

Proposed Main Modification

[Add new sub-section in Chapter 8 to follow Strategic Policy SP8 and preceding TRA1 Transport Considerations for New Development sub-section as follows:]

Strategic Transport Considerations for New Strategic Scale Development

8.7A The Council has worked with National Highways and Hertfordshire County Council to identify an indicative package of measures primarily to mitigate and ensure the sustainability of Hemel Garden Communities in transport terms. This includes measures on the Strategic Road Network and on the local road network within Hemel Garden Communities and within Hemel Hempstead. These are set out primarily in the Hemel Garden Communities, St Albans, and Dacorum IDPs. These IDPs will be updated to ensure they continue to deliver the required modal shift.

8.7B Measures on the local road network both within the site and within Hemel Hempstead are necessary to deliver the required mode shift which in turn impacts when some interventions on the Strategic Highway Network (such as M1 Junction 8 Phase 3 and M1 Junction 9) are needed. Committed development, build out rates and the quantum of development permitted within Hemel Garden Communities will also have an effect.

8.7C A monitor and manage approach will be needed to determine the actual timing of these improvements. As part of the monitor and manage process a Hemel Garden Communities Transport sub-group was set up in 2021, which includes representatives from St Albans District Council, Dacorum Borough Council, Hertfordshire County Council and National Highways (as well as key landowners).

8.7D Growth in Redbourn will have an impact on the strategic road network, including M1 Junction 9, and therefore growth in Redbourn will also need to form part of the monitor and manage approach.

8.7E Growth in London Colney and its vicinity may have an impact on the strategic road network, including M25 Junction 22, and therefore growth in London Colney and its vicinity may also need to form part of the monitor and manage approach.

TRA0 – Strategic Transport Considerations for New Strategic Scale Development

General infrastructure requirements

- a) The developer must fund and deliver a coordinated, and comprehensive, package of transport infrastructure (such as sustainable transport improvements and road junction improvements) as identified through Transport Assessments, the IDPs and other evidence documents. These must deliver significant mode

shift, reducing the need to travel by car, result in freeing/creating capacity on strategic and local roads, improve safety and air quality. Planning obligations will be required to deliver the mitigations identified on a site-by-site and strategic scale. In the case of the HGC Programme Area, this includes delivering interventions required in, and beyond, the plan period.

Strategic Road Network

b) SADC, DBC, HCC commit to the development of a 'Monitor and Manage Plan', for agreement by National Highways, that will set out what is required of SADC, DBC, HCC, National Highways and Developers.

c) Developers must contribute financially and provide relevant data to deliver the monitor and manage approach to the timing of the delivery of improvements to M1 Junctions 8 (Phase 3) and 9 and if needed to M25 Junction 22. This includes a financial contribution towards monitoring and contributions towards the delivery of strategic infrastructure.