪ Crudie Farm, Arbirlot Road West (120 units)
Comments Received from Agencies	<p><u>Transport Scotland:</u></p> <p>Support proposals to make best use of the upgraded A92 between Arbroath and Dundee by directing the majority of development to Arbroath, which also benefits from good rail connectivity on the East Coast Main Line.</p> <p>In relation to the specific land allocations, no significant strategic transport impacts are envisaged due to the scale and location of the sites.</p> <p><u>TACTRAN:</u></p> <p>No comments received.</p> <p><u>Angus Council's Roads Service:</u></p> <p>In relation to both housing allocations at Crudie Acres,</p>

	<p>East Muirlands Road and Crudie Farm, Arbirlot Road West, a Transport Assessment should be submitted with any detailed proposal. The Council's extant planning permission for the extension of Elliot Ind. Estate requires the upgrading to traffic signals at the McDonalds roundabout A92/Westway junction. If the housing site at Arbirlot Road West is developed before Elliot then the developer may be required to upgrade the junction first. Footways would need to be provided over the site frontages and linking into existing footway provisions along East Muirlands Road and Arbirlot Road West.</p>
<p>Appraisal of Proposals on Transport Network & Conclusion</p>	<p>No strategic transport impacts or changes to the strategic network have been identified for the new housing or employment land allocations. No additional assessments were requested by Transport Scotland following initial consultation.</p> <p>The housing land allocations are located in close proximity to each other and provide good linkages to proposed schools (Muirlands Primary School), employment and retail facilities. Both sites are phased over the plan period with 100 units at East Muirlands Road (2016-2021) and 230 units during the period 2021-2026 (East Muirlands Road – 130 units & Arbirlot Road West – 120 units).</p> <p>Whilst the overall housing numbers have marginally increased since initial consultation with TACTRAN & Transport Scotland, the development strategy and intended allocation sites have not altered in any form.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments enhance the local transport network. Where specific Transport Assessments have been requested, this requirement is specified within the land allocations. Any pre-existing planning conditions will be carried forward and updated where necessary through the development management process.</p>

SETTLEMENT	FRIOCKHEIM
Existing Sites (incl. sites continued from the previous Local Plan)	<u>Housing:</u> <ul style="list-style-type: none"> ▪ Land South of Gardyne Street (80 units)
Proposed New Allocations	<u>Housing:</u> <ul style="list-style-type: none"> ▪ No new land allocation. The capacity of the site South of Gardyne Street has been increased from 40 units to 80 units.
Comments Received from Agencies	<u>Transport Scotland:</u> No comments received. <u>TACTRAN:</u> No comments received. <u>Angus Council's Roads Service:</u> No comments received.
Appraisal of Proposals on Transport Network & Conclusion	No strategic transport impacts or changes to the strategic network as a result of the continued housing land allocation and given the scale of new development proposed (i.e. 80 units). No additional assessments have been requested from any agency following initial consultation. The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed development can be accommodated within the local transport network and provides appropriate connections into the local footpath/cycling network.

South Angus Housing Market Area:

SETTLEMENT	CARNOUSTIE
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Former Maltings, Victoria Street (62 units); ▪ 2 Burnside Street (7 units); ▪ 108 High Street (7 units); ▪ Balmachie Road (5 units); ▪ Camus House, West Path (16 units); ▪ Unit 1, 2 North Brown Street (8 units). <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Land at Carlogie – 15 ha of land (which as of August 2014 has planning permission in principle) is allocated for employment uses (Class 4, 5 & 6).
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Land West of Carlogie Road (300 units);
Comments Received from Agencies	<p><u>Transport Scotland:</u></p> <p>Initial concerns were raised in relation to potential impacts on the trunk road network, in-particular the A92 Scott Fyfe Roundabout in Dundee.</p> <p>Following submission of additional information on trip distribution, Transport Scotland indicated that the impact of LDP development traffic (Carnoustie and Monifieth combined) leaving/entering at the western extent of the network including within the Transport Assessment submitted for a planning application at Monifieth estimates that:</p> <p style="text-align: right;">250 units (Phase 1 LDP) – 4% (123 of 3330 AM, 126 of 3250 PM)</p> <p>650 units (Full LDP) – 10 % (320 of 3330 AM, 326 of 3250 PM)</p> <p>1050 units (Full LDP + 400 Sensitivity) – 16% (517 of 3330 AM, 527 of 3250 PM)</p> <p>The potential impacts shown above are around 3.4 miles from the trunk road and will reduce the further west they</p>

