

Policy Evidence Report

Policy 23: Transport Infrastructure Sites

**Hertfordshire Minerals and Waste
Local Plan 2040**

Hertfordshire County Council



Supporting Regulation 22(c)(iii)(iv)

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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 will set 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.

2. National Policy Context

- 2.1. The National Planning Policy Framework (NPPF 2021) 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 104 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 105 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 106 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 130 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. Prior to the publication of the emerging MWLP, the Council was preparing separate Minerals and Waste Plans, which were at differing stages of production. The emerging Minerals Local Plan (MLP) was published for a Regulation 19 Proposed Submission consultation in 2019, and the emerging Waste Local Plan (WLP) was published for a Regulation 18 Draft Plan consultation in 2021. These emerging Plans have now been brought together into a single MWLP.

4.2. The Policy which this Evidence Report relates, Policy 23: Transport Infrastructure Sites, is a new policy within the MWLP and does not have a comparable policy within either the MLP or WLP.

5. Alternative Reasonable Options

- 5.1. The following 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 Draft 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 18 consultation stage will be carefully considered by the county council and used to inform any changes to the policy wording as appropriate.
- 6.3. This Policy Evidence Report was written to support the Draft Plan (Regulation 18) consultation. The next iteration of this report, to be published in support of the Proposed Submission (Regulation 19) version of the Plan, will summarise the main issues arising from the Regulation 18 consultation and will form part of the Regulation 22 statement, as set out by the Town and Country Planning (Local Planning) (England) Regulations 2012.