



Shaping
growth in
Dacorum



Draft Dacorum Infrastructure Delivery Plan

Dacorum Local Plan (2020-2038)
Emerging Strategy for Growth

November 2020

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1. Introduction

- 1.1 The provision of Infrastructure is a key issue for communities when faced with new development. The delivery of infrastructure in a timely manner is essential to support growth and create sustainable communities. Infrastructure planning helps to give a shared understanding between infrastructure providers, developers, local communities, neighbouring authorities and the Borough Council as to what infrastructure is required and when. To understand what infrastructure is required to support new growth it is important to understand the current infrastructure situation and any planned investment. This document seeks to identify current infrastructure surpluses and deficits, planned investment by infrastructure providers and the impact of the planned level of growth on the infrastructure in the Borough.
- 1.2 Infrastructure planning is required to support and help shape the local plan. This plan sets out the legal and policy context for Infrastructure planning and funding mechanisms; the relevant existing infrastructure plans and how they relate to the Borough, including the Hertfordshire County Council (HCC) Local Transport Plan 4 to which the Borough must have regard in preparing the local plan; and the growth context and Council's vision for Dacorum and its settlements. The current situation, investment proposals, impact of growth and mitigation measures for each of the key infrastructure categories will be set out for the Borough as a whole and the wider sub-region and/or County where it is relevant. The proposed growth for each settlement and the required infrastructure to mitigate the impact of new growth and meet the policy requirements will be set out for the settlement and in relation to the proposed site allocations. The infrastructure delivery lead, cost estimates and funding mechanism will be identified where possible. The funding gap between identified funding stream and total estimated cost of infrastructure to support growth will be identified.
- 1.3 The Infrastructure planning that is captured in this draft IDP has been developed with infrastructure partners and helped to inform and shape the policies and allocations in the local plan. A schedule of engagement and consultation is contained in appendix 1.
- 1.4 This draft Infrastructure Delivery Plan (IDP) has been developed by Gilian Macinnes BSc MBA MRTPI, Director of Gilian Macinnes Associates, in conjunction with officers of the Strategic Planning and Regeneration Department of Dacorum Borough Council.
- 1.5 This draft Infrastructure Delivery Plan is not at this stage a complete or comprehensive IDP. This Draft accompanies the Reg 18 Local plan and will be available for comment, it will continue to develop through the Reg 18 consultation and the completion of the next (Reg. 19) version of the Local plan. The next version of the IDP will include: further population of the infrastructure schedules; more information in relation to projects and interventions; further development of cost estimates; apportionment of costs; a prioritisation of infrastructure following further consultation with infrastructure providers; information on the timing and phasing of the delivery of infrastructure in relation to growth; and a schedule of all Infrastructure by type required to support the plan.

2. Purpose of Infrastructure Delivery Plan

- 2.1 The purpose of this document is to set out the infrastructure required to create quality sustainable places and support the delivery of the local plan growth (housing, employment etc.) in Dacorum Borough.
- 2.2 The Dacorum Infrastructure Delivery Plan (IDP) seeks to:
- a. understand the capacity (surplus and deficits) of existing infrastructure provision;
 - b. identify planned investment in infrastructure
 - c. determine infrastructure requirements to support planned levels of growth;
 - d. set out the estimated costs of infrastructure, funding sources, and phasing of delivery (where known);
 - e. identify the gap between committed, allocated and required investment in infrastructure and the potential means by which this gap could be bridged;
 - f. Identify key bodies with responsibility for delivering infrastructure.
- 2.3 This document brings together data and the views of expert stakeholders, such as information on the current provision and infrastructure requirements, projected costs and funding mechanisms. Within the context of limited and diminishing Council funding, establishing an infrastructure delivery document will help to align investment decisions which have greatest effect and offer greater certainty to service providers, funders and developers.
- 2.4 The Borough Council's engagement with the infrastructure providers and their responses have helped to shape the policies of the local plan. This Infrastructure delivery plan is part of the evidence base for the local plan and identifies the potential infrastructure costings to feed into the plan wide viability study. This IDP will also form the basis of the Council Infrastructure Funding Statement (IFS) and will aid the identification of key infrastructure and spending priorities.

Disclaimer

- 2.5 This report takes into account the requirements and instructions of the client, Dacorum Borough Council. It is based on the information that was made available by the client, stakeholders and partners. It is not intended for, and should not be relied upon by, any third party and no responsibility is accepted to any third party.

Acknowledgement

- 2.6 Many meetings, discussions, workshops and written consultations have been undertaken with a wide range of stakeholders in the production of this IDP. The collaborative approach and time taken by all those involved is very much appreciated. Details of the Consultation and engagement are set out in section 5.5

3. Structure of Infrastructure Delivery Plan

- 3.1 This document sets out the legal and policy context, Dacorum Borough Council's vision for growth and the role infrastructure plays in that vision in terms of the Borough as a whole each settlement and where relevant its relationship with the wider SW Herts and County. The document, in sections 8-16, identifies the strategic infrastructure required to meet the overall impact of the planned growth on the County, Borough and by Infrastructure type/category. The IDP identifies the infrastructure required to deliver sustainable development and mitigate the impact of growth within the settlement (see sections 17-24) and strategic sites (see section 25). The infrastructure schedules for each settlement and proposed site allocations are in appendix B.
- 3.2 The IDP identifies infrastructure need by categories e.g.
- a. Transport
 - b. Education
 - c. Social and Community Facilities
 - d. Health and Wellbeing
 - e. Green Infrastructure including Sport and Recreation
 - f. Emergency Services
 - g. Utilities and flood protection
- And the priority (critical, essential and required).
- 3.3 The IDP will seek to identify the following:
- a. cost of the intervention, secured funding, the potential funding source, including the amount sought through developer contributions;
 - b. the apportionment of the development contributions/cost between developments,
 - c. The lead delivery agent and the potential funding source for each infrastructure category/project.
- 3.4 Where Infrastructure can potentially be funded through developer contributions this will be identified, however, s106 planning obligations funding will only be identified where it is directly related to the allocation/development and meets the s106 planning obligation tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
- 3.5 Therefore, in the case of strategic infrastructure the Community Infrastructure Levy (CIL) funding will, where appropriate, be identified. In many cases there will be the potential to fund the infrastructure through either s106 or CIL, or both. Where strategic highway works are identified as mitigation for a strategic site it is anticipated that this will be secured through s278 of the Highways Act.
- 3.6 However, it is unlikely that all infrastructure identified as required to support growth will be funded through developer contributions. It is anticipated that for large strategic projects, to

support the wider growth of the Borough, the majority of funding will be sought from Government or alternative funding streams.

- 3.7 It should be noted that infrastructure funding can change suddenly and is difficult to plan for. The Government provide some basic funding to local authorities e.g. education basic needs funding and has provided growth funding to the Hertfordshire Local Enterprise Partnership, but much Government funding is announced through funding 'pots' such as the Housing Infrastructure Fund (HIF- August 2019 £600M announced by the Chancellor). Many of these funding 'pots' have very specific requirements and bidding timescales. It is not possible to identify the specific funding 'pot' at this stage but there has been ongoing availability of such funding. In addition, the Queen's Speech (19/12/19) stated that there will be a £10bn investment into a new "Single Housing Infrastructure Fund" to help deliver the roads, schools and GP surgeries needed to support new homes.

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4. Planning legislation

- 4.1 The following Acts and Regulations relate to infrastructure planning and delivery:
- a. Town & Country Planning Act 1990 (as amended) – s106 Planning obligations
 - b. Planning and Compulsory Purchase Act 2004- Local plans, supplementary planning document and s33A Duty to co-operate in relation to planning of sustainable development
 - c. Planning Act 2008, Part 11 s205-218- Community Infrastructure Levy
 - d. Highways Act 1980 – s278- agreement to execution of works
- 4.2 **Planning And Compulsory Purchase Act 2004 (as amended):**
- a. 19 (1A) Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change
 - b. ...
 - c. (2) In preparing a local development document the local planning authority must have regard to—
 - d. ... (j) Such other matters as the Secretary of State prescribes.
- 4.3 **The Town and Country Planning (Local Plan) (England) Regulations 2012:**
- a. 10.—(1) The matters (additional to those specified in section 19(2) (a) to (i) of the Act) prescribed for the purposes of section 19(2) (j) of the Act are—
 - i. Policies developed by a local transport authority in accordance with section 108 of the Transport Act 2000(1);
- 4.4 This IDP will have regard to the Hertfordshire Local Transport Plan 4 and has been developed in co-operation with relevant 'Duty to Co-operate' bodies to plan for sustainable communities.
- 4.5 The Community Infrastructure Levy Regulations 2010 (as amended): sets out the setting, collecting, spending, administration, enforcement and appeal procedures for CIL. The Regulations also set out the relationship between s106, s278 and CIL, and to the operation of s106 obligations including the legal tests for the use of s106 (reg. 122):
- a. "Limitation on use of planning obligations 122.—
 - (1) This regulation applies where a relevant determination is made which results in planning permission being granted for development.
 - (2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—
 - (a) (Necessary to make the development acceptable in planning terms;
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development."

(2A) Paragraph (2) does not apply in relation to a planning obligation which requires a sum to be paid to a local planning authority in respect of the cost of monitoring (including reporting under these Regulations) in relation to the delivery of planning obligations in the authority's area, provided—

- (a) The sum to be paid fairly and reasonably relates in scale and kind to the development; and
- (b) The sum to be paid to the authority does not exceed the authority's estimate of its cost of monitoring the development over the lifetime of the planning obligations which relate to that development.”

- 4.6 Regulation 14 sets out the fundamental requirements of setting CIL rates, identify a funding gap, assess the desirable balance between funding from CIL the infrastructure and the viability of development across the area.
- 4.7 The CIL Regulations were amended and changes including the removal of the s106 pooling limitation and the need to provide an infrastructure (reg. 123 list) were removed. The Government introduced the Infrastructure Funding Statement to improve transparency. These changes impact on potential approaches to infrastructure funding through developer contributions.

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5. Policy and guidance context

National Planning Policy Framework

- 5.1 The National Planning Policy Framework (NPPF) sets out national policy in relation to almost all aspects of planning, it has been reviewed and was replaced by a new version in February 2019 NPPF. The NPPF 2019 requires local planning authorities to prepare plans with the objective of contributing to the achievement of sustainable development and to achieve sustainable development there are three overarching and interdependent objectives: economic, social, and environmental which should be delivered through the preparation and implementation of plans.
- 5.2 To do this a development plan should be prepared positively, in a way that is aspirational but deliverable and shaped by the early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees
- 5.3 Strategic policies should make sufficient provision, in line with the presumption in favour of sustainability, for, amongst other matters, infrastructure for transport and community facilities.¹ The NPPF 2019 also identifies the role for non-strategic policies to secure the provision of infrastructure including community infrastructure levy at a local level.² NPPF 2019 policy states that plans should set out the infrastructure contributions expected from development and that the policies should not undermine the deliverability of the plan.³
- 5.4 There is an increased emphasis on infrastructure, and its cost, at plan making stage; and that infrastructure costs should be built into the viability assessment undertaken for the plan.⁴ For a plan to be found sound it must be positively prepared, justified, effective, and consistent with national policy enabling the development of sustainable development.⁵ An Infrastructure plan is part of the proportionate evidence base for the delivery strategy and requires effective joint working and cross boundary working.
- 5.5 Infrastructure planning has an important role to play in planning for healthy and safe communities,⁶ through planning for social interaction, healthy safe and sociable places that provide for walking, cycling, sports, high quality public spaces, green infrastructure, cultural and recreational facilities. Sustainable transport,⁷ can help address issues of climate change⁸, health and air quality and is integral element of infrastructure planning for sustainable

¹ NPPF 2019 Para 20

² NPPF 2019 para 28

³ NPPF 2019 para 34

⁴ NPPF 2019 para 57

⁵ NPPF 2019 Para 35

⁶ NPPF 2019 paras. 91-101

⁷ NPPF 2019 paras. 102-104

⁸ NPPF 2019 paras 148-151

communities. Infrastructure planning also relates to communication⁹ infrastructure and flooding issues¹⁰.

5.6 To build a strong competitive economy the NPPF 2019 Paragraph 81 states planning policies should:

- a. Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
- b. Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- c. Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
- d. Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.¹¹

5.7 NPPF 2019 states that plans should set out the infrastructure contributions expected from development and that the policies should not undermine the deliverability of the plan. There is an increased (if not new) emphasis on infrastructure, and its cost, at plan making stage; and that infrastructure costs should be built into the viability assessment assessments undertaken at plan making.

*Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.*¹²

5.8 The NPPF indicates that viability assessment should not be required at the planning applications stage as has already been assessed at plan making stage.

Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in

⁹ NPPF 2019 para 112-116

¹⁰ NPPF 2019 para 155-165

¹¹ <https://www.gov.uk/guidance/national-planning-policy-framework/6-building-a-strong-competitive-economy>

¹² NPPF 2019 Para 34

*national planning guidance, including standardised inputs, and should be made publicly available.*¹³

Planning Practice Guidance (PPG) 2019

- 5.9 The PPG¹⁴ increases the focus on identifying the cost of infrastructure at plan making stage to enable it to be built into the cost of development and the Government are introducing a new mechanism, Infrastructure Funding Statement (IFS)¹⁵, to increase transparency in relation to the collection and spending of developer contributions and the forward plans of local authorities in terms of infrastructure delivery to support growth.
- 5.10 The PPG planning obligations section¹⁶ sets out the role of planning obligations (s 106) and the relationship with the Community Infrastructure Levy (& s 278 of Highways Act). It specifies that a formulaic approach can be used at plan making stage.

“Policies for planning obligations should be set out in plans and examined in public. Policy requirements should be clear so that they can be accurately accounted for in the price paid for land.

Such policies should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability. This evidence of need can be standardised or formulaic (for example regional cost multipliers for providing school places. See the guidance from the Department for Education on ‘Securing developer contributions for education’. However, plan makers should consider how needs and viability may differ between site typologies and may choose to set different policy requirements for different sites or types of development in their plans.

....” Paragraph: 004 Reference ID: 23b-004-20190901 Revision date: 01 09 2019

- 5.11 The Planning Practice Guidance (PPG) in relation to transport evidence¹⁷, identifying the importance of a robust transport evidence base to support the preparation of a local plan, identifying opportunities for encouraging a shift to more sustainable transport and identifying infrastructure spending plans, which was not changed following the publication of NPPF 2018 or 2019.

Local Transport Plan – LTP 4¹⁸

- 5.12 The Hertfordshire County Council Local Transport Plan 4 (LTP4) sets out how transport can help deliver a positive future vision of Hertfordshire, as well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing

¹³ NPPF 2019 para 57

¹⁴ <https://www.gov.uk/government/collections/planning-practice-guidance>

¹⁵ Paragraph: 034 Reference ID: 23b-034-20190901 Revision date: 01 09 2019

¹⁶ <https://www.gov.uk/guidance/planning-obligations>

¹⁷ <https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking>

¹⁸ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

needs, improving public health and reducing environmental damage. The Planning and Compulsory Planning Act 2004 and the Town and Country Planning (Local Plan) (England) Regulations 2012 require the local planning authority to have regard to the LTP when preparing a local plan.

Figure 1: Themes, Objectives and Principles of Hertfordshire LTP4



5.13 LTP 4 covers the period up to 2031 and set out a vision, objectives, themes and policies for transport in Hertfordshire including the new transport hierarchy policy that represents a shift in emphasis to increased rates of travel by more sustainable modes than previous LTPs.

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

- 5.14 LTP 4 requires *“All transport measures delivered by the county council must be in accordance with the LTP policies”*. LTP 4 proposals that directly relate to Dacorum are:
- Hemel Hempstead’s designation as a Sustainable travel town. Sustainable Travel Towns will comprise comprehensive packages of improvements for walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour.
 - An east west bus rapid transit scheme between Hemel Hempstead and Welwyn Garden City, with potential future extensions of this to Hertford and Harlow.
 - A programme of A414 highway improvements
 - Transport improvement, including junction works, to support East Hemel and Maylands
 - A new M1 motorway junction 8A
 - Cycle improvement for Tring, Berkhamsted and Hemel Hempstead

Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031¹⁹

- 5.15 The Hertfordshire Infrastructure and Funding Prospectus provides a ‘snap-shot’ in time as of September 2018. The HIFP presents an overarching baseline of growth patterns, infrastructure projects and cost requirements and funding gaps.
- 5.16 Delivering the necessary infrastructure to support that growth from now to 2031 is estimated to cost at least £5.70 billion in 2018 terms. This represents an estimate of capital delivery costs only and does not include the additional annual revenue requirements and maintenance costs.
- 5.17 The study has reviewed the potential costs of delivery alongside currently identified secured funding, potential funding from public, private and developer contributions highlighting a remaining funding gap estimate of over £3.59 billion at 2018 prices.
- 5.18 The study demonstrates that existing funding will not deliver the scale of infrastructure investment identified in this framework. Developer contributions (whether s106, s278 or CIL), local authority capital programmes or current public sector funds and grants will fall short.
- 5.19 All local authorities in Hertfordshire need to work together to devise an integrated package of funding sources and delivery mechanisms that meet the needs of different areas and types of infrastructure.
- 5.20 The HIFP identifies capacity issues for the County:
- Significant road congestion;
 - Unreliable journey times and limited resilience on the network;
 - Congestion on the M1 and M25 which has a knock-on effect on local roads managed by Hertfordshire County Council including the A414;
 - Congestion and delays on the approaches to most towns;
 - High levels of congestion on the A1(M), particularly junctions 3, 4 and 6 to 8;

¹⁹ <https://www.hertfordshirelep.com/media/7096/hertfordshire-infrastructure-funding-prospectus-2018-2031.pdf>

- Rural accessibility in the east of the county; and
- The county is well served with north-south highway links but less with east-west links causing pressure and congestion on the A414.

5.21 The HIPF identifies the following capacity issues for Dacorum Borough:

- Congestion issues on A414/junction 8 M1 in Hemel Hempstead/Watford Road Kings Langley.
- Secondary school places at Tring and Berkhamsted, and primary school issues in the Two Waters and Apsley area and town centre, and Hemel Hempstead.
- Future of Hemel Hempstead Hospital site and health provision is unclear at this stage.
- Sewage Treatment issues in Hemel Hempstead, Berkhamsted and Tring.
- Lack of connectivity for sustainable modes of transport between Hemel Hempstead/Apsley Stations and Maylands Business Park.
- Congestion in the Two Waters area including London Road/Two Waters Road and Durrants Hill Road.

5.22 The HIPF identifies the following:

- Regional Projects related to Dacorum Borough:
 - M1 Junction 8a (additional junction)
 - M1 Junction 8 enhancement
 - M1 Junction 6 reconfiguration (Bricket Wood)
 - M1 Junction 6a/M25 J21 improvements
 - M25 Junction 20 capacity improvements
- Sub-Regional Projects, including schemes located in Hertfordshire but crossing boundaries, directly related to Dacorum, are:
 - Hemel Hempstead Northern Link (A41-M1 Major Link or Local Link to M1)
 - A414 Street - public transport, active modes and streetscape improvements in Hemel Hempstead
 - Hemel Hempstead Eastern Spine Road

Joint Strategic Plan for South West Hertfordshire

5.23 In 2018 the local planning authorities of Dacorum Borough Council, Three Rivers District Council, St Albans City and District Council, Hertsmeire Borough Council and Watford Borough Council commenced work on a Joint Strategic Plan for the South West Hertfordshire area. This plan will identify longer term strategic growth requirements for the whole area and will help to inform each authority's next Local Plan. The South West Herts area Local Authorities are expecting substantially higher housing targets for the next set of Local Plans, following changes proposed by the government around calculating housing need with a standard methodology.

South West Herts Growth and Transport Plan Prospectus

- 5.24 The County Council Produced a South West (SW) Herts Growth and Transport Plan prospectus in June 2018²⁰.

“The Growth and Transport Plan (‘GTP’) is a new approach to sub-county transport planning. The South West Hertfordshire GTP is the first of a suite of new GTPs which will cover different sub-areas of Hertfordshire with the intention of promoting modal shift to non-motorised and public transport, providing greater modal choice, and facilitating growth sustainably.

A GTP is a strategic spatial transport plan developed by Hertfordshire County Council in partnership with key stakeholders, including District/Borough councils and the Local Enterprise Partnership, for the purpose of applying LTP policies and objectives to a growth focused sub-area within Hertfordshire. This GTP Prospectus provides an overview of the first GTP which covers South West Hertfordshire.

This area incorporates the large towns of Watford and Hemel Hempstead (and their interactions with St Albans) and is one of the most congested and constrained parts of Hertfordshire in terms of growth and transport. Taking a more strategic and joined up approach to transport planning here is therefore critical. This Prospectus forms one of a portfolio of documents which make up the GTP.”²¹

- 5.25 The overarching aim of the GTP is to identify the interventions which will be needed to support and help facilitate sustainable development including new homes and new jobs, and secure opportunities for positive change to local communities and their well-being. The GTP defines the current and future growth and transport challenges facing South West Hertfordshire, and sets out a schedule of recommended short, medium and long term interventions which are sorted into a range of packages. These packages are focused towards addressing the key challenges and supporting planned growth:

Package 1 – Hemel Hempstead East-West Corridor

Package 2 – Maylands (Hemel Hempstead)

Package 3 – Hemel Hempstead-Luton Corridor

Package 6 – Watford-Hemel Hempstead Corridor

- 5.26 An overarching aim of the GTP is to identify the interventions which will be needed to support and help facilitate sustainable development including new homes and new jobs, and secure opportunities for positive change to local communities and their well-being. The GTP defines the current and future growth and transport challenges facing South West Hertfordshire, and sets out a schedule of recommended short, medium and long-term interventions, which are sorted into a range of packages.

²⁰ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/highways/sw-herts-gtp-sea-env-report.pdf>

²¹ SW Herts GTP prospectus

- 5.27 South West Hertfordshire incorporates large parts of Watford Borough, Dacorum Borough, Three Rivers District, smaller parts of St Albans City and District (primarily the linkages between St Albans and Hemel Hempstead/Watford and Harpenden's relationship with the M1 corridor) and Hertsmere Borough.

Roads

- 5.28 South West Hertfordshire is dissected by a series of major roads. The M1 runs broadly north-south, linking the North of England, Milton Keynes and Luton to the north, and Greater London to the South, with key junctions including Junctions 5 (the main access to Watford), 6/6a (interchange with the M1, M25 and A405), 7/8 (interchange with the main A414 east-west cross-county corridor and main access to Hemel Hempstead) and 9 (interchange with the A5183 (formerly the A5) linking Dunstable and Milton Keynes to the north). As a route of nationally strategic importance, the M1 facilitates long distance journeys across England and beyond. The M1 also serves a more local and sub-regional function, with short sections between junctions facilitating movements between towns, for example Luton-Hemel Hempstead and Hemel Hempstead-Watford.
- 5.29 The M25 London orbital motorway separates Watford from Hemel Hempstead and a large part of Hertfordshire. Like the M1, the M25 is a route of nationally strategic importance and therefore, caters for longer distance trips but also acts as a local distributor route on some sections. Within South West Hertfordshire key junctions include J19 (as a gateway to Watford from the west), J20 (as a conduit between Buckinghamshire and the western-most fringes of Hertfordshire), and Junction 21/21a (interchange with the M1/M25/A405).
- 5.30 The M1 and M25 are managed by Highways England but interface with roads and junctions which are managed by Hertfordshire County Council.
- 5.31 The primary roads including the A41 linking Aylesbury, Tring and Berkhamsted in the north and northern parts of Greater London to the south and serving an important link between Hemel Hempstead and Watford. The A41 varies in character along its length, from a rural dual carriageway express road to the west of Hemel Hempstead, to an intraurban distributor road through northern and eastern Watford.
- 5.32 The A414 is one of the few major east-west highway routes crossing Hertfordshire. It is largely a dual carriageway road catering for a mixture of shorter and longer distance journeys. It runs through the middle of Hemel Hempstead (via the Plough 'Magic' Roundabout) but functions more as an edge of town bypass south of St Albans. Part of the A414 between the M1 and Park Street (formerly the M10) is managed by Highways England.²²
- 5.33 SWHGTP sets out intervention packages to address the impacts of growth and improve the lives of residents of the Borough. Package 1 is focused on addressing the east-west connectivity and improving north-south permeability through the formation of a multi-modal

²² South West Hertfordshire GTP Prospectus

corridor anchored by the railway station at one end and Maylands at the other, via the Town Centre and Jarman Park retail/leisure area.

Package 1 – Hemel Hempstead East-West Corridor

5.34 The overarching aim of Package 1 is to form an east-west, cross-town, multi-modal corridor which facilitates attractive and convenient journeys on foot, by bike, by bus and also by car between Hemel Hempstead railway station, the Town Centre, Jarman Park and Maylands industrial area.

5.35 The package consists of:

- Developing the A414 into a public transport and cycling/walking corridor, improving both connectivity along and across the key route.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel's existing junction.
- The reorganisation of road space in the Apsley/Two Waters area to facilitate an improved streetscape

5.36 If delivered in its entirety, it is estimated that Package 1 could cost between £41.78 million and £179.5 million. It should be noted that interventions are identified as concepts in this GTP, and therefore further work is required to develop them in more detail.

Package 2 – Maylands (Hemel Hempstead)

5.37 The overarching aim of Package 2 is to provide improved access to the Maylands industrial area from both within Hemel Hempstead and outside of the town by all modes of transport.

5.38 The package consists of:

- The introduction of an East Hemel (Maylands) Multi-Modal
- Transport Interchange serving the Maylands and Enterprise Zone developments.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel's existing junction.
- A new spine road serving East Hemel Hempstead urban extension and Maylands alongside a series of cycling improvements to improve connectivity across the proposed developments.

Package 3 – Hemel Hempstead-Luton Corridor

5.39 The overarching aim of Package 3 is to improve connectivity between Hemel Hempstead and Luton by car and by public transport and limit the impact of rat-running traffic on roads within Harpenden and nearby country lanes.

5.40 The package consists of:

- The introduction of an East Hemel (Maylands) Multi-Modal
- Transport Interchange serving the Maylands and Enterprise Zone developments.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel's existing junction.

- Enhanced bus and coach services between Luton and Maylands/Hemel Hempstead alongside streetscape improvements in Harpenden.

Package 6 – Watford-Hemel Hempstead Corridor

- 5.41 The overarching aim of Package 6 is to promote journeys between Watford and Hemel Hempstead by train and by bus, and to discourage journeys by car on inappropriate routes.
- 5.42 The package consists of:
- Improvements to M25 J20, bus priority along the A41, and enhanced interurban bus services between Hemel Hempstead and Watford.
 - Enhanced cycleways and facilities along the Grand Union Canal Towpath and the A411 from Hemel Hempstead to Watford town centre.
 - Watford Junction and Town Centre public realm enhancements.
- 5.43 It should be noted that interventions are identified as concepts in this GTP, and therefore further work is required to develop them in more detail.

Transportation Studies - November 2020

- 5.44 The Council has prepared the Berkhamsted and Tring Sustainable Transportation Strategy (November 2020) and is currently developing the Hemel Hempstead Sustainable Transport Strategy . These provide transport solutions that will mitigate the needs of proposed growth and accord with the aims and objectives of LTP4 to inform this IDP and the local plan.
- 5.45 A separate Topic Paper has been produced which details the interventions identified to date for the Borough. This work is being progressed to support the Local Plan on its course to adoption and can be found within the Local Plans evidence base. At present many of these interventions are still being developed.
- 5.46 The Transport Topic Paper has been developed through engagement with Hertfordshire County Council as the Transport authority for the Borough. The Topic Paper helpfully identifies a number of big moves, designed to improve the transport issues faced in Dacorum based on this engagement and taking into account existing and emerging strategies. There are:
- Ensure that east-west trips are focussed on the A41
 - Remove the strategic function of the A414 through Hemel Hempstead as a link between the A41 and M1
 - Upgrade M1 J8 and eastern link road to provide additional capacity for Maylands and the Garden Community
 - Northern link road serves as access for the Garden Community without a strategic role
 - Alternative route for trips between the A41 and M1, via a link road or upgraded M25
 - Transformed A4251, including steps to discourage through trips and enable active travel modes
 - Limit trips through Berkhamsted town centre, with improvements for bus services and public realm

- Limit trips through Tring town centre, with improvements for bus services and public realm

5.47 Settlement specific work is being undertaken to ensure that sustainable travel can become a viable option for residents from the outset of occupation in the growth locations.

5.48 Berkhamsted and Tring Sustainable Transportation Study - November 2020 sets out Intervention Packages to mitigate the impact of growth and these interventions are supported by a series of principles as well as the necessary funding and relevant sources. These principles focus on: influencing travel behaviour in new developments; bus improvements and local electric bike. A similar piece of work is being progressed for Hemel Hempstead for the next round of consultation.

Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020

5.49 Dacorum Local Plan (2020-2038) Emerging Strategy for Growth 2020²³ sets out the importance of ensuring infrastructure is provided to support the growth in the Borough. The development of this Infrastructure Delivery plan (IDP) and the development of the plan have been an iterative process engaging with infrastructure providers throughout.

5.50 Providing new infrastructure to support development is essential. This includes the new transport infrastructure, schools, health care and open spaces. Residents have told us that new and upgraded infrastructure must keep pace with the delivery of new homes. Our IDP shows that major investment is required across the Borough to deliver our growth strategy. New development must contribute its full share of the new infrastructure required to deliver growth.

5.51 Supporting the significant long-term growth at Hemel Garden Community, which as one of few flagship growth schemes supported by the County Council, will require prioritised funding. In addition, our other towns will also be experiencing significant growth and will also require investment in infrastructure. When our IDP is complete we will be confirming the scale of funding required, how much of this can be met by the development industry and how much will require public investment, drawing on our partner organisations and central Government.

Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020 - Transportation policies²⁴

5.52 The transport policies DM50, DM51, DM52, DM53 and DM54 in the Emerging Strategy for Growth clearly support the delivery of sustainable transport set out in the LTP4, protecting land required to deliver transport interventions, minimising the need to travel by car utilising travel plans and travel statements, promotion of cycling and walking and promotion of public transport.

²³ Dacorum Local Plan (2020-2038) Emerging Strategy for Growth 2020

²⁴ Dacorum Local Plan (2020-2038) Emerging Strategy for Growth 2020 [link]

Policy DM50 - Transport and Movement

1. The Council seeks to deliver Local Transport Plan 4 by facilitating a transport strategy in the following order of importance:
 - a. Opportunities to reduce travel demand and the need to travel.
 - b. Vulnerable road users' needs (such as pedestrians and cyclists).
 - c. Passenger transport user needs (such as bus, train and taxis).
 - d. Powered two wheeler (mopeds and motorbikes) user needs.
 - e. Other motor vehicle user needs.

2. This strategy will be supported by adopting the following principles that will incentivise other transport modes and reduce dependency on the private car:
 - a. Locate development in areas that provide good levels of access to sustainable modes of transport and can make provision for its improvement.
 - b. Promote genuine transport choice through the provision of direct, safe and convenient walking and cycling networks and make improvements to public transport and its supporting infrastructure that would incentivise non car based travel.
 - c. Improve access to key services and facilities by all modes of transport and provide better integration between these modes.
 - d. Where possible as part of major development promote the usage of shared transport schemes.

Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020-Infrastructure Policies

- 5.53 The infrastructure policies DM37: Landscaping on Development Sites, DM49: Canalside Environment and Recreational Moorings, DM57: Digital Communications, DM59: Health Facilities, DM61: Education, DM62: Sport and Leisure, DM63: Open Space Provision and DM64: Community Facilities outline the infrastructure requirements in relation to the Emerging Strategy for Growth, alongside policy SP7: Delivering Infrastructure detailed below.

Policy SP7 - Delivering Infrastructure:

1. All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal in order to:
 - a. meet the needs arising from the development so as to avoid placing additional burden on the existing infrastructure;
 - b. avoid or mitigate adverse social, economic and environmental impacts arising from the proposed development; and
 - c. make good the loss or damage of social, economic and environmental assets arising from the proposed development.

2. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new

development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site.

3. The timing of the provision of the infrastructure should be linked directly to the phasing of the development to ensure that infrastructure is provided in a timely and comprehensive manner to support new development. The phasing will be determined in relation to the needs of each development and the overall requirements to mitigate growth in that settlement. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan, which will be updated over the Plan period to ensure project information remains up to date and relevant to all other policies of this Plan.
4. It will be expected that infrastructure requirements set out in the Infrastructure Delivery Plan will be delivered, however, where it can be demonstrated that the infrastructure requirements could render the development unviable, proposals for major development should be supported by an independent and transparent viability assessment that accords with Planning Practice Guidance. Where viability constraints are demonstrated by evidence, the Council will:
 - a. prioritise developer contributions for critical, essential and required infrastructure based upon the detail of requirements outlines in the Infrastructure Delivery Plan; and/or
 - b. use an appropriate mechanism to defer part of the developer contributions requirement to a later date; or
 - c. as a last resort, refuse planning permission if the development would be unsustainable without the inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including the Community Infrastructure Levy.
5. A Supplementary Planning Document will be produced to provide more detail about its approach to securing developer contributions.

Dacorum Growth and Infrastructure Strategy to 2050 and Corporate Plan

- 5.54 In addition to the Local Plan, Dacorum has developed a longer-term strategy 'Dacorum Growth and Infrastructure Strategy to 2050 "Shaping the Future of Dacorum"²⁵. This strategic document set down its relationship with the local plan.
- 5.55 Essentially, it sets out how the Council will make the growth that the Local Plan is required to deliver work for the existing and new communities in the Borough. This means being clear how the Council – in partnership with other organisations where appropriate – will ensure the right sort of housing is delivered, that infrastructure will be provided on time, that open space is available and properly maintained and how it will provide the services for a considerably

²⁵ <http://www.dacorum.gov.uk/docs/default-source/strategic-planning/dacorum-growth-and-infratstructure-strategy-to-2050.pdf>

larger population. It is vital that this work is in place before the growth happens. So essentially this plan guides what the Council will do regarding growth and makes this clear to local people, partner organisations and developers.

- 5.56 This plan recognises the importance of developing an IDP to support growth and highlights the importance of maximising the use of technology to deliver effective and efficient transport systems.
- 5.57 To complete the suite of documents that will shape the future of Dacorum is the Corporate Plan²⁶ which highlights the importance of green infrastructure and effective transport solutions to the delivery of the strategic and corporate objectives.

Hertfordshire County Council – Guide to Developer Contributions

- 5.58 The Guide is currently being reviewed and the reviewed approach will inform this and future Infrastructure Delivery Plans. A revised document is not expected to be adopted until early 2021 at the earliest. It should be noted that figures based on this guidance within this draft IDP may therefore be subject to further change, once the revised developer contributions guidance has been adopted.

²⁶ <https://www.dacorum.gov.uk/docs/default-source/recruitment/corporate-plan-2020-2025.pdf>

6. Methodology

Growth

- 6.1 The growth across Dacorum Borough, in consultation with infrastructure providers, been used to identify the future infrastructure needs of: the Borough, the settlements and the allocated growth sites for housing, employment and retail uses. There has been an iterative process to develop a sustainable growth scenario supported by infrastructure.

Table 1. Dacorum Local Plan Growth Scenario 2020-2038	
Settlement	Growth scenario (residential units)
Hemel Hempstead	8815
Berkhamsted	2093
Tring	2418
Bovingdon	214
Kings Langley	203
Markyate	207
Rest of District	241

Note: this table does not include those sites that are known commitments.

Infrastructure Types

- 6.2 The IDP identifies the types of infrastructure required to meet the growth needs of allocated sites and therefore the individual settlements by category.

Infrastructure category	Infrastructure type
Transport	Highways
	Transportation
	Rail
Education	Education - Early Years
	Education- Primary
	Education- Secondary
	Education- SEND
Community Facilities	YCH - youth work
	Libraries
	Community Facilities
	Community Centres
	CCTV
	Adult Social Care
	Art/Public Domain
	Crematorium
Health and Wellbeing	Acute Health
	Mental Health

	Primary Health
Green infrastructure	Amenity space
	Natural and semi natural
	Public Parks and Gardens
	Play space (e.g. MUGA)
	Allotments
	Sport and Leisure
	SANGS
Emergency Services	Ambulance
	Fire
	Police
Utilities	Waste management (HCC)
	Refuse Vehicles
	Household bins
	Utilities - Gas
	Utilities - Electricity
	Utilites- Water (waste)
	Utilities - Water (potable)
	Utilities - telecoms
	Utilities- digital
	Utilities- broadband
Flood	Flood protection

Table 2: List of infrastructure categories and types

Geography of Intervention- Strategic, Settlement, & Site.

