

Scottish Planner

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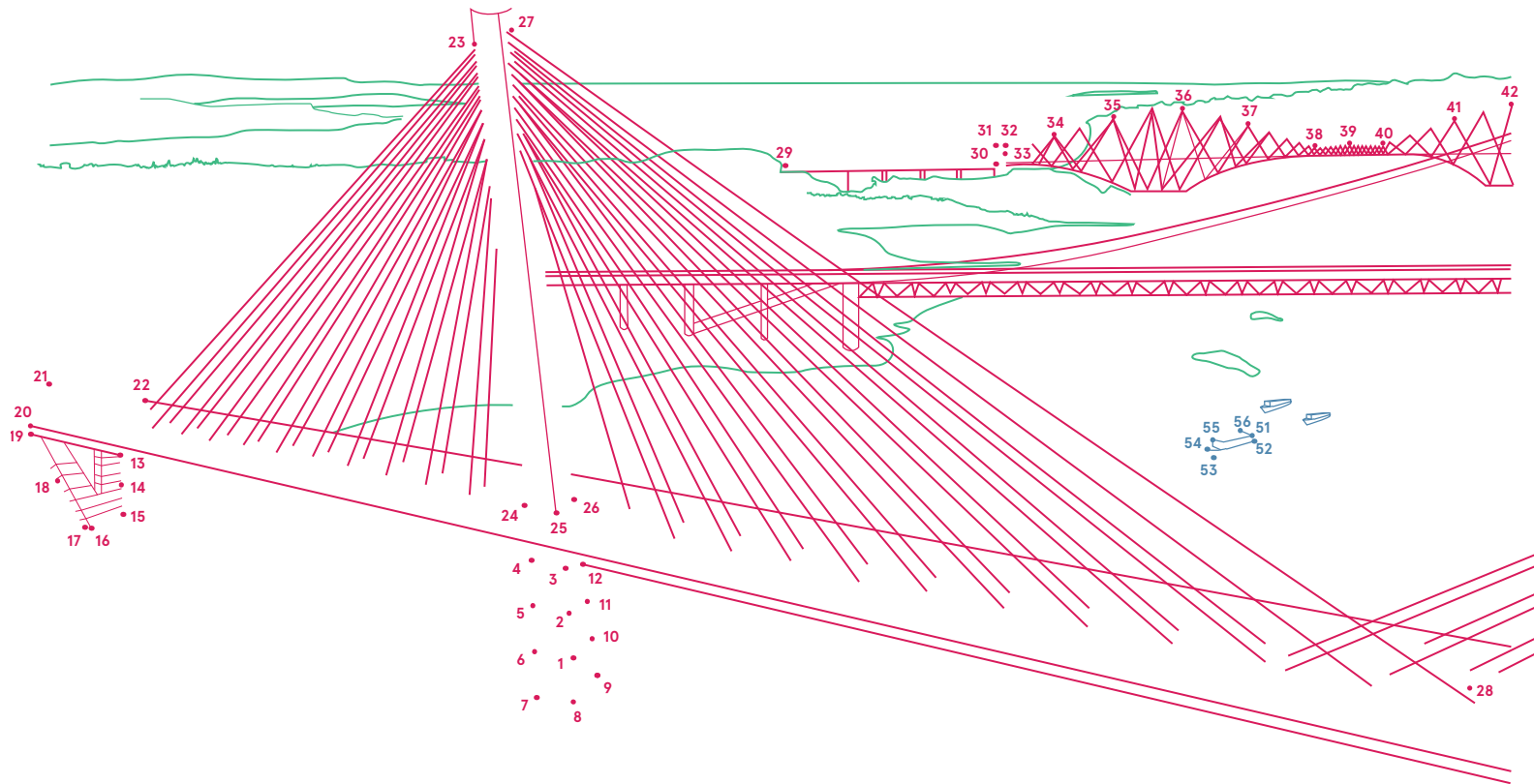
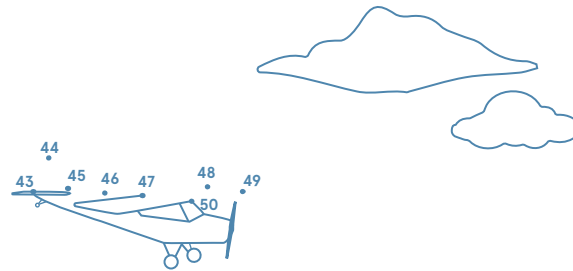
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RTPI Scotland

Royal Town Planning Institute



**Joining the dots –
infrastructure in Scotland**

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Editorial

It is still 'all-go' regarding the planning review and RTPI Scotland have continued to engage with key politicians, officials and stakeholder organisations on the issues. We have continued to respond to the consultations and help to provide 'thought leadership' through publishing a number of thinkpieces on important planning issues. We are also planning our approach to engaging with Parliament once the Planning Bill is published.

Given this, we are pleased that former First Minister (and planner) Henry McLeish has written a piece for us as the Chair of the new Scottish Alliance for People and Places. RTPI Scotland is delighted to be involved in this group comprising a range of different organisations with a role in place-making that will advocate for a more positive, inclusive and effective planning system. We are hopeful that this will help to show that planning, planners and the planning system are positive in helping create great places for people across Scotland.

Of course, one of the key issues coming out of the planning review is infrastructure. The Dutch architect Rem Koolhaas once said

"Infrastructure is much more important than architecture." That certainly appears to be true in that it has emerged as one of the key challenges we face if we are to build new homes and transform our towns and cities. That is why we thought it would be timely to focus the Scottish Planner on some of the challenges and opportunities that it brings to help generate some thinking and debate on what actions could and should be taken. There are articles looking at greenspace mapping, planning for walking and cycling, the infrastructure first approach, how to link infrastructure and place, and the proposed infrastructure levy. We hope that these can inform the debate.

We are always keen to hear what members think about what has been written in these pages, so if the notion takes you, please feel free to respond through emailing scotland@rtpi.org.uk. And you can keep in touch with all the work RTPI Scotland is doing on the planning review on our website www.rtpi.org.uk/scotland; Twitter @RTPIScotland; and our blog www.rtpiscotland.blog

— Craig McLaren, Co-Editor

Convenor's Comments: Infrastructure First Approach – Planning's Critical Role



Stefano Smith
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Stefano Smith, Convenor of RTPi Scotland, reflects on the importance of collaboration and multi-disciplinary working in the delivery of infrastructure to enable development and achieve sustainable economic growth.

The recent opening and celebration of the Queensferry Crossing is a magnificent showcase of what can be achieved through effective collaboration and multi-disciplinary working between the planning, design, engineering and environmental professions. It is truly a symbol of international and local professional expertise, working together and sharing knowledge and experience to create an innovative design of world renown.

Infrastructure in its many forms provides the essential services required to enable a range of human activities and land uses, including good quality housing and employment. Infrastructure is also required to implement sustainable development and address global challenges including climate change. At the same time, infrastructure shapes socio-economic activities across city-regions and beyond, impacts on local communities and affects built and natural environments.

To succeed in achieving inclusive and sustainable economic growth, spatial planning therefore needs to adopt an integrated approach to infrastructure planning, co-ordination and delivery, with planning professionals at the heart of infrastructure decisions. This would make best use of the co-ordinating and spatial skillsets of planners, as well as ensuring that infrastructure directly supports the implementation of planning strategies to deliver significant new housing, unlock economic development and address environmental challenges. This 'Infrastructure

First Approach' would involve changes in governance, funding and delivery, which in recent decades has largely undertaken on a fragmented sectoral basis, often with limited co-ordination or integration with spatial planning.

Given the fundamental importance of infrastructure to spatial planning, I fully endorse the overarching proposal to establish an 'Infrastructure First Approach' to planning in Scotland. However, the measures to achieve this need to be carefully considered, to avoid imposing additional costs without actually improving outcomes. *Empowering Planning to deliver great places* has already identified key principles which should underpin an 'Infrastructure First Approach' to planning, including:

- A corporate approach to infrastructure delivery should be established, with planning at its heart;
- Planning should regain confidence in infrastructure delivery and should pro-actively manage infrastructure investment; and
- New funding sources including a national fund and levy should be introduced.

I see no reason to depart from these principles and believe they should be implemented in full. We need to better connect infrastructure with development and land assembly. The wider importance of control over land ownership to the success of planning reform was recognised

by the Independent Review of the Scottish Planning System, which recommended that *"Mechanisms for planning authorities to take action to assemble land and provide infrastructure upfront should be established as soon as possible. Land reform has a pivotal role to play in unlocking land for development. Planning must become more central to this debate and mechanisms for land value tax, majority land assembly, compulsory purchase orders and compulsory sale orders have particular potential to support the aspirations for planning"*.

