

Topic paper for the review of the
Hertfordshire County Council Minerals Local Plan

Safeguarding Mineral Infrastructure

Version 2 – November 2018

1. Introduction

This topic paper is a combination of two previous topic papers which were published to support the Draft Minerals Local Plan. These two papers were titled ‘Safeguarding of Infrastructure related aspects & Updating Rail heads and Wharves Policy Topic Paper’ and ‘Concrete Batching, Asphalt and Stone Coating Plants Topic Paper’.

These two topic papers have been combined into one paper as the policy subjects that they covered (one dealt with a revised policy for the safeguarding of Rail Heads and Wharves and the other dealt with the new policy for the safeguarding of concrete batching, Asphalt and Stone Coated Plans) have been combined into one policy within the Proposed Submission Minerals Local Plan.

This topic paper explains how these two policies have evolved throughout the review of the Minerals Local Plan and the reasons why they have come to be combined into one policy within the Proposed Submission Minerals Local Plan and how they form part of the new ‘Safeguarding’ chapter.

Definitions

Mineral Resources

Mineral Resources (of local and national importance) are defined in the National Planning Policy Framework (NPPF) 2018 as Minerals which are *“necessary to meet society’s needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.”*

Mineral Safeguarding Areas (MSA)

As stated in the NPPF 2018, Mineral Safeguarding Areas are *‘designated by minerals planning authorities and cover known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.’*

Mineral Consultation Areas (MCA)

Mineral Consultation Areas are geographical areas that must be based on Mineral Safeguarding Areas, as stated in the NPPF 2012¹. Planning applications submitted to District/Borough Councils that propose non-mineral development, that fall within the Mineral Consultation Areas, may not be determined until the Minerals Planning Authority has been given the opportunity to comment on whether the proposal could potentially sterilise the mineral resources.

Mineral Infrastructure

Mineral Infrastructure is essential infrastructure that provides for the bulk transport, handling and processing of minerals (e.g. a rail aggregate depots, which are used to facilitate imports and exports of minerals via the railway line).

Mineral Infrastructure Consultation Area (MICAS)

The newly identified MICAS are geographical areas, including and surrounding existing infrastructure for the transportation or processing of mineral, where the District or Borough Council should consult the Minerals Planning Authority for any proposals for non-minerals development.

2. The Adopted Minerals Local Plan (2007)

Adopted Policy for Rail Heads and Wharves

The current Plan (Minerals Local Plan 2007) includes section 3.10 on railheads and wharves with two paragraphs of supporting text around Minerals Policy 10 – Railheads and Wharves.

The policy wording of Minerals Policy 10 – Railheads and Wharves is as follows:

¹ The NPPF 2018 no longer requires Mineral Consultation Areas to be identified and therefore does not provide a definition

MINERALS POLICY 10 ~ RAILHEADS AND WHARVES

Existing and disused railheads and wharves will be safeguarded where they have potential for the exportation and importation of minerals and secondary/recycled aggregates.

The retention of existing and disused railheads and wharves will be expected unless:

- a) The existing or disused facility can be satisfactorily relocated within the development proposals in terms of operational requirements and environmental criteria; or**
- b) It can be demonstrated that the site is no longer viable for use as a rail aggregates depot or wharf; or**
- c) The facility has been or will be replaced in an appropriate alternative location.**

Proposals for new or replacement aggregate terminals for rail and water transport will be supported, subject to the suitability of the local road network for secondary collection and distribution and taking into account other environmental effects.

Adopted Policy for Concrete Batching, Asphalt and Stone Coating Plants

The current adopted Minerals Local Plan does not contain any policies or text for Concrete Batching, Asphalt and Stone Coating Plants. Since the adoption of the existing Minerals Local Plan, national policy has been updated to include requirements that did not exist at the time the 2007 Minerals Local Plan was prepared.

A new policy to safeguard mineral infrastructure (which includes Concrete Batching, Asphalt and Stone Coating Plants) has been included in the new Minerals Local Plan to reflect the changes to national policy. Please read Part 3 below to understand more about how national policy requirements have shaped this new policy.

3. Current National Planning Policy

Since the adoption of the current Minerals Local Plan in 2007, the planning system has undergone significant changes, with the introduction of the National Planning Policy framework (NPPF) in 2012.

