

Neighbourhood Planning and Understanding Transport Needs



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Presentation Overview

- Why is a new system being introduced?
- Tools & process
- Funding, support & cost
- Implications for transport planning



Why a new system?



De-centralisation, localism and “Big Society”

- Devolve power & responsibility to local level
- Communities to shape and influence places where they live
- Community-driven proposals
- Community-endorsed
- Incentivise new development
- Streamlined planning process

Why a new system?



Give communities the opportunity to...

Choose locations for development

Influence building design

Grant planning permission for development

Indirectly raise £££ from incentives



Faster planning process

Increased levels of sustainable development

Neighbourhood Planning “Tools”



Neighbourhood Development Plan (NDP)

- Sets out land use in defined area
- Doesn't give planning permission
- Can be detailed or “light-touch”
- Becomes a Development Plan Document (DPD)

Neighbourhood Development Order (NDO)

- Developments in conformity with NDO granted automatic planning permission

Community Right to Build Order

- Streamlined NDO for community-led building schemes

Process



Stage 1: Define the neighbourhood

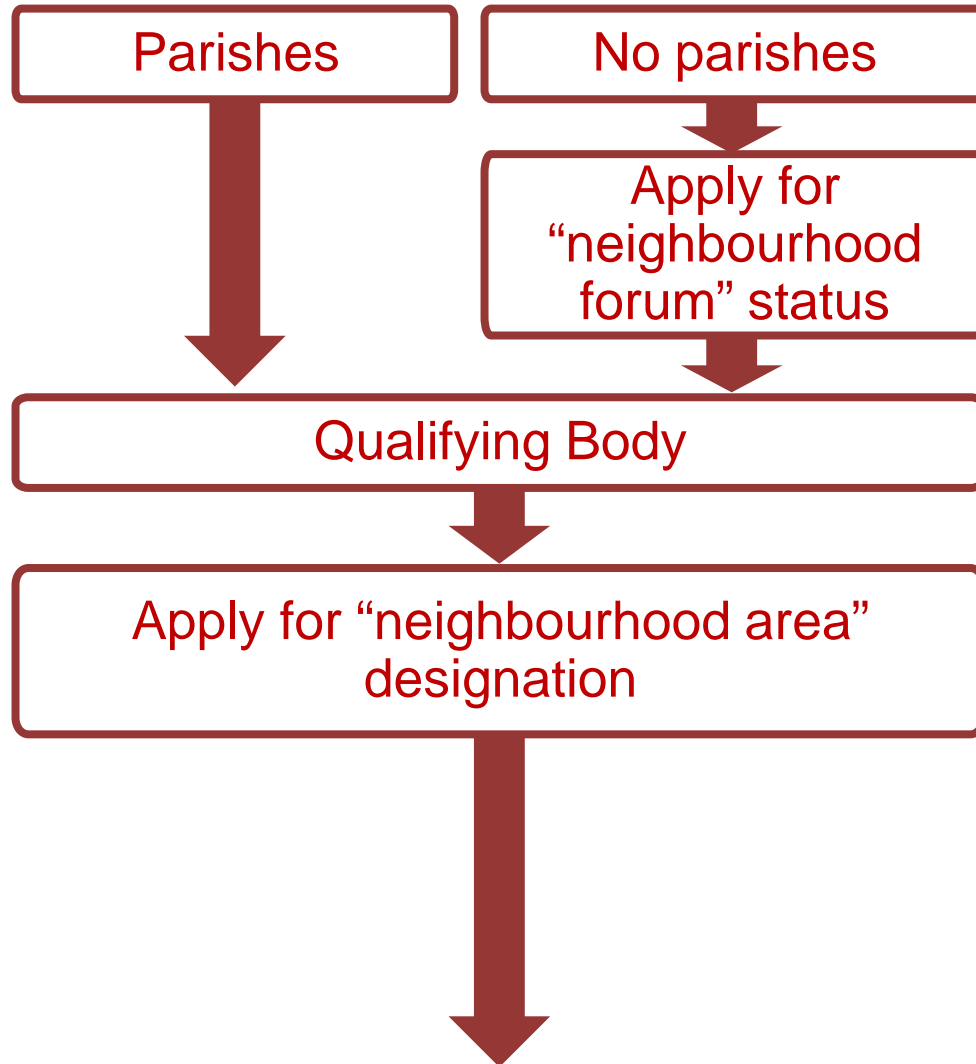
Stage 2: Prepare the plan

Stage 3: Independent check

Stage 4: Community referendum

Stage 5: Legal force

Stage 1: Define the neighbourhood



➤ Local Authority duty to:

- Confirm status of a proposed forum
- Confirm geographical area
- Provide advice

Neighbourhood

Plan

Check

Referendum

Legal force

Stage 2: Prepare the plan

Determine:

- Where development should be
- What it should look like

Check:

- In line with local and national policies
- In line with other laws

Consult:

