Statement of Common Ground

as agreed between

Tandridge District Council and Highways

England
Tandridge District Council Local Plan: Statement of Common Ground with Highways England, July 2019

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1. Introduction

The basis for preparing this Statement of Common Ground

1.1. This Statement of Common Ground (SoCG) has been prepared by Tandridge District Council (TDC) and Highways England (HE) who are a Duty to Cooperate (DtC) prescribed body (acting for the Government’s Highway Authority role). It reflects the agreed position between the parties in respect of TDC’s draft Our Local Plan 2033 (as submitted to the Secretary of State for Examination).

1.2. TDC submitted their “Our Local Plan 2033” for Examination in January 2019, following consultation with all DtC bodies, including HE. The examination is currently in progress with hearings in October / November 2019.

1.3. The purpose of this SoCG is to set out the basis on which TDC and HE have actively and positively agreed to work together to meet the requirements of the DtC.

1.4. This SoCG also describes the proposed method and mechanisms for ongoing cooperation on strategic matters.

1.5. Under section 33A of the Planning and Compulsory Purchase Act 2004 (amended by section 110 of the Localism Act 2011) and in accordance with the National Planning Policy Framework (NPPF) 2012 (and 2018/19) it is a requirement under the ‘Duty to Cooperate’ for local planning authorities, county councils and other named (prescribed) bodies to engage constructively, actively and on an on-going basis in the preparation of development plan documents and other local development documents. This is a test that local authorities need to satisfy at the Local Plan examination stage and is an additional requirement to the test of soundness.

1.6. The DtC applies to strategic planning and issues of cross boundary significance. Local authorities all have common strategic issues. As set out in the National Planning Practice Guidance (NPPG); “local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination.” In this case, the SoCG has been finalised in the period after submission, but before examination hearings, so as to take account of a current, and still evolving, project for improvements to Junction 6 of the M25 (A22).

1.7. The statutory requirements of the DtC are not a choice but a legal obligation. Whilst the obligation is not a duty to agree, cooperation should produce effective and deliverable policies on strategic and cross boundary matters in accordance with the government policy in the NPPF, and practice guidance in the NPPG.

1.8. The administrative area of Surrey and Tandridge District (as set out in the map at Appendix A: ‘Administrative Areas for Tandridge District Council / Surrey County Council (as Highway Authority) and Transport Network’) includes key parts of the Strategic Road Network (SRN);
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namely the M25 and its junctions with the A22 and the M23. As a result TDC recognises the need to work cooperatively, in an effective way, to address key strategic matters pertaining to Highways England responsibilities.

2. Evidence base and Local Plan development

2.1. TDC and HE have engaged proactively and on an ongoing basis during the preparation of the Tandridge Local Plan, with both parties sharing the objectives of achieving positive outcomes in relation to strategic issues identified and supporting sustainable growth.

2.2. HE acknowledges the findings of the transport / traffic evidence studies and assessments undertaken in relation to the traffic impacts of the Local Plan on M25 Junction 6 set out in the following papers:

- M25 Junction 6 Feasibility Study
- M25 Junction 6 Scheme Plan (See Appendix B)

3. Key matters in relation to the Submitted Local Plan

Infrastructure

3.1. HE has responsibility for the following strategic functions which are particularly relevant to the Tandridge Local Plan and infrastructure provision:

- In its role as (the Government's) Highway Authority for the SRN – in the District, the M25 and M23, providing advice and negotiating the delivery of highway improvements to support development.

- In the above role, co-operation with the local Highway Authority (SCC) responsible for the A22 and its junction with the M25 (Junction 6).

Local Plan objectives

3.2. HE acknowledges the commitment of TDC to plan, seek funding (including developer contributions) for, and facilitate implementation of, highway improvements which respond adequately to future traffic growth pressures on the SRN where they are affected by development in the District.

3.3. HE welcomes TDC's commitment to joint working to ensure the delivery of improved infrastructure, including for road transport, as set out in Local Plan Objectives SO16 / SO17. The following section sets out the specific issues in relation to policies and sites within the Submitted Local Plan.

Local Plan impacts on M25 Junction 6 (A22)
3.4. HE notes that the evidence work undertaken to assess the traffic / highway impacts of the submitted Local Plan indicates the need for improvements to M25 Junction 6 (A22) to accommodate traffic growth arising from development proposed in the Plan.