The National Planning Framework (NPPF) 2012 set out requirements for the safeguarding of mineral resources and the safeguarding of mineral infrastructure.²

² See paragraph 143 of the NPPF 2012 (not superseded by the NPPF 2018) by following this link: <https://webarchive.nationalarchives.gov.uk/20180608095821/https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The NPPF was revised in July 2018 to take into account and implement changes in the planning system, in particular those surrounding the planning of housing, which had been made through previous papers including the Housing White Paper, The Planning for The Right Homes in the Right Places consultation and the Draft revised NPPF consultation.

The NPPF 2018 continues to recognise the importance of Minerals and of safeguarding mineral resources and infrastructure.

Paragraph 204 of the NPPF 2018 states:

Planning policies should:

“safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material”

The review of the Minerals Local Plan commenced in 2014 with initial evidence gathering stages. During this time, the requirements of the NPPF 2012 were taken into account when shaping the emerging Minerals Local Plan to its Draft Plan stage.

The requirements of the NPPF 2018 have been taken into account in the preparation of the emerging document and have been implemented into the Proposed Submission Minerals Local Plan, which was drafted following the release of the revised NPPF in July 2018.

4. Reviewing other Mineral Planning Authorities Minerals Local Plans

During the evidence gathering stages of reviewing the Minerals Local Plan, it's important to examine other minerals planning authorities Minerals Local Plans. This helps to provide examples of how the national policy requirements for the safeguarding of mineral infrastructure have been incorporated into more recently adopted Minerals Local Plans.

The table below outlines two examples of mineral infrastructure safeguarding policies that the county council looked at when gathering initial evidence for revising the existing Rail heads and Wharves policy.

Local Plan	Transport Policies
<p>Essex Minerals Local Plan (Adopted July 2014)</p>	<p>Policy S9- Safeguarding mineral transshipment sites and secondary processing facilities</p> <p>The following mineral facilities identified on the Policies Map are of strategic importance and shall be safeguarded from development which would compromise their continued operation.</p> <p>Safeguarded Transshipment Sites:</p> <ul style="list-style-type: none"> a. Chelmsford Rail Depot b. Harlow Mill Rail Station c. Marks Tey Rail depot d. Ballast Quay, Fingringhoe (safeguarding to apply only up to the end of mineral extraction at the nearby Fingringhoe Quarry) e. Parkeston Quay East, Harwich (for potential operation) <p>Safeguarded Coated Stone Plant:</p> <ul style="list-style-type: none"> f. Sutton Wharf, Rochford g. Stanway, Colchester h. Wivenhoe Quarry i. Bulls Lodge, Chelmsford j. Essex Regiment Way, Chelmsford k. Harlow Mill Rail Station <p>The Local Planning Authority shall consult the Mineral Planning Authority and take account of its views before making planning decisions on all developments within 250 metres of the above facilities as defined in the maps in Appendices 2 and 4. Where planning permission is granted for new rail or marine transshipment sites and coated stone plant of strategic importance, those sites will also be safeguarded so that their operation is not compromised. The safeguarding of a strategic plant is for the life of the planning permission or where located in a mineral working, until completion of extraction.</p> <p>The Local Planning Authority shall consult the Mineral Planning Authority for its views and take them into account on proposals for development within the Mineral Consultation Area of these safeguarded sites, as identified on the Policies Map, before making planning decisions on such proposals.</p> <p>Also includes supporting text on bagging plants as there are seven in Essex, although state that they will not be safeguarded.</p>
<p>Hampshire Minerals and</p>	<p>Policy 19: Aggregate wharves and rail depots</p> <p>The capacity at existing aggregate wharves and rail depots</p>

**Waste Plan
(Adopted
October 2013)**

will where possible and appropriate be maximised and investment in infrastructure and /or the extension of suitable wharf and rail depot sites will be supported to ensure that there is sufficient capacity for the importation of marine-won sand and gravel and other aggregates.