	<p>travel due to dispersal of development trips and increased base flows. Transport Scotland were therefore happy to accept, for purposes of the LDP assessment, that no further cumulative impact assessment is required for the Carnoustie / Monifieth developments.</p> <p><u>TACTRAN:</u></p> <p>The cumulative impact should be considered on the A92 between Monifieth and A972 Kingsway, Scott Fyfe Junction i.e. Claypotts Junction, etc. as this is a strategic road as defined in the Regional Transport Strategy.</p> <p><u>Angus Council's Roads Service:</u></p> <p>In relation to residential development West of Carlogie Road, a Transport Assessment should be required. Upgrade/widening of footway on west side of Carlogie Road will also be required.</p>
<p>Appraisal of Proposals on Transport Network & Conclusion</p>	<p>Transport Scotland & TACTRAN initially identified concerns in relation to potential impacts on the trunk road network, in-particular the A92 Scott Fyfe Roundabout in Dundee. Additional information was requested regarding trip destination data.</p> <p>Transport Assessment data (obtained from major residential planning applications at Monifieth) and data from Angus Council's Road Service were subsequently provided to Transport Scotland for further consideration. This data allowed Transport Scotland to consider trip destination information for proposed allocations at Carnoustie and Monifieth.</p> <p>The high level review concluded that the predicted traffic impacts (from proposed development at Carnoustie and Monifieth) seen around 3.4 miles from the trunk road will reduce the further west they travel due to dispersal of development trips and increased base flows. Transport Scotland therefore accepted, for purposes of the LDP assessment, that no further cumulative impact was required.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network. This will include the construction of a</p>

	<p>realigned Carlogie Road to improve accessibility to/from the eastern end of the town with the A92. Any pre-existing planning conditions will be carried forward and updated where necessary through the development management process as will any requirement for further transport related mitigation.</p>
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SETTLEMENT	MONIFIETH
Existing Sites (incl. sites continued from the previous Local Plan)	<u>Housing:</u> <ul style="list-style-type: none"> ▪ Milton Mill (50 units); ▪ Former Nursery, Victoria Street (5 units)
Proposed New Allocations	<u>Housing:</u> <ul style="list-style-type: none"> ▪ Land West of Victoria Street (350 units); ▪ Ashludie Hospital (100 units)
Comments Received from Agencies	<p><u>Transport Scotland:</u></p> <p>Initial concerns were raised in relation to potential impacts on the trunk road network, in-particular the A92 Scott Fyfe Roundabout in Dundee.</p> <p>Following submission of additional information on trip distribution, Transport Scotland indicated that the impact of LDP development traffic (Carnoustie and Monifieth combined) leaving/entering at the western extent of the network including within the Transport Assessment submitted for a planning application at Monifieth estimates that:</p> <p style="text-align: right;">250 units (Phase 1 LDP) – 4% (123 of 3330 AM, 126 of 3250 PM)</p> <p>650 units (Full LDP) – 10 % (320 of 3330 AM, 326 of 3250 PM)</p> <p>1050 units (Full LDP + 400 Sensitivity) – 16% (517 of 3330 AM, 527 of 3250 PM)</p> <p>The potential impacts shown above are around 3.4 miles from the trunk road and will reduce the further west they travel due to dispersal of development trips and increased base flows. Transport Scotland were therefore happy to accept, for purposes of the LDP assessment, that no further cumulative impact assessment is required for the Carnoustie / Monifieth developments.</p> <p><u>TACTRAN:</u></p> <p>The cumulative impact should be considered on the A92 between Monifieth and A972 Kingsway, Scott Fyfe Junction i.e. Claypotts Junction, etc. as this is a strategic</p>

