

# AUCHTERHOUSE COMMUNITY COUNCIL

## MINUTES OF MEETING No 234

HELD IN THE VILLAGE HALL ON TUESDAY 20 March 2007

<b>Present:</b>	Gavin Christie, Linda Cockram, Joanne Elwin, Keith Faulder, Kim Miller, Garry Stewart and Adam Watts
<b>Apologies:</b>	Gwen Loudon.
<b>In Attendance:</b>	2 members of the Work Foundation, 1 member of staff of Tayside Police, plus 1 member of the public.
<b>Chair:</b>	Joanne Elwin

### 234.1. Chairman's Comments.

Joanne welcomed everyone to the meeting.

### 234.2. Work Foundation Consultation

An exercise designed to improve the way in which Tayside Police involves and consults with communities was carried out by representatives of the Work Foundation. Members of the council gave their views on Police performance on questions such as: -

- Are they engaging effectively with the public
- Do they understand the priorities the public expect from the Police
- Are their priorities compatible with those of the public
- Are they feeding information effectively back to the public to account for police action.

It was considered a useful exercise, which will be carried out with other councils, and from which we await the report.

### 234.3. Minutes of Meeting No 233

The minutes of the last meeting, which had been circulated, were approved.

### 234.4. Matters Arising

ere has been one further accident recently on the B954 at the Cotton.

The Traffic Co-ordination committee have recommended, to Angus Council, the creation of anti-skid strips on the road at the Cotton. The action of the Council is awaited.

#### b). Core Paths

Discussions on improving the right of way from Sunnyblink to the main road at Bonnyton to make it more accessible are ongoing.

#### c). TACTRAN

Linda has thoroughly examined the strategy document produced for the Tayside and Central Scotland Transport Partnership and replied to TACTRAN with a detailed written criticism of it, for which she was thanked, - see Appendix.

There has, also, been opposition from other neighbouring councils and these have all been reported in the local press. It will be crucially important to watch out for developments now that the consultation period has ended.

#### d). Angus Local Plan

There were no further comments on the final draft of the Plan.

#### e). Planning Advice Note 81

Linda explained the importance of this new PAN to community councils. Both the full and summary documents had been received by councillors. In the document, from the Scottish Exec., emphasis is placed on their determination to make planning more efficient and more inclusive and accessible to the public. There may in future be a statutory role for community councils.

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A brief guide to the 2006 Scottish Planning Act was also emailed to councillors. This outlines what changes will occur to reform the planning system and when this will happen.

### 234.5. Planning Applications

There were no new applications.

The application for houses at N Dronley will not be considered until drainage concerns have been addressed. No action is expected in the near future

The application for a house at Four Winds, Old Whisky Road has been withdrawn but a possible house extension is now being considered.

### 234.6. Correspondence Received

#### a). Angus Council

- **Chief Exec:** Advising us that Angus Council's Annual Report was now available , see [www.angus.gov.uk/annualreports/default.htm](http://www.angus.gov.uk/annualreports/default.htm).
- **Member Services:** Letter from Cllr Ellis re TACTRAN Regional Transport Strategy draft doc.

#### b) OTHERS

- **Scottish Exec:** Requesting our views on their "National Planning Framework". See [www.scotland.gov.uk/Topics/Planning/National-Planning](http://www.scotland.gov.uk/Topics/Planning/National-Planning) Copies of their **Big Plans** questionnaire were distributed.
- **Scottish Exec:** Copies of PAN 81 had been received, see 234.4.e above
- **Tayside Police:** Requesting the time to run a "focus group" session as part of an exercise to improve the way Tayside Police involves and consults the community. See 234.2. above

### 234.7. FINANCE

Balance in the bank is £1,269.87.

### 234.8. OTHER BUSINESS

There was none

### 234.9. DATE OF NEXT MEETING

**TUESDAY 17 April 2007 at 7.30pm**

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Appendix

### **Public Consultation on Draft TACTRAN Regional Transport Strategy. Response By Auchterhouse (Angus) Community Council**

I have considered the proposals in this document on behalf of Auchterhouse Community Council and would like to make the following comments.

