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NORTH LONDON WASTE AUTHORITY  
NORTH LONDON HEAT AND  
POWER PROJECT  
EN10071

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STATEMENT OF COMMON GROUND:  
TRANSPORT FOR LONDON

The Planning Act 2008 The Infrastructure  
Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009  
Regulation 5 (2) (q)

AD03 . 04

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# **1 Introduction**

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## **1.1 Purpose of this document**

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared jointly by the North London Waste Authority (the Applicant) and Transport for London (TfL) in relation to the application (the Application) for a Development Consent Order (DCO) for the North London Heat and Power Project (the Project).
- 1.1.2 The Project comprises the construction, operation and maintenance of an Energy Recovery Facility (ERF) capable of an electrical output of around 70 megawatts (MWe) at the Edmonton EcoPark in north London with associated development, including a Resource Recovery Facility (RRF). The proposed ERF will replace the existing Energy from Waste (EfW) facility at the Edmonton EcoPark.
- 1.1.3 This SoCG sets out the matters on which the parties agree and any areas where agreement has not yet been reached in order to ensure that evidence at the examination of the Application focuses on the material differences between the Applicant and TfL regarding the Application for development consent.
- 1.1.4 This SoCG has been agreed and signed by both the Applicant and TfL. It represents the position on matters, which are all agreed and those matters yet to be agreed, as of 6 April 2016.

## **1.2 Parties to the SoCG**

- 1.2.1 This SoCG has been prepared jointly by the North London Waste Authority, as the Applicant, and TfL. A separate SoCG has been progressed with the Greater London Authority (GLA). As TfL has an additional role as advisor to the Mayor on strategic transport matters, TfL will also have a role in the GLA SoCG.
- 1.2.2 Established in 1986, the Applicant is a statutory authority whose principal statutory responsibility is the disposal of waste collected by the seven north London boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest (the Constituent Boroughs). Since 1994 the Applicant has managed its waste arisings predominantly through its waste management contract with LondonWaste Limited (LWL) and the use of the EfW facility at the existing Edmonton EcoPark and landfill outside of London. The Applicant is seeking permission for the Project to replace the existing EfW facility.
- 1.2.3 The Application Site is accessed from Advent Way, which leads to the A406 North Circular Road, part of the Transport for London Road Network (TLRN) for which TfL is the highway authority. The site lies some 1.5km from the nearest section of the Strategic Road Network (SRN) at the A1010 Fore Street, TfL has oversight responsibility for the SRN. TfL is also responsible for the operation of all traffic signals in London, including signals that the Authority seeks powers. TfL regulates bus services in

London and procures bus services and maintains bus infrastructure including bus stops and bus shelter.

### **1.3 Structure of the SoCG**

1.3.1 This SoCG has been structured to reflect matters and topics of interest to TfL in relation to the Project. The remainder of the SoCG is structured as follows:

- a. Section 2: provides an overview of consultation to date between the Applicant and TfL;
- b. Section 3: provides a summary of areas that have been agreed;
- c. Section 4: provides a record of areas still under discussion; and
- d. Section 5: contains signatures to this SoCG.



## **2 Overview of Engagement Undertaken**

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### **2.1 Pre-Submission Engagement**

2.1.1 Meetings have been held with TfL throughout the preparation of the DCO Application. These meetings are as follows:

- a. a formal pre-application meeting on 21 August 2014 between TfL, the Applicant and the London Borough of Enfield (LB Enfield);
- b. a meeting on 6 March 2015 between TfL, the Applicant and the LB Enfield to discuss the trip generation and the potential to use water transport;
- c. a meeting on 20 August 2015 between TfL and the Applicant to specifically discuss in detail the potential to use water transport for waste and/or construction materials and the water transport study provided as part of the Interim Transport Report (ITR) prepared for Phase Two Consultation; and
- d. a meeting at the Edmonton EcoPark on 25 August 2015 between TfL and the Applicant which included a tour of the existing EfW facility and site (including the wharf area) and a meeting to further discuss the water transport study provided as part of the (ITR).

2.1.2 Additional correspondence has been undertaken via e-mail.

### **2.2 Public Consultation and Publicity**

2.2.1 TfL is a prescribed consultee in line with Section 42 of the Planning Act 2008 (as amended). The Applicant consulted TfL about the Project as part of the formal pre-application consultation and publicity process. This process afforded TfL the opportunity to provide public responses to the information presented at the following specific stages of the pre-application process:

- a. Phase One Consultation
- b. Phase Two Consultation and Section 48 publicity

2.2.2 On 27 January 2015, a Phase One Consultation response was received by the Applicant from the Greater London Authority which included comments from TfL.