	<p>road as defined in the Regional Transport Strategy.</p> <p>Consideration should also be given to accommodation of a strategic Park & Ride facility at Monifieth, close to the A92, as identified in the approved Regional Park & Ride Strategy</p> <p><u>Angus Council's Roads Service:</u></p> <p>In relation to residential development at Ashludie Hospital, a Transport Assessment/Transport Statement will be required, including reasoning for retention of existing sub-standard access if this forms part of any future proposal.</p>
<p>Appraisal of Proposals on Transport Network & Conclusion</p>	<p>Transport Scotland & TACTRAN initially identified concerns in relation to potential impacts on the trunk road network, in-particular the A92 Scott Fyfe Roundabout in Dundee. Additional information was requested regarding trip destination data.</p> <p>Transport Assessment data (obtained from major residential planning applications at Monifieth) and data from Angus Council's Road Service were subsequently provided to Transport Scotland for further consideration. This data allowed Transport Scotland to consider trip destination information for proposed allocations at Carnoustie and Monifieth.</p> <p>The high level review concluded that the predicted traffic impacts (from proposed development at Carnoustie and Monifieth) seen around 3.4 miles from the trunk road will reduce the further west they travel due to dispersal of development trips and increased base flows. Transport Scotland therefore accepted, for purposes of the LDP assessment, that no further cumulative impact was required.</p> <p>In relation to park & ride facilities, the Local Development Plan does not allocate a specific, however support is set out in Policy TC11 for appropriate proposals in Monifieth, subject to meeting site specific criteria. TACTRAN indicated in meetings relating to Proposal of Application Notices (PANs) for residential development in Monifieth that they had not yet undertaken modelling to identify the size or optimum location for a park & ride facility. TACTRAN did however indicate that Monifieth would be the furthest east location for such a facility.</p>

	<p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network. Where specific Transport Assessment have been requested, this requirement is specified within the land allocations. Any transport related mitigation will be dealt with through the development management process.</p>
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SETTLEMENT	NEWTYLE
Existing Sites (incl. sites continued from the previous Local Plan)	<u>Housing:</u> <ul style="list-style-type: none"> ▪ None
Proposed New Allocations	<u>Housing:</u> <ul style="list-style-type: none"> ▪ Land North of Coupar Angus Road (20 units); ▪ Land North of Eassie Road (30 units)
Comments Received from Agencies	<u>Transport Scotland:</u> No comments received <u>TACTRAN:</u> No comments received. <u>Angus Council's Roads Service:</u> In relation to Land North of Coupar Angus Road a new footway will be required on the north side of the road. In relation to Land North of Eassie Road a new footway will be required on the north side of the road from the park entrance eastwards. Mature trees along site boundary may be affected by sightlines.
Appraisal of Proposals on Transport Network & Conclusion	No strategic transport impacts or changes to the strategic network as a result of the new housing land allocations and given the scale of new development proposed (i.e. 50 units). No additional assessments were therefore requested by Transport Scotland following initial consultation. The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network and provides appropriate connections into the local footpath/cycling network.

West Angus Housing Market Area:

SETTLEMENT	FORFAR
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Turfbeg Farm (3 units); ▪ Gowanbank (60 units); ▪ New Road (16 units); ▪ Wester Restenneth (136 units); ▪ Dundee Road (120 units); ▪ Slatefield Rise (7 units); ▪ Queen Street Pavilion (14 units); ▪ Roberts Street (22 units) <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Orchardbank – 29.6ha of land is reserved for employment uses (Class 4, 5 & 6). ▪ Carseview Road – 4ha previously identified for Class 4 & 5 Use. Allocation to continue in Local Development Plan
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Turfbeg (300 units); ▪ Westfield (300 units)
Comments Received from Agencies	<p><u>Transport Scotland:</u></p> <p>No concerns raised in relation to proposed development at Turfbeg.</p> <p>In relation to Westfield, Transport Scotland noted that this site is likely to result in distribution of trips to and from the southern trunk road junction, the at-grade priority junction at Lochlands. The Lochlands junction has relatively recently seen an amended layout implemented to improve safety. Concerns were raised that the potential impact of an allocation at Westfield is unclear without an understanding of potential impacts and any necessary mitigation. Transport Scotland therefore requested that a cumulative impact assessment of the LDP sites and existing allocations in Forfar, in the first instance as a desktop trip distribution review. Any potential changes at Lochlands could then be assessed in the context of impacts and redistribution.</p>