Infrastructure is critical to the delivery of housing and development and therefore to economic growth. Whilst the latest Scottish GDP figures report welcome growth of 0.8% in January to March of this year, they also show contraction in the construction sector for the fifth consecutive quarter. This is concerning. Fundamentally, this requires a cohesive cross-portfolio policy and operational framework that attracts and supports investment with policy measures that will stimulate development activity. Key among these areas is the funding and delivery of infrastructure. It also requires investment and legislative support to ensure that all of the agencies involved in regulating the development industry are suitably resourced.

Perhaps we can learn from the lessons in the planning and collaborative delivery of the Queensferry Crossing, and that it becomes an inspiration to our future young professionals. ■



Article:

Reforming planning needs a compelling vision, not just technical change

Rt. Hon. Henry McLeish, former First Minister of Scotland and PAS patron, introduces the Scottish Alliance for People and Places, of which he is Chair

First Minister Nicola Sturgeon confirmed in The Scottish Government's Programme for Government that a Planning Bill will be introduced in the 2017/18 parliamentary year. The Bill will implement the Government's proposals for reform, developed in response to an independent review of the planning system which published its recommendations in 2016.

Those of us with an interest in planning – my degree in urban planning from Heriot Watt University, life-long interest in fairness and equality, and keen observation of the philosophy of Patrick Geddes and his folk-work-place trilogy, see me included – are acutely aware of the issues the system faces. It is complex – often lost in departmental structures, human resource intensive – often disjointed, and can create endless conflict

between developers and communities. This can leave planning professionals stuck in the middle as the arbiters and mediators. It often lacks identity in the new world of local government and is too often at the mercy of political direction and the 'market'.

It is therefore incumbent upon us to understand the challenges we face, and recognise the scale of opportunity ahead.

However important the structures, systems and resourcing of the planning system, which we should attempt to get right in the forthcoming Bill, this is not the primary problem we face. Rather, our problem is much more fundamental and existential – namely, people and communities in Scotland often do not see the relevance of the planning system to their everyday lives, which creates minimal incentive for positive participation, a general



Rt. Hon. Henry McLeish
Chair
Scottish Alliance for
People and Places

disinterest in vital issues and a cynicism about their lack of control and influence.

Whilst not helped by wider disaffection with local and national politics, our primary problem is one of credibility, perception, and trust.

In many communities in Scotland, planning is viewed as an imposition – something done to us by big developers in partnership with local government. It's about our neighbour's extension. It's about stopping the development we don't like, rather than working together to plan the positive developments we do want to see – local parks, schools, hospitals, housing.

I do not doubt that there are many structural flaws in our present system that have created this perception and interpretation, and there is an opportunity to address those through the Bill, but our cause must be more ambitious.

We must reach out to communities, and build a compelling narrative for why their positive participation in the decisions about the places in which they live and work is fundamentally important for all our mental, physical and social wellbeing. The question is, how? How do we begin the process of ensuring that people and places are engaged in a planning process which impacts on their lives just as much as services like health and education, which receive significantly more attention?

I was recently invited to chair a new multi-organisational body, the Scottish Alliance for People and Places, which has just launched and aims to answer this question. The Alliance, comprising many well-known organisations across the planning sector, including the RTPI, has been established in recognition of the need for those of us eager to see change in the planning system to come together and present a united approach and to make people matter.

This Alliance is not simply about detailing the technical change to policy required (although it is important), but rather to articulate a vision for change from which fresh and effective policy can be formulated. By harnessing the incredible expertise of the professionals involved, in partnership with a more questioning and informed public, there is an opportunity to work constructively with the Scottish Government and the Scottish Parliament to provide innovative policy solutions to make an engaging planning system a more relevant reality to people, their places and their environments.

There is powerful consensus in the sector on what should form the basis for a new vision for planning in Scotland – a system that is inclusive, respected, ambitious, and holistic.

This is the theory. But what does that look like in practice? It must be a simple system which encourages and inspires.

Participation at the beginning and throughout the process, ensuring that people and places are active participants in, and not just recipients of. The planning process must acknowledge the positive force that quality economic development can play in creating a more equal society, which is built on fostering strong relationships through consensus and collaboration.

To that end, given that so much of the planning system is geared towards the provision of housing, it must collaborate in the process of delivering sufficient affordable mixed housing. Homelessness is unacceptable. Alongside education and health, housing is a basic human right. Providing homes for everyone is a more important priority than the issue of tenure type!

We must have the confidence to utilise forward-looking plans as a means for encouraging early involvement and delivering consistency in decision-making for local communities. This necessitates bringing together community and spatial planning in a more holistic way to accept the interdependency of health, the built environment, and economic outcomes.

Our economy thrives on investment and innovation – our country needs quality economic development. We must encourage quality development in the right places at the

right times by engaging constructively and proactively with business, underpinned by a consensus in the community about what is required in this regard.

In achieving the level of innovation that Scotland requires to compete on the global stage, we must deliver high quality and sustainable digital infrastructure, and accept the fact that digital capability, in the 21st century, is a fundamental utility, like other utilities such as gas, electricity, and roads.

There is a further opportunity to restore trust in our planning system by empowering and inspiring communities to plan their own places, particularly young people, and embrace modern technology, capacity building and skills development as a vehicle for civic participation.

Over the coming weeks and months, the level of the Scottish Government's ambition for the legislation will become clear. However, it is our role to come together and present innovative and constructive policy solutions, underpinned by an overarching ambitious vision that accepts there is much more work to do than simply tweaking policy.

A meaningful and transformational cultural shift is required. We must really understand the challenges we face, and the scale of the opportunity ahead. Place planning is an equality issue. ■



Q&A

Public Enquiries



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Catherine Wood, Strategic Planning & Land Director at Gladman (Scotland) answers our questions on planning, planners and the planning system.

1 Who has been the biggest inspiration or influence on your career and why?

A number of people have directly influenced my career in a positive way, giving me guidance, training and insight into a number of organisations including central and local government and the private sector. This helped me understand how these sectors work within the planning system and how they operate and interact with one another.

Philip Robin, James Owens and the London team at Healey & Baker (then to become the planning team at King Sturge) supported me professionally at a challenging personal time, training me brilliantly on a wide range of projects. They also funded and supported my completion of a distance learning diploma in planning and development surveying at Reading University whilst I was working full time. They then encouraged me to introduce planning to, and support the operation of the Scottish offices of the business.

I spent my sandwich year out from Heriot Watt University (a compulsory year in those days) with Peter Crawford in the major projects team at the Department of the Environment, London. During that time, I experienced the role of Central Government in planning, making decisions on call-ins and being involved in shaping future national planning policy.

David Gladman has incredible drive and passion in the belief of the planning profession, demonstrated by his employment of over 50 town planners within the UK Gladman business.

2 What do you feel is the biggest issue facing planners and planning at the moment?

Recruitment, resourcing and training – across all sectors.

In the last 5 years in Scotland we have recruited planning graduates annually and supported them through their APC on a full time basis. We have also employed year out graduates and encouraged students looking towards a planning related career to join us to gain insight and experience. As a business we provide these opportunities in our Scottish and English offices.

The number of planning schools is diminishing, year out work experience is rarely compulsory (and often not available) and the University-RTPI Partnership Boards are actively looking at ways to improve student recruitment and attract more people. Together with recessionary cycles affecting private sector employers and public spending cuts for local authorities, the number of planners available and the associated cross-discipline experience required to develop careers seems to be narrowing, particularly in Scotland.

3 Why is planning important?

Positive planning can drive growth and sustainable economic development, creating jobs and exciting places.

4 Where do you think best exemplifies planning's role in creating great places for people?

I like Quatermile in Edinburgh. When I was a student the site was home to the Royal Infirmary. Since then it has been sensitively and (I think) very successfully redeveloped into a vibrant mixed use development where people can live, work, eat and shop. The new build addition is ambitious in height and density, and proves that old and new design can successfully complement one another. At the time, conservationists suggested that the development's impact might cause Edinburgh to lose its World Heritage status, but in my opinion, the development which has materialised showcases a successful place for people to enjoy.

5 What do you think the main provisions should be in the forthcoming Planning Bill?

With spending restrictions being increasingly placed on Central and Local Government, there will be an ever increasing reliance on developer contributions to build and extend Scotland's wide ranging infrastructure needs (including schools, hospitals, affordable housing, road and drainage upgrades). The current approach is too often one of restricting the building of new housing in marketable areas (i.e. where people want to live) rather than actively promoting housing development in marketable areas where willing landowners and housebuilders want to build and therefore assist in the overall funding process. Otherwise, where is the money going to come from? ■

Immaterial Considerations

An irreverent look at the world of planning...

