



East Herts District Plan

Examination Hearing Statements

Matter 4: The Development Strategy Infrastructure

Matter 4: The Development Strategy - Infrastructure

Issue:

Has the Plan has been positively prepared and is it justified, effective and consistent with national policy in relation to the provision of infrastructure?

Infrastructure requirements - policy DPS4

Question 1

Would the distribution of development in the Plan have proper regard to the quality and capacity of the road network, the quality and capacity of public transport and wider aims to promote sustainable development?

1. From the outset of the plan making process the Council has endeavoured to ensure that proposals within the Strategy would result in development occurring in the most sustainable locations. A key tenet of this approach has been to minimise the generation of trips (particularly by private car borne traffic) through self-containment, where possible, or through access to passenger transport opportunities, which would offer sustainable modal choice.
2. The East Herts District Plan Supporting Document (SSS/001), which was prepared following the Issues and Options Consultation, between 2012 and 2013, explains how the initial Plan-making stages addressed the transport implications of potential development locations across the District through a 'stepped approach'. Step 2 contained a Strategic Overview of Transport matters which detailed the issues faced in East Herts and set out how these would be addressed through the subsequent stages. Step 3 comprised the Topic Assessments, whereby 69 sites were individually appraised. Four transport related assessments were completed (each with specific assessment criteria), which separately evaluated matters relating to: Highways Infrastructure; Vehicular Access; Access to Bus Services; and, Access to Rail Services. In this manner it was possible to ascertain the likely effects of development relating to these four transport issues at a high level, both individually and cumulatively. This was to ensure that any development sites ultimately selected could demonstrate that access would be both feasible and achievable, while offering good potential for sustainable journeys to be made. Throughout this sieving process the Council was assisted by Hertfordshire County Council, as Transport Authority, and the assessments aided the options refinements at later stages of the plan making process.

Matter 4: The Development Strategy - Infrastructure

3. The Council continues to work with both Hertfordshire County Council and with Essex County Council to address the challenges associated with the transport network occasioned by the delivery of development across the Plan period. In this respect, reference should also be made to the Council's response to Matter 1, Question 2.
4. The Transport Topic Paper (TPA/006) outlines the specific studies that have been undertaken by the Council, in conjunction with Hertfordshire County Council and Essex County Council, as appropriate, to demonstrate that the quality and capacity of the road network will be able to support the distribution of development outlined in the strategy. Particular studies and reports of note in this respect include:

TRA/001	East Hertfordshire Local Plan Support – Do Minimum Model Run Report, Aecom (on behalf of Hertfordshire County Council), January 2017
TRA/002	East Hertfordshire Local Plan Support – Do Something Model Run Report, Aecom (on behalf of Hertfordshire County Council), March 2017
TRA/006	Buntingford Transport Modelling Assessment, Steer Davies Gleave, August 2015
TRA/007	East of Stevenage Development Test – Transport Modelling Report, Aecom, June 2015
TRA/008	A414 Corridor Study Technical Note, Aecom (on behalf of Hertfordshire County Council), February 2014
TRA/009	A414 Transport Strategy, Strategic Study – Feasibility Review – Stage 3, Aecom (on behalf of Hertfordshire County Council), December 2014
TRA/016	West Essex and East Hertfordshire Local Plan Modelling Technical Note 1: WEEH Forecast Methodology Technical Report, Jacobs (on behalf of Essex County Council), March 2017
TRA/017	West Essex and East Hertfordshire Local Plan Modelling Technical Note 2: Spatial Options A to E, Jacobs (on behalf of Essex County Council), March 2017

Matter 4: The Development Strategy - Infrastructure

TRA/018 West Essex and East Hertfordshire Local Plan Modelling Technical Note 3: Stort Crossing/Northern Bypass Initial Testing, Jacobs (on behalf of Essex County Council), March 2017

TRA/019 West Essex and East Hertfordshire Local Plans Modelling Technical Note 4: Emerging Option Jacobs (on behalf of Essex County Council), March 2017

