

Epping Forest District Local Plan Submission Version 2017

Statement of Common Ground between the Epping Forest District Council and Highways England.

May 2019

Summary

This Statement of Common Ground (SoCG) has been prepared by Epping Forest District Council (the Council) and Highways England to assist the Inspector during the examination of the Epping Forest District Local Plan Submission Version 2011 - 2033 (referred to hereafter as the Local Plan Submission Version or LPSV).

1. Background

- 1.1 The Council is the Local Planning Authority responsible for the production of the Local Plan for Epping Forest District. Highways England is responsible for operating, maintaining and improving England's motorways and major A roads. Epping Forest District sits in two regional office areas of Highways England, East which covers the M11 north from the M25 J27 and South East which covers the M25 and M11 into London. This SoCG focuses on the matters which are relevant to the two parties and is provided without prejudice to other matters of detail that the parties may wish to raise during the examination.
- 1.2 The Council has engaged with Highways England through official Local Plan stages and separate consultations such as through the Cooperation for Sustainable Development Board and specific meetings with the Highways Agency. A Memorandum of Understanding was signed in February 2017 between the authorities of West Essex and East Hertfordshire Housing Market Area, Highways England, Essex County Council and Hertfordshire County Council to jointly manage the impacts of growth on highways and transportation infrastructure. The MOU dealt with impacts of growth primarily in respect of the M11 north of M25 but not the M25 or M11 south of M25.
- 1.3 Highways England submitted representations to both the Regulation 18 consultation and the Regulation 19 publication. The Draft Local Plan was consulted on in October to December 2016. The Regulation 18 response from Highways England gave some general comments relating to the proposed development at sites around Harlow, North Weald Bassett and Loughton, and their anticipated impact on the M11 or its junctions. Concerns about the cumulative effect of growth were also raised. The Council reviewed the comments made at Regulation 18 and incorporated any comments made specifically on draft allocations into the second round of the site selection process. This included reducing the proposed levels of residential development at a number of locations across the District including at Epping, North Weald Bassett and Loughton.

- 1.4 The Regulation 19 Local Plan Submission Version (LPSV) was published and representations sought in December 2017 to January 2018. The representation submitted to the Council dated 29 January 2018 covered the following main comments:
- i. HE expressed concerns that the proposed level of development in Waltham Abbey is likely to have an impact upon the M25, particularly to Junction 26.
 - ii. HE expressed concerns that the proposed level of development in an around Harlow, and at North Weald and Loughton are likely to have an impact upon the M11 and its junctions.
 - iii. The need for all developments to contribute proportionately to the cost of the new M11 J7a scheme.
 - iv. HE expressed concerns that the Latton Priory development is likely to have a particularly severe affect upon M11 J7.
 - v. The need for an appropriate assessment to establish the level of contribution at Harlow East towards M11 J7a, and to determine if mitigation is required for M11 J7.
 - vi. HE expressed concerns that no cumulative assessments have been undertaken.

2. Legal Compliance and Duty to Co-operate

- 2.1 All the representations HE made to the LPSV are in relation to soundness matters as defined under paragraph 182 of the 2012 NPPF. Both EFDC and HE have complied with their Duty to Co-operate to date and continue to engage proactively with each other.

3. Areas of Common Ground

3.1 The following areas of common ground are agreed:

Number	Policy	Summary of Highways England Representation	Council Position	Position
1	Policy P 3 Waltham Abbey	The proposed level of development in Waltham Abbey is likely to have an impact upon the M25, particularly Junction 26. This will need to be assessed and mitigated as appropriate.	In light of the Highways England response dated 27 February 2019 to planning application ref. EPF/1413/18 the Council considers that the potential impact of the level of proposed development in Waltham Abbey can be appropriately mitigated. This is based on the scheme as shown on Vectos M25 Junction 26 Southern Roundabout Draft Improvements for the M25 WB Off-Slip drawing number 173131_A12. (Please note that the drawing 173131_A12 labels the arm as M25 EB Off Slip, but this is an error and this is the M25 WB Off Slip). In addition, site allocation WAL.E8 (Appendix 6 of the LPSV) will also need to be supported with a workplace Travel Plan to be agreed with EFDC in consultation with Highways England. The development requirements under allocation WAL.E8 state that as part of any planning application, the Council requires the extent of contributions for improvement works to Junction 26 of the M25/southern roundabout with A121 Honey Lane/Dowding Way to be addressed. The Council therefore considers the proposed level of development will adequately mitigate the impact on Junction 26 of the M25 which will be funded by planning application EPF/1413/18. or any other development proposal for site WAL.E8 of a similar nature	Agreed
2	Policy P 6 North Weald Bassett	Development at North Weald Bassett is likely to have an impact upon M11 Junction 7. This will need to be assessed and mitigated as appropriate.	The impact of development upon Junction 7 relates not only to development at North Weald Bassett but also to the Garden Town Communities of Latton Priory and the Water Lane area and other growth in and around Harlow. The effects of these developments on Junction 7 of the M 11 have been assessed through the Strategic Harlow Model. Mitigation measures have been identified to accommodate this growth and development at North Weald Bassett would be required to make an appropriate contribution to such measures as set out in the Infrastructure Delivery Plan produced to support the LPSV (EB1100) and the Harlow and Gilston Garden Town Infrastructure Delivery Plan (EB1418 and EB1418A).	Agreed
5	General	Concerns that no cumulative impact assessment has been carried out. Although individually, the proposed developments are unlikely to have a severe impact on the Strategic Road Network.	With respect to the M25 J25 only, see 1 above. With regard to the M 11, the highway assessment work undertaken with respect to development in and around Harlow as set out in ref. 4 also demonstrates that the cumulative effect of development on the SRN has been properly assessed. However, the modelling work currently shows that M11 J7 will be approaching capacity by the end of the plan period. Analysis by EFDC has indicated that an additional 350 trips in the AM peak and 500 trips in the PM peak would be added across all four arms of the M 25 J27/M 11 J6 by the end of the local plan period in 2033. The council considers this a de minimis increase in the context of a significant increase in background traffic growth up to 2033. Highways England will continue a discussion with EFDC in respect of M25 J27.	Agreed

4. Areas Still Under Discussion

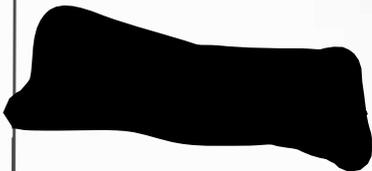
4.1 The following areas remain unresolved and are still under discussion:

3	Policy P 2 Loughton	Development in Loughton is likely to have an impact upon M11 Junction 5. This will need to be assessed and mitigated as appropriate.	The effect of development in Loughton with respect to Junction 5 of the M 11 has been assessed using 2017 baseline data. The Council considers that Junction 5 of the M 11 can accommodate the level of development proposed in Loughton, subject to the implementation of mitigation measures. An indicative concept design has been produced showing how the necessary mitigation could be achieved. The option proposes to signal the off slip and hold northbound A1168 traffic to provide additional priority to traffic exiting the motorway when required to avoid unnecessary delays on this approach and give the off slip as much capacity as possible. The current merge arrangement will be replaced and local widening on the northbound A1168 to three lanes is also proposed. All works are anticipated to be deliverable on land within the highway and Highways England boundaries.	HE is currently considering the mitigation package proposed. HE notes that mitigation measures to manage the proposed development in
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4	Policy SP 4	<p>All of the proposed developments in and around Harlow will affect the M11 and its junctions. All developments should be proportionally contributing to the cost of the new M11 J7a scheme. Lattou Priory – This level of development is likely to have a severe affect upon M11 J7. This will need to be assessed and mitigated as appropriate. Water Lane – an appropriate assessment is needed to establish not only the level of contribution to M11 J7a, but also if any mitigation is required for M11 J7. Harlow East- an appropriate assessment is needed to establish not only the level of contribution to M11 J7a, but also if any mitigation is required for M11 J7.</p>	<p>The effects of the Harlow and Giston Garden Town communities on the SRN have been fully assessed in combination with all Local Plan growth within Epping Forest, Harlow, East Herts and Uttlesford through the Strategic Harlow Model.</p> <p>The delivery of Junction 7a is already fully funded and is not therefore dependent on financial contributions from development to be allocated in the LPSV. Further details are provided in section 5.1.5, p.24, of the Infrastructure Delivery Plan (IDP) (EB1101A) and ref DW3, p.17 of the IDP Schedule (EB1101B).</p> <p>In the short term, interim upgrades will be made to Junction 7 of the M11. Part F, Policy SP 5 of the LPSV requires the development at Lattou Priory to 'include highway and transport improvements including... upgrades to Junction 7 of the M11'. This is confirmed within the IDP Topic Paper (p.16, EB1101C) which provides further details on arrangements for future infrastructure funding and delivery (as of October 2018). Over the longer term, it is anticipated that more significant improvement works will be required to upgrade Junction 7 of the M11 (Ref DW4, p.18, EB1101B) but neither the IDP or LPSV anticipate developer contributions towards this longer-term requirement at this time.</p> <p>Further details on the planned roles of M11 Junction 7/7a in delivering planned growth are set out in the Memorandum of Understanding on Highways and Transport Infrastructure for the West Essex / East Herts Housing Market Area (EB1201, p. 9-10 and Appendix 2).</p> <p>The provision of Junction 7a of the M11 is already progressing to bring forward its delivery. Essex County Council (ECC), in partnership with Highways England (HE), published the orders required by law to be able to progress with construction of the scheme on 30 August 2018. This followed the granting of planning permission on 21 July 2017 (planning application ref. CC/EPF/08/17) for 'Construction of a new motorway junction (Junction 7a) on the M11 between existing junctions 7 and 8'. Junction 7a is due to become operational by 2023. Accordingly, growth planned as part of the Harlow and Giston Garden Town is phased with delivery planned to commence from 2022/2023 following the implementation of the new Junction 7a of the M11, as set out within Appendix 6 to the Housing Implementation Strategy Update (EBA10B).</p> <p>The Council therefore considers that the effects of proposed developments in and around Harlow on the M11 and its junctions have been properly assessed and approaches to securing the funding of junction improvements have been clearly identified.</p>	Work in progress

5. Signed

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