

**SOUTH EAST ENGLAND REGIONAL ASSEMBLY  
REGIONAL PLANNING COMMITTEE**

**MINUTES OF THE MEETING ON 27 SEPTEMBER 2006**

Present:

Members

Cllr Mary Ballin  
Cllr John Burden  
Cllr Paul Clokie  
Mr Chris Corrigan  
Cllr Gillian Ferguson  
Mr Warren Finney  
Cllr Moira Gibson  
Cllr Jonathan Glen  
Mr Robert Hamlin  
Mr Douglas Horner  
Cllr Keith House  
Mr Tim Lockwood  
Cllr Dr Royce Longton  
Cllr Alan Lovell  
Cllr Keith Mann  
Cllr Keith Mitchell  
Cllr David Munro  
Cllr Barry Norton  
Rev Dr Derek Overfield  
Cllr Rodney Royston  
Cllr Jenny Wicks

Officers

Martin Tugwell  
Heather Bolton  
Catriona Riddell  
David Payne  
Dawn Brown  
James Renwick  
Katie Brett  
Sue Janota  
Catherine Rose  
Louise Wilby  
Lesley van Dijk

In Attendance

Richard Lemon (GOSE)  
Eileen Armstrong (SEEDA)  
Rolfe Showell (RAISE)  
Paul Geehan (District Councils in SE)  
John Devine (Brethrens Gospel Trust)  
Chris Kenneford (Bucks County Council)  
Les Herbert (Hampshire County Council)  
Rachel Bolton (Wye District Council)  
Becky Whale (South East County Leaders)

**1. Apologies and Substitutions**

- 1.1 Apologies were received from Cllr Christine Field, Cllr Ian Beardsmore, Ian Hepburn, Bob Newell, Cllr Jerry Patterson and Cllr Tony Reid. The following substitutions were declared: Keith Mitchell for Cllr Christine Field, Gillian Ferguson for Ian Beardsmore, Chris Corrigan for Ian Hepburn and Jenny Wicks for Tony Reid.
- 1.2 In the absence of the Chairman and Vice Chair nominations were sought for a Chairman for this meeting. Cllr Keith Mitchell was proposed by Cllr Mrs Mary Ballin, seconded by Cllr David Munro.

**2. Minutes of the Meeting held on 27 July 2006**

- 2.1 **The Minutes were AGREED with no amendments.**

- 7.3 It was **AGREED** that the Assembly submitted additional evidence to the Barker and Eddington Reviews. It was **AGREED** that the submission would be signed off by Cllr Christine Field and Cllr Keith Mitchell.

## 8. Freight Policy Statement

- 8.1 The Planning Implementation Director introduced the paper, which put forward a set of proposed amendments to the freight policies in the draft South East Plan.
- 8.2 Subject to a minor change to the proposed wording of Policy TCI, it was **AGREED** that the Assembly's submission to the Examination in Public recommend the proposed changes to policies as set out in Annex I of the report.

## 9. Planning of the Strategic Road Network – consultation response

- 9.1 The Planning Implementation Director introduced the paper, which set out the proposed response to the consultation on the paper setting out the role of the Highways Agency in the preparation of spatial plans.
- 9.2 Members supported the need for Government to clarify what would constitute a "material change".
- 9.3 The Committee **AGREED** the response set out in Annex A.

## 10. Items for Information

### Major Planning Applications

- 10.1 Members were reminded that a copy of the response to each planning application was posted on the Assembly's website.

### Appropriate assessment of the South East Plan

- 10.2 Members were advised that a substantive debate on the work to undertake an Appropriate Assessment would be held at the next meeting. It was noted that the date of the next meeting had been changed to specifically allow this debate to take place before the start of the EiP.

### Regional Housing Strategy

- 10.3 The timetable for the review of the Regional Housing Strategy was noted. There would be a session on the review at the March Plenary. The content of the revised RHS would be considered in detail by the Executive Committee at its meeting on 15 June 2007.

**Agenda Item 8**

**SOUTH EAST ENGLAND REGIONAL ASSEMBLY  
REGIONAL PLANNING COMMITTEE**

Date: 27 September 2006

Subject: **Freight Policy Statement**

Report of: Planning Implementation Director

**Recommendation:**

That the Committee agree that the Assembly's submission to the Examination in Public recommends the proposed changes to policies set out in Annex 1 of this report.

**Purpose of Report:**

To set out the proposed changes to policies in the Draft South East Plan relating to freight movements.