5. Where any key issues have been identified through this process, mitigation measures have been outlined within the Infrastructure Delivery Plan (IDM/001). It should be noted that such measures would not be solely confined to highway improvements but would incorporate wider sustainable transport opportunities. For example, HCC's 2050 Transport Vision envisages that the implementation of a strategic solution (bypass) for the A414 would offer the opportunity for the introduction of a wider package of measures to enable Hertford to become a Sustainable Travel Town.
6. Furthermore, site specific policies also include appropriate criteria to ensure that highway impact is mitigated and that opportunities for modal shift are maximised.
7. In terms of the quality and capacity of public transport, the Council has also engaged with providers from the outset of the plan making process, both through appropriate meetings and, in respect of rail, also by lobbying through consultations undertaken on the two franchised routes that run through the district. Both West Anglia Mainline and Great Northern Thameslink have factored anticipated growth along these rail lines into their future service provision and both franchises will be offering more frequent services (in timetables from May 2018) and appropriate station and rolling stock improvements to serve stations in East Herts. Bus service improvements will largely be driven by developer contributions; however, many service providers are already in the process of introducing improvements to their fleets in terms of lower emission vehicles, technological facilities (e.g. wifi and charging points), and passenger comfort.
8. Work on the Harlow and Gilston Garden Town is ongoing. As part of this work, there is an aspiration to deliver a significant modal shift away from car borne travel. As such, the joint working Councils have recently commissioned consultants to undertake work relating to the provision of sustainable transport corridors that will help deliver a step change in travel patterns in the wider Harlow area.

Matter 4: The Development Strategy - Infrastructure

9. The combination of the above should ensure that public transport will become an attractive travel option to both new and existing residents to aid modal shift to sustainable journeys.

Question 2

What are the principal transport improvements and projects that are required for the implementation of the Plan?

1. The principal transport improvements and projects required for the implementation of the Plan have been identified through specific studies and reports as set out in the Council's response to Question 1 of Matter 4.
2. In combination, these have informed the principal transport improvements and projects required to implement the Plan. The Transport Topic Paper (TRA/006) discusses the processes undertaken by the Council in respect of site specific and wider transport improvements needed and how it has continuing working arrangements with Hertfordshire County Council and Essex County Council, as Transport authorities, to ensure that suitable mitigations can be delivered. The principal transport improvements and projects required are the approaches towards their delivery are identified in the Infrastructure Delivery Plan (IDM/001).

Question 3

How has the Council assessed the effect of the possible delay/failure of key infrastructure coming forward within the desired timescale? How would this affect the housing land supply and the overall housing targets? What measures are in place to cope with delays?

1. The Infrastructure Delivery Plan (IDM/001) identifies the infrastructure schemes that are required in order to support development. The key strategic schemes are identified in the table below.

Theme	Key Schemes	Delivery
Transport	1) M11 Junctions 7, 7a and 8; 2) Second Stort Crossing and widened existing crossing;	Schemes numbered 1 to 3 form part of the agreed MoU on Highways and Transportation Infrastructure which has been signed by the four HMA authorities, as well as Essex and