- 6.3 The infrastructure required is identified by site, by settlement and the overall requirement to support the growth in the plan (the latter will be included in the next version). The infrastructure requirements were assessed and calculated following consultation with infrastructure providers; and the approach taken was dependant on the infrastructure type, calculation of need, impact and mitigation.

Impact of Growth on Infrastructure and Infrastructure Requirements

- 6.4 When assessing the impact of growth on the requirement for infrastructure, the infrastructure providers, were asked to identify areas of surplus or deficit provision before calculating the impact of the growth on their infrastructure and, therefore, what would effectively mitigate that impact and support growth.
- 6.5 The infrastructure providers usually use formulae to identify the impact of each additional residential unit (often by size and/or occupation), or floor space, increase to calculate the scale of the intervention required. This identification of scale will indicate the potential form of the intervention e.g. new primary school, extension to GP surgery. The use of formulae at this stage of the planning process is considered acceptable in the PPG.²⁷
- 6.6 In identifying the infrastructure requirements, the impact of the growth on each site and each settlement, the IDP (sections 17-24 and infrastructure schedules in Appendix B) identifies the scale of residential and employment growth, the type of infrastructure, the formulae (if used), the intervention that has been identified (if known), the provision on or off site, the estimated cost, whether there is funding identified or secured, what any potential apportionment, funding source, developer contributions total and per unit if appropriate, delivery lead, priority and timing.
- 6.7 Having identified the infrastructure mitigation requirements the sites, the overall intervention for the settlement can be identified and when taking into account the cumulative nature of the growth and the overall strategic infrastructure requirement for the Borough will be identified.

Consultation and Engagement

- 6.8 Infrastructure providers were sent a consultation on an initial growth scenario on 13th September 2019 and were subsequently consulted on further draft development scenarios (Option 1, Option 1A and Option 2) and one more employment growth scenario (Option E1) on the 22nd May 2020. These scenarios were developed as hypothetical options only and did not necessarily correlate with 'reasonable options' developed and tested for the purposes of Plan making:
- Option 1 was an update of the scenario issued in 2019. This includes 5,500 units on Land East of Hemel Hempstead, a Hemel Garden Communities site within St Albans district that was included within the September 2019 scenario and has not changed.
 - Option 1A was as above, but included consideration of a further 3,500 residential units at North Hemel Hempstead (Phase 2).
 - Option 2 is an alternative scenario to option 1, with a reduction to growth at some settlements (including Bovingdon) and changes to some sites in other settlements (e.g. Berkhamsted).
 - Option E1 was an update of the employment scenario issued in 2019. This includes an area of proposed industrial and office space at East Hemel within St Albans district,

²⁷ Paragraph: 004 Reference ID: 23b-004-20190901Revision date: 01 09 2019

which was also included within the September 2019 consultation and has not changed.

- 6.9 This was followed by a further consultation on the 25th August 2020 on further development scenarios to reflect updates to numbers on specific sites.
- 6.10 Throughout the process consultees engaged with DBC to gain broader understanding of the information sought and required to develop the IDP to support the local plan. These included:
- Hertfordshire County Council (HCC) Workshop engaging with all services – 24/09/19
 - Health- meetings: 2/10/19 and Annely Robinson HVCCG– 7/11/19 and Telecons 6 & 10/8/20
- 6.11 In addition, Dacorum have undertaken regular ‘Duty to Cooperate’ meetings with providers to discuss infrastructure planning matters. These took place via face to face meetings, telephone conversations and virtual meetings and are detailed in Appendix A; Schedule of Engagement and Consultation.

Infrastructure Prioritisation

- 6.12 Table 3, below, sets out the Infrastructure prioritisation that will be used in the IDP.

Priority	
Critical	Critical infrastructure is that which must happen for development to proceed. Trigger usually commencement
Essential	Infrastructure that is essential to mitigate the impacts arising from the development. Trigger usually occupation – whole site or by phase.
Required	Infrastructure that is required for good place making and ensure sustainable growth (meeting the requirements of the development plan). Trigger usually occupation – whole site or by phase.

Table 3: IDP infrastructure prioritisation

- 6.13 At this stage, this draft version of the IDP has not categorised which priority each infrastructure requirement falls into. This will be identified in consultation with infrastructure providers as the Local Plan develops.

Costing Infrastructure

- 6.14 Infrastructure costs estimates have been obtained from the most recent or locally specific or relatable information available and have been, wherever possible, provided by the infrastructure provider. For larger projects, particularly transport schemes, the costs may only be provided as a range at this time. In addition, all costs are provided at a point in time and would have to be subject to indexation and refinement through the plan process and in terms of specific applications (when the development mix and details are known).

Apportionment

- 6.15 Where an infrastructure intervention/project serves more than one development it will be necessary, where developer contributions is being used to fund all or part of the intervention, to divide the cost (or residual cost after other funding) of the intervention between the sites,

based upon the scale of the development and the level of impact or generated demand arising from the development. When s106 funding is anticipated, apportionment is necessary to ensure that the s106 planning obligation legal tests set out in the CIL regulations 2010 (as amended) are met.²⁸

6.16 Therefore, the general principles underpinning apportionment in relation to use of s106 obligations is:

- infrastructure interventions should be matched to those development which result in that intervention being required;
- the intervention has to directly relate to the development and the apportionment must be directly related to the scale of the impact or generated demand;
- the apportionment must be based on ensuring the intervention is directly related to the development based on evidence and in the case of a package of measures, e.g. transportation interventions, identifying those directly related to the development.

6.17 Assessment of apportionment has not been undertaken for all infrastructure at this stage.

Delivery and Funding Sources

6.18 The IDP will identify potential funding sources e.g. Government funding, developer contributions (s106 and CIL) and the lead delivery agents for the infrastructure intervention. In identifying the potential use of developer contributions there will be strategic infrastructure that cannot be funded by s106 obligations as it fails to meet the Regulation 122 legal tests set out in the Community Infrastructure Levy Regulations 2010 (as amended)²⁹ The Strategic Infrastructure will need to be funded through CIL or alternative funding sources.

²⁸ Reg 122 <https://www.legislation.gov.uk/uksi/2010/948/contents/made>

²⁹ Reg 122 <https://www.legislation.gov.uk/uksi/2010/948/contents/made>

7. Growth Context

- 7.1 The Borough of Dacorum covers approximately 80 square miles extending broadly from the northern outskirts of the greater Watford area northwards to the Chiltern Hills. The largest town in Dacorum is Hemel Hempstead which is a Mark 1 New Town developed in the 1950s and 1960s. The town continues to be the focus for development and change within the Borough. Large suburbs have developed in the last few decades and the town is undergoing an ambitious programme of regeneration.
- 7.2 The Market towns of Berkhamsted and Tring are sustainable communities with good communication links. Bovingdon, Kings Langley and Markyate are the larger villages in the Borough that can accommodate modest levels of expansion.

Vision for Dacorum

Dacorum's Growth and Infrastructure Strategy to 2050 "Shaping the future of Dacorum"³⁰

- 7.3 The Dacorum Growth and Infrastructure Strategy to 2050 sets out how Dacorum Borough Council (DBC) will make the growth that the Local Plan is required to deliver, benefit the existing and new communities in the Borough. The Strategy has informed the early stages of developing the strategic objectives of the Local Plan. It guides how DBC can meet the challenges of future growth, and covers six over-arching themes:
- Theme 1: Building Dacorum's future with homes for everyone.
 - Theme 2: Generating a vibrant economy with opportunities for all.
 - Theme 3: A happier, healthier and safer Dacorum.
 - Theme 4: Creating a clean, green and attractive Dacorum.
 - Theme 5: On-track for a better transport network.
 - Theme 6: Harnessing the opportunity of technology and digital connectivity

Delivering for Dacorum – Corporate plan 2020-25³¹

- 7.4 The vision for Dacorum was adopted in 2020: "working in partnership to create a borough which enables communities to thrive and prosper". The Vision shapes the key corporate priorities and informs all Dacorum Borough Council strategies and plans. The priorities have been set by the Councillors, taking into account the vision and what is most important to the Borough's residents:
- A Clean, safe and enjoyable environment
 - Building strong and vibrant communities
 - Ensuring economic growth and prosperity
 - Providing good quality affordable homes, in particular for those most in need
 - Ensuring efficient, effective and modern service delivery

³⁰ <https://www.dacorum.gov.uk/docs/default-source/strategic-planning/dacorum-growth-and-infratstructure-strategy-to-2050.pdf>

³¹ <https://www.dacorum.gov.uk/docs/default-source/recruitment/corporate-plan-2020-2025.pdf>

The Vision for Dacorum's Growth³²

- 7.5 Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020 sets out the vision for Dacorum's growth that informs the plan and the infrastructure requirements:

Dacorum will embrace the next phase of its development by building on its strengths and the opportunities to deliver balanced communities with the homes, jobs and supporting infrastructure needed. As a result of managing the change, Dacorum will remain an attractive and desirable home for residents and for a wide variety of businesses.

New housing will have been provided in sustainable locations to a high standard of design. Affordable housing will be provided and be genuinely affordable having regard to local circumstances and new homes to meet the needs of older people, people with disabilities and those with specialist needs. New housing will deliver our ambitious place-shaping objectives and deliver high quality design and sustainability outcomes. All settlements will have separate and distinctive identities informed by proposals that are shaped by a detailed understanding of place.

Growth will be accompanied by supporting services and infrastructure which are delivered at the right time and benefit new and existing communities, particularly transportation, education and open spaces, to create healthy and sustainable developments.

Environmental Sustainability

Growth in Dacorum is environmentally sustainable and helping to reduce the Borough's contribution to climate change through the location and design of development, by promoting energy efficiency and renewable energy and sustainable construction, by facilitating a significant increase in sustainable travel modes and supporting reductions in the use of finite resources.

The natural beauty of the Chiltern Hills and the varied character of the countryside will be enhanced, admired and cherished. The countryside will be actively managed and enjoyed and support a healthy local economy and diversity of wildlife. Water quality in the rivers and streams will be good. New woodlands will have been planted for future generations and the Borough will be even greener. Special features, such as the Grand Union Canal, remain an active part of the Borough's heritage. The wider historic environment is valued and protected. The impact of growth on the Chilterns Beechwoods Special Area of Conservation will have been effectively mitigated.

Dacorum will have a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport. Sustainable transport is a real option as public transport is more reliable, rapid, flexible, convenient and widely used. Places are better connected, and there are greater opportunities to walk and cycle.

³² Reg 18 Local Plan September 2020

Economic Growth

Dacorum will have taken full advantage of its strategic M1 - M25 - A41 location. The economy is prosperous and Hertfordshire Innovation Quarter will have delivered a new and dynamic Enviro-Tech business sector which is attracting further growth and innovation. People and businesses are served by excellent community, transport, and digital infrastructure. Dacorum's economy will be more competitive and innovative and will be adapting well to new markets and opportunities. The main town centre in Hemel Hempstead will be enhanced and will continue to be a focus for shopping but will have evolved to become a more diverse place by supporting a range of other activities.

Health and Wellbeing

Health and well-being has improved across all of the key stages in the life course. The social determinants of preventable ill health are addressed and local health inequalities are reduced. Communities are inclusive, sustainable and embrace diversity. Development is designed to a high quality and health impacts are measured. Places encourage social connections, incorporate green infrastructure, promote active travel and overall create a high quality living environment.

A full range of social, leisure and community facilities and services are delivered in a coordinated way with new development in order to promote healthy behaviours and improve community cohesion. New development will contribute to local and strategic infrastructure requirements. An active lifestyle will be encouraged and supported through the provision of open space, sport and recreation facilities. Opportunities for all people to increase their levels of physical activity will be supported with improved provision of active travel.

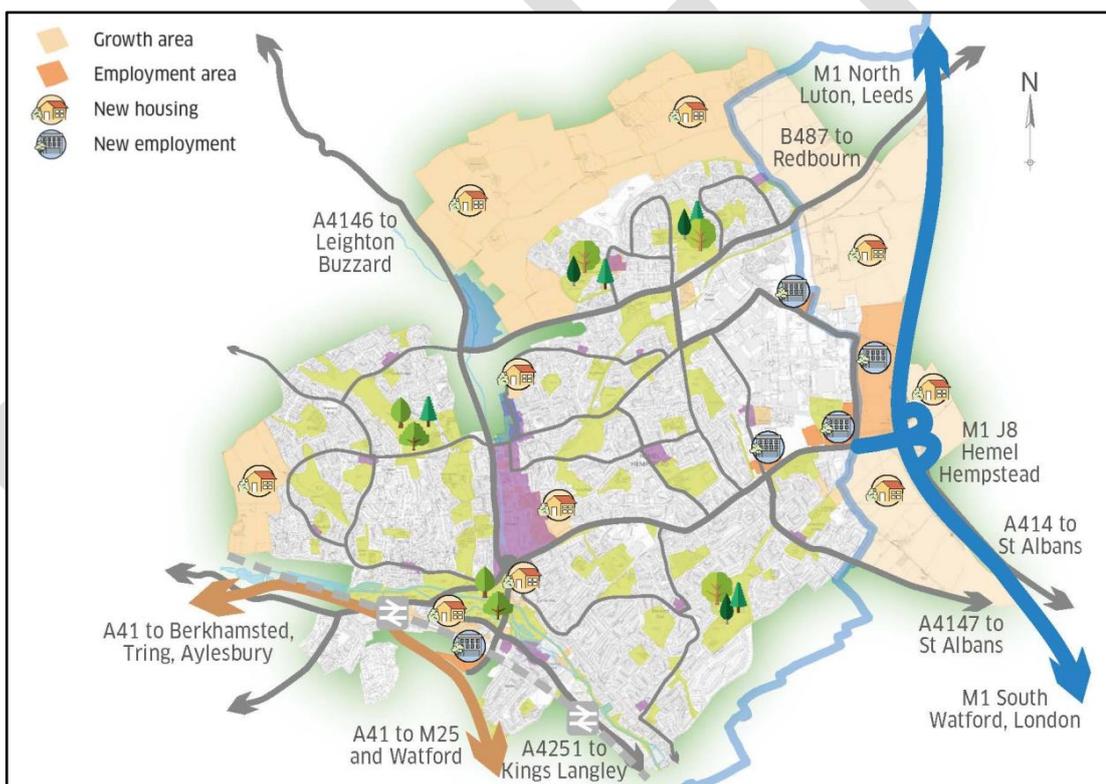
- 7.6 This vision clearly identifies the importance of infrastructure to support the growth; the importance of sustainable transport, including walking and cycling; green infrastructure, with accessible open spaces, new woodland and making the Borough even greener; and new schools, and health, social, leisure and community facilities.

Quantum and Locations of Growth

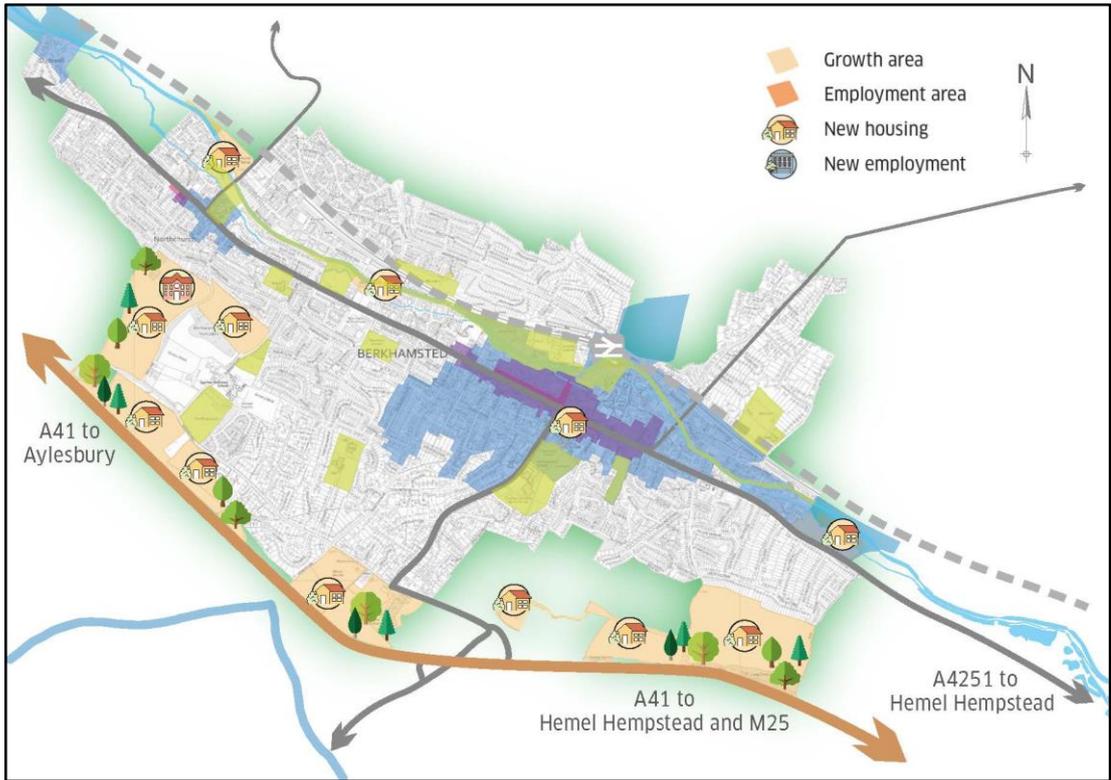
- 7.7 The Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020³³ sets out the Spatial Strategy for Growth in policy SP2. The Local Plan identifies a housing target for Dacorum delivering a total of at least 16,899 homes between 2020 and 2038; no loss of office floorspace and an increase of 116,500 Sqm of industrial floorspace and additional retail floorspace to meet identified needs including that of the growth areas, and the infrastructure to support this growth.

³³ The Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020 [link]

- 7.8 The delivery of appropriate, essential infrastructure, such as schools, health and transport/movement infrastructure, in the right place at the right time to support the new housing, employment and retail development is a fundamental part of the Emerging Strategy for Growth (Reg 18).
- 7.9 The local plan identifies that quantum of growth that needs to be delivered and the evidence demonstrates that even after maximising urban capacity, making best use of existing allocations and working with other authorities to meet some of the employment need, it is not possible to deliver all of the identified growth within existing settlements or on other previously developed land. Therefore, the Council has concluded, having examined all reasonable options that exceptional circumstances exist to justify changes to Green Belt boundaries. The delivery of growth has, therefore, included the allocation within, and release of land from, the Green Belt for development.
- 7.10 Maps 1-5 below set out the spatial distributions of employment growth and housing growth in Hemel Hempstead, Berkhamsted, Tring, Kings Langley, Bovington and Markyate.



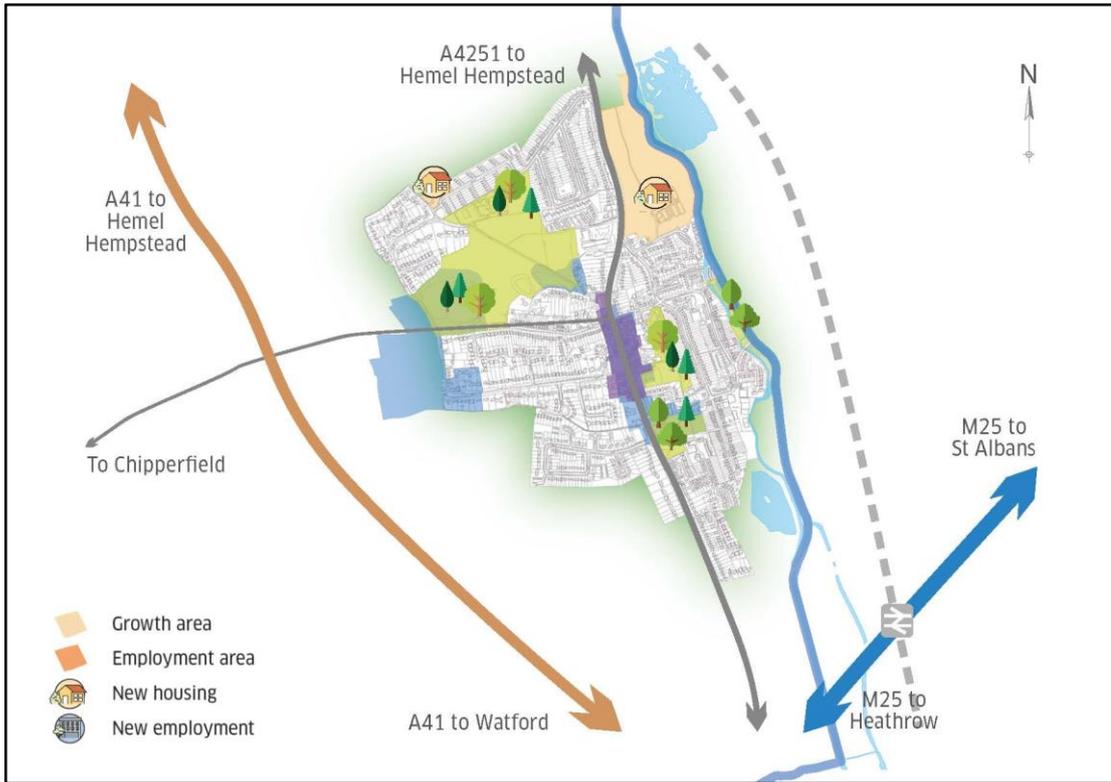
Map 1: Spatial distribution of the emerging growth scenario in Hemel Hempstead.



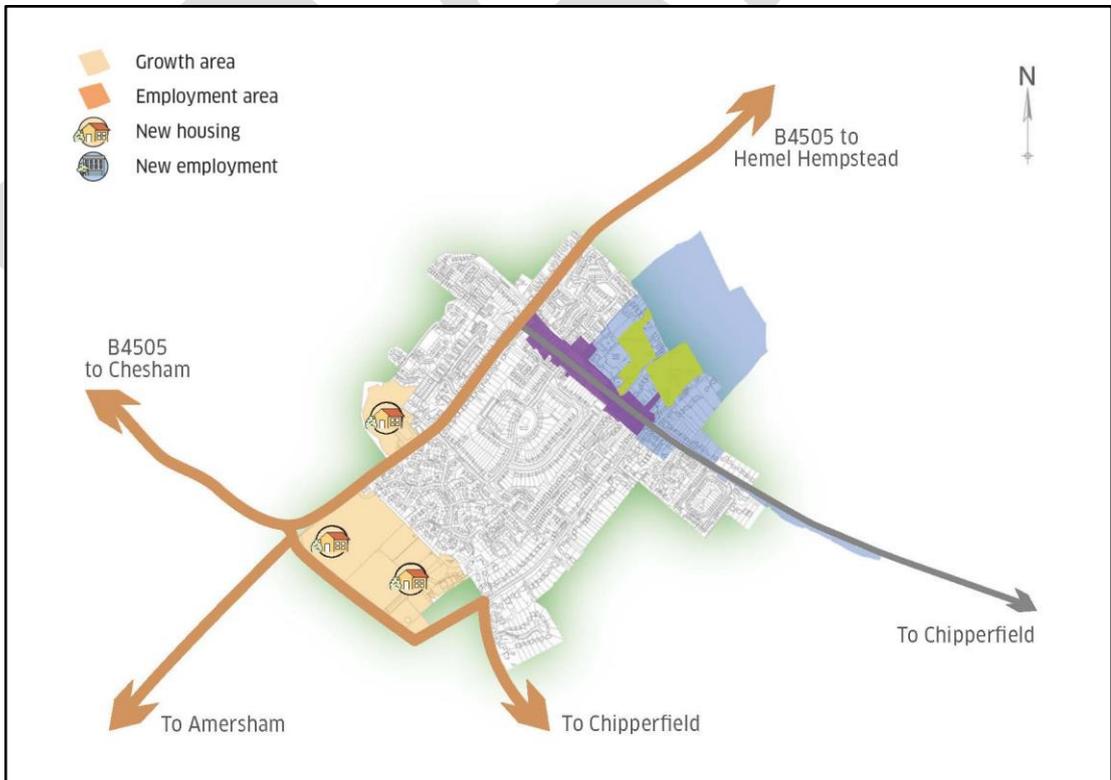
Map 2: Spatial distribution of the emerging growth scenario in Berkhamsted.



Map 3: Spatial distribution of the emerging growth scenario in Tring.

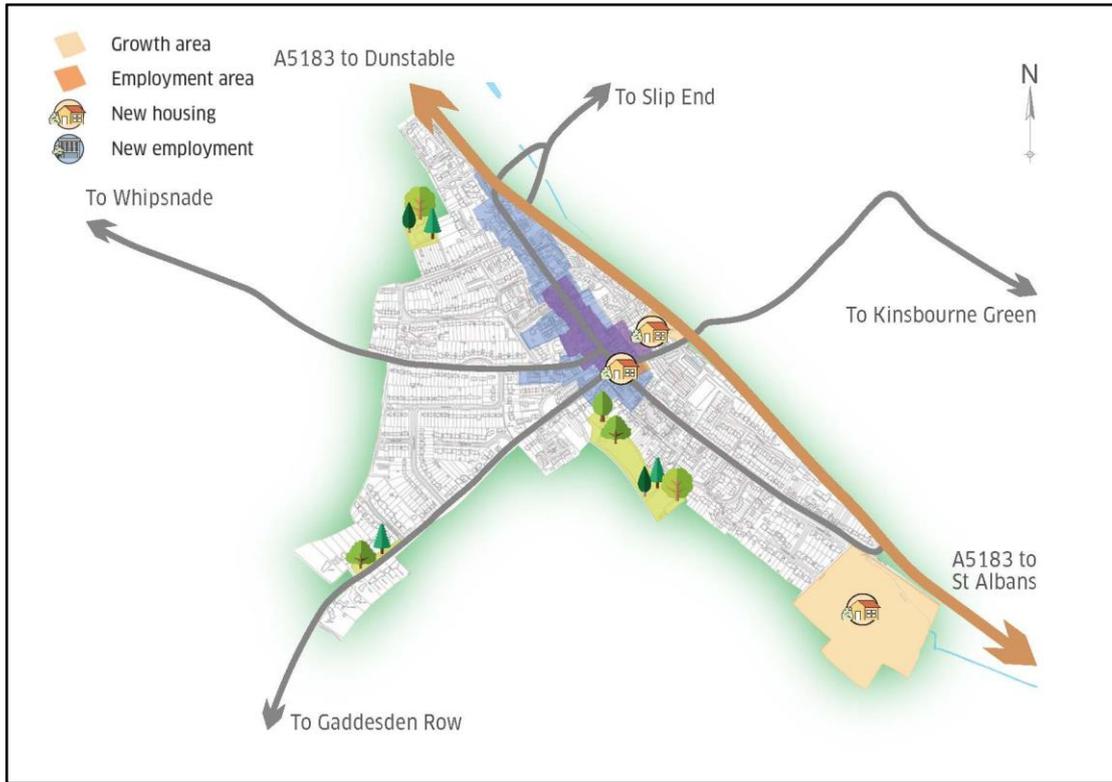


Map 4: Spatial distribution of the emerging growth scenario in Kings Langley.



Map 5: Spatial distribution of the emerging growth scenario in Bovington.

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Map 6: Spatial distribution of the emerging growth scenario in Markyate.

7.11 The following tables provide a breakdown of the emerging growth scenario for Dacorum.

Table 4: Dacorum Local Plan Growth Scenario 2020-2038		
Settlement	Site Description	No of residential units
Hemel Hempstead	HH01 - North Hemel Hempstead	1550
	HH03 - Hospital Site	450
	HH04 – Paradise/Wood Lane	350
	HH05 – Market Square	130
	HH06 – Civic Centre Site	200
	HH07 - NCP Car Park	100
	HH08 – Station Gateway	360
	HH09 - National Grid Land	400
	HH10 - Symbio Place	180
	HH11 - Two Waters North	350
	HH12 - Two Waters / London Rd Junction	60
	HH13 Frogmore Road	170
	HH14 - 233 London Road	10
	HH15 - Ebbens Rd	30
	HH17 - Cupid Green Depot	360
	HH18 - Kier Park	250
	HH19 – Wood Lane End	150
	HH21 – West Hemel Hempstead	1150
	HH22 - Marchmont Farm	385

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	HH23 – Old Town/Cherry Bounce	90
	HH24 – Land at Turners Hill	60
	HH25 – Land to the rear of St Margaret’s Way/Datchworth Turn	50
	HH26 - South of Green Lane	80
	Grovehill Local Centre	200
	Hemel Hempstead Windfall	1710
Berkhamsted	Bk01 - South of Berkhamsted	850
	Bk02 – British Film Institute	90
	Bk03 - Haslam Playing fields	150
	Bk04 – Land between Hanburys and A41	70
	Bk05 - Blegberry Gardens	80
	Bk06 - East of Darrs Lane	200
	Bk07 – Lockfield, Northchurch	60
	Bk08 - Rossway Farm (Land between Shootersway and A41)	200
	Bk09 - Bank Mill Lane	50
	Bk10 – Hanburys, Shootersway	40
	Bk11 – Billet Lane (Jewson site)	40
	Bk12 - Berkhamsted Civic Centre and land to rear of High Street	16
	Bk13 – Gossoms End / Billet Lane	30
	Berkhamsted Windfall	217
Tring	Tr01 - Dunsley Farm	400
	Tr02 - New Mill	400
	Tr03 - East of Tring	1400
	Tr04 - Ickniel Way	50
	Tr05 - Miswell Lane	24
	Tring Windfall	144
Kings Langley	KL01 – Coniston Road	10
	KL02 – Rectory Farm	145
	Kings Langley Windfall	48
Bovingdon	BV01 – Grange Farm	150
	BV02 – Chesham Road/ Molyneaux Avenue	40
	Bovingdon Windfall	24
Markyate	MK01 – South of London Road	150
	MK02 – Hicks Road/High Street	13
	MK03 – Watling Street (r/o Hicks Road and High Street)	20

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	Markyate Windfall	24
Rest of Borough	Rest of Borough Windfall	241

Table 5: Dacorum Local Plan Growth Scenario 2020-2038	
Settlement	Employment locations
Hemel Hempstead	<ul style="list-style-type: none"> • Growth Area HH03: Hospital Site: Consolidated healthcare provision • Growth Area HH04: Paradise / Wood Lane: Ground floor employment uses and replacement DENS food bank • Growth Area HH08: Station Gateway: Offices • Growth Area HH11: Two Waters North: Office or other employment generating uses at ground floor level • Growth Area HH16: Two Waters Road / A41 Junction Employment Site: Industrial, storage and distribution and office use- 20,000 sq. metres • Growth Area HH18: Kier Park: Offices- 1,400 sq. metres • Growth Area HH20: Breakspear Way / Green Lane / Boundary Way, Maylands Gateway: Offices, industrial and storage or distribution- 72,000 sq. metres
Berkhamsted	
Tring	<ul style="list-style-type: none"> • Growth Area Tr01: Dunsley Farm: General Employment Area including office, industrial and storage or industrial- 20,000 sq. metres. Scope for new fire and rescue station
Countryside	<ul style="list-style-type: none"> • Growth Area Cy01: Upper Bourne End Lane / Stoney Lane-Bourne End Mills GEA extension: Office, industrial and storage or distribution use- 4,400 sq. metres • Growth Area Cy02: Bovingdon Brickworks: Office, industrial and storage or distribution use- 8,000 sq. metres • Growth Area Cy06: Bovingdon Airfield: Film and television production

Table 6: Dacorum Local Plan Growth Scenario 2020-2038	
Settlement	Retail locations
Hemel Hempstead	<ul style="list-style-type: none"> • Growth Area HH01 and HH02: North Hemel Phase 1 and 2: A new district or local centre with a medium or large supermarket and also smaller local or neighbourhood centres • Growth Area HH05: Market Square: Supermarket or local convenience store or other appropriate town centre use • Growth Area HH07: NCP Car Park, Hillfield Road: Retail and other town centre uses • Growth Area HH08: Station Gateway: Ancillary uses to train station could include retail and food and drink

	<ul style="list-style-type: none"> • Growth Area HH11: Two Waters North: Food and Drink uses • Growth Area HH21: West Hemel Hempstead: Shops and other commercial uses as part of the community square • Growth Area HH27: Jarman Park – Out of centre retail allocation: Retail led development to include food and drink uses/leisure uses
Berkhamsted	<ul style="list-style-type: none"> • Growth Area Bk01: Land South of Berkhamsted: Retail unit as part of the community hub • Growth Area Bk13: Gossoms End / Billet Lane: Food retail store at ground floor level
Tring	<ul style="list-style-type: none"> • Growth Area Tr01: Dunsley Farm or Growth Area Tr06: High Street / Brook Street: Super Market • Growth Area Tr03: East of Tring: New neighbourhood centre containing a small parade of shops • Growth Area Tr06: High Street / Brook Street: Food and drink establishments

DRAFT

8. Infrastructure Assessment for Dacorum Borough

Infrastructure Review, Categories, Standards and Mitigation

- 8.1 The delivery of infrastructure to support the vision for Dacorum and local plan growth scenario is key to the ability to deliver quality places that are sustainable. Effective Infrastructure planning is central to the effective implementation of the local plan.
- 8.2 There is infrastructure critical to the delivery of growth, without these solutions sustainable growth will not be possible. Residents have expressed concerns that additional growth and population should not result in undue pressures upon local schools, health facilities and other key services and facilities.
- 8.3 In assessing the impact of the new residential and economic growth on infrastructure, all the infrastructure service providers have been consulted and most have engaged in an iterative process to identify the infrastructure to support it. This engagement sought to identify capacity issues, planned investment, the impact of proposed growth on current infrastructure provision and the necessary infrastructure required to mitigate the impact of growth and create and regenerate places people want to live and work. Where known cost estimates have been provided. The aim of the engagement is to ensure the local plan growth can be sustainably and effectively delivered.
- 8.4 Infrastructure providers, when assessing the scale of the impact of development on their services, have models and/or formula based on established standards or developed through evidence and experience. Infrastructure providers have identified, where relevant, the approach and formula they have used in their response to the IDP consultation.
- 8.5 This draft plan does not include schedules of infrastructure project by type of infrastructure, this will be included in the next iteration of this plan.

9. Highways and Transportation

Introduction

- 9.1 A detailed evidence base exists for highways and transportation relevant to Dacorum, as detailed below. This has been a key consideration in the development of the growth scenario, working in collaboration with the Highways Authority, Hertfordshire County Council.
- 9.2 Hertfordshire County Council provided a formal Highways response to the IDP Consultation in May 2020, detailed below, alongside regular formal engagement throughout the development of the Local Plan. This engagement identified a need to enhance the evidence base with Sustainable Transport Strategies for Hemel Hempstead, Berkhamsted and Tring.

Strategic Projects

- 9.3 Our evidence has identified a number of strategic projects which related to Dacorum. These were set out in the Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031³⁴ and include:
- A414 Corridor Mass Rapid Transit. A mass rapid transit system linking all of the major urban areas along the A414 corridor, from Watford and Hemel Hempstead in the west to Harlow in the east. The estimated delivery was 2033 and cost is £215M for the period 2026/31.
 - Hemel Hempstead Northern Link (A41-M1 Major Link or Local Link to M1), estimated cost £50M
 - Hemel Hempstead Eastern Spine Road- estimated cost³⁵ £10 M

Buses

- 9.4 There is a wide range of bus services route within and between towns in South West Hertfordshire. These include longer-distance local services including 300/301 between Hemel Hempstead and Stevenage via St Albans and Hatfield; 320 between Rickmansworth and Hemel Hempstead via Watford; 321 between Watford and Luton via St Albans and Harpenden; 500/501 between Watford and Aylesbury via Kings Langley, Hemel Hempstead and Tring; 142 linking Watford and Brent Cross via Bushey; 258 linking Watford and South Harrow; 46 linking Hemel Hempstead and Luton; and 724 linking Heathrow Airport and Harlow via Watford and St Albans.
- 9.5 A number of express coach services also route through the area, some calling within towns including 755/757 linking Luton and London via Bricket Wood and 748/758 linking Hemel Hempstead and London.³⁶

³⁴ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

³⁵ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

³⁶ South West Hertfordshire GTP Prospectus

Cycle routes

- 9.6 A network of cycle routes exists in South West Hertfordshire. Some routes are on-road, some on shared footways / cycleways alongside roads, and others largely segregated along dedicated alignments which bypass some roads and intersect with others. Parts of the designated National Cycle Route Network feed through South West Hertfordshire: the Nickey Line (National Cycle Route 7) connects Hemel Hempstead, Redbourn and Harpenden on a former railway alignment; and National Cycle Route 6 connects (locally) Rickmansworth, Watford, St Albans, Harpenden and Luton, parts of which run along former railway lines.³⁷
- 9.7 The Nickey Line North- South 'Branch Line' improvement project is identified in the HIFP (Infrastructure Delivery Plan July 2017) for completion in 2025. Cost estimate £0.5 M³⁸.

