



STATEMENT OF COMMON GROUND

between

LONDON BOROUGH OF ENFIELD and

NATIONAL HIGHWAYS

December 2024

1. Introduction

- 1.1 The purpose of the Statement of Common Ground (SoCG) is to set out areas of common agreement between the London Borough of Enfield (LBE) and National Highways and any areas yet to be agreed in relation to the emerging Enfield Local Plan 2019 – 2041, key strategic matters affecting the natural environment.
- 1.2 In relation to strategic planning matters, section 33A (1) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004) indicates that Local Planning Authorities have a duty to cooperate with bodies (or other persons) within subsection (9) and paragraphs (a), (b) and (c) of subsection (1), in section 33A(1) of the PCPA 2004. This approach is also a requirement of national planning policy. Paragraph 35 of the National Planning Policy Framework seeks to ensure that the Local Plan is deliverable over the plan period and based on effective joint working on strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- 1.3 The Duty to Cooperate was established in the Localism Act 2011. The Duty to Cooperate requires all Local Planning Authorities (LPAs), county councils and public bodies such as National Highways to engage constructively, actively and on an ongoing basis in relation to cross-boundary issues.
- 1.4 This Statement of Common Ground acts as the framework for LBE delivery of duties and obligations under the Localism Act 2011 and accords with

Paragraph 27 of the National Planning Policy Framework (NPPF – 2023) which requires LPAs to produce and publish one or more Statements of Common Ground. This is detailed further in the government's Planning Practice Guidance (PPG).

1.5 This Statement of Common Ground (SoCG) covers the Local Planning Authority area of the London Borough of Enfield.

2. Background and Governance

2.1 National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority, and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and, as such, National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its longterm operation and integrity.

2.2 The closest SRN network, the M25 runs east-west along the northern edge of the borough. LBE and National Highways have reviewed the locations where safe, reliable, and efficient operation of the SRN might be affected by the Local Plan proposals. This is focused on the connections of the Local Road Network (LRN) and the SRN, namely junctions 24 and 25 of the M25.

2.3 National Highways have recently upgraded junction 25 of the M25 (completed September 2022), and in the 5-year Delivery Plan 2020-2025 there are no future upgrades of the strategic road network (SRN) within, or in proximity of, LBE.

2.4 National Highways is a key strategic partner in the preparation of the emerging Enfield Local Plan. LBE communicates regularly with National Highways in relation to the preparation of the emerging Local Plan and National Highways' Route Strategies. Route Strategies are a rolling programme setting out the future plans for the SRN, but in themselves don't represent any commitment to funding or delivery. Route Strategies underpin the Road Investment Strategy (RIS), outlining the process of future road investments.

2.5 As part of the Local Plan engagement, key studies have been shared and discussed during the Local Plan preparation process in line with duty to cooperate guidelines. A particular focus of the engagement has been given to the agreement of the transport capacity assessment, ensuring the tools and

assumptions underpinning the technical evidence presented were agreed with National Highways at each step of the assessment process.

- 2.6 WSP undertook transport modelling work to support LBE Local Plan and initial modelling outputs indicated some delays at M25 Junction 24 and Junction 25 that would *ordinarily require some form of mitigation in line with the Circular 01/22 requirement to future proof the network*. Following more detailed review of the modelling assumptions and the potential impact, further evidence was presented indicating that a marginal delay and increase in queues was likely leading to minor detriment effects from the Local Plan at M25 Junction 24 which requires mitigation.
- 2.7 As a result of on-going discussion with National Highways a mitigation proposal has been suggested and agreed as appropriate to improve the performance of M25 Junction 24 roundabout. A mitigation scheme (Appendix A) was tested through modelling indicating that a formalised arrangement provided at M25 Junction 24 will mitigate the impacts of the Local Plan. The scheme has been discussed with the adjoining local authority Hertfordshire County Council and LBE is in the process of documenting this in the Infrastructure Delivery Plan document.
- 2.8 It should be noted that this proposal for mitigation involves work to the strategic road network that can only be undertaken within the scope of a legal Agreement between the proposer and National Highways (as the strategic highway company appointed by the Secretary of State for Transport). Adoption of the LB Enfield Local Plan in itself does not permit these works.
- 2.9 It is the works promoter's responsibility to ensure that before commencement of any works to the strategic road network, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the strategic road network will normally require an agreement, under Section 278 of the Highways Act, with National Highways. Advice on this can be obtained from National Highways at PlanningSE@nationalhighways.co.uk

3. Agreed Matters

- 3.1 Both parties agree to continue to collaborate on all key evidence base studies when required to resolve strategic matters relating to the SRN.

4. Areas of Common Ground

- 4.1 Both parties agree that they have a positive working relationship and a track record of joint working in partnership projects. Both agree to continue to work

together collaboratively on the Strategic Matters of the emerging Enfield Local Plan.

4.2 Both parties agree that the Local Plan technical evidence indicates that a marginal delay and increase in queues is anticipated, in turn likely leading to minor detriment effects from the Local Plan at M25 Junction 24 which requires mitigation.

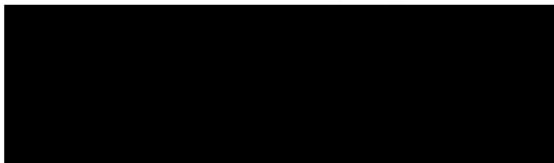
4.3 LBE agrees to pursue sustainable travel and demand management type approach to the Crews Hill and Chase Park allocations areas, to prevent significant highway demand arising from these large strategic development areas in future.

5. Outstanding Matters

5.1 There are no outstanding matters.

AGREEMENT

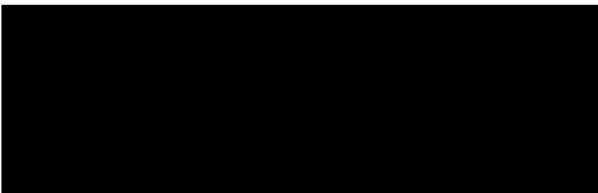
Signed on behalf of London Borough of Enfield



**Brett Leahy - Director of Planning & Growth - Environment & Communities
Enfield Council**

Dated: 07.01.2025

Signed on behalf of National Highways



**Janice Burgess
Spatial Planner**

Dated: 6 January 2025