

Response to National Planning Framework 4 Call for Ideas Jan 2020

Prepared by CWH on behalf of FCCAN Steering Group

Version: 18feb20

Refs

<https://www.transformingplanning.scot/news-and-events/news/npf4-call-for-ideas/>

<https://blogs.gov.scot/planning-architecture/2019/10/08/national-planning-framework-4-the-essentials/>

<https://www.transformingplanning.scot/national-planning-framework/get-involved/>

<https://www.transformingplanning.scot/national-planning-framework/resources/>

<https://www.transformingplanning.scot/media/1146/npf4-early-engagement-have-your-say-leaflet.pdf>

1. What development will we need to address climate change?

think about... what we will need to do to reach the target of net zero emissions by 2045; the opportunities that this could provide to support jobs and the economy; how places can be made more resilient to the long term impacts of climate change; what climate change-friendly places might look like in the future.

- Incentives to generate local and community renewable energy
- Provide mechanism to overcome barriers for local renewable energy to be sold directly to local residents
- Active travel infrastructure
- Higher energy efficiency in building standards
- Programme of retrofitting insulation and energy efficiency measures to existing housing stock
- More tree cover
- Less bare soil

2. How can planning best support our quality of life, health and wellbeing in the future?

think about... where we might want to live in 2050; how many and what types of homes we will need; how we can encourage more people to live in rural Scotland; whether we could target development to address longstanding differences in health and quality of life; whether

and where we might need new settlements, and regeneration of existing communities; how places could be more inclusive, diverse, creative, vibrant, safe, resilient and empowering.

- All new business and residential developments must have active travel provision for off the road walking and cycling to Transport Scotland standards. It must no longer be acceptable for planners to accept a transport plan saying (to paraphrase) 'no cyclists use the site, therefore no provision is required'.
- Work place parking levy instituted nationally. Local authorities to retain revenue.
- Local authority planning departments must prioritise environmental and sustainability factors above commercial concerns.
- Community councils must have a stronger role in local democracy. (They are currently largely ignored by local authorities)

3. What does planning need to do to enable development and investment in our economy so that it benefits everyone?

think about... what our economy might look like in 2050; how planning can anticipate and respond to the economic challenges of Brexit; what the key sectors might be and what infrastructure they may need to support them; how planning could stimulate and distribute growth; what type, scale and distribution of business and industrial land and premises will be needed; where significant investment sites might be; how economic opportunities could improve, or be accessible from, places where deprivation is concentrated.

- Incentivise economic development that does not generate a large volume of vehicle journeys. So jobs near homes. Or near good public transport.
- Planning conditions relating to economic development must be binding. For example NNG windfarm off Fife Ness was justified in part for the economic development it could bring to places such as Methil through fabrication of components. That planning condition has been non-binding and the economic development is in Asia, while the Methil yard lies dormant. This is not a sustainable development, and the planning authority has failed local stakeholders.
- Embodied energy of new infrastructure should be part of selection criteria. Minimising carbon dioxide produced during manufacture and installation. This would incentivise local production by minimising the transport energy requirement.

4. What policies are needed to improve, protect and strengthen the special character of our places?

think about... what special places will need protection in the future.; what the future might be for our rural, coastal and island communities; how we could unlock the potential of vacant and derelict land; what our city and town centres might look like in the future; whether we need to think about the concept of green belts; how we can get the most out of our productive land; how we can protect and restore peatland; how we can plan blue and green infrastructure; what we can do to protect and enhance biodiversity; and how we can strengthen the character and heritage of our many different places.

- Business rates need to reflect our societal desires (such as not having high streets full of vacant shops) rather than ease of revenue collection.
- Better financial incentives (and tax breaks) for business premises that are more energy efficient
- Online business needs to have some their externalities (such as low taxation, excessive delivery transport demand) internalised.
- Big shed retail on peripheral sites needs to pay more business rates. Car parking levy should be introduced.
- Land use strategy to better manage soils, reduce soil erosion and incentivise increased storage of soil carbon. Soil conservation methods from tropical countries where high intensity rainfall is the norm should be considered for adoption, particularly where root crops are being grown. Policing of existing requirements to not work or traffic soil when it is a fragile condition need to be implemented (appalling misuse of agricultural soil over winter is almost omnipresent in the Howe of Fife).

5. What infrastructure do we need to build to realise our long term aspirations?

think about... what infrastructure we will need in the future; how we can make better use of existing infrastructure capacity, including through innovation; where transport connections will be needed to support future development; where our international gateways, hubs and links will be in a post-Brexit world; how we can sustain our lifelines; how digital connectivity could change the way we live and work; where our natural resources for energy are; and what emerging and future technologies we will need to plan for.

- Provision of alternative means of travel (including active travel) to reduce vehicle transport demand
- Rural landowners incentivised through agri-environmental payments to allow off-the-road shared use paths to be built across their land.
- Incentives (and penalties) to reduce vehicle transport demand
- Equality between active travel and vehicle travel within local authority transport budgets
- Local authorities by default take on maintenance for all new active travel infrastructure built with Transport Scotland funding
- Financial incentives (and penalties) to reduce air transport demand (Islands exempted)
- Electric vehicle charging; Chargeplace Scotland must up their game in terms charge point reliability, and real time information. Their app currently has mainly 1 star ratings. It's really poor.