Summary of Engagement Undertaken

- 9.8 Consultation responses were received from the Highways department at Hertfordshire County Council and Highways England for this iteration of the IDP. These are detailed below. It should be noted that engagement is ongoing with both authorities in relation to highways and transportation across the borough.

HCC: Highways and Transportation Responses³⁹

- 9.9 The HCC 4th Local Transport Plan (LTP4)⁴⁰ has developed strategies and plans for the County and the towns and areas within it which identifies the sustainable transport and accessibility measures for which contributions would be sought. The Hertfordshire Infrastructure Funding Prospectus (HIFP)⁴¹ outlines a detailed list of projects necessary to support growth outlined within local plans.
- 9.10 Planning obligations can be used to ensure developments maximise accessibility by sustainable modes. They can also be used to ensure developments have safe access/egress and minimise development-related impacts such as traffic congestion. HCC will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area.
- 9.11 Measures necessary to mitigate against the impact of new developments should be identified through Transport Assessments (TAs) or via site specific negotiations.

³⁷ South West Hertfordshire GTP Prospectus

³⁸ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031 and Hemel Hempstead sustainable transport Study (£0.51M)

³⁹ HCC IDP Stakeholder consultation June 2020 (Draft) prior to the Berkhamstead and Tring Transport and ies

⁴⁰ <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

⁴¹ <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/hertfordshire-infrastructure-and-funding-prospectus-2018-2031.pdf>

- 9.12 Smaller developments do not always require a TS or TA, but the cumulative impacts of such developments can be very significant and may well exceed those of larger developments in total. It is therefore justified to consider seeking a planning contribution, or relevant conditions, for all developments whatever their size, to ensure that accessibility by sustainable modes is maximised in line with the Hertfordshire LTP Policies and objectives.
- 9.13 HCC intends to update the existing two strand approach to transport contributions. The immediate and specific impacts of larger developments are established via a TA and mitigated via S278 obligation or funded via CIL/S106 agreement in the conventional way. This is the first strand of possible transport contributions.
- 9.14 The second strand should address the cumulative impacts of all development, large and small, on non-car networks and provides pooled funding (subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution (CIL) is intended to be modest in scale and used to help implement broader transport measures in the catchments of new development from which contributions are secured.
- 9.15 The starting point for revising the second strand charge is to consider the amount of residential development needed and proposed in each Local Plan and the likely impact on traffic growth. This has already been outlined in adopted or emerging local plans. In addition, it is then necessary to consider the planned amount of investment in sustainable transport measures in the plan period as set out in HIFP and LTP. By looking at both it is possible to conclude on the amount of development related traffic growth that needs to be addressed by development contributions and balance that against the planned amount of LTP spending to address existing/emerging issues to provide a guide on required funding levels.
- 9.16 To ensure that contributions are fair and reasonable the county council will compare trip data from different development typologies and apportion a fixed contribution per type and per local authority. The work will be reviewed regularly in line with the development of local plans, delivery of projects and supporting transport strategy development.
- 9.17 Impacts of cross boundary sites will be considered on a case by case basis. It is anticipated that strategic development sites will require a bespoke package of transport measures and contributions.

Assessing need and calculating demand

- 9.18 CIL Regulation 122 (2)(c) makes it clear that any financial contribution sought should be fair and reasonable in proportion to the scale of the proposed development. As per other county council services, it is intended that a connection is made between the number of bedrooms of an individual dwelling and the scale of contribution.
- 9.19 For residential developments, a good proxy for traffic impact on the highway network is to consider the number of bedrooms being provided: the smaller the property; the fewer the associated journeys and hence, the lower the likely transport network impact.

- 9.20 The residential charge provides a benchmark against which non-residential charges can be set. The appropriate basis for comparison is some measure of traffic impact; the greater that impact, the greater the need for accessibility measures. As with residential development, the likely number of trips for non-residential development will vary according to the proposed use of an individual site as identified in the TA and/or transport modelling.
- 9.21 Non-residential development will also contribute to traffic growth, attracting new travel activity to new facilities (e.g. leisure) and possibly from neighbouring authorities with less competitive attractions.
- 9.22 At this stage, it is not possible to analyse the likely quantum and location of future non-residential development to devise a matrix of non-residential based contributions. Non-residential charges should be levied on the basis that they should reflect likely transport impacts as per residential charges. In this case, the likely number of trips is again used as a proxy for traffic impact.
- 9.23 A residential charge provides a benchmark against which non-residential charges can be set. The appropriate basis for comparison is some measure of traffic impact: the greater that impact, the greater the need for accessibility measures. This approach means that more accessible sites will incur lower s106 contributions.
- 9.24 All contributions are to be Index linked by SPON'S from January 2019, which is the point in time at which the above figures were calculated. Contributions should be payable before commencement of the development wherever possible as trigger dates later than this carry additional risks for HCC. Exceptional circumstances should be demonstrated by the developer if alternative trigger points are proposed...

Transport projects

- 9.25 In all cases, financial contributions will be passed directly by the developer to either the LPA or the Highway Authority as appropriate.
- 9.26 Some highway works and sustainable transport measures are better delivered through planning condition rather than planning obligation. Any requirements for highway works or sustainable transport measures as part of a planning condition should be in the form a Grampian condition and delivered through a s278 agreement with the Highway Authority, under the Highways Act 1980. This means that the Developer is responsible for designing and implementing any necessary highway measures following the necessary approval from the Highway Authority. This approach is often more beneficial to both the Highway Authority and the Developer, as the Developer can ensure that measures are implemented in a timescale that suits the timing of the development (so long as these accord with the requirements of the relevant planning condition).
- 9.27 The following items are likely to be considered as appropriate for developer contributions:
- subsidy to forward fund a new or enhanced bus service for a set period;

- purchase or upgrade of vehicles on a bus service;
- payment towards community transport services;
- large infrastructure which requires partnership working with other organisations;
- a highway measure or sustainable transport scheme which has already been identified by HCC, and towards which a pooled contribution can be justified. This is typically a scheme identified in the HCC's Local Transport Plan (LTP) and its supporting documents, Growth and Transport Plans (GTPs). Schemes in addition to these plans will be considered where they are identified in other recognised strategies and a need has been identified as a result of new development;
- small-scale local improvements which would not be covered by the IDP and CIL funded items in CIL authorities;
- The county council's reasonable costs in ensuring that travel plans are fully implemented;
- The provision of new or improvement to existing Rights of Way or active travel routes within green infrastructure;
- The county council's reasonable costs in ensuring that any developer-created Rights of Way meet required specifications.

9.28 The following items are often more suitably delivered through planning condition via a Section 278 agreement, though there may still be occasions when a planning obligation is more appropriate:

- measures to ensure safe access and egress to a development;
- changes to the highway network to improve capacity or safety;
- smaller infrastructure such as bus stops/shelters/raised kerbing, and real time information displays;
- provision of amended highway networks, including roads/ cycleways/ footways.

9.29 The Highway Authority will take into account the cost to the developer of implementing of any measures necessary as part of a condition and will factor this into the overall calculation.

Travel Plans

9.30 Travel Plans are a useful tool for enabling sustainable development, in particular for residential, commercial and school developments. Working in synergy with sustainable transport infrastructure provision and supported by local policy that encourages sustainable development, travel plans improve and promote access to, from and around development sites. The county council's requirements of travel plans can be found in the current Travel Plan Guidance.⁴²

9.31 HCC will seek contributions towards its costs in providing Travel Plan Evaluation and Support throughout the travel plan implementation period for all developments requiring a Travel Plan or Travel Plan Statement.

⁴² <https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf>

- 9.32 The value of the contribution sought will be in accordance with the levels set out in the Travel Plan Guidance current at the time of application. The Travel Plan Evaluation and Support contribution will be index-linked from the date of agreement to the date of payment to the RPI and secured by a section 106 agreement or Unilateral Undertaking.
- 9.33 HCC may seek additional contributions for large development that would fund and enable delivery of additional measures if the objectives or targets of the Travel Plan are not being met, or to mitigate observed impacts of the development on the transport network. The need for and specifics of these contributions would be determined on a case-by-case basis. The contribution would be included into the agreement along with any other contributions. Developers are encouraged to discuss this at an early stage.
- 9.34 It is not current practice for the county council to seek financial contributions (as planning obligations) towards delivery of Travel Plans. Developers should fund, manage and deliver such measures, monitoring and employ a Travel Plan Co-ordinator themselves, and these commitments should be written into the Travel Plan.

Draft Service Response to Dacorum Growth Proposal

- 9.35 Hertfordshire County Council's Highways team provided a draft response to the October 2019 IDP consultation. However a significant amount of work has taken place since this time superseding that response, with the completion of the Berkhamsted and Tring Sustainable Transport Strategy (November 2020), the ongoing development of the Hemel Hempstead Sustainable Transport Strategy and the Transport Topic Paper that also forms part of the evidence base for the Reg 18 Local Plan consultation.

Costs and Caveat

- 9.36 It should be noted that the costs outlined in this document and the accompanying schedules for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Highways England⁴³

Strategic Road Network

- 9.37 Highways England have identified the following highway works to meet the level of growth proposed in the Local Plan:
- Development in Dacorum will potentially have an impact on M25 Junction 20 and M1 Junction 9 and 10.
- 9.38 Highways England's interest in growth strategy documents is specifically focussed on the council's approach to highway and transport matters in relation to regeneration and new

⁴³ Heather Archer, Highways England 15/10/19

development. They are keen to understand how local authorities initially identify and prioritise transport improvements in order to deliver sustainable development. Specifically, how local authorities set and implement policy to manage trip demands and ultimately how these might affect the safe and efficient operation of the Strategic Road Network (SRN) for which they are responsible.

- 9.39 It should be noted that, in accordance with DCLG guidance, any development contributions towards SRN improvements would be secured via s278 agreements, and not via a CIL or s106. The use of s278s enables multiple sites to contribute if appropriate, and also secures the Secretary of State's position by ensuring that 100% of contributions go towards the SRN improvement. In some cases it could be more expedient for Highways England to be party to the s106 and secure mitigation through obligations.
- 9.40 Highways England Responded in July 2020⁴⁴ that all the growth scenarios developed them (Options 1, 1A, E1, & 2) would require the following improvements/works
- M25 J20 junction improvements
 - M1 new junction or new link to M1 J9

Network Rail

- 9.41 Much like Hertfordshire's road network, the rail network in the county generally runs north-south, with good connections radiating out of London and linking to areas north of the County, providing well for the commuter market. However, similar to the road network, there is a lack of east-west rail infrastructure connecting the radial lines.
- 9.42 The West Coast Main Line runs from London Euston to Watford Junction, Hemel Hempstead and onwards to Milton Keynes, the West Midlands and Scotland.⁴⁵
- 9.43 Network Rail believes that the housing sites located around Tring, Berkhamsted and Hemel Hempstead stations will result in an uplift in patronage at each respective location. Seeking - s106 or CIL contributions 'to ensure the stations are fit for the future and have sufficient capacity to provide for the increase in station usage.' At each of the stations there are a number of possible interventions ranging from new cycle parking to improvements of the station buildings.
- 9.44 Network Rail are now estimating and investigating improvement schemes, at this stage they are not able to share the specific detail. These lists of schemes will be compiled by both Network Rail and the appropriate train operating company. Also, a master planning exercise has been completed at Hemel Hempstead and there is a workstream underway to explore potential business cases for an increase in car parking. CIL or section 106 may aid in production of a positive business case

⁴⁴ Penny Mould, Highways England 01/07/20

⁴⁵ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

The Canal and River Trust

- 9.45 A number of rivers and canals flow through South West Hertfordshire. The Grand Union Canal links Rickmansworth, Croxley, Abbots Langley, Kings Langley and Hemel Hempstead. The River Colne is a tributary of the Thames and links London to the south with Rickmansworth, Watford and Colney Heath south of St Albans. The River Gade originates from the Chiltern Hills and flows through Hemel Hempstead, Kings Langley and the western side of Watford through Cassiobury Park, passing Croxley Green before reaching Rickmansworth, where it joins the River Colne. The Rivers Bulbourne and Ver are smaller rivers running through Hemel Hempstead and St Albans respectively.⁴⁶
- 9.46 The Canal and River Trust (C&RT) seek connected walking & cycling routes which also allow access for other activities on and off the water such as angling and paddle sports. C&RT's comments can be summarised as follows:
- All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, overlooked, welcoming, well maintained, durable and clearly signposted.
 - Existing surplus/deficit: Areas of towpath need re-surfacing and or widening to cope with additional usage following development. Additional maintenance costs if usage increases. Additional recreational facilities may be needed if population increases.
 - Investments 0-5 years and Investment 5years+: Canal towpath improvement for walking/cycling/wellbeing improvement; Linkages to existing public rights of way, promoted routes, or Green infrastructure; Way finding to canal and from canal to local facilities as well as distance posts, themed routes and interpretation; Possible new or improved canal bridges to link development to towpath or facilities; Habitat improvement; and improved facilities for water-based recreation such as car parking for anglers or launch areas for non-motorised watersport.
 - Option 3⁴⁷. -the addition of Symbio Place HH-SP is of interest as previously the Trust were to receive s106 funding from the development of this site to make improvements from Bridge 151, Two Waters Bridge, down onto the towpath to tie in with towpath improvement work which Dacorum had planned, but unable to establish whether this work has already taken place, but if the work has not yet been carried out should remain as aspiration to improve accessibility.

⁴⁶ South West Hertfordshire GTP Prospectus

Draft Dacorum Infrastructure Delivery Plan

Table 7: The Canal and River Trust: Infrastructure Requirement

Infrastructure requirement	Type of mitigation	Infrastructure delivery approach	Infrastructure cost	Funding secured amount	Funder	Funding gap	S106/CIL
Towpath improvement	Widening and resurfacing where necessary to improve for additional use by cyclists, pedestrians and for wellbeing purposes.	Mix of CRT funding and external grants and funding including S106/CIL.	Approx £250 per linear metre based on 1.8m wide. But depends on existing towpath attributes and on location,length, width, required surface and access for plant/machinery etc.	N/A	Mix	Unknown	Yes, DBC/ County
Bank Protection	Bank protection to prevent width of towpath being reduced	Likely delivered by CRT unless related to new development increasing usage and thus importance of wider route	Bank protection – between £200 & £300 a linear meter dependant on location, access type of protection and need for backfill.	N/A	Mix	Unknown	Yes, DBC/ County
Connectivity	Linkages to towpath from site or to existing facilities to improve accessibility for new and existing users	DBC/County. May be delivered as part of wider project by CRT if towpath works taking place concurrently.	Unknown		Developer, DC/ County		
Towpath based Recreation	Increased wayfinding signage for wellbeing or recreational purposes, e.g distance posts, colour coded routes, information, QR codes etc	Mix of CRT and grant funding. Possible	Unknown		CRT, Clinical Commissioning Groups. Sport England Pilots, donations etc		
Water based Recreation	facilities for recreational users of waterspace, e.g, car parking for anglers,and walkers, launch areas for non motorised watersports	Mix of direct funding, S106/CIL , Town Councils DBC,County, sports Clubs, Sport England Etc.	Unknown		Mix		Yes, DBC/ County

9.47 Canals and River Trust wish to see:

- Aids for navigation - user-friendly signage (distance/ time), named routes and trails, distinct markings, use of simple and unambiguous signage and visible focal points to reassure users along their journeys. Clarity, legibility and accessibility are three key criteria for creating useful signage. Text should be simple, direct and informative and be easy to read with good colour contrast towpath improvement – width/ surface etc.
- good access points, which are connected to existing wayfinding systems around the canals - the waymarking of streets, connecting routes, trails and directional signs should be clear, unambiguous and enable people to move about with confidence and reassurance. The inclusion of distance posts, symbols, coloured or themed markers, and cultural elements can all help with reassurance if strategically located at junctions. They can also help people get more enjoyment from their surroundings and be more active.

9.48 Possible funding sources

- Clinical Commissioning Groups may be a possibility from the health perspective
- Sport England for any relevant funding pots or link in with existing programmes of work if in those areas e.g. Sport England Local Delivery Pilots.
- CRT – fundraising teams, volunteers providing work in kind
- External funding bids, possibly jointly with Councils and other charities

Costings:

9.49 Towpath improvement to provide Tar spray and chip finish costs in general between £230-£330 per linear metre. There is a large variation in the range dependant on access, egress, services and existing towpath conditions, width, need to bank protection, tree root removal etc. These figures should only be taken as a guide and do not include project management costs, risk etc. They will vary through time and as a result of who is carrying out the work.

The Hertfordshire Local Enterprise Partnership (LEP)⁴⁸

9.50 Hertfordshire Local Enterprise Partnership is one of 38 LEPS across the country tasked by Government to drive forward sustainable private sector growth and jobs creation. The focus of the LEP is on Transport infrastructure to support Herts IQ.

East-West Linkages and A414 Strategy

9.51 The emerging Local Industrial Strategy has identified seven strategic themes. Theme 4 is East-West Corridors and in particular recognises that “Hertfordshire’s economy is driven by radial (north-south) connectivity, but it needs a similarly strong east-west (orbital) dynamic to garner meaningful agglomeration benefits. Better east-west connectivity is also key to generating multipliers from planned new development – both housing-related and that associated with new enterprise zones (particularly Hertfordshire IQ, but also Harlow

⁴⁸ Hertfordshire LEP -Adam Wood 31/10/2019 and Statement from Herts LEP on Herts IQ Infrastructure – June 2020

Enterprise Zone, which is just over the border in Essex, and London Luton Airport Enterprise Zone, which, again, is just outside Hertfordshire, but close to it). Defining an approach to east-west connectivity provides a major opportunity for a “digitally astute” response – and one that can potentially effect significant modal shifts.”

- 9.52 The LEP support LTP4 as a whole and in particular this fundamental shift in the transport hierarchy, recognising, as do the County Council, that major investment will still be needed in transport, including road infrastructure, but that the focus will be on more sustainable methods of transport. They support the proposed A414 Mass Rapid Transit (MRT) and the principle of Sustainable Travel Towns. The LEP see the A414 MRT proposal as being of considerable potential benefit to the growth of Hemel Hempstead, but warn that the timescale for development of the MRT may well be out of step with the timescale for growth in Hemel.
- 9.53 The Local Industrial Strategy (LIS) identifies the A414 Corridor – from Hemel Hempstead through Hatfield to Harlow – as the focus for much of the county’s planned growth and recognises that the corridor needs to be exploited fully to optimise its potential for the county. The corridor is anchored by two enterprise zones – the Herts IQ in Hemel Hempstead and the Harlow Enterprise Zone/Science Park to the east – which will be key sources of high value employment.
- 9.54 In the shorter term the LEP is supporting The Crown Estate in taking forward their proposals to reconfigure junction 8 of the M1 to increase capacity.⁴⁹
- 9.55 In the subsequent consultation response⁵⁰ the LEP expanded on their role and focus on Herts IQ in particular, the need to ensure quality outcomes, it has limited its comments to the 4 sites two at Maylands (DBC) and two SADC proposals and does not disaggregate the infrastructure needs arising from the 4 sites. The response indicates that strategic infrastructure issues are being addressed by Hertfordshire CC and are included in the emerging SW Herts Growth and Transport Plan (prospectus issued June 2019) and the HCC adopted A414 Corridor Strategy.

Table 8: LEP Strategic Transport Schemes of Major Relevance

Strategic Transport Schemes of Major Relevance		
Strategic Transport Schemes of considerable relevance		
Ref	Infrastructure identified	Notes
T1	M1 Junction 8 improvements*	Scheme being developed
T2	A414 Corridor upgrade (M1 – Hemel Hempstead central/west)	Improving linkages to HH Central/West including mainline station.

⁴⁹ Hertfordshire LEP -Adam Wood 31/10/2019 and Statement from Herts LEP on Hert IQ Infrastructure – June 2020

⁵⁰ Statement from Herts LEP on Herts IQ Infrastructure – June 2020

		Establishes a multi modal corridor to facilitate walking, cycling and buses
T3	Breakspear Way/Green Lane	New signal controlled crossroads
T4	Herts Mass Raid Transit (MRT) scheme*	Segment from A414/M1 junction to Central HH – railway station, but part of a much wider scheme to follow the A414 corridor
T5	M1/A414 Junction 8	Cycle bridge
T6	Maylands Multi Modal Transport Interchange (MMTI)*	Potentially within development site at EHH; includes potential for new express coach service/bus shuttle links
T7	Hemel Hempstead station mainline station enhancements	Includes forecourt/accessibility improvements, car park capacity increases, better access to platforms
T8	New Hemel Hempstead – Luton dedicated bus service	Rerouting/link potentially with T6

*Strategic Schemes of Critical Importance

Table 9: LEP Strategic Transport Schemes of Lesser Relevance

Strategic Transport Schemes of lesser relevance		
Ref	Infrastructure identified	Notes
T9	M1 possible junction 8a	Feasibility to be established
T10	New Northern HH Distributor Road	To relieve pressure on A414 to provide alternative connectivity to development site and link with Hemel Garden Communities

Table 10: LEP – Local Transport Schemes

Local Transport Schemes		
Ref	Infrastructure identified	Notes
T11	Maintenance and expansion of the SmartGo Maylands initiative	Includes extension beyond the current 3 year programme running to the end of 2022
T12	Nickey Line	Cycle route extension through development area
T13	Local bus service improvements	Bus service improvements from development to site wider area as part of Hemel Hempstead town-wide bus service reconfiguration (routes 2, 3, 4,300,301,500 as appropriate); includes bus priority measures
T14	Cycleway improvements	From development site Park Street A414 to join A405 shared cycle paths as well as off road/alongside the A4147 to St Albans
T15	Quietways	For cyclists/pedestrians travelling from north or south through Maylands
T16	New dedicated bus services with towns/cities	Improved high frequency routes to other Hertfordshire towns, Luton and London via the proposed new MMTI
T17	EV chargepoints	Rapid charging points within new development

- 9.56 Herts IQ is a lead partner in the new SmartGo initiative. Launched in December 2019, SmartGo Maylands, a 3 year Sustainable Travel Plan for the Maylands Business Park, has created a staff benefits package that aims to incentivise the use of sustainable transport - such as buses, bikes, trains and Electric Vehicles - offer rail discounts and increase expectations around improved staff health & wellbeing, a reduced carbon footprint and lowered parking demand.
- 9.57 The LEP identifies that digital capacity (Fibre to the premises, Mobile networks and 5G) and integration of renewable technologies and inclusion of high amperage EV charging points at development stage should form a key part of Herts IQ.
- 9.58 The LEP caveats its comments as they are based on an emerging picture and that infrastructure is not always specific to one site but based on cumulative needs. The LEP is clear that their views may change as the picture develops.

10. Education

- 10.1 Education has been a key factor in the development of the growth scenario, working in collaboration with Hertfordshire County Council. Hertfordshire County Council provided a formal Education response to the IDP Consultation in August 2020, detailed below, alongside regular formal engagement throughout the development of the Local Plan.
- 10.2 This section of the IDP details information relating to the assessment of need and calculating demand, school expansion projects, planning for new school provision and early years, primary and secondary education provision requirements for each settlement.
- 10.3 Note that no response has been received from Hertfordshire County Council for this iteration relating to Special Education Needs provision.

Early years⁵¹

- 10.4 The county council currently has a number of statutory duties it has to meet regarding free early education (FEE) and childcare:
- Free early education for 2 year olds:
 - Parents who meet national criteria as set by central government are entitled to fifteen hours of free early education. The aim of this scheme is to narrow the gap for the most disadvantaged families.
 - Free early education for 3 and 4 year olds:
 - All children from the term after they are three until they start reception are entitled to fifteen hours of free early education
 - Thirty hours free childcare for 3 and 4 year olds:
 - Working parents who meet a national criteria as set by central government are entitled to an additional fifteen hours of free childcare in addition to the fifteen hours of free early education.
 - All working families with children up to the age of 14 (18 for children with special education needs and disability) can expect the local authority to ensure there are sufficient childcare places available for their children to ensure they are able to continue to work.
- 10.5 The various providers falling under Early Years Education are described below. In some instances it is possible that the same facility can provide more than one service.
- 10.6 Nursery provision (Free Early Education) is a central government funded scheme whereby all children from the term after which they are three until they reach school age are eligible for a free place for 570 hours per year. This free place can be offered in a maintained school or in a PVI provision, such as a preschool or day nursery. Where new primary school sites are identified, nursery provision will be sought as part of the on-site provision. The county council

⁵¹ HCC Draft response June 2020

has a statutory responsibility to provide 15 hours early education to eligible 2 year old children across Hertfordshire.

- 10.7 Maintained Nursery Schools are schools funded by the state where children aged from two until they reach statutory school age receive their FEE entitlement. There are 14 such schools in Hertfordshire. Maintained Nursery Classes are classes based in primary schools where children aged from two until they reach statutory school age receive their free early education entitlement.
- 10.8 Preschool/playgroups educate children between the ages of 2 and statutory school age. These settings are able to offer FEE to eligible 2 year olds as well as all 3 and 4 year olds. They are run by PVI providers in local communities and some children attending will be accessing their FEE place and others will be accessing additional services for which parents pay. These settings will often be set up in community buildings or schools and will usually be open term time only.
- 10.9 Day nurseries offer childcare and early education for children from 0 to 5 years old. These settings are used predominately by working parents for childcare purposes. They can also offer FEE for eligible children but with most children accessing additional services for which parents pay.
- 10.10 As well as nursery (FEE) provision the county council has a statutory duty to ensure there is sufficient childcare for working parents. This duty covers 0 to 14 year olds (19 years for children with SEND⁵²). Childcare can take place in preschools; day nurseries; childminders; and out of school provision, such as holiday clubs and after school clubs, depending on the age of the child. It can therefore take place in school or community buildings. New schools should be designed to be able to offer childcare to all children (aged two years upwards).

Assessing need and calculating demand

- 10.11 Annually HCC publishes a Childcare Sufficiency Report⁵³ which details where places are required across the county. It should be noted that unfilled places at one type of provider cannot be taken as evidence that provision in an area is sufficient. The work patterns and incomes of parents are all different and so are their needs.
- 10.12 In addition to working with maintained schools, the County Council can work with the private, voluntary and independent (PVI) sector to ensure sufficient childcare and free early education places. All registered childcare providers who care for children from birth to five years old have to comply with the Early Years Foundation Stage and are registered with Ofsted.
- 10.13 The required Early Years Education infrastructure to support new growth (and Planning obligations) are assessed using the Hertfordshire County Council Demographic Model which forecasts the number of children likely to emerge from different types, sizes and tenures of dwellings.

⁵² Special Educational Needs and Disabilities.

⁵³ https://fsc-hertscctfemagazine.co.uk/assets/1/hertfordshire_childcare_sufficiency_report.pdf (April 2019)

- 10.14 Requirements are determined on a case by case basis and may take the form of on-site provision (including build costs and land), subject to procurement and competition rules. In these instances the facility must adhere to an Ofsted compliant specification provided by HCC and any tenant, and their business model, must also be approved.
- 10.15 Where a new primary or first school is proposed as part of a development site, nursery provision will be sought as part of that school.
- 10.16 Where the mitigation for a site impact might be met by expansion of an existing facility, and additional land is not required, HCC uses costs based on experience of delivering projects across the county. These costs are combined with census data from the Hertfordshire County Council Demographic Model to ensure that obligations sought are fair and reasonable, based on the specific number and type of units on an individual site.

Cost and Caveats

- 10.17 The relevant costs are set out below, in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.
- 10.18 The following tables outline these costs:

Table 11: Early Years Education: Nursery

HOUSES				FLATS			
1 bed	2 bed	3 bed	4+ bed	1 bed	2 bed	3 bed	4+ bed
£197	£618	£937	£1,188	£217	£673	£626	£766

Table 12: Early Years Education: Childcare

HOUSES				FLATS			
1 bed	2 bed	3 bed	4+ bed	1 bed	2 bed	3 bed	4+ bed
£448	£1,382	£2,043	£2,378	£493	£1,510	£1,303	£1,659

- 10.19 The tables above outline contributions sought to extend or enhance facilities at existing early years education locations. However, in some circumstances bespoke costs may be necessary.

Nursery

- 10.20 Where an extension to existing premises is appropriate, HCC will seek contributions in line with projects delivered across Hertfordshire. Experience and knowledge of those projects provides an average cost of £8,000 per place.
- 10.21 The methodology for assessing the number of nursery places required to meet the needs of residential development is based on understanding how many 3 and 4 year old children are likely to be resident in the development using the HCC Demographic Model⁵⁴.

Childcare

- 10.22 Childcare projects vary significantly by location and promoter. The methodology for childcare projects results from space standards from the Department for Education as follows:

Table 13: Build costs for childcare projects

Table App 6.4 Build costs for childcare projects		
Age group	m ² per place	£ per place
For children under 2 years old	3.5	£9,625
For children aged 2	2.5	£6,875

- Build costs are £2,750 per m² based on BCIS 1Q2019,
 - This produces an average build cost rate of £8,250 (£9,625+£6,875/2) per place.
 - Typical equipment costs average £10,000 for 10 places which produces an average of £1,000 per place.
 - In total the average cost per place is £9,250.
- 10.23 The methodology for assessing the number of childcare places required to meet the needs of residential development is based on understanding how many children under 2 years old are likely to be resident in the development using the HCC Demographic Model.

Primary and Secondary Education

- 10.24 The County Council is the Local Authority which has the statutory responsibility for education. It has a duty to ensure that there are sufficient school places to meet the needs of the population now and in the future. Education provision includes nursery, primary, secondary and sixth-form education and special needs services and facilities. (In three tier areas primary and secondary education is divided into first, middle and upper education).
- 10.25 The County Council acts as a commissioner of school places, ensuring there are a sufficient number of places through the expansion of existing or provision of new schools. It has the duty to set out the requirements for any new school needed to serve a new or growing

⁵⁴ HCC Guide to Developer Infrastructure Contributions - <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/environment/developer-contributions-guide-2019.pdf> (see paragraph 3.3)

community in order that potential providers may express their interest in running that school. Where a Section 106 agreement provides the land and funding for a new school, the County Council will usually procure the school building and then arrange any necessary leasehold transfer to the provider.

- 10.26 There is a diverse range of schools across Hertfordshire, including Community, Voluntary Aided and Controlled, Foundation, Academies and Free Schools. Academies, Free, Foundation and Voluntary Aided Schools are responsible for their own Admission Arrangements and Academies and Free Schools are funded directly by Central Government. However, it is the County Council that retains the statutory responsibility to ensure that there are sufficient school places available across the county to meet the educational needs of its school age (5-19 years) population. This means that the County Council remains the appropriate authority to assess the requirements for school place provision for any new housing developments; be a signatory to any s106 agreement and receive the appropriate contributions.

Assessing need and calculating demand

- 10.27 The existing capacity of local schools is an important part of the process of determining need for funding. HCC check capacity against a variety of data sources including a pupil forecast developed for Hertfordshire County Council. This is based on actual data for 0 to 5 years olds living in an area; the numbers of children already in the education system; pupil migration factors and factors and consideration of other housing developments which are proposed nearby. However, it should be noted that in most cases the full impact of pupil yield from a new development will fall beyond this forecast period.
- 10.28 This detailed assessment of need is used to ascertain whether there is sufficient space in local schools for the pupil yield anticipated from new development. If there is considered to be insufficient capacity in local schools to cater for the development (and other sites if appropriate) planning obligations will be sought.
- 10.29 Pupil yield likely to result from an individual development site is assessed using the Hertfordshire County Council Demographic Model⁵⁵ which forecasts the number of children likely to emerge from different types, sizes and tenures of dwellings. This provides an assessment of the planning obligations necessary to mitigate the impact of a development site.
- 10.30 The Model allows for the child population resident in the development to change with time, as children grow older and the population in the development starts to conform to an age structure in line with the wider community. The result is a forecast of pupil yield that changes over time and often results in a peak in demand in the short to medium term, for example, as the larger numbers of pre-school children in migrant households move into a primary school.
- 10.31 The information used as a baseline in the Model is taken from Census data. Households moving in the year prior to Census Day are shown to have an atypical age structure compared

⁵⁵ A separate guide on the Hertfordshire Demographic Model is available on the website.

to households in general, typified by a bias towards younger children and younger adults and smaller proportions in older age groups. The age profile information is incorporated into the calculations, which are also tailored to the particular size of dwelling by taking into account the number of bedrooms.

- 10.32 The Model allows for the population to change with time, as children grow older and the development settles down to conform to an age structure in line with other older settlements. The result is a forecast of demand for primary and secondary school places (and other requirements) that varies with time and often includes a peak in demand in the short term.
- 10.33 The Model (Census) data is also assessed alongside data from a Pupil Yield Survey, started in 2019 and annually updated. The Pupil Yield Survey provides data from development completions overlaid with pupil admission data to ensure that the Model reflects an up to date analysis of projected need.
- 10.34 Assessment of the output from the Model includes both “peak” and “long term average” information. This allows the best approach to address the needs of the children expected to arise from new development to be determined. A short peak may result in demand for an element of temporary provision to meet the difference in the long term average and the peak yield from a site. However, where the size and length of the peak demand from a site is incompatible with temporary solutions, Hertfordshire County Council will seek to mitigate the impact of that cohort through permanent provision.
- 10.35 The DfE has updated its guidance on *delivering schools to support housing growth*⁵⁶ with latest scorecard to help establish developer contributions per school place, adjusting the national average for region and inflation. The new school costs represent an approximate 4%-5% increase from the 2018 costs HCC were using. The cost comparison table is included at the end of this document for your reference.

School expansion projects

- 10.36 Where the mitigation for a site impact might be met by expansion of an existing facility, and additional land is not required, Hertfordshire County Council uses the Department for Education Scorecard. These costs are combined with census data from the Model to ensure that obligations sought are fair and reasonable, based on the specific number and type of units on an individual site.

Planning for new school provision

- 10.37 With effect from July 2020 the county council has moved to an interim position on child yield. This is a result of an impending a standardised methodology likely to be published by the DfE (which was originally expect in April 2020). HCC has liaised with the DfE and undertaken our own pupil yield survey. When working with our local planning authorities throughout the development of Local Plans, county council considers that a tiered approach to pupil yield can

⁵⁶ <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>

reflect a more refined settlement-based strategy based on the forms of development likely to come forward in a specific area as follows:

Table 14: Proposed Tiered Approach to Pupil Yield in Local Plans		
Tier	Ratio	Description of development
1	1:400	These sites are typically greenfield sites with a dominance of houses (typically 80/20), a higher proportion of 3+ bed properties, and a higher proportion of detached or semi-detached.
2	1:500	These sites are typically PDL with a mix of houses and flats, and a higher proportion of terraced, maisonettes or flats. There is generally a 50/50 Split between smaller (1 & 2-bed) and larger (3-bed+) family homes and houses are most likely to be terraced.
3	1:1000	These sites are typically PDL with a dominance of 1-2 bed properties and are solely flatted (or at least >75%) developments.

- 10.38 The approach is assessed in further detail at the point an individual application comes forward with further detail on housing mix, type and tenure. Using the Hertfordshire Demographic Model, the county council is able to calculate the anticipated need generated by an individual development site. This may be greater or less than the Local Plan assessment and may have implications on the amount of land required to mitigate the impact of the development/deliver an infrastructure project. Additional land may be required on a permanent or temporary basis.
- 10.39 Hertfordshire County Council's preferred size for a new primary school is at least two forms of entry (2FE) or 450 places (including a 30-FTE place nursery). This size provides improved opportunities for delivery of a broad education curriculum and staff development, as well as offering the ability to optimise operational costs.
- 10.40 Hertfordshire County Council's preferred size for new secondary schools is between six and ten forms of entry (6FE – 10FE) or 1170 - 1950 places including sixth form. This offers improved opportunities for the delivery of a broad education curriculum and the provision of a viable sixth-form.
- 10.41 Hertfordshire County Council seeks to deliver new primary and secondary school buildings in line with the Department for Education's (DfE) model of accommodation, contained in Building Bulletin 103, with the exception of general purpose teaching spaces in secondary schools provided at 60m², to enable flexible class organisation. Developer contributions will be sought in line with the relevant DfE accommodation schedule.

10.42 Indicative land areas are shown in Chapter 4 of the Developer Contributions Guide⁵⁷. Costs for new schools are published by the Department of Education, or where bespoke costs are available Hertfordshire County Council will produce those individually.

10.43 In some instances an individual development may not be required to provide a whole new school to make it acceptable in planning terms, but land may be required to deliver a new school project. Funding for the remaining school site (proportionate land and build costs) would be met by other developments coming forward in the local area - subject to legislative requirements.

