

Appendix 1

<p>What development will we need to address climate change?</p>	<p>Planning system has a key role to play and must be properly resourced and empowered through NPF4 to deliver the government's aspirations for inclusive growth and decarbonisation.</p> <p>NPF4 and the Local Development Plan have a key role to play in setting the framework for change and responding to our future challenges. NPF4 and delivery focussed local development plans have a key role to play in safeguarding our environment, reducing the local and global environmental impact of our consumption and production and planning and co-ordinating future infrastructure requirements. However, to achieve the aspiration of a delivery focussed planning system, policies and aspirations must be matched with the financial resources to deliver and these must be available at a regional/planning authority level.</p> <p>Nationally controlled infrastructure and climate change adaptation funding is at the other end of the spectrum from the envisaged infrastructure first approach which the planning system is being empowered to deliver through the Planning (Scotland) Act 2019.</p> <p>Development to address climate change will need to ensure;</p> <ul style="list-style-type: none">• Low carbon buildings• Active travel and low carbon transport• Safeguarding and promoting biodiversity and green/blue networks• Renewable energy opportunities are maximised• Food supply security, safeguarding prime agricultural land and encouraging grow your own• Flood prevention and managing surface water• Safeguarding from coastal erosion and rising sea levels• Large scale woodland expansion <p>Significant progress is now required to address the climate change emergency and this will require fundamental changes in the way we plan and deliver development. Fundamental change will require buy in from a wide range of stakeholders, including developers and Homes for Scotland. In the current system, planning authorities have to enforce policies on good placemaking, healthy living and biodiversity upon some developers, rather than it forming the baseline for the development industry.</p> <p>Funding is required to ensure local authorities can lead by example in how new and existing buildings meet climate changes challenges.</p> <p>Onshore wind energy planning and consenting needs a complete</p>
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overhaul. The current approach where each planning authority prepares spatial frameworks identifying areas with the greatest potential and then wind energy companies submit section 36 applications which invariably are subject to lengthy public local inquiries is fundamentally flawed and needs to change. The current spatial framework prepared in conformity with SPP results in a meaningless framework which is not fit for purpose.

A system where a national review is undertaken to identify the best locations for onshore wind in terms of minimising environmental impacts and maximising energy efficiency should be introduced. This may result in perhaps a dozen locations for onshore wind farms and should have the status of agreed in principle and a review of the current section 36 process carried out in tandem. A similar approach could be taken towards solar farms and other technologies, properly planned to meet needs, rather than the current ad hoc approach to energy infrastructure planning.

Large scale woodland expansion should also be promoted and funded, recognising the value of woodlands in capturing carbon. This should be undertaken as part of an overall land use plan for Scotland recognising the best areas for renewable energy, woodland, food production and other uses. While Moray currently has approximately a third of its land area under woodland cover, there is scope for this to be significantly increased, as evidenced in the Woodland and Forestry Strategy.

Sustainable design and construction will have a key role in how we adapt to changing weather extremes including much warmer summers. Properties will have to maximise use of renewable technologies and be zero carbon. A much stronger commitment is required to use of vacant/derelict and brownfield sites being developed before greenfield. Funding is required to achieve this and also to bring empty homes back into use.

Developments must safeguard and expand our green and blue infrastructure, safeguard and promote biodiversity.

Development which connects into existing and creates new active travel connections, recognising the carbon reduction, health and cost savings of changing modes of travel.

Policies to ensure fibre to the premises are required, recognising this may reduce travel and taking a different approach to how we do business, as well as ensuring businesses across Scotland are on a level playing field.

Electric vehicle charging points at all new buildings, in car parks and other opportunities to look ahead to the fundamental changes in transport.

	<p>More frequent and significantly cheaper public transport services are required, particularly in rural areas, where the cost and frequency act as barriers.</p> <p>Energy provision to replace gas for both households and business and require renewable energy infrastructure on all new buildings. The role of energy from hydrogen, energy storage and district heating systems needs to be set out in NPF4.</p> <p>Policies on Zero waste to be set out in NPF4, minimising waste, avoiding landfill and leaving only limited amounts to be treated.</p> <p>Policies to safeguard, protect and enhance biodiversity maximising the variety of native species and habitats.</p>
<p>How can planning best support our quality of life, health and wellbeing in the future?</p>	<p>The homes we need must be carbon neutral, well connected digitally and must have excellent public and active travel connections. Unsustainable patterns of development need to change, while respecting the aim of repopulating fragile rural areas.</p> <p>Policies are required to ensure housing supply meets housing demand in the private sector. Moray Council 's accessible housing policy is considered to be a good example of planning for our ageing population, otherwise additional pressure is placed on the Council house waiting list.</p> <p>Affordable homes, home ownership and self- build opportunities, space to grow your own food, quality open spaces providing recreational opportunities of passive and active and promoting biodiversity must all be delivered through strong, clear policies in NPF4.</p> <p>Greater respect for the importance of prime agricultural land is required to safeguard our food supply network. At the moment prime agricultural land is trumped by the needs of settlement expansion. In the longer term this will have even greater importance as we are encouraged to grow our own food.</p> <p>Good placemaking and the relationship between spatial planning and healthcare planning must be subject to strong policies in NPF4. Moray Council's Policy PP1 Placemaking is considered a good example of such an approach, accompanied by the Quality Audit process, which could be embedded in NPF4.</p> <p>Ensuring an infrastructure first approach is taken must be set out in NPF4 with the financial resources to deliver. Infrastructure providers are currently playing catch up due to lack of investment. Policies are required to safeguard communities from coastal erosion and flooding.</p>