Computer Aided Design?

The Guardian has reported that a computer is being trained to determine what makes places beautiful to help design new towns and decide which areas should be protected. Chanuki Seresinhe, a researcher on the project at the University of Warwick and the Alan Turing Institute in London. "If we can have a computer look at the environment and tell us how beautiful it is, we can use it to develop a more fine-tuned understanding". It aims to help them understand what beautiful places are composed of because there is a connection between beautiful places and people's wellbeing.



Planning Playlist

We were hooked by the English Housing and Communities Agency tweets during the summer asking people to help them pull together a playlist to help sum up where the housing industry needs to go. You can read them at the hashtag [#ShapeHomesEngland](#). A range of suggestions were put forward including There's a Place for Us by PJ Proby; Dear Landlord by Bob Dylan; Our House by Madness; House of the Rising Sun by the Animals; Gimme Shelter by the Rolling Stones, and Build by The Housemartins. The cheekiest and most critical was the 1980s hit Living in a Box by Living in a Box.

If you have any suggestions for the Immaterial Considerations team, please contact us at scotland@rtpi.org.uk.

ALL (ROMAN) ROADS LEAD TO LONDON

We were fascinated by a piece in newspapers earlier this summer, where Sasha Trubetskoy published a map of Roman roads in the UK in the style of the London Underground map. His map (see below) was seen as a thing of beauty – and an inspired commentary on Roman road planning. Research by John Poulter, showed that many of the roads were set out with no more than end points in mind. It also showed an early version on London-centricity with seven of fifteen routes starting or ending with London, while an eighth passes through the capital. Wonder if the Romans would have been in favour of HS2?

We were also amused by the tweet by [@KathiePollard](#) commenting on the map and saying "Absolute chaos on the XII today"



The Word According to ...Jim Birrell

Many Scottish Planner readers will know Jim Birrell, formerly of Fife Council and now, (it says here) an independent consultant and commentator on all things planning who is celebrating a 50 year planning career this year. Jim has recently set out his own, firmly tongue and cheek take on the planning review entitled "A Satirical View on the Planning Review – It is All Up to Bill Planning Now". If you are looking for a not too serious read head over to www.rtpiscotland.blog

In Focus:

SEPA publishes new & updated Flood Risk & Land Use Planning guidance



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In early August 2017, SEPA published new and updated guidance relating to flood risk and land use planning. Elaine Fotheringham explains more about the guidance, and why taking account of flood risk in the planning process is so important.

With 108,000 existing properties in Scotland at risk of flooding (almost three quarters of which are residential), with an additional 60,000 predicted to be put at risk in future due to climate change, and a cost of £252 million in expected annual flood damages, the planning system has a critical role to play in ensuring that new development does not add to this total.

No one can stop the rain from falling or other extreme weather events that lead to flooding from occurring, but by considering the location, design, and layout of new developments, we can make sure that the decisions and investments we make today take account

of the known future risks and deliver high-quality sustainable places for Scotland.

By engaging in flood risk issues and providing clear and informed input to the planning process, we can help planning authorities and other stakeholders better understand and take account of flood risk to positively plan for the future. Ultimately, this will give greater certainty over the delivery of development on the ground and help ensure that the number of people and properties exposed to flood risk does not increase.

This is the first time that SEPA has published flood risk guidance on the Development Management aspect of land use planning, and its publication completes our suite of flood risk and land use planning guidance already available online.

The purpose of the guidance is to inform SEPA's response to planning consultations, and you will see it being referred to in

our consultation responses from now on. Although primarily intended for internal purposes, we publish our guidance online so that anyone can access and understand the framework we use to guide our planning consultation responses. As you might expect, it is based on Scottish Planning Policy and our duties under the Flood Risk Management (Scotland) Act 2009.

It is important to highlight that, for the most part, the Development Management guidance does not represent a change in SEPA's approach from that which has gone before. The only area where our approach has altered slightly is in relation to development

protected by flood protection schemes, and this has been subject to consultation with a range of stakeholders involved in the planning process in recent months.

Below is a brief overview of what is new and what has been updated:

New guidance and advice Development Management Guidance on Flood Risk

Sets out our requirements and recommendations for Development Management consultations on flood risk.

Planning Information Note 4: SEPA Position on development protected by a Flood Protection Scheme

Outlines our position on proposed development protected by a Flood Protection Scheme, and is now embedded in all of our Flood Risk and Land Use Planning Guidance.

Updated guidance and advice

The publication of the two new pieces of guidance above has necessitated some updates to the following documents, all of which have been available on our website for a number of years:

- Development Plan Guidance on Flood Risk
- Background Paper on Flood Risk
- Flood Risk and Land Use Vulnerability Guidance
- Planning Information Note 3: Flood Risk Advice for Planning Authorities

We intend to arrange a number of awareness-raising events on the new and updated guidance later in 2017. If you have any questions on these documents, or you wish to attend such an event, please email us at planning.questionnaire@sepa.org.uk. ■

For more information on how flooding is managed in Scotland, please visit our flooding webpages: <https://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>



In a flood-risk area,
your home is more
likely to be damaged
by flood
than by fire.

In Practice:

Carplus

Bikeplus



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Allie Page, Programme and Data Manager at Carplus Bikeplus talks about her organisation's work promoting car sharing schemes in new development

Creating places for people to work, live, and visit requires both inspiration, and encouragement. As we plan, and shift towards a more sustainable future, it is important to consider the opportunities that exist within an integrated shared transport network.

Changing the way people travel is no easy feat, but planners have a unique opportunity to be at the forefront of a behaviour change journey. By creating enabling environments, lifestyle habits will change, and the environmental, social, and access benefits of modes such as car sharing and bike sharing will be realised, allowing adoption by a larger proportion of the population.

As the pressure for more housing in urban areas intensifies, car-free and low-car developments can:

- reduce traffic noise and congestion
- improve air quality
- encourage a re-think of parking space provision
- improve the urban environment
- deliver more profitable developments, especially on brownfield sites
- promote modal shift, and support broader transport and housing policy objectives

Carplus Bikeplus has championed and supported a number of initiatives within new developments, including Quartermile, Millar Crescent, and West Pilton Crescent in Edinburgh, plus Chapleton in Aberdeenshire.

Millar Crescent Case Study

Background

Although small, the Millar Crescent development in Edinburgh is a good example of an initial success story that would have benefited from further support.

Well serviced by public transport, and in an area where on street parking is discouraged, planning permission was granted only on the basis that residents were legally restricted from applying for on-street parking permits, and that the developer contributed to the establishment of two car club spaces immediately beside the development.

The planning agreement set a precedent in the city, and although Edinburgh has supported the integration and use of car clubs since 1998, taking steps to encourage a car-free lifestyle was seen by many as a bold and exciting move forward.

Strengths

The new build apartments were sold within 14 weeks of the development being released on the market. This demonstrated an interest in car-free housing, specifically within a well-connected, and accessible location.

The project delivered benefits for all stakeholders, and contributed towards a greater awareness, and use of the car club network in Edinburgh. As of 2017, this network had grown to encompass 170 vehicles, and over 5000 members city-wide.

Weaknesses

Although residents were precluded from holding a parking permit, an increasing and more recent trend has shown that this requirement is now being overlooked by some.

Opportunities

Better support in the form of a parking management strategy, including a Controlled Parking Zone, and regular awareness raising amongst residents about the benefits of using both the car club and public transport, could still encourage residents to continue a low-car lifestyle.

About Carplus Bikeplus

Carplus Bikeplus is a national charity responsible for supporting the shared transport sector. Since 2010, it has managed the Developing Car Clubs in Scotland programme, funded by Transport Scotland. Along with encouraging people to change the way they travel, Carplus Bikeplus also support measures that complement public transport and active travel including car clubs, car sharing, bike sharing, and other shared mobility schemes. ■

Article:

Greenspace Mapping – a New Tool for Planning & Infrastructure



Julie Procter
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Julie Procter, Chief Executive of greenspace scotland, explores how the new OS Greenspace Map provides a powerful resource for planners.

Greenspaces and green infrastructure make a big difference to quality of life and quality of place. There is a well-developed body of evidence which shows that greenspaces can provide cost-effective and sustainable solutions to some of the most urgent problems facing us today – our health, our communities, our economy. To deliver these wide-ranging benefits, we need accurate information about the type, extent, distribution and accessibility of greenspace.