2.2.3 On 30 June 2015, a Phase Two Consultation response was received by the Applicant from TfL.

### **3 Matters Agreed**

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- 3.1.1 The following matters have been agreed between the Applicant and TfL at the time of submission of this SoCG.

#### **3.2 Transport Assessment**

- 3.2.1 The Transport Assessment (TA) methodology has been developed taking into account TfL's pre-application advice including that on the Transport Assessment Scoping Report (dated September 2014) and consultation feedback, and is agreed. This specifically includes trip generation methodology, which was discussed at the meeting on 6 March 2015 as well as the modelling assumptions.
- 3.2.2 Given the unique nature of the Project, there are no comparable sites within the Trip Rate Information Computer System (TRICS®) database and therefore anticipated vehicle movements to and from the Application Site have been derived from first principles based on available information. Individual land use elements of the Project have been examined separately and then combined to evaluate the overall trip generation for the Project. This approach has been agreed with TfL and LB Enfield.
- 3.2.3 With regard to the modelling assumptions, it is agreed that the traffic flows using the junctions set out in the Edmonton EcoPark Planning Brief SPD would be set out in the TA with a detailed assessment undertaken of those junctions which would be used in accessing the Application Site (i.e. the Cooks Ferry Roundabout and the junction of A1055 Meridian Way and Ardra Road).
- 3.2.4 Based on information provided to date and subject to the proposed appropriate mitigation (e.g. implementation of the Travel Plans), TfL has no strategic concerns.
- 3.2.5 The TfL TA checklist is included in Appendix A.

#### **3.3 Access strategy**

- 3.3.1 TfL agrees with the proposed access strategy for the Edmonton EcoPark. This includes:
- a. the improvement of the existing southern access on Advent Way for the continued use by operational vehicles;
  - b. the creation of a new eastern access route via Lee Park Way for use by non-operational traffic associated with staff, members of the public using the Re-use and Recycling Centre (RRC), visitors to the Edmonton EcoPark, and the Edmonton Sea Cadets;
  - c. the creation of a new northern access on Deephams Farm Road for the use by construction and some operational vehicles;
  - d. the use and enhancement of an existing access from Walthamstow Avenue to provide access to the Temporary Laydown Area; and



- e. the creation of a temporary construction access between the Temporary Laydown Area and Lee Park Way.

3.3.2 The design of the junctions, cycle routes and other transport aspects of the scheme have been undertaken in accordance with the following relevant guidance:

- a. Design Manual for Roads and Bridges (HA, 2015);
- b. London Cycle Design Standards (TfL, 2014);
- c. Manual for Streets (DfT, 2007); and
- d. Traffic Advisory Leaflets (DfT, various).

3.3.3 Walking, cycling and public transport access may change in relation to other proposals in this area. TfL would seek options to improve access to the site and encourage mode shift where practicable for the operational and construction phases. The Applicant is committed to ensure improving access and encouraging mode shift and a review mechanism for this will be included in the Travel Plans.

### **3.4 Code of Construction Practice**

3.4.1 TfL agrees with the approach set out in the Code of Construction Practice (CoCP) which requires Traffic Management Plans to be produced and agreed with LB Enfield, TfL and the emergency services.

3.4.2 As set out in the CoCP (paragraph 11.7.7), the proposal that the contractor would manage work related road risk through various measures is also agreed. These measures include the following:

- a. liaise with the LB Enfield and TfL in relation any requirement to temporarily restrict car parking on construction access routes to facilitate access to the Application Site by large vehicles;
- b. register for membership of TfL's Fleet Operator Recognition Scheme (FORS) or equivalent;
- c. ensure that all construction vehicles bear prominent signage and have an external warning device to warn cyclists of the dangers of passing the vehicle on the inside;
- d. ensure that all HGV's are fitted with appropriate 'active' equipment to warn the driver of the presence of cyclists passing the vehicle on the inside. This could include, but is not limited to, side safety bars, a close proximity warning system comprising a front-mounted, rear-facing closed circuit television camera or Fresnel lens, a close proximity sensor, an in-cab warning device (visual or audible) or an external warning device to make nearby road users aware of the driver's planned movements;
- e. ensure that all HGV's display prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside;