Matter 4: The Development Strategy - Infrastructure

	<p>3) Sustainable Transport Corridors running north-south and east-west through Harlow;</p> <p>4) Harlow Northern Bypass; and</p> <p>5) A414 strategic solution.</p>	<p>Hertfordshire County Councils and Highways England. Junction 7a of the M11 has received planning permission and is expected to be delivered by 2021. The joint working authorities are currently preparing a Housing Infrastructure Fund bid in order to assist with funding for the Sustainable Transport Corridors and secure early delivery of the Second Stort Crossing. These schemes are required to facilitate delivery of over 16,000 new homes by 2033 as part of the Harlow and Gilston Garden Town. The Harlow Northern Bypass (Scheme 4) does not form part of the MoU as it has not currently been identified as being necessary to deliver expected levels of growth by 2033. However further modelling is being undertaken in this regard.</p> <p>Scheme 5 relates to the need to deliver a strategic solution for the A414 in order to address capacity issues in Hertford which have been identified within HCC's 'Transport 2050 Vision'. This will inform the preparation of Local Transport Plan 4 in due course. Failure to deliver a strategic solution for Hertford would have the potential to impact on the level of deliverability of development proposed along the A414 corridor beyond 2024 in the Hertford and Ware area.</p>
<p>Education</p>	<p>New schools are required as part of the following development allocations:</p> <ol style="list-style-type: none"> 1) North and East of Ware (WARE2) 2) Gilston Area (GA1) 3) East of Welwyn Garden City (EWEL1) 4) East of Stevenage (EOS1) 5) Bishop's Stortford South (BISH5). 	<p>The need to deliver schools in these locations has been agreed with Hertfordshire County Council. A MoU will be submitted to the Examination prior to the start of the Hearing sessions.</p> <p>In addition, the principle of providing land to deliver new schools is to be addressed through Statements of Common Ground that have, or will be, agreed between East Herts Council and the respective landowners/developers prior to the</p>

Matter 4: The Development Strategy - Infrastructure

		site specific Hearing sessions in November.
Health	<p>New health facilities will be required as part of the following development allocations:</p> <ol style="list-style-type: none"> 1) North and East of Ware (WARE2) 2) Gilston Area (GA1) 3) East of Welwyn Garden City (EWEL1) 4) East of Stevenage (EOS1) <p>In addition, there is a requirement to consider the potential relocation of Princess Alexandra Hospital to a new site on the periphery of the town.</p>	<p>The Council will continue to work with the NHS in order to identify the services and facilities that will be required as part of new strategic developments, and the way in which they can be delivered, taking account of the necessary developer contributions.</p> <p>The Council is engaged in discussions with Princess Alexandra Hospital through ongoing work on the Harlow and Gilston Garden Town.</p>
Utilities	Upgrades to Rye Meads Sewage Treatment works	<p>Thames Water provided an updated position statement in June 2017 (ED108), This states that from a final effluent stream point of view, the STW has capacity up to 2036. Upgrades to sludge and storm streams may be required after 2026, and the need to do so will be addressed through Thames Water's usual planning processes.</p> <p>Other site specific drainage issues are to be addressed through Statements of Common Ground that have, or will be, agreed between East Herts Council and the respective landowners/developers prior to the site specific Hearing sessions in November.</p>

2. The IDP is a live document that will be subject to monitoring and review as required. The Council is also committed to working closely with service providers in order to ensure that identified infrastructure schemes are delivered at the time that they are required. Should any funding issues arise, the Council will act proactively to find solutions, for instance by bidding for Government funding through initiatives such as the Housing Infrastructure

Matter 4: The Development Strategy - Infrastructure

Fund. However, if the provision of such schemes is delayed, then it is acknowledged that this may have an impact on housing delivery, depending on the scale of the particular infrastructure project/s involved; the size of development/s which would be affected by delayed infrastructure delivery; and any other committed schemes that may come forward elsewhere in the district in the interim. It is, however, considered that the provision of a 20% buffer for the first five year period (2017-2022) provides an element of flexibility in the early part of the plan period should the delivery of certain development sites be delayed. In this respect, it should be noted that the Plan will be subject to monitoring on an annual basis through the Authority Monitoring Report, which will serve to identify any shortfall in planned delivery of development, should it occur. In this instance, or where specific mitigations identified in the Infrastructure Delivery Plan are not delivered in a timely manner, the Council will consider whether the impact would be of such significance as to necessitate a review of the Plan. Specific trigger points will be identified in Chapter 25: Delivery and Monitoring. This is considered to be a main modification, and as such, the amended wording will be detailed within the proposed Main Modification schedule, which will be presented during the Examination process.