- Statutory bodies
- Prepare consultation statement

➤ Local Authority duty to:

- Provide advice and assistance (not ££)
- Respond to consultation

Neighbourhood
Plan

Check
Referendum
Legal force

Stage 3: Independent check

Local Authority

- Appoints independent examiner
- Pays examiner

Independent Examiner

- “Light-touch” examination by written representation
- Accepts if conforms with:
 - Strategic elements of LDF
 - Legal requirements
 - National Policy (NPPF)

- Examiner may recommend changes
- Local Authority and Neighbourhood Forum may then need to re-consult community
- Rejection = no referendum

Neighbourhood
Plan
Check

Referendum
Legal force

Stage 4: Community referendum

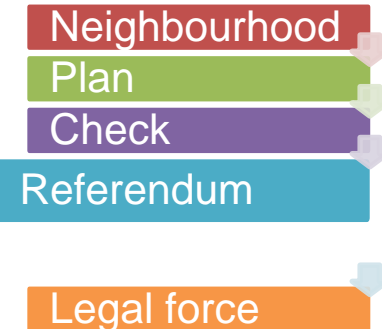
Local Authority

- Organise referendum
- Those on electoral roll eligible to vote
- Area of vote maybe wider than plan area

Result

More than 50% of people who vote supportive = plan adopted as DPD

- What happens if plan fails in referendum?
- Risk for community
- Potentially disempowering, create local conflict, wasted time and effort.



Stage 5: Legal force

Adopted Neighbourhood Development Plan:

- Carries legal weight
- Decision-makers obliged to take it into account when considering development proposals



Adopted Neighbourhood Development Order:

- Grants planning permission to developments that comply with the order



Funding & Support



- Local planning authority obliged to help
- Developers, parish & town councils, landowners & local businesses
- Government funding via local councils
- Incentives that will go to local area:
 - New Homes Bonus
 - Community Infrastructure Levy
 - Retention of business rates (?)

Cost



Estimates from the CLG impact assessment:

- Masterplan type document
= £50k consultant fees
- EIA (£50k) SEA (£20k) HRA (£15k)
- Retail Impact Assessment (£5k)
- Equality Impact Assessment (£5k)
- Community Safety Assessment (£5k)
- Consultation costs (£5-8k)
- Cost of referendum (£7k per ward)



Implications for Community Development



➤ Civic Voice / Mori report:

- Groups with skills & resource have advantage
- Volunteer time/resources limited & not necessarily representative
- Level of finance may not be sufficient
- Issues about resolving conflict within and between groups
- Loss of strategic approach – particularly for transport