	<p><u>TACTRAN:</u></p> <p>Consideration should be given to the accommodation of a strategic Park & Ride facility at Brechin, close to the A90(T), as identified in the approved Regional Park & Ride Strategy.</p> <p><u>Angus Council's Roads Service:</u></p> <p>In relation to both the Turfbeg and Westfield sites, a Transport Assessment will be required.</p> <p>With regards to Westfield, the Transport Assessment should include analysis of the West Port junction and the impact of development, in terms of traffic flows and junctions on West and East High Street.</p>
<p>Appraisal of Proposals on Transport Network & Conclusion</p>	<p>Transport Scotland initially identified concerns in relation to potential impacts on the trunk road network, in particular the Lochlands Junction of the A90(T) and A932 and the potential impact of development from Westfield on the current functionality of the junction. Additional information was therefore requested regarding trip destination data taking into account a cumulative assessment.</p> <p>The Planning Service undertook trip destination modelling. A methodology for this work was agreed in advance of this work with Transport Scotland. This data alongside submissions made by the prospective developers at Westfield (including a Masterplan & Traffic Survey) and the Planning Service, in terms of draft policy wording and proposed phasing, allowed Transport Scotland to model trip destination information for the proposed allocations at Forfar, including any qualifying cumulative development.</p> <p>Following modelling, this showed that although the majority of traffic from the allocations identified at Turfbeg and Westfield seeking access to the Trunk Road Network would do so at the grade separated A90 / A94 / A926 junctions there remains potential for additional traffic at the A90 Lochlands junction. Transport Scotland have therefore indicated that an allocation at Westfield should specify that development is expected to start at the north and that no access to Westfield Loan or Dundee Road will be allowed, or more than 125 units developed (the LDP first phase allocation), until a full assessment of the</p>

	<p>potential impact on the A90 junctions (including Lochlands) is completed and any resulting mitigation is agreed with Angus Council and Transport Scotland.</p> <p>This wording forms part of the site allocation wording for Westfield.</p> <p>In relation to park & ride facilities, the Local Development Plan does not allocate a specific site, however support is set out in Policy TC11 for a proposal at Forfar subject to meeting site specific criteria.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network. Particular analysis and potential mitigation will be given to the West Port junction. The allocation wording requires the submission of a Transport Assessment with particular reference to an assessment of the West Port junction, traffic flows and junctions on East and West High Street. Any strategic or local transport related mitigation will be dealt with through the development management process.</p>
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SETTLEMENT	KIRRIEMUIR
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Westfield/Lindsay Street/Sunnyside (38 units); ▪ Hillhead (1 unit); ▪ Platten, Brechin Road (1 unit); ▪ 19 Glengate Hall (9 units); ▪ Pathhead Nursery, Forfar Road (1 unit); ▪ Sunnyside (35 units); ▪ Former Workshop & Yard, Cortachy Road (33 units). <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ East Muirhead of Logie – planning permission recently implemented for employment uses (Class 4, 5 & 6).
Proposed New Allocations	<ul style="list-style-type: none"> ▪ No new land allocations.
Comments Received from Agencies	<p><u>Transport Scotland:</u> No significant strategic transport impacts envisaged due to scale and location of development.</p> <p><u>TACTRAN:</u> No comments received.</p> <p><u>Angus Council's Roads Service:</u> No comments received.</p>
Appraisal of Proposals on Transport Network & Conclusion	<p>No strategic transport impacts or changes to the strategic network as a result of the continued housing and employment land. No additional assessments have been requested from any agency following initial consultation.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure proposed developments can be accommodated within the local transport network and provide appropriate connections into the local footpath/cycling and public transport networks.</p>

