

FD.EVR26

Cambridgeshire and Peterborough Minerals and Waste Local Plan

Policy 26: Other Developments Requiring Importation of Materials

(was Policy 28 at the Preliminary Draft stage)

March 2019

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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 26: Other Development Requiring Importation of Materials** 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. There is no specific national policy directly related to this policy, but more wider areas of the NPPF have some relevance, including:
 - Paragraph 204 - *“Planning policies should:... b) so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously; ... h) ensure that worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place.”*
 - Paragraph 205 - *“When determining planning applications, great weight should be given to the benefits of mineral extraction, minerals planning authorities should:... e) provide for restoration and aftercare at the earliest opportunity, to be carried out to high environmental standards, through the application of appropriate conditions. Bonds or other financial guarantees to underpin planning conditions should only be sought in exceptional circumstances.”*

2. Local Context in Relation to Policy 26: Other Development Requiring Importation of Materials

- 2.1. The spatial strategies for Minerals and Waste across the plan area have historically, and continued in this emerging plan, an approach of relying on the use of inert waste for the progressive and beneficial restoration of mineral sites. Accordingly, the potential diversion of

large quantities of such waste to other development (such as a golf course) could undermine the strategy of the plan because insufficient inert waste could be available to fulfil such restoration schemes.

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 28: Other Developments Requiring Importation of Materials* which set out the Councils approach. The two Councils consider it necessary to include a clear policy on this matter to provide a policy framework for developers and decision makers. This is important, particularly to address any instance where a developer was attempting to undertake a minerals or waste activity that was not clearly defined in the plan (in terms of policy approach). More specifically, the councils are concerned that no policy on this matter could lead to one or more of the following adverse effects:
 - a lower beneficial use of inert waste than is intended by the Plan (recognising that inert waste in itself is of a finite resource);
 - Unsustainable or low beneficial use of minerals (again, recognising that minerals are of a finite resource); or
 - Excessive amounts of minerals are imported, with associated loss of such mineral, highway impacts of transportation and carbon emissions through extraction and transportation of such minerals.
- 3.3. During the Preliminary Draft Consultation, there were only 2 representations made on this policy, one was in support, the other a general comment stating the need for care to be taken in the wording of the policy, so as to ensure it was not read in isolation from other policies (such as amenity and transport).
- 3.4. The representations were carefully considered.
- 3.5. The Councils have decided not to make any changes to the policy in response to the comments received, though some additional wording in the supporting text to make reference to the need to consider other policies of the plan has been included, so as to remove any doubt that such wider policies would also apply to relevant proposals taken forward under this policy. Other than that change, no other changes have been made for the Further Draft Local Plan.
- 3.6. Due to Policy changes elsewhere, the numbering of this Policy has changed from 28 to 26 for the Further Draft stage.

4. Alternative Reasonable Options

- 4.1. The following alternative options have been considered (including in the Sustainability Appraisal Report):
 - Option 1 (preferred policy): to include a policy that addresses other unforeseen or incidental developments not already addressed within the plan, providing a clear locally

relevant approach, and one which avoids adverse effects of the importation of minerals / inert waste to sites not allocated for such importation.

- Option 2: no policy - rely on national policy. This option was rejected as it was not considered to provide a clear approach to developments that have the potential for significant impacts. A 'no policy' approach could potentially lead to proposals being permitted which could harm the strategy of the plan, could harm the viability of planned sites or could have unacceptable negative impacts on the environment and highways.

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.