- f. ensure that all drivers have a driving licence check before commencing work and undertake appropriate driver training or a TfL-recommended lorry drivers awareness course for travelling in and around London;
- g. in the event of a collision investigate the collision and provide a Collision Report to LB Enfield, TfL and any other interested parties (e.g. the Health and Safety Executive);
- h. liaise with the LB Enfield/TfL to determine any need for route signage for construction vehicles and provide such signage as agreed;
- i. ensure that adequate signage to warn cyclists and pedestrians of the presence of large construction vehicles is prominently located at site access points and on construction vehicle routes between the Application Site and the TLRN and SRN;
- j. ensure that pedestrian, cycle and equestrian (where appropriate) crossing points at site access points and where NCN Route 1 crosses Lee Park Way are laid out in a safe manner and that where necessary the movement of large construction vehicles is supervised to minimise the risk of accident;
- k. maximise the use of any other appropriate safety measures; and
- l. ensure that any subcontractors are advised of and comply with the same requirements as appropriate.

3.4.3 The Applicant is committed to ensuring that TfL is consulted on specific stages of the Project, where appropriate, and is willing to follow any reasonable advice from TfL.

### **3.5 Water freight**

3.5.1 The Applicant and TfL, in line with *London Plan* (2015) policy, would like to continue to support water freight access to the Application Site where feasible. A Water Transport Study has been undertaken to establish the viability of transporting Incinerator Bottom Ash (IBA) from and municipal solid waste (MSW) to the Edmonton EcoPark. A copy of the study is included in Appendix I of the Transport Assessment (AD05.11). These have been assessed independently by Peter Brett Associates and reviewed by TfL.

3.5.2 There are a number of constraints related to infrastructure and destinations outside the control of the Applicant that make water freight costly and unfeasible. In addition, on site constraints during construction of this Project make use of water freight difficult and costly and are not promoted as option at this stage. As such, a road based access strategy, as previously set out and assumed in the TA, will be relied upon.

3.5.3 The Application includes facilities (EcoPark House) on the water's edge that limit use of the water for freight in relation to the operation of the Application Site. In addition, the construction of EcoPark House is required during the initial construction stage for a number of practical



reasons including to re-housing the Edmonton Sea Cadets and accommodating I.T systems displaced by the construction of the RRF. The Sea Cadets facilities will be enhanced by the Project with extra visitor facilities. TfL accepts that these facilities are beneficial to the wider public.

3.5.4 The remaining part of the site has limited access to the water edge with restrictions including overhead power lines, the Lee Valley Regional Park and Green Belt.

3.5.5 The Applicant and TfL accepts that water freight is unfeasible for the Project based on the current knowledge and the existing infrastructure on the River Lee Navigation. The Applicant and TfL agree that water freight access is not ruled out for this site in the longer term as it is influenced by factors outside of the control of either TfL or the Applicant. The Applicant and TfL will work together to promote water freight to the Application Site in the longer term and it is accepted that this would be outside of the scope of the DCO.

### 3.6 Car Parking

3.6.1 The Applicant proposes that during operation 132 car parking spaces would be provided at the Edmonton EcoPark. The level of operational parking spaces exceeds the London Plan requirements (by 27 spaces when considered wholly as an employment use) because the Application Site is located close to the Strategic Road Network and in an area with 'very poor' Public Transport Accessibility Level (PTAL) and limited public transport services. The Project would operate 24 hours using shift working patterns and public transport will not be operating when some shifts start or finish. There are also limited walking and cycling routes in the vicinity of the Application Site.

3.6.2 TfL agrees with the proposed level of car parking on the following basis:

- a. the provision of cycle parking is in compliance with the *London Plan* (2015) cycle parking standards;
- b. the provision of car parking spaces equipped with electric vehicle charging points and the provision of disabled car parking is compliant with the *London Plan* (2015) standards;
- c. car sharing is proposed through the design and management of the car park and through the Operational Travel Plan;
- d. the Operational Travel Plan will also promote sustainable travel; and
- e. some trips to and from the Application Site will be undertaken at off-peak times and at time when public transport is not available; and
- f. it safeguards the infrastructure and promotes/supports local employment.