SETTLEMENT	LETHAM
Existing Sites (incl. sites continued from the previous Local Plan)	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ 16 Guthrie Street (2 units); ▪ East Hemming Street (15 units); ▪ Jubilee Park (30 units)
Proposed New Allocations	<p><u>Housing:</u></p> <ul style="list-style-type: none"> ▪ Land Between Blairs Road & Dundee Street (20 units); <p><u>Employment:</u></p> <ul style="list-style-type: none"> ▪ Land at Dundee Street – 1.9ha of land for small scale business/employment uses.
Comments Received from Agencies	<p><u>Transport Scotland:</u> No significant strategic transport impacts envisaged due to scale and location of proposed allocation.</p> <p><u>TACTRAN:</u> No comments received.</p> <p><u>Angus Council's Roads Service:</u> In relation to Land Between Blairs Road & Dundee Street a new footway will be required on the south side of Blairs Road. In relation to employment uses on Land at Dundee Street, the provision of a footway on the west side of Dundee Street over site frontage will be required. Further consideration may be needed with respect to siting and form of access junction (possible cross-roads junction at Dundee Street/Dundee Road).</p>
Appraisal of Proposals on Transport Network & Conclusion	<p>No strategic transport impacts or changes to the strategic network as a result of the new housing land allocations and given the scale of new development proposed (i.e. 50 units). No additional assessments were therefore requested by Transport Scotland.</p> <p>The Planning Service will continue to work with Angus Council's Roads Service to ensure the proposed developments can be accommodated within the local transport network and provides appropriate connections</p>

	into the local footpath/cycling network. This will include a comprehensive review and update to the Letham Unadopted Roads Policy.
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5. ASSESSMENT OF LOCAL DEVELOPMENT PLAN (LDP) SETTLEMENTS WITH NEW LAND ALLOCATIONS AGAINST: ANGUS COMMUNITY PLAN AND SINGLE OUTCOME AGREEMENT 2013 – 2016 AND REGIONAL/SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG) OBJECTIVES

Scottish Transport Appraisal Guidance uses a seven point measure to highlight likely impacts of transport projects. These are interpreted by a series of + or – symbols as described below.

Major Benefit	+++
Moderate Benefit	++
Minor Benefit	+
No Benefit or Impact	0
Minor Impact	-
Moderate Impact	--
Major Impact	---

	Regional Transport Strategy & STAG Objectives						Angus Community Plan Outcomes (2013-2016)								
Settlement	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Health & Well Being	Our Communities are safe, secure and vibrant	We have improved the health and wellbeing of our people and inequalities are reduced	Individuals are supported in their own communities with good quality services	Our communities are developed in a sustainable manner	Our natural and built environment is protected and enjoyed	Our carbon footprint is reduced	We have a sustainable economy with good employment opportunities	Angus is a good place to live in, work in and visit	
Arbroath	+	0	++	+	+	+	+	+	+	++	++	-	+++	+++	
Brechin	++	0	+++	-	+	0	++	+	++	++	+++	-	+++	+++	
Carnoustie	++	++	+++	+	+	0	++	+	++	++	+++	-	+++	+++	
Forfar	+	0	++	--	0	0	+	0	++	+++	+++	0	++	++	
Kirriemuir	+++	0	++	+++	+++	++	++	+	++	+++	+++	+++	+++	+++	
Monifieth	+	0	++	-	0	0	+	0	+	++	++	+	+	++	
Montrose	+	0	+++	++	+	0	+	-	++	+	0	-	+++	++	
Edzell	++	0	+	0	++	0	+	+	+++	++	++	0	0	++	
Friockheim	+	0	++	+	+	++	++	+	+	+	++	-	0	++	
Letham	++	+	+++	+	++	+	+	+	+++	+	++	+	+++	+++	
Newtyle	+	0	+	-	0	0	++	+	+++	+	++	-	0	++	