HCC Primary and Secondary provision requirements

10.44 Hemel Hempstead

- Proposed growth plans for 10698 homes in Hemel Hempstead
- Proposed growth would require 18FE of primary provision (including commitments) and two new 10FE secondary school to meet need arising from developments
- The key areas of development are in North Hemel Hempstead, LA3, Spencer's Park, Maylands, Town Centre and Two Waters. The growth requires the following:
 - Primary schools proposed located at: 2FE at Land at Astley Cooper, 2FE at LA3, two 3FE school at North Hemel Hempstead, 2FE at Spencer's Park Phase 2, 2FE at Two Waters, 2FE at Hemel Hempstead Town Centre plus two expansions (TBC).
 - Secondary school provision would be a 10FE secondary schools located at North Hemel Hempstead and one to the South East of Hemel Hempstead.

10.45 Berkhamsted

- Proposed growth plans for 2236 homes in Berkhamsted, development is distributed across town, with current scenario having more development in the West
- HCC are seeking two new primary schools – one in the west (2FE – BK06 area) and one in the east (3FE – SA2). One new secondary school (8FE site) is required, to be located in the west, to meet need arising from developments

10.46 Tring

- Proposed growth plans for 2731 homes in Tring including large developments at East of Tring (1,400 homes), New Mill (400 homes) and Dunsley Farm (400 homes), with majority of development being on the East of Town
- The new growth requires two new 3FE primary schools and one new 8FE secondary site to meet need arising from developments.
- HCC consider the best location for primary schools is in East Tring – one in the north parcel of land and one in the south parcel of land.
- HCC will work collaboratively with Dacorum to identify the precise location for the secondary school within Tring.

10.47 Bovingdon

- Proposed growth Plans for 241 homes in Bovingdon.

⁵⁷ Link to the Developer Contributions Guide - <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/environment/developer-contributions-guide-2019.pdf>

- Proposed growth too high to accommodate at primary within current provision – no deliverable solution.
- The required Secondary school provision to meet the requirement of new growth will be accommodated in new Hemel Hempstead schools

10.48 Kings Langley

- Proposed growth plans for 274 homes in Kings Langley.
- Proposed growth too high to accommodate at primary within current provision – no deliverable solution.
- The required Secondary school provision to meet the requirement of new growth will be accommodated in new Hemel Hempstead schools

10.49 Markyate

- Proposed growth plans for 215 homes in Markyate
- Proposed growth would require the expansion of primary school to meet primary need
- Proposed growth would require the expansion of Katherine Warington Secondary School to meet secondary need

Cost and Caveats

- 10.50 The relevant costs are set out in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

Special Education Needs (SEN)

- 10.51 No response has been received from Hertfordshire County Council relating to Special Education Needs provision. This is expected to be provided for the next iteration of the IDP.

11. Community Facilities

- 11.1 Community Facilities infrastructure, for the purposes of this IDP, relates to Youth Connections Hertfordshire, library provision, community facilities (such as local centres), community centres, new CCTV provision for new local centres, adult social care, art/public domain and a crematorium.
- 11.2 Consultation has taken place with Hertfordshire County Council in respect of Youth Connections Hertfordshire and Libraries. Detail around each service, projects, assessing need and demand, associated costs and the service response to the growth scenario is provided below.
- 11.3 Consultation has taken place with Dacorum Borough Council services with regard to the requirement and provision of community facilities (such as local centres), community centres, CCTV and a new crematorium and detail is provided in this section.
- 11.4 No consultation responses have been received for this iteration of the IDP in respect of Adult Social Care and Art/Public Domain.

Youth Connections Hertfordshire - Youth Work

Youth services

Table 15: Current Provision⁵⁸

Youth			
Youth Centres per 1,000	Young People (Aged 13-19)	Additional Youth Clients 2018-2031	Additional Youth Facilities 2018 - 2031
1	0.08	46	1

- 11.5 The Education and Inspections Act 2006, Part 1, Section 6: Education Act 1996, Section 507B is the legislation which guides the Local Authority (LA). It states LAs have a “*responsibility to ensure young people have access to sufficient educational leisure-time activities which are for the improvement of their well-being and personal and social development, and sufficient facilities for such activities; that activities are publicised; and that young people are placed at the heart of decision making regarding the youth work / positive activity provision.*”
- 11.6 To clarify the Government’s expectations of LAs, the Department of Education published the ‘Statutory Guidance for Local Authorities on Services and Activities to Improve Young People’s

⁵⁸ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

Well-Being (June 2012)'. The guidance states LAs should provide *“young people with the positive, preventative and early help they need to improve their well-being”, “Youth work and youth workers can contribute to meeting the needs of the young people and reduce demand for more specialist services”* and highlights the importance of personal and social development which enables young people to *“build the capabilities they need for learning, work and the transition to adulthood.*

- 11.7 YC Hertfordshire provides youth work projects and programmes, information, advice, guidance, work-related learning, outdoor education and one-to-one support for young people up to the age of 19 and up to 25 for identified vulnerable young adults including those with learning disabilities.
- 11.8 YC Hertfordshire supports young people by providing high quality informal education opportunities to promote their personal and social development, enabling them to make informed decisions; have a place in their community; and ultimately, to reach their potential and make a successful transition to adulthood. This enables young people to:
- Make good decisions based on the information, which is available to them, thereby avoiding risky behaviour;
 - Be confident that they can present their views including those of others and influence decisions;
 - Develop resilience by knowing how they can help themselves and others;
 - Recognise when they need support and where they can go to access it;
 - Be able to recognise and develop healthy relationships thereby being less vulnerable to criminal exploitation; and
 - Develop a sense of purpose and self-belief and recognise what they contribute to society thus ensuring a sense of emotional wellbeing and positive mental health.
- 11.9 All YC Hertfordshire youth work is delivered through planned curriculum programmes which are based on identified need resulting in recordable personal and social development outcomes. Needs are identified in a variety of ways: through an ongoing planning and evaluation process; ongoing consultation with young people; discussions with partners, Elected Members and district/ borough Youth Strategy Groups. Outcomes are identified, and a programme of work designed and delivered.
- 11.10 Delivery can be through a variety of media, depending on the needs and interests of the young people, such as sports, music, drama, art, peer mentoring, outdoor education etc. Outcomes are identified and will be linked to at least one of the curriculum areas: substance misuse, smoking, alcohol, sexual health, relationships, emotional wellbeing, child sexual exploitation, youth engagement, preparation for education, training or work, youth crime and personal safety, equality, diversity and culture, health and fitness, resilience, exploring identity, and independent living skills.
- 11.11 YC Hertfordshire adopts a targeted approach to those most vulnerable and those at risk, while engaging as many young people from the wider community as possible in the informal

education and prevention agenda. Any additional users resulting from new development will increase the pressure on facilities within the county, thereby limiting service provision and affecting their usability and attractiveness to young people.

Assessing need and calculating demand

- 11.12 In order to ensure young people have access to high quality youth work projects where they can learn a variety of skills, ideally all main young people's centres should have the following resources:
- Large multi-purpose room that can be used for sports, drama and events.
 - A medium size meeting room that can be used to deliver specific training and group work sessions.
 - A medium size room in order to deliver art and be a creative space.
 - A couple of small one-to-one rooms for counselling, confidential conversations and to deliver provision such as condom distribution.
 - Life skills training kitchen where young people can learn independent living skills.
 - IT suite where young people can complete CVs, find out information, utilise more specialist media packages etc.
 - An informal area where young people feel relaxed and comfortable so that they can share their concerns.
 - For the larger centres the possibility for a music and media suite.
- 11.13 Given the varied nature of the premises in which YC Hertfordshire operates, centres evolve over time. This enables YC Hertfordshire to develop projects using a step-wise approach based on the identified needs of the young people.
- 11.14 YC Hertfordshire also offers Access Points where possible, to provide information, advice and guidance on a range of subjects. Detached and Outreach work is also a valued mode of delivery of services, where members of the team go and work with young people in areas where they congregate within the community. Specialist projects may also evolve where there is an interest.
- 11.15 Planning obligations towards youth services are assessed using the Hertfordshire County Council Demographic Model which forecasts the number of people able to access youth services likely to emerge from different types, sizes and tenures of dwellings. Details are available alongside this Guide.
- 11.16 Any additional users resulting from new development will increase the pressure on facilities within the county, thereby limiting service provision and affecting their usability and attractiveness to young people.
- 11.17 Growth in the number of young people aged 11 to 19 years (the core age group) in a community will require increased resources to enable equal access to those activities. This

could take the form of new equipment and/or learning materials and/or improvements to the property to accommodate more young people or offer a wider range of activities.

- 11.18 The Pioneer Youth Centre proposal in St Albans is used as a model of future youth provision in Hertfordshire. The intention is to provide a substantial centre of 1,480m², offering a range of activities and serving 2,760 users (25% of 13-19 year olds in the area). The centre may be supplemented with detached or mobile provision at a later date. For this, new build costs are expected to be £2,818 per m². This equates to spending £1,511 per person. Thus, a new build with start-up staffing costs: £1,511 + £586 = £2,097 per user.
- 11.19 New development will not always justify the construction of new buildings. Spending might equally be used for equipment, improvements/modifications to the property and/or an increase in the number of sessions. In consideration of this, the range of figures (for staff set-up and build costs as set out above) has been averaged as follows: $((£2,097 + £586)/2) * 25\% = £335$ per potential user at BCIS 1Q2019 prices. This price per person is then converted into a cost per size and type of dwelling. The following table outlines these costs:

Table 16: Cost per size and type of dwelling

HOUSES				FLATS			
1 bed	2 bed	3 bed	4+ bed	1 bed	2 bed	3 bed	4+ bed
£46	£133	£204	£242	£49	£147	£138	£157

- 11.20 The table above outlines obligations normally used where contributions are sought to extend or enhance facilities at existing young people’s centres. However, in circumstances where it can be evidenced that the cost to expand or redevelop a site is in excess of s106 funds to be achieved through the application of these charges, such as might be the case for sites located on brownfield sites, on constrained sites, or sites with planning limitations e.g. located on a flood plain, then a proportionate bespoke cost of providing the new site or expanding the existing site and/or purchasing additional land to do so may be sought from the developer.
- 11.21 Where there is no scope to reconfigure the existing facility to improve performance and land is currently unavailable to extend the youth centre, a new facility may be proposed. A new centre is only likely to be sought on major new housing sites although proportionate contributions may be sought towards a new build project.

Cost and Caveats

- 11.22 The relevant costs are set out in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council’s developer contributions guidance toolkit. It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

Service Response to Dacorum Growth Proposal

- 11.23 No specific youth related projects have been identified within each of the proposed growth scenarios. However, additional provision will be sought for young people through the appropriate channels under all of the options proposed.
- 11.24 *HCC expects developers' contributions* will be collected either through occasional section 106 agreements or predominantly through CIL, in order to fund any additional service requirements

Libraries

- 11.25 There are currently 7 Libraries in Dacorum Borough population per library of 22,100⁵⁹. Current library provision within Dacorum is outlined in the table below:

Table 17: Current library provision within Dacorum

Library	Tier	Current provision
Hemel Hempstead	1	A brand new, state of the art Tier 1 library that opened in 2017 as part of The Forum, a prestigious and modern new civic quarter located on Marlowes. The new library benefits from a flexible space, a community meeting room and a community CreatorSpace facility. The library also benefits from facilities to deliver a visa application service on behalf of HM Government and in partnership with local company Sopra Steria.
Berkhamsted	2	A new, busy Tier 2 library that opened in 2017 in the centre of the High Street. The new library benefits from a community meeting room and a flexible space that can be used for events and community activities. The library also benefits from the Open+ self-service access facility to enable residents to use the library outside of core staffed hours.
Adeyfield	3	A very small Tier 3 library situated 1.2 miles from Hemel Hempstead Library and located within the Queen's Square shopping centre. The small size of the library means there is no space for regular children's activities or other library events.
Bovingdon	3	A Tier 3 library located on the High Street and attached to the local primary academy school. Bovingdon became a volunteer-supported community library in 2018.

⁵⁹ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

Kings Langley	3	Kings Langley is a volunteer-supported community library that is located just off the High Street near to the GP surgery and next to a free village car park. A refurbishment and extension in 2011 extended the public space and allowed for the provision of a larger children's area and a small IT suite
Leverstock Green	3	A Tier 3 library that is part of the Leverstock Green village centre, with close proximity to free car parks, neighbourhood shops and the community centre. Leverstock Green became a volunteer-supported community library in 2019.
Tring	2	A busy Tier 2 library that is well-located on the High Street. The library last underwent a major refurbishment in 2006.

- 11.26 As Local Libraries Authority, Hertfordshire County Council (HCC) has a duty to provide a comprehensive and efficient library service for everyone who lives, works, or studies in the County under the 1964 Public Libraries and Museums Act. Hertfordshire County Council is committed to maintaining and modernising its libraries to continue to meet the changing needs of service users and to cope with additional demand brought about by new development.
- 11.27 Libraries are no longer a place solely to borrow books. They function as a community hub offering services and facilities to cater for a range of community needs including those of children, students, job seekers, and the elderly. Libraries offer free, authoritative, non-judgemental information services and supported access to online resources and services. They provide access to books, audio material, magazines, newspapers and community language material in both physical and digital formats, public computers, Wi-Fi and the internet, online services, ICT-based and other learning opportunities. They also offer neutral places to promote community wellbeing.
- 11.28 In 2016, the Libraries Taskforce published Libraries Deliver: Ambition for Public Libraries in England 2016-21. This report sets out seven outcomes libraries deliver for their communities, placing libraries at the heart of 'stronger, more resilient communities':
- 11.29 *"Libraries are open to everyone. Their staff understand their community's needs and are trusted to provide reliable guidance and support on a wide range of issues when people need help. So they're vital to help public services reach out into communities. Libraries already bring people together in welcoming community hubs which host local events and provide a shared sense of place for their users - ever more important in an increasingly digital age.*
- 11.30 *They're uniquely placed to help local government and its partners deliver their strategic objectives, whether linked to community cohesion, health and wellbeing, economic growth, promoting independent living or increasing life chances. They also have an important role in reducing social inequalities; 35.8% of people living in the most disadvantaged areas visit their library."*

- 11.31 [“Inspiring Libraries: A new strategy for Hertfordshire Library Service 2014-2024”](#) sets out the vision and direction for the service over the next ten years, and provides a framework for future decisions about service priorities. The strategy is based on three main themes:
- The library as a vibrant community asset;
 - The digital library; and
 - The library as an enhanced gateway to reading, information and wellbeing.
- 11.32 Hertfordshire’s 46 library buildings are promoted in three different tiers in order to clarify the services available:
- **Tier 1** - Centrally located in large towns, these offer the broadest range of stock and services, and are open for the longest hours. They are staffed by library staff, and Hertfordshire County Council invite volunteers to support the delivery of some services and activities.
 - **Tier 2** - Located in smaller towns, these provide core library services and offer a wide range of popular stock. Additional services will be tailored to meet local need/demand. They are staffed during core hours, and Hertfordshire County Council seeks to extend access through volunteer supervised self-service.
 - **Tier 3** - In smaller communities and villages, these libraries provide self-service access to library services, including the issue and return of books, access to computers/technology and study space and staff assistance via a video link to another library. Hertfordshire County Council invite local communities to add value to these self-service facilities through volunteer support and the provision of additional activities and services as decided by the local community. Seven of the larger Tier 3 libraries retain an element of paid library staff.

Library Projects

- 11.33 HCC is committed to the provision of good quality library services to local communities and is continuously exploring new ways of delivering the service. Over the next ten years it is likely opportunities for improving library buildings will come through co-locating libraries with other services. Sharing buildings can provide increased opportunities for customers to access a number of services in one visit.
- 11.34 HCC believes its libraries need to be updated to continue to improve the service offered and cope with additional demand brought about by increasing numbers of users resulting from new development. This will be carried out in the context of the Inspiring Libraries Strategy 2014-2024. New development puts pressure on services in a variety of ways and single or a combination of different solutions may be used in response.
- 11.35 Where additional capacity is required options to extend the public space available to deliver services will be considered where possible. This could be by the addition of an extension to the building however, this is often not possible so a variety of different approaches will be considered for example:

- Converting space previously used by staff into public space through the reduction in the number or size of office, workroom or storage space.
- Making staff space available for community use at certain times to meet demand for space for community groups.
- Libraries have been reconfigured to allow more flexible use of space so that areas become multifunctional and can be used by different customer groups at different times of the day.
- ICT suites have been configured so that they can be cordoned off to allow delivery of classes for part of the time in response to increased demand for ICT learning activities.
- Traditional large enquiry desks have been replaced with smaller enquiry “pods” with the use of more flexible ICT to increase space for public use.

11.36 Sometimes increased pressure on services can be alleviated through the use of innovative furniture solutions not previously available:

- Traditional shelving has been replaced with shelving on wheels which allows more flexible use of space and larger spaces to be created for activities. Examples of this include mobile shelving in children’s areas to enable increased numbers of children to attend regular story time activities or the introduction of wheeled shelving in the adult library to enable a space to be created to accommodate larger numbers for evening activities such as author’s talks.
- Seating has been improved to allow provision of compact comfortable seating, for example, sofas in children’s areas in response to demand from families for somewhere to sit to read to their children
- Desktop PCs have been replaced with more flexible benching and seating to accommodate increased demand for space for customers who wish to use their own devices on public Wi-Fi facilities

11.37 Any increase in population puts additional demand on the stock of the library service, whether this is physical stock or “virtual stock” in the case of electronic resources. Most electronic resources are licensed on the basis of being available to only one user at any one time, increased demand means purchasing additional “copies” in the same way as we would with physical books. Increased pressure on stock can be across all stock areas but certain types of development may put more pressure on certain categories of stock. For example, sheltered housing will put pressure on large print books and audio books and the demand for the Home Library Service. Developments aimed at young families will increase demand for children’s stock. Affordable housing may see pressure on stock used to support learning activities and job seeking.

11.38 Where it is not possible to meet increased demand through the above the Library Service can also respond by making services available in different ways or for longer periods of time, spreading the load and easing the pressure at busy periods.

11.39 One solution has been to make some the services available for longer periods of time where certain sections of the library are open on a self-service basis, with support from staff or

volunteers. This sometimes requires some reconfiguration of the building and/or the addition of hardware and software to deploy an ICT solution.

- 11.40 Self service facilities can also be extended to enable customers to self-serve and reduce the need to queue for staff assistance, for example self-service printing from public PCs.
- 11.41 The development of online services also enables residents in new developments to access some services remotely, relieving pressure on the static service points. On occasion the demographic of a new development may prompt the need to provide a service for which there was previously little or no demand. For example, a residential development of one bedroomed flats aimed at 20 to 30 year olds, will create demand for e-services. Whereas developments comprising larger family housing may bring more established families with teenage children, thereby prompting the demand for new services, such as a wider range of ICT facilities.
- 11.42 Planning obligations will be determined on a case by case basis and may take the form of on-site provision (including build costs and land).

Assessing need and calculating demand

- 11.43 Provision for library services will be required from developments within the catchment area of the library that will be impacted upon by the development. Libraries in urban areas also serve surrounding rural areas and villages. Therefore, the need for contributions (and the expenditure of any library contributions received) from development in these locations may be based on the nearest library. However, contributions will be sought for the library that will be most affected by a proposed development. This may not necessarily be the local community library in all cases but a larger sub-regional library with a wider variety of library functions that draws its catchment from the geographical area of the proposed development.
- 11.44 HCC has no current plans for new libraries within the county although the promotion of very large strategic sites (in excess of 3,000 units) may require new library buildings. The drive for efficiencies and co-location of facilities is likely to influence overall space requirements and any opportunities for co-location will be actively explored. Such projects may also provide opportunities to increase library floor space.
- 11.45 Planning obligations towards library services are assessed using the Hertfordshire County Council Demographic Model which forecasts the number of people able to access library services likely to emerge from different types, sizes and tenures of dwellings. Details are available alongside this Guide.
- 11.46 Where the mitigation for a site impact might be met by the expansion or improvement of an existing facility, and additional land is not required, Hertfordshire County Council uses costs based on national standards. These costs are combined with census data from the Hertfordshire County Council Demographic Model to ensure that obligations sought are fair and reasonable, based on the specific number and type of units on an individual site.

- 11.47 The HCC contribution is essentially based on population and on three elements, a contribution towards book stock, library equipment and buildings.
- 11.48 New developments will also place additional demands on the stock. The National Library Standard upper threshold cites a recommended stock level of 1532 items per 1000 population. The average price is £5.88 per stock item (based on Askews and Holts Library Services book prices at January 2019). This totals £9,008 per 1,000 population.
- 11.49 The rapid changing pace of technology has seen user demand change with less reliance on static personal computers and increased demand for power and wi-fi enabled spaces for Bring Your Own Device users as well as a demand for the library to offer access to new technologies where people can experiment and test these out in a safe space. ‘Creatorspace’ and ‘Creatorspace Out of the Box’ offer these opportunities in addition to the standard IT offer in libraries. Based on current ICT provision, costs would be £778 per 1,000 population.
- 11.50 The capacity of the library is determined based on a service requirement of 30m² of public library space per 1,000 population, based upon the Museums, Libraries and Archives (MLA) advice. Build costs are £2,823 per m² based on BCIS 1Q2019 (£84,690 per 1,000 population). Fit out costs for shelving, furniture and display equipment are a further £301 per m² based upon current fitting out costs of new provision in Hertfordshire (£9,030 per 1,000 population). This totals £93,720 per 1,000 population.
- 11.51 The three elements referred to above result in the following cost per person:
- Stock costs £9.01 per person;
 - Equipment costs: £0.78 per person;
 - Building and fit out costs: £93.72 per person
 - Total £103.51 per person.
- 11.52 This price per person is then converted into a cost per size and type of dwelling. The following table outlines these costs:

Table 18: Cost per size and dwelling (libraries)

HOUSES				FLATS			
1 bed	2 bed	3 bed	4+ bed	1 bed	2 bed	3 bed	4+ bed
£160	£263	£386	£480	£151	£268	£324	£348

- 11.53 The table above outlines obligations normally used where Section 106 contributions are sought to extend or enhance facilities at existing library locations. However in circumstances where it can be evidenced that the cost to expand or redevelop a site is in excess of s106 funds to be achieved through the application of these charges, such as might be the case for sites located on brownfield sites, on constrained sites, or sites with planning limitations e.g. located on a flood plain, then a proportionate bespoke cost of providing the new site or expanding the existing site and/or purchasing additional land to do so may be sought from the developer.

- 11.54 Where there is no scope to reconfigure the existing facility to improve performance and land is currently unavailable to extend the library, a new facility may be proposed. A new library is only likely to be sought on major new housing sites although proportionate contributions may be sought towards a new build project.

Cost and Caveats

- 11.55 The relevant costs are set out in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

Service Response to Dacorum Growth Proposal⁶⁰

- 11.56 There are currently seven libraries in Dacorum, three of which have become volunteer-supported community libraries (Bovingdon, Kings Langley and Leverstock Green) and a fourth which is due to become a community library. The three remaining larger libraries will continue to be operated by HCC (Berkhamsted, Hemel Hempstead and Tring). The Hertfordshire Infrastructure & Funding Prospectus (2018-2031) did not identify any specific projects or upgrades that have been planned by the service in any of the libraries that are located in Dacorum. Berkhamsted and Hemel Hempstead libraries only opened in 2017 and therefore meet HCC's strategy for libraries. Tring Library underwent a major refurbishment in 2006.
- 11.57 A report to HCC's Education, Libraries and Localism Panel on 8 July 2018, stated that Tring library is due for refurbishment again. This will take the form of a new layout for the library which will be adjusted to provide more flexible spaces within the building. Where appropriate, new furniture will be provided to create a more modern and welcoming environment. These changes will take place while other repairs and maintenance work is being carried out by Herts Property. A link to the report is here:
<https://democracy.hertfordshire.gov.uk/documents/s10448/08>.
- 11.58 Contributions from developers will be sought where appropriate for all new housing developments arising from these growth scenarios. This is to enhance the capacity of library services within the borough, in order to meet the needs of the increasing population. This will include improvements to the capacity for public space, stock, public use IT and other public service requirements, such as increased furniture requirements.

⁶⁰ HCC Libraries Response to IDP Consultation 11/8/20

- 11.59 Any increase in populations arising from new housing developments in Dacorum will impact on the capacity of existing library services and will therefore necessitate an increase in library service provision to take account of additional demands on the service. HCC will continue to monitor the impact of population growth on service deliveries at these libraries; where possible, solutions to meet any increased demand will be sought.
- 11.60 Costs relating to developer contributions sought from the Reg 18 growth scenario have been provided by Hertfordshire County Council and have been incorporated into the IDP schedules provided alongside this document..
- 11.61 Next steps in relation to the provision of libraries within the emerging growth scenario will be to discuss the potential interventions and their priority. This will take place as the next iteration of the IDP develops.

Community Facilities

- 11.62 The Emerging Strategy for Growth identifies growth allocations where new retail and community facilities will be needed. These will typically be located within new district or local centres designed to serve day-to-day needs.

Community Centres

- 11.63 Existing provision of community centres is shown in table 19. Other types of community facilities that may perform a similar function are not included within the audit.

Table 19: Current Provision of Community Centres⁶¹

Community Centres		
Community Centres 2018	Centres per 10,000 People	Additional Community Facility Space (sq.m) 2018- 2031
12	0.77	917

- 11.64 In addition, the Indoor Leisure Facilities Needs Assessment identifies facilities across the Borough which provide a community facility function. This list is not exhaustive and other types of facilities such as scout huts etc. are contributing to the need.
- 11.65 Policies within the Emerging Strategy for Growth protect community provision and support the delivery of new provision. Growth Areas will deliver and contribute towards a range of local services and facilities.
- 11.66 The need for new community centres arising from growth was calculated using the following:

⁶¹ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

- Shaping Neighbourhoods guidance that one centre should be provided by 4,000 population (equivalent to 1,666 new homes).
- Sport England 'Village Hall and Community Halls' Design Guidance Note (2001) standard for the size of a community centre of 575m²
- Estimated cost of a community centre of £2000 per m² based on research.
- Cost per community centre £1,150,000.

Table 20: Hemel Hempstead, Berkhamsted and Tring contributions towards community centres

Settlement	Expected growth (allocations and windfall)	Number of community centres	Cost	Cost per dwelling
Berkhamsted	2093	1	£1,150,000	£549.45
Hemel Hempstead	8825	5	£5,750,000	£651.58
Tring	2418	1	£1,150,000	£475.60

11.67 Additional community facilities provision has been negotiated as part of the recent s106 agreement and planning applications for LA3 in Hemel Hempstead, which is expected to deliver community building space for community use up to 175 m² within the ground floor of an apartment building, together with arrangements for future management and ongoing maintenance.

CCTV

11.68 In addition to the information in the section above there is the need for CCTV provision at each community centre/hub at a cost of £45,000 each.

Table 21: Hemel Hempstead, Berkhamsted and Tring contributions towards CCTV

Settlement	Expected growth (allocations and windfall)	Number of community centres	Cost	Cost per dwelling
Berkhamsted	2093	1	£45,000	£21.50
Hemel Hempstead	8825	5	£225,000	£25.50
Tring	2418	1	£45,000	£18.61

Adult Social Care- No Response received

11.69 No response has been received from Hertfordshire County Council relating to Adult Social Care provision.

Art/Public Domain – TBC

11.70 No detail is available currently in respect of Art/Public Domain for this iteration of the IDP

12. Health and Wellbeing

- 12.1 Health and wellbeing infrastructure, for the purposes of this IDP, relates to acute health services, community and mental health services and primary health care.
- 12.2 Consultation has taken place with Herts Valleys Clinical Commissioning Group regarding primary health care, acute health services and community and mental health services. Detail on existing GP surgeries for each settlement, planned investment and projects, the methodology for assessing need, including associated costs, and the service response to the growth scenario, is provided below.
- 12.3 No response has been received for this iteration of the IDP in respect of Public Health.
- 12.4 The Hertfordshire’s Health and Wellbeing Strategy 2016-20 identified the determinants of health, these are not just the direct health service but the other infrastructure such as green infrastructure, utilities, community facilities. Although, all of these contribute to the health and wellbeing of those that live, work and socialise in Dacorum Borough this IDP will categorise these separately and identify Acute, Community and Mental Health Services and Primary care under Health.

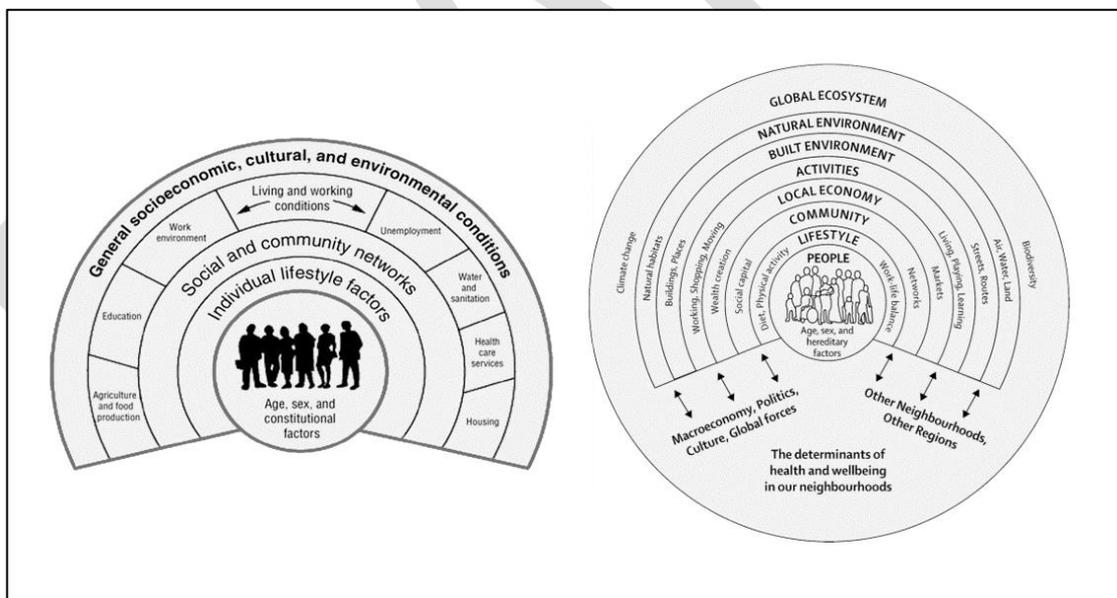


Figure 2: The Wider Determinants of Health

Acute Health Services⁶²

- 12.5 Acute care is the branch of secondary health care where a patient receives active but short-term treatment for a severe injury or episode of illness, an urgent medical condition, or during recovery from surgery. It will also provide specialist input for those living with chronic / long term conditions. These services are usually provided in a hospital setting. Whilst within a specific geographical area acute care may be delivered by several different providers, the majority of care for the population of Dacorum will be provided by West Hertfordshire Hospitals NHS Trust (WHHT).
- 12.6 Much of the WHHT estate across all 3 sites is in poor condition and in urgent need of investment. In July 2019 the Trust Board and Herts Valleys CCG Board signed off on the Strategic Outline Case for 'The Future of Hospital Services in West Hertfordshire'. The business case identified a very strong case for change and sought funding to progress with a preferred way forward based on retaining an acute presence on all 3 of its current sites.
- 12.7 Under the preferred way forward Hemel Hempstead Hospital will provide an urgent care facility, diagnostic services and be developed as a specialist centre for planned medical services. The current site will be reconfigured to concentrate services into a smaller footprint, allowing part of the site to be released for development.
- 12.8 In September 2019 the Trust was informed that it had been included in the list of hospitals to receive funding under Phase 1 of the Department of Health & Social Care (DHSC) Health Infrastructure Plan (HIP). Works funding under the scheme were scheduled for delivery in the period 2020 – 2025.
- 12.9 WHHT will now work with DHSC and its NHS regulators to determine the detailed plan and programme for the development of its sites.
- 12.10 The provision of 11,000+ new homes in Dacorum over the next 15 years, together with development of new employment and industrial zones, will lead to an increase in demand for acute services in west Hertfordshire (see Appendix C: Impact of Proposed Growth on Medical Services). The impact of these increases will be modelled by WHHT during the development of the business case for HIP funding. WHHT will seek to secure CIL/s106 developer contributions where these increases can be demonstrated to require increased investment in acute service provision.

Community and Mental Health Services⁶³

- 12.11 There has been considerable investment by Hertfordshire Partnership NHS FT Trust (HPFT) and Hertfordshire Community Trust (HCT) to deliver The Marlowes' Integrated Health & Wellbeing Centre which was completed in 2018. This facility is located within central Hemel

⁶² Based on response from Health (A. Robinson) 2/10/20 (Annely Robinson)

⁶³ Included in comprehensive Health response 22/11/2019 and 10/08/20(Annely Robinson), updated 2/10/20.

Hempstead and provides a comprehensive range of Community and Mental Health services for the Dacorum locality.

- 12.12 The current integrated Mental Health & Community Services Estate Strategy outlines a proposal to improve, increase and relocate the Crisis Assessment and Treatment Team (CATT) together with the Wellbeing Service within Dacorum – This development is planned for the Orchard Site in Hemel Hempstead which is part of the existing HPFT portfolio providing inpatient services for Older Adults. This project is due for completion in 2020.
- 12.13 The Adult Community Service (ACS) provided by Central London Community Healthcare (CLCH) currently delivers clinic based services from The Marlowes Health and Wellbeing Centre and Gossoms End Surgery within Dacorum, and community beds at Hemel Hempstead Hospital. Transformation of the ACS is occurring during 2020-2022 (18 months) with the aim of moving care closer to home and greater integration with primary care. This work will inform the utilisation of the estate and identify where colocation of clinics can be achieved to facilitate one stop clinics.

Primary Health Care⁶⁴

- 12.14 Herts Valleys CCG currently has 55 GP Practices across 4 localities covering a population size of circa 652,739; Dacorum, Hertsmere, St Albans and Harpenden and Watford and Three Rivers. The number of GP Practices has reduced over the last few years through practice mergers and the closure of a practice in Dacorum. However, since 1 October 2019, there has been additional GP and nurse appointments (extended access) every weekday evenings, Saturday, Sundays and Bank Holidays. These services are delivered from existing GP Practices and also the Hemel Hospital Site; further utilising the existing premises infrastructure.
- 12.15 The national direction of travel is to use the Primary Care Networks (PCN) delivery model to deliver services at scale for its registered population; whilst working collaboratively with acute, community, voluntary and social care services to ensure an integrated approach to patient care. The NHS Long Term Plan sets out a requirement for practices to form Primary Care Networks (PCNs). NHS England have agreed an Enhanced Service to support the formation of PCNs, additional workforce and service delivery models for the next 5 years and CCGs were required to approve all PCNs within their geographical boundary by 30th June 2019. In Herts Valleys CCG there are 17 PCNs across the 4 localities; each covering a population of between circa 30,000 and 76,000. There are 5 PCNs relevant to Dacorum Borough and the practice membership is detailed below:

⁶⁴ Based on Health response CCG -10/08/20 (Annely Robinson), updated 2/10/20.

Table 22: Dacorum Primary Care Networks and Practice Membership

PCN Name	Practice Name
Alpha	<ul style="list-style-type: none"> • Rothschild House Group • Manor Street Surgery • Gossoms End Surgery • The New Surgery
Beta	<ul style="list-style-type: none"> • Fernville Surgery • Highfield Surgery • Parkwood Drive Surgery
Delta	<ul style="list-style-type: none"> • Archway Surgery • Haverfield Surgery • Lincoln House Surgery • The Nap Surgery
Danais	<ul style="list-style-type: none"> • Bennetts End Surgery • Everest House Surgery
Alliance	<ul style="list-style-type: none"> • Coleridge House MC • Grovehill MC • Woodhall Farm MC • London Colney MC* • Theobald MC*

*outside Dacorum Borough Boundary

Planned Investment in Primary Health Care Infrastructure

- 12.16 GP surgeries in all settlements are already operating over capacity and their ability to accept additional patients is very limited. Therefore, HVCCG has agreed some forward investment, ahead of the growth materialising.
- 12.17 Under a national programme of funding by NHS England known as Estates Technology Transformation Fund (ETTF) four projects in Dacorum have received business case approval:
- **Bennetts End Surgery** completed in 2018 and the project comprised a complete remodelling of the surgery premises to facilitate better patient flow and access; additional consulting rooms were created. The plans took into consideration the increased list size and local growth but the project did not take into account the wider expansion of Hemel Hempstead.
 - **Milton Surgery** and **Boxwell Road Surgery** will relocate into the vacant wing of Gossoms End, an asset owned by NHS Property Services. This project is due to complete by January 2021 and the plans make provision for the housing growth forecasted in Berkhamsted.
 - **Parkwood Drive Surgery** - a significant extension to the existing premises which includes retaining and upgrading the existing surgery premises. This project is due to complete by March 22 and the plans make provision for the forecasted growth under the development known as LA3.

