

**REPORT TO:** East Lothian Council

**MEETING DATE:** 18 December 2012

**BY:** Executive Director (Services for Communities)

**SUBJECT:** Scotland's Third National Planning Framework (NPF3)

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## **1 PURPOSE**

- 1.1 To advise Members that the Scottish Government has started work on the Third National Planning Framework (NPF3), and to seek Members' approval for a response to the initial consultation.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that Members note that work has started on NPF3 and approve the proposed response to the initial consultation on Scotland's Third National Planning Framework.

## **3 BACKGROUND**

- 3.1 The National Planning Framework (NPF) is prepared by the Scottish Government. It sits at the top of the hierarchy of Scottish development plans and provides a framework for the spatial development of Scotland as a whole.
- 3.2 The Scottish Government has started work on the third NPF (NPF3). Once published in June 2014, NPF3 will set out the Scottish Government's strategic development priorities over the next 20-30 years. It can designate National Developments, which are considered by Ministers to be essential to Scotland's strategic spatial development. These might include major strategic transport, water and drainage and waste management infrastructure projects. Designation in the NPF establishes the need for such developments in the national interest.
- 3.3 The existing National Planning Framework (NPF2) identifies 14 National Developments, including Cockenzie Power Station as a site for new non-nuclear baseload power generation. East Lothian is also included within NPF2's 'Central Scotland Green Network' National Development. Other

examples of National Developments in NPF2 include the Replacement Forth Crossing and a high-speed rail link to London.

- 3.4 Three publications mark the start of the formal preparation process of NPF3: The Participation Statement, the Call for Candidate National Developments, and the Strategic Environmental Assessment (SEA) Scoping Report. A questionnaire has also been published, asking about the key issues for NPF3 to address.
- 3.5 At this stage interested parties have therefore been invited to put forward proposals for National Development status, and to comment on the priorities NPF3 should address and its spatial strategy. There will be further opportunities to submit comments when the NPF Main Issues Report and associated assessments are published; this is scheduled for March 2013.
- 3.6 Proposals for National Development status must be of more than regional significance, and must make a significant contribution to one or more of: (a) An 80% reduction in emissions by 2050; (b) Achieving the aims of the Zero Waste Plan; (c) The Scottish Government's Renewable Energy Targets; (d) Skills development, reducing unemployment and job creation; (e) Strengthening Scotland's links with the rest of the world; (f) Improving our digital, transport, utilities or green infrastructure networks; (g) Adapting to or mitigating the effects of climate change; (h) Improving the quality of the built or natural environment.
- 3.7 It is recommended that East Lothian Council continues to support the identification of Cockenzie Power Station in the NPF as a site for non-nuclear baseload power generation. This proposed development, and its associated gas pipeline have the required statutory permissions. It is also recommended that the Council supports the continued inclusion of the Central Scotland Green Network (CSGN) and the high-speed rail link to London as National Developments.
- 3.8 In line with priorities identified in the Council Plan 2012-17 and the Council's Economic Development Strategy 2012-2022, it is further recommended that the Council proposes dualling of the A1 east of Innerwick to the English border as a Candidate National Development on the basis that it would strengthen Scotland's links with northern England and markets beyond (see pro forma at Appendix One).
- 3.9 It is also recommended that the Council calls for a stronger focus on delivery within NPF3, including funding of strategic infrastructure proposals such as the key transport improvements required to unlock growth in the Edinburgh city region. The link and junction capacities of the A720 Edinburgh City Bypass are particular issues. Within East Lothian, capacity constraints at the Old Craighall Junction are such that Transport Scotland will raise objection to any significant development that further impacts on this, unless there is an agreed solution and a mechanism identified for its delivery. Transport Scotland expects this matter to be resolved by local authorities with the funding requirement delivered through developer contributions.

- 3.10 In view of the potential impact of these capacity constraints on the economy of south east Scotland, and consequently on the wider Scottish economy, it is recommended that the Council proposes the upgrading of the A720 Edinburgh City Bypass as a Candidate National Development (see pro forma at Appendix One).
- 3.11 The estimated decommissioning date of the existing Torness Power Station is 2023. Since generation started, in 1988, the station has made a significant contribution to meeting Scotland's energy requirements. It is recommended that the importance of the Torness site be recognised by its inclusion as a Candidate National Development for future nuclear baseload generating capacity.
- 3.12 The Scottish Government has published a questionnaire that asks respondents to select from a list what they think the key ambitions are for Scotland in the long terms and what the opportunities are for planning at a national level to help achieve these ambitions. It is not recommended that the Council submits a response using the questionnaire as it would be difficult not to agree that all of the options within it are important.

#### **4 POLICY IMPLICATIONS**

- 4.1 None

#### **5 EQUALITIES IMPACT ASSESSMENT**

- 5.1 This report is not applicable to the well being of equalities groups and an Equalities Impact Assessment is not required.

