

SPP Review - Priorities for Change

Contact Details

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Policy Ideas

The review is of the SPP as a whole – please consider connections and tensions between policy subjects

Policy Subject/s : Development Management

What works?

What doesn't work?

Regional transport impacts and related opportunities for seeking developer contributions to fund strategic transport infrastructure and facilities are not always fully considered in the Development Management process. Regional Transport Partnerships are designated "Key Agencies" in the Development Planning process but are not statutory consultees in the Development Management process. Engagement in the Development Planning process is generally good and helps to ensure appropriate integration of strategic Land Use and Transportation policy and planning both regionally and locally at the Development Plan stage. However, there can be less engagement by and with Planning Authorities and/or prospective developers at the Outline and Detailed Planning stages of strategically significant developments, meaning that associated discussion on regional transport impacts and the potential for development contribution towards strategic transport solutions in line with statutory Regional Transport Strategies is able to be undertaken at an early stage in planning or prior to development commencing.

Why?

Despite current references within SPP to the need for pre-application discussions with key agencies (para. 24) consideration of the wider impacts of development for traffic and transport across local authority boundaries are not always fully recognised or considered in the Development Management process, with potential opportunities for securing appropriate private sector contributions towards mitigating impacts upon the strategic transport network and facilities potentially being missed and/or appropriate transport mitigation measures being designed in.

Whilst we need to understand the issues, we ask that comments focus on the possible solutions.

What changes and/or solutions could be made to the policy to focus it on sustainable economic growth and to emphasise place making?

Regional Transport Partnerships should be afforded statutory consultee status in the Development Management process for major strategic developments to ensure that full consideration is given to strategic transport issues throughout the Development Planning and Management process, including consideration of the potential for developer contributions to fund strategic transport infrastructure.

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Policy Ideas

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Policy Subject/s : Transport

What works?

The general thrust of the current SPP and its encouragement of a shift to more sustainable modes for all development is strongly supported. The existing encouragement to Development Planning authorities to work with Regional Transport Partnerships to ensure consistency between Development Plans and Regional Transport Strategies (para. 166) is also welcomed and supported, but should be strengthened to reflect and reinforce the statutory role of Regional Transport Strategies.

The references within the preceding policy section on Open Space and Physical Activity to the important links between transport policy and physical activity is supported (para 150 refers). This should be extended to refer not only to Local Transport Strategies but also the statutory Regional Transport Strategies, which seek to promote Active Travel as a means of addressing climate change and health & wellbeing outcomes.

The need for approaches to developer contributions linked to transport implications of proposed developments to be set out in the Development Plan(s) (para. 170) is strongly supported, but see separate comments submitted in relation to Development Management process/policy generally, and the need for policies and Supplementary Guidance on developer contributions for transport to specifically make provision for contribution towards strategic, cross-boundary transport impacts.

What doesn't work?

The current emphasis on Travel Planning should be strengthened to promote a more positive and proactive approach to ensuring that the ethos of sustainable travel is maintained beyond the planning application process into action. In addition to requiring Development Plans to set out when a Travel Plan is required in support of applications for planning permission (para. 167) there should also be a policy encouragement and/or requirement on developers, through the Development Management process, to ensure that Travel Plans are also implemented and monitored for their ongoing effectiveness, in the interests of ensuring that the transport impacts of developments are managed in line with the policy intention at the time of planning approval.

Current references to making the best use of rail services and stations (para. 176) are supported, but the wording regarding new stations only being considered where these generate a “high level of demand” and that they “will be served by feeder rather than existing inter-urban services” should be altered to offer a more flexible approach to enabling and supporting development of local rail services and new stations, including new stations on existing inter-urban routes, where a positive Business Case can be demonstrated, in line with current Transport Scotland policy.

Why?

Please return this proforma to sppreview@scotland.gsi.gov.uk by 11 January 2013

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There is a feeling that Travel Plan requirements are very often a “tick box” element of the planning process, which can be allowed to fall into abeyance after implementation of developments.

There is considerable potential for development of rail services and facilities to support the general national objective of sustainable economic growth and wider climate change objectives. Tactran’s own Tay Estuary Rail Strategy (TERS) has identified a positive Business Case for regional service and station enhancements which complement proposals for enhancing rail services between Aberdeen – Central Belt, as identified within the Strategic Transport Projects Review.

Whilst we need to understand the issues, we ask that comments focus on the possible solutions.

What changes and/or solutions could be made to the policy to focus it on sustainable economic growth and to emphasise place making?

Amend SPP to place a stronger emphasis on effective implementation of Travel Plans within the Development Management and planning process.

Amend SPP to support the development of rail services and new stations where a positive Business Case can be demonstrated.