

**Report to District Development Control  
Committee**

**Date of meeting: 29 June 2011**



**Epping Forest  
District Council**

**Subject: Essex County Council Development Management Policies –  
Adoption as Supplementary Guidance**

**Officer contact for further information:** Nigel Richardson (Ext 4110)

**Committee Secretary:** S Hill Ext 4249

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**Recommendation:**

**That the Committee support the adoption of the Development Management Policies issued by Essex County Council as supplementary guidance by resolution of the Full Council.**

**Report Detail**

1. The Highways Development Management Team at Essex County Council has been working on a revised policy document dealing with the highway and transport aspects of new development for sometime and this has finally been formally adopted by Essex as County Council Supplementary Guidance.
2. Attached is a copy of the new document, entitled “Development Management Policies”.
3. These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and goods and have the following aims:
  - Protect and maintain a reliable and safe highway infrastructure.
  - Improve access to services in both rural and urban locations.
  - Offer where possible alternative travel options to the private car.
  - Support and enhance public transport provision.
  - Address the impact of commercial vehicles on the highway network and communities.
  - Support the aims and objectives of the County Council as the Highway Authority.
4. The document is split into five sections, after a general policy opening.
5. The first of these contains highway access policies aimed at protecting the safety and efficiency of the highway network.
6. The second section contains broad design standards policies and cross refers to other design documents, such as the Essex Design Guide, which was been adopted as supplementary planning guidance in 1999 by Epping Forest and the vehicle parking standards adopted in 2010 by Epping Forest.

7. The third section entitled “Accessibility and Transport Sustainability Policies” continues the sustainability aim of trying to minimise the number of journeys by private motor vehicles by encouraging use of alternative transport modes and requirement, where necessary, of travel plans (Policy DM10), as well as safeguarding public rights of way.
8. Fourthly, “Impact and Mitigation”, identifies the requirement of a developer to provide, where necessary, transport assessments, safety audits, demonstration of no detrimental impact on congestion on the highway, mitigation measure and maintenance contributions to be assessed as part of details required to accompany planning applications.
9. Finally, policies regarding HGV movements, construction management, which are generally outside the scope of planning control, are detailed in the last topic heading and includes mineral and waste applications, which are dealt with directly by Essex County Council.
10. Paragraph 6.3 of PPS12: *Local spatial Planning* refers to supplementary guidance produced by a County Council. PPS12 advises that such guidance will not be a Supplementary Planning Document (SPD). However, where appropriate consultation and sustainability appraisal has been carried out, the supplementary guidance may be afforded a weight commensurate with a SPD in decision making. This is more likely where the supplementary guidance is endorsed by the district council. Officers are satisfied that these policies have been the subject of a full public consultation exercise, together with a Sustainability Appraisal and Strategic Environmental Assessment. They have been approved by Essex County Council Cabinet Members for Highways and Transportation and for Communities and Planning, and as such have been formally adopted as Essex County Council Supplementary Guidance.
11. Should it be agreed that these policies be adopted as Supplementary Guidance to Epping Forest Local Plan and Alterations saved policies 2007, in particular the core policies CP1 (Achieving sustainable objectives), CP3 (new development), CP6 (achieving sustainable urban development patterns), CP9 (Sustainable Transport) and as well as the sustainable transport policies chapter containing policies ST1 to ST8, then we would also have regard to these policies when developing our own policy documents as part of the Local Development Framework.
12. In effect, the policies will support the Epping Forest Local Plan on highway related matters, particularly where a highway reason for refusal on planning applications needs justifying and therefore at an appeal stage, any evidence required by County Council Highway Officers would have stronger and more up to date adopted policy backing in defending that highway related reason for refusal.

## **Summary**

13. Therefore it is recommended that the Council adopts the new parking standards as supplementary guidance. In terms of decision making on applications the weight of these additional policies could be considered to be equivalent to a SPD. Subject to the agreement of this Committee, a further report will be presented to Council to this effect.