1. Existing wharf and rail depot aggregate capacity is located at the following sites:

- i. Supermarine Wharf, Southampton (Aggregates wharf)
- ii. Leamouth Wharf, Southampton (Aggregates wharf)
- iii. Dibles Wharf, Southampton (Aggregates wharf)
- iv. Kendalls Wharf, Portsmouth (Aggregates wharf)
- v. Fareham Wharf, Fareham (Aggregates wharf)
- vi. Marchwood Wharf, Marchwood (Aggregates wharf)
- vii. Bedhampton Wharf, Havant (Aggregates wharf)
- viii. Burnley Wharf, Southampton (Aggregates wharf)
- ix. Eastleigh Rail Depots, Eastleigh (Aggregates rail depot)
- x. Botley Rail Depot, Botley (Aggregates rail depot)
- xi. Fareham Rail Depot, Fareham (Aggregates rail depot)

2. Further aggregate rail depots are proposed provided the proposals address the development considerations outlined in 'Appendix A - Site allocations' at:

- i. Basingstoke Sidings, Basingstoke (Rail depot) (Inset Map 2)
- ii. Micheldever Sidings, Micheldever (Rail depot) (Inset Map 4)

The rail depot proposals are illustrated on the 'Policies Map'.

3. New wharf and rail depot proposals will be supported if the proposal represents sustainable development. New developments will be expected to:

- a. have a connection to the road network; and
- b. have a connection to the rail network or access to water of sufficient depth to accommodate the vessels likely to be used in the trades to be served; and
- c. demonstrate, in line with the other policies in this Plan, that they do not pose unacceptable harm to the environment and local communities.

Policy 16: Safeguarding - minerals infrastructure

Infrastructure that supports the supply of minerals in Hampshire is safeguarded against development that would unnecessarily sterilise the infrastructure or prejudice or jeopardise its use by creating incompatible land uses nearby.

Minerals sites with temporary permissions for minerals supply activities are safeguarded for the life of the permission.

The Hampshire Authorities will object to incompatible

	<p>development unless it can be demonstrated that:</p> <p>a. the merits of the development clearly outweigh the need for safeguarding; or</p> <p>b. the infrastructure is no longer needed; or</p> <p>c. the capacity of the infrastructure can be relocated or provided elsewhere. In such instances, alternative capacity should:</p> <p>i. meet the provisions of the Plan, that this alternative capacity is deliverable; and</p> <p>ii. be appropriately and sustainably located; and</p> <p>iii. conform to the relevant environmental and community protection policies in this Plan;</p> <p>or</p> <p>d. the proposed development is part of a wider programme of reinvestment in the delivery of enhanced capacity for minerals supply.</p>
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The table below outlines an example of a mineral infrastructure safeguarding policy that the county council looked at when gathering initial evidence for formulating a new policy for the safeguarding of Concrete Batching, Asphalt and Stone Coating Plants.

Local Plan	Example of Policy
<p>Bedford Borough, Central Bedfordshire and Luton Borough Councils</p> <p>Minerals and Waste Local Plan</p> <p>Adopted January 2014</p>	<p>Mineral Strategic Policy MSP 4 Safeguarding Concrete Batching, Asphalt and Stone Coating Plants</p> <p>All concrete batching, asphalt and stone coating plants permitted within the Plan area will be safeguarded and there will be a presumption against development that could prejudice the ongoing operation of such facilities.</p>

Reviewing Internal and External Plans and Strategies

In addition to reviewing other Minerals Planning Authorities Minerals Local Plans, the county council must also take into account internal and external plans and strategies that may be relevant to the Minerals Local Plan.

The Internal Plan and Strategies included:

- The Hertfordshire County Council (HCC) Corporate Plan 2017-2021

- Hertfordshire's Local Transport Plan (LTP) 2018-2031
- Hertfordshire's Landscape Character Assessments
- Mineral Consultation Areas in Hertfordshire (Supplementary Planning Document January 2008)

The external Plans and Strategies included documents such as;

- Hertfordshire Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) 2020/21
- The Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan 2014- 2019

5. Initial Consultation Stage

Following the evidence gathering stages (set out in Parts 3 and 4 of this paper) of the Minerals Local Plan review, the Initial Consultation Document was prepared and published for an eight week consultation period, from Monday 03 August 2015 to Friday 16 October 2015. The Initial Consultation Document contained a series of Issues that the Minerals Planning Authority was considering moving forward in the review of the Minerals Local Plan.³

A list of suggested policies was included within the Initial Consultation Document, one of which was Policy 13: Railheads and Wharves. This policy heading was included to take into account national policy requirements for the safeguarding of mineral infrastructure related to mineral development.

The list of suggested policies included within the Initial Consultation Document did not include a proposed policy for Concrete Batching, Asphalt and Stone Coating Plants.

Response to the Initial Consultation

The feedback received in response to the Initial Consultation, specifically for the Policy related Issues (stated as Issues 21-23 in the Initial Consultation Document), identified that there was overall support for the suggested list of policy headings. It was clear that amendments were required in order to make it clear what the content of the policies would be and what the difference is between Strategic and Development Management Policies.

