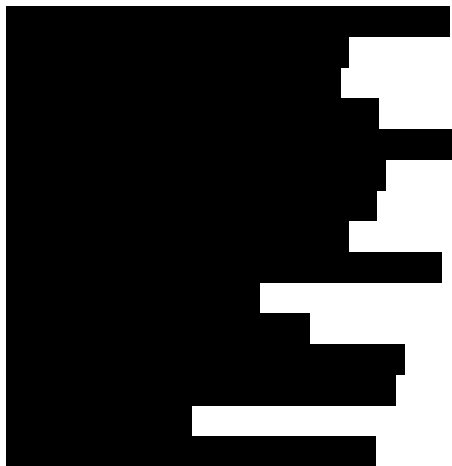


## ***Meeting Note***

### **Eastern Hertfordshire/West Essex Planning Policy Development Meeting**

**10 am Wednesday 26 November 2014  
Committee Room 1  
Harlow Civic Centre**

#### **Present**



#### **1. Introductions**

#### **2. Apologies**



#### **3. Meeting notes**

Notes of the previous meeting held on 7<sup>th</sup> August were agreed.

#### **4. Cooperation for Sustainable Development Meeting**

It was noted that the next meeting was scheduled for the end of January 2015 and at that meeting it was considered an update of transport matters affecting the area should be given including progress on Junction 7a.

#### **5. Local Plan update across Districts**

E Herts DC – Aim to agree a preferred strategy and plan before purdah period next year with full consultation taking place afterwards.

Epping Forest DC – It was intended to have a Preferred Options document ready by May 2015 but there is now likely to be significant slippage.

Government pronouncement on protection of Green Belt means that EFDC members may consider there is reduced pressure to release such land to meet the full OAN, and that the Council would consequently be looking to neighbouring authorities to help to meet the shortfall.

Uttlesford DC – The Examination into their Plan has now commenced.

Harlow DC – Awaiting the outcome of the revised SHMA to understand the impact on the already identified OAN as set out in the Emerging Strategy and Further Options consultation. Also undertaking a Green Belt review to help identify the potential to accommodate development need on the edge of the town.

## **5. Evidence base reviews**

E Herts DC – Green Belt Review should be end of 2014. Delivery Study should be available early in 2015. A SHLAA update is also being undertaken and should be available next year. The Council is also cooperating with adjoining districts in the preparation of an update of the SHMA.

Epping Forest DC – A Green Belt review is underway and should be complete in early 2015. Are also participating in the update of the SHMAA. The OAN for the district will be determined once the SHMA has been agreed.

Uttlesford DC – They are participating in the update of the SHMAA.

Harlow DC – Are participating in the update of the SHMA and the update of the Greater Essex Demographic. This will ensure the most up to date information is available to finalise the housing target across the area. A Green Belt review is underway.

## **6. Infrastructure matters.**

█ advised that a new strategic model was being commissioned that will be more robust and will replace the existing ones being used. This should be available before the end of 2014 and should assist in the assessment of junction 7a and separate runs on the local plans emerging across the area.

█ advised that the data submitted for assessment by the respective LPA's in the area (September 2014) have been assessed and that the outcomes should be available next month (December).

█ asked what progress had been made with Junction 7a?

█ advised that ECC had held a public meeting in east Harlow attended by █. Arising from this █ had asked officers to consider another option including a northern bypass. It was unlikely that a further consultation would occur before the elections indeed this could take place considerably later than this.

█ advised that he was having a meeting with █ the following day when timescales could be clarified further.

█ observed that a northern bypass was not just an issue for Harlow but should be seen in the context of the highway network across the wider area.

He considered that the A414 in reality functions as an outer M25 when problems arise on the motorway network, an occurrence which appears to be becoming more frequent. There was a need, therefore, to look at the road network across the wider area holistically, especially given the amount of growth needed.

■ observed that this is an option that could be examined but that this could create pinch points elsewhere on the M11/A10.