#### **6 RESOURCE IMPLICATIONS**

- 6.1 Financial - None
- 6.2 Personnel - None
- 6.3 Other - None

#### **7 BACKGROUND PAPERS**

- 7.1 None

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<b>DATE</b>	19 November 2012

## National Developments Proposal Form

<b>National Planning Framework 3 - National Developments Proposal Form</b>	
Proposer	East Lothian Council
Contact details	Phil McLean 01620 827017 pmclean@eastlothian.gov.uk
Date	15/11/2012
Title of development	<b>Dualling of the A1(T)</b>
Elements to be covered by national development status (list)	Dualling of remaining single carriageway stretches of A1(T) between Dunbar and the English Border. Associated junction alterations and improvements.
Fit with criteria and statement of more than regional importance (guide - 500 words)	<p>This development is of national significance and would meet the criterion 'improve Scotland's links with the rest of the world'.</p> <p>NPF2 identifies this route as a 'strategic freight corridor' and notes that <i>"Cross-Border road and rail links are of prime economic importance ... The economic benefits of tourism can be spread more widely if more of Scotland can be brought within 3 hours of major English cities. ... Reducing journey times on routes between Aberdeen and Newcastle would improve the connectivity of knowledge economy clusters on the East Coast. ... The Scottish Government will work with the UK Government and other bodies to strengthen cross-Border transport links."</i></p> <p>East Lothian Council believes that support for dualling of the A1(T) is an essential component of achieving this ambition. It would reduce journey times between the Edinburgh city region and the Tyne and Wear conurbation and make them more reliable, with benefits for trade between the two regions and wider national benefits.</p> <p>The A1(T) is one of the key road links with England and it is also significant that as a low-lying route it is the one least likely to be affected by winter weather.</p>
Location (description, map reference, or map)	A1(T) between Dunbar and English Border.

<b>Public Engagement to date (guide - 100 words)</b>	<b>None specifically on this project, however there is a history of support for improvements to the A1 since the late 1980s (the A1 Safelink Campaign).</b>
Environmental Study / Assessment available? (yes / no)	No
<i>If yes, what significant effects were identified</i>	
Delivery timescale	Not applicable at this stage
Development lifespan	Not applicable at this stage
Consents required	Planning permission
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	No but current route of A1(T) is readily identifiable.

<b>National Planning Framework 3 - National Developments Proposal Form</b>	
Proposer	East Lothian Council
Contact details	Phil McLean 01620 827017 pmclean@eastlothian.gov.uk
Date	15/11/2012
Title of development	<b>Upgrading of the A720(T) Edinburgh city bypass</b>
Elements to be covered by national development status (list)	Grade separation of Sheriffhall roundabout and assessment and capacity increases of other junctions including Old Craighall interchange.
Fit with criteria and statement of more than regional importance (guide - 500 words)	<p>This development is of national significance and would meet the criterion 'improve Scotland's links with the rest of the world'.</p> <p>The STPR identifies the A720(T) as part of the national transport corridor linking SE Scotland with the west, north and north-east of the country.</p> <p>Movement of freight is fundamental to economic growth so transport links need to be fit for purpose in providing links to ports, the wider UK and global markets.</p> <p>NPF2 identifies this route as a 'strategic freight corridor' and notes that <i>"The economic benefits of tourism can be spread more widely if more of Scotland can be brought within 3 hours of major English cities. ... Reducing journey times on routes between Aberdeen and Newcastle would improve the connectivity of knowledge economy clusters on the East Coast. ... The Scottish Government will work with the UK Government and other bodies to strengthen cross-Border transport links."</i></p> <p>East Lothian Council believes that support for upgrading of the A720(T) is an essential component of achieving this ambition. It would reduce journey times between the Edinburgh city region and the Tyne and Wear conurbation and make them more reliable, with benefits for trade between the two regions and wider national benefits.</p>
Location (description, map reference, or map)	A720(T) between and including Gogar roundabout and Old Craighall interchange.

Public Engagement to date (guide - 100 words)	None specifically on this project.
Environmental Study / Assessment available? (yes / no)	No
<i>If yes, what significant effects were identified</i>	
Delivery timescale	Not applicable at this stage
Development lifespan	Not applicable at this stage
Consents required	Planning permission
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	No but current route of A720(T) is readily identifiable.



<b>National Planning Framework 3 - National Developments Proposal Form</b>	
Proposer	East Lothian Council
Contact details	Phil McLean 01620 827017 pmclean@eastlothian.gov.uk
Date	15/11/2012
Title of development	<b>Torness Power Station – safeguard for future nuclear baseload generating capacity</b>
Elements to be covered by national development status (list)	The operational and non-operational land associated with the generation of electricity by British Energy at Torness Power Station.
Fit with criteria and statement of more than regional importance (guide - 500 words)	This development is of national significance and would meet the criteria of an '80% reduction in emissions by 2050', 'Skills development, reducing unemployment and job creation' and 'adapting to or mitigating the effects of climate change.' Torness will be decommissioned in 2023. Given its importance as a baseload generating station, consideration should be given now to the future contribution the site can make to Scotland's generating capacity.
Location (description, map reference, or map)	Torness Power Station
Public Engagement to date (guide - 100 words)	None specifically on this project.
Environmental Study / Assessment available? (yes / no)	No
<i>If yes, what significant effects were identified</i>	
Delivery timescale	Not applicable at this stage
Development lifespan	Not applicable at this stage
Consents required	Permission under the Electricity Act
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	No but site is readily identifiable.