	<p>Affordable rural housing in a range of tenures and rural employment opportunities need to be encouraged. Affordable housing provision should be planned and not able to trump all other policies and the strategy of the local development plan. Land is often not the barrier to delivery, rather financial resources. Policies to deliver real tenure integration and improve everyone's life chances should be set out in NPF4.</p> <p>Planning for intergenerational living should be set out in policy, reflecting the findings of the Mobility, Mood, Place project carried out by Edinburgh university.</p> <p>Land values do not currently allow for the quality of development required to provide for public health, wellbeing and quality of life and leads to characterless development that meets a housing need rather than placemaking.</p>
<p>What does planning need to do to enable development and investment in our economy to benefit everyone?</p>	<p>The planning system has to continue to develop its role as an enabler of development, working with landowners, developers and agents to assemble sites and bring them forward for development and attract investment. Closer working with economic development services and other agencies, with available funding is required to deliver land for employment purposes.</p> <p>If local authorities had the funding, a more proactive approach to land assembly could be taken along with an infrastructure first approach to have development ready sites. This could include use of compulsory purchase or similar powers. Masterplan consent areas offer potential to explore this further and to create a simpler planning system for developers.</p> <p>Moray's economy in 2050 is anticipated to be one with very strong representation from the armed forces at RAF Lossiemouth and Kinloss Barracks, a strong food and drink sector, with the continued growth of aerospace, life sciences and food production.</p> <p>Planning authorities need a range of sites to be provided for new businesses, expansion of existing businesses and opportunities for live/ work developments.</p> <p>High tech and automated systems are likely to change the way we deliver services and how businesses operate.</p> <p>The planning system can assist with reducing inequalities, fuel poverty and help to stimulate green jobs and skills development if land and development values reflect the need for placemaking and quality in development provision.</p>
<p>How can planning improve,</p>	<p>The planning system already aims to improve, protect and</p>

<p>protect and strengthen the special character of our places?</p>	<p>strengthen the special character of our places. Taking onshore wind energy as an example, the spatial framework currently required by Scottish Planning Policy excludes Special Landscape Areas from “no go zones” for large scale wind farms. That is completely at odds with the question now being asked in this Call for Ideas. Spatial frameworks/ policies which include protection for the special character of our areas are therefore required and a recognition that special character often extends beyond environmental designations.</p> <p>Blue and green infrastructure should be planned as part of good placemaking. It is important also to recognise that the planning system should be creating new places with special character, the listed buildings and conservation areas of the future and places of character for people to live and work, not car dependent suburbs.</p> <p>Town centres will continue to evolve, with more specialist independent retailers, more living in the town centres and more social opportunities. There needs to be a greater focus on overcoming constraints on brownfield vacant and derelict sites, additional funding is needed to bring these forward and support the role of planning as an enabler.</p>
<p>What infrastructure do we need to plan and build to realise our long term aspirations?</p>	<p>Transportation- need road systems which are fit for future purpose, safe and promote active travel opportunities. The A96 dualling project will bring significant economic benefits to Moray, reducing journey times, improving safety, reducing carbon emissions within town centres and providing new active travel connections. However, it is vital that the dualling project is supported by the infrastructure to make it fit for purpose for the future of electric vehicles and that active travel benefits are fully realised.</p> <p>Public transport needs significant investment to reduce the volume of traffic, alongside a programme of behavioural change. In rural areas such as Moray public transport costs do not make it an attractive alternative to the motor car and a significant change is required.</p> <p>Active travel networks need significant funding. In rural areas routes to work are often unsafe, convoluted and not a realistic alternative. On-going behaviour change is required to encourage active travel.</p> <p>An infrastructure first approach is required with funding devolved to planning authorities or community planning partnerships to implement a regional infrastructure plan. The Local Development Plan should act as the catalyst for co-ordinating and planning for longer term infrastructure requirements. The Moray Local Development Plan 2020 makes an initial start at this, identifying new requirements for schools, health centres and transport</p>

network improvements. However, this could be expanded to include digital upgrades, Scottish Water network improvements and so on.

Greater use of existing resources could be made through energy storage and repowering of existing developments.

Significant investment is needed in our digital infrastructure, especially for businesses. Ultra- fast broadband is required to keep businesses in Moray, attract new businesses and avoid displacement. Digital infrastructure should provide a level playing field across Scotland and not disadvantage rural areas.

Digital health opportunities should be maximised. Current practices which see patients in Moray making a 4+ hour round trip to Aberdeen for a 10 minute appointment must be addressed.

New train stations or re-opening closed stations could be considered along with measures to get as much freight off the roads as possible, getting goods to market as efficiently as possible.

Networks of electric charging points, fibre to the premises and carbon free/conscious places must be provided.

In the short term an extension of the gas grid in Moray for commercial purposes is required as Moray does not have access to low cost fuels. The gas network would allow users in Moray access to a future decarbonised gas supply. NPF4 should provide support for the effective generation of hydrogen through renewable electricity. The first demonstration project to inject hydrogen into a gas grid is now operational in the UK. Other opportunities for local hydrogen generation should be identified, making better use of excess renewable energy generated.

Achieving the Scottish Government target of 50% of the energy for Scotland's heat, transport and electricity consumption to be supplied from renewable sources by 2030 will require a more streamlined approach as set out above.

District heating is currently seen as too complicated and not cost effective. NPF4 should give greater momentum to the potential for district heating systems.

The move to net zero carbon and investment in infrastructure to support it needs to consider how this impacts on rural Scotland to ensure inclusive economic growth, a shift in investment strategy to support cities in achieving low carbon objectives cannot be at the expense of rural populations and business.