- A significant extension to **Markyate Surgery** which also includes retaining and upgrading the existing surgery premises. This project is due to complete in November 2021 and the plans make provision for the housing growth forecasted in Markyate and the surrounding rural villages.

- 12.18 In addition, in March 2020, Haverfield Surgery in Kings Langley relocated onto a site directly opposite the existing surgery premises, and now forms a part of the new care home building on the ground floor level. This project has factored in some of the forecasted housing growth.
- 12.19 The cost of the additional infrastructure needed to address the growth scenario just for General Medical Services ranges £9.7m - £16.37m (the higher number factors in the border development with St Albans District Council.)

The Primary Health Care Funding Formula

- 12.20 HVCCG (together with several other CCGs in the area) has adopted the following method for calculating the premises capital impact in relation to General Medical Services (based on 1,000 dwelling example):
- $1,000 \text{ dwellings} \times 2.4 \text{ (commonly accepted occupancy factor)} = 2,400 \text{ new patients}$
 - $2,400 / 2,000 = 1.2 \text{ GP}$ (based on ratio of 2,000 patients per GP and 199m² as set out in the NHS England “Premises Principles of Best Practice Part 1 Procurement & Development”)
 - $1.2 \times 199\text{m}^2 = 238.8 \text{ m}^2 \text{ additional space required}$
 - $238.8 \times \text{£}5,410^* \text{ (build costs including land, fit out and fees)} = \text{£}1,291,908$
 - $\text{£}1,291,908 / 1,000 = \text{£}1,291.908 \sim \text{£}1,292 \text{ per dwelling}$
(updated in September 2020)
- 12.21 Note: The costs are based on a single GP practice, however, all GP surgeries vary in size. In circumstances where investments are made in larger buildings, economies of scale can reduce the overall impact per unit as there will be some common and shared areas. Despite this, space and technical guidance requires larger sized rooms than those in older premises; newer buildings are both larger and more costly. For the purposes of long term planning, HVCCG has also adopted an alternative calculation based on 18 patients per m², which still has regard to national GMS space guidelines but also considers opportunities for economies of scale.
- 12.22 Given that the exact impact is difficult to assess due to uncertainty of timing and the resulting increase in patient numbers, this is an average threshold that HVCCG applies for planning purposes. Each case varies subject to specific area demographics, how a particular practice operates its business, number of sessions offered, workforce mix etc. It also depends on the nature of their building, e.g. age, type of build.
- 12.23 The table below sets out the existing capacity/constraint at each surgery level as well as by settlement, showing how many additional patients can be accommodated before 18 patients per m² is reached. It also demonstrates the impact of future development as per draft Local Plan based on its own merit and disregarding any existing shortfalls.

12.24 Table 23 below sets out the existing capacity/constraint at each surgery level as well as by settlement, showing how many additional patients can be accommodated before 18 patients per m2 is reached. It also demonstrates the impact of future development as per preferred Option 3 (Dacorum Local Plan (2020-2038) Emerging Strategy for Growth 2020 Reg 18) based on its own merit and disregarding any existing shortfalls.

Table 23:

Surgery Name	Settlement	Current			Dacorum Growth Scenario			
		Number of patients capacity/constraint relative to 18 per m2	Number of patients capacity/constraint of the settlement	Total NIA shortfall of the settlement	Number of dwellings proposed by 2036	Projected population growth by 2036	Resulting NIA requirement at 18pt/m2 (growth only)	Capital impact of growth at £5,410 per m2
Manor Street Surgery	Berkhamsted	-2,618						
Rothschild House Surgery (Berkhamsted branch)		-6,914	-9,722	-540	2,236	5,366	298	£1,612,901
Gossoms End Surgery		-191						
Longmeadow Surgery	Bovingdon	-1,575	-1,988	-110	341	818	45	
Archway Surgery		-413						

Draft Dacorum Infrastructure Delivery Plan

Parkwood Drive Surgery		-6,100						
Fernville Surgery		-4,494						
Coleridge House Medical Centre		-1,097						
Boxmoor Surgery		-405						
Gadebridge Surgery		-379						
Everest House Surgery	Hemel Hempstead	-1,817	-13,555	-753	10,698	25,675	1,426	£7,716,824
Highfield Surgery (Hemel)		-837						
Woodhall Farm Medical Centre		287						
Grovehill Medical Centre		468						
Lincoln House Surgery		-598						
Bennetts End Surgery		1,419						
Kings Langley Surgery	Kings Langley	-2,643	-2,023	-112	274	658	37	£197,645

Draft Dacorum Infrastructure Delivery Plan

Haverfield Surgery		620						
Rothschild House Surgery (Markyate branch)	Markyate	-1,153	-1,153	-64		516	29	£155,087
Rothschild House Surgery		-2,829						
New Surgery Tring	Tring	1,430	-1,610	-89	2,731	6,554	364	£1,969,961
Little Rothschild House Surgery		-212						
		<u>-30,050</u>	<u>-30,050</u>	<u>-1,669</u>	<u>16,495</u>	<u>39,588</u>	<u>2,199</u>	<u>£11,898,393</u>

12.25 Giving consideration to this investment plan, the following Table No 24 below illustrates capacity and capital requirement following completion of three significant projects:

- Major extension and refurbishment of the Parkwood Drive Surgery
- Major extension and refurbishment of the Markyate Surgery
- Rothschild House Surgery branch in Berkhamsted – Milton House (now incorporating ex- Boxwell Road Surgery, which closed in December 2019) relocation to the refurbished Gossoms End Clinic

Table No 24:

<i>Surgery Name</i>	<i>Settlement</i>	<i>Number of patients capacity/ constraint relative to 18 per m2</i>	<i>Number of patients capacity/ constraint of the settlement</i>	<i>Total NIA shortfall/ capacity of the settlement</i>
Manor Street Surgery		-2,618		
Rothschild House Surgery (Berkhamsted branch)	Berkhamsted	-938	-3,747	-208
Gossoms End Surgery		-191		

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Longmeadow Surgery	Bovingdon	-1,575	-1,988	-110
Archway Surgery		-413		
Parkwood Drive Surgery	Hemel Hempstead	2,367	-5,088	-283
Fernville Surgery		-4,494		
Coleridge House Medical Centre		-1,097		
Boxmoor Surgery		-405		
Gadebridge Surgery		-379		
Everest House Surgery		-1,817		
Highfield Surgery (Hemel)		-837		
Woodhall Farm Medical Centre		287		
Grovehill Medical Centre		468		
Lincoln House Surgery		-598		
Bennetts End Surgery		1,419		
Kings Langley Surgery	Kings Langley	-2,643	-2,023	-112
Haverfield Surgery		620		
Rothschild House Surgery (Markyate branch)	Markyate	2,260	2,260	126
Rothschild House Surgery	Tring	-2,829	-1,610	-89
New Surgery Tring		1,430		
Little Rothschild House Surgery		-212		
		-12,195	-12,195	-678

12.26 It can be seen that a significant reduction in shortfall at Markyate will result in surplus space capable of accommodating further growth. Given that all three projects are advanced and will complete ahead of the housing growth, it is important that developer's contributions, either through CIL or Section 106, are secured or in some cases, retrospectively granted. It should be noted that the forecast is to 2036 without any certainty of delivery. The work developing within PCNs will see greater cross practice and community working and more sharing of assets between all providers. All parties will need to periodically re-evaluate the actual build out rates throughout the period.

- 12.27 Further tables in Appendix C demonstrate the impact on General Medical Services (GMS), Acute, Community and Mental Health services in Dacorum as a whole based on annual housing targets in 5-yearly intervals. It should be noted that this methodology results in higher growth than is currently provided for in the draft Local Plan.

Hemel Hempstead North and East

- 12.28 The size of this proposed development at Hemel Hempstead North and East, requires additional facility/ facilities and the developer/s will be expected to contribute towards an on-site provision. The exact contribution will depend on the number of units delivered and will be calculated based on the formula (subject to updates in line with changes in construction costs).
- 12.29 The out of plan growth of the Local Plan includes an additional 3,500 units in Phase 2 of Hemel Hempstead North and East and the capital impact of that element on GMS/GP infrastructure can be summarised as follows:
- $3,500 \times 2.4 = 8,400$ additional residents
 - $8,400 / 2,000 = 4.2$ GP's
 - $4.2 \times 199 \text{ m}^2 = 835.8 \text{ m}^2$ additional space required
 - $835.8 \times \text{£}5,410 = \text{£}4,521,678$
- 12.30 The GP, Acute Services and Community Mental Health tables that identify the additional patient growth and the funding gap for Dacorum, Hemel Hempstead, DBC only and Hemel Hempstead DBC and SADC are located in Appendix C.
- 12.31 Technology will play an important part in future health care modelling. The NHS is seeking to create a 'digital first' approach to care. This will include video consultations allowing face to face consultations without the need for patients to travel to their practice or hospital. This can influence the number and size of health care facilities needed.

13. Green Infrastructure

- 13.1 The IDP considers the need for a range of green infrastructure encompassing open space, children's play provision, allotments, outdoor sports provision and indoor sports provision. Open space and children's play provision are broken down further into more specific types of provision.
- 13.2 Consultation has taken place with Sport England, who in their response recommended that the findings of the Open Space, Playing Pitch and Leisure Facilities Studies be used, these provide local context to the assessment of future needs arising from growth. Alongside this Sport England's online tools can be used to calculate the need for additional indoor and outdoor sports facilities, changing rooms and their associated costs.
- 13.3 Dacorum Borough Council provided a response that used the studies and calculators to identify future needs for each settlement arising from growth. This response is set out below for each type of infrastructure. The Open Space, Sport and Leisure Background Topic Paper explains how open space standards were developed and then applied to each settlement to identify current surpluses/deficits, with further information on the needs arising from growth and the costs for each type of provision.
- 13.4 The Hertfordshire Local Enterprise Partnership also provided an IDP response detailing how the Herts IQ can contribute towards green infrastructure.

Open Space, Sport and Leisure Facilities Studies

- 13.5 The Council has commissioned a technical evaluation of open space, sport and recreation facilities across the borough through three studies.
- Open space study (2019), comprising a standards paper and assessment report;⁶⁵
 - Playing pitch strategy (2019) comprising a playing pitch strategy and action plan, and an assessment report;⁶⁶
 - Leisure facilities strategy (2019) comprising a strategy and indoor leisure facilities needs assessment.⁶⁷
- 13.6 The three studies were prepared while the Borough growth options were being developed. As a result they considered growth up to 2036, assessing three growth scenarios:
- Scenario one 2016 ONS projections of 833 homes per annum
 - Scenario two 2014 ONS projections of 1,025 homes per annum

⁶⁵ https://www.dacorum.gov.uk/docs/default-source/strategic-planning/open-space-study-assessment-report-july-2019.pdf?sfvrsn=f6e0c9e_4

⁶⁶ https://www.dacorum.gov.uk/docs/default-source/strategic-planning/playing-pitch-strategy-and-action-plan.pdf?sfvrsn=33cd0a9e_8

⁶⁷ https://www.dacorum.gov.uk/docs/default-source/strategic-planning/leisure-facilities-strategy-may-2019.pdf?sfvrsn=e26e0c9e_4

- Scenario three 15% increase on 2014 ONS projections equivalent to 1,179 homes per annum.
- 13.7 The reports use the 2017 midpoint census data to undertake a supply and demand analysis of existing facilities and the 2016 ONS projects to assess the impact of growth.
- 13.8 The strategies include needs assessments which identified the current baseline outdoor and indoor sports facility infrastructure, an assessment of whether this infrastructure met current needs and an assessment of whether this infrastructure met future needs (based on ONS projections of growth). Sport England has been consulted in relation to the development proposals indicate the impact can be assessed using the tools available to the Council.
- 13.9 The assessment approach is set out below in Sport England's response. The Council has used these studies to calculate the requirement for each settlement, having had regard to existing surplus or deficit and accessibility⁶⁸. It is not at this stage possible to identify all the specific intervention in relation to the sites, however, the play space requirements (LEAP, LAP, NEAP, and MUGA) have been identified.

Sport England

- 13.10 Sport England⁶⁹ is a Non-Departmental Public Body and the Government's strategic lead for community sport. They provide advice and support to local planning authorities preparing development plans on community sport and physical activity related matters. They are also a statutory consultee on planning applications affecting playing fields and therefore we engage in the development plan process to complement this role.
- 13.11 In relation to community sports infrastructure provision, Dacorum BC completed a Playing Pitch Strategy (covering outdoor sports) and an Indoor Leisure Facilities Strategy (covering indoor sports) in 2019 and the Playing Pitch Strategy is now on the Council's website at <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan/technical-work-for-the-early-partial-review>. Both strategies include needs assessments which identifies the current baseline outdoor and indoor sports facility infrastructure, an assessment of whether this infrastructure met current needs and an assessment of whether this infrastructure met future needs (based on ONS projections of growth).
- 13.12 Chapter 7 of the Playing Pitch Strategy (Strategy and Action Plan) for example provides detail of the additional demand generated by the growth associated with each of the scenarios. Linked to this, KKP consultants provided the Council with a separate Developer Contributions toolkit document which provides a step by step for assessing the demand generated by different development scenarios which the Council can use for applying to

⁶⁸ Open Space, Sport, Recreation, Play and Community Infrastructure Assessment- Dacorum Borough Council- November 2020

⁶⁹ R Warren Sport England 05/06/20 and 11/9/20

further scenarios beyond those modelled in the strategy including those that are the subject of the current consultations.

- 13.13 The Playing Pitch Calculator and Sports Facility Calculator that have been used in these documents for assessing future needs are available to the Council to use for assessing the demand generated by the scenarios that are being tested in this consultation and it is understood that the Council have been using the calculators for assessing the demand generated by the growth scenarios. The only bespoke information required for each scenario for entry into the calculators is the estimated population from the scenario that is being estimated.
- 13.14 It should be emphasised that in accordance with the advice in the Developers Contribution toolkits, the demand generated by any growth scenario needs to be carefully interpreted in the context of the assessment findings and strategy proposals in the Playing Pitch Strategy and the Indoor Leisure Facilities Strategy. For example, it may not be necessary for a single development or a growth scenario to address the additional demand generated for a particular type of sports facility if the assessment has shown that adequate provision already exists for meeting current and future needs for that facility type. Furthermore, in many cases, a financial contribution towards improving existing sports facility provision is more likely to be appropriate than the development making direct provision for meeting the additional demand generated.
- 13.15 The Council has an up-to-date evidence base in relation to community sports infrastructure and has access to tools which can easily be used for assessing the impact associated with new scenarios it is not considered that significant further research is required.

Open Space and Play Space

- 13.16 The Open Space Study 2019 comprised a qualitative, quantitative and accessibility assessment of open space across Dacorum focussing on the borough's six main settlements, which are the main potential areas for future housing growth. The typologies considered were parks and gardens, amenity greens, natural and semi-natural greenspaces, provision for children and young people and also, allotments, cemeteries and green corridors. For each typology and settlement, it evaluated how well current needs for open space are being met, and estimated the additional needs that may arise from future growth. The Study sets standards for open space provision per 1000 population (drawing on the Fields in Trusts recommended benchmark standards) which can be used to calculate the additional open space needs arising from growth for each settlement.
- 13.17 In calculating the required mitigation of growth set out in the Reg 18 Local Plan in relation to parks and gardens, natural and semi natural green space, amenity green space, allotments

and play space, the following provision rates, standards, thresholds and costs have been used⁷⁰.

Provision rates, standards, thresholds and costs

Table 25: Typology standards and costs per ha

Typology	Standard (ha per 1000 population)	Cost per ha
Parks and Gardens	0.80	£440,000
Natural and Semi-Natural	1.80	£140,000
Amenity Greenspace	0.60	£160,000
Allotments	0.25	£225,000
Play space	0.25	See separate table

Table 26: Open space provision thresholds

Typology	Threshold for on-site provision
Parks and Gardens, Natural and Semi-Natural Green Space, Amenity Green Space	25 homes and above
Allotments	700 homes and above
Local Area of Play (LAP)	25 homes and above
Local Equipped Area of Play (LEAP)	70 homes and above
Youth/Multi-Use Games Area (MUGA)	2000 homes and above
Neighbourhood Equipped Area of Play (NEAP)	500 homes and above

Table 27: Open space catchment zones

Typology	Accessibility
Parks and Gardens	710m
Natural and Semi-Natural	720m
Local Area of Play (LAP)	100m
Local Equipped Area of Play	400m
Neighbourhood Equipped Area of Play	1,000m
Multi-Use Games Area (MUGA)/Youth	700m

Table 28: Play space costs

Typology	Cost per unit
Local Area of Play (LAP)	£33,000
Local Equipped Area of Play (LEAP)	£80,000
Youth/Multi-Use Games Area (MUGA)	£140,000
Neighbourhood Equipped Area of Play (NEAP)	£165,000

⁷⁰Open Space, Sport, Recreation, Play and Community Infrastructure Assessment- Dacorum Borough Council- November 2020

Semi- Public Open Space

- 13.18 The National Trust in response to consultations identified the impact of growth on the Ashridge Estate⁷¹ land owned and used as public open space (POS) by the public. The National Trust (NT) identified that the scale of growth planned for Dacorum Borough would certainly increase visitor numbers at the Ashridge Estate and this would increase traffic management and safety concerns, put further pressure on the facilities there, as well as posing a threat to the recognised nature conservation interests. The NT foresees a potentially significant impact upon the green infrastructure at Ashridge and this concern is backed up by recent experience at other NT property (for example Hatfield Forest in Essex) which has experienced substantial growth in the neighbouring resident population.
- 13.19 At this stage the NT is not able to quantify the scale of impacts or provide precise details of the costs associated with any mitigation that would be required. Evidence from recent visitor surveys indicates that 20% of car-borne visitors live less than 4 miles from the site and 70% live less than 9 miles from the site. NT advise that the Ashridge estate is already experiencing the problems of increasing visitors in terms of operational management of facilities, traffic, car parking, and environmental damage. The Reg 18 Local Plan policy DM 32 sets out the policy for development on Ashridge Estate⁷².

The Hertfordshire Local Enterprise Partnership (LEP)⁷³

- 13.20 The LEP consultation response highlights the contribution Herts IQ can make to Green and Green blue infrastructure:

Table 29: LEP Green Infrastructure

Green Infrastructure		
Ref	Infrastructure identified	Notes
G1	Strategic Green Infrastructure	Elements of the Herts IQ development that can contribute to protecting and improving Hertfordshire's natural capital
G2	Bluegreen infrastructure	Infrastructure within the Herts IQ development in the form of sustainable drainage and natural flood management

⁷¹ Ashridge Estate Central Area Conservation Management Plan (National Trust and Historic Environment Associates, April 2019)

⁷² Reg 18 Local Plan

⁷³ Statement from Herts LEP on Herts IQ Infrastructure – June 2020

G3	Biodiversity Net Gain	Measures to secure the delivery of a minimum of 10% increase in biodiversity in new development compared to exiting levels
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Outdoor Sports Provision

- 13.21 The Playing Pitch Strategy (2019) comprised a qualitative, quantitative and accessibility assessment of football, rugby union, rugby league, hockey, cricket, bowls, tennis, athletic, netball and golf. The borough was divided into five settlement areas and for each of these and by sport, it considered how well current needs for sports provision are being met, also taking into account unmet demand. It then estimated what additional sports demand may arise over the period of the Plan from growth and the aspirations of individual clubs.
- 13.22 The assessment of playing pitch sports (i.e. football, cricket, rugby union and hockey) followed the guidance set out in Sport England’s PPS Guidance: An approach to developing and delivering a PPS. For the remaining sports, the supply and demand principles of Sport England’s methodology: Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities (ANOG) were used.
- 13.23 The table below provides a summary of the current and future shortfalls, based on the 2016 ONS projections of 14,161 new homes by 2036 and figures generated by Sport England’s Playing Pitch Calculator. Shortfalls are shown in match equivalent sessions, which can be converted to the number of new pitches needed using Sport England guidance on the capacity of pitches and local league requirements. This found shortfalls in grass football pitches in each of the assessment areas and a need for four new artificial pitches. Other shortfalls in provision included rugby league, rugby union in Hemel Hempstead and Tring, and an artificial hockey pitch. Shortfalls increase across the range of sports, including cricket, when new demand arising from growth is added. The findings of the Playing Pitch Strategy (Action Plan and Assessment reports) can be viewed in full on the Council’s website.

Table 30: Analysis of current and future shortfalls in outdoor sports provision

Sport	Analysis area	Current demand shortfall	Future demand shortfall (2036 ⁷⁴)
Football (grass pitches)	Berkhamsted Area	<ul style="list-style-type: none"> ◀ Shortfall of 2 MES on adult pitches ◀ Shortfall of 1.5 MES on youth 11v11 pitches 	<ul style="list-style-type: none"> ◀ Shortfall of 2.5 MES on adult pitches ◀ Shortfall of 5.5 MES on youth 11v11 pitches

⁷⁴ Future demand figures are based on both club growth aspirations and TGRs (unless stated otherwise). TGRs are based on 2016 ONS projections of 14,161 accumulative housing, equivalent to 833 new homes pa.

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Sport	Analysis area	Current demand shortfall	Future demand shortfall (2036 ⁷⁴)
		<ul style="list-style-type: none"> ◀ Shortfall of 0.5 MES on youth 9v9 pitches ◀ Mini 7v7 pitches at capacity 	<ul style="list-style-type: none"> ◀ Shortfall of 0.5 MES on youth 9v9 pitches ◀ Mini 7v7 pitches at capacity
	Eastern Villages Area	<ul style="list-style-type: none"> ◀ Adult pitches at capacity ◀ Youth 11v11 pitches at capacity 	<ul style="list-style-type: none"> ◀ Adult pitches at capacity ◀ Youth 11v11 pitch at capacity
	Hemel Area	<ul style="list-style-type: none"> ◀ Shortfall of 2.5 MES on youth 11v11 pitches ◀ Shortfall of 1 MES on youth 9v9 pitches 	<ul style="list-style-type: none"> ◀ Shortfall of 4.5 MES on youth 11v11 pitches ◀ Shortfall of 2.5 MES on youth 9v9 pitches ◀ Mini 7v7 pitches at capacity
	Southern Area	<ul style="list-style-type: none"> ◀ Shortfall of 3.5 MES on adult pitches ◀ Youth 11v11 pitches at capacity ◀ Mini 5v5 pitches at capacity 	<ul style="list-style-type: none"> ◀ Shortfall of 4 MES on adult pitches ◀ Shortfall of 2.5 MES on youth 11v11 pitches ◀ Shortfall of 0.5 MES on mini 7v7 pitches ◀ Shortfall of 0.5 MES on mini 5v5 pitches
	Tring Area	<ul style="list-style-type: none"> ◀ Shortfall of 1 MES on adult pitches ◀ Shortfall of 3.5 MES on youth 9v9 pitches ◀ Shortfall of 6 MES on mini 7v7 pitches ◀ Mini 5v5 pitches at capacity 	<ul style="list-style-type: none"> ◀ Shortfall of 2 MES on adult pitches ◀ Youth 11v11 pitches at capacity ◀ Shortfall of 5.5 MES on youth 9v9 pitches ◀ Shortfall of 8 MES on mini 7v7 pitches ◀ Shortfall of 2 MES on mini 5v5 pitches
	Dacorum Borough	<ul style="list-style-type: none"> ◀ Shortfall of 5 MES on youth 11v11 pitches ◀ Shortfall of 2.5 MES on youth 9v9 pitches 	<ul style="list-style-type: none"> ◀ Shortfall of 14.5 MES on youth 11v11 pitches ◀ Shortfall of 6.5 MES on youth 9v9 pitches

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Sport	Analysis area	Current demand shortfall	Future demand shortfall (2036 ⁷⁴)
		◀ Shortfall of 2.5 MES on mini 7v7 pitches	◀ Shortfall of 7.5 MES on mini 7v7 pitches
Football (3G AGPs) ⁷⁵	Berkhamsted Area	◀ Shortfall of 1 full size floodlit pitch.	◀ Shortfall of 1 full size floodlit pitch.
	Eastern Villages Area	◀ No shortfall	◀ No shortfall
	Hemel Area	◀ Shortfall of 1 full size floodlit pitch.	◀ Shortfall of 1 full size floodlit pitch.
	Southern Area	◀ Shortfall of 1 full size floodlit pitch.	◀ Shortfall of 1 full size floodlit pitch.
	Tring Area	◀ Shortfall of 1 full size floodlit pitch.	◀ Shortfall of 1 full size floodlit pitch.
	Dacorum Borough	◀ Shortfall of four full size floodlit 3G pitches	◀ Shortfall of four full size floodlit 3G pitches
Cricket	Berkhamsted Area	◀ No shortfall	◀ No shortfall
	Eastern Villages Area	◀ No shortfall	◀ No shortfall
	Hemel Area	◀ No shortfall	◀ No shortfall
	Southern Area	◀ Shortfall of 6 adult MES per season	◀ Shortfall of 23 adult MES per season
	Tring Area	◀ No shortfall	◀ Shortfall of 10 adult MES per season
	Dacorum Borough	◀ No overall shortfall	◀ No overall shortfall
Rugby union	Berkhamsted Area	◀ Pitches at capacity	◀ Pitches at capacity

⁷⁵ Based on accommodating 38 teams on one full size pitch

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Sport	Analysis area	Current demand shortfall	Future demand shortfall (2036 ⁷⁴)
	Eastern Villages Area	◀ No shortfall	◀ No shortfall
	Hemel Area	◀ Shortfall of 6 MES on senior pitches	◀ Shortfall of 7.75 MES on senior pitches
	Southern Area	◀ Pitches at capacity	◀ Pitches at capacity
	Tring Area	◀ Shortfall of 6 MES on senior pitches	◀ Shortfall of 7.75 MES on senior pitches
	Dacorum Borough	◀ Shortfall of 12 MES on senior pitches	◀ Shortfall of 15.5 MES on senior pitches
Hockey (Sand AGPs)	Dacorum Borough	<ul style="list-style-type: none"> ◀ Shortfall of 1 AGP in Tring Area ◀ Need to resurface Tring Sport Centre AGP in the next two to three years 	<ul style="list-style-type: none"> ◀ Shortfall of 1 AGP in Tring Area ◀ Potential closure of RAF Halton in 2022 (Aylesbury), which is accessed by both Tring and Berkhamsted & Hemel Hempstead hockey clubs.
Golf	Dacorum Borough	◀ Sufficient supply to meet current demand	◀ Sufficient supply to meet future demand
Bowls	Dacorum Borough	◀ Sufficient supply to meet current demand	◀ Sufficient supply to meet future demand
Tennis	Dacorum Borough	◀ Sufficient supply of courts to meet current demand (overplay at Chipperfield TC & Little Gaddesden)	<ul style="list-style-type: none"> ◀ Sufficient supply of courts to meet current demand ◀ Overplay at Chipperfield TC, Little Gaddesden and Langley TC
Netball	Dacorum Borough	◀ Sufficient supply to meet current demand	◀ Sufficient supply to meet future demand

Sport	Analysis area	Current demand shortfall	Future demand shortfall (2036 ⁷⁴)
Athletics	Dacorum Borough	◀ Jarman Park is operating at capacity and requires quality improvements	◀ Shortfall of a compact athletics facility
Rugby league	Dacorum Borough	◀ Shortfall of 2.25 MES on adult pitches	◀ Shortfall of 2.25 MES on adult pitches

13.24 The table above identifies where there will be shortfalls in the supply of outdoor sports provision due to the impact of growth. For the Infrastructure Delivery Plan, the table below draws together which settlements should contribute to which sports.

Table 31: Contributions towards Shortfalls in Outdoor Sports Provision by Settlement

	Hemel Hempstead	Berkhamsted	Tring	Kings Langley	Bovingdon	Markyate
Adult football		✓	✓	✓	✓	
Youth football	✓	✓	✓	✓	✓	
Mini football	✓	✓	✓	✓	✓	
Rugby union	✓		✓			
Rugby league	✓	✓	✓	✓	✓	✓
Cricket			✓	✓	✓	
AGP Sand (hockey)	✓	✓	✓	✓	✓	✓
AGP 3G	✓	✓	✓	✓	✓	

13.25 The contributions each development should make towards new outdoor sports facilities is then calculated by inputting the new population generated by each site and settlement within the Dacorum Local Plan (2020-2038) Emerging Strategy for Growth into Sport England's Playing Pitch Calculator, shown summarised in the table below.

13.26 Note this includes contributions from growth allocations and windfall, numbers associated with commitments are not calculated.

Table 32: Summary of contributions towards outdoor sports provision by settlement

	Playing pitches (No/Cost)	Changing Rooms (No/Cost)	AGP pitches (No/Cost)	AGP changing rooms (No/Cost)	Total Cost
Hemel Hempstead	20.92 £1,396,325	16 £2,953,531	1.41 £1,460,747	2.83 £521,018	£6,331,621
Berkhamsted	5.42 £361,518	4.70 £865,180	0.33 £346,428	0.67 £123,564	£1,696,690
Tring	7.65 £780,836	8.21 £1,515,350	0.38 £400,290	0.79 £142,776	£2,839,252
Kings Langley	0.60 £59,621	0.61 £112,617	0.03 £33,587	0.07 £11,980	£271,805
Bovingdon	0.64 £62,927	0.64 £118,861	0.03 £35,450	0.08 £12,645	£229,883
Markyate	0.04 £6,017	0.08 £14,830	0.01 £4,945	0.01 £2,056	£27,848
Rest of the Borough	0.76 £77,761	0.82 £150,908	0.04 £39,864	0.08 £14,219	£282,752

Indoor Sports Provision

13.27 The Council's Indoor Sports Facilities Strategy (2020) considered the quality and quantity of existing indoor and built facilities in the borough, including sports halls, swimming pools, health and fitness provision, gymnastics and squash courts. It assessed how well existing provision is meeting current needs and estimated future demand, using data such as population distribution, planned growth and other health and socio-economic determinants. The completed report provides a robust, up-to-date assessment of need and identifies opportunities for new, enhanced and rationalised provision. Specific deficiencies and surpluses are also highlighted to help inform the planning of new provision.

13.28 The report highlighted an issue with the capacity of swimming pools. Overall there is a good supply of waterspace in Dacorum in quantitative terms, which is broadly located in the right places and able to accommodate immediate population growth. However, there is a current undersupply of water space is equivalent to a small learner pool, this relates to a 'hotspot' of unmet demand in Hemel Hempstead. While this currently does not require further pool provision, this deficit will grow over the Plan period with a need for an additional 2.52 swimming lanes up to 2026 and a further 1.74 swimming lanes up to 2036. This indicates that

by 2036 there will be the need for a new 4 lane 25m pool to satisfy increases in demand (as well as the learner pool).

- 13.29 To secure funding for a new facility, to primarily serve Hemel Hempstead, the Sport England Sports Facility Calculator will be used to collect contributions from all residential development in Hemel Hempstead. A strategy for delivering new provision will be required, which could comprise a school site, new facility or an upgrade to existing facilities. The additional cost and facilities required are calculated by inputting the new population for Hemel Hempstead into the Sports Facility Calculator.

Table 33: Hemel Hempstead Contributions towards waterspace

Hemel Hempstead	Contributions towards additional waterspace capacity			
	m ²	Lanes	Pools	Cost
Growth from allocations – 7115	177	3.3	0.83	£3,404,274
Growth from windfall - 1710	42.44	0.8	0.20	£818,174
Total	£4,222,448 (rounded to £4,222,450)			

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14. Emergency Services

- 14.1 Emergency services provision, for the purposes of this IDP, relates to Hertfordshire Fire & Rescue Services, Ambulance services and the Hertfordshire Constabulary.
- 14.2 Consultation has taken place with Hertfordshire County Council in respect of Hertfordshire Fire & Rescue and the Hertfordshire Constabulary. Detail around each service, assessing need and demand, associated costs and the service response to the growth scenario is provided below.
- 14.3 No consultation responses have been received for this iteration of the IDP in respect of Ambulance services.
- 14.4 The current emergency services provision identified in the Hertfordshire Infrastructure and Funding Prospectus (HIPF)⁷⁶ is
- Ambulance Stations – 1
 - Fire Stations 6
 - Local Authority Police Station - 5

Ambulance – no response received

Fire and Rescue Service: HCC Developer Contributions Guidance

- 14.5 Hertfordshire Fire & Rescue Services (HFRS)⁷⁷ capacity to deliver an emergency response is not unduly affected by individual developments even if they are fairly sizeable. However, the ‘cumulative effect’ of the planned developments in the both Dacorum and St Albans Borough area will likely impact our capacity and place additional demand on fire and rescue resources. The predicted situation in and around the greater Hemel Hempstead area is leading towards a situation where HFRS’s ability to continue providing a suitable response within our agreed timescales may be compromised.

Service Overview

- 14.6 The County Council, in its capacity as the Fire and Rescue Authority (FRA), has statutory duties under The Fire and Rescue Services 2004 and must make provisions for:
- extinguishing fires in their area
 - protecting life and property in the event of fires in their area
 - rescuing and protecting people in the event of a road traffic collision, and
 - rescuing and protecting people in the event of other emergencies.
- 14.7 FRAs also need to collect information to assess risk in their areas as well as protect the health and safety of their workers. The Fire and Rescue Services Act 2004 also gives the Government responsibility for producing the Fire and Rescue National Framework which outlines the

⁷⁶ Hertfordshire Infrastructure and Funding Prospectus (HIPF)

⁷⁷ A Esson HFR 20/0820

Government's high level priorities and objectives for FRAs in England. The National Framework's priorities for FRAs are to:

- identify and assess the full range of foreseeable fire and rescue related risks their areas face, make provision for prevention and protection activities and respond to incidents appropriately
- work in partnership with their communities and a wide range of partners locally and nationally to deliver their service
- be accountable to communities for the service they provide

- 14.8 The Civil Contingencies Act 2004 sets out FRAs responsibility to react to emergencies as a category 1 responder.
- 14.9 The Service operates from 29 fire stations, a headquarters building, training and development centre, and a number of additional sites providing support services.
- 14.10 Underpinned by statutory obligations within the Fire and Rescue Services Act 2004, the Fire and Rescue National Framework for England provides the overall strategic direction for Fire and Rescue authorities. Within the framework, each authority is required to produce an [Integrated Risk Management Plan \(IRMP\)](#) that identifies and assesses all foreseeable fire and rescue related risks that could affect its community. Each IRMP must demonstrate how prevention, protection and response activities will best be used to mitigate the impact of risk on its communities. Through local determination of risk and local determination of response standards, it is expected that this will:
- Reduce the number of emergency incidents occurring;
 - Reduce death and injury from fire and other emergency incidents;
 - Reduce the socio-economic impacts of fire;
 - Protect heritage;
 - Safeguard the environment;
 - Contribute to the development of stronger, more self-sufficient and cohesive communities;
 - Provide value for money.
- 14.11 Section 17 of the Crime and Disorder Act 1998 requires local authorities and other agencies to consider crime and disorder reductions and community safety in the exercise of all their duties and activities.
- 14.12 The above legislation imposes a requirement on Fire and Rescue Authorities to ensure efficient and effective fire and rescue provision, and to ensure that the Service contributes effectively to the wider community safety agenda. Increases in population place additional demand on fire and rescue resources, both in terms of the need for additional capital investment in new facilities and funding for additional equipment, and on revenue budgets for firefighters, officers and support staff.

- 14.13 It is, therefore, reasonable for fire and rescue service needs to be considered by local planning authorities when determining planning applications relating to the provision of new development which brings forward an increased risk of incidents; changes the risk profile for the area and increases attendance times to incidents.
- 14.14 The capability and availability of water resources to fight fires is also a key consideration for the Service. The provision of public fire hydrants is not covered by Building Regulations 2010 (Part B5 as supported by Secretary of State Guidance 'Approved Document B') and developers are expected to make provision for fire hydrants to adequately protect a development site for fire-fighting purposes.

Assessing need and calculating demand

- 14.15 The demands on fire and rescue resources manifest themselves in a variety of forms, dependent on the scale and nature of the proposed development, including the need to:
- acquire land and the capital costs of fire and rescue service buildings and associated facilities for the provision of new fire stations;
 - extend existing fire stations;
 - replace any temporary structures with permanent accommodation;
 - provide additional vehicles and other resources for response;
 - extend communication infrastructures;
 - reduce risk and demand through advice and the provision of equipment e.g. improve fire suppression (sprinklers) systems in existing and/or new premises;
 - enforcement: the fire and rescue service is a regulator of fire safety compliance in many businesses and this includes a requirement to inspect plans and high risk premises; in some instances this leads to the requirement for formal action / prosecution of businesses who neglect their duties to provide fire safe buildings;
 - hydrants: we employ staff to inspect water hydrants and ensure they are in good working order in advance of them being required to fight fires; additions to premises numbers increases ongoing revenue costs in this area;
 - review staffing levels.
- 14.16 The provision of effective fire and rescue services is dependent upon maintaining both a local and strategic approach. The value of the contribution required to mitigate the impact of development on fire and rescue resources will, therefore, need to take account of both these factors.
- 14.17 The matrix provided below outlines the fire and rescue service capital calculation of a Section 106 requirement for development of new dwellings and non-residential buildings across Hertfordshire. The fire and rescue service calculate its capital requirement to be £365.32 per new dwelling.
- 14.18 Individual multipliers are not required as the service assess demand on a per dwelling basis, irrespective of household occupations.

