

**FD.EVR15**

## **Cambridgeshire and Peterborough Minerals and Waste Local Plan**

### **Policy 15: Transport Infrastructure Areas (TIAs)**

(was part of Policy 17: Transport Infrastructure Allocation Areas (TIAAs) and Transport Infrastructure Consultation Areas (TICAs) at the Preliminary Draft stage)

**March 2019**

<b>Introduction and National Policy Context</b>	<b>2</b>
Introduction	2
National policy	2
<b>Local Context in Relation to Policy 15: Transport Infrastructure Areas (TIAs)</b>	<b>3</b>
<b>Minerals &amp; Waste Local Plan Policy</b>	<b>3</b>
<b>Alternative Reasonable Options</b>	<b>3</b>
<b>Conclusion</b>	<b>4</b>

# 1. Introduction and National Policy Context

## Introduction

- 1.1. Cambridgeshire County Council and Peterborough City Council are reviewing their joint adopted Minerals and Waste Development Plan and supporting documents. These comprise the following documents (with adoption date):
  - Core Strategy Development Plan Document (DPD) (July 2011)
  - Site Allocations DPD (February 2012)
  - Block Fen and Langwood SPD (July 2011)
  - Location and Design of Waste Management Facilities SPD (July 2011)
  - RECAP Waste Management Design Guide SPD (February 2012)
- 1.2. The above Local Development Documents are to be replaced by a single Minerals and Waste Local Plan (MWLP) covering the period to 2036. The new Local Plan will set the overall spatial framework and development management policies for sustainable mineral and waste management development across the plan area.
- 1.3. This Evidence Report provides a narrative on the development of and justification for Policy 15: Transport Infrastructure Areas (TIAs) in the emerging new Local Plan.

## National policy

- 1.4. The National Planning Policy Framework (NPPF 2019) and National Planning Practice Guidance (NPPG) provide the basis of national planning policy. Of specific relevance to Policy 15 are the following paragraph of the NPPF:
  - Paragraph 204 - *“Planning policies should:*
    - (e) *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;”*
- 1.5. The NPPG includes a specific section relating to minerals development. Within this section, Paragraph 006 (Reference ID: 27-006-20140306) 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.*

*In areas where there are county and district authorities, responsibility for safeguarding facilities and sites for the storage, handling and transport of minerals in local plans will rest largely with the district planning authority. Exceptions will be where such facilities and sites are located at quarries or aggregate wharves or rail terminals.*

*Planning authorities should consider the possibility of combining safeguarded sites for storage,*

*handling and transport of minerals with those for processing and distribution of recycled and secondary aggregate. This will require close co-operation between planning authorities.”*

## 2. Local Context in Relation to Policy 15: Transport Infrastructure Areas (TIAs)

- 2.1. The current Minerals and Waste development plan designates a number of transport safeguarding areas, including several railheads and a port (Wisbech).

## 3. Minerals & Waste Local Plan Policy

- 3.1. The Preliminary Draft Plan was published on 16 May 2018 and consulted on over a six week period to 26 June 2018.
- 3.2. Within the Preliminary draft was Policy 17: Transport Infrastructure Allocation Areas (TIAAs) and Transport Infrastructure Consultation Areas (TICAs) which was primarily a carry over of the adopted policy CS23 Sustainable Transport of Minerals and Waste. The two councils consider it necessary to include a comprehensive policy which reflects the authorities proposed approach, and provides a policy framework for developers and decision makers.
- 3.3. During the Preliminary Draft Consultation, there were 2 representations made on this policy. In summary, the main issues raised were:
  - A site specific comment, suggesting that a specific allocation (Chesterton) not be carried forward from the adopted plan.
  - A general expression of support for the policy
- 3.4. All representations were carefully considered.
- 3.5. As a consequence of the representations, as well considering any new evidence which may have emerged, the Councils have merged several policies created a single overarching Consultation Area policy, and a stand alone Transport Infrastructure Areas (TIAs) policy.
- 3.6. In addition to being included as a separate policy, the opening paragraph of the policy has been amended in order to be clearer and more succinct. However, the general thrust of the policy has been carried forward to the Further Draft.

## 4. Alternative Reasonable Options

- 4.1. The following alternative options have been considered (including in the Sustainability Appraisal Report):

- Option 1: A policy which protects existing and future transport infrastructure and encourages new relevant transport infrastructure. This is the preferred approach, as it ensures that existing transport infrastructure is retained and that any loss or reduced capacity will have no impact upon the sustainable transport of minerals and waste.
- Option 2: To not include a policy relating to Transport Infrastructure Areas, and rely on other local and national policy. This has been rejected as it will not provide sufficient protection against the loss or reduced capacity of relevant transport infrastructure.

## 5. Conclusion

- 5.1. This evidence report demonstrates the rationale for the inclusion of this policy in the Further Draft Plan, and also demonstrates a summary of the issues raised at the earlier Preliminary Draft stage, and how the Councils have considered those issues raised.
- 5.2. Any representations received at the Further Draft consultation stage will be carefully considered, and this Evidence Report will be updated prior to the third and final consultation stage due in late 2019.