Abstract: This report comments on and provides the suggested basis for the Council’s response to the updated draft guidance on planning for transport contained in the Consultation Draft Scottish Planning Policy SPP17. When finalised it will replace existing NPPG9 the Provision of Roadside Facilities on Motorways and other Trunk Roads in Scotland (1996); NPPG17 Transport and Planning (1999) and SPP17 Transport and Planning Maximum Parking Standards Addendum to NPPG17 (2003).

1 RECOMMENDATION

It is recommended that the Committee:-

1. note the content of the draft SPP17 setting out national policy on Planning for Transport and agree this report as the basis for the Council’s response to the Scottish Executive;

2. agree that when finalised SPP17 Planning & Transport be taken into account in preparation of land use planning and transport policy for Angus, and as a material consideration in development control casework;

3. agree that Angus Council parking standards be amended to reflect the national maximum car parking standards set out in SPP17 and that a further report be brought forward to update the full range of parking standards for the various types of development; and

4. agree that policy guidance be prepared on roadside services facilities on the A92, particularly between Arbroath and Dundee, as part of the current process of finalising the Angus Local Plan Review.

2 INTRODUCTION


2.2 The Consultation Draft SPP sets out the role of the planning system which is seen as a key mechanism for integrating land use and transport through supporting:-

- a pattern of development and redevelopment that reduces the need to travel, facilitates movement by public transport, encourages and facilitates freight
services 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;

- effective management of motorised travel in the context of sustainable transport objectives.

2.3 The summary page from the draft SPP is attached as Appendix 1 to this report and sets out the key elements for Planning and Transport.

2.4 The Draft SPP provides guidance on the following topics:-

- **Policy Context** including SPP objectives, transport vision and integration objectives;

- **Major Strategic Projects** including relationship of strategic planning to major transport projects; strategic roads; railways; tramways; airports; and seaports;

- **Local Development Plans and Transport Projects** including relating land use to existing and proposed networks; planning for travel modes; mobility impaired and disabled access; and freight;

- **Assessing Development Proposals** including maximum parking standards; transport assessment; travel plans; development affecting trunk and other strategic roads; and roadside services facilities provision.

2.5 A copy of the Consultation Draft SPP is available for reference in the Members’ Lounge.

2.6 This report highlights land use and transport policy implications for Angus Council. When finalised the new SPP will be a material consideration to be taken into account in development planning and transport policy preparation, and for Development Control purposes.

3 DISCUSSION

3.1 The key message of the Draft SPP on Planning for Transport is reinforcing the important linkage between land use planning and delivery of transport projects as part of encouraging sustainable development.

3.2 The Draft SPP generally supports the direction being advanced by the Council through Development Plan policies which aim to promote a pattern of development that supports a choice of travel throughout Angus and to other areas. Similarly the Angus Local Transport Strategy also promotes measures that facilitate travel by public transport, cycle and foot and therefore will reduce the need to travel by car. In addition, the Council has been proactive in initiating projects that support improvements to public transport, walking and cycling as part of widening choice of transport.
3.3 The general guidance set out in the Draft SPP further reinforces elements of the approach already adopted in Angus. Three areas of the draft guidance merit particular comment from an Angus perspective:

- maximum car parking standards;
- development affecting trunk and other strategic roads.
- roadside services facilities provision;

**Maximum Car Parking Standards**

3.4 The new draft SPP17 sets out national maximum car parking standards for a small range of significant travel generating land use types where proposed development is above specified size thresholds. These are set out in Table 1. These standards would apply to new development which is subject to application for planning permission, including major retail, business, stadia/leisure/cinema, conference facilities, and higher/further education. It is worth noting that residential development is not included in maximum car parking standards.

**TABLE 1 : CAR PARKING STANDARDS**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>SEDD Recommended Maximum</th>
<th>Angus Council Current Minimum</th>
<th>Threshold from and above which maximum standard applies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail (Food)</td>
<td>1/14 sqm (7/100 sqm)</td>
<td>(7-10/100 sqm)</td>
<td>1,000m²</td>
</tr>
<tr>
<td>Retail (Non-Food)</td>
<td>1/20 sqm (5/100 sqm)</td>
<td>(3-7/100 sqm)</td>
<td>1,000m²</td>
</tr>
<tr>
<td>Business</td>
<td>1/30 sqm (3.5/100 sqm)</td>
<td>(2-5/100 sqm)</td>
<td>2,500m²</td>
</tr>
<tr>
<td>Cinema/Conference Centres</td>
<td>1/5 seats</td>
<td>1/5 – 10 seats</td>
<td>1,000m²</td>
</tr>
<tr>
<td>Stadia</td>
<td>1/15 seats</td>
<td>NO STANDARD</td>
<td>1,500 seats</td>
</tr>
<tr>
<td>Leisure Facilities</td>
<td>1/22 sqm (4.5/100 sqm)</td>
<td>NO STANDARD</td>
<td>1,000m²</td>
</tr>
<tr>
<td>Higher/Further Education</td>
<td>1/2 staff + 1/15 students</td>
<td>1/1 staff + 1/5-10 students</td>
<td>2,500m²</td>
</tr>
</tbody>
</table>

3.5 Draft guidance on national maximum car parking standards had been previously published in early 2002 as part of the consultation process associated with a draft addendum to NPPG17 Transport and Planning. This was reported to the Planning & Transport Policy Committee and the Roads Committee in May 2002 (report No. 505/02) refers. National guidance on maximum parking standards was confirmed in March 2003 with the publication of the finalised Addendum to NPPG17. Since then this guidance has been followed in Angus when considering new development proposals and there has been no cause for concern. The new draft SPP17 reaffirms these national maximum car parking standards. Although this represents a significant shift of previous practice of operating minimum standards on balance the proposed maximum standards appear acceptable for development within Angus for the types of development to which the standards apply. A further report will be brought forward
to Committee to update the Council’s parking standards for all the other types of development.