■ then made a presentation on the M11 – J7/J8 Headroom Study. This explained modelling and the scenarios assessed. The findings show that at present J7 is operating over capacity and that there would be significant failure with the addition of committed development.

■ advised, however, with the implementation of interim solutions J7 would function to an almost nil-detriment situation until the early 2020's taking account of committed development (it is assumed this does not take into account the additional growth in emerging Local Plans across the area?) The interim improvements to J7 to extend until J7a comes on stream would be in the region of £1.5m.

■ also advised that the major improvements to include a new grade separation to link the A414N would cost around £80m (not clear what these works involve or whether these are works necessary that are in addition to a new J7a in order to improve the long term resilience of J7?).

■ advised that the developer proposals for Latton Farm have not been modelled.

MN commented that it would be beneficial if we agreed a position in order to be able to provide consistent response to developers.

■ advised that J8 was currently operating just below capacity. Interim solutions would provide additional capacity to 2031 when the inclusion of Uttlesford District Plan development would result in J8 reaching its capacity.

■ observed that interim proposals for J8 would improve capacity to the mid 20's and cost around £5m. The major works to J8 would cost however in excess of £50m. The highways assignment model would provide more detailed forecast modelling of local plan proposals.

■ then gave an overview of the assessment of A120 junction capacities. The existing A120/A1250 would be over capacity by 2013. Potential solutions examined include a signaled controlled junction. For the A120/B1383 junction alterations to the layout of the roundabout were considered. This would result in additional capacity.

■ then outlined the next steps which included in the short term revising all modelling once the VISUM flows are available for all Local Plan proposals, fine tuning the designs based on the revised flows and undertake any necessary sensitivity testing. In the longer term build a VISSUM micro simulation models to test interaction between J7 and J8.

■ also discussed in more detail some of interactions between J7 and J8 based on the ANPR survey July 2014. This demonstrates that during the AM peak most flows were south towards the M11 from all points with the highest

flow. High flows were also identified from A120 East and from m11 south to J7 Harlow. During the PM peak major movements are from M11 south towards Harlow and from Harlow to M11 South and high flows towards A120 east from both M11 South and A120 West.

█ sought clarification about the best solutions to provide interim capacity on the network to meet existing development commitments and to satisfy an Inspector at forthcoming Local Plan Examinations.

█ advised that the VISSUM model will look at traffic movements across the area which will assist with this.

█ also raised concerns about traffic flows on the A414 in Hertfordshire. Changes that can be introduced are limited. The nature of traffic movements are being assessed by Hertfordshire CC although the amount of through traffic is around 40%.

## **7. Uttlesford Local Plan Examination**

█ gave an update on the progress of the Uttlesford Local Plan Examination, including an overview of discussions that arose in respect of the Duty to Cooperate and the nature of unmet housing need across the area. There was also discussions around the SA/SEA testing of alternative development sites that were put forward during the plan making process. (The Examination was subsequently halted by the Inspector the following week. He considered the overall number of houses being considered in the Plan to be too low and he had also concerns about the enlarged Elsenham scheme.)

## **8. AOB**

None

## **9. Actions**

1. █ to advise on timescales relating to progress/timetable on Junction 7a, including the option of a northern bypass, following a programmed meeting with █.
2. █ to clarify the work programme for the VISSUM modelling and advise when the testing of development options will have been completed.
3. The evaluation of measures to mitigate against the traffic impact of the growth scenarios being considered across the area will inform discussions that might take place at the Cooperation for Sustainable Development Board.
4. ECC/HA to advise colleagues in respect of any technical guidance issued or agreement reached with developers on locations around Harlow and in adjoining districts, and in particular Latton Priory Farm.
5. Following the meeting of the group the outcome of the Examination of the Uttlesford Local Plan has been published. It would be helpful if colleagues from the highways/transportation sector were able to advise if there were any implications arising from this that could impact on the work of the Group.

## **10. Date of Next Meeting**

TBC