- 14.19 In practice, the number and location of hydrants is determined at the time the water services for the development are planned in detail, which is usually after planning consent is granted. In instances where adequate hydrants are available at the time the water mains are planned, then no extra hydrants will be needed.
- 14.20 Fire hydrants should be designed into the development at the masterplanning stage and implemented through a planning condition. Condition wording is provided below:
- 14.21 *The development hereby permitted shall not be commenced until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the scheme has been implemented in accordance with the approved details.*
- 14.22 *Reason for condition: to ensure adequate water infrastructure provision is made on site for the local fire service to discharge its statutory firefighting duties.*

Table 34: Calculation of costs

Item	Description	Data
Activity factor		
1	Dwelling fires as a percentage of all property fires (3-year average) ⁷⁸	74.48%
Cost of new additional fire stations, appliances and equipment		
2	Number of Households in Hertfordshire ⁷⁹	485,041
3	Divide by the number of fire stations	29
4	Average number of dwellings per fire station (2 ÷ 3)	16,725
5	Average build cost per fire station	£5,750,000
6	Average cost of new fire appliance plus equipment ⁸⁰	£360,000
7	Average cost per new dwelling towards buildings, appliances and equipment ((5 + 6) ÷ 4) by new build increase	£365.32
Annual lease costs of additional firefighters personal protective equipment (PPE)		
8	Averaged establishment per fire station (FTE)	28
9	Total PPE cost per new fire station (Leased)	£15,732

Building new fire stations

- 14.23 When building a new fire station, it is essential that all factors are considered within the design to ensure that both operational and local community needs are met.
- 14.24 There are various staffing models in operation across Hertfordshire Fire and Rescue Service (HFRS) which directly influence the size of, and range of facilities required. Table 1, below, gives examples of both the total Gross Internal Area (GIA) and land area requirement for new fire stations based on the duty system type. These are based on current Whole-time and Day

⁷⁸ Data from HFRS Vision incident recording system

⁷⁹ Data from CIPFA Fire and Rescue Service Statistics – 2019 Summary

⁸⁰ Data from HFRS procurement department

Crewed/On-call crewing station models within HFRS. These illustrative examples would form the basis of discussions for future new builds.

Table 35: Examples of station areas within HFRS by duty system type

Duty system type	Station Area (Sq.m)	Site Area (Sq.m)
Whole-time Station	1,300	4,400
Day crewed Station	620	2,340
On-call Station	240	2,000

14.25 In addition, any new station will require certain facilities as standard specifications. A summary of the main requirements is listed below but, again, these would be discussed on a case by case basis dependent on the requirements of the Service:

- Minimum of 3 appliance bays for Whole-time Stations;
- Minimum of 2 appliance bays for Variable/On-call Stations;
- bay ancillary garage (at Whole-time stations only);
- Training ground / drill yard (to be suitable for Breathing Apparatus and line working training);
- Training Tower;
- Breathing Apparatus maintenance room (including air compressor);
- Kitchen facilities;
- Rest area;
- Watch room;
- Lecture Room;
- Office space;
- Specific room/facility for community use;
- Safe access and egress for appliances;
- An area suitable for removal of demountable pods from prime movers;
- Facilities for East of England Ambulance Service*
- Diesel pump (above ground as per Engineering Manager request).

Fire Suppression (Sprinkler) systems

14.26 The emphasis for the Fire and Rescue Service is changing from that of reacting to fires and other emergencies, to preventing and reducing their impact on individuals, communities and organisations. In developing prevention strategies, Fire Authorities are including the use of fire suppression systems, particularly sprinklers, to protect the most at risk and vulnerable in society.

14.27 The expansion of Hertfordshire through development provides an opportunity to take a lead by applying a proactive approach towards protecting the community and infrastructure through in-built fire suppression systems.

14.28 A sprinkler installation can significantly help to mitigate the loss of life and damage to property caused by fire and the ongoing financial and social disruption to the householder or

community. Click for more information about [Efficiency and Effectiveness of Sprinkler Systems in the United Kingdom](#).

Service Response to Dacorum Growth Proposal⁸¹

- 14.29 The 'cumulative effect' of allocations in both Dacorum Borough (and St Albans City & District) will likely impact HFRS's capacity and place additional demand on fire and rescue resources. The predicted situation in and around the greater Hemel Hempstead area is leading towards a situation where HFRS's ability to continue providing a suitable response within our agreed timescales may be compromised.
- 14.30 With that in mind, HFRS may look towards the potential of dividing resources at the existing Fire Station in Queensway, Hemel Hempstead (which houses 2 x Fire Appliances) into two Fire Stations (1 x Fire Appliance at each), one located at the far east of Hemel Hempstead, ideally on or about Junction 8 of the M1; and one in the west of Hemel Hempstead, ideally in the Aspley/two waters area. This will place additional demand in terms of the need for additional capital investment in new facilities and funding for additional equipment, and on revenue budgets for firefighters, officers and support staff. HCC will therefore seek planning obligations towards fire and rescue services via Section 106 contributions and also the Community Infrastructure Levy (CIL) where applicable. Contributions will be sought from development schemes which have the potential to increase the demand on the Service as currently provided across the respective area, particularly as the impact crosses two District Authority boundaries.
- 14.31 In addition to the above, it is requested that HCC is consulted on the requirements for the provision of water supplies and that the fire hydrant(s) served by the mains water supply shall be provided prior to any dwellings being occupied and to the satisfaction of HFRS. The expansion of Hemel Hempstead through development provides an opportunity for planning authorities to take a national lead by applying a proactive approach towards protecting the community and infrastructure through in-built fire suppression systems. HFRS would recommend greater inclusion of Automatic Water Suppression Systems (AWSS) in the built environment. Sprinklers save lives, protect property, reduce the impact of fire on the environment and support UK businesses by reducing interruption.

Cost and Caveats

- 14.32 The relevant costs are set out above, in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also

⁸¹ HFRS Response to IDP Consultation 14/7/20, updated 23/11/20

be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

Police - Hertfordshire Constabulary

14.33 Hertfordshire Constabulary (HC) in their response⁸² consider that with the recent refurbishment of the existing Hemel Hempstead Police Station and the assumption that the required accommodation infrastructure (*and associated secured by design advise provided by our CPDA*) will be incorporated/provided within the Garden Communities development combined will satisfy the Constabulary's operational accommodation requirements. However, the timing of delivery of these various developments, supporting infrastructure such as route networks etc. will require Herts Constabulary accommodation requirements to be reviewed as further information is available.

14.34 The only identified exception is the proposed development in Tring where in excess of 2000 dwellings are proposed. This will require a larger policing footprint within this area due to the geographical location and scale of proposed population increase. As our existing police station is located in a conservation area and of a limited site size there will be a need to relocate to larger accommodation, potentially with other partner organisations such as Fire, Ambulance, LA etc.

14.35 For information our accommodation requirements, for Herts Constabulary, are circa 200m² with secure parking for approx. 5 No. operational vehicles. It is anticipated that the cost of the enlarge facility would in part being offset by the disposal of the existing station.

14.36 The calculations for policing need as a result of the proposed new development are based upon the number of incidents that are likely to occur as a result of development and calculating the number of officers and support staff required to serve the new development to maintain existing policing levels in Dacorum. All figures given are as at the end of the policing year 2018/19.

14.37 Current policing requirements:

Number of recorded incidents per person in Dacorum:

Total incidents per year for Dacorum = Incidents per person

Dacorum population = 154,300 (ONS Mid-2018 Estimates)

34,662 incidents = 0.225 incidents per person

14.38 Predicted incidents as result of population increase:

⁸² Consultation response Ian Potter, Head of Estates and Facilities - 12/02/20

Proposed development population 26,000 x 0.225 incidents (*identified above*) per person = **5,850** predicted extra number of development incidents

14.39 In their response HC identified four parts of the Police contribution:

- Staff
- Premises
- Vehicles
- Other infrastructure (ANPR)

14.40 Staffing is not an infrastructure cost and should be excluded, however to calculate other infrastructure costs staffing calculations are required.

Staffing provision

14.41 Dacorum is currently served by:

- Dedicated uniformed officers, i.e. Investigations, Local Support Teams, Safer Neighbourhood Team (SNT), Response and LIU (Local Investigations Unit).
- Dedicated support staff (including Local Command Team).
- Hertfordshire officers, i.e. Forensics/ Major Crimes Unit (as Dacorum ‘proportion’ of Hertfordshire staff)
- Hertfordshire support staff (Investigations teams, Crime Prevention, Licensing, Prosecution case workers, Coroner’s Office etc.)
- Force wide officers (Operations, Firearms, Major Crime, Public protection, Specialist crime, Custody, Communications, Professional standards and Training roles)
- Hertfordshire support staff (Specialist crime command, Public protection, Operations, Human Resources, Communications departments and Joint Transport Service (as Dacorum ‘proportion’ of Force wide staff)

14.42 The breakdown of total staffing for Dacorum is calculated on current staffing levels and as a proportion of Hertfordshire ‘use’ of Local Policing Command and Force wide Staff. The Dacorum ‘proportion’ is calculated by the proportion of the total number of incidents in Dacorum as a percentage of the total number of incidents in Hertfordshire.

14.43 The following table sets out current staffing levels:

Table 36: Current staffing levels

	Total staff	Dacorum proportion	Breakdown
Force wide officers	2025	107	5.3%
Force wide support staff	1620	17	1.0%
Total	3,645	124	6.3%

14.44 Number of required uniformed officers and staff as a result of development:

Uniformed officers:

- 5,850 predicted extra number of incidents from development = Required uniformed officers
- 34,662 (2018/19), 40,512 forecast (i.e. 34,662 +5850). A projected increase in incidents of 16.9%.
- Total incidents per year for Dacorum 34,662 No. of incidents per officer/p.a. 323.9
- Total number of officers. 107

Therefore, projected local officers required to maintain current ratio

$$5850/323.9 = \mathbf{18.1 \text{ officers}}$$

Proposition of Force wide Officers supporting the Dacorum area

$$2025 \text{ Officers less } 107 \text{ dedicated Dacorum Officers} = 1918 @ 5.3\%$$

Equates to 101 officers.

Therefore, the projected increase in incidents of 16.9% will generate a requirement for **17.2** force wide officers.

A total requirement of 35.3 officers.

Support staff:

- Ratio of support staff to officers (total support staff/ total officers) x number of required officers for development.
- 1,620 Total Support Staff x 18.1 Officers required = **14.5 Support Staff required**
- 2025 Total Police Officers

Staff Set-up Costs:

The basic capital set up costs of equipping new police officers and support staff is as follows:

OFFICER	Capital cost
Start-up equipment (radio, workstation, body worn camera, IT equipment)	£4,307
Start-up recruitment and training cost	<u>£5,460</u>
TOTAL COST PER OFFICER	<u>£9,767</u>
<i>(Costs subject to confirmation by Recruitment Dept.)</i>	
Therefore, the set up costs for 35.3 Officers is (£9,767 x 35.3)	£344,775

Support staff	Capital cost
Start-up equipment (workstation, IT equipment) £2,086	
Start-up recruitment cost	<u>£1,060</u>
TOTAL COST PER SUPPORT STAFF	<u>£3,146</u>

(Costs subject to confirmation by Recruitment Dept.)

Therefore the set up costs for 14.5 members of support staff is (£3,146 x 14.5) £45,617

Premises

- 14.45 Contributions towards premises are based upon existing capacity to accommodate additional required officers and will only be sought where floor space is required to accommodate additional officers as a result of a proposed development.
- 14.46 Hertfordshire Constabulary has assessed this cost using the latest BCIS costings index multiplier for all Section 106 planning obligation requests. The 2018/19 issue of the RICS BCIS costs lists the median cost for new police stations at £2,631m² (tbc) and the median costs for adaption/ conversion of police stations at £1,561m² (tbc).
- 14.47 The average floor space provision per FTE across Hertfordshire Constabulary sites based on the 2017/18 *CIPFA National Police Estates Group Benchmarking Report* is **16.9m²**.

Premises calculation:

- 14.48 It should be noted that the current floor space provision within the existing Hemel Hempstead Police Station is as follows,

Total Floor Area (GIA)

Total number of officers and police support staff = Floor area per FTE

1,440m² Total station floor area / 124 Officers and Police Support Staff

11.6m² per FTE (including workstation/locker room/storage etc.)

- 14.49 Based on the above assessment there is insufficient accommodation available to accommodate the projected increase in Officers and Police Support Staff to cater for the needs of this proposed new development. Therefore, an assessment of cost has been undertaken based on a new build cost (excluding site acquisition)
- 14.50 BCIS cost multiplier cost per sq. m x 11.6sqm/employee x no. of required employees.
 Cost £2,631m² x 11.6m² = £30,520 x 32.6 (18.1 officers +14.5 support staff)

- 14.51 Total estimate premises cost is therefore **£994,952**, which in turn equates to a requirement for **378m²** of accommodation based on floor space per officer within the existing Hemel Hempstead Police Station opposed to the force average.

Vehicles

- 14.52 The average capital cost of a standard patrol vehicle is £19,921 (not including fuel and maintenance). Guideline is to replace vehicles every 4 years or 125,000 miles. The development requires fleet investment for a minimum of 8-year life of provision to serve the proposed development. Hertfordshire Constabulary (via Chiltern Consortium who manage our Fleet) estimate that the 4-year lifetime cost per vehicle is approximately £29,616 including running costs and capital charges.
- 14.53 Based upon a combination of dedicated vehicle provision for Dacorum and a proportion of the 451 force wide vehicles serving the county it has been identified that based on 12.6% (34,662 incidents from a force total of 274,589) of total countywide incidents occurring in Dacorum, the proportion of the vehicle fleet utilised to police Dacorum 56.8 vehicles.
- 14.54 With the projected number of incidents to increase by 16.9% a corresponding increase in the vehicle fleet will be required. This represents an increase from 56.8 vehicles to 66.4, an increase of 9.6 vehicles Therefore, the vehicle costs are calculated as follows:

$$\underline{\text{£19,921 cost per vehicle } 9.6 \text{ total vehicles } \times 2} = \underline{\text{£382,483}}$$

- 14.55 The above methodology used to calculate the requested vehicle contribution has been extensively tested and approved by the Secretary of State and Planning Inspectorate on numerous occasions.
- 14.56 The impact of the development without the contribution would therefore be pressure to spread existing transport too thinly, to the extent that service delivery is prejudiced. Residents of the new development and their representatives will expect the same degree of cover as elsewhere in the locality and existing residents will expect existing cover to be maintained and not reduced because of the new development.

Summary

- 14.57 In summary based on the proposed development of 11,000 dwellings generating an increase in population of 26,000 residents (multiplier of 2.36 people per home). The impact on policing may be summarised as follows:

Table 37: Impact on policing of 11,000 dwellings

	Number required to service new development	Estimated Cost
Police Officers -Set up costs	35.3 (18.1 +17.2)	£344,775
Support Staff – Set up costs	14.5	£45,617
Premises	378m2 of accommodation	£994,952
Vehicles	9.6 vehicles	£382,483
Totals		£1,767,827

Based on the above, equates to a cost of **£160.71 per home**.

- 14.58 HC consider that there is a need for a policing base to be located within the proposed HGC development, being a Safer Neighbourhood Team (SNT) base.
- 14.59 In order to address this policing infrastructure a number options could be considered probably the most efficient being the incorporation of an SNT base accommodation within any proposed HGC community hub with the premises being provided, to an agreed specification to the Commissioner on a long lease at a peppercorn rent. Alternatively an area of land being allocated for policing purposes within the development. This should be the subject of further discussions.
- 14.60 We consider that the request is directly related to the development and the direct policing impacts it will generate based on an examination of demand levels in adjacent areas and existing policing demands and deployment in relation to this. The request is wholly related to the scale and kind of the proposed development.⁸³

⁸³ Hertfordshire constabulary response to Local Plan IDP consultation– dated October 2019, Feb 2020, and Sept 2020 based on 'Development Land East of Hemel Hempstead' (4/10/19)

15. Utilities

- 15.1 For the purposes of this IDP, utilities infrastructure relates to Herts County Council waste management services, DBC controlled refuse vehicles and household bin provision, gas, electricity, water (waste and potable), telecoms, digital and broadband infrastructure.
- 15.2 Consultation has taken place with Hertfordshire County Council in respect of Waste Management services overview, assessing need and calculating demand and a service response to the growth scenario in terms of organic waste and the Herts Waste Recycling Centre network.
- 15.3 Detailed consultation has also taken place with the Environmental Services Department at Dacorum Borough Council to assess the requirements to provide for new growth and the associated costs, detailed below.
- 15.4 Gas infrastructure consultation has taken place with Cadent Gas, in relation to Berkhamsted and Hemel Hempstead and their surrounding areas and SGN in relation to Tring and its surrounding area.
- 15.5 Consultation responses were received from the National Grid and UK Power Networks in relation to electricity infrastructure. Herts LEP have also provided a response in relation to renewable energy.
- 15.6 Thames Water provided a consultation response in relation to the waste water network and Affinity Water provided a response in relation to the potable water network.
- 15.7 No responses were received in relation to any consultation from telecoms, digital or broadband providers, though Herts LEP have included the importance of this provision in their consultation response, as detailed below.

Waste Management: HCC Developer Contributions Guidance:⁸⁴

Service Overview

- 15.8 Under the Environmental Protection Act 1990, Hertfordshire County Council (HCC) is required to perform the statutory functions of the Waste Disposal Authority (WDA) for Hertfordshire. The WDA is also required to provide facilities in its area where residents may deposit their own household waste free of charge. In Hertfordshire, these facilities are known as Hertfordshire Waste Recycling Centres (HWRCs).
- 15.9 As WDA, HCC is responsible for the disposal of Local Authority Collected Waste (LACW) arising in the county. LACW consists of household waste and commercial waste collected by the ten

⁸⁴ HCC draft response June 2020

Borough and District Councils in their role as the Waste Collection Authorities (WCA's) for Hertfordshire and waste collected at the county's HWRCs.

- 15.10 In order to support this disposal function HCC requires strategically placed waste transfer facilities to enable the bulking of waste for onward disposal. Currently the south and west of the county is served by the HCC owned Waterdale waste transfer facility and the north of the county is served by Hitchin Transfer Station a leased facility. Additional waste transfer facilities are being sort to more sustainably support the north and east of the county. An increase in population within Hertfordshire as a result of new residential development is likely to require increased investment in waste disposal infrastructure.
- 15.11 HCC currently manages a network of 17 HWRCs. At the county's HWRCs residents can deposit a number of waste items and materials including those not collected at the kerbside by District and Borough Councils in their role as the WCA. The waste types accepted include residual waste, bulky waste, green garden waste and a wide range of recyclable materials. The HWRC also has a statutory function as a Designated Collection Facility as part of a Produce Responsibility Scheme. The level of service provision at each HWRC differs as some centres have been constructed in recent years and other, more historic centres, are barely adequate in terms of suitability. An increase in population within Hertfordshire as a result of new residential development will require increased investment in the HWRC network.
- 15.12 A list of HWRCs known to be unsuitable and therefore in need of expansion or relocation is set out below:
- Bishop's Stortford
 - Buntingford
 - Cole Green (near Welwyn Garden City)
 - Elstree
 - Hemel Hempstead
 - Hoddesdon
 - Letchworth St. Albans
 - Stevenage
 - Turnford
 - Ware

Assessing need and calculating demand

- 15.13 The impact of additional dwellings on waste management infrastructure will vary depending on the size of the development and its location. Therefore, it may be necessary to develop new infrastructure or improve existing infrastructure. For example, should an existing HWRC be identified as having insufficient capacity to accommodate increased usage due to additional dwellings, financial contributions will be identified towards increasing the capacity of the local service provision. This may be achieved through improvements to existing facilities or the development of a new HWRC.
- 15.14 Developer contributions towards waste services are assessed using the HCC Demographic Model which forecasts the number of people able to access waste services likely to emerge

from different types, sizes and tenures of dwellings. Further details are available alongside this Guide.

- 15.15 Any additional users resulting from new development will increase the pressure on facilities within the county, thereby limiting service provision. Not all HWRC locations are close to, at or over capacity so calculations will be considered based on the most up to date evidence available from the Waste Disposal Authority.
- 15.16 The mitigation for service impact might be met by the expansion or improvement of an existing facility or the acquisition and development of a new facility. An example methodology for a HWRC is shown below.
- 15.17 Given the geographical catchments for the Hertfordshire HWRCs vary, there will be a different approach for each HWRC location. The following example is provided to explain how a S106 obligation might reasonably be calculated:
- Cost of project to re-provide a HWRC (based on BCIS 1Q2019 prices) = £6,750,000
 - Number of dwellings currently within the catchment area = 33,738
 - Projected future number of dwellings within the catchment area = 36,038
 - Number of residents within the catchment area = 81,648
 - Projected number of residents within the catchment area = 87,191
 - Cost per person to re-provide the HWRC = £77.42 (£6.75m/87,191)
 - £77.42 applied to projected residential population from an individual development on a site by site basis.
- 15.18 In circumstances where it can be evidenced that the cost to expand or redevelop a site is in excess of S.106 funds to be achieved through the application of these charges, such as might be the case for sites located on brownfield sites, on constrained sites, or sites with planning limitations e.g. located on a flood plain, then a proportionate bespoke cost of providing the new site or expanding the existing site and/or purchasing additional land to do so may be sought from the developer.
- 15.19 Where there is no scope to reconfigure the existing operations to improve performance and land is currently unavailable to extend the facility, a new facility may be proposed.

Service Response to Dacorum Growth Proposal

- 15.20 The Local Authority Collected Waste Spatial Strategy (2016) identifies waste management needs over the period to 2031.

Organic Waste

- 15.21 The strategy highlights the need for provision of organic waste processing facilities in the west of the county along with waste bulking facilities to reduce the distance Waste Collection Authorities need to travel to disposal of waste.

The HWRC network

- 15.22 Two HWRCs are based in Dacorum; one situated in Hemel Hempstead and the other in Berkhamsted. The existing Hemel Hempstead HWRC is unsuitable to 2031 as it is too small and recent investigations into expanding the current centre demonstrated it is not financially viable due to the cost of remediating contaminated land.
- 15.23 HCC wishes to seek an allocation for a new HWRC, on land to the east of Hemel Hempstead, which is being identified as a new employment area that forms part of the new Hemel Garden Communities. Whilst the new facility would fall within St Albans City & District, the facility would still predominantly serve residents within Dacorum Borough.
- 15.24 An area of employment land, approximately 1ha in size, is required for the relocation of the Hemel Hempstead HWRC in order to meet the projected growth that is being outlined by the borough council. St Albans City & District Council did not support the provision of a HWRC within the East Hemel Hempstead area and a site was not allocated in their Publication Draft Local Plan.
- 15.25 The allocation of employment land as identified within Option E1 does not provide any additional employment land within Dacorum Borough and therefore provision of a much needed new HWRC to serve the population of Hemel Hempstead may not be achievable.
- 15.26 The catchment area of the existing Hemel Hempstead HWRC falls within Dacorum Borough and in the event of a project being identified, Section 106 funding at a rate of £51.10 per person (as at 25 March 2019) will be sought from developers.
- 15.27 A Household Waste Recycling Centre (HWRC) has been allocated on North of Hemel (Phase 1 - HH01) to address this identified need.

Cost and Caveats

- 15.28 The relevant costs are set out in the settlement chapter and the settlement schedules. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a

more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

Refuse/Recycling

Hemel Hempstead:

15.29 The current Cupid Green Depot is allocated for development in the Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020⁸⁵ and an allocation of land for the development of a new depot is included in the HH01 North of Hemel (phase 1) growth area.

15.30 In relation to the impact of incremental growth this would require⁸⁶ additional Refuse Freighters, Wheeled Bins, Food Caddies (Home), Kerbside caddies, and Caddy liners

Table 38: Refuse/Recycling related costs

Resources	Purpose	Cost per Unit	Number (Based on 22,300 props)	Total
Refuse Freighter (Twin Pack)	Alternate collection of residual and comingled recycled waste with weekly collection of food waste	£208,000	6	£1,248,000
Refuse Freighter	Alternate week garden collection (seasonal)	£170,000	3	£510,000
Wheeled Bins	Containment of residual, comingled and garden waste	£25	70,000	£1,750,000
Food Caddies (Home)	Collection of food waste scraps in the home	£2	22,300	£44,600
Kerbside caddies	Collection of food waste from the kerb side	£3.50	22,300	£78,050
Caddy liners	Containment of food waste	£1.00	22,300	£22,300
				3,652,950

⁸⁵ Policy xx and policy HH01The Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020

⁸⁶ 12/08/20 C Thorpe DBC

Gas: Cadent

15.31 Cadent⁸⁷ plotted the smaller sites and do not anticipate any major issues with these developments. The network analysis shows that these can be applied for via their usual connections process, where more detailed analysis will be undertaken at the time. Current analysis shows that these locations would not require extensive reinforcement, if any reinforcement at all.

15.32 It should be noted that the engagement with Cadent has been on a worse case development scenario.

Option 1A

15.33 The area which I have looked into in more detail is the larger development options located in Hemel Hempstead. I've based my analysis on Option 1A as this has the highest numbers so gives a good 'worst case' picture. The low pressure gas infrastructure in this area is extensive due to the existing housing demands, and I can see this is an area expected to grow significantly.

- **Development around Piccotts End** – could potentially connect to LP pipework in area, somewhere along Piccotts End Road. Reinforcement will be required, however cost can only be determined once an application is submitted to Cadent. Cadent have a reinforcement budget which would cover this and this will be analysed by our connections process to determine whether there would be any customer contribution required. Potentially 750m – 1000m of pipe-lay.
- **Development around Pouchen End** – railway line would prevent Medium Pressure connection here (not entirely impossible, but could present major engineering difficulties) so they have explored the Low Pressure connection route for this. Can connect around OPP 167 Chaulden Lane is considered to be the most sensible choice (larger size pipework, and existing developments to the north would make it difficult to access). Reinforcement would be required, potentially 600m – 1000m of pipe lay.
- **North Hemel Hempstead Phase 2** – connection to Medium Pressure pipe near roundabout Redbourn Road & Three Cherry Trees Lane. This would provide the most future-proof option for this extensive development. Reinforcement would be required, however this may not require pipe lay and the potential for pressure increases would be explored. This type of reinforcement has no cost to the customer.
- **SADC Housing Sites** – These are ideally located to the Medium Pressure network, so currently no major concerns here. May tie- in to the above North Hemel Hempstead developments, but will depend on phasing/timings of each site. More detailed analysis would be performed once applications are received via the connections route.

⁸⁷ T Marshall 1 June 2020

Option E1

- 15.34 This would be better connected to the Medium Pressure network, and there is pipework in the area to allow for this. Initial soft analysis shows that connections to the MP in this area would not present any major concerns, and reinforcement needs would be minor or non-existent.
- 15.35 As always, this could be subject to change as the network is ever changing due to demand either increasing or decreasing, so detailed analysis would be required as and when these developments are planned to be built.
- 15.36 In relation to the growth scenario there are no showstopper
- 15.37 Larger villages will be dealt with in accordance with normal connections processes.
- 15.38 At Berkhamsted, there are no show-stoppers but there could be a timing issue if everything is brought forward at once. Particularly for the South Berkhamsted allocations there will need to be significant pipework reinforcement.
- 15.39 Hemel Hempstead – again significant pipework reinforcement will be required for Hemel Garden Community. Models are being double checked for other major allocations such as LA3, Two Waters etc to see if reinforcement is also required for them. Cadent can address the growth but need to be kept informed as the sites progress.

SGN – For Tring Area⁸⁸

- 15.40 SGN footprint in Dacorum is only found in the Tring area. The only development starting construction prior to 2025 is Icknield Way. According to the UK Government statements regarding Climate Change, they highlighted that “there will be no new gas connections for domestic developments beyond 2025”. So it is expected that all other development, plus the remaining Icknield Way dwellings, will not connect to the gas infrastructure. If this is the case, then only 24 dwellings are likely to connect to the gas network and at this moment in time would not trigger the requirement to reinforce the gas infrastructure.
- 15.41 Note that their comment only relates to the Medium Pressure system. Any development connecting to the localised Low Pressure system may trigger the requirement to reinforce. However, that will only be known when the customer submits a connection request, which details the exact connection point and the demand of the site.

⁸⁸ Simon Harkins, SGN 10/9/20

Electricity: National Grid⁸⁹

- 15.42 No concerns were raised by the National Grid in terms of capacity in relation to the consultation. Comments were provided with regard to North Hemel Hempstead Phase 2 being crossed by transmission route, which should be noted as a site constraint. (ZA ROUTE TWR (419 - 522): 400Kv Overhead Transmission Line route: ELSTREE - SUNDON 1)

Electricity: UK Power Network⁹⁰

- 15.43 Government policy on the move away from fossil fuels and increased use of electricity e.g. electrical vehicle charging (EVC), domestic heating etc will all have an impact on demand. UKPN response, contains some assumptions e.g. what the uptake of EV, domestic heating etc will be is not completely known therefore the assessment of the impact on growth factored in all these elements and took a view on pinch points in the power supply network and when they will require investment.
- 15.44 UKPN's current ED1 period ends March 2023 and the next period will be April 2023 to 2028. UKPN is looking at organic growth and taking a view as to when uptake may occur. There is uncertainty as to whether or not there will be a rush to uptake new heat pump connections and as to when that pick up maybe.
- 15.45 Currently the only planned UK Power Network investment, for the remainder of the current investment period, is the reinforcement planned is the Warners End Primary Substation.
- 15.46 The Proposed growth will result in the need to reinforce the electricity distribution network. East Hemel will require a major upgrade of the network with primary substations required off the Piccotts End feed to supply North and East Hemel.
- 15.47 Proposals for Hemel Hempstead would require at least 1 x 132/33kV Grid Substation and 2 x 33/11kV Primary Substations, with a Grid Substation footprint of 60m x 40m and a Primary Substation of 30m x 40m. PR will provide footprints and a link to the UKPN external design standards (G81) site. East Hemel will require upgrade works to remove existing load from the Elstree – Watford South 132kV overhead lines.
- 15.48 UKPN is looking to establish another 132/33kV Grid Substation (as per Piccotts End Grid) to provide the East side of Hemel with additional 33kV infeeds. UKPN is also in discussion with St Albans City and District Council (SADC) regarding East Hemel development on its side of the boundary with DBC and would be constructive for DBC to discuss with SADC any cross – for boundary provision. UKPN's response to the IDP consultation included an allocation to SADC – with 5,000 homes outside the Local Plan period.

⁸⁹ Avison Young 22/6/20

⁹⁰ Dacorum IDP UK Power Network Reinforcement -Paul Ramsbottom-October 2019

- 15.49 UKPN advised that a number of data centres have signed up for commitment and paying for availability.
- 15.50 Proposed development in Tring will require work on the Sundon to Aylesbury East Grid 132kV feed. UKPN envisages that reinforcement at Primary Substation level (Tring and Berkhamsted) can take place on existing sites and no new land take is likely to be required. Development proposals for the larger villages in Dacorum will not require infrastructure upgrades. A 132kV overhead line crosses the potential East of Berkhamsted strategic site.
- 15.51 UKPN advised that on application for connection to the electricity network the future applicant would need to carry out their own assessment of demand requirements. Currently UKPN is anticipating organic growth which UKPN would pick up, however for large sites where network reinforcement is required it would be expected that the developer would contribute in line with the Common Connection Charging Methodology Statement (CCCMS). Speculative developments can be charged in full for network reinforcement.
- 15.52 UKPN is seeing some downward trend on demand in some areas, this may arise from uptake of LED lighting, more efficient heating, insulation etc.
- 15.53 UKPN does not anticipate in the immediate coming years any problem in meeting the demand arising from the growth envisaged in Dacorum Borough Council's emerging Local Plan. Forward Planning - works within the current regulatory period (RIIO-ED1 to 31st March 2023)

Warners End Primary substation:

- 15.54 A scheme is now within the internal governance process, seeking sanction to install 2 x new 33/11kV Primary transformers. The connection of the new assets will be achieved via reconfiguration of the upstream 33kV network as opposed to installation of new cable circuits. The works are expected to cost in the order of £2.5m and scheduled for completed by end of 2020. The existing 11kV switchgear on the site is not within the scope of these works.

Frogmore Primary substation:

- 15.55 This project has been removed from our current regulatory plan RIIO-ED1 (up to 31st March 2023). Due to the current and forecasted load on the site. Loads will be monitored accordingly and interventions re-programmed in the future as required.

Berkhamsted Primary substation:

- 15.56 This project has been removed from our current regulatory plan RIIO-ED1 (up to 31st March 2023). Due to the current and forecasted load on the site. Loads will be monitored accordingly and interventions re-programmed in the future as required.

Ilmer Grid substation:

- 15.57 A project has been sanctioned to replace the 33kV switchboard. The works are expected to cost in the order of £2.8m and forecast to complete in 2022. The replacement of the 132/33kV transformers is not part of the planned works with the current regulatory period. The 33kV

switchgear works at Ilmer Grid interact with a similar programme of works proposed at Aylesbury East Grid, which have been sanctioned and forecast to complete in 2020.

The Hertfordshire Local Enterprise Partnership (LEP)⁹¹

15.58 The LEP highlights the importance of the use of renewable energy in the Herts IQ project:

Table 39: Energy Supply – _potential of renewals		
Ref	Infrastructure identified	Notes
E1	Energy needs for new development to be met if possible by renewable energy not only on environmental grounds but as a potentially positive marketing approach that would appeal to environmentally conscious tenants	Further feasibility study work on a single or combined range of renewable energy sources including solar PV, wind power and energy from waste (potentially incineration, but more likely through pyrolysis)

Water (Waste): Thames Water⁹²

15.59 Since the 1st April 2018 all off site wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the Infrastructure Charge which is a fixed charge for water and wastewater for each new property connected. Wastewater treatment works infrastructure upgrades will be funded through water companies' investment programmes which are based on a 5 year cycle known as the Asset Management Plan process. As such no funding would be sought through s106 agreements or CIL contributions. All network enforcement work required will be delivered by Thames Water and funded through the infrastructure charge. Upgrades are funded through water bills in a 5 year Cycle- AMP7 covers 1/4/20 – 31/3/25. Upgrades at Maple Lodge Sewerage Treatment Works- the cumulative impact of growth across the whole catchment and the timing of the growth is the issue – it is necessary to liaise with LPA, monitor and review the growth to determine when upgrades will be required.

15.60 Hemel Hempstead, Berkhamsted, Bovingdon, Kings Langley, Markyate are likely to require upgrade to waste water. The scale of the development is likely to require upgrades to the waste water network. *“The plan [AMP7] should determine the magnitude of the spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades.”* Note: 1. Plan is the

⁹¹ Hertfordshire LEP - Statement from Herts LEP on Herts IQ Infrastructure – June 2020

⁹² Nicky McHugh 22/06/20 and 21/08/20 and Thames Water planning policy @ Savills - 22/06/20

Thames Water Asset Management plan. 2. It can take 18 months- 3 years to deliver local upgrades with more strategic upgrades taking 3-5 years from the point of certainty about development occurring.

- 15.61 In relation to timescales for delivery it can take 18 months to three years to deliver local upgrades, with more strategic upgrades taking 3 to 5 years to deliver from the point of certainty about development occurring. As such developers are encouraged to engage with Thames Water at an early stage and ahead of submitting any planning applications to discuss their developments and timescales for delivery.
- 15.62 In relation to the proposed development at the South of Berkhamsted there are concerns from a sewage treatment and odour perspective. The site is located in close proximity to Berkhamsted Sewage Treatment Works and further information on the layout of the development would be required and an assessment of the odour impacts to ensure that future occupiers would not be adversely affected by odour. If any assessment identifies any unacceptable impacts in relation to odour then details of any necessary mitigation measures required and how they would be secured and delivered would need to be agreed. Greater understanding would also be required in relation to timescales for delivery so as not to outpace any required upgrades necessary to support development.
- 15.63 In relation to the infilling within Hemel Hempstead and potentially the site 'West of Hemel Hempstead' could be accommodated with local upgrades. Local upgrades can take 18 months to 3 years to plan and deliver and as such developers are encouraged to engage with Thames Water at an early stage to discuss their proposals and timescales for delivery so that development can be aligned with any network reinforcement works required.
- 15.64 The large 'North of Hemel Hempstead' site is likely to require a significant strategic network solution. Such solutions can take 3-5 years to plan and deliver from the point of certainty that development will come forward. It is acknowledged that the development trajectory indicates development from 2025/26. Further details of proposals and engagement with the Council and developers would be required to ensure that the development can be delivered alongside any strategic network solutions required.

