

Statement of Common Ground East Herts Council and Hertfordshire County Council (Transport)

- 1.1. This Statement of Common Ground establishes the outcomes of co-operation between East Herts Council and Hertfordshire County Council with respect to transport issues.
- 1.2. Local Authorities are required through the Duty to Co-operate to engage constructively and actively on an on-going basis on planning matters that impact on more than one local planning area. The NPPF sets out the requirement that public bodies should cooperate on planning issues that cross administrative boundaries particularly those which relate to the following strategic priorities:
 - The homes and jobs needed in the area.
 - The provision of retail, leisure, and other commercial development.
 - The provision of infrastructure for transport telecommunications, waste management, water supply, wastewater, flood risk and coastal change management.
 - The provision of minerals and energy (including heat).
 - The provision of health, security, community and cultural infrastructure and other local facilities.
 - Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment including landscape.
- 1.3. The NPPF requires Local Planning Authorities to work collaboratively with other bodies to make sure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. Local Planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross- boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development.
- 1.4 This Statement seeks to demonstrate how co-operation has been undertaken, both in respect of cross boundary issues (as required by the Duty), but also non- cross boundary issues that have also influenced the content of the District Plan.

2. Parties to the Memorandum

- 2.1. The Statement is agreed by the following authorities:
 - East Herts Council
 - Hertfordshire County Council (as Highway Authority)

3. Limitations

- 3.1. The Local Authorities recognise that there might not always be full agreement with respect to all the issues on which they have agreed to cooperate. For the avoidance of doubt the Statement will not restrict the discretion of any of the Local Authorities in the determination of any planning application, or in the exercise of any its statutory powers and duties or in its response to consultations and is not intended to be legally binding.

4. Objectives

- 4.1. The Statement has the following broad objectives:
- To demonstrate that the District Plan has been informed by the views of the other local authority.
 - To ensure compliance with the Duty to Co-operate.

5. Matters Agreed

- 5.1. The matters identified below have been discussed and agreed through a combination of Member and Officer level meetings between the two local authorities.

Development Strategy

- 5.2 Overall, the County Council as Highway Authority does not object to the quantum and location of development proposed within the District Plan. The two authorities have engaged pro-actively on transport matters through the Plan making process, both through bi-lateral meetings and through the Co-operation for Sustainable Development Board (the Co-op Board).
- 5.3 It is agreed that, where concerns have been raised by Hertfordshire County Council, East Herts Council has responded in a positive matter and has amended the development strategy in order to ensure that it is acceptable in transport terms.
- 5.4 For all proposed development sites, the County Council does not have any in principle objections with regards to access. However, further discussions will be required as part of more detailed design work and the planning application process.

COMET Modelling

- 5.5 In order to inform the plan making process, and preparation of a new Hertfordshire Local Transport Plan (LTP), the County Council has developed a strategic county-wide transport model known as COMET. The model, which takes into account proposed growth across Hertfordshire, identifies areas that are likely to suffer from congestion, and therefore, where mitigation measures may be required. Outputs from the model have informed the development strategy as well as the mitigation proposals contained within the Infrastructure

Delivery Plan. The Strategy Worksheet contained within the District Plan is included within Appendix A to this Statement.

Hertford and Ware

- 5.6 Advice from Hertfordshire County Council, initially received in July 2015 and supplemented by further information in January 2016, stated the capacity of the A414 through Hertford to cater for future growth was limited. Based on the housing trajectory contained within the District Plan, the County Council considers that the A414 can support planned growth identified within the first seven years up to 2024 (this is, however, based on a number of assumptions, such as those relating to the level of background traffic growth in the area and is therefore subject to confirmation by further modelling work). Beyond that date a strategic solution, potentially in the form of a Hertford bypass, will be required to deliver further growth in the Hertford and Ware area. The County Council is currently reviewing the Hertfordshire Local Transport Plan and a Hertford Bypass forms a potentially significant strand to the major schemes emerging through that process, with an expected delivery timeframe of 2021 onwards. A decision on whether a Hertford Bypass features as a major scheme within the LTP will be made by early 2018. There are currently no funding sources identified for this scheme.
- 5.7 The County Council is of the view that the Local Plan does not adequately present the scale of the challenges at Hertford and the potential implications for the Local Plan in managing these. EHDC is not proposing any changes to the Plan in this respect. However, the two authorities will continue to discuss this issue in order to reach a mutually agreeable solution. Should a Bypass scheme not feature within the LTP, or if it is identified but there is not sufficient funding, the implications of that would need to be considered in light of a future review of the District Plan, taking account of further transport modelling work as necessary.
- 5.8 In respect of development to the North and East of Ware, the two authorities have worked closely in order to identify a quantum and phasing of development that would be acceptable in highways terms. As a result of these discussions, a total of 1,000 dwellings are proposed within the Plan period, including 300 dwellings between 2022 and 2027. A further 500 dwellings are proposed subject to suitable highways mitigation.

