

Matters, Issues & Questions:

Matter 3: Transport, Infrastructure and Safeguarding – Transport

Question 107 - 110

Transport

107. How does the MWJP seek to promote the most sustainable modes of transport?

The Plan promotes sustainable transport modes through a number of specific policies, whilst reflecting a range of constraints including a relative lack of scope for modal shift as a result of the highly rural character of most of the Plan area and relative lack of established non-road transport infrastructure. Key relevant policy elements include:

- M17 1) iii) which encourages the use of pipeline transport for gas and the avoidance of need for bulk road transport of water in association with hydrocarbon development;
- M20 3) v) encouraging use of non-road transport for colliery spoil;
- I01 1), 2) and 3), which are particularly relevant in supporting modal shift and the provision of relevant infrastructure to help deliver this;
- Policy S04, which seeks to safeguard infrastructure which could assist in supporting modal shift in the transport of minerals and waste;
- D03 1) setting out a development management policy supporting modal shift.

The SA process was also used to ensure that specific plan policies and their reasonable alternatives were appraised to promote sustainable development. The *SA Framework (CD26, Appendix 2)* was used to assess the merits of individual policies and their alternatives included SA Objective 3 (*Reduce transport miles and associated emissions from transport and encourage the use of sustainable modes of transportation*).

108. With regard to Policy I01 (Minerals and waste transport infrastructure) is land at Barlby Road, Selby (MJP09) the only transport and infrastructure site that can be reasonably allocated?

MJP09 (Barlby Road, Selby, page 101, CD18) was the only transport infrastructure site put forward for allocation. No sites were put forward in response to the 'call for sites' issued within the *First Consultation Leaflet*, April 2013 (FPC01), or in response to any subsequent consultations. There was a lack

of evidence for other sites that met the *Table 5: Step 1 Screening for Infrastructure Sites criteria* (e.g. needed to ensure mineral supply and likely to be available for intended purpose) as set out in the *Site Identification and Assessment Methodology and Scope* (SD15). The MJP09 site is the only currently functioning rail aggregate siding in the North Yorkshire County Council area and is therefore of particular significance in the Plan area. The lifespan of the current rail import and handling facility for aggregates (comprising the north-western siding and adjacent land) is tied to the life of the adjacent asphalt plant. Allocation of the site is therefore beneficial in helping to provide greater certainty over its continuing role as a location for minerals transport infrastructure in future.

109. Has the SA assessed all reasonable alternatives?

It is considered that the SA assessed all relevant reasonable alternatives. As highlighted in Q.108, only one transport infrastructure site was put forward in response to the call for sites. The SA process (as summarised in CD24 and CD25) considered the sustainability of the Plan and appraisals were undertaken at various stages within the process (including *Issues and Options*, *Preferred Options* and *Publication Draft*) to inform plan development including the consideration of options and alternatives. These stages were informed by scoping and evidence gathering which helped identify existing baselines and infrastructure, issues and future trends.

The SA Framework which was used to appraise the Plan and its alternatives included SA Objective 3 which aims to reduce transport miles and promote the use of sustainable transport methods, as well as other objectives which consider indirect transport affects i.e. SA Objective 4 Air Quality and SA Objective 6 reduce climate change.

The SA Framework was used to consider and document the alternatives considered including:

- High level Plan alternatives and the justification for the chosen option (CD25 section 5.2)
- High level policy options including spatial options of resources and justification of choice (CD25 section 5.4)
- Appraisal of Plan Policies and alternative options (summarised in CD25 section 6, with more detail included CD26 Appendix 2)
- Appraisal of site allocations (see appendices in CD27 and CD28)

110. Are there reasonable prospects of all significant constraints and adverse impacts being overcome at MJP09 or, if not, does the site assessment demonstrate that there are overriding benefits?

The MJP09 (Barlby Road, Selby, page 101, CD18) site is the only currently functioning rail aggregate siding in the North Yorkshire County Council area. The lifespan of the current rail import and handling facility for aggregates

(comprising the north-western siding and adjacent land) is tied to the life of the adjacent asphalt plant. The remainder of the site forms part of the Potter Group's (non-minerals or waste) distribution operation. The development requirements identified are only relevant in the event of the asphalt site closing and no indications have been received by the County Council as Minerals Planning Authority that there are any plans to close the asphalt plant in the foreseeable future.

It is considered that, in the event of a closure of the asphalt plant, matters such as site access, amenity controls, landscaping and flood risk are capable of being appropriately part of any planning application and subsequent decision, taking into account the Olympic Park Strategic Development Site. It should be noted that Selby District Council has raised no objections to the proposed site allocation.

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