³ To view the Initial Consultation Document go to:
<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/minerals-and-waste-planning/minerals-planning/minerals-local-plan-review/initial-consultation-2015.aspx>

It was also identified that that Concrete Batching, Asphalt and Stone Coating Plants should be safeguard in line with the thresholds of facilities outlined in the NPPF 2012 requirements, which at the time stated:

In preparing Local Plans, local planning authorities should:

Safeguard:

“existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material”

6. Draft Plan Consultation Stage

Following the Initial Consultation, the next stage in the review of the Minerals Local Plan was to prepare and consult on the ‘Draft Minerals Local Plan’.

The Draft Minerals Local Plan was prepared using the feedback received in response to the Initial Consultation and the evidence gathered during the initial stages of the review.

The Draft Minerals Local Plan introduced a new chapter, under the heading of ‘Safeguarding’ which contained the revised policy for the safeguarding of Rail heads and Wharves (Draft Minerals Policy 9: Rail heads and Wharves) and another for the safeguarding of Concrete Batching, Asphalt and Coated Stone Plants (Draft Minerals Policy 10: Concrete Batching, Asphalt and Coated Stone Plants). The new Safeguarding Chapter also contained a policy for the safeguarding of mineral resources in addition to the two policies which safeguard mineral infrastructure (i.e Draft Policies 9 and 10) This was Draft Minerals Policy 8: Mineral Safeguarding. To find out more information on this policy please view the ‘Minerals Safeguarding’ topic paper.

The Draft ‘Rail heads and Wharves’ Policy was proposed as follows:

Policy 9: Rail heads and Wharves

Existing, planned and potential rail heads, rail links to quarries and wharves will be safeguarded for the importation and exportation of minerals and secondary/recycled aggregates.

The following rail heads and other infrastructure will be safeguarded through Mineral Infrastructure Consultation Areas, as shown on the Policies Map:

- **Rye House, Hoddesdon;**
- **Langley Sidings, Stevenage;**

- Harper Lane, St Albans; and
- Orphanage Road, Watford.

Any proposals for non-mineral development which fall within the Minerals Infrastructure Consultation Areas, other than applications for ‘excluded development’, will be subject to consultation with the Minerals Planning Authority.

Existing and disused rail heads, rail links to quarries and wharves will be safeguarded unless:

- the existing or disused facility can be satisfactorily relocated within the development proposals in terms of operational requirements and environmental criteria; or
- the facility has been or will be replaced in an appropriate alternative location.

Supporting Policy text:

As stated above within Draft Policy 9: Rail heads and Wharves, the rail heads identified within the policy and other infrastructure (i.e rail links to quarries and wharves) will be safeguarded through Mineral Infrastructure Consultation Areas (MICA’s).

Each of the identified rail heads were safeguarded by a 250m MICA, which meant that Local Planning Authorities must consult with the county council where development proposals fall within this area.

An ‘Excluded Development List’ was provided in order to avoid unnecessary consultation for applications that fell within the MICA’s. The list set out what kinds of development were excluded from consultation and can be seen below.

Excluded Development List	
Mineral Type	Excluded Development
MICAs Rail Aggregate Depot	<ul style="list-style-type: none"> • Householder planning consent: Applications for alterations to existing single buildings including works within the boundary/garden of a house i.e. (domestic extensions, conservatories, loft conversions, dormer windows, garages and similar structures within the curtilage of an existing dwellinghouse – car ports, outbuildings) • Applications for Advertisement Consent • Applications for Listed Building Consent • Lawful Development Certificate (LDC) • Prior Notifications (telecommunications; forestry; agriculture; demolition) • Applications for prior approval • Applications for removal, variation and approval of

	<p>conditions</p> <ul style="list-style-type: none"> • Applications for Tree Works (including consent under Tree Preservation Orders and notification of proposed works to trees in conservation areas) • Application for non-material amendments
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The Draft 'Concrete Batching, Asphalt and Coated Stone Plants' Policy was proposed as follows:

Policy 10: Concrete Batching, Asphalt and Coated Stone Plants

All existing (with permanent permission), planned and potential concrete batching plants, asphalt and coated stone plants operating under planning permissions granted by the County Council will be safeguarded from development which would compromise their operation.

