

## Hertfordshire County Council (978222) - supplement

1. The County Council as highway authority does not wish to make any additional legal submissions in addition to those made by REP-975973-1 and REP-343745-1 and released by the Inspector for comment.
2. As the Inspector is aware, the County Council's transportation representations on the SLP relate to issues of soundness, not to duty to cooperate, and relate predominantly to the absence of adequate modelling to support it. SADC takes the view that this and related issues are matters for the DLP and the County Council has agreed to this approach, but only with a commitment from SADC for a review of the SLP should the technical work raise fundamental issues with the growth and spatial strategy articulated in the SLP.
3. Submission REP-343745-1 states that these soundness issues also bring with them duty to cooperate failings. The County Council makes the following observations.

### Transport Modelling

4. With regard to the availability of existing intelligence as to whether there are any issues relating to significant impacts involving at least two planning areas, the County Council's submission to the Initial Hearing indicates that existing pinch-points are within SADC and so at this stage there is no such intelligence (however, see 'M1 Junction 8' below). Paragraph 2.12 of the submission states:

*'2.12 Initial outputs from COMET modelling have identified some specific pinch-points (which will be subject to forthcoming technical work to inform the DLP), those of particular concern are those away from the strategic development sites which are not actively being looked at for example:*

- *A414/A1081 London Colney roundabout*
- *Junctions on the road which circles St Albans to the North between A1583 and Sandpit Lane*
- *A1081 junctions in Harpenden'*

5. The possibility that the forthcoming modelling work to inform the DLP might identify an issue or issues that involve at least two planning areas and this or these might have a significant impact cannot be ruled out. Were this to materialise, the SLP review arrangement would be instigated.

6. There are ongoing longer term collaborative processes [A414 and A1(M)] in place (to which SADC is a partner) to explore the implications of cross-border sub-regional growth (including that proposed within the SLP for SADC). These are described in the County Council's submission to the Initial Hearing. These processes are important context but are not considered to relate directly to the current tranche of emerging local plans. If in the future there are any outputs from these processes which have implications for the development plan, this would trigger reviews of relevant plans.

### North West Harpenden – Highways

7. The County Council's representations have identified the need for transport modelling to explore the implications on the highway network of the broad location North West of Harpenden. Given its location, those impacts (assuming some exist) are likely to involve at least two planning areas, but in advance of technical work it is not possible to establish at this point in time whether these would have a significant impact. That assessment will happen through duty to cooperate arrangements relating to the DLP.

### **M1 Junction 8**

8. As the County Council's Local Plan representations and submission to the initial hearing indicate – there are substantive transportation issues associated with this location that would appear to have a significant impact on at least two planning areas. The issues relate in large part to the growth being proposed by both Dacorum and SADC in the Hemel Hempstead area, particularly to the east of the town. It is considered to be a legitimate duty to cooperate issue. Relevant parties (including SADC, Dacorum Borough Council and HCC) have been working collaboratively to move these forward and so any issues arising for the Examination are considered to relate to soundness. The issue will remain a duty to cooperate matter through the DLP process.