### 3.7 Impact on Buses

3.7.1 Section 10.7 of the Environmental Statement (AD06.02) relating to the assessment of transport effects from construction and operation states that the very low magnitude adverse effect on public transport users in the

vicinity of the Application Site in Stage 2 of construction would have a negligible significance. During Stage 2, additional trips on public transport services would be undertaken. A total of 369 (two-way) additional employee trips per day are expected in Stage 2 when both the ERF and the existing EfW facility are running with waste input gradually transferred from the existing EfW facility to the ERF. The total number of trips includes some construction employee trips. Due to the poor public transport accessibility of the Application Site and the shift working patterns that are likely to be in place over 24 hours, it is expected that less than 9 per cent of the trips (i.e. a maximum of 34 two-way construction and operational staff trips per day) would be made by public transport. This would account for a passenger increase of less than 10 per cent on each of the available services at current frequencies when compared with the theoretical capacity.

- 3.7.2 TfL has confirmed that the impact on bus services is negligible. However, during construction phases, it may be necessary to change local services to i) support sustainable travel; ii) minimise disruption to existing bus services and iii) enable all workers and visitors access to site. If the Applicant requests specific changes at this stage or in the future, those arrangements would need to be agreed with TfL as would permits to run specific services to the Application Site, if required.

### **3.8 Implementation Matters**

- 3.8.1 There are a number of implementation matters which are currently being discussed with TfL. These are recorded here for completeness:
- a. the Delivery and Servicing Plan (DSP) that will be prepared for the site prior to implementation, an outline of which is included in the TA (Section 8); and
  - b. the proposed approach to traffic management measures during construction of the Project, included in paragraph 11.3.3 of the CoCP, which sets out a range of traffic management measures for implementation, where required, during construction, which TfL suggests may need further development prior to implementation to allow TfL to measure and monitor compliance appropriately. This will be undertaken through the CoCP and Construction Logistics Plan (CLP).
- 3.8.2 The DSP and CLP will be prepared in accordance with TfL guidance and TfL will be consulted on draft of both documents. Any reasonable TfL suggestions will be incorporated.
- 3.8.3 The DSP and CLP will be submitted and agreed with LB Enfield and a monitoring programme will be agreed.

## **4 Matters Still to be Agreed**

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- 4.1.1 The following matters are yet to be agreed between the Applicant and TfL at the time of drafting of this SoCG.
- 4.1.2 TfL wishes to ensure that the mitigation proposals within the TA are complied with through the mechanism of requirements and a section 106 Agreement as appropriate.
- 4.1.3 Liaison between the parties continues regarding potential impact on TfL land and functions with the objective of reaching a satisfactory agreement.
- 4.1.4 Discussions are continuing in relation to the use of compulsory acquisition powers over land in which TfL has an interest.



## 5 Agreement of this SoCG

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

Name: Ursula Taylor .....

Signature:  .....

Position: Head of Legal and Governance .....

On behalf of: North London Waste Authority .....

Date: 6 April 2016 .....

Name: ALEX WILLIAMS .....

Signature:  .....

Position: DIRECTOR OF BOROUGH PLANNING .....

On behalf of: TRANSPORT FOR LONDON .....

Date: 6/4/16 .....

## Appendix A– TA Checklist

### TRANSPORT ASSESSMENT CHECKLIST

Section	Topic	Essential	Included (Y/N) and notes
<b>Introduction &amp; Background</b>	Site location	●	Yes, as part of the TA and Book of Plans which is referred to in the TA
	Planning designations	●	Yes
	Full description of development proposals	●	Yes
	Details of any previous applications		While not an application, reference is made to the Edmonton EcoPark SPD
	Design Statement		A Design and Access Statement has been prepared but this is not referenced in the TA.
<b>Baseline Conditions – Land Uses</b>	Existing land use with floor areas	●	Yes
	Car parking (including utilisation and electric vehicle and disabled parking)	●	Yes
	Cycle parking	●	Yes
	Delivery and servicing (including water/rail transport)	●	Yes
	Motorcycle parking	●	Yes
<b>Baseline Conditions – Local Area</b>	Demographic information		Not in the TA but it is included in the wider application
	Employment/economic information		Not in the TA but it is included in the wider application
<b>Baseline Conditions – Road Network</b>	Traffic flows including operational traffic flows	●	Yes
	Accident analysis		Yes
	Pedestrian flows	●	Yes
	Junction capacities	●	Yes
	Footway capacities		Footway capacity not provided but a review of footways has been provided
	On street loading provision	●	None in the direct vicinity of the Application Site
	Proximity to Congestion Charging Zone (CCZ)		N/A
	On-street parking controls and usage		N/A
<b>Baseline Conditions –</b>	Bus Routes, frequencies, accessibility & stops	●	Yes

