

# Draft Fourth National Planning Framework – NPF4

## CONSULTATION QUESTIONS

This is a list of consultation questions as they appear in the consultation draft NPF4 and accompanying impact assessments.

strategic policy them

ne with the positive language  
biodiversity etc. We think the NPF has a role in positively  
active travel infrastructure as well as directing development away from  
The draft text rightly highlights these restrictions but we would suggest using a positive  
narrative to guide development planning and management.

## Liveable

Our future places and neighbourhoods will be better, healthier and more vibrant  
places to live

Q 2: DO YOU AGREE THAT EACH WILL DELIVER OUR FUTURE PLACES,  
HOMES AND NEIGHBOURHOODS WILL BE BETTER, HEALTHIER AND MORE  
VIBRANT PLACES TO LIVE

Yes.

Sustrans Scotland welcomes the long-term vision of creating  
the conditions for lifelong health and wellbeing for all. We support a place-based approach  
and welcome an emphasis on collaboration and cross-sectoral



**Q 5: DO YOU AGREE THAT THE SPATIAL STRATEGY WILL DELIVER FUTURE PLACES THAT OVERALL ARE SUSTAINABLE, LIVEABLE, PRODUCTIVE AND DISTINCTIVE?**

Yes.

Strong spatial statements are needed to shape development and approaching this at a regional level allows it to be balanced and prioritised in light of local needs.

It is present in the diagram (page 11) but should also be noted that the spatial boundaries are not necessarily aligned with administrative boundaries.

## Spatial principles

**Q 6: DO YOU AGREE THAT THESE SPATIAL PRINCIPLES WILL ENABLE THE RIGHT CHOICES TO BE MADE ABOUT WHERE DEVELOPMENT SHOULD BE LOCATED?**

Yes.

In particular we support the principles for developing local living and the development of the vision for 20 minute neighbourhoods. We agree that connectivity and active travel links are important infrastructure that will support sustainable forms of development.

## Spatial Strategy Action Areas

**Q 7: DO YOU AGREE THAT THESE SPATIAL STRATEGY ACTION AREAS PROVIDE A STRONG BASIS TO TAKE FORWARD REGIONAL PRIORITY ACTIONS?**

Yes.

As the custodians of the National Cycle Network we are identifying the routes needed to connect across Scotland. The proposed regional action areas can help to facilitate engagement with partners on route development by clarifying the strategic level ambitions for development across each region.







The definition of the NWCWN could also be extended to cover supporting infrastructure such as cycle parking or storage that would directly contribute to supporting the use of the network.

**Q 20: IS THE LEVEL OF INFORMATION IN THE STATEMENTS OF NEED ENOUGH FOR COMMUNITIES, APPLICANTS AND PLANNING AUTHORITIES TO CLEARLY DECIDE WHEN A PROPOSAL SHOULD BE HANDLED AS A NATIONAL DEVELOPMENT?**

Yes.

The proposal for the NWCWN clearly links the development of infrastructure with a range of outcomes including emissions reduction and improving health and wellbeing.

It covers both new and upgraded routes of various types and if it included our recommendations on accessibility and maintenance would we believe be comprehensive and reflective of the quality of development that should be expected.

**Q 21: DO YOU THINK THERE ARE OTHER DEVELOPMENTS, NOT ALREADY CONSIDERED IN SUPPORTING DOCUMENTS, THAT SHOULD BE CONSIDERED FOR NATIONAL DEVELOPMENT STATUS?**









The selection of land released for housing should prioritise accessibility to sustainable and shared transport and active travel routes while designed in a way that reduces travel demand by car.

From experience of working across local authorities we note that quality checks as part of the design approval process in development applications are often not applied. We welcome in addition to clear statements from the local authority on active travel requirements and local design policy should assist with improving outcomes for high quality, sustainable homes.

## Policy 10: Sustainable transport

Q 32: DO YOU AGREE THAT THIS POLICY WILL REDUCE THE NEED TO TRAVEL

As a final point we would recommend a policy be included that protects existing active travel routes from the consequences of other development. The National Cycle Network is regularly impacted by

We recommend extending Policy 17g to provide stronger guidance on traffic generation for tourist facilities. Our concern is it will lead to a different weighting for traffic generation from tourist facilities from that applied in Policy 10d.

Sustainable transport should be a goal for tourist development whether in cities or rural / remote areas and it should be clear that r



Interaction is currently taking place at national, regional and local levels in line with the