Where these facilities are situated within a host quarry, wharf or rail depot facility, they are safeguarded for the life of the host site.

Harper Lane, St Albans, as identified on Inset Map 6, is a safeguarded and strategic site for the bulk transportation of minerals by rail and for the handling, processing and distribution of substitute, recycled and secondary aggregate material.

Any proposals for non-mineral development which fall within the Minerals Infrastructure Consultation Areas, other than applications for 'excluded development', will be subject to consultation with the Minerals Planning Authority.

The safeguarded sites are shown on the Policies Map.

Supporting Policy text:

As identified above all existing (with permanent permission), planned and potential concrete batching plants, asphalt and coated stone plants operating under planning permissions, will be safeguarded under Draft Policy 9: Concrete Batching, Asphalt and Coated Stone Plants.

Each of the identified Concrete Batching, Asphalt and Coated Stone Plants (which were set out in the supporting policy text, under Paragraph 10.35) were safeguarded by a 250m Minerals Infrastructure Consultation Areas (MICA), which meant that Local Planning Authorities must consult with the county council where development proposals fall within these areas.

An 'Excluded Development List' was provided in order to avoid unnecessary consultation for applications that fell within the MICA's. The list set out what

kinds of development were excluded from consultation and can be seen below.

Excluded Development List	
Mineral Type	Excluded Development
MICAs for Concrete Batching, asphalt and coated stone plants	<ul style="list-style-type: none"> • Householder planning consent: Applications for single householder development and alterations to existing single buildings including works within the boundary/garden of a house i.e. (domestic extensions, conservatories, loft conversions, dormer windows, garages and similar structures within the curtilage of an existing dwelling house – car ports, outbuildings) • Applications for Advertisement Consent • Applications for Listed Building Consent • Lawful Development Certificate (LDC) • Prior Notifications (telecommunications; forestry; agriculture; demolition) • Applications for prior approval • Applications for removal, variation and approval of conditions • Applications for Tree Works (including consent under Tree Preservation Orders and notification of proposed works to trees in conservation areas) • Applications for change of use of existing development, unless intensifying activity on site • Applications for reserved matters including subsequent applications after outline consent has been granted • Application for non-material amendments

The Draft Minerals Local Plan was published for a ten week consultation, from Monday 04 December 2017 to Friday 09 February 2018.

Response to the Draft Plan Consultation

A total of 2,578 consultees responded to the consultation on the Draft Minerals Local Plan, submitting a total of 3,252 individual representations between them.

Consultees included all of the District and Borough Councils, a selection of Parish Councils and adjoining authorities, industry representatives and a significant number of local residents.

The majority of representations received in response to the proposed draft 'Rail heads and Wharves' policy requested clarification of the policy wording and put forward additional suggested wording. Consultees also requested individual maps for each safeguarded facility.

To see a summary of the feedback received in response to the Draft Plan consultation, please follow the link below:

<https://democracy.hertfordshire.gov.uk/ieListDocuments.aspx?CId=218&MId=1154>

7. Minerals Local Plan Proposed Submission Document

The next stage in the Minerals Local Plan review involved re-drafting the document from 'Draft Plan' stage to 'Proposed Submission' stage, to take into account the feedback received from the consultation on the Draft Mineral Local Plan, as well as recent changes to national policy (i.e the revision of the NPPF in July 2018).

Revised National Policy Requirements for Mineral Safeguarding

The national policy requirements for the safeguarding of mineral resources and mineral infrastructure were revised through the new NPPF. The wording of the former NPPF 2012 required that Local Planning Authorities identify Minerals Safeguarding Areas and Mineral Consultation areas. The new requirements of the NPPF 2018 (surrounding safeguarding of mineral resources and mineral infrastructure) are as follows:

Paragraph 204 of the NPPF 2018 states:

Planning policies should:

“Safeguard mineral resources by defining Mineral Safeguarding Areas; and adopt appropriate policies so that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked)”

“safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material”

These revisions to national policy resulted in the Draft Minerals Local Plan Policy 9: 'Rail heads and Wharves' and Draft Minerals Local; Plan 'Policy 10: Concrete Batching, Asphalt and Coated Stone Plants' being combined into one policy within the Proposed Submission Minerals Local Plan.

