

Policy Evidence Report

Policy 23: Transport Infrastructure Sites

**Hertfordshire Minerals and Waste
Local Plan 2040**

Hertfordshire County Council



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1. Introduction

- 1.1. Hertfordshire County Council is reviewing its adopted Minerals Local Plan, Waste Local Plan and supporting documents. These comprise the following documents (with adoption date):
- Minerals Local Plan Review (March 2007)
 - Minerals Consultation Areas SPD (November 2007)
 - Waste Core Strategy and Development Management Policies DPD (November 2012)
 - Waste Site Allocations DPD (July 2014)
 - Employment Land Areas of Search SPD (November 2015)
- 1.2. The documents listed above are to be replaced by a single Minerals and Waste Local Plan (MWLP) covering the period to 2040. The new MWLP sets the overall spatial framework and development management policies for sustainable minerals and waste management development in Hertfordshire.
- 1.3. This Policy Evidence Report provides a context and justification for the creation of Policy 23: Transport Infrastructure Sites in the emerging Minerals and Waste Local Plan. It also contains a reasoning for the changes made to the policy between the Draft Plan publication and the Proposed Submission Plan publication.

2. National Policy Context

- 2.1. The National Planning Policy Framework (NPPF 2023) and National Planning Practice Guidance (PPG) provide the basis of national planning policy.
- 2.2. The following points within the NPPF relate to Policy 23:
- Paragraph 20 states: '*Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: ... b) infrastructure for transport, telecommunications, security, waste management ...*'.
 - Paragraph 108 states: '*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
 - *a) the potential impacts of development on transport networks can be addressed;*
 - *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

- *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- Paragraph 109 explains: *'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*
- Paragraph 110 states that *'planning policies should ...*
 - *b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - *c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development ...*
 - *e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements ... '.*
- Paragraph 135 explains that *'planning policies and decisions should ensure that developments ... e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks ... '.*

2.3. The PPG section on waste states:

- *'The siting of waste management facilities will be driven by a number of issues including ... suitability of local transport infrastructure and availability of sustainable transport methods'.*

Paragraph: 037 Reference ID: 28-037-20141016

2.4. The PPG section on Minerals states:

- *'Planning authorities should safeguard existing, planned and potential storage, handling and transport sites to:*

- *ensure that sites for these purposes are available should they be needed; and*
- *prevent sensitive or inappropriate development that would conflict with the use of sites identified for these purposes ... '.*

Paragraph: 006 Reference ID: 27-006-20140306

3. Local Context

3.1. Hertfordshire's Local Transport Plan 4 (LTP4) was adopted in 2018. The plan sets out how transport can help deliver a positive future vision of Hertfordshire. As well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage. Of particular interest within the LTP4 is the following:

- Policy 2: Influencing land use planning - The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.
- Policy 16: Freight and Logistics - The county council will seek to manage freight and logistics traffic, by:
 - a) Encouraging HGV's to use the primary route network.
 - b) Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.
 - c) Encouraging a shift from road-borne freight to less environmentally damaging modes, including rail, water and pipelines.
 - d) Supporting the formation of Quality Partnerships between interested parties.
 - e) Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.
 - e) Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.
 - f) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.

4. Minerals & Waste Local Plan Policy

4.1. The Draft Minerals and Waste Local Plan was published for a Regulation 18 public consultation from 22 July to 31 October 2022. During the consultation period, members of the public, industry and other bodies were invited to comment on the policies within the Plan. This report shows the draft policy as published within the Draft Plan document, along with the main issues raised and the council's response to them.

Minerals and Waste Local Plan Draft Plan 2022

4.2. The Regulation 18 Draft Plan document included Policy 23: Transport Infrastructure Sites. The policy read as follows:

Policy 23: Transport Infrastructure Sites

Transport Infrastructure Sites (TIS) are identified on the Policies Map as existing sites which are essential for the sustainable transportation of minerals and waste.

Proposals for new and extensions or improvements to existing TIS, including conveyors, railheads and wharves, will be supported in principle, where they would facilitate sustainable growth proposals identified in the Development Plan, and/or would reduce the amount of material being transported by road.

4.3. During the Regulation 18 consultation, 5 representations were made in relation to this policy. The main issues of these are summarised below:

- a) It is suggested that the policy identifies the long-term impacts on local communities and require greater time scales and distances between quarries to safeguard the communities impacted.
- b) It is considered that when long conveyers are proposed, the operator should be required to provide additional Rights of Way infrastructure in any areas to which access is restricted due to the conveyor or additional traffic generated.
- c) It is suggested that safeguarding should be mentioned in the policy as well as in the supporting text.

4.4. The council's response to the main issues is as follows:

- a) This is not within the scope of this policy and is dealt with by other policies in the Plan such as Policy 26: Cumulative Impacts.
- b) The requirement to provide Rights of Way provision and protect routes is covered within Policy 25: Public Rights of Way.
- c) The safeguarding of TIS falls under Policy 4: Site Safeguarding and Consultation Areas. This policy relates specifically to proposals for or on this type of site.

5. Alternative Reasonable Options

5.1. The following reasonable alternative options have been considered (and fully assessed in the Sustainability Appraisal Report):

- Option 1 – No Policy. Rely on National Policy together with any other relevant policies in the development plan

- Option 2 – A policy which identifies Transport Infrastructure Sites (TIS) and encourages new transport infrastructure (preferred)
- Option 3 –A similar policy to Option 2, but which includes more restrictive criteria on the location of new TIS

6. Conclusion

- 6.1. This Policy Evidence Report demonstrates the justification for the inclusion of this policy in the emerging Minerals and Waste Local Plan Proposed Submission Plan. It summarises the national policy context and local context, along with the main issues raised through previous consultation and how the council has addressed those issues.
- 6.2. Any representations received on this policy at the Regulation 19 consultation stage will be submitted alongside the Local Plan to the Secretary of State as part of the examination process.
- 6.3. This Policy Evidence Report was written to support the Proposed Submission Plan (Regulation 19) consultation. This report forms part of the Regulation 22 statement, as set out by the Town and Country Planning (Local Planning) (England) Regulations 2012.