When Scotland launched its Greenspace Map back in 2011, it was the first of its kind anywhere in the world. Now an innovative partnership with Ordnance Survey (OS) has

extended greenspace mapping to England and Wales and introduced a new generation of greenspace data to Scotland. At the click of a mouse or swipe of a screen, it's now easy to

“It is great to see Scotland leading the way on this”

find a park or greenspace nearby. The launch of OS Greenspace has largely focused on the general public's use for recreation and leisure but the map is also a powerful resource for planners.

The driver for the first Greenspace Map was Scottish Planning Policy which placed a requirement on planning authorities to prepare open space audits and strategies – and set out a standard typology of open spaces.

Back in 2007, the first greenspace mapping used aerial photo interpretation (API) to assign a primary and secondary open space type to every MasterMap polygon. But one of the biggest challenges with any information resource is keeping it up-to-date. The initial plan for each local authority to update their own data quickly proved to be unworkable



and a more cost-effective and efficient solution was needed. The answer was to work with Ordnance Survey to develop the next generation of greenspace mapping as a collaborative project under the provisions of the One Scotland Mapping Agreement (OSMA).

The project was steered by a cross-sector, multi-agency Project Board, managed by greenspace Scotland and including: Scottish Government, Scottish Natural Heritage, Forestry Commission Scotland, SEPA, NHS Health Scotland, sportscotland, Central Scotland Green Network Trust, Glasgow & Clyde Valley Green Network Partnership, CoSLA and the Improvement Service. In England and Wales, the project was led by BEIS, working with a wider stakeholder group.

In July 2017, Ordnance Survey published a free interactive digital map identifying accessible recreational and leisure greenspaces in Britain – parks, public gardens, playing fields, sports arenas, play spaces, allotments and community gardens. This is available through the OS Maps app and as an open dataset. For public sector users and academics, there is also OS MasterMap Greenspace which is available through the

MasterMap polygon is now attributed with up to two functional and two form types. OS Open Greenspace provides site extents and access points for spaces which are typically accessible to the public, and the two products can be used together allowing access points to be used alongside the more detailed MasterMap layer.

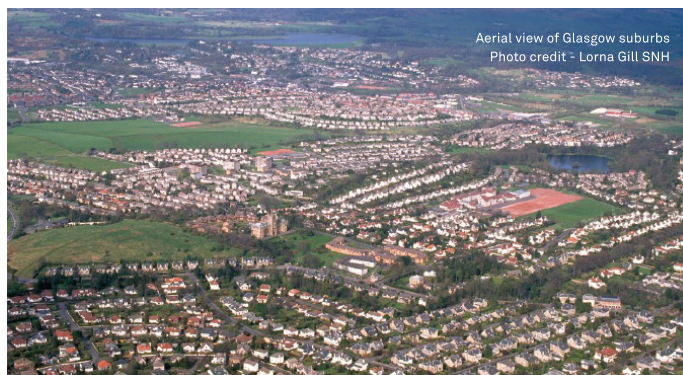
The original greenspace map has been used extensively to support work on open space audits and strategies, development plans, resilience strategies and green network plans. Speaking on the launch of the OS Greenspace Map, Minister for Local Government and Housing, Kevin Stewart said:

“It is great to see Scotland leading the way on this. Evidence shows that improving access to local greenspace benefits physical health, mental wellbeing and provides social opportunities. The Greenspace Map helps to identify where there is a lack of open space so local authorities, public sector partners and community groups can develop plans to improve these areas within local neighbourhoods. These maps provide the cornerstone for open space strategies and green network plans, as well as supporting ground-breaking academic research on greenspace and health.”

The Glasgow & Clyde Valley Green Network Partnership (GCVGNP) has led the way in using greenspace data for identifying strategic green network opportunities for biodiversity and habitat networks, social need and regeneration opportunities, climate change adaptation and resilience, and to support the Central Scotland Green Network.

The greenspace map provided the starting point for identifying 14 regional strategic Green Network opportunities in the Glasgow and Clyde Valley Strategic Development Plan. Attention is now turning to using the greenspace data to support green infrastructure planning and current GCVGNP work includes using the new OS MasterMap Greenspace layer to look at flood risk and resilience strategies.

New uses for the data are already emerging. Exploratory work is underway to use it to provide a more robust measure for assessing the Scotland Performs National Indicator of ‘improving access to local greenspace’ and an updated State of Scotland’s Greenspace report will be produced later this year.



Aerial view of Glasgow suburbs
Photo credit - Lorna Gill SNH

Colleagues in England and Wales are just starting to explore the potential of the greenspace data. Defra and the Office for National Statistics will be using it, in conjunction with property information, for work on natural capital in urban environments and to measure the ecosystem services provided by green infrastructure. The OS Geovation Hub is developing a ‘Greener, Smarter Communities and Cities Challenge’ which will see developers using geographic information to design innovative solutions to real-world urban challenges.

What started as a simple response to a planning policy requirement to audit open space has developed into a powerful information resource for planners, urban designers, landscape professionals, the wider public sector, researchers and the general public. Delivering greenspace mapping for all of urban Britain is a significant achievement but the exciting part of the project has just begun, as organisations start to use the data to develop greener, healthier and smarter places.

OS MasterMap Greenspace is freely available to all members of the One Scotland Map Agreement (OSMA) through the usual online ordering service. This includes all Councils, Government agencies and the NHS. It will also be available soon for academic users through EDINA and can be downloaded from Digimap. More about OS MasterMap Greenspace

<https://www.ordnancesurvey.co.uk/business-and-government/products/os-mastermap-greenspace.html>

OS Open Greenspace can be viewed through the map app OS Maps <https://www.os.uk/osmaps> and available from the Apple and Android play stores. The open dataset is available from OS via <http://www.os.uk/getoutside/greenspaces/> ■

More about greenspace Scotland
www.greenspacescotland.org.uk

“This detailed dataset categorises every urban greenspace, from private gardens and roadside verges, to public parks, school grounds and woodlands”

One Scotland Mapping Agreement (OSMA). This categorises all urban greenspaces into 22 different types and provides vital geospatial data to support planning, management and research. Both products will be maintained and updated every 6 months.

Since the July launch, most of the attention has focused on OS Open Greenspace and how it can be used to find new places to get out and enjoy the great outdoors. But the real powerhouse is OS MasterMap Greenspace. This detailed dataset categorises every urban greenspace, from private gardens and roadside verges, to public parks, school grounds and woodlands, in accordance with an expanded PAN65 typology. Each



Article:

Planning for walking & cycling



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Chiquita Elvin, Licentiate member of the RTPI and Land Development Officer at Sustrans Scotland, explains the importance of walking and cycling infrastructure in new developments.

We all want to live and work in places that are vibrant, healthy, more active and less congested. To create such places, we need our cities and towns planned and designed to prioritise people on foot and bike over vehicular movement.

Over the past few years, we have seen a real appetite amongst politicians and decision-makers in Scotland to do more to encourage people to travel by foot and bike for more of the journeys they make every day.

From government strategies such as Cleaner Air for Scotland or the National Walking Strategy, to the recent doubling of the Active Travel budget to £80m per year, Scotland has set ambitious targets to improve air quality and boost the number of people walking and cycling.

But whilst political will in Scotland is geared towards enabling and encouraging walking, cycling and sustainable transport, what we see developed doesn't always marry up. This is often down to the planning decisions which are made both at regional and local levels.

Where a new development is located, and how it is laid out, will impact on its ability to encourage people to walk and cycle. It is essential that consideration is taken on how a site links to surrounding streets, green spaces and travel networks throughout the design and delivery process.

Admittedly, this isn't a radical notion and most planners may consider this to already be a given, yet Sustrans still frequently sees

missed opportunities in sites across Scotland.

Sustrans Scotland are typically asked to introduce active travel infrastructure, through our Community Links, Street Design or National Cycle Network programmes, after streets are built and properties are occupied. Roads are seen as an economic necessity whilst quality paths for walking and cycling are often regarded as 'nice to have'.

Infrastructure for active travel should

be in place before properties are occupied. A 2016 RICS study shows, walking and cycling infrastructure is a key part of placemaking, and placemaking adds value to a development. Sometimes by as much as 50%¹.

More importantly, people often reconsider when they make life changes, such as moving house or starting a new job. Having good quality active travel infrastructure available to them from the outset, makes it more likely they will choose to make journeys on foot or by bicycle.

