

Statement of Common Ground – St Albans District Council with Historic England

The National Planning Policy Framework (NPPF) sets out that strategic policy-making authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these.

This Statement of Common Ground (SoCG) sets out the strategic geography and strategic matters as agreed between St Albans City and District Council (SADC) and Historic England (HE).

This SoCG is based on a template produced by the Planning Advisory Service and takes into account relevant sections of the NPPF, NPPG, Planning & Compulsory Purchase Act 2004 (as amended) and the Localism Act 2011.

Context



SADC and HE have worked collaboratively on a number of matters that are relevant. Engagement has included discussions relating to the Historic Environment and the Green Belt.

Introduction

This statement is provided without prejudice to other matters of detail that parties may wish to raise during the Examination.

Duty To Cooperate

SADC has continuously engaged with the Historic England through the evolution of the draft Local Plan 2041. The parties agree that SADC has discharged its Duty to Cooperate for the Local Plan 2041.

1. List of parties involved	St Albans City and District Council (SADC) Historic England (HE)
2. Signatories	HE – Debbie Mack – Historic Environment Planning Advisor 20 November 2024  SADC – Chris Briggs – Spatial Planning Manager  20 November 2024

<p>3. Strategic geography</p>	<p>SADC, along with Watford, Dacorum, Hertsmere and Three Rivers are adjoining authorities in Hertfordshire and together form the group of five South West Hertfordshire local authorities.</p> <p>SADC also borders Welwyn Hatfield and North Hertfordshire local authorities, and Central Bedfordshire. All neighbouring authorities bar Central Bedfordshire lie within Hertfordshire.</p> <p>The five South West Hertfordshire local authorities fall within the same Housing Market Area (HMA) and Functional Economic Market Area (FEMA). The local authorities within the HMA and FEMA have a history of positively cooperating on spatial planning and related matters and as part of the South West Hertfordshire Group (SWHG) of local authorities are working together on the production of a Joint Strategic Plan for South West Hertfordshire (JSP).</p> <p>St Albans District is very well connected by railway and road, and is close to international airports. The Midlands Main Line from London to Nottingham and Sheffield passes through the District, with the fast Thameslink service connecting directly to central London. There is also a low-service local rail route (branch line) known as the Abbey Line that connects St Albans and Watford. The rail options to London underpin the popularity of commuting out of the District. The District is also very well connected by key national road routes, with the M25 running east west through the south of the District, paralleled by the A414 dual carriageway, while the M1 runs down the west and the A1M is just outside the District to the east. Luton Airport is approximately five miles north of the District. As such the strategic geography for the impacts of planned growth and infrastructure requirements extend to all neighbouring local authorities and Luton Borough.</p> <p>Parts of the District lie within the Zone of Influence for the Chilterns Beechwood Special Area of Conservation (SAC). The Chilterns Beechwood SAC zone of influence extends into Dacorum Borough, Central Bedfordshire and Buckinghamshire.</p> <p>In view of the above, SADC consider that the area covered by this SoCG (principally the South West Hertfordshire local authorities and Hertfordshire; but also extending for some matters to include North Hertfordshire District, Welwyn Hatfield Borough, Central Bedfordshire, Buckinghamshire and Luton Borough) is the most appropriate strategic geography of the area.</p>
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<p>4. Strategic matters</p>	<p>Status of Local Plans</p> <ul style="list-style-type: none"> • St Albans – Local Plan adopted 1994 • Hertfordshire <ul style="list-style-type: none"> ○ Waste Strategic Policies and Development Management Policies adopted 2012 ○ Waste site allocations adopted 2014 ○ Minerals Local Plan adopted 2007 • SW Herts Joint Strategic Plan – Reg 18 consulted on autumn 2022 <p>Approach to Green Belt</p> <ul style="list-style-type: none"> • Approach to exceptional circumstances. • Strategic matter between: <ul style="list-style-type: none"> ○ SW Herts local authorities ○ Welwyn Hatfield District Council ○ North Hertfordshire District Council ○ Historic England <p><u>Conclusion</u></p> <p>SADC and HE both support the approach in SADC’s Regulation 19 draft Local Plan to amending Green Belt boundaries as necessary to accommodate development needs, demonstrating ‘Exceptional Circumstances’.</p>
<p>5. Common ground</p>	<p>There is common ground between SADC and HE on the strategic geography and what comprises the strategic cross-boundary matters.</p> <p>Further details of Common Ground are set out under section 4 above.</p> <p>As a statutory consultee, Historic England consider that the Council has consulted fully with and, where appropriate, provided sufficient opportunities to engage with Historic England at all stages in the preparation of both the Local Plan and its accompanying Sustainability Appraisal.</p> <p>Historic England consider that the authority has complied with the requirements of the Duty insofar as Historic England is concerned.</p>
<p>6. Matters of disagreement</p>	<p>Although Historic England considers that SADC has complied with the Duty to Co-operate, for the reasons set out in their Regulation 19 response to the Plan, Historic England consider that, in some areas, the document is unsound.</p>

