

## EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE: 10 MARCH 2004

### SCOTTISH PLANNING POLICY SPP 17 PLANNING FOR TRANSPORT: CONSULTATION DRAFT

#### Report by Director of Development Services

#### 1. PURPOSE OF REPORT

- 1.1 To seek the Committee's views on Scottish Planning Policy SPP 17 Planning for Transport: Consultation Draft. Comments are requested by 16 April 2004.

#### 2. BACKGROUND

- 2.1 The draft SPP 17: Planning for Transport will, when finalised will replace the following extant policy guidance documents:

NPPG 9: The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland.

NPPG 17: Transport and Planning.

SPP 17: Transport and Maximum Parking Standards Addendum to NPPG 17.

- 2.2 The Scottish Executive also intends to revise at a later date Planning Advice Note 57: Transport and Planning to accompany the new SPP 17.

#### 3. POLICY IMPLICATIONS

- 3.1 SPP 17 is designed to assist local authorities in achieving an integration of land use and transport planning through supporting the following objectives:

- a pattern of development and redevelopment that reduces the need to travel, facilitates movement by public transport, encourages and facilitates freight servicing by rail or water, and enables people to access local facilities by walking and cycling;
- provision of high quality public transport access, in order to encourage modal shift away from car use to more sustainable forms of transport, and to fully support those without access to a car; and
- effective management of motorised travel, within a context of sustainable transport objectives.

Relationship of Strategic Planning to Major Transport Projects

- 3.2** The SPP emphasises the need for strategic land use plans to take account of the transport network infrastructure in their area, congestion constraints, new transport projects and demand management schemes. Policies to resolve land use/transport issues should ensure new development can be integrated into effective networks for walking cycling and public transport.
- 3.3** Strategic land use plans should adopt a master-planning approach for complex developments and set out principles to be applied regarding developer contributions for transport infrastructure.

#### Planning for Strategic Roads

- 3.4** Development plans should aim to reduce need to use strategic routes for short journeys.
- 3.5** Local Authority planning and transport staff should be involved in early modelling and appraisal work for improvements to strategic road network so that the impact of the development strategy and the need for new infrastructure is identified.
- 3.6** Scottish Executive may consider new motorway/trunk road junctions where nationally significant economic growth or regeneration benefits can be proven.

#### Planning for Railways and Tramways

- 3.7** Planning Authorities and the Strategic Rail Authority should engage on longer term development options in the context of the Strategic Rail Authority's Strategic Plan and other relevant strategies/policies.

#### Planning for Airports

- 3.8** SPP 17 sets out the following planning and transport issues arising from potential airport development that need to be addressed through planning policies:
- the operational needs of the airport e.g.: runway capacity, terminal facilities, aircraft maintenance/handling, hours of operation and public safety.
  - surface transport access, for essential supplies, for air freight, for staff and for passengers.
  - related development such as transport interchanges, offices, warehouses, hotels, parking, etc.

#### Local Development Plans and Transport Projects/Assessing Development Proposals

- 3.9** SPP 17 sets out general policy guidance regarding the need for Local Plans to say how development proposals and transport should be related, including

provision for Maximum Parking Standards, Travel Plans and Transport Assessments.

#### Roadside Services Facilities Provision

- 3.10** SPP 17 requests planning authorities to make appropriate provision in development plans for a range of roadside facilities and should avoid being unduly restrictive unless there are legitimate land use, environmental, road safety or traffic management justifications.

#### Local Implications of SPP 17

- 3.11** It is considered that at local level the existing policies of the East Ayrshire Local Plan and the provisions of the Local Transport Strategy are substantially in accordance with SPP 17. As agreed by the Development Services Committee on 11 February 2003, and in line with Policy SD 8 of the Local Plan it is intended to produce a long term development strategy for East Ayrshire which will include integration of transport provision with land uses. An individual strategy for Kilmarnock which is currently been developed in response to the recommendations from the Public Local Inquiry into the Local Plan will reflect the strategic approach advocated by SPP 17.
- 3.12** As regards Maximum Parking Standards the above SPP 17 addendum took effect after formal approval of both the Local Plan and the Local Transport Strategy. However the provisions of the above addendum are already taken into account by the Roads Division and Development Promotion Section in their consideration of development proposals and the implications of the addendum will be included in the review of the Local Plan.

#### Strategic Implications of SPP 17

- 3.13** However, as regards the strategic implications of the SPP in its primary aim to ensure close integration of transport and land use planning, it is considered that the loss of strategic planning in Ayrshire could reduce the ability of the Ayrshire authorities to formulate an agreed strategic approach to these matters. This may also have a bearing on how planning and transport within Ayrshire can be successfully co-ordinated with the similar strategic considerations of neighbouring authorities in West Central Scotland with particular reference to the workings of the West of Scotland Transport Partnership (WESTRANS) of which East Ayrshire and other Ayrshire authorities are members.

### **4. FINANCIAL IMPLICATIONS**

- 4.1** None.

### **5. LEGAL IMPLICATIONS**

- 5.1** None.

## **6. RECOMMENDATIONS**

**6.1** It is recommended that the Committee:

- (a) approves Section 3 of this report as the Council's formal response to the Scottish Executive on SPP 17; and
- (b) requests the Head of Planning and Building Control to respond to the Scottish Executive in those terms.

**Stephen Chorley**  
**Director of Development Services**  
26 February 2004  
JT/MMM)  
FV-AN

### **LIST OF BACKGROUND PAPERS**

1. SPP 17 Planning for Transport: Consultation Draft (Scottish Executive, January 2004).
2. Report by Director of Development Services to Development Services to development Services Committee 22 October 2002 – Review of Strategic Planning: conclusions and Next Steps.
3. East Ayrshire Council Local Transport Strategy 2002 – 2004.

Anyone wishing to inspect the above papers contact Julian Thorp on (01563) 576789.

***Implementation Officer: Alan Neish***