So where do we see change coming from? Change lies in collaboration. High-quality regional planning has the ability to influence local policy and decisions, helping to deliver innovative, sustainable and comprehensive active travel infrastructure as part of every new development in Scotland. For example, the inclusion of regional active travel networks in the most recent SESPlan² means Local Development Plans in the region are required to take account of this network and safeguard land accordingly. The creation of this network was only possible due to

partners working together at a regional level. It is very unlikely to have come about with individual local authorities working on their own LDPs in isolation, despite the additional shared value. Better collaboration, in particular with active travel partners, will be necessary to make a success of the proposed changes to Regional Partnership Working.

It would be unfair to suggest there had been no progress.

Sustrans Scotland have been fortunate enough to work with a wide range of professionals across different sectors. We work in partnership with local authorities and key agencies and our experience of working with landowners and developers has been very positive.

In this we have gained significant experience in the consultation, design and delivery of active travel infrastructure. To enhance this experience, we have the necessary behaviour change knowledge that is required in order to maximise the potential of built features.

It is essential for developers to be more attuned to the value of walking and cycling. Urban designers, engineers, and architects should familiarise themselves with effective design techniques which encourage people to travel on foot or by bike.

And, most important of all, planners, designers and developers alike need to be bolder, more ambitious and innovative, in order to be a catalyst for real, sustainable and long lasting change to people's travel habits. In doing so, we can help create places; cities and towns that put people truly at their heart. ■



¹ <http://www.rics.org/uk/knowledge/professional-guidance/information-papers/placemaking-and-value-1st-edition/>

² <http://www.sesplan.gov.uk/proposed-sdp-2016.php>

Article:

Infrastructure First?

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Has 'Infrastructure First' been put on the back-burner?

The call for an 'Infrastructure First' approach in Scotland's Independent Review of Planning was music to many ears in the built environment.

The Review recognised the importance of infrastructure in enabling us to meet the pressing need for housing, create high-quality places, and stimulate the economy. The Review also highlighted the perennial problems of fragmented delivery, the separation of infrastructure decision making from planning, and uncertainty about capacity and cost.

The idea of a statutory national infrastructure agency appeared in the

"Infrastructure decision making cycles are a great deal longer than electoral cycles, so true cross party support is required when making decisions"

Review along with the proposal for a national or regional infrastructure levy. Other recommendations included a development delivery infrastructure fund, revisiting transport governance to create better linkages with development planning, and new approaches to low carbon infrastructure planning.

Around the same time, the Government's announcement of reviews of Scotland's transport and energy strategies, and ongoing City Deal discussions, offered the opportunity to address sectoral and policy silos, as well as

identifying and understanding infrastructure interdependencies. It looked like a chance to take a more systemic, future-focused approach to infrastructure planning and provision.

A Scottish Infrastructure Commission?

In the wake of the establishment of the UK National Infrastructure Commission (NIC) a number of bodies (ICE included) saw the merits of a Scottish equivalent: not least because of the devolved nature of infrastructure decision making and the need to take a longer term view. Infrastructure decision making cycles are a great deal longer than electoral cycles, so true cross party support is required when making decisions.

Such a body could make sense of the overlapping and disjointed decision making and funding arrangements across policy areas and geographical boundaries; undertake a needs-assessment of Scotland's current and future infrastructure requirements; and, make impartial assessments to help inform future Government investment decisions, enhancing transparency.

Is the door still open?

The infrastructure aspects of the planning review are, in some ways, the most challenging and complex to address. They will take time, but cannot be allowed to stall.

The Scottish Government's response proposes a non-statutory delivery group, and further research on other recommendations. Whilst the Scottish Government continues to 'consider options' for a national delivery group it is worth keeping an eye on how the UK NIC is shaping up.

Bringing forward important improvements to our infrastructure networks equates to better services for users and new economic

opportunities. No one benefits from lengthy delay and political wrangling. An Infrastructure Commission can help provide a strong evidence base to support such decisions.

ICE's *National Needs Assessment* identifies UK infrastructure needs to 2050 and provides a blueprint for the NIC's own study which is due to report in 2018.

Wait and See

Let's hope the Scottish Government's continued exploration of regional infrastructure audits, and work to involve infrastructure providers in the planning system bears fruit in the coming months. With much of the proposed infrastructure element being deferred, and a host of interdependent policy reviews, there is a risk that the full potential of 'infrastructure first' isn't realised.

We have an opportunity to make vital changes to infrastructure delivery in Scotland. Increasing the number of homes across Scotland is just one of the prizes if we get it right. ■

Article:

Place: The Promised Land



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George Eckton, Partnership Director at South East of Scotland Transport Partnership reflects on the role of infrastructure in placemaking.

I've been asked to discuss infrastructure and place, placemaking and planning. The task led me to a 1953 quote and essay by Ivan Chhtcheglov, (probably saying more about me than the task given), "*Formulary for a New Urbanism*." Chhtcheglov wrote that: to get these things right is a vision of physical, social and environmental success - and so described "*the hacienda [that] must be built*". The current City Devolution agenda is a key opportunity to reach such a promised land in Scotland. However, as I'll later argue, it won't come about by the people from the grand house on the hill telling the communities below what they need...

The status quo prescription for urban places has generally been a series of treatments, mainly engineering ones, targeted at "*making places better*" – a grand plan or project that will deliver journey time benefits, or a masterplan that shows how an architect thinks their vision of place will benefit inner city communities. Another situationist, Guy Debord, who was in 1950's Paris with Chhtcheglov, argued that infrastructure was solely commercially focussed and largely ignored the importance of culture and play for users. There's a parallel here with our current experience, and the planning review proposal to align land-use and community planning provides an opportunity to avoid ever seeing commerce and community as two paths that never met.

The Royal Society of Arts Inclusive Growth Commission has said that we need to move the place agenda away from the traditional medicine of "*build it and they will come*", in order to focus on social and environmental infrastructure. I agree; we should be asking communities "*can you feel it*" and, "*have you got the love*" for improvements to your place and its infrastructure. We (professionals) might deliver projects and believe that improvements have been achieved in a macro-economic sense, but what was the community's perception? This means going beyond physical improvements, and enabling people who are near major improvements to feel a sense of ownership and benefit.

Transport planners need to reclaim their own place in this agenda. Places must have the transport services and accessibility that communities need. Connectivity is a buzz word at present but ultimately, if we want better places, we need people to access and use them. We can't make places better without infrastructure, including services. Transport is a derived demand; you rarely do it for the sake of it, other than in a tourist sense. However, it is an essential preventative measure against economically inactive places becoming further excluded, whether through walking, cycling, bus, road or rail improvements.

So, how to deliver this vision of infrastructure as a social and environmental benefit as much as an economic one?

Every city in Scotland has agreed or is negotiating a City Region Deal. This is an excellent opportunity to follow up on the suggestions of the RSA report in enabling a focus on the elusive business of prevention and early intervention. The City Region Deals could focus on genuinely inclusive place-based strategies, tailored to the needs, ambitions and nuances of places' economic geography. They are an opportunity to take into account safety, accessibility and inequality (in the UK, we know that women are more likely than men to need public transport to balance work and caring responsibilities). The issue of intersectionality across groups impacts on other people's accessibility and mobility, and will also be fundamental to driving inclusion in future places. We need to be talking about childcare and social care facilities in the same breath as infrastructure at the scale of the Queensferry Crossing, if we are serious about inclusive growth and inclusive places. This means asking communities if they relate to the vision prescribed by planners, or if they have better medicine for their place.

It's my view that we do still have the culture of telling people what's good for them, instead of asking them what would improve their place. We need to ask how planning



Photo Credit: South East of Scotland Transport Partnership



Photo Credit: South East of Scotland Transport Partnership

can get involved with them, rather than them getting involved in planning. A play on words, maybe, but this would represent a real change in culture – one that, through their recent Position Statement – it seems the Scottish Ministers want to deliver.

“We need to be talking about childcare and social care facilities in the same breath as infrastructure of the scale of the Queensferry Crossing if we want inclusive growth and inclusive places”

In this respect it's been good to see the emergence of the Place Standard tool. We need to know where love for places lives and who it comes from, better balancing the need for grand designs and community desires, as they are both ingredients of success in the prevention, treatment and cure of any place's ills.

South East of Scotland Transport Partnership's positive experience with the Young Scot X-Route study over the past year is another example of the benefits of involving communities in decision making. The X-Route project delivered four Exploration Workshops with up to 12 young people of various ages, socio-economic backgrounds, and local

authority areas in South East Scotland. The individuals also had varying degrees of understanding, experience and interest in active travel. These groups were supported to create a visualisation of the issues they face with active travel. The ideas from the young people, including a “glow in the dark” cycle path, have led to innovation which may be used on trunk roads, while also bringing a ‘fun’ dimension to infrastructure and showing that it need not always be so commercially focussed.

The co-design approach didn't just improve the infrastructure. Crucially, it offered benefits to the people involved. X-Route is, for me, a great example of co-production which implements the initial participatory recommendations of the independent Planning Review and leads to better places. Co-designing is one way of preparing plans and proposals with communities of place or interest that can generate greater active involvement in the planning process.

Targeted during the X-Route Project, young people have a significant role to play in encouraging organisations and communities to adopt a more collaborative culture, focusing resources to effectively meet the needs of individuals and communities.

Young Scot's co-design service involves young people systematically co-creating, co-producing, co-designing and co-delivering solutions, in collaboration with organisations. Young people are involved much earlier in the decision making process through this highly participative approach, developing informed insights, ideas, recommendations and solutions for service development, policy and practice.

It's welcoming to see such a process nominated at the Scottish Awards for Quality in Planning and People's Choice Awards.

The introduction of the Equality Act's socio-economic duty is expected to place a legal duty on planners to make places more equitable, with LDPs in particular identified. The duty could be a mechanism to readdress current place and decision-making concerns, linking community and land-use planning systems, given how vital and inclusive place-based solutions are to communities and to long term useable infrastructure.

As George Harrison once summarised Lewis Carroll: “If you don't know where you're going any road will take you there”. That's not an argument not to plan, for place or for transport; rather, it is a position of not knowing the answer before you've asked all communities what infrastructure and place they want to be planned and created. ■



Photo credit – PBA Shetland Orkney Inter-Island Transport Study

Article:

The funding & delivery of infrastructure – innovative infrastructure charging mechanism options



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Thomas Fleming, Licentiate member of the RTPI and Consultant Planner at Peter Brett Associates, reports on PBA's research for Scottish Government on whether and how an infrastructure charging mechanism can deliver 'infrastructure first' in Scotland.

The Scottish Government's commitment to planning reform began with the 2016 Review and "*Empowering Planning to Deliver Great Places*". Recommendations 18-25 set prompts for fostering an infrastructure investment should be proactively managed and directed towards areas of growth to significantly increase housing delivery. The recommendations aimed to achieve co-ordination and collaboration and to provide new funding options. Key topics of subsequent consultations into the delivery of the report's recommendations included infrastructure delivery. Realising an 'infrastructure first approach', the recommendations suggested a suite of funding options.

Many recommendations urged effective infrastructure funding, whether for site enabling infrastructure or green infrastructure. Recommendation 18 specifically proposed "*options for a national or regional infrastructure levy*", subsequently carried forward in Recommendation 14 of

"*Places, People and Planning*". This recognised a 'gap' between site-specific infrastructure (Section 75) and national level funding, and potential pitfalls in terms of sensitivity to geographical markets and viability, a lesson clearly articulated in the Review of the Community Infrastructure Levy (CIL) in England.

Since upfront capital (mainly through debt funding) has become less available and attractive to fund infrastructure, funding in this 'middle tier' has and needs to continue to be more innovative (as evidenced by TIF programmes, City Deals, and other financing options). New ways of funding, including by levying charges on development, need to work together to close this gap. Evidence of such charges from the CIL in England has - though perhaps in only a few cases - shown that development 'levies' can be applied effectively. However, uncertainty around their regulations, their impact on viability in volatile market areas, and the background and administrative work required to sustain

them, has cast doubt on the desirability of such a system in Scotland.

To explore the infrastructure charging mechanism options in further detail, the Scottish Government appointed a multi-disciplinary team led by Peter Brett Associates, including TradeRisks and Brodies, to undertake research to identify and assess the options for the introduction of an infrastructure charging mechanism in Scotland. The research sets out, among other matters, the pros and cons, key priorities,

"The aim of the charge is to raise funds for infrastructure so that the necessary services and amenities are available to enable additional land to be developed"

high level options and a preferred option of an infrastructure levy to be applied in Scotland.

Priorities of an Infrastructure Charging Mechanism

An infrastructure levy can help achieve an 'infrastructure first approach' and realise sustainable economic growth. A charging system needs to fit in the context of planning and development, considering constraints and opportunities. It should:

- Take account of geographic scale;
- Adhere to Scottish Government policy priorities;
- Account for Land Value Uplift;
- Consider the role of Development Plans;
- Respond to legislative requirements;
- Be clear if the charge is optional/ compulsory;
- Relate logically to existing developer contributions;
- Be practically implemented and resourced; and
- Not contravene legislation regarding State Aid.

A brief consideration of these subjects suggests that a levy should either work within existing political, institutional and legislative arrangements, or otherwise demanding a clear 'roadmap' of required changes. Whichever way it proceeds, it must be fair, proportionate, flexible and pay its way. The development of a charging mechanism requires an appreciation of market evidence and the potential for joint working between local government, national government, and arms-length organisations to deliver the mechanism.

The first stages of research broached these questions through a series of consultations and workshops with local government, infrastructure providers, third-sector bodies, and other organisations. Evidence from this, and a review of best practice and existing literature, gave shape to 'first principles' reflecting priorities of a

charge. These emphasised that a charging mechanism should:

- Assess market variations at wider geographical scales, and not based on arbitrary boundaries;
- Be linked to the development required to contribute;
- Be clearly delineated in policy with clear guidelines for payment, collection and distribution;
- Be built on full stakeholder engagement;
- Be based on clear evidence and part of a broader funding package;
- Be used to encourage sustainable economic growth;
- Not consume local authority resources; and
- Not conflict with existing developer contributions (S75)

These principles were taken forward to develop the 'high level options' and potential charging mechanisms. There are areas requiring clarity, one being 'geography'. Squaring 'regional' application with local determination of a charge has yielded options using existing administrative geographies in the form of local authorities, but more innovative solutions could be achieved through wider geographies (such as, City Deal Regions) to provide a strategic focus for delivery. As in the CIL Review, representing 'regional' and 'greater than local' market and administrative areas was key, owing to concerns over burdening individual local authorities with the administrative burden of a charge, and that 'market areas' may extend beyond local authority boundaries and provide for more robust coordination.

What will a charge look like?

The aim of the charge is to raise funds for infrastructure so that the necessary services and amenities are available to enable the additional land to be developed, or that is needed to serve the additional growth within an area. What mechanism most appropriately

reflects this aim?

The input and assessment informing the 'high level options' form the basic tenets of the mechanism. This included, among other matters, how rates are calculated, and how funds are raised, collected, pooled and distributed. These methods should be consistent and subject to scrutiny, but there should be flexibility in terms of the geographic scale at which the charge is applied. Operationally, conclusions reflect CIL Review findings, that is: a charging system should apply to most developments, and new tariffs could be based on a 'national' formula or nationally set mechanism, limiting the demands on individual local authorities and ensuring consistency. The delivery could - but wouldn't necessarily have to be - based across multiple local authority areas and should depend on a variety of funding and delivery bodies to help close the 'infrastructure gap'.

Subsequent discussions with key stakeholders indicates that the prevailing options are either a 'flat' rate charge or a 'non-linear' charge. Evidence in some of the more successful CIL districts (e.g. the London Mayoral CIL) showed that a 'flat rate' charge has been beneficial, though may not be sensitive to more volatile market areas. A non-linear rate - based on Gross Development Value of development - can be sensitive to market values (and market geographies), be applied flexibly to developments varying by size and use, and maximise the potential revenue without impacting viability.

There are of course implications in terms of legislation, delivery and administration for either option, which have been covered more fully in the Stage 3 Report.

The Way Forward

There has been general support to the principle of an infrastructure charging mechanism to facilitate and enable delivery, subject to further details with regard to the process and mechanism. Its final form - over which area it operates, and ultimately what it funds - will be subject to agreement. However, whatever the form of the charge, further work is recommended to develop, implement and realise its full potential in overcoming barriers to sustainable economic growth. ■



Photo credit - PBA Future Grangemouth Vision

Contact Stefano Smith, Director of Planning at Peter Brett Associates, for more information. sbsmith@peterbrett.com.

¹ "A New Approach to Developer Contributions" (2016) Review Panel chaired by Liz Peace.

² For a comprehensive list of these mechanism, see Pinsent Mason's "Infrastructure and Growth Funding and Delivery Models" (2015).

³ See London Mayoral CIL, for example.

⁴ Details of this mechanism available in Stage 3 Report.

Update: Scottish Government News



Planning Review

Taking account of the responses to the Places, People and Planning consultation paper, the Scottish Government published a position statement in June 2017 which set out our future priorities for the planning system in Scotland. This statement was accompanied by a Strategic Environment Assessment which invited views on the potential environmental effects of the proposals for change. We received 122 responses which are available to view online where consent has been given to publish the response. The responses are currently being independently analysed, and will be considered as part of our preparation for a forthcoming Planning Bill.

You can find more information on our webpages here: <https://beta.gov.scot/publications/places-people-planning-position-statement/>

Digital Task Force

We have established a Digital Task Force, consisting of technology innovators and those who know about the planning service, to affect and influence change to the Scottish Planning System. The Task Force is chaired by Kevin Stewart MSP, Minister for Local Government and Housing; with the first meeting held on 23 August 2017.

Scottish Awards for Quality in Planning

Interviews and site visits of the 22 shortlisted projects took place in early September. The judges are now considering their recommendations for the 2017 awards.

The Scottish Government's People's Choice Award gives everyone a chance to get involved and express their ideas for whatever they consider to have been of great contribution to Scottish planning over the last 6 years. You can view our interactive map featuring all the projects online: <https://blogs.gov.scot/planning-architecture/peoples-choice-award/> and vote for your favourite project until the end of **October 2017**.

Legislation

Permitted Development Rights - Electronic Communication Infrastructure.

Changes to the above, and related planning fees regulations, **came into force on 31 July 2017**. Links to the legislation and guidance are available through our website - see Non-Householder Permitted Development Section at: <https://beta.gov.scot/policies/planning-architecture/development-management/>

Recent Blog Posts

Planning and Architecture Division provides updates and articles of interest through its blog, available to view at: <https://blogs.gov.scot/planning-architecture/>. Recent articles have included:

- Information on the first release of a Place Standard App;
- Sharing of presentations from a Strategic Environment Assessment and preparation Local Outcome Improvement Plans training day; and
- The launch of new features and open dataset for the Scottish Greenspace Map.

Socio-economic duty

Over the summer the Scottish Government consulted on the introduction of a socio-economic duty which asks particular public authorities to do more to tackle the inequalities of outcome caused by socio-economic disadvantage. The consultation paper referenced the preparation of a local development plan as an example of strategic decision making where public authorities should explicitly consider their socio-economic responsibilities. Whilst the consultation is now closed. Details of the outcomes will be published on the Scottish Government website in due course.

Dynamic Coast

A major Scottish Government research project into past and future erosion has been published. It helps planners, businesses and communities plan and adapt to avoid the impacts of climate change.

See: www.dynamiccoast.com for reports and interactive maps. ■

Update:

RTPI Scotland Events Programme



RTPI Training
Royal Town Planning Institute

NEW TRAINING COURSES IN EDINBURGH

The RTPI is launching a refreshed programme of tailored training courses for 2018, including a brand new series of masterclasses and briefings to be held in Edinburgh.

The **masterclasses** and **briefings** are designed for all professionals working in the planning environment, enabling delegates to share ideas and find solutions and practical tips to everyday work challenges. Led by subject experts, the **briefings** offer a key combination of the latest updates and case studies brought together to give practical insights into current issues. **Masterclasses** focus on specific technical and key development topics.

All courses can contribute towards RTPI members' individual CPD to help delegates get ahead in their career. The RTPI Training team has been working with subject experts to design, improve and deliver the programme (formerly RTPI Conferences). Courses have been designed to help planners expand their own technical knowledge and skills, and gain inspiration and an understanding of all the latest developments needed to enhance the career prospects of today's planning professional.

Learning from best practice – The Scottish Awards for Quality in Planning

On 7 March, the Scottish Award winners for Quality in Planning will be sharing best practice and lessons learnt. This briefing will provide an opportunity to gain in-depth knowledge on what was achieved and what they would do differently – the process they went through, looking at the problem each award winner faced; the solution they devised; how they implemented this and what the result was.

RTPI's guide to current issues in the planning system

On 30 May, RTPI will be sharing its hot topics for the coming year, including developments in global issues. The briefing will open with an update from Scottish Government and include the implications of the planning review.

Introduction to the Scottish Planning System

This masterclass on 6 June is designed to provide elected members, professionals working in place making, technicians, administrators and support staff, valuable insight into the planning system.

Impact of the Scottish Planning Review

In the autumn a new briefing will explore the Impact of the Scottish Planning Review. This briefing will look at the implications coming into force from the planning review and Planning Bill.

Bringing RTPI Training in-house means that the RTPI can also pass on savings, with course prices for members and non-members now reduced. Prices for 2018 onwards will start from as little as £199 + VAT.

This training will be complementary to the RTPI's current programme of CPD courses and events available through the RTPI Nations and Regions, which will continue as normal. RTPI is also offering more training courses in eight other locations across the UK.

To find out more, register for updates and book online visit: rtpi.org.uk/training, email: training@rtpi.org.uk or speak to the dedicated in-house training team on +44(0)20 7929 8400.

Learning from Best Practice – The Scottish Awards for Quality in Planning

Date: March 7th 2018

Location: Edinburgh

Format: Briefing

RTPI's guide to the current issues in the planning system

Date: May 30th 2018

Location: Edinburgh

Format: Briefing

Introduction to the Scottish planning system

Date: June 6th 2018

Location: Edinburgh

Format: Masterclass

Update:

RTPI Scotland Update

PUBLIC AFFAIRS

Scottish Alliance for People and Planning

RTPI Scotland has with several like-minded organisations set up the 'Scottish Alliance for People and Places'. The role of the group is, as the planning review advances, to help build consensus on the key principles of an effective and inclusive planning system. We will work with the Scottish Government and Scottish Parliament to ensure the views of local communities and organisations working in the place sector are heard in the forthcoming Planning Bill. Other members are PAS, the Scottish Federation of Housing Associations, Royal Institution of Chartered Surveyors, RSA Scotland, COSLA, Paths for All, Scottish Mediation and Scotland's Towns Partnership. The Alliance has launched at www.peopleandplaces.scot

Climate Change Advisory Group

RTPI Scotland has been invited to sit on the stakeholder Advisory Group that will help to develop the Scottish Government's Climate Change Plan. The Group will meet monthly until early 2018, and was established following some criticism of the Climate Change Plan, laid in the Scottish Parliament in January 2017. Concerns were expressed, including by RTPI Scotland, that the draft plan did not fully recognise the important role that planning and planners can play in tackling climate change, including by shaping places that enable sustainable behaviour choices. The Advisory Group will look to address this in the coming months.



MEDIA AND COMMUNICATIONS

Media

The @RTPIScotland Twitter account now has 3122 followers and the @ConvenorRTPI account has 1045 followers.

The following have been posted on the RTPI Scotland Blog:

- The Changing Demographics of Scotland
- Skills, Knowledge and Behaviours for a New Planning System
- A New Development Plans Process
- Delivering More Homes

They can be read at www.rtpiscotland.blog

Deaths

We regret to announce the death of Mr Iain Godfrey MSc DipTP MRTPI from Edinburgh.

EVENTS

The RTPI Scotland Annual conference will take place on 3 October in Edinburgh. Entitled "The New Agenda: Planners as Visionaries, Facilitators and Enablers" it will take place in the context of the forthcoming Planning Bill and the New Urban Agenda. The conference will look at the key issues we face in Scotland to develop an agenda for change. It will hear about opportunities, challenges faced and the new thinking and doing required from inspirational and forward thinking people. Conference delegates will have the opportunity to discuss these with others and help develop and agree the way forward. Speakers

The full programme can be read, and places booked, at: <http://www.rtpi.org.uk/the-rtpi-near-you/rtpi-scotland/events/rtpi-scotland-annual-conference/>

Update:

PAS

PAS has recently welcomed Erin Fulton who joins the team as the new Volunteers and Interns Manager. Erin previously worked with the RSPB Scotland Loch Leven reserve supporting its volunteer base. Commenting on her appointment Erin Fulton said:

"I am delighted to be joining PAS at such an exciting time for planning and placemaking in Scotland. The contribution that PAS volunteers and the planning profession make to helping communities across Scotland is really unique – something we should be highlighting and celebrating more. Thanks to all the volunteers I've spoken to so far for such a warm welcome to the PAS family. I look forward to working with you all."

PAS delivers its services with a combination of staff, associates, and a large volunteer network of more than 440 built environment professionals, including planners, architects, landscape architects and legal experts. Erin is currently organising a varied programme of CPD events for the volunteers including skills sessions on active listening and presentation skills, and a number of CPD events on a variety of relevant topics.

PAS has had a busy summer with projects including delivering In the Footsteps of Geddes in Lochgilphead. Volunteers also recently facilitated a well-received Place Standard workshop on behalf of NVA, based

around their on-going refurbishment of St Peters Seminary – Kilmahew.

Going forward, the exciting partnership with Galashiels Academy will continue to progress, with the next phase of school workshops taking place over two weeks in September. We will also be at the Edinburgh Homebuilding and Renovating Show in October, sharing advice and delivering a short training session for members of the public on how to navigate their way through the planning system.

If any of these activities ignite your interest and you think would like to get involved with volunteering, please don't hesitate to contact Erin to find out more: Erin@pas.org.uk



Update:

HOPS



Beverly Smith, Chair of Heads of Planning Scotland (HOPS) Development Management Sub-Committee.

The infrastructure requirements to support the delivery of new housing are well documented, with impacts on schools, health facilities, roads, public transport, sports facilities, community facilities, play areas and core paths in need of consideration. The responsibility for provision of this infrastructure currently sits with Scottish Government, Local Authorities, Transport Scotland, Health Boards (NHS) and Developers. With financial constraints on the Public Sector, the reliance on delivery of this infrastructure through planning conditions or developer obligations is greater than it has ever been.

The burden on residential development can be significant, provision of a primary school and secondary school extension, road improvements and health facilities alone could result in Developer Obligations of up to £15k per house. The housing market does not

reflect sudden changes in levels of developer obligation and developers have to achieve a profit level that is supported by Banks, leaving the Land owner or the public sector to 'take the hit' for the increased requirement to fund a new school or health facility.

The theory of land valuation is that the land value would reduce to take account of the developer obligation required; the reality is that very few land owners are prepared to sell their land for significantly less than they had achieved previously with lower levels of developer obligations. In such cases, following viability assessment, a reduced level of developer obligation is taken leaving the public sector to fund a large proportion of the infrastructure requirement associated with new development, which is not sustainable.

The planning review is considering a regional infrastructure levy, but until then, Local authorities are reliant on the current

Developer Obligations guidance to secure infrastructure when planning applications are received. Heads of Planning have set up a working group under the Development Management Sub-Committee so Local authorities can share current practices on infrastructure delivery. The NHS is already working closely with local authorities creating an evidence base to secure infrastructure improvements. Local development plans have a pivotal role to play in infrastructure delivery and need to demonstrate to communities how growth is sustainable for existing and future generations, if they are to be fit for purpose.

At the end of the day, the money has to come from somewhere and if we want to see an Infrastructure first approach then the question of who pays and how needs to be resolved.

Update:

Boyack Trusts Published 25th Annual Report

Alan Russell, Convenor of the Jim Boyack Memorial Trust, outlines the work of the trust and what you can do to help it.

In these times of austerity students can often be under financial pressures that can have an impact on their work. The Jim Boyack Trust believes that we need to do all we can to support them to thrive in their studies and, subsequently, as planners shaping our cities, towns and neighbourhoods in the coming years. That is why the Trust aims to invest in tomorrow's planners by supporting students to enter or continue on a planning course in Scotland. Jim Boyack was Senior Vice Convenor of RTPi Scotland when he died in 1990. The trust was established in gratitude for his life and distinguished work, enthusiasm and contribution towards planning in Scotland.

The purpose of the Trust is to endow and provide for the making of an annual financial

award to students undertaking or extending their studies in Scotland of town and country planning. The Trust has reached an important milestone in publishing our 25th Annual Report. This shows that 25 different planning students have benefitted from the bursary provided by the Trust, with over £22,000 distributed.

To keep this going we need to generate income and do this through our investments and fundraising from groups such as RTPi Chapters and the Scottish Young planners Network. However we are always looking for help in fundraising, through a will legacy or by becoming a regular donor. You can get details at our website <https://jimboyacktrust.wordpress.com/>.

The website also provides details of the newly launched 2017 student award which comprises £2,000 and a free place at the RTPi Scottish Young Planners' Conference. Applications will be considered from any student that is registered on a planning course accredited by the Royal Town Planning Institute in Scotland. The Trustees will particularly consider the needs that the student states in their application for the bursary. This may include various needs, for example support for family commitments; support for field trips or other necessary study; and/ or support to lessen the need for part-time working to support their studies.

Update:

Policy Update



RTPI Scotland aims to lead thinking in how planning can create great places for people. We do this by:

- responding to policy consultations from Scottish Government, agencies and other organisations; and
- discussing planning issues with policy makers including Ministers, MSPs and Civil Servants.

Since the last issue of Scottish Planner RTPI Scotland has responded to the consultation on the Scottish Government's People, Places and Planning Position Statement. We have also continued to engage with any other Scottish Government or Parliament consultations and inquiries relevant to the context in which planning works.

We are always keen to receive comments from members on any policy issues. Please contact Kate Houghton, RTPI Scotland's Planning Policy and Practice Officer, on kate.houghton@rtpi.org.uk if you would like contribute to our responses to national consultations.

PLANNING REVIEW

In June we published the final two of a total of five thinkpieces to support the Scottish Government's development of ideas to help implement the recommendations of the May 2016 Independent Review of the Planning System. The latest thinkpieces are available to read on our website, and cover:

- Delivering more homes
- A new development plans process

The housing thinkpiece looks at practical measures that could help support getting sites from allocation for homes to delivery. A new development plans process synthesises a new plans preparation process, incorporating the changes that we might expect to see to local development planning as a result of the planning review.

Along with the thinkpieces, the RTPI Scotland response to the Scottish Government Places, People and Planning Position Statement is available at <http://www.rtpi.org.uk/the-rtpi-near-you/rtpi-scotland/policy-and-research/planning-review/>.

The Chair of the SYPN has been invited to sit on the Scottish Government's Planning Digital Task Force, convened as part of the planning review.

In the run up to the publication of the Planning Bill later this year, RTPI Scotland is developing a campaign promote the value of planning and planners to stakeholders who will influence the shape of the Act once finalised.

THE SOCIO-ECONOMIC DUTY - CONSULTATION

The Socio-Economic Duty was originally introduced in the UK Government's Equality Act 2010, but was never implemented. This consultation considers implementing the duty, which will require public authorities to act on inequalities of outcome, in Scotland. RTPI Scotland have responded, calling attention in particular to how this duty might impact on Local Development Plans and their other objectives as defined in law and policy.

CLIMATE CHANGE BILL - CONSULTATION

The Climate Change Bill's purpose is to update the emissions reductions targets from the Climate Change Act to bring them in line with the Paris Agreement to limit temperature rise to 1.5°C, and to make improvements to the way that progress towards emissions targets is met. RTPI Scotland have responded to the consultation, in line with our ongoing engagement with the Climate Change Plan and Energy Strategy.

POLICY RESPONSES

All RTPI Scotland policy consultation responses can be read on the RTPI website at www.rtpi.org.uk/scotland. Between April and June 2017 we submitted the following responses:

- Scottish Government National Transport Strategy Call for Evidence
- Scottish Law Commission Tenth Programme of Law Reform Consultation
- Scottish Parliament Environment, Climate Change and Land Reform Committee Inquiry into Air Quality in Scotland

RECENT PUBLICATIONS

Barriers to community engagement in planning

Published May 2017
Scottish Government

Stalled Spaces Scotland Toolkit

Published May 2017
Architecture and Design Scotland

Planning Review: Analysis of consultation responses

Published June 2017
Scottish Government

What's Your Heritage? Past, places and traditions

Published June 2017
Historic Environment Scotland

Annual and Quarterly Planning Performance Statistics

Published July 2017
Scottish Government

Dispossession: The great social housing swindle

On limited release at cinemas
Velvet Joy Productions, Directed by Paul Sng

Citizen Jane: Battle for the city

Screened on BBC 4 August 2017 | Available on DVD autumn 2017
Altimeter Films, Directed by Matt Tyrnauer

RTPI SCOTLAND CONTACTS



Stefano Smith, MRTPI Convenor

Stefano chairs the Scottish Executive Committee and the Scottish Forum for Planning. He also represents RTPI Scotland at the RTPI General Assembly, and sits on the RTPI Education and Life Long Learning Committee. He is also an RTPI Ambassador.

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Luke Slattery Intern Project Officer

Luke is a City and Regional Planning graduate of the University of Glasgow. He is supporting RTPI Scotland's work on the planning review, helping us to develop our ideas for how the planning system could work better, and communicating these ideas to key stakeholders.

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The opinions stated are the contributors' own unless otherwise stated. The RTPI is not responsible for statements made or views expressed in this journal.

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