South of Berkhamsted

- 15.65 The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application

SA/1 – North of Hemel Hempstead

- 15.66 Strategic drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a wastewater network capacity constraint

the developer should liaise with Thames Water and provide a detailed drainage strategy with the planning application, informing what infrastructure is required, where, when and how it will be delivered.

SA/10 – Land at Grange Farm, Green Lane:

- 15.67 Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application.

LA/3 Land West of Hemel Hempstead:

- 15.68 The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s.

SA/9 South of Bovingdon:

- 15.69 Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application

Two Waters (Broad Location):

- 15.70 Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application

Tring (Dunsley Farm)- response to 2019 consultation⁹³:

- 15.71 The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames

⁹³ Thames Water -Nicky McHugh -21/08/20

Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development>.

- 15.72 The scale and phasing of growth at Berkhamsted will need further consideration regarding phasing and timing of likely upgrades.

Re-consultation on Option 3⁹⁴

- 15.73 The Additional Site – Symbio Place and Heart of Maylands in Hemel Hempstead aren't of concern. However, even though the 2 sites have been removed in Bovingdon, upgrades may be required.
- 15.74 In Tring, the wastewater network capacity is unlikely to be able to support the demand anticipated from this development. Strategic drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a wastewater network capacity constraint the developer should liaise with Thames Water and provide a detailed drainage strategy with the planning application, informing what infrastructure is required, where, when and how it will be delivered.

Water (potable): Affinity Water⁹⁵

- 15.75 Affinity water have indicated that some land parcels allocated for development have water mains crossing them. Where necessary these mains will need to be diverted or protected. Once planning permission is granted and the Developer contacts our Developer Services (DS) Team for a new connection, protection of these water mains must be agreed.
- 15.76 Sites of particular concern from a water quality perspective are included below with ones of the greatest concern in **bold**
- 15.77 It is essential that we are informed and involved in all parts of the development to ensure the protection of public water supply. We will require further detailed information on the developments as they occur in order to make a more informed assessment of the impact of these developments.
- **HGC Phase 1: Large area within that extends to the more sensitive SPZ1**
 - GB/1-LA1 Marchmont Farm: Near to SPZ
 - **Land off Dacorum Way (2 & 3): Within more sensitives SPZ1.**
 - Hamilton House 111 Marlowes: Near to SPZ
 - Hemel Hempstead Hospital Site: Near to SPZ

⁹⁵ Response from Affinity 05 October 2020

- **MU/9 Berkhamsted Civic Centre: Within more sensitive SPZ1.**
- **Gossoms End/Billet Lane: SPZ2 on contaminated land.**
- MJ/6 Land at Durrants Lane: Near to SPZ2
- Haslam Playing Fields: Near to SPZ2
- Land at and to the r/o Hanburys, Shootersway: Near to SPZ2
- British Film Institute: Near to SPZ2
- South of Berk – GUI: Near to SPZ2
- Rectory Farm: Within SPZ2
- **Bovingdon Brickworks: Within SPZ2 upon historic landfill.**
- Grange Farm: Within SPZ2

15.78 The performance of our network has been assessed under 2 different scenarios:

1. Current demand –to establish the baseline
2. Future demand (including future developments in AW records and Dacorum sites listed in the table on slide 2&4 (option 3)). All developments are in place at the time specified.

15.79 All the assessed scenarios have been scaled to reflect peak summer demand conditions. According to the simulation results:

- The demand increase due to the Dacorum **Domestic sites Option 1** will be approximately 9.2 MI/d (20,337 domestic units)
- The demand increase due to the Dacorum **Domestic sites Option 1** will be approximately 5.6 MI/d (12,445 domestic units)
- The demand increase for the Dacorum Employment-Office sites will be approximately 6.2 MI/day (216,000sqm)
- **Option 2 (Domestic)** has not been considered as not allocation data was found.
- The pressures at the critical points in the network due to the new developments are such that major reinforcements in the network in the Dacorum area will be required. This normally means new pipelines although in some cases new pumping stations will also be required. There is sufficient water supply in the region. Transfer capacity and reservoirs balance would need to be studied.

15.80 All the proposed reinforcements will aim to recover the current level of service and the loss of capacity in the network due to the additional load imposed by all projected development. Our current plan considers reinforcements to be installed in the following years, and the new infrastructure will be available for the initial housing planning that may be used to absorb some initial phases of total growth.

15.81 However, the North Hemel Development and SADC are major developments, and together with other big projects occurring in the area the overall scheme design and construction programme will depend on the location and phasing of these. Also, the increase of industrial development land is significant and demand estimations are based on industrial usage. Depending on the industrial use the figures might vary.

15.82 This means our current plan may need to be reviewed due to the big increase of demand in the area. Any early information concerning this (phasing domestic/employment demand and industrial use) will help our planning.

15.83 This is subject to developers and customers reducing their PPC (*Per Capita Consumption*) according to our WRMP (*Water Resources Management Plan*) through the development of water-efficient buildings; and encouraging customers to save water. Our WRMP can be viewed at the link below:

https://www.affinitywater.co.uk/docs/Affinity_Water_Final_WRMP19_April_2020.pdf

Telecoms/broadband/digital

15.84 **Rnetso** – no response

15.85 **Openreach**- no response

15.86 **City Fibre**⁹⁶ - Dacorum does not have CityFibre metro networks and is therefore not their target for investment

The Hertfordshire Local Enterprise Partnership (LEP)⁹⁷

15.87 The LEP identifies the approach to digital infrastructure that will play an important role in the development of Herts IQ:

Table 40: LEP Digital Infrastructure

Digital Infrastructure		
Ref	Infrastructure identified	Notes
D1	Gigabit broadband delivered through FTTP	All necessary ducting/cabling and associated work to meet the requirement of all potential service providers pre-installed as part of all enabling works
D2	Full 5G capability	All transmitters needed for full 5G capability to be designed into the public realm street furniture design.

⁹⁶ City Fibre response July 2020

⁹⁷ Statement from Herts LEP on Herts IQ Infrastructure – June 2020

D3	The establishment of an overarching Full Fibre Vision for Herts IQ and the wider district for improved networking capability
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16. Flood Protection

16.1 Text No formal response has been received in relation to flood protection but it should be noted that the following schemes have been identified in the Hertfordshire Infrastructure Funding Prospectus 2018-2031.

1. Kings Langley Flood Alleviation Study⁹⁸ -2022-27- cost estimate - £325,000
2. Chapel Lane, Long Marston Local Drainage Flood Alleviation⁹⁹ – 2018-21 – cost estimate £62,346

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⁹⁸ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

⁹⁹ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

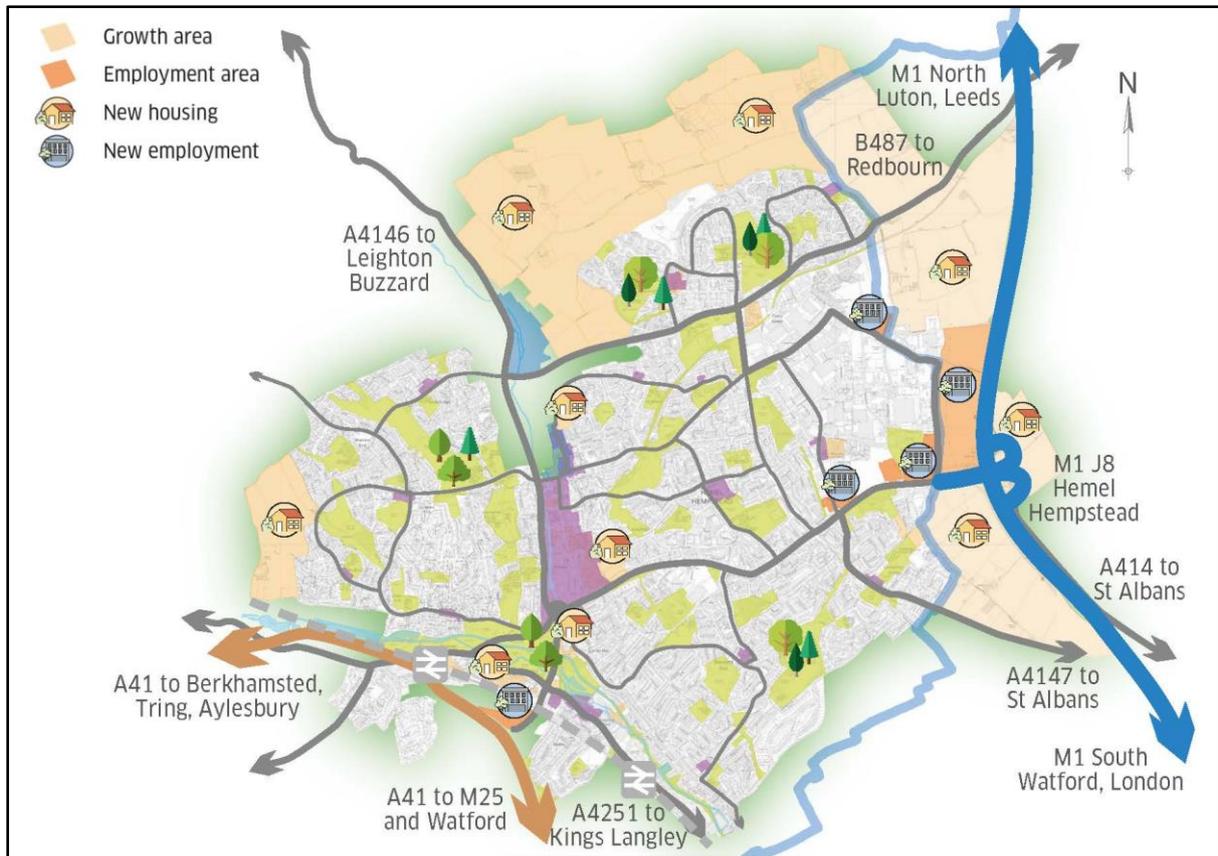
17. Settlement - Infrastructure Requirements for Dacorum Borough

- 17.1 The development strategy in the Dacorum Local Plan (2020-2038) Emerging Strategy for Growth (Reg. 18) – November 2020 generally reflects the size and character of different settlements and seeks to deliver a sustainable level of development that will support their different roles and functions. In order to ensure that new development takes place in locations that have the best access to a wide range of services, facilities and employment opportunities, and minimises the need to travel, the Council has developed a settlement hierarchy which ranks all settlements (with a population of over 300), in order of their sustainability. The settlement hierarchy is based on an assessment of population size, settlement connectivity, and the availability of employment and other services and facilities.

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18. Hemel Hempstead Garden Communities

Introduction



Map 7: Hemel Hempstead Settlement Map

- 18.1 Hemel Hempstead is a Mark 1 New Town developed in the 1950s and 1960s. The town is characterised by neighbourhoods with local shopping and community facilities and is notable for its quantity of amenity, play and outdoor sports (green) infrastructure. The town has been and continues to be the focus for development and change within the Borough. Large suburbs have developed in the last few decades and the town is undergoing an ambitious programme of regeneration. Hemel Hempstead is the most sustainable location in the Borough and the focus for the majority of development and strategic and town-wide infrastructure. Hemel Hempstead acts as the primary service centre for the Borough.

Vision

- 18.2 Dacorum Local Plan (2020-2038) Emerging Strategy for Growth 2020 (Reg 18) sets out the vision for Hemel Hempstead. A key part of the growth strategy for Hemel Hempstead is to ensure growth (including supporting infrastructure) contributes towards the wider transformation of the town.

Hemel Hempstead will have grown significantly and will:

- *Have a thriving centre, providing new housing, business and enterprise and opportunities for all.*
- *The Hemel Garden Communities programme will be delivering new homes, green spaces, green businesses, and community facilities and is a catalyst for transforming Hemel Hempstead and taking forward the legacy of the New Town;*
- *have seen the redevelopment and renewal of key sites within the town, particularly the key regeneration sites close to the Town Centre and Two Waters Area;*
- *have delivered a reshaped town centre that provides a focus for retailing but also other leisure, community and service uses that contribute to a vibrant public space, a well-developed evening economy and a significant increase in residential development;*
- *be recognised as a commercial hub particularly a focus in innovative Enviro-tech clusters;*
- *be a key hub for public transportation and interchange offering a diverse choice of travel modes with stronger public transport links;*
- *have had significant transport improvements across the town with new link roads connecting the existing highway network and making provision for alternative routes linking key destinations across the town;*
- *have transformed the main railway station and adjoining land into an important and attractive transport gateway and interchange; and*
- *Have secured new health care facilities and other community and residential uses on the regenerated hospital site.*

Hemel Hempstead will embrace new development and promote pride of place and heritage, taking forward the 1947 New Town Development Corporation motto 'Greater, Richer, More Beautiful'. The long-term strategy for the town is one of delivering transformational change by embracing its role as a Garden Town.

Key issues

- Constraints imposed to expansion by the Green Belt and need to preserve the attractive setting of the Chilterns Area of Outstanding Natural Beauty
- Challenge of developing a cohesive community and identity for the town across growth taking place in both Dacorum and St Albans districts.
- Ensuring new development meets the Hemel Garden Communities Spatial Vision, Concept Masterplan and Transformation Plan and the principles of the Hemel Garden Community Charter
- Integrating new urban extensions into the existing town by achieving new town and garden city principles in new neighbourhoods, creating new and linking green corridors, delivering infrastructure improvements throughout and using growth to deliver transformative change across Hemel Hempstead.
- Developing a flexible and attractive town centre that draws visitors throughout continuing changes in retail and leisure demand
- Improving air quality, in particularly within air quality management areas

- Providing new education facilities to meet the demands arising from growth, including within constrained areas of the existing settlement, such as the Two Waters Opportunity Area and Hemel Hempstead Town Centre.
- Delivering opportunities for new jobs alongside housing growth, to retain Hemel Hempstead's strong self-sustaining economy, and for new employment to be in skilled work sectors.
- Enabling Maylands Business Park to grow, retain its place as a regionally important employment area and meet the needs of Herts IQ to develop green technological businesses.
- Delivering modern local health care facilities with the range of services and capacity to meet community needs, including improvements in acute care. The current hospital facilities are in poor condition and in urgent need of investment, reconfiguring the site would enable modern acute health facilities to be delivered alongside other uses.
- Hemel Hempstead's hilly topography combined with the layout of the town with separated town centre, main employment area and railway stations leads to high dependency on private cars. New measures are needed that inter-connect destinations and types of passenger transport. This, alongside reconfiguration of key routes to make sustainable travel journey times quicker, will help deliver modal shift targets. Growth to the east and north of the town will be some distance from stations and town centres and will need new connections to passenger transport services.
- Significant infrastructure improvements are needed to resolve the capacity issues of J8 of the M1, which currently causes further congestion in the town.
- Lack of long term capacity in current waste, recycling and service depots to be addressed through new and relocated facilities
- Delivery of a new burial space and crematorium to meet needs and improve local facilities.

Highways and Transportation¹⁰⁰:

- 18.3 There are key issues to address as part of delivering new transport solutions for the town:
- enhance movement within existing areas to make them more accessible through the provision of safe, convenient walking and cycling connections particularly between the town centre, Maylands Business Park and the railways stations;
 - provide substantial improvements in walking and cycling infrastructure across to facilitate modal shift;
 - improve accessibility to other urban centres and new growth areas;
 - reduce congestion and increase capacity where appropriate and improve journey time reliability; and
 - secure improvements to air quality.

Identified Investment

18.4 There has been a great deal of investment¹⁰¹ undertaken in Hemel Hempstead town centre in recent years including:

- £30m Hemel Evolution programme in Hemel Hempstead Town Centre (and £70 Million Private Investment)¹⁰²
- pedestrian shopping zone in Hemel Hempstead with a new town square, events space, lighting, landscaping and food court;
- a new, accessible bus interchange;
- the restoration of the Jellicoe Water Gardens.
- The opening of The Forum in 2017 – a new community hub for the town centre with a new Library, space for Voluntary Sector organisations and office space for the Borough Council and Herts Valleys CCG.

Health and Wellbeing Investment

Acute Health Services

18.5 West Hertfordshire Hospital NHS trust has been selected as one of the 6 major hospital development projects to receive funding in the HIP Phase 1 (for Period 2020-2025)¹⁰³. The exact amount of funding or the scope of the works to be delivered has not yet been specified

Mental Health and Community Services

18.6 The Hertfordshire Partnership NHS FT Trust (HPFT) and Hertfordshire Community Trust (HCT) investment in the Marlowe's Integrated Health & Wellbeing Centre, which was completed in 2018. The current integrated Mental Health & Community Services Estate Strategy outlines a proposal to improve, increase and relocate the Crisis Assessment and Treatment Team (CATT) together with the Wellbeing Service within Dacorum – This development is planned for the Orchard Site in Hemel Hempstead, which is part of the existing HPFT portfolio providing inpatient services for Older Adults. This project is due for completion in 2020.

18.7 The Adult Community Service (ACS) provided by Central London Community Healthcare (CLCH) currently delivers clinic based services from the Marlowes Health and Wellbeing Centre (and Gossoms End Surgery) within Dacorum, and community beds at Hemel Hempstead Hospital. Transformation of the ACS is occurring over the next 12 to 18 months with the aim of moving care closer to home and greater integration with primary care. This work will inform the utilisation of the estate and identify where colocation of clinics can be achieved to facilitate one stop clinics.¹⁰⁴

¹⁰¹ <https://www.dacorum.gov.uk/docs/default-source/recruitment/corporate-plan-2020-2025.pdf>

¹⁰² <https://www.dacorum.gov.uk/docs/default-source/strategic-planning/dacorum-growth-and-infratstructure-strategy-to-2050.pdf>

¹⁰³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835657/health-infrastructure-plan.pdf

¹⁰⁴ Health Consultation response 24.10.19

Primary Health Care

- 18.8 The HVCCG are investing in significant improvements and extensions to increase the capacity and accessibility of Primary Care : Bennetts End Surgery completed in 2018, the project comprised a complete remodelling of the surgery premises to facilitate better patient flow and access; and additional consulting rooms were created. The plans took into consideration the increased list size and local growth the project did not take into account of wider expansion of the town of c,11,000 new homes, of which 5,500 new homes which sit under St Albans District Councils.
- 18.9 Under a national programme of funding by NHS England known as Estates Technology Transformation Fund (ETTF) business case approval has been given for Parkwood Drive Surgery - a significant extension to the existing premises which includes retaining and upgrading the existing surgery premises. This project is due to complete by July 2021 and the plans make provision for the forecasted growth under the development known as LA3.
- 18.10 In order to improve and increase access the CCG has also funded small projects at Fernville Surgery in Hemel Hempstead and Lincoln House Surgery in Apsley.

Education Investment

West Herts College

- 18.11 West Herts College secured £5.1m Growth Funding to support the second phase of development at West Herts College's £14.5m Dacorum campus. The flagship campus will add to the transformation of Hemel Hempstead's town centre. The new campus is expected to provide up to 855 apprenticeships, of which 435 will be new jobs, and support 1,029 full time students and 1,266 part time students.

Proposed Growth

- 18.12 Hemel Hempstead is the focus of growth for Dacorum Borough. In total Hemel Hempstead will provide 10,654 (10668 including 1873 commitments¹⁰⁵) homes, the largest sites are Land West of Hemel 1150 and a major urban extension at land North of Hemel at 1550 homes. Very large sites (200+) comprise the majority of the remainder of the residential growth at: Marchmont Farm; West of Herts College; Hemel Hospital site; Paradise/Wood Lane End. Hemel Hempstead Station Gateway; National Grid Land, London Road; Grovehill neighbourhood plan; Cupid Green Depot, Keir Park; Two Water; and Heart of Maylands. Employment growth (102,200 M2) is focused on Hemel Hempstead at Maylands Business Park, Mayland Gateway, and Land east of Hemel Hempstead.

¹⁰⁵ Education Cost and Funding Strategy Nov 2020

Infrastructure Requirements

Table 41(a): Hemel Hempstead highways & transportation

Intervention	Estimated cost
HTP1 - East-West EWPT (Hemel Hempstead)	£58.2 - £65.8 million
HTP5 - Capacity enhancements at J8, focused on access to Maylands	£62.2-82.5 million
HTP6 - Link Road (A414 to Redbourne Road) - New spine road from B487 Rebound Road to A414 St Albans Rd - dual carriageway up to new link from M1	
HTP7 - Hemel Hempstead East-West Strategic Corridor (cycle + walk)	£8.7 - £16.8 million
HTP8 - Hemel north / north-west to town centre strategic corridor (W&C, PT)	£16.2 - £26 million
HTP9 - Hemel south / south-east to town centre strategic corridor (W&C, PT)	£6.6 - £7.9 million
HTP10 - Hemel Hempstead Orbital Corridor (link road)	
HTP12 - Hemel Hempstead (station) Multi-Modal Transport Interchange	£5 - £15 million
HTP13 - East Hemel (Maylands) Multi-Modal Transport Interchange	£5 - £15 million
HTP14 - Hemel Garden Communities Multi-Modal Transport Interchange	£5 - £15 million
HTP15 - Hemel Hempstead (town centre) Multi-Modal Transport Interchange	£5 - £15 million
HTP17 - Cycle improvements at Maylands	£3 - £4 million
HTP19 - Boundary Way to Wood Lane End Link Road	£800,000 - £1 million
HTP20 - A414/Greenway Lanes junction signalisation	£300,000
HHTP23 - Nickey Line improvements	£5.1 - £8.3 million
HTP29 - E-bike cycle hire	£200,000 - £600,000

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Table 41(b): Hemel Hempstead summary of other key infrastructure

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contributions total	Developer contributions per unit	Funding source/s
Highways and transportation	Transport	Multi Story Car Park (HH08 Station Gateway)				
		Site specific interventions				
Rail		Enhanced station building facilities (HH08)				
Education - Early years	Education			£18,009,045	£2,043.00	S106/HCC
Education - Primary		Seeking 18FE of primary provision to meet need arising from developments.		£61,427,658	£6,968.54	S106/HCC
Education - Secondary		Seeking two new 10FE secondary school to meet need arising from developments.		£63,719,444	£7,228.52	S106/HCC
YCH - youth work	Community facilities			£6,496,655	£737.00	s106/CIL
Libraries				£3,402,590	£386.00	s106/CIL
Community Centres		5 x Community Centres	£5,750,194	£5,750,194	£651.58	
CCTV		CCTV provision at 5 local centres (total for Hemel Hempstead)	£225,000	£225,038	£25.50	s106/CIL
Crematorium			£8,000,000	£0	£0.00	West Herts Crematorium Joint Committee
Acute Health	Health and wellbeing	West Hertfordshire Hospital NHS trust has been selected as one of the 6 major hospital development projects to receive funding in the HIP Phase 1 (for Period 2020-2025) . The exact amount of funding or the scope of the works to be delivered has not yet been specified.	tbc			Central Govt DfH
Mental Health		Improve, increase and relocate the Crisis Assessment and Treatment Team (CATT) together with the Wellbeing Service to the Orchard Site in Hemel Hempstead which is part of the existing HPFT portfolio providing inpatient services for Older Adults. This project is due for completion in 2020. The Adult Community Service (ACS) provided by Central London Community Healthcare (CLCH) currently delivers clinic based services from The Marlowes Health and Wellbeing Centre (and Gossoms End Surgery) within Dacorum, and community beds at Hemel Hempstead Hospital. Transformation of the ACS is occurring over the next 12 to 18 months with the aim of moving care closer to home and greater integration with primary care. This work will inform the utilisation of the estate and identify where colocation of clinics can be achieved to facilitate one stop clinics.				Central Govt DfH
Primary Health (need to meet impact of growth)		Identified projects: Parkwood drive surgery extension and upgrade (July 2021) & Bennets End Surgery (2018)		£6,409,017	£721.33	S106/CIL/NHS
Green Infrastructure- amenity space	Green infrastructure	6.04ha of amenity space	£966,528	£966,528	£109.65	s106/CIL
Green - infr - natural and semi natural		30.72ha of natural and semi natural greenspace	£4,300,733	£4,300,733	£487.89	s106/CIL
Green Infra- public parks and gardens		13.65 x public parks and gardens	£6,007,373	£6,007,373	£681.49	s106/CIL
Play Space - LAP		22 x LAPs	£726,000	£726,000	£82.36	s106/CIL
Play Space - LEAP		19 x LEAPs	£1,520,000	£1,520,000	£172.43	s106/CIL
Play Space - MUGA		18 x MUGAs	£2,520,000	£2,520,000	£285.88	s106/CIL
Play Space - NEAP		5 x NEAPs	£825,000	£825,000	£93.59	s106/CIL
Green infrastructure- Allotments		1.62ha of allotments required	£364,500	£364,500	£41.35	s106/CIL
Natural Grass Pitches (NGP)		20.92 x natural grass pitches (NGPs)	£1,396,325	£1,396,325	£158.40	s106/CIL
Changing Rooms for NGPs		16 x changing rooms for NGPs	£2,953,531	£2,953,531	£335.06	s106/CIL
Artificial Grass Pitches (AGP)		1.41 x artificial grass pitches (AGPs)	£1,460,747	£1,460,747	£165.71	s106/CIL
Changing rooms for AGPs		2.83 x changing rooms for AGPs	£521,018	£521,018	£59.11	s106/CIL
Leisure - swimming pools		1.03 x swimming pools	£4,222,450	£4,222,450	£479.01	s106/CIL
SANGS		A new country park of district wide importance (HH01).				s106
Emergency Service - Fire	Emergency Services			£23,747	£365.32	
Emergency Service - Police				£1,416,571	£160.71	
Waste management (HCC)	Utilities			£3,610,870	£409.63	
Refuse vehicles		additional lorries	£720,009	£720,009	£81.68	s106/CIL
Household bins		provision of bins	£718,423	£718,423	£81.50	s106/CIL
Estimated Developer Contributions Total (Excluding Transport) To Date *				£199,713,464	£23,012	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

- 18.13 Following consultation with infrastructure providers the infrastructure to support the growth of Hemel Hempstead Garden Communities has been identified in the settlement infrastructure tables. The requirements are set out in two tables, one for highways and transport infrastructure (41(a) and a summary of other key infrastructure 41(b). The full requirements are set out in the Infrastructure Schedule in Appendix B.

Highways and Transportation

- 18.14 Dacorum Borough Council have commissioned a Sustainable Transport Strategy for Hemel Hempstead¹⁰⁶ that identified the transport projects required to mitigate the impact of the proposed growth. There are a number of highway and transportation projects (see Table 41 (a) that are identified to address the impact of growth in line with the policies set out in LTP4¹⁰⁷. Many of these projects have, previously, in whole or in part, been identified in LTP4, Hertfordshire Infrastructure Funding Prospectus¹⁰⁸ and SW Hertfordshire Growth and Transport Plan Prospectus¹⁰⁹ (paras. 4.4-4.7). At this stage these projects are subject to cost estimates/ranges (with the exception of HTP10 – where estimates are not yet available). The Station Gateway (HH08) proposed development will include improved public realm.

Utilities

- 18.15 The settlement growth results in the potential need to provide infrastructure to support the expanded population in terms of utilities. In terms of Hemel Hempstead the following mitigations/interventions are required:

Refuse

- 18.16 The proposed growth would require developer contributions towards additional refuse vehicles (£720,009) and Household bins (£718,423).

Waste

- 18.17 Land is safeguarded in HH01- North of Hemel phase 1 for a council depot and household waste recycling centre. To mitigate the impact of growth HCC are seeking a contribution of £3,610,870.

Water

- 18.18 Major reinforcements (pipelines and pumping stations) will be required but there is sufficient water supply in the region. New infrastructure will be available for initial phases of growth. North of HH and SADC may require Affinity Water current plan to be reviewed.

Waste Water

¹⁰⁶ Hemel Hempstead Sustainable Transport Strategy – November 2020

¹⁰⁷ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

¹⁰⁸ <https://www.hertfordshirelep.com/media/7096/hertfordshire-infrastructure-funding-prospectus-2018-2031.pdf>

¹⁰⁹ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/highways/sw-herts-gtp-sea-env-report.pdf>

- 18.19 North of Hemel likely to require significant strategic solutions, major reinforcements in the network in the Dacorum area will be required. Thames Water current plan considers reinforcements to be installed in the following years, and the new infrastructure will be available for the initial housing planning that may be used to absorb some initial phases of total growth. North Hemel Development is a major development not considered in the current WRMP plan, and together with other big projects occurring in the area the overall scheme design and construction programme will depend on the location and phasing of these. No additional concerns were raised regarding Option 3.

Electricity

- 18.20 The following interventions would be required to meet the needs of growth in Hemel Hempstead: Warners End Primary Substation -a scheme to install 2 x new 33/11kV Primary transformers. The connection of the new assets will be achieved via reconfiguration of the upstream 33kV network as opposed to installation of new cable circuits scheduled for completed by end of 2020. Ilmer Grid substation: project to replace the 33kV switchboard. Forecast to complete in 2022. The 33kV switchgear works at Ilmer Grid interact with a similar programme of works proposed at Aylesbury East Grid, which have been sanctioned and forecast to complete in 2020.

Gas

- 18.21 Reinforcements required for development around the Piccotts End and Pouchen End (600-1000m of pipe lay); North of HH phase 2 connection to the medium pressure pipe near Redbourn Road and Three Cherry Trees Lane Reinforcement required. (SADC development ideally located close to the medium pressure network- minimal need for reinforcement). Employment connection to medium pressure network are not of major concerns, minimal need for reinforcements.

Heating

- 18.22 Networks of District Heating and CHP should be pursued in accordance with the District Heating Opportunity Areas (DHOAs) identified in Policy DM21c and guidance to be produced on DHOAs. Smaller developments in or close to existing or planned networks of District Heating or CHP will be expected to investigate the delivery of suitable technologies to enable connection to those networks now or in the future.

Health and Wellbeing

Acute Health Services

- 18.23 Hospital Site (HH03) – The existing health provision on the hospital site will be consolidated and enhanced.

Primary Health Care

- 18.24 In Hemel Hempstead primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by the surgeries in the Beta, Alliance and Danais Primary Care Networks (PCN). Most of the Hemel Hempstead GP practices are currently operating over capacity and the ability to accept new patients is limited, the only surgeries with capacity are Woodhall Farm Medical Centre, Grovehill Medical centre and Bennets End Surgery. The HVCCG are investing in Parkwood Surgery which will address the current deficit of provision and help to provide for the impact of planned growth (LA3), by undertaking a significant extension to the existing premises which includes upgrading the existing premises. Is due for completion in March 2022. Even with this investment significant additional capacity will be required to serve future residents of the planned growth.
- 18.25 To address the impact of growth the HVCCG are seeking £6,358,553 in developer contributions to mitigate the impacts of growth, some of this will be to pay back the early investment that has been made in Parkwood surgery.

Education

- 18.26 In relation to Education, the housing sites including windfall, that are being planned for Hemel Hempstead deliver an increase of 8,815 dwellings in the plan period which equates to an additional child yield of 13.31 f.e. (existing commitments could bring this figure up to 10,688 dwellings which equates to an additional child yield of 17.06f.e) when using the proposed tiered approach for calculating child yield. The education cost for new growth in Hemel Hempstead for the plan period (excluding commitments) is: £18,009,045 for early years provision; £61,427,659 for primary education and £63,719,444 for secondary school provision.
- 18.27 HCC are seeking 18FE of primary provision to meet need arising from proposed growth and committed developments.
- 18.28 HCC have indicated additional primary schools provision is required at the following locations: 2FE at Land at Astley Cooper, 2FE at growth site LA3, two 3FE school at North Hemel Hempstead, 2FE at Spencer's Park Phase 2, 2FE at Two Waters, 2FE at Hemel Hempstead Town Centre plus two expansions (location to be confirmed)
- 18.29 To address the needs of identified growth HCC are seeking two new 10FE secondary school to meet need arising from developments. One of the 10FE secondary schools is proposed to be located at North Hemel Hempstead and the other is proposed South East of Hemel (on a land parcel sitting within the SADC boundary).

Community Facilities

- 18.30 The requirement for other community (Libraries, Youth Provision etc) and placemaking infrastructure is set out table 41 (b). Sites HH01 and HH02- Hemel North Growth Area - require the provision of a new district or local centre with arrange of retail and community facilities including medium or large supermarket.

Table 42: Community Centre costs for Hemel Hempstead

Settlement	Expected growth (allocations and windfall)	Number of community centres	Cost	Cost per dwelling
Hemel Hempstead	8825	5	£5,750,000	£651.58

- 18.31 Overall, there are 5 community halls/hubs required to support the future growth of Hemel Hempstead. These include, the allocation, West of Hemel Hempstead of a community hub, a community square with shops, commercial premises. To ensure that the new community provision is safe there is also a requirement to provide additional CCTV at a cost of £225,000 (£45,000 per centre/hub). HCC has requested £6.5M toward youth provision and £3.4M for library provision in Hemel to mitigate the impact of the new growth. The proposed interventions are not known at this time.

Crematorium

- 18.32 A new crematorium has been allocated (HH28) in the Reg. 18 Local Plan to accommodate existing and future demand within Hemel Hempstead and the wider area. The proposal is to Co-locate a new crematorium adjacent to the existing cemetery at Bunkers Park. Funding of £8 million has been secured for this project.

Emergency Services

- 18.33 The requirement for Hertfordshire Fire & Rescue infrastructure is set out in the table below, however this does not include any additional costs that may be associated with splitting resources.

Table 43: Hertfordshire Fire & Rescue costs

Settlement	Expected number of fire stations to meet need	Average cost per station	Total expected cost
Hemel Hempstead	2	£5,750,000	£11,500,000

- 18.34 Overall there is a need for resources from the existing Fire Station in Queensway to be split across two sites to accommodate growth. Ideally this would involve leaving the existing premises and relocating to a station to the east of Hemel Hempstead around Junction 8 of the M1 and another at the west of Hemel Hempstead in the Two Waters/ Apsley area. Depending on the requirements of the station and how often it needs to be staffed this will likely have an impact on the cost of providing the service.

Green Infrastructure, Sport and Recreation

- 18.35 The concept of the Hemel Garden Community includes the provision of a network of interconnected open spaces. On site public open spaces are sought in the Reg. 18 local plan site policies on the following sites: The National Grid site (HH09); The Symbio Place site (HH10); Two Waters North (HH11); including high quality public realm close to the canal; Two Waters /London Road (HH12); Frogmore Road (HH13); Ebbens Road (HH15), public open space- public gardens around the Locks; Cupid Green Road Depot (HH17); Keir Park (HH18); Wood Lane End (HH19); West of Hemel Hempstead (HH21) including extension of Shrub Common Nature Reserve; Marchmont Farm (HH22); The Old Town (HH23), 1 hectare of public open space located mainly on the higher ground adjacent to The Bounce and Townsend; Land at Turners Hill (HH24); Land to R/O St Margarets Way/Datchworth; and South of Green Lane (HH26).
- 18.36 The format of the open space and requirement for sport and recreational space will be assessed in line with the policy requirements of Reg 18 local plan based on the relevant standards and calculators.

Open Space Provision

- 18.37 The Open Space Study shows Hemel Hempstead has a surplus in Amenity Green Space and a deficit in Parks and Gardens and Natural and Semi-Natural Green Space.

Table 44 Hemel Hempstead Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.61	1.54	1.78	0.10	0.06
Deficit/surplus (ha per 1000 population)	-0.19	-0.26	+1.18	-0.15	-0.19

- 18.38 Hemel Hempstead performs well in terms of Amenity Green Space due to its New Town legacy of creating amenity greens within neighbourhoods, and also as a result of playing pitch provision, which is allocated as Amenity Green Space within the Open Space Study.
- 18.39 In addition, open space has been negotiated as part of a recent s106 agreement for Spencer's Park Phase 2, which is included within the commitments figure, as follows:
- Open space not less than 0.593 ha
 - Two LAPs
 - One LEAP
 - One MUGA
- 18.40 If all types of growth are expected to deliver the full standard of Parks and Gardens, Natural and Semi-Natural Green Space and Amenity Green Space than 3.2 ha per 1000 new population would be required. Applying this standard to 25,675 (growth of 10,698 x 2.4 to give new population) this generates a need for an addition 82.16 ha of open space costing £17,972,640.
- 18.41 Hemel Hempstead benefits from 164.5 ha of Amenity Green Space, giving a rate per 1000 population of 1.78 ha. If no further Amenity Green Space is provided as a result of development, and the population grows by a further 10,698 homes to reach 118,225, by 2038 the new level of Amenity Green Space provision per 1000 population would be 1.39 – still within the standard. Therefore the current surplus in Amenity Green Space is sufficient to absorb the future needs arising from growth.
- 18.42 Of the allocated sites, the number of new homes being allocated on sites of 25 units or more, to which Policy DM63 – Open Space Provision will apply is, 7105. All these sites will be expected to contribute towards Parks and Gardens and Natural and Semi-Natural Green Space provision as there is a deficiency in these types of open space.
- 18.43 Following this calculation through, the new development of 7105 new homes on allocated sites will contribute 44.37 ha at a cost of £10,308,106.
- 18.44 Although there is available capacity in Amenity Green Space to absorb growth, this may not be accessible to all development coming forward. The table below identifies whether the growth allocations are within the accessibility zones of existing provision. It should also be noted that some of these developments will take place on land currently identified as Amenity Green Space.

