

M20 Junction 10a

TR010006

**Statement of Common Ground
between
(1) Highways England
and
(2) South Ashford
Developers**



Volume 8.10
January 2017

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	January 2017	AECOM	Highways England	AECOM	DCO Submission (deadline 3)

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1. Introduction

1.1 Purpose of Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the proposed M20 junction 10a Scheme. Guidance on the purpose and possible content of SoCGs is given in paragraphs 58 – 65 of the Department for Communities and Local Government's "Planning Act 2008: Guidance for the examination of applications for development consent" (March 2015). Details of the Scheme are provided in Chapter 1 and Chapter 2 of the Environmental Statement (Volume 6.1) that accompanied the DCO application.

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared in respect of the Scheme by (1) Highways England, as the Applicant, and (2) South Ashford Developers, namely The Church Commissioners for England (RR-005); Park Farm Ashford (Taylor Wimpey and Persimmon Homes – RR-036); and GSE Waterbrook (RR-009).

1.2.2 The South Ashford Developers have delivered significant development in South Ashford over many years. They are all SATS (South Ashford Transport Study) Partners who contributed to SPG6 and worked with the Highways Agency (now Highways England) to deliver M20 Junction 10 Interim, which was forward-funded by Park Farm and opened to traffic in September 2007. Highways England, Kent County Council and Ashford Borough Council are also SATS Partners.

2. Overview of Engagement

2.1.1 A summary of the meetings and correspondence undertaken pre-application and pre-examination between (1) Highways England and (2) South Ashford Developers in relation to the Scheme is outlined in Tables 2.1 and 2.2 respectively.

Table 2.1 Pre-application: Engagement between Highways England and South Ashford Developers

Date Consulted	Form of Contact	Key issues raised / outcomes
1999/2000	Traffic modelling and preliminary scheme design for J10a.	Limited capacity of M20 J10 Interim confirmed and need for J10a scheme identified in agreement with SATS Partners.
2001/2004	Preliminary J10a scheme incorporated within SPG6	Adopted supplementary planning guidance to fund strategic highways and transport infrastructure, agreed with the SATS Partners.
2008	Pre-CS (Core Strategy) Hearing negotiations.	Agreed position on references to J10a included in the adopted Core Strategy.
2008	J10a Exhibition	No objection from the South Ashford Developers to the emerging proposals.
2012	Pre-DPD (Development Plan Document) Hearing negotiations	Agreed position on J10 included in the Urban Sites Development Plan Document
2013	Traffic survey and capacity assessment	Highways Agency presentation of J10 capacity assessment.

Table 2.2 Pre-examination: Engagement between Highways England and South Ashford Developers

Date Consulted	Form of Contact	Key issues raised / outcomes
26/09/2016	Email to Highways England	Concerns regarding the development assumptions incorporated into the Transport Modelling sent to Highways England by email.
Pre 03/10/16	Relevant Representations (RR) Submitted	Above concerns formally submitted to PINS.
12/10/2016	Email from Highways England	Highways England confirms they have passed South Ashford Developers' concerns to their specialists.
8, 13 & 15/11/2016	Email from Highways England	Highways England issues Responses to Relevant Representations
16/11/2016	Meeting in Guildford	Meeting to discuss Relevant Representations and Highways England's Responses.
29/11/2016	Emails from Highways England	Highways England issues Technical Note 35, as agreed at the above meeting. Highways England also provides the Economic Assessment and Traffic Forecasting Reports.
02/12/2016	Preliminary Meeting	South Ashford Developers address the Inspector. Technical Note 35 and Traffic Forecasting Reports discussed in side meetings.

Date Consulted	Form of Contact	Key issues raised / outcomes
		SoCG proposed.

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) South Ashford Developers in relation to the issues addressed in this SoCG.

3. Issues

- 3.1 Issues relating to the development assumptions incorporated into the Transport Modelling
- 3.1.1 Representations have been submitted on behalf of the landowners/developers of Cheeseman's Green (RR-005), Waterbrook (RR-009) and Park Farm (RR-036) regarding the development assumptions incorporated into the Transport Modelling. As a result of those Representations Highways England has carried out sensitivity testing of the effects on highway network capacity if all of the development potential in South Ashford set out in the Approved Development Plan were to be constructed by 2033.
- 3.1.2 From the Operational Sensitivity Test Technical Note 35 dated the 28th November 2016, the main conclusion is that *the 'worst case' sensitivity test scenario incorporating all Finberry and Waterbrook development stresses the local network, but the capacity issues are mainly restricted to the local access roads. These issues in turn are much mitigated if the reduced trip rates [associated with Sustainable Urban Extensions and provision of PT] are applied to the two development sites. And The J10 and J10A gyratories operate well within their design capacities, and the LRJ operates reasonably well. The southbound access arm to the LRJ reaches capacity in the AM Peak, and the capacity reduces in the PM Peak – but existing measures to divert traffic to J10A in such circumstances (such as signage) should mitigate these impacts to the required degree.*
- 3.1.3 From the above it is agreed that detailed measures to affect driver route choice such as signing, will mitigate any capacity issues on the roads connecting J10a to the existing A2070. It is also agreed that detailed operational improvements to signalised junctions could be used in practice to provide capacity at the local access road connections to A2070. Public transport improvements should also accompany the development to enable the 'step change' in mode split identified in the Core Strategy to be achieved, and to enable the sustainable transport patterns that should be characteristic of a SUE (Sustainable Urban Extension).
- 3.1.4 Accordingly this work demonstrates that substantial additional development, up to and including the extent of the 2008 Core Strategy proposals (i.e. The Adopted Development Plan) can be accommodated at J10/J10a.
- 3.1.5 Subject to normal development control considerations regarding site access capacities, it is agreed that there would be no strategic highway objections to that scale of development

4. Agreement on this Statement of Common Ground

This Statement of Common Ground has been jointly prepared and agreed by:

Name: Salvatore Zappala

Signature: 

Position: Project Manager

On behalf of: Highways England

Date: January 2017

Name: Graham Bellamy

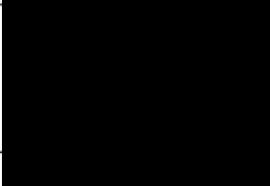
Signature: 

Position: Transport Consultant

On behalf of: The Church Commissioners for England (RR-005)

Date: January 2017

Name: Patrick Garner

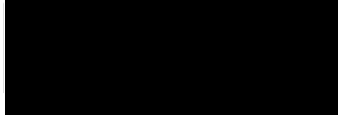
Signature: 

Position: Transport Consultant

On behalf of: Park Farm Ashford (Taylor Wimpey and Persimmon – RR-036)

Date: January 2017

Name: Jonathan Buckwell

Signature:  _____

Position: Planning Consultant

On behalf of: GSE Waterbrook (RR-009)

Date: January 2017