

Carmell Thomas

From: Roger Stokoe [REDACTED]
Sent: 28 July 2025 15:04
To: Planning Policy (SADC)
Subject: E Hemel Plan re additional documents technical consultation- ref: SADC/ ED76B SADC/ ED 76Bi

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I am responding to the above planning documents for proposed developments which will affect both Dacorum (Hemel Hempstead in particular)and St Albans:

I have read all the documentation which concentrates on the impact of the increasing use of roads and motorways arising from current and planned developments locally and in surrounding areas and have the following comments to make:

1. Despite using modelling for transport flows, the estimations seem to be largely based on hope rather than fact and work on the basis that the two boroughs in question are islands. Very little account seems to be taken of the roads and motorways which will be affected by other large scale developments in surrounding districts either in train(Houghton Regis) or planned in Bedfordshire and further north. along or adjacent to the M1.

2.Although National Highways has been consulted there appears to be no account taken of the regular gridlocking of the M1 and M25: there are frequent gridlocks on the M25 from the South Mimms junction to beyond the Heathrow junction in both directions, west and east. The same issues arise with the M1, with gridlocks to the north and south and a function of the confluence of the two motorways near St Albans and Hemel Hempstead. Has any account been taken of transport flows arising from the gridlocks with traffic leaving the motorways and using A and B roads in attempts to avoid blockages - with inevitable consequences for towns and villages proximate to the motorway system?

3.Junction 8 is a particular matter of concern and to base calculations on lower than expected employment in Hemel and the hope that “ sustainability” ie car sharing etc will ameliorate the congestion- is a leap in the dark. If, as planned, thousands of houses are built in North and E Hemel put simply- means that there will be thousands of more cars affecting motorways and local roads. This issue will be exacerbated by the thousands of homes currently proposed along the M1 corridor, not least in St Albans, Harpenden and South Bedfordshire.

The" signalisation" at the A414/ Green lanes is inefficient and trying to access junction 8 from Green Lanes is currently not very easy at peak periods- and it will get worse. The approach seems to be based on hope rather than actual facts and to base it on a likely reduction in employment in Hemel is fictitious.

4. A major concern is that there appears to be a lack of a strategic overview of the impact of major housing developments along the M1 and to an extent along the M25. Building thousands of new houses is supposed to boost our economy but this will surely be offset by gridlocking motorways and roads and delaying the transportation of goods.

In brief, no meaningful steps have been taken to examine the strategic and the longer term deleterious impacts of major housing developments on roads and motorways which will lead to increasing gridlocks affecting many surrounding towns and villages.

I would hope that the planning inspectors, Highways and planners generally will reconsider their approach and make a more robust and meaningful assessment of the impact that housing developments will have on the roads and the M1 and M25 motorways in Hertfordshire, Bedfordshire and Bucks.

Roger Stokoe

[REDACTED]

Leverstock Green

[REDACTED]