**Key Issues:**

Paragraph 1.33 of the Draft South East Plan identifies the fact that the policies relating to freight movements are likely to be the subject of a further submission to the Examination in Public. The proposed changes improve the clarity of the policy framework. The revised version of the Implementation Plan provides the basis for identifying specific investments that deliver the policy framework.

## **1. Context**

- 1.1 In preparing the transport policies set out in the Draft South East Plan there was a recognition that the freight policies would need to be the subject of further consideration. This work, which has been undertaken with support from the Freight Transport Association, has also given consideration to broader (non-spatial) issues associated with freight and the logistics industry. These issues will in turn be developed further as part of the on going work to prepare a Regional Freight Strategy.
- 1.2 A major constraint throughout the process has been the lack of a robust evidence base in concerning freight movements and demand in the region until very recently. One example of this emerging evidence base is the Ports Policy Review, published in May 2006 which has provided a context for understanding port-related freight movements. More recently the publication of the national Freight Route Utilisation Strategy ("Freight RUS") gives a more complete picture of how rail freight services on the network are likely to develop to 2015, while the publication of MDS Transmodal forecasts for Heavy Goods Vehicle movements to 2015 gives a better understanding of potential growth in road haulage services.
- 1.3 The supporting text in the Draft South East Plan notes that the freight policies are likely to be the subject of a submission to the Examination in Public. This report forms the basis of such a submission.

## **2. Freight Policies in the Draft South East Plan**

- 2.1 The review suggests that the freight policies set out in the Draft South East Plan are largely fit for purpose in terms of defining the spatial planning context for freight in the region. This is not surprising given that the policies are themselves an evolution of the policies developed through the partial review of the Regional Transport Strategy.
- 2.2 However, it is recommended that the Assembly's submission to the Examination in Public should suggest a number of limited changes to the freight policies. These are set out in Annex I and are discussed in more detail below.
- 2.3 **Parking Provision for commercial vehicles**
  - 2.3.1 It is recommended that reference is made to the need to provide secure parking and stop over facilities for commercial vehicles on the strategic road network. Although the location of such facilities is a matter more appropriately considered at the local level, it is important that a strategic policy context for such facilities is provided in the South East Plan. The region's role as a gateway to the rest of the UK makes such provision particularly important and an issue of regional significance.

## 2.4 Ports and Short Sea Shipping

2.4.1 The review of freight policies has provided an opportunity to review the wording of the policy on ports. The Assembly's response to the recent review of the national ports policy framework emphasised the importance of the region's gateway ports preparing Masterplans that shape the future of the individual port. A key part of the Masterplans is the consideration of the landside infrastructure requirements that provide the freight connections essential to enabling a port to operate efficiently. Accordingly it is recommended that the wording of Policy T10 in the Draft South East Plan is extended to pick up this issue.

## 2.5 Freight Intermodal Gateways

2.5.1 There are currently two policies in the Draft South East Plan that deal with the provision of intermodal facilities. The wording of the current Policy T11 on freight facilities appears to provide an appropriate level of guidance for ensuring the safeguarding of specific sites within Local Development Frameworks. It is therefore considered appropriate to retain the wording in its current form. However it is proposed that the Assembly should recommend to the Examination in Public that Policy T13 should be deleted. The justification for this is two-fold.

2.5.2 Firstly the attempt to provide some indication of the locational criteria to be taken into consideration in identifying potential sites for an intermodal facility are in fact fully covered in the wording of Policy T11. Indeed the broader focus of Policy T11 is arguably more helpful in securing the mixture of freight facilities that are required to support the logistics industry in the region. Secondly, the Implementation Plan is now the most appropriate way of identifying specific infrastructure requirements necessary to support inter modal facilities that are of regional significance.

## 2.6 Development of Town Centres

2.6.1 Consideration of some of the broader issues associated with freight movements serves to emphasise the importance of ensuring that due account is given to the importance of access for deliveries within town centres. An explicit reference to this effect within Policy TCI would emphasise the importance of this issue.

## 3. Next Steps

2.7 Annex I sets out the proposed changes to the freight policies in the Draft South East Plan that it is recommended the Assembly should promote at the Examination in Public.

2.8 As noted elsewhere in this report there remains the need to develop a broader understanding of the role of the logistics and distribution industry in the region, particularly in relation to issues such as employment, skills, environmental sustainability and the structure of the industry itself, which has

been the subject of consolidation and technological change in recent years. It remains the intention to address the need through the preparation of a Regional Freight Strategy. All regions within England, along with Wales and Scotland, have prepared or are in the process of preparing such documents, which are considered good practice by the Government. While such documents are not part of the statutory planning framework they add value to the planning process by ensuring that consideration of planning issues takes place within a wider context. This Committee will receive a further report on the proposed Regional Freight Strategy at a future meeting.

