

East Herts District Plan Examination

Matter 4 – The Development Strategy – infrastructure

Issue 3

How has the Council assessed the effect of the possible delay/failure of key infrastructure coming forward within the desired timescale? How would this affect the housing land supply and the overall housing targets? What measures are in place to cope with delays?

1. The highway effects of the Gilston Area development have been strategically modelled by Hertfordshire County Council through a COMET model, by Essex County Council through a VISUM model, and by the promoter and their consultants through a Paramics model. These strategic models are informing infrastructure requirements and triggers for their delivery. The emerging evidence demonstrates that local plan growth, including development at the Gilston Area, can be accommodated with a suitable package of sustainable transport and highway improvements.
2. As part of the Gilston Area development, a new central Stort Valley crossing will be provided early in the development. This will effectively dual the existing river crossing to create extra capacity which serves the development and wider growth. The delivery of a second Stort Valley crossing will be required later in the development. The second Stort Valley crossing is likely to be situated to the east of the central crossing. However, Policy GA2 permits consideration of a western crossing should the eastern crossing not come forward. At this stage, it is considered that the second Stort Valley crossing will not be required until towards the end of the plan period. Appropriate trigger points to ensure the delivery of the central and eastern crossings will be determined through the ongoing modelling work, and a Section 106 agreement for the Gilston Area will ensure the delivery of the crossings before trigger points are met.
3. Whilst provision has been made in the Gilston Area proposals for funding the costs of enhancing the existing and providing the second crossing, the site promoter and local and highway authorities are actively pursuing additional funding sources, such as the Housing Infrastructure Fund and other ways in which those benefitting from the new infrastructure can make appropriate contributions. The chances of securing funding will be enhanced through joint local authority and site promoter bids to aid housing delivery. There is no impediment to bringing forward the delivery of the crossings earlier should funding be made available earlier and this will assist in delivering greater sustainable transport options.