3.5. HE advise that the evidence shows that the impact of the Local Plan development proposals, as a whole, on the SRN to be NPPF ‘severe’. They take the view that mitigation is required at M25 Junction 6 (A22) by 2024/25; unless further evidence indicates that a later date is appropriate.

3.6. HE have been fully engaged with TDC and their consultants DHA to assess the effects of the Tandridge submitted Local Plan proposals on M25 Junction 6 (A22) and mitigation options.

3.7. HE are content that the design work for a proposed M25 Junction 6 (A22) junction improvement (prepared by DHA), as set out in the documents referenced above, demonstrates an improvement scheme that will mitigate the traffic impact of the Local Plan on the junction. TDC are working, and will continue to work with, HE and the Highway Authority (Surrey County Council - SCC) to confirm that detailed design proposals meet their requirements and can be delivered safely and in accordance with Design Manual for Roads and Bridges (DMRB) Requirements.

*Infrastructure Delivery Plan*

3.8 TDC has consulted on a detailed Infrastructure Delivery Plan (IDP) that includes M25 Junction 6 (A22) improvement needs.

3.9 The IDP is a living document that can be updated when further information becomes available, whether that is through feasibility assessments completed, Government capital expenditure programme developments, (and related bidding processes), planning applications and agreed planning obligations, successful CIL bids, and other progress on implementation planning. TDC is committed to consulting and engaging as necessary with HE on any future updates to the IDP.

3.10 HE recognise the need to mitigate the effects of the Tandridge Local Plan on the SRN. HE has worked closely with SCC / TDC to agree the proposals for this M25 Junction 6 which will need to be delivered to support the TDC Local Plan aspirations.

4. Strategic matters

*Highways infrastructure to support growth in Tandridge*

4.1 In relation to highway infrastructure, TDC and HE are committed to continue working together in partnership, with the aim of ensuring the highways improvements on the Strategic Road Network (SRN) at M25 Junction 6 necessary to support sustainable growth are delivered.
4.2 Both parties recognise that identifying sufficient funding to deliver highway improvement schemes is necessary to support the Local Plan aspirations of Tandridge District Council.

4.3 HE will work with TDC on detailed implementation plans for the M25/A22 junction improvement as soon as sufficient funding sources are identified and confirmed.

4.4 TDC agrees to keep HE fully informed of any changes to the phasing and/or amount of housing and other development growth to be delivered in Tandridge over the period of its Local Plan to inform planning for highways infrastructure improvements.

5. Governance Arrangements

5.1 It has been agreed with SCC that informal discussions will occur between TDC and SCC on an ongoing basis in relation to the strategic highway infrastructure (including SRN) issues referred to in this SoCG. A formal officer level meeting will occur at least once every 4 months with escalation to member level where necessary. At these meetings the primary focus will be related to the funding and delivery of infrastructure to support sustainable growth in Tandridge. It is agreed that HE will be informed of, and invited to participate in, these meetings to consider the SRN and related highways issues, as necessary.

5.2 It is agreed that this SoCG is a living document and will be reviewed by all the partners and updated as necessary.


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<tr>
<th>Key Issue</th>
<th>Agreed Action</th>
<th>Other comments</th>
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<tbody>
<tr>
<td>Local Plan objectives</td>
<td>• TDC to maintain consultation on the Plan as it progresses through its preparation process, including on any proposed modifications</td>
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<td>• HE to assist TDC in responding to any policy and technical queries related to the SRN that arise from the Plan Examination and any further work required on Plan modifications</td>
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<td>• HE to further consider the M25 junction 6 (A22) scheme as it evolves and guide TDC in refining the scheme design and achieving implementation</td>
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<td>Local Plan policies and sites</td>
<td>As above</td>
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<td>IDP</td>
<td>TDC to maintain regular consultation and liaison on updates to the IDP, including potential for developer CIL / Planning obligation funding relevant to development related SRN improvements</td>
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7. Signatories/Declaration

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<tr>
<th>Signed on behalf of Tandridge District Council (Councillor)</th>
<th>Signed on behalf of Tandridge District Council (Acting Chief Executive)</th>
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<tr>
<td>Name: [Redacted]</td>
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<tr>
<td>Position: [Redacted]</td>
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<td>Name: [Redacted]</td>
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<td>Position: Highways England Spatial Planner</td>
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