

Policy Assessment - Sustainable and Accessible Transport

SEA Objective	Resource Indicator	Policy/ Proposal	Likely Significant Effects			Secondary/ Cumulative/ Synergistic	Mitigation / Reason
			Positive Effect	No Effect/ Neutral	Negative Effect		
1 a							
		1 - Policy 53: Active Travel				No significant impact.	No significant effect on European sites.
		2 - Policy 54: Accessibility of New Developments				No effects.	This policy promotes accessibility to sustainable modes of transport in new developments and there is unlikely to be any significant effects on European sites.
		3 - Policy 55: Dundee Airport				Collectively pLDP policies offer protection to European sites on the River Tay.	This policy relates to restrictions on development in the vicinity of Dundee Airport and therefore indirectly supports the protection of Natura sites.
		4 - Policy 56: Car Parking					Proposal 1: Riverside Park & Ride assessed through the HRA and was screened out of the process as no likely significant effect identified that would undermine the conservation objectives of the site. No significant effect predicted.

	b								
		1 - Policy 53: Active Travel						Some minor enhancement of the green network is expected.	The policy indirectly encourages connectivity of open spaces, woodland and locally important nature conservation areas through development and promotion of the cycle and footpath networks.
		2 - Policy 54: Accessibility of New Developments						There may be a small residual effect on the enhancement of access to these sites.	No significant effect.
		3 - Policy 55: Dundee Airport						Although cumulative impacts are unlikely due to restrictions on development opportunities around the Airport, these will be assessed on a case by case basis as and when development comes forward.	This policy relates to restrictions on development in the vicinity of Dundee Airport and therefore indirectly supports the protection of locally important nature conservation areas.
		4 - Policy 56: Car Parking							No significant effect predicted from Policy 56 however Proposal 1 could potentially impact on the nature conservation attributes of the Local Nature Reserve. This issue is being addressed through an application for planning permission currently being considered.
	2 a								
		1 - Policy 53: Active Travel						No significant impact.	No impact on population demographics.

		2 - Policy 54: Accessibility of New Developments						No impact.	No impact on population demographics.
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		3 - Policy 55: Dundee Airport							n/a - No significant effect on population demographics as this policy relates to airport safety.
		4 - Policy 56: Car Parking							No significant effect on population demographics.
	b								
		1 - Policy 53: Active Travel						Secondary benefits to health, sustainable travel and air quality.	The policy will improve the quality of life for communities by improving connectivity with open spaces, woodland and locally important nature conservation areas through development and promotion of the cycle and footpath networks.
		2 - Policy 54: Accessibility of New Developments						Improving accessibility will create a positive impact on the quality of life of communities.	Positive impact.
		3 - Policy 55: Dundee Airport							No impact on communities.

5	a, b, c, d								
		1 - Policy 53: Active Travel							n/a
		2 - Policy 54: Accessibility of New Developments							n/a
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking							n/a
6	a								
		1 - Policy 53: Active Travel						Policy will contribute to meeting the AQMA legislative limits through its contribution to the City Council's Air Quality Action Plan.	No direct significant impact on legislative limits.
		2 - Policy 54: Accessibility of New Developments						Policy will contribute to meeting the AQMA	No direct significant impact on legislative limits.
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking						Secondary effect of policy should be to reduce the impact of development on air quality.	Policy supports mitigation of impact of development on air quality.
	b								
		1 - Policy 53: Active Travel						Secondary benefits to health and safety.	This policy states that sustainable modes of travel should be promoted in all new development proposals. This will produce a positive impact on the mode of travel to work or school.
		2 - Policy 54: Accessibility of New Developments						Policy is designed to promote accessibility including work and school. Secondary benefits to air quality should result.	Policy supports SEA objective.
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking							n/a
7	a								

		1 - Policy 53: Active Travel						Policy will directly benefit energy efficiency and reduction of greenhouse gas emissions.
		2 - Policy 54: Accessibility of New Developments						Policy will support energy efficiency and reduction of greenhouse gas emissions.
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking					Policy promotes benefits in terms of energy efficiency.	Minor positive impact.
	b							
		1 - Policy 53: Active Travel						Policy will result in more sustainable developments.
		2 - Policy 54: Accessibility of New Developments					Policy will enhance more sustainable forms of development.	Minor positive impact.
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
	c							

		1 - Policy 53: Active Travel						The cumulative impact will result in a positive contribution to development of the Core Paths Network	This policy directly supports sustainable travel.
		2 - Policy 54: Accessibility of New Developments						Secondary positive effects for health and air quality.	Policy directly supports sustainable transport.
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking						Purpose of park and ride and parking restrictions is to encourage use of sustainable transport.	Policy directly supports sustainable transport.
8 a									
		1 - Policy 53: Active Travel							n/a
		2 - Policy 54: Accessibility of New Developments							n/a
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking							n/a
b									
		1 - Policy 53: Active Travel						Collectively with pLDP policies there is the opportunity for a positive effect on city centre infrastructure.	This policy states that sustainable modes of travel should be promoted in all new development proposals. This includes the City Centre.

		2 - Policy 54: Accessibility of New Developments						Minor positive impact on enhancement of the City Centre infrastructure
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking					The policy restricts private non-residential parking in the city centre, thus allowing for better use of land in that area and better use of the other transport options.	Policy supports SEA objectives.
	c							
		1 - Policy 53: Active Travel					Minor positive effect the material assets of the housing stock.	No significant impact.
		2 - Policy 54: Accessibility of New Developments					Minor positive impact on the standards of housing stock.	No significant impact.
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
	d							
		1 - Policy 53: Active Travel					Small enhancement of the schools stock through improving safe and sustainable access.	n/a
		2 - Policy 54: Accessibility of New Developments					Small enhancement of the schools stock through improving safe and sustainable access.	n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
	9 a							
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
	b							
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a

		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking							n/a
	c								
		1 - Policy 53: Active Travel							n/a
		2 - Policy 54: Accessibility of New Developments							n/a
		3 - Policy 55: Dundee Airport							n/a
		4 - Policy 56: Car Parking							n/a

d								
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
e								
		1 - Policy 53: Active Travel						There are no transportation policies which would affect Gardens and Designed Landscapes.
		2 - Policy 54: Accessibility of New Developments						a/a
		3 - Policy 55: Dundee Airport						a/a
		4 - Policy 56: Car Parking						a/a
10 a								
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
b								
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a
c								
		1 - Policy 53: Active Travel						n/a
		2 - Policy 54: Accessibility of New Developments						n/a
		3 - Policy 55: Dundee Airport						n/a
		4 - Policy 56: Car Parking						n/a