



2021

# Statement of Common Ground: Highways England

LOCAL PLAN 2019 - 2041  
PLANNING POLICY TEAM

- 1.1 Highways England (HE) is responsible for managing and operating a safe and efficient national strategic road network (nSRN) across England with some parts of the network falling within London. HE made representations on the draft Brent Local Plan at Regulation 19 stage which considered that the transport evidence base for the Local Plan should provide an indication of what the cumulative impacts of development would be on the nSRN and Junction 1 of the M1. This is due to the level of development proposed within the draft Local Plan. HE accepts that there will be a natural growth impact from across London, but this would be reflected within the evidence base.
- 1.2 M1 junction 1 is not within the London Borough of Brent, but close by within the London Borough of Barnet. HE is working with Barnet, and other Borough's to understand the cumulative impact of relevant Local Plans. HE recognises that a significant amount of development is proposed across all London Boroughs/Mayoral Development Corporation areas.
- 1.3 The London Borough of Brent has produced the Brent Long Term Transport Strategy 2015-2035 (LTTS) which outlines how it will go about improving transport options for its residents and to reduce the negative impacts of travel on the Borough. Faced with problems of worsening congestion, poor air quality and a high number of casualties, the LTTS focuses on the need to reduce trips on the road network and to increase the uptake of active and sustainable modes of travel. It also highlights the need for transport investment to ensure that the forecast level of growth in Brent takes place on a sustainable basis and does not place undue pressure on the transport networks.
- 1.4 The LTTS is currently being reviewed to reflect the good progress made since it was published in 2015 and to better align with Borough, Mayoral and National policies. Whilst a key priority remains the need to enable more active and sustainable travel choices and reduce the number of journeys made by private vehicles; increased emphasis is being given to the need to improve the provision and quality of public transport services and walking/cycling infrastructure in order to deliver new housing and jobs, improve connectivity to and within the Borough and to deliver the Mayor's strategic aim of 'Good Growth'.
- 1.5 The Council will consult HE as part of the review of the LTTS before its adoption.
- 1.6 HE welcomes proposed modifications to the draft Brent Local Plan relating to Neasden (Policy BEGA1) and Staples Corner (Policy BEGA2) as set out in Appendix A. This will set out a requirement for the Council/Developers to specifically engage with TfL/HE in assessing impacts on the nSRN from the Growth Areas as a whole and will be based on an individual Transport Assessment using an appropriate method of modelling and take into account any agreed update to TfL strategic modelling. The policy modifications will also make reference to appropriate obligations and/or conditions for any mitigation measures necessarily resulting from any significant impacts on the nSRN caused by the development.
- 1.7 London Borough of Brent and HE agree to a continued dialogue to make sure that appropriate agreements are in place within their Development Management Team to ensure

that development applications of a significant size are submitted to HE for review in accordance with the Town and Country Planning Act 1990.

- 1.8 Through the exchanges around the Brent Local Plan it has become clear that there should be further dialogue between HE and TfL to assess and agree a position relating to the London Plan strategic modelling to include reviewing model outputs, growth projections and the status and timelines for mitigations within the Mayor's Transport Strategy that supports the London Plan 2021.
- 1.9 HE is content that with the actions outlined in this position statement the Brent Local Plan can be found sound in terms of impact on the nSRN at M1 Junction 1.

## Sign Off

### Highways England

Signed 

Position Spatial Planner

Date 21 April 2021

### LB Brent

Signed   
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Position Team Leader Planning Policy

Date 21<sup>st</sup> April 2021

## Appendix 1.

### Proposed Modifications to the draft Brent Local Plan

Modification Number	Chapter/Policy Number	Paragraph Number or Section	Modification Proposed	Reason for Modification
MM?	5 East Place BEGA1 Neasden Stations Growth Area	Infrastructure Requirements New bullet at end of section	<ul style="list-style-type: none"> <li>• <u>Prior to adoption of a Masterplan the Council will engage with TfL and Highways England in assessing impacts on the Strategic Road Network from the Growth Area as a whole. This will be based on an individual Transport Assessment using an appropriate method of modelling that will take account of any agreed updates to TfL strategic modelling. Where identified appropriate planning conditions, S106 obligations and Community Infrastructure Levy to deliver measures to mitigate significant impacts on the Strategic Road Network will be required.</u></li> </ul>	Provide sufficient clarity on potential infrastructure requirements to mitigate against significant adverse impacts on the national Strategic Road Network
MM?	5 East Place BEGA2 Staples Corner Growth Area	Infrastructure Requirements	<ul style="list-style-type: none"> <li>• <u>Prior to adoption of a Masterplan the Council will engage with TfL and Highways England in assessing impacts on the Strategic Road Network from the Growth Area as a</u></li> </ul>	Provide sufficient clarity on potential infrastructure requirements to mitigate against significant adverse

			<p><u>whole. This will be based on an individual Transport Assessment using an appropriate method of modelling that will take account of any agreed updates to TfL strategic modelling. Where identified appropriate planning conditions, S106 obligations and Community Infrastructure Levy to deliver measures to mitigate significant impacts on the Strategic Road Network will be required.</u></p>	<p>impacts on the national Strategic Road Network</p>
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