Section	Topic	Essential	Included (Y/N) and notes
<b>Public Transport, Walking and Cycling</b>	LU/DLR network – stations, lines & frequencies	●	Yes
	LU/DLR passenger levels, train capacity & station capacity		No
	National Rail network – stations, lines & frequencies	●	Yes
	National Rail passenger levels, train capacity & station capacity		No
	Pedestrian network – existing routes & facilities (PERS audit/ Pedestrian Comfort assessment)	●	Facilities have been described but a PERS Audit or PCL has not been undertaken.
	Cycle network – existing routes & facilities	●	Yes
	Trams – existing routes & facilities	●	N/A
	Riverboat services – existing routes & facilities	●	N/A – no riverboat services available on River Lee Navigation
	Taxis – existing ranks	●	N/A
<b>Trip Generation</b>	Existing trips – total generated	●	Yes
	Existing trips – mode split	●	Yes
	Existing trips – trip distribution	●	Yes
	Existing trips – temporal breakdown	●	Yes
	Future trips – source data & methodology	●	Yes
	Future trips – mode, time, purpose & distribution	●	Yes
	Future trips – delivery & servicing, trip distribution/timing	●	Yes
<b>Construction</b>	Construction trips generated		Yes
	Construction routes	●	Yes
	Impacts on pedestrian routes/footway	●	Yes
<b>Impacts – Road Network</b>	Traffic levels	●	Yes
	Junction analysis (PICADY/ARCADY or other as appropriate)		Yes
	Construction traffic		Yes
<b>Impacts – Parking</b>	Car parking including for electric vehicles	●	Yes
	Loading and servicing	●	Yes
	Cycle parking	●	Yes



Section	Topic	Essential	Included (Y/N) and notes
	Motorcycle parking	●	Yes
<b>Impacts – Bus Network</b>	New demand by direction	●	Yes
	Bus priority		N/A
	Junction capacity on major bus routes (PICADY/ARCADY)		Yes – capacity at Cooks Ferry Roundabout (which is a bus route)
<b>Impacts – LU/DLR Network</b>	Route capacity (RODS)	●	Not undertaken due to limited public transport trips that would be generated
	Train capacity & station capacity (LUL Station Planning Standard (1-371) & SPSG – not applicable for DLR) (Pedroute and/or Legion where dynamic modelling is required)		No
<b>Impacts – National Rail Network</b>	Route capacity (LTDS O&D data/PIXC data/Railplan)	●	Not undertaken due to limited public transport trips that would be generated
	Station capacity & train capacity		No
<b>Impacts – Walking and Cycling</b>	Footway capacity (Fruin)	●	Not undertaken due to limited walk trips that would be generated
	Available footway width (Gehl)	●	Not undertaken due to limited walk trips that would be generated
<b>Impacts - Trams</b>	New demand by direction	●	Not undertaken due to limited walk trips that would be generated
<b>Impacts - Taxis</b>	Capacity of taxi ranks		N/A
<b>Impacts – River Services</b>	New demand by direction		N/A
	Impacts on pier facilities		N/A
<b>Impacts – PTAL Accessibility</b>	PTAL	●	Yes
	CAPITAL		N/A
	ATOS		N/A
<b>Cumulative Impacts</b>	Local additional development impacts	●	Yes
<b>Mitigation</b>	Road network improvement measures		N/A
	Bus network improvement measures		N/A
	LU/DLR network improvement measures		N/A
	Rail network improvement measures		N/A
	Cycling/walking facilities including cycle parking		N/A
	Travel Plan	●	Yes – a Framework Construction Travel Plan and Framework Operation Travel Plan have been prepared

Section	Topic	Essential	Included (Y/N) and notes
	Delivery and Servicing Plan	●	Details have been provided in the TA and this will be included in the Section 106 Agreement
	Construction Logistics Plan	●	Details have been provided in the TA and CoCP and this will be included in the Section 106 Agreement
	Planning obligations/278 discussions	●	Some discussions have taken place to date but further discussions will take place.



Series 03 Draft Development  
Consent Order

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