**Martin Tugwell**  
**Planning Implementation Director**  
18 September 2006

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**POLICY T10: PORTS AND SHORT SEA SHIPPING**

Current Policy Wording	Proposed Change	Reason for Change
<p>Relevant regional strategies, Local Development Documents and Local Transport Plans will include policies and proposals for land side infrastructure that maintains and enhances the role of the following ports:</p> <p>i Ro-ro – Dover, Channel Tunnel, Portsmouth, Newhaven, Ramsgate and Southampton</p> <p>ii ‘Niche’ markets – Southampton, Portsmouth, Shoreham, Newhaven, Dover and the Medway Ports</p> <p>iii Deep-sea containers – Southampton and Thamesport.</p> <p>Encouragement should be given to investment in landside infrastructure that supports short sea shipping connections linking the region into the wider European network via these ports.</p>	<p>Relevant regional strategies, Local Development Documents and Local Transport Plans will include policies and proposals for land side infrastructure that maintains and enhances the role of the following ports:</p> <p><del>i Ro-ro – Dover, Channel Tunnel, Portsmouth, Newhaven, Ramsgate and Southampton</del></p> <p><del>ii ‘Niche’ markets – Southampton, Portsmouth, Shoreham, Newhaven, Dover and the Medway Ports</del></p> <p><del>iii Deep-sea containers – Southampton and Thamesport.</del></p> <p><b><u>i Gateway Ports – Dover, Southampton, Portsmouth, Medway (Sheerness), Medway (Thamesport) and Port of London;</u></b></p> <p><b><u>ii Regionally Significant Ports – Newhaven, Ramsgate and Shoreham.</u></b></p> <p><b>The Gateway Ports should give priority to the preparation of Port Masterplans as a means of identifying future landside infrastructure requirements</b></p> <p>Encouragement should be given to investment in landside infrastructure that supports short sea shipping connections linking the region into the wider European network via these ports.</p>	<p>To provide clarity on the role of Port Masterplans in as a means of identifying infrastructure requirements that supports the efficient operation of gateway ports.</p>

**POLICY T11: FREIGHT INTERMODAL GATEWAYS AND SITE SAFEGUARDING**

Current Policy Wording	Proposed Changes	Reason for Change
<p>Relevant regional strategies, Local Development Documents and Local Transport Plans should include policies and proposals that:</p> <ul style="list-style-type: none"> <li>i Safeguard wharves, depots and other sites that are, or could be, critical in developing the capability of the transport system to move freight, particularly by rail or water</li> <li>ii Safeguard and promote sites adjacent to railways, ports and rivers for developments, particularly new intermodal facilities and rail connected industry and warehousing, that are likely to maximise freight movement by rail or water</li> <li>iii Encourage development with a high generation of freight and/or commercial movements to be located close to intermodal facilities, rail freight facilities, or ports and wharves.</li> </ul>	<p>No change proposed</p>	<p>The spatial and modal criteria set out within the existing policy provide an appropriate level of detail for the identification of regionally significant freight intermodal gateways.</p>

**POLICY T12: RAIL FREIGHT**

Current Policy Wording	Proposed Changes	Reason for Change
<p>The railway system should be developed to carry an increasing share of freight movements. Priority should be given in other relevant regional strategies, Local Development Documents, and Local Transport Plans, providing enhanced capacity for the movement of freight by rail on the following corridors:</p> <ul style="list-style-type: none"> <li>i Southampton to West Midlands</li> <li>ii Dover / Channel Tunnel to and through/around London</li> <li>iii Great Western Main Line</li> <li>iv Portsmouth to Southampton / West Midlands.</li> </ul>	No change proposed	

**POLICY T13: INTER-MODAL INTERCHANGES**

Current Policy Wording	Proposed Changes	Reason for Change
<p>The Regional Assembly should work jointly with DFT Rail and Network Rail, Strategic Rail Authority, Highways Agency, Freight Transport Association, and local authorities, to identify broad locations within the region for up to three intermodal interchange facilities. These facilities should be well related to:</p> <ul style="list-style-type: none"> <li>i Located in proximity to rail and road corridors capable of accommodating the anticipated level of freight movements;</li> <li>ii The proposed markets;</li> <li>iii London.</li> </ul>	To be deleted	The spatial and modal criteria set out within Policy T11 provide an appropriate level of detail for the identification of regionally significant freight inter modal gateways.