Table 45 Accessibility of Growth Allocations to existing Amenity Green Space

Growth allocation	No of units	Within catchment of Amenity Green Space
HH01 - North Hemel Hempstead	1550	Part
HH03 - Hospital Site	450	Yes
HH04 – Paradise/Wood Lane	350	Yes
HH05 – Market Square	130	Yes
HH06 – Civic Centre Site	200	Yes
HH07 - NCP Car Park	100	Yes
HH08 – Station Gateway	360	No
HH09 - National Grid Land	400	No
HH10 - Symbio Place	180	Yes
HH11 - Two Waters North	350	Part
HH12 - Two Waters / London Rd Junction	60	Yes
HH13 Frogmore Road	170	Yes
HH14 - 233 London Road	10	Yes
HH15 - Ebbens Rd	30	Yes
HH17 - Cupid Green Depot	360	Yes
HH18 - Kier Park	250	Yes
HH19 – Wood Lane End	160	Yes
HH21 – West Hemel Hempstead	1150	Part
HH22 - Marchmont Farm	385	Part
HH23 – Old Town/Cherry Bounce	90	Yes (currently Amenity Green Space 2.71 ha that will be lost through development)
HH24 – Land at Turners Hill	60	Yes
HH25 – Land to the rear of St Margaret’s Way/Datchworth Turn	50	Yes incls development on Amenity Green Space (loss of 1.13 ha)
HH26 - South of Green Lane	80	Yes
Grovehill Local Centre	200	Yes

- 18.45 It is particularly important that the larger allocations of HH01 – North Hemel Hempstead and HH21 – West Hemel Hempstead deliver Amenity Green Space. The layout and design of these large urban extension sites should be in accordance with the key characteristics of the Hemel Hempstead’s new town neighbourhoods that benefit from generous levels of amenity green space, in order to aid integration with the settlement. In addition, HH01-North Hemel Hempstead is being brought forward as part of the Hemel Garden Community development, where the garden city principles will expected to be followed.
- 18.46 The sites which are out of catchment or partly out of catchment of Amenity Green Space will also need to contribute towards new provision at a rate of 0.60 ha per 1000 population and

cost per ha of £160,000. As a result 4195 new homes within allocated sites above 25 units will generate the need for a further 6.04 ha of Amenity Green Space at a cost of £966,528.

Table 46: Hemel Hempstead – area and cost of new open space required due to growth

Typology	No of units	Area (ha)	Cost
Parks and Gardens	7105	13.65	£6,007,373
Natural and Semi-Natural Green Space	7105	30.72	£4,300,733
Amenity Green Space	4195	6.04	£966,528
Total		50.41	£11,274,634

18.47 The total new open space to be provided in Hemel Hempstead is 50.41 ha at a cost of £11,274,634.

Allotment Provision

18.48 Hemel Hempstead currently has a deficit in allotment provision, this position will worsen as growth comes forward. Therefore, all sites above 700 units should contribute towards new allotment provision in accordance with DM73 – Open Space Provision. These would be as follows

- HH01 - North Hemel Hempstead 1550 units
- HH21 – West Hemel Hempstead 1150 units

18.49 The requirement at HH01 - North Hemel Hempstead will be as follows – 1550 units equates to a new population of 3720. At a rate of 0.25 allotment provision per 1000 population, this would generate an allotment area of 0.93 ha. Multiplying this by a cost of £225,000 per ha, gives a figure of £209,250. For HH21 – West Hemel Hempstead the required level of provision is 0.69 ha of allotment provision $((1150 \text{ units} \times 2.4)/1000 \times 0.25)$ at a cost of £155,250.

18.50 If these two sites are implemented, by the end of the Plan period the level of allotment provision will be 0.09 ha per 1000 population, with a deficit in allotment provision of -0.16 ha per 1000 population. It should also be noted that Bovingdon does not have provision within the village and as a result there may be displaced demand on Hemel Hempstead’s allotment facilities.

Table 47: Hemel Hempstead – area and cost of new allotment sites required due to growth

Typology	Area (ha)	Cost
Allotments	1.62	£364,500

Children’s Play space Provision

18.51 The provision levels of children’s play space show that the existing provision is not sufficient to meet the needs of the current population, and that they are operating at over capacity. All

development at or above the policy threshold of 25 units should contribute towards children’s play space.

18.52 Policy DM73 – Open Space Provision sets thresholds for when play space should be delivered on site as - LAP 25 homes, LEAP 70 homes, MUGA 200 homes and NEAP 500 homes. The delivery requirements for each individual site are shown on table 48 below.

Table 48: Hemel Hempstead Growth Allocations Play Space Requirements

Growth allocation	No of units	LAP	LEAP	NEAP	MUGA
HH01 - North Hemel Hempstead (Phase 1)	1550	1	1	3	4
HH03 - Hospital site	450	1	1		2
HH04 – Paradise / Wood Lane	350	1	1		1
HH05 – Market Square	130	1	1		
HH06 – Civic Centre	200	1	1		1
HH07 - NCP Car Pk	100	1	1		
HH08 – HH Station Gateway	360	1	1		1
HH09 - National Grid land	400	1	1		1
HH10 - Symbio Place	180	1	1		
HH11 - Two Waters Nth	350	1	1		1
HH12 - Two Waters / London Rd Junction	60	1			
HH13 - Frogmore Road	170	1	1		
HH14 - 233 London Road	10				
HH15 - Ebbens Rd	30	1			
HH17 - Cupid Green Depot	360	1	1		1

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HH18 - Kier Park	250	1	1		1
HH19 – Wood Lane End	150	1	1		
HH21 – West Hemel Hempstead	1150	1	1	2	3
HH22 - Marchmont Farm	385	1	1		1
HH23 – Old Town / Cherry Bounce	90	1	1		
HH24 - Land at Turners Hill	60	1			
HH25 - Land to the rear of St Margaret’s Way / Datchworth Turn	50	1			
HH26 – South of Green Lane	80		1		
Grovehill NP	200	1	1		1
Total		22	19	5	18

18.53 These figures are drawn through to show the total requirement for Hemel Hempstead.

Table 49: Hemel Hempstead Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	22	£33,000	£726,000
LEAP	19	£80,000	£1,520,000
NEAP	5	£165,000	£825,000
MUGA	18	£140,000	£2,520,000

18.54 This gives a total cost for new play provision required to support growth in Hemel Hempstead of £5,591,000.

Outdoor Sports Provision

18.55 Following an assessment of the shortfalls of outdoor sports provision in Hemel Hempstead contributions toward outdoor sports provision are required for Youth football, mini football, Rugby Union, Rugby League AGP Sand (hockey) and AGP 3 G are required to mitigate the impacts of growth.

- 18.56 To mitigate the impact of the Hemel Hempstead growth the following contributions will be required (to meet the needs of growth allocations and windfall):

Table 50: Hemel Hempstead Summary of contributions towards outdoor sports provision

Hemel Hempstead	Number required	Cost
Playing pitches	20.92	£1,396,325
Changing Rooms	16	£2,953,531
AGP pitches	1.41	£1,460,747
AGP Changing Room	2.83	£521,018
Total		£6,331,621

Indoor Sports Provision

- 18.57 There is a current undersupply of water space is equivalent to a small learner pool, that relates to a ‘hotspot’ of unmet demand in Hemel Hempstead. While this currently does not require further pool provision, this deficit will grow over the Plan period with a need for an additional 2.52 swimming lanes up to 2026 and a further 1.74 swimming lanes up to 2036. This indicates that by 2036 there will be the need for a new 4 lane 25m pool to satisfy increases in demand (as well as the learner pool).
- 18.58 To secure funding for a new facility, to primarily serve Hemel Hempstead, the Sport England Sports Facility Calculator will be used to collect contributions from all residential development in Hemel Hempstead. A strategy for delivering new provision will be required, which could comprise a school site, new facility or an upgrade to existing facilities. The additional cost and facilities required are calculated by inputting the new population for Hemel Hempstead into the Sports Facility Calculator.

Table 51 Hemel Hempstead Contributions towards waterspace

Hemel Hempstead	Contributions towards additional waterspace capacity			
	m ²	Lanes	Pools	Cost
Growth from allocations – 7115	177	3.3	0.83	£3,404,274
Growth from windfall - 1710	42.44	0.8	0.20	£818,174
Total	£4,222,448 (rounded to £4,222,450)			

19. Berkhamsted

- 19.1 Berkhamsted, including the urban area of Northchurch Parish, is a large historic market town and is the second largest settlement area in the Borough (population c.20,500) It is an attractive valley town, with a rich built heritage, surrounded by the Chilterns Area of Outstanding Natural Beauty. Berkhamsted's historic core is large, densely built-up and contains many high quality and listed properties.
- 19.2 The town is linear in character, which has strongly influenced historic growth up and along the valley sides. Key transport links, the River Bulbourne and the Grand Union Canal run along the valley floor. Berkhamsted has good transport links, being served by mainline railway service between London and Birmingham, is adjacent to the A41, which links the town to Hemel Hempstead, Tring and Aylesbury, and the M25.
- 19.3 The area is served by a town centre that provides an important district, cultural and service centre role and supports a thriving evening economy. A variety of businesses can be found in the town centre and in the employment areas around Billet Lane.
- 19.4 The Settlement Hierarchy study identifies this area as one of the most sustainable towns in the Borough as it provides a hub for a range of services and facilities for its residents and surrounding rural hinterland. Given its size, level of facilities and transport links, the settlement is identified in the Draft Local Plan as an important focus for meeting the Borough's development needs.

Vision ¹¹⁰

- 19.5 *Berkhamsted will have grown and will:*
- *be an inclusive market town that meets the needs and aspirations of existing and new residents and visitors;*
 - *have delivered comprehensively planned new neighbourhoods to the south and southwest of the town in a way that takes account of sensitive views and landscape;*
 - *have provided significant new investment into sustainable transport initiatives to increase passenger transport and improvements in walking and cycling connections throughout the town; and*
 - *have delivered a mix of market and affordable housing, new community facilities, including two primary schools and a secondary school, local centre hub, and a hierarchy of open spaces.*

¹¹⁰ Pg 23 Reg 18 Local Plan

Key Issues

- 19.6 The key issues for Berkhamsted include:
- Constraints imposed to expansion by the linear and valley character of Berkhamsted.
 - The attractive setting of the Chilterns Area of Outstanding Natural Beauty and the surrounding wider countryside.
 - High house prices and a limited supply of affordable homes.
 - Limited opportunities within the urban area for development given strong existing local and historic character.
 - Capacity of existing local infrastructure.
 - The restructuring of the schooling to a two tier system has put pressure on secondary school places.
 - Lack of open spaces.
 - The Berkhamsted sports centre is in need of an upgrade.
 - Congestion on the local road network, particularly in the town centre.
 - Town centre car parks are at capacity.
 - Local bus services are modest and the valley topography discourages walking and cycling.
 - Air quality issues in Northchurch.
 - Pressure on existing employment areas from alternative uses, including housing.

Identified Investment

Health and Wellbeing Investment - Primary Health Care

- 19.7 Under a national programme of funding by NHS England known as Estates Technology Transformation Fund (ETTF) business case approval has been received for Milton House Surgery and Boxwell Road Surgery (closed in November 2019) to relocate into the vacant wing of Gossoms End Clinic, an asset owned by NHS Property Services. This project is due to complete by January 2021 and the plans make provision for the housing growth forecasted in Berkhamsted. In order to improve and increase access the CCG has also funded a small project at Manor Surgery in Berkhamsted.

Proposed Growth

- 19.8 The proposed residential growth in the local plan growth proposals is for a total of 2236¹¹¹ units (including commitments 173). This includes a large site of 850 units South of Berkhamsted and three sites of 200+ homes. In addition, it is estimated that during the plan period there will be additional (windfall) growth of circa 200 units.

¹¹¹ Education and Funding Strategy Nov 2020; at least 2220 Reg 18 Local Plan

Draft Dacorum Infrastructure Delivery Plan

Infrastructure Requirement

19.9 Following consultation with infrastructure providers the infrastructure to support the growth has been identified in the settlement infrastructure table, shown in table 52 below.

Table 52: Berkhamsted summary of key infrastructure

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contributions total	Developer contributions per unit	Funding source/s
Highways and transportation	Transport					
Berkhamsted and Tring Transport Strategy		SP-B1 - West of Berkhamsted Shootersway Corridor	£689,251			tbc
Berkhamsted and Tring Transport Strategy		SP-B2 - Durrants Road - Shrublands Road - Charles Street Corridor	£1,923,859			tbc
Berkhamsted and Tring Transport Strategy		SP-B3 - A4251 North West of Town Centre	£411,125			tbc
Berkhamsted and Tring Transport Strategy		SP-B4 - Town Centre High Street	£195,284			tbc
Berkhamsted and Tring Transport Strategy		SP-B5 - Town Centre Crossroads	£390,569			tbc
Berkhamsted and Tring Transport Strategy		SP-B6 - Station Area	£697,885			tbc
Berkhamsted and Tring Transport Strategy		SP-B7 - South of Berkhamsted - Shootersway Corridor	£724,608			s106
Berkhamsted and Tring Transport Strategy		SP-B8 - Southern Berkhamsted	£1,370,145			s106
Berkhamsted and Tring Transport Strategy		SP-B9 - Billet Lane	£41,935			
Berkhamsted and Tring Transport Strategy		SP-B10	£106,650			s106
Education - Early years	Education			£4,275,999	£2,043.00	S106/HCC
Education- Primary		Seeking two new primary schools – one is the west (2FE – BK06 area) and one in the east (3FE – BK01).		£22,979,136	£10,979.04	S106/HCC
Education- Secondary		One new secondary school (8FE site) required, to be located in the west, to meet need arising from developments. Land required from BK06.		£23,836,458	£11,388.66	S106/HCC
YCH - youth work	Community facilities			£1,542,541	£737.00	s106/CIL
Libraries				£807,898	£386.00	s106/CIL
Community Centres		1 x Community Centre for Berkhamsted	£1,149,999	£1,149,999	£549.45	s106/CIL
CCTV		CCTV provision at 1 local centre (total for Berkhamsted)	£45,000	£45,000	£21.50	s106/CIL
Primary Health (need to meet impact of growth)	Health and wellbeing	Relocation to Gossoms End clinic		£1,509,744	£721.33	s106/CIL/CCG
Green Infrastructure- amenity space	Green infrastructure	2.49ha of amenity space	£398,592	£398,592	£190.44	s106/CIL
Green - infr - natural and semi natural		8.04ha of natural and semi natural greenspace	£1,124,984	£1,124,984	£537.50	s106/CIL
Green Infra- public parks and gardens		3.57 x public parks and gardens	£1,572,384	£1,572,384	£751.26	s106/CIL
Play Space - LAP		10 x LAPs	£330,000	£330,000	£157.67	s106/CIL
Play Space - LEAP		7 x LEAPs	£560,000	£560,000	£267.56	s106/CIL
Play Space - MUGA		5 x MUGAs	£700,000	£700,000	£334.45	s106/CIL
Play Space - NEAP		1 x NEAP	£165,000	£165,000	£78.83	s106/CIL
Green infrastructure- Allotments		0.51ha of allotments required	£114,750	£114,750	£54.83	s106/CIL
Natural Grass Pitches (NGP)		5.42 x natural grass pitches (NGPs)	£361,518	£361,518	£172.73	s106/CIL
Changing Rooms for NGPs		4.7 x changing rooms for NGPs	£865,180	£865,180	£413.37	s106/CIL
Artificial Grass Pitches (AGP)		0.33 x artificial grass pitches (AGPs)	£346,428	£346,428	£165.52	s106/CIL
Changing rooms for AGPs		0.67 x changing rooms for AGPs	£123,564	£123,564	£59.04	s106/CIL
SANG		SANG required in BK01 and BK06, new green corridors in BK02, new wildlife sites in BK03 and BK04 and new or enhancements to wildlife corridors in BK07, BK08, BK09, BK10 and BK11.				
Emergency Service - Fire	Emergency Services			£764,615	£365.32	HCC/CIL
Emergency Service - Police				£336,345	£160.71	
Waste management (HCC)	Utilities			£356,488	£170.32	
Refuse vehicles		additional lorries	£170,956	£170,956	£81.68	s106/CIL
Household bins		provision of bins	£170,580	£170,580	£81.50	s106/CIL
Estimated Developer Contributions Total (Excluding Transport) To Date *				£64,608,158	£30,869	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

Highways and Transportation

- 19.10 Berkhamsted has good inter-urban transport links, being served by London Northwestern railway services south towards Hemel Hempstead, Watford and London, and north towards Milton Keynes and Birmingham. The town is situated adjacent to the A41 which links the town to other parts of the Borough, to Buckinghamshire and to the M25.
- 19.11 Berkhamsted already has a sustainable transport infrastructure in the rail and bus networks. Congestion challenges in Berkhamsted result in constrained roads and limited cycling infrastructure. Potentially difficult for buses due to congestion and this would be a key route in terms of inter-urban buses Aylesbury-Hemel-Watford. This scale of development when applied to an existing settlement will allow for sustainable travel development but will require settlement wide measures.
- 19.12 In terms of Rail infrastructure, Network Rail recognise that the increase in housing around Berkhamsted station will give rise to an increase in patronage and therefore the facilities will need to be improved to address the increased usage. Developer contributions are likely to be sought for these improvements.
- 19.13 The Berkhamsted and Tring Transport Strategy November 2020¹¹² was commissioned to identify settlement wide measures and sets out the interventions that are required to address the proposed growth. 44 Interventions are proposed in Berkhamsted which have been arranged into 10 Spatial Packages:
- SP-B1 - West of Berkhamsted Shootersway Corridor
 - SP-B2 - Durrants Road - Shrublands Road - Charles Street Corridor
 - SP-B3 - A4251 North West of Town Centre
 - SP-B4 - Town Centre High Street
 - SP-B5 - Town Centre Crossroads
 - SP-B6 - Station Area
 - SP-B7 - South of Berkhamsted - Shootersway Corridor
 - SP-B8 - Southern Berkhamsted
 - SP-B9 - Billet Lane
 - SP-B10

Utilities

- 19.14 The settlement growth results in a need to provide infrastructure to support the expanded population. This will include upgrades to reinforcement to water network and upgrades to wastewater which will be undertaken by Thames Water and Affinity Water respectively; and reinforcement will be required to the power network at Primary Substation level. The growth will require additional refuse recycling and waste mitigation. This includes £170,956 towards refuse vehicles, £170,580 towards bins and £356,488 for HCC Waste provision.

¹¹² Link [The Berkhamsted and Tring Transport Strategy November2020]

Health and Wellbeing

Primary Health Care

19.15 In Berkhamsted primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by the surgeries in the Alpha Primary Care Network (PCN). All of the Berkhamsted GP practices are currently operating over capacity and the ability to accept new patients is limited. HVCCG has invested in an improvement to the Manor Road Surgery and undertaking forward investment to address the needs of the proposed growth by relocating the Berkhamsted group practice (Milton House and Boxwell Road surgeries) to Gossoms End Clinic premises (due for completion January 2021). The developer contributions sought by the CCG to mitigate the impact of the growth is £1,509,750.

Education

19.16 In terms of schools and education provision in Berkhamsted, in the short term there is considered to be sufficient capacity within the existing schools. However, there is little or no capacity in the schools for expansion.

19.17 Indicative Education Strategy for Berkhamsted is based on the possible housing sites, including windfall of a suggested increase of 2,063 dwellings in the plan period a 4.98 f.e. (Existing commitments could bring this figure up to 2,236 dwellings, a child yield of 5.33f.e) when using the proposed tiered approach for calculating child yield.

19.18 The identified need for Primary Education provision is two additional primary school sites, with 2 f.e of capacity which should be considered in or around growth allocation site BK06 and a three form entry growth allocation on site BK01. Potentially, a site for a new secondary school will need to be identified to the west to meet the need arising from developments.

Community Facilities

19.19 The proposed growth will have additional impacts on community facilities such as libraries and community centres.

Table 53: Community centre costs for Berkhamsted

Settlement	Expected growth (allocations and windfall)	Number of community centres	Cost	Cost per dwelling
Berkhamsted	2093	1	£1,150,000	£549.45

19.20 Growth Area BK01- Land South of Berkhamsted will be required to provide a new community hub (including retail).¹¹³ There is also a need to expand the CCTV to cover the proposed new growth/community hub areas of at a cost of £45,000.

¹¹³ Reg 18 – local plan - Growth Area BK01- Land South of Berkhamsted

- 19.21 The new population will result in expanded or intensified use of community facilities which may be addressed by the provision of new equipment and technology, the contributions sought towards library provision is £807,898. The existing youth provision will need to be expanded to accommodate the additional growth, HCC are seeking an additional £1,542,541 no intervention has yet been identified.

Emergency Services

Green Infrastructure, Sport and Recreation

- 19.22 The development at South Berkhamsted (BK01) will provide on-site open space and recreational provision

Open Space Provision

- 19.23 The Open Space Study provides an overview of the current provision in Berkhamsted and how well the needs of the existing population (20,900) are being met against the Fields in Trusts Recommended Benchmark standards.

Table 54: Berkhamsted Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population_)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.09	0.68	0.77	0.70	0.03
Deficit/surplus (ha per 1000 population)	-0.71	-1.12	+0.17	+0.45	-0.22

- 19.24 Table 54 shows Berkhamsted has a surplus in Amenity Greenspace and a deficit in Parks and Gardens and Natural and Semi-natural Greenspace.
- 19.25 Over the Plan period Berkhamsted is expected to deliver 2236 new homes, generated a new population of 5366. If the total area of new open space is calculated using the three typologies (Parks and Gardens, Natural and Semi-Natural Green Space and Amenity Green Space) at a rate of 3.2 ha per 1000 population this would give a total of 17.17 ha at a cost of £3,756,480.

- 19.26 The growth in Berkhamsted comprises 1876 allocations, 217 windfall allowance and 143 commitments.
- 19.27 Of the allocations, all but one are above the threshold for delivering open space set by Policy DM63 – Open Space Provision, therefore 1860 units will be expected to deliver contributions towards Parks and Gardens and Natural and Semi-Natural Green Space as Berkhamsted is deficient in these typologies. These 1860 units will generate a population of 4464, requiring 11.61 ha at a cost of £2,697,368.
- 19.28 There is sufficient capacity within the existing Amenity Green Space provision to absorb the additional demand arising from growth. When a further 5366 population is added to the existing, the level of Amenity Green Space per 1000 population is 0.61 – marginally above the standard of 0.6 ha per 1000 population.
- 19.29 A spatial analysis of the allocations shows which sites are able to utilise the spare capacity. A number of developments to the south of Berkhamsted along the A41 corridor are within the catchment of Haslam Playing Fields. Once this site is developed as Bk03, this part of the town will be beyond the catchment of Amenity Green Space.

Table 55: Accessibility of Growth Allocations to existing Amenity Green Space

Growth allocation	No of units	Within catchment Amenity Green Space
Bk01 - South of Berkhamsted	850	Part
Bk02 - British Film Institute	90	No post Bk03 development
Bk03 - Haslam Playing fields	150	Is on amenity green space, no once this is developed
Bk04 - Land between Hanburys and A41	70	No post Bk03 development
Bk05 - Blegberry Gardens	80	No post Bk03 development
Bk06 - East of Darrs Lane	200	Part
Bk07 - Lockfield, Northchurch	60	Yes
Bk08 - Rossway Farm (Land between Shootersway and A41)	200	No post Bk03 development
Bk09 - Bank Mill Lane	50	Part
Bk10 - Hanburys, Shootersway	40	No post Bk03 development
Bk11 - Billet Lane (Jewson site)	40	Yes

Bk12 - Berkhamsted Civic Centre and land to rear of High Street	16	Yes
Bk13 – Gossoms End / Billet Lane	30	Yes

19.30 All allocations above the 25 unit threshold that are outside of the catchment (including those where this is part of the site only) and also sites that will be beyond the accessibility zone once Bk03 – Haslam Playing Fields is developed, should contribute towards Amenity Green Space provision. This equates to 1730 new homes and a population of 4152, requiring 2.49 ha of amenity space at a cost of £398,400.

19.31 As a result the total open space intervention for Berkhamsted is an additional 14.1 ha costing £3,095,960 with the breakdown shown in the table below.

Table 56: Berkhamsted – area and cost of new open space required due to growth

	No of units applied to	Area (ha)	Cost
Parks and Gardens	1860	8.04	£1,572,384
Natural and Semi-Natural Green Space	1860	3.57	£1,124,984
Amenity Green Space	1730	2.49	£398,592
Total			£3,095,960

Allotment Provision

19.32 For allotments a surplus of 0.45 ha per 1000 population is shown in the current provision table.

19.33 If the number of new residents expected as a result of growth (5366) is added to the existing population of 20,900 and applied to the current area of allotments (14.59 ha) the future level of allotment provision is then calculated at 0.56 ha per 1000 population. Therefore, there would appear to be capacity within existing allotment provision within the town to absorb the impact of growth.

Children’s Play Space Provision

19.34 The provision levels of children’s play space show that the existing provision is not sufficient to meet the needs of the current population, and that they are operating at over capacity. All development at or above the policy threshold of 25 units should contribute towards children’s play space.

19.35 Policy DM73 – Open Space Provision sets thresholds for when play space should be delivered on site as - LAP 25 homes, LEAP 70 homes, MUGA 200 homes and NEAP 500 homes. The delivery requirements for each individual site are shown on table 57 below.

Table 57: Berkhamsted Growth Allocations Play Space Requirements

Growth allocation	No of units	LAP	LEAP	NEAP	MUGA
Bk01 - South of Berkhamsted	850	1	1	1	3
Bk02 – British Film Institute	90	1	1		
Bk03 - Haslam Playing fields	150	1	1		
Bk04 – Land between Hanburys and A41	70		1		
Bk05 - Blegberry Gardens	80		1		
Bk06 - East of Darrs Lane	200	1	1		1
Bk07 – Lockfield, Northchurch	60	1			
Bk08 - Rossway Farm (Land between Shootersway and A41)	200	1	1		1
Bk09 - Bank Mill Lane	50	1			
Bk10 – Hanburys, Shootersway	40	1			
Bk11 – Billet Lane (Jewson site)	40	1			
Bk12 - Berkhamsted Civic Centre and land to rear of High Street	16				
Bk13 – Gossoms End / Billet Lane	30	1			

Total		10	7	1	5
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19.36 The additional need and associated costs for play provision in Berkhamsted are summarised in the table below.

Table 58: Berkhamsted Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	10	£33,000	£330,000
LEAP	7	£80,000	£560,000
NEAP	1	£165,000	£165,000
MUGA	5	£140,000	£700,000

19.37 This gives a total cost for new play provision required to support growth in Berkhamsted of £1,755,000.

19.38 Further information on how the costs per type of play provision have been derived can be found in the Open Space, Sport and Leisure Topic Paper (appendix 3).

Outdoor Sports Provision

19.39 The proposed growth will require the provision/contributions towards the following outdoor sports: Adult football, Youth Football, Mini football, Rugby League, AGP Sand (hockey) and AGP 3 G. The contributions each development should make towards new outdoor sports facilities calculated by inputting the new population generated by each site and settlement into Sport England's Playing Pitch Calculator, shown summarised in the table below.

Table 59: Berkhamsted Summary of contributions towards outdoor sports provision

Berkhamsted	Number required	Cost
Playing pitches	5.42	£361,518
Changing Rooms	4.70	£865,180
AGP pitches	0.33	£346,428
AGP Changing Room	0.67	£123,564
Total		£1,696,690

Indoor Sports Provision

19.40 There is no identified need for indoor sport or waterspace in Berkhamsted.

20. Tring

- 20.1 Tring is a small, compact market town in the northwest of the Borough with a population of around 12,000 and is the third largest settlement in the Borough.
- 20.2 The town is surrounded by the Chilterns Area of Outstanding Natural Beauty and set within the Tring Gap foothills, between the low-lying Aylesbury Vale and the northwest face of the Chiltern escarpment. The mainline station is some distance to the east of the town at Tring Station, together with the Grand Union Canal which runs north east passing close to the Tring Reservoirs Site of Special Scientific Interest (SSSI).
- 20.3 Tring has a backdrop of architecturally rich buildings typical of the Rothschild style. The town centre has a strong individual character with many shops and small businesses along the High Street and alleyways. There is also a variety of employment areas, the largest being Icknield Way Industrial Estate to the west, and the town has a medium sized grocery supermarket on the edge of the town centre. Tring Park is an important green infrastructure asset close to the town and there are playing fields and other sports facilities to the west of the town.
- 20.4 The Settlement Hierarchy study identifies Tring as one of the most sustainable towns in the Borough as it provides a hub for a range of services and facilities for its residents and surrounding rural hinterland. Given its size, level of facilities and transport links, the settlement should be an important focus for meeting the Borough's development needs.¹¹⁴

Vision¹¹⁵

- 20.5 *Tring will have grown and will:*
- *be an inclusive market town that meets the needs and aspirations of existing and new residents and visitors;*
 - *have delivered comprehensively planned new neighbourhood to the east of the town in a way that takes account of sensitive views, landscape and protected environmental sites;*
 - *have provided significant new investment into sustainable transport initiatives to increase passenger transport and improvements in walking and cycling connections throughout the town;*
 - *have delivered a mix of market and affordable housing, new community facilities, a new business hub, two primary schools and a secondary school;*
 - *have provided significant new open space and sports/leisure facilities to the east of the town; and*
 - *have benefited from further investment in transport infrastructure with active and attractive transport links within the town including new and improved pedestrian and cycle links to the town centre and Tring Station.*

¹¹⁴ Reg 18 Local Plan – Policy SP3 Table 1

¹¹⁵ Reg 18 Local Plan

Key Issues

20.6 Key issues for the Tring include:

- High reliance on the private car (43% car journeys to work¹¹⁶), some local congestion issues (e.g. Brook Street, Cow Lane) and significant out-commuting (13%).
- Poor pedestrian and cycle links to Tring Station together with its remote location discourages modal shift from car usage.
- Additional housing could result in capacity issues at Tring Station car park (where there is insufficient modal shift).
- New housing could result in more locally generated car trips.
- Limited opportunities for development within the town given strong existing local and historic character.
- Increasing primary school capacity issues as forecast by the County Council Schools and Education Service equivalent of 0.9 FE by 2021/22.
- Increasing secondary school capacity issues as forecast by the County Council Schools and Education Service equivalent of 1.4 FE by 2027/28.
- Potential under capacity of existing local infrastructure such as dentists and health surgeries.
- Lack of public open space including playing fields.
- Loss of employment land and associated small business space to housing.
- High house prices and a limited supply of affordable homes.
- Potential for decline in town centre retail offer, vitality and viability from external influences.
- Lack of major convenience floorspace to serve the town.
- New development could harm the setting of the Chilterns AONB, the Grand Union Canal and other interests of acknowledged importance.

Identified Investment

Health and Wellbeing Investment - Primary Health Care

20.7 In order to improve and increase access the CCG has funded a small project at New Surgery in Tring.

Community Facilities Investment

20.8 HCC libraries approved the refurbishment of Tring library following a report to HCC's Education, Libraries and Localism Panel on 8 July 2018: <https://democracy.hertfordshire.gov.uk/documents/s10448/08>.

¹¹⁶ Berkhamsted and Tring Transport Study November 2020

Proposed Growth

20.9 The Reg 18 local plan residential growth proposals for Tring is 2418 homes, in addition to the 313 commitments. There are three new proposed sites of 1400, 400 and 400 units at East of Tring, New Mill, and Dunsely Farm respectively. In addition, there will be windfall growth of an estimated 144 dwellings. East of Tring is expected to come forward after the first five years of the plan. Dunsely Farm includes an Employment Growth Area.

Infrastructure Requirements

20.10 Following consultation with infrastructure providers the infrastructure to support the growth has been identified in the settlement infrastructure tables 60(a) and 60(b).

Table 60(a): Tring highways and transport key infrastructure

Intervention	Estimated cost
Package SP-T1 West of Tring	£1,061,360
Package SP-T2 Gateway to Tring Town Centre West	£174,728
Package SP-T3 Gateway to Tring Town Centre East	£123,338
Package SP-T4 Town Centre Fringe	£154,172
Package SP-T5 Dundale Road-Little Tring Road	£102,267
Package SP-T6 Sustainable Modes Access to Tesco	£61,669
Package SP-T7 Southern Gateway to Tring	£842,806
Package SP-T8 Active Mode Route to Station	£231,463
Package SP-T9 Tring Station Enhancements	Refer to UTP and Station Prospectus
Package SP-T10 Miswell Lane	£61,669
Package SP-T11 Grove Road	£176,578
Package SP-T12 Brook Street	£30,834
Package SP-T13 20mph speed limit	£205,563

Table 60(b): Tring summary of other key infrastructure

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contribution s total	Developer contributions per unit	Funding source/s	
	Category						
Education- Primary	Education	Seeking two new 3FE primary schools to meet need arising from developments.		£27,505,749	£11,375	s106/HCC	
Education- Secondary		Seeking one new 8FE secondary site to meet need arising from developments.		£28,531,952	£11,800	s106/HCC	
YCH - youth work	Community facilities			£1,782,066	£737	s106/CIL	
Libraries				£933,348	£386	s106/CIL	
Community Centres		1 x Community Centre in Tring	£1,150,000	£1,150,001	£475.60		
CCTV		CCTV provision at 1 local centre (total for Tring)	£45,000	£45,000	£18.61	s106/CIL	
Primary Health (need to meet impact of growth)	Health and wellbeing	TBC		£1,744,176	£721	s106/CIL/CCG	
Green Infrastructure- amenity space	Green infrastructure	2.66ha of amenity space	£426,240	£426,240	£176.28	s106/CIL	
Green - infr - natural and semi natural		9.72ha of natural and semi natural greenspace	£1,360,800	£1,360,800	£562.78	s106/CIL	
Green Infra- public parks and gardens		4.32 x public parks and gardens	£1,900,800	£1,900,800	£786.10	s106/CIL	
Play Space - LAP		4 x LAPs	£132,000	£132,000	£54.59	s106/CIL	
Play Space - LEAP		3 x LEAPs	£240,000	£240,000	£99.26	s106/CIL	
Play Space - MUGA		6 x MUGAs	£840,000	£840,000	£347.39	s106/CIL	
Play Space - NEAP		2 x NEAPs	£330,000	£330,000	£136.48	s106/CIL	
Green infrastructure- Allotments		0.84ha of allotments required	£189,000	£189,000	£78.16	s106/CIL	
Natural Grass Pitches (NGP)		7.65 x natural grass pitches (NGPs)	£780,836	£780,836	£322.93	s106/CIL	
Changing Rooms for NGPs		8.21 x changing rooms for NGPs	£1,515,350	£1,515,350	£626.70	s106/CIL	
Artificial Grass Pitches (AGP)		0.38 x artificial grass pitches (AGPs)	£400,290	£400,290	£165.55	s106/CIL	
Changing rooms for AGPs		0.79 x changing rooms for AGPs	£142,776	£142,776	£59.05	s106/CIL	
SANGS		Creation of new green corridors in Tr02 and Tr03. Investigations to be carried out for potential green corridors in Tr01.				s106	
Emergency Service - Fire	Emergency Services	Seeking 1 new fire and rescue centre in Tr01		£883,344	£365.32		
Emergency Service - Police				£388,573	£160.71		
Waste management (HCC)	Utilities			£411,845	£170.32		
Refuse vehicles		additional lorries	£197,502	£197,502	£81.68	s106/CIL	
Household bins		provision of bins	£197,067	£197,067	£81.50	s106/CIL	
Estimated Developer Contributions Total (Excluding Transport) To Date *					£76,968,689	£31,832	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

Highways and Transportation

20.11 Tring as a settlement already has a sustainable transport infrastructure in the form of the rail and bus networks. As a small town, there is lots of potential for everyday local trips to be by sustainable modes provided the facilities and environment can be improved to enable and support this aspiration. Tring Park is an important green infrastructure asset close to the town and there are playing fields and other sports facilities to the west of the town.

20.12 East of Tring and New Mