

Key Transport Consultant Information Sheet

No: 7

Topic: **TRANSPORT ASPECTS OF PLANNING POLICY STATEMENT 4: (PPS4)
PLANNING FOR SUSTAINABLE GROWTH**

Introduction

PPS4 is not primarily a transport related document but this review identifies the key transport related features.

Published by the Department for Communities and Local Government (CLG) in late December 2009, PPS4 sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas of England.

PPS4 continues the Government's overall "plan-led approach" to development proposals, along with the principle of locating defined town centre uses in the "town centre first". It removes the "need" test for determining planning applications and does not introduce a competition test. Applications for economic development will continue to require an assessment of transport impacts with advice set out in Guidance on Transport Assessments (DfT and CLG, 2007).

For retail and town centre uses not located in an existing centre and that do not accord with an up to date development plan, planning applications will need to undergo a sequential assessment. This will include a demonstration that the proposal has "easy pedestrian access" and that the developer has demonstrated flexibility in terms of "reduced or reconfigured car parking areas". None of the impacts to be assessed explicitly include transport but there is scope for the LPA to define "any locally important impacts on centres".

PPS4 states that LPAs should produce local maximum parking standards for non-residential development that will replace those set out in Annex D of PPG13: Transport. Local parking standards will need to be produced through the local development framework. PPS4 indicates that there may be circumstances where departures from local standards may be appropriate. In the absence of these local standards, the standards set out in PPG13 will continue to apply.

Government Objectives

To help achieve sustainable economic growth, the Government's objectives include the delivery of more sustainable patterns of development, reducing the need to travel, especially by car, and responding to climate change. In order to promote the vitality and viability of town and other centres, the Government want to focus new economic growth and development of main town centres to be focussed in existing centres.

Application

The development management policies in PPS4 can be applied directly by the decision maker in determining planning applications. PPS4 replaces PPG4, PPG5, PPG6, sections of PPS7, and paragraphs 53, 54 and Annexe D of PPG13: Transport (although these remain extant until individual LPAs prepare local maximum parking standards).

The uses covered by PPS4 include the B Use Classes (primarily office, general industrial and storage or distribution), public and community uses and main town centre uses along with other development achieving certain objectives. It does not apply to housing. In town centres PPS4 applies to: retail development; leisure, entertainment facilities, and the more intensive sport and recreation uses; offices; and arts, culture and tourism development.

Plan Making Policies

The following policies and extracts include transport aspects. The policies should be read in the context of PPS4 in its entirety, especially where extracts of policies are provided.

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Policy EC2: Planning for Sustainable Economic Growth

EC2.1 Regional planning bodies and local planning authorities (LPAs) should ensure that their development plan:

- e. identifies, protects and promotes key distribution networks, and locates or co-locates developments which generate substantial transport movements in locations that are accessible (including by rail and water transport where feasible), avoiding congestion and preserving local amenity as far as possible
- f. plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development

Policy EC5: Site Selection and Land Assembly for Main Town Centre Uses

EC5.1 LPAs should identify an appropriate range of sites to accommodate the identified need, ensuring that sites are capable of accommodating a range of business models in terms of scale, format, car parking provision and scope for disaggregation. LPAs should:

- a. identify the appropriate scale of development, ensuring that the scale of the sites identified and the level of travel they generate, are in keeping with the role and function of the centre within the hierarchy of centres and the catchment served

EC5.2 Sites for main town centre uses should be identified through a sequential approach to site selection. Under the sequential approach, LPAs should identify sites that are suitable, available and viable in the following order:

- a. locations in appropriate existing centres where sites or buildings for conversion are, or are likely to become, available within the plan period
- b. edge-of-centre locations, with preference given to sites that are or will be well-connected to the centre
- c. out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are closest to the

centre and have a higher likelihood of forming links with the centre

Policy EC8: Car Parking for Non-Residential Development

EC8.1 LPAs should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan and, where relevant, the regional strategy. LPAs should not set minimum parking standards for development, other than for parking for disabled people. EC8.2 In setting their maximum standards, LPAs should take into account:

- a. the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking
- b. the need to reduce carbon emissions
- c. current, and likely future, levels of public transport accessibility
- d. the need to reduce the amount of land needed for development
- e. the need to tackle congestion
- f. the need to work towards the attainment of air quality objectives
- g. the need to enable schemes to fit into central urban sites and promote linked trips
- h. the need to make provision for adequate levels of good quality secure parking in town centres to encourage investment and maintain their vitality and viability
- i. the need to encourage the shared use of parking, particularly in town centres and as part of major developments
- j. the need to provide for appropriate disabled parking and access
- k. the needs of different business sizes and types and major employers
- l. the differing needs of rural and urban areas

Development Management Policies

Policy EC10: Determining Planning Applications for Economic Development

EC10.2 All planning applications for economic development should be assessed against the following impact considerations:

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- a. the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured

Policy EC12: Determining Planning Applications for Economic Development in Rural Areas

EC12.1 In determining planning applications for economic development in rural areas, LPAs should:

- a. support small-scale economic development where it provides the most sustainable option in villages, or other locations that are remote from local service centres, recognising that a site may be an acceptable location for development even though it may not be readily accessible by public transport

Policy EC15: The Consideration of Sequential Assessments for Planning Applications for Main Town Centre Uses that are not in a Centre and not in accordance with an up to date Development Plan

EC15.1 In considering sequential assessments (required under policy EC14.3 for planning applications for main town centres uses that are not in an existing centre and are not in accordance with an up to date development plan), LPAs should:

- c. ensure that where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference is given to edge of centre locations which are well connected to the centre by means of easy pedestrian access
- d. ensure that in considering sites in or on the edge of existing centres, developers and operators have demonstrated flexibility in terms of:
 - iii. car parking provision; reduced or reconfigured car parking areas

Policy EC17: The Consideration of Planning Applications for Development of Main Town Centre Uses not in a Centre and not in accordance with an up to date Development Plan

EC17.1 Planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan should be refused planning permission where:

- b. there is clear evidence that the proposal is likely to lead to significant adverse impacts in terms of any one of impacts set out in policies EC10.2 and 16.1 (the impact assessment), taking account of the likely cumulative effect of recent permissions, developments under construction and completed developments.

Policy EC18: Application of Car Parking Standards for Non-Residential Development

EC18.1 Local parking standards should apply to individual planning applications unless:

- a. the applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking.
- b. for retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:
 - i. the parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted
 - ii. the scale of parking is proportionate to the size of the centre

EC18.2 In the absence of local parking standards, the maximum standards set out in Annex D of Planning Policy Guidance Note 13: Transport will apply (subject to the provisions in Policy EC18.1).

Policy EC19: The Effective Use of Conditions for Main Town Centre Uses

EC19.1 LPAs should make effective use of planning conditions to implement their policies and proactively manage the impacts of development by imposing planning conditions to:

- b. resolve issues relating to the impact of the development on traffic and the amenity of neighbouring residents, such as the timing of the delivery of goods to shops and the adequate provision for loading and unloading