Implications for Community Development

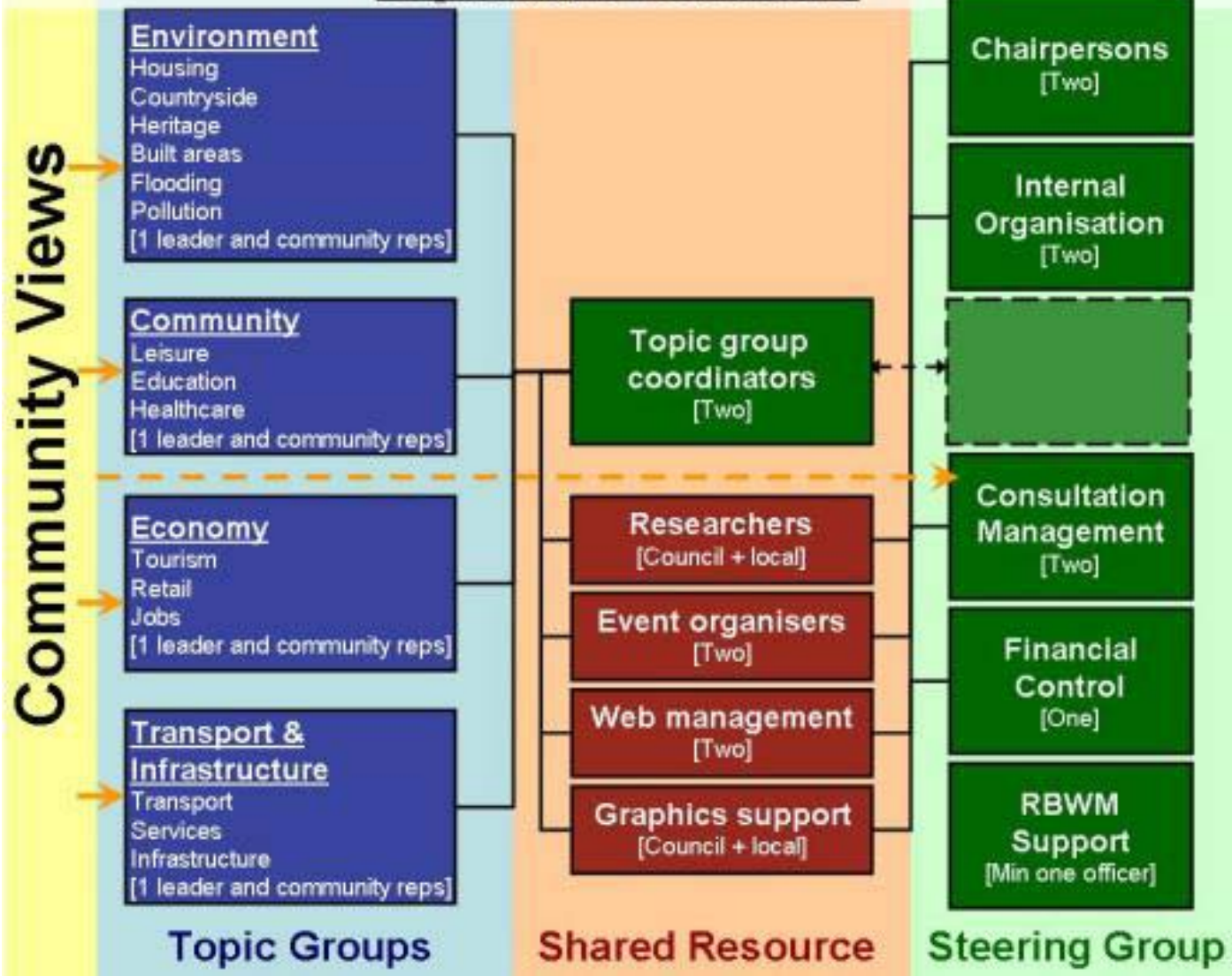


➤ Elements needed for a good plan:

- Leadership
- Communication
- Effective meetings
- Reality check
- Credibility
- Guidance
- Confidence
- Group stability
- Recognition of bigger picture & wider linkages

Ascot, Sunninghill & Sunningdale Neighbourhood Plan

Organisation Structure



Implications for Transport Planning

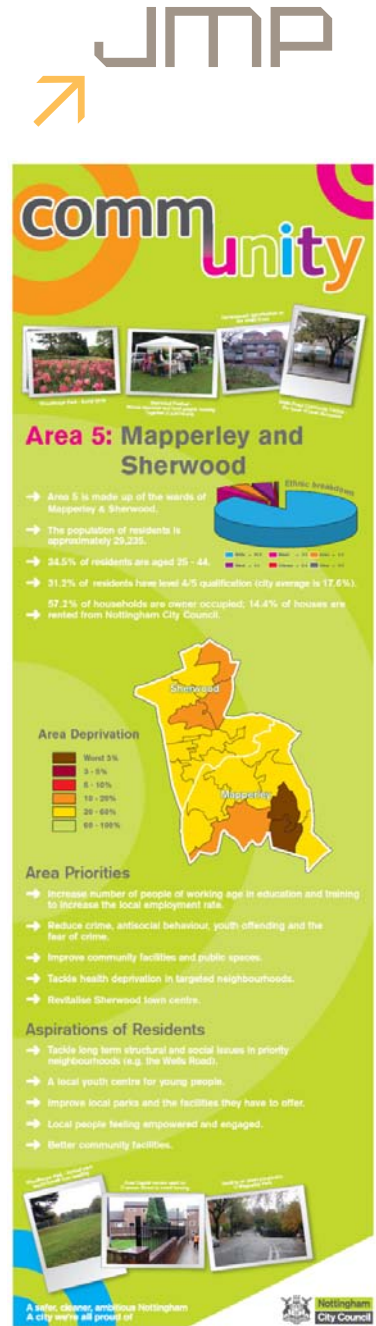
↗ Transport will be an area of interest for community groups

↗ New system will require a new approach amongst professionals



Implications for Transport Planning

- More focus on collaboration and community aspirations
- Greater need for dialogue, rather than reliance on estimates of trip generation / transport impact
- Need for low-cost ‘tool-kit’ applications to help local decision-making
- Improved consideration of transport impact – less “box ticking” and better tailored solutions



Implications for Transport Planners



- Transport Planners should aim to:
- Work closely with planning colleagues
 - Engage in process early – don't leave it until transport impacts come as a shock to communities!
 - Ditch the jargon
 - Empower community groups and build confidence through sound advice
 - Listen and be positive
 - Help find solutions and advise on the relative effectiveness of different solutions
 - Manage expectations

Implications for Transport Planners



(continued)

- Seek out other sources of help available to groups
- Be flexible, recognising the different challenges of a community group as a client
- Respond to plans in a timely and constructive way
- Be prepared to repeat key information to changing group members

Concluding Thoughts



- New system - guidance deliberately sparse to allow flexibility to local circumstances
- Little mention of transport planning issues – but these are bound to arise
- Processes will evolve with time
- How will we judge success of the system?
- A revolution in community involvement or a white elephant that doesn't deliver...