

# **DETAILED STATEMENT OF COMMON GROUND**

**between**

**ST ALBANS CITY & DISTRICT COUNCIL and**

**NATIONAL HIGHWAYS**

**August 2025**

## **1. Introduction**

1.1 St Albans City and District Council (SADC) and National Highways have been engaging actively and ongoingly in order to assist in the development of the St Albans Local Plan since the start of its creation. This resulted in an agreed and signed Duty to Cooperate Statement of Common Ground, signed February 2025 (SADC/ED38).

1.2 The purpose of this Detailed Statement of Common Ground (SoCG) is to set out areas of common agreement between SADC and National Highways and any areas yet to be agreed in relation to the draft St Albans Local Plan 2024 – 2041. The focus of this Detailed SoCG is on mitigations and monitoring and managing the impact of growth on the Strategic Road Network.

1.3 This Statement of Common Ground (SoCG) covers the Local Planning Authority area of St Albans City and District Council.

## **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 long term operation and integrity.

2.2 The most relevant SRN networks are the M1 running north-south across the west of the district, the A414 west of the Park Street Roundabout and the M25 running east-west across the south of the district. SADC 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 Highways Network and the SRN, namely junctions 8 and 9 of the M1 and junction 22 of the M25.

2.3 National Highways is a key strategic partner in the preparation of the draft St Albans Local Plan. SADC communicates regularly with National Highways in relation to the preparation of the emerging Local Plan.

2.4 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 modelling assessments, ensuring the tools and assumptions underpinning the technical evidence presented were agreed with National Highways at each step of the assessment process.

2.5 WSP undertook transport modelling work to support the draft St Albans Local Plan and modelling outputs indicated some impacts at M1 Junction 8 and Junction 9 that would require some form of mitigation in line with the Circular 01/22 requirements:-

2.6 Firstly, 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 M1 Junction 8 (to be delivered on the Local Highway Network as Phase 1 and Phase 2 A414 / Green Lane to support the Strategic Road Network).

2.7 Secondly, 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 M1 Junction 9. A mitigation scheme was tested through modelling indicating that an upgraded merge / diverge arrangement provided at M1 Junction 9 will mitigate the impacts of the Local Plan.

2.8 Thirdly, beyond the Plan period to 2041, 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 M1 Junction 8 (Phase 3). This is provided that there is delivery of infrastructure and transport mitigation to deliver the required mode-share shift. A mitigation scheme was tested through modelling indicating that a new overbridge and two circulatory lanes will mitigate the impacts of development beyond the Plan period.

2.9 It should be noted that these proposals for mitigation where they involve work to the Strategic Road Network 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 St Albans Local Plan in itself does not permit these works.

2.10 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](mailto: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 relating to the draft St Albans Local Plan.

4.2 Both parties agree that the Local Plan technical evidence indicates that some impacts at M1 Junction 8 and Junction 9 require some form of mitigation in line with the Circular 01/22 requirements. Mitigation may also be required at M25 Junction 22 with modelling evidence being reviewed at the time of writing.

4.3 SADC agrees to pursue a sustainable travel focussed approach to the Hemel Garden Communities strategic allocations, to mitigate significant highway demand arising from these large strategic development areas in future.

4.4 SADC will propose Main Modifications in due course to the draft St Albans Local Plan Examination in regard to the matters raised in this SoCG. As of August 2025, SADC have prepared suggested Main Modifications. These are appended in Appendix A and will be subject to further iteration through the Local Plan Examination process.

### **5. Outstanding Matters**

5.1 Both parties agree that the monitor and manage approach in the Proposed Main Modification (Appendix A) will require further detail and refinement to the wording. This is required to ensure that a suitably robust monitor and manage strategy is developed and implemented to protect the safety and operation of the strategic road network as the Plan progresses. The detail and wording will be agreed before the end of the Examination process.

#### **Agreement**

Signed on behalf of St Albans City and District Council

A handwritten signature in black ink, appearing to read 'Chris Briggs', with a stylized flourish at the end.

Chris Briggs

11 August 2025

Signed on behalf of National Highways

A handwritten signature in black ink, appearing to read 'J Burgess', enclosed within a light gray rectangular border.

Janice Burgess

9 September 2025