**Development Affecting Trunk and Other Strategic Roads**

3.6 The A90(T) road through Angus includes numerous junctions ranging from major route intersections and grade separated junctions, such as at Forfar and Brechin, through to at grade junctions for farm access, minor and other roads. The draft SPP reaffirms the view that ‘direct access onto strategic roads should be avoided as far as practicable’. In addition it suggests that traffic impact of developments on the strategic road network should be mitigated to achieve ‘no net detriment’ to the flow and safety of traffic on the network. Where appropriate developers will be required to fund major road or junction improvements where this is warranted by the character or volume or type of traffic movement.

3.7 The development strategy and proposals set out in the Adopted Angus Local Plan generally reflect the above position, seeking to direct major new development to existing communities where full access standards exist. This applies both to the A90(T) including Forfar and Brechin, and to the upgrading of the A92 to dual carriageway standard between Arbroath and Dundee.

**Roadside Services Facilities Provision**

3.8 Existing provision of roadside services and facilities (food, petrol, overnight accommodation) on the 50km of the A90(T) trunk road in Angus is focused primarily within by-passed communities (Forfar and Brechin) supplemented by a small number of individual sites (Glamis Road junction, Finavon, Balnabriech and Stracathro) alongside the road providing petrol services and a range of food. In recognition of the distribution of existing facilities and sites with planning permission, the Adopted Angus Local Plan (2000) provides for only limited additional facilities relating to the A90(T). This broad approach is supported by the terms of the Draft SPP17.

3.9 The Draft SPP also confirms that guidance on roadside services provision should apply to “other strategic” roads in addition to trunk roads and motorways. In this context it would be appropriate for the Council to develop a suitable policy for the A92, particularly between Arbroath and Dundee. It is therefore proposed that this be addressed as part of the current process of finalising the Angus Local Plan Review.

4 **FINANCIAL IMPLICATIONS**

4.1 There are no financial implications directly arising from this report.

5 **HUMAN RIGHTS IMPLICATIONS**

5.1 There are no human rights issues directly arising from this report.

6 **CONSULTATION**

6.1 The Chief Executive, Director of Finance and Director of Law & Administration have been consulted in the preparation of this report.
7 CONCLUSION

7.1 The draft SPP reaffirms the importance of both Development Plans and Local Transport Strategies in the provision and development of an integrated land use and transport system. The policy basis of the Draft SPP is already generally reflected in the Council’s planning and transport policy, although adjustment of the Council’s car parking standards will be required to bring these in line with national car parking standards confirmed in the Draft SPP. Further consideration will also be given to incorporating an appropriate policy on roadside services on the A92 as part of the finalised Angus Local Plan review.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/GDP/LW
23 February 2004

Alex Anderson
Director of Planning and Transport

R. W. McNeil
Director of Roads
DRAFT SCOTTISH PLANNING POLICY 17: PLANNING FOR TRANSPORT

SUMMARY

Land use planning has a key role in supporting the achievement of the Scottish Ministers’ economic, environmental and social objectives. The national focus on transport is now on delivery of transport projects. Integration of land use and transport planning can play a positive role in supporting and building upon the Scottish Executive’s transport delivery agenda.

For the transport network to most effectively support the economy, land use planning should assist in reducing the need to travel; in creating the right conditions for greater use of sustainable transport modes; and in restricting adverse environmental impacts.

The interaction of accessibility, transport and the development strategy should be considered early in the planning process. Land allocations should take account of transport opportunities and impacts alongside consideration of economic competitiveness, sustainable development, social justice, environmental quality and design objectives.

Strategic land use plans should be co-ordinated with Regional and Local Transport Strategies, relate the settlement strategy to the capacity of the strategic transport network, and identify where economic growth or regeneration requires additional transport infrastructure. Councils should encourage ongoing stakeholder involvement particularly in respect of new rail and tramway schemes and emerging air transport policy. Development patterns should reduce the need to use strategic routes for short local journeys.

Local development plans should relate new land allocations to transport opportunities and constraints. Locating new development to maximise sustainable transport modes while constraining car parking will help to reduce dependence on car travel. Local planning should prioritise action on walking, cycling, public transport and motorised modes, plan for the disabled and deal with the needs of freight.

Assessing development proposals involves getting location policy right; having a set of maximum parking standards; using Transport Assessment methodology; and using travel plans to promote sustainable transport to end users of developments. Developers must be prepared to mitigate impacts through contributing to necessary works.

Development likely to affect trunk and other strategic roads should be managed so as not to adversely impact on the safe and efficient flow of strategic traffic. New trunk road or motorway junctions will only be considered exceptionally and will require significant developer funding.

Roadside service facilities are a special case of development affecting strategic routes. In general the comfort and safety of drivers should be accommodated through provision of opportunities to stop and rest, with additional facilities in appropriate locations from toilets through to full service area provision. Their location should take account of land use, environmental, economic and transport objectives.