

SADC Two Page Transport Note - 4 July 2025

Local Highway Network – Hertfordshire County Council (HCC)

- 1 – No Objection to SADC Local Plan at Reg 19 subject to ongoing joint work all the way to delivery and beyond
- 2 – There is predicted to be significant growth in traffic in the St Albans area – but there are ‘No Showstoppers’ or ‘Severe’ impacts on the Local Highway Network District wide to 2041 – provided that the significant investment required in infrastructure is secured through the ongoing planning application and Transport Assessment processes
- 3 – For Hemel Garden Communities (HGC) - ongoing work to take forward understanding of mitigations in parallel with Planning Performance Agreements work to create appropriate package of measures for The Crown Estate and Pigeon / Bloor planning applications (LP Allocations H1, H2, H3, H4)
- 4 – For HGC - congestion in the vicinity of M1J8 can be addressed through a variety of measures including A414/Green Lanes (Project Breakspear Phase 1 and Phase 2), which are on the Local Highway Network
- 5 – For HGC – Project Breakspear Phase 3 (M1 Overbridge) – on the Strategic Road Network – is likely required post-2041 – provided that there is delivery of infrastructure and transport mitigation to deliver the mode-share shift
- 6 – SADC and HCC are working towards a Statement of Common Ground on transport matters to be provided as part of Stage 2 Hearings in autumn 2025. This will include proposed small amendments to Local Plan policies as Main Modifications to ensure their effectiveness, including through a ‘Monitor and Manage’ approach

Strategic Road Network – National Highways (NH)

- 1 – “Further evidence will be required to demonstrate that the Local Plan is sufficiently robust on transport grounds” at Reg 19.
- 2 – Further evidence to understand impacts on the Strategic Road Network and mitigations have been undertaken.
- 3 – There is predicted to be significant growth in traffic in the St Albans area – but there are ‘No Showstoppers’ or ‘Severe’ impacts on the Strategic Highway Network District wide to 2041 – provided that the significant investment required in infrastructure is secured through the ongoing planning application and Transport Assessment processes.
- 4 – For HGC - congestion in the vicinity of M1J8 can be addressed through a variety of measures including Project Breakspear Phase 1 and Phase 2, which are on the Local Highway Network, but assist the function of the Strategic Road Network.
- 5 – For HGC – Project Breakspear Phase 3 (M1 Overbridge) – on the Strategic Road Network – is likely required post-2041 – provided that there is delivery of infrastructure and transport mitigation to deliver the mode-share shift.
- 6 – SADC and National Highways are working towards a Statement of Common Ground on transport matters to be provided as part of Stage 2 Hearings in autumn 2025. This will include proposed small amendments to Local Plan policies as Main Modifications to ensure their effectiveness, including through a ‘Monitor and Manage’ approach.

Conclusion

As a result of the additional Transport work, the Council will be proposing some limited amendments to Local Plan policies as Main Modifications to ensure their effectiveness, including through a 'Monitor and Manage' approach. This will include an additional TRA policy in the draft Local Plan Part A Chapter 8 "Transport" and some additional 'Key Development Requirements' for a number of Allocations in Part B of the draft Local Plan.

The additional Transport work and the proposed Main Modifications also relate to the evidence that sits within the Infrastructure Delivery Plan (INF 01.01 - SADC Infrastructure Delivery Plan (2024)) and the Local Plan Viability Assessment (INF 10.01 - BNPPRE Local Plan Viability Report SADC (2024)).

The detail of the Main Modifications to be proposed is under review with National Highways and HCC.