This new revised policy covers the safeguarding of all mineral infrastructure assets. The new policy is accompanied by an Excluded Development list which is a combination of the previous Excluded Development Lists for Draft Plan Policy 9: 'Rail heads and Wharves' and Draft Minerals Local; Plan 'Policy 10: Concrete Batching, Asphalt and Coated Stone Plants.

Additionally, each of the rail heads and other facilities identified within the revised Proposed Submission policy (as shown below) have each been given a separate Inset Map, in order to show the location and the extent of their individual MICA.

The revised policy included within the Proposed Submission Minerals Local Plan and its supporting Excluded Development List is as follows:

Policy 9: Safeguarding Bulk Transport and Bulk Handling and Processing Sites

Existing, planned and potential bulk transport, bulk handling and processing, and quarry site processing facilities will be safeguarded for the importation, exportation, storage, handling and processing of minerals (including secondary/recycled aggregates and Construction, Demolition and Excavation waste).

The following bulk transport sites will be safeguarded through Mineral Infrastructure Consultation Areas:

- Harper Lane, St Albans;
- Langley Sidings, Stevenage;
- Orphanage Road, Watford;
- Rye House, Hoddesdon; and
- Walsworth Road, Hitchin.

The following bulk handling and processing sites will be safeguarded through Mineral Infrastructure Consultation Areas:

- Birchall Lane/Cole Green, Welwyn Garden City;
- Burnside, Hatfield;
- Eleanor Cross Road, Waltham Cross;
- Harper Lane, St Albans;
- Orphanage Road, Watford;
- Skinners, Hertford; and
- Tyttenhanger, Colney Heath.

Any proposals for non-mineral development which fall within the Minerals Infrastructure Consultation Areas, other than applications for 'excluded development', will be subject to consultation with the Minerals Planning Authority.

Proposals which would conflict with the effective operation of bulk transport, handling and processing facilities will be opposed unless:

- the existing or disused facility can be satisfactorily relocated within the development proposals in terms of operational requirements and environmental criteria; or

- the facility is replaced in an appropriate alternative location.

Where bulk handling and processing facilities are situated within a host quarry or bulk transport facility, they are safeguarded until the host quarry has been fully restored or for the life of the bulk transport facility.

Mineral Infrastructure Consultation Areas are shown on the Policies Map and Inset Maps in Appendices 2 and 3.

Excluded Development List

Mineral Infrastructure	Excluded Development
MICAs for Bulk Transport and Bulk Handling and Processing sites	<ul style="list-style-type: none"> • Householder planning consent: Applications for alterations to existing single buildings including works within the boundary/garden of a house i.e. (domestic extensions, conservatories, loft conversions, dormer windows, garages and similar structures within the curtilage of an existing dwellinghouse – car ports, outbuildings); • Applications for Advertisement Consent; • Applications for Listed Building Consent; • Lawful Development Certificate (LDC); • Prior Notifications (telecommunications; forestry; agriculture; demolition); • Applications for prior approval; • Applications for removal, variation and approval of conditions; • Applications for Tree Works (including consent under Tree Preservation Orders and notification of proposed works to trees in conservation areas);and • Application for non-material amendments.

The Proposed Submission Minerals Local Plan will be published for a ten week consultation period from Monday 14 January 2019 to Friday 22 March 2019. This Topic Paper (along with a host of other Topic Papers) will be published at the same time as the Proposed Submission document, to support the document and provide explanations of how the different topics covered within the emerging Minerals Local Plan have evolved throughout its review.

8. Next Steps

The county council intends to submit the Proposed Submission Minerals Local Plan and all representations received to the Secretary of State for independent Examination.

An independent Planning Inspector will be appointed to hold an ‘Examination in Public’ for the emerging Minerals Local Plan. The Planning Inspector will review all representations submitted in response to the publication of the Proposed Submission Plan and will assess the Minerals Local Plan against all relevant legislation and national Policy requirements. The county council may need to make modifications to the emerging Minerals Local Plan throughout this process, in response to the discussions at the Examination in Public.

Following the conclusions of the Examination in Public, the council will consult on any modifications which accompany the Inspector’s Report and then adopt the new Minerals Local Plan.

The table below sets out the next steps for the emerging Minerals Local Plan, following the ten week publication of the Proposed Submission Minerals Local Plan Document.

Table 1 – Minerals Local Plan Review Timetable

Summer 2019	Submission
Autumn 2019	Examination
Winter 2019	Inspector’s Report
Winter 2019 / Spring 2020	Finalisation
Summer 2020	Adoption