#### **A90 Outer Dundee Bypass**

We are very concerned to see references in this document to an A90 Outer Bypass of Dundee (page 6.14 para. 6.2.101, intervention IV\_II and para. 6.2.104 Action II.1 for example.) We strongly object to the inclusion of this option among those for improving the efficiency of the A90 corridor for a number of reasons. We recognise that this is not a concrete proposal at present, but nevertheless consider it to be inappropriate and inconsistent with local development plans and the sustainable aspirations of the transport strategy proposals (para 3.1.1) Our objections are as follows:

1 Any route that this bypass takes will cut through greenfield land at the foot of the Sidlaw hills and through the communities of South Angus between Liff and Tealing. This will have a devastating effect on these communities, including the Auchterhouse community council area; it will destroy an area of natural beauty and leisure amenity enjoyed by the people of Dundee, as well as Angus; and it will create a severance between communities in this area which the strategy claims it seeks to avoid. It would seem that the route would be likely to cut through Dundee's proposed Western Gateway development as well.

2) There have been concerns that the proposed City Regions in the new planning framework will focus planning on the development of these regions to the detriment and exclusion of the areas between regions. This seems a good example of such a proposal as, while it might allow "locking in" of benefits to Dundee round the Kingsway (para 6.2.1), it will be highly disruptive to the neighbouring rural Angus communities, such as Auchterhouse.

3) The Scottish Executive's traffic volume statistics suggest that traffic volumes are fairly stable in Dundee and Angus and therefore there is no justification for maintaining the bypass option in planning, even for the next fifteen years, when more sustainable options are available. The problem with the Kingsway is not traffic volume but traffic flow. This could be greatly improved by upgrading the Kingsway junctions; the need for this was highlighted in the Dundee/Angus Structure Plan (2001 –2016) in relation to the Western Gateway development. The likelihood is that the building of a new bypass will result in increased traffic, an outcome also noted in the SEA environmental report (Table5.9)

4) This is not a sustainable option. Table 5.9 in the SEA report sets out the evaluation of the impact of the road-based measures in the Strategy and it is uncertain or negative on almost all factors including climate change, natural heritage and community impact. Both Dundee and Angus councils have recently signed up to Scotland's Climate Change Declaration. This bypass option is not consistent with environmentally sensitive and responsible planning, or with sustainable aspirations of the document itself, or with the commitments to sustainable development required of councils signed up to the Climate Change Declaration.

5) The bypass, as a planning option, does not figure in current structure plans or local development plans for this area. These are the plans which should drive local planning during the time frame of the plans

6) The strategy document contains much that is forward thinking and environmentally responsible in its proposals for improved public transport, improved walking and cycling amenity and development of "park and ride" facilities. These options should be pursued fully. Table 5.18, in the SEA environmental report, sets out the mitigation measures of the strategy proposals. These focus heavily on reduction of private road transport and increased uptake of public transport and other alternatives. The inclusion of the bypass option in the strategy (and in future strategies, as proposed) is inconsistent with these mitigation proposals and could possibly undermine a fuller commitment to more sustainable planning options.

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**For these reasons, we strongly believe that the A90 Bypass option should be removed from this strategy document.**

### **Development of Dundee Airport**

We are also concerned about the support for the further development of Dundee Airport (Table 3.1) The strategy supports an improvement in the terminal facilities and also a promotion of “flights from Dundee to new UK and European destinations” The SEA assessment assumes “that level of increase in flights is relatively small and that no new infrastructure is required” (Table 5.12 page 72) Given the current volume of flights from Dundee airport, the promotion of flights to other UK and European destinations, will, almost certainly, result in a relatively large increase in flights, over current frequency and will probably require new infrastructure. Carbon offset by planting trees to create a carbon sink is proposed as a possible mitigation measure for environmental impact. This is commendable but it is not at all clear how it could be effectively achieved within the time frame of this strategy.

Dundee is within 60 miles of Edinburgh and Aberdeen airports. Glasgow is not much further and it doesn't seem to us that the development of Dundee airport is a necessary or cost effective option if there are improved public transport options to other relatively close international airports.

We were not able to attend the stakeholder meeting in Dundee but we look forward to being involved in the proposed reviews and monitoring of the Partnership's Regional Transport Strategy.

Linda Cockram

On behalf of Auchterhouse Community Council (Angus)