7. Ongoing review and co-operation	SADC will continue to work with HE on strategic and cross-boundary matters up to and beyond adoption of the new SADC Local Plan. In light of the ongoing Duty, Historic England and SADC will continue to work closely and seek to resolve these detailed matters in the lead up to the EiP through a further, more detailed, SOCG.
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Duty to Cooperate potential strategic cross boundary issues matrix

Potential strategic cross-boundary issues	Description / summary of issues	Duty to Cooperate bodies																							
		Dacorum BC	Hertsmere BC	Three Rivers DC	Watford BC	Welwyn Hatfield BC	North Hertfordshire DC	Central Bedfordshire Council	Hertfordshire County Council	Luton BC	Buckinghamshire Council	Mayor of London	Civil Aviation Authority	Natural England	Environment Agency	Historic England	Network Rail	National Highways	Transport for London	Homes England	NHS England	Herts Valleys CCG	Office of Rail Regulation	Hertfordshire Local Enterprise Partnership	Hertfordshire Local Nature Partnership
Relationship between emerging Local Plans and the JSP	Ensuring consistency and alignment in the production of emerging Local Plans alongside the production of the JSP - noting that some Local Plans may not be adopted until after the adoption of the JSP and that plan periods may differ	✓	✓	✓	✓				✓																
Planning for housing needs	Approach to accommodating unmet housing needs that may exist within the wider Housing Market Area.	✓	✓	✓	✓					✓															
Planning for employment needs	Joint work has been undertaken on employment needs across South West Hertfordshire.	✓	✓	✓	✓					✓														✓	
Approach to retail provision	Approach to meeting retail related needs in the area, and considering any impacts of proposals on retail provision in other areas.	✓	✓	✓	✓																				
Planning for gypsy & traveller needs	Approach to accommodating unmet traveller needs	✓	✓	✓	✓				✓									✓							
Approach to Green Belt	Approach to exceptional circumstances.	✓	✓	✓	✓	✓	✓									✓									
Mitigating the impact of development on Chiltern Beechwoods SAC	12.6km zone of influence announced by Natural England where mitigation for new residential development will be required with SANGs and SAMMs.	✓						✓			✓		✓												
Primary and secondary school provision	Need for secondary school provision arising from new development. The 2018/2019 IDP identified a need for new secondary and primary school(s).	✓	✓	✓	✓				✓																
Planning for transport infrastructure	Plans for a Hertfordshire Essex Rapid Transit (HERT) which will run between Hemel Hempstead and West Watford along the A414 corridor. It will also be necessary to consider the potential impacts of growth on traffic congestion on the highway network, including the M1 and M25.	✓	✓	✓	✓			✓	✓	✓							✓		✓				✓		

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Minerals	Existing and potential future mineral extraction – primarily sand and gravel	✓				✓			✓																
Chilterns National Landscape	Consideration of the Chilterns National Landscape in its current boundary and from its potential extension, including into St Albans City & District.	✓											✓												
Climate change	Potential issues to be identified through the production of the draft Local Plan	Potential associated DtC bodies to be determined through the production of the draft Local Plan																							
Infrastructure provision																									
Affordable housing																									