East of Welwyn Garden City

- 5.9 It is agreed that, while a proportion of traffic movements emanating from the site will flow eastwards along the A414 towards Hertford where there are known capacity issues, any such impacts are considered to be acceptable in highway terms. It is also agreed that further mitigation may be required to address impacts on the B195 and A1(M). Further discussions are required between East Herts, Welwyn Hatfield Council and the County Council, with regards to site access and access to the existing household waste recycling centre at Cole Green.

East of Stevenage

- 5.10 It is agreed that the existing road network will be able to cater for development in this location, subject to the necessary upgrade works to the Gresley Way/A602 junction. Further, more detailed modelling is currently being considered in order to assess the impact of having three points of access onto Gresley Way (with potential for a fourth in order to access the Travelling Showpeoples site).

Gilston Area

- 5.11 The required strategic mitigation measures required to deliver approximately 3,000 homes within the Plan period have been identified as part of ongoing work with the Co-op Board partners. These measures are reflected in the separate Co-op Board Transport MoU.
- 5.12 Given current uncertainty with regards to development locations and timescales within neighbouring authorities in the wider Harlow area, it is agreed that at present, it is not clear when each of the key pieces of infrastructure will be required. Further modelling work, using the Essex County Council VISUM model, will resolve these uncertainties moving forward.
- 5.13 It is also agreed that further modelling work, using both the Hertfordshire County Council COMET model and the Essex County Council VISUM model, will be required in order to identify the point at which further mitigation measures, including potential strategic intervention may be required to enable delivery of a further 7,000 homes post 2033 (and indeed further future growth in the wider Harlow area). Potential solutions may include a Harlow Northern Bypass. The County Council is commencing work in order to assess potential strategic highway solutions on the entire A414 corridor, including a Harlow Northern Bypass and a Hertford Bypass.
- 5.14 At this stage the case for a strategic solution and what form that might take has not been resolved. As a consequence there is no provision for it within the District Plan. Transport modelling outputs are, however, expected to be available by early summer 2017 and the position will be reviewed at that stage. Should forthcoming evidence indicate the need for an additional strategic intervention at Harlow (particularly associated with the Gilston area and potentially involving a Harlow Northern Bypass), then both the County Council and East Herts Council are agreed that this would need to be reflected in some way within the respective local plans of the four Housing Market Area authorities and their supporting IDPs, as well as the emerging Hertfordshire Local Transport Plan 4.
- 5.15 Both authorities will continue to work with their partners as part of the Co-op Board in order to deliver a Sustainable Transport Corridor running from the Gilston Area, through Harlow town centre, to potential new development to the south of the town with Epping Forest District.

Bishop's Stortford

- 5.16 The County Council will continue to be involved in the preparation of the Bishop's Stortford Town Centre Framework. In part, this document will identify potential mitigation measures to help alleviate existing traffic concerns in the town centre.
- 5.17 The Co-op Board Transport MoU also refers to the need to deliver an upgraded Junction 8 and associated works on the A120.
- 5.18 The County Council does not object to the proposed location and quantum of development within Bishop's Stortford.

Sawbridgeworth

- 5.19 Ongoing COMET modelling has demonstrated that the A1184 corridor, which already suffers from congestion at peak times, is likely to experience an increase in congestion when taking account of strategic scale development in the Gilston Area and at Bishop's Stortford South. It is therefore agreed that directing further development to Sawbridgeworth, beyond the 500 homes already identified, should not be supported at this stage. In general terms, it is agreed that Sawbridgeworth should not be considered in isolation, and that capacity of the A1184 corridor should be assessed in conjunction with the capacity of the wider network in that area.
- 5.20 The County Council does not object to the proposed location and quantum of development within Sawbridgeworth, subject to the delivery of an upgraded West Road/Station Road/A1184 junction and A1184/High Wych Road junction.

Buntingford and Rural Areas

- 5.21 East Herts is not proposing any further development within Buntingford in the period 2011-2033 over and above that which is already committed at the settlement, including a number of substantial commitments that have arisen since 2011. Those commitments have contributed to capacity issues at the A10/London road roundabout and the A10 southbound from the town. Funding has been secured from the Local Enterprise Partnership to upgrade the existing A10/London Road roundabout, but there are currently no funding sources with regard to the potential need to dual the A10 southbound from Buntingford.
- 5.22 The County Council does not object to the level of development proposed for the rural area.

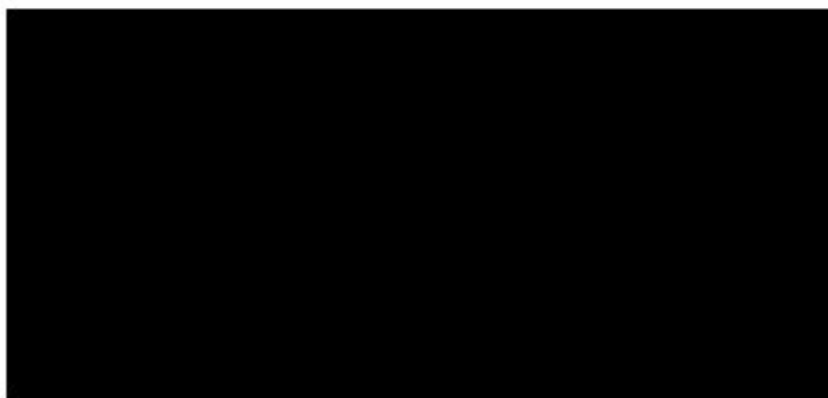
6. Outstanding Matters

- 6.1 The two authorities will continue to work together, both through the Co-op Board and bi-laterally on further transport modelling. Joint working will also continue as part of more detailed design work encompassing issues such as

site access. Whilst the County Council would welcome greater recognition of the scale of the transportation issues at Hertford and Harlow (Gilston particularly) and an articulation of how the Local Plan will manage these, it accepts that these are matters for EHDC to take a view on as the local planning authority.

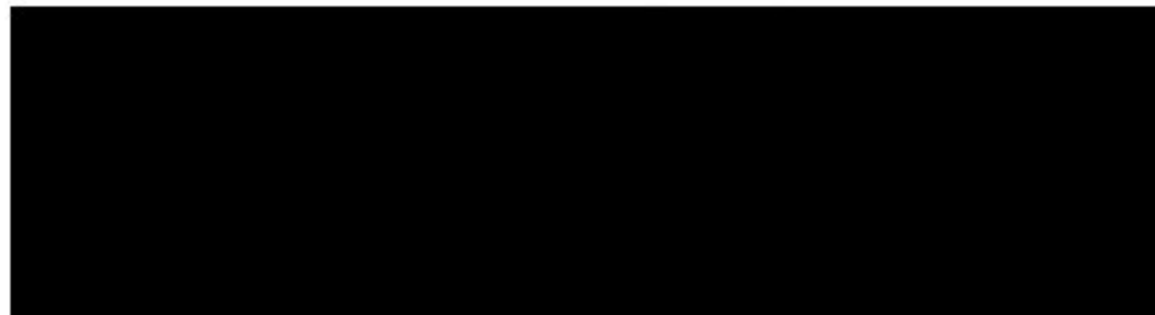
- 6.2 The potential need for a further strategic intervention at Harlow (particularly associated with the Gilston area and potentially involving a Harlow Northern Bypass) remains unresolved.

Signed on behalf of East Herts Council:



Cllr Linda Haysey, Leader

Signed on behalf of Hertfordshire County Council:



Cllr Derrick Ashley, Cabinet Member for Environment, Planning and Transport

Appendix A – District Plan Strategy Worksheet

		2011 – 2017	2017 – 2022	2022 – 2027	2027 – 2033	2011 - 2033
Other	Windfall Allowance – Small Sites and Conversions	0	250	250	300	800
Other	Completions – as at 31/3/2016	2,625	0	0	0	2,625
Other	Commitments – as at 31/3/2016	536	1,899	0	0	2,435
Other	Villages	0	300	200	0	500
SLAA	SLAA sites – large sites over 10 dwellings	0	88	0	0	88
Allocation: BISH7	The Goods Yard, Bishop's Stortford	0	250	150	0	400
Allocation: BISH8	The Causeway/Old River Lane, Bishop's Stortford	0	0	100	0	100
Allocation: BISH4	Reserve Secondary School Site, Bishop's Stortford	0	0	163	0	163
Allocation: BISH6	Bishop's Stortford High School Site, London Road	0	150	0	0	150
Allocation: BISH3	Bishop's Stortford North – ASRs 1-4	0	650	1,250	300	2,200
Allocation: BISH3	Bishop's Stortford North – ASR5	0	150	179	0	329
Allocation: BISH5	Bishop's Stortford South	0	250	500	0	750
Allocation: BISH9	East of Manor Links, Bishop's Stortford	0	50	0	0	50
Allocation: HERT2	Mead Lane Area, Hertford	0	100	100	0	200
Allocation: HERT4	North of Hertford	0	50	100	0	150
Allocation: HERT5	South of Hertford	0	50	0	0	50
Allocation: HERT3	West of Hertford	0	550	0	0	550

Allocation: SAWB2	Land North of West Road, Sawbridgeworth	0	125	0	0	125
Allocation: SAWB3	Land South of West Road, Sawbridgeworth	0	175	0	0	175
Allocation: SAWB4	Land to the North of Sawbridgeworth	0	0	200	0	200
Allocation: EOS1	East of Stevenage	0	600	0	0	600
Allocation: WARE2	Land North and East of Ware	0	0	300	700	1,000
Allocation: GA1	The Gilston Area	0	0	1,250	1,800	3,050
Allocation: EWEL1	Land East of Welwyn Garden City	0	210	850	290	1,350
	TOTAL SUPPLY	3,161	5,897	5,592	3,390	18,040
	Objectively Assessed Housing Need (745 dwellings per year)	4,470	3,725	3,725	4,470	16,390
	Shortfall addressed in first 5 years		1,309	0	0	
	OAHN plus shortfall		5,034	3,725	4,470	
	20% buffer moved forward from 2022-2033 to 2017-2022		1,007	-503	-503	
	TOTAL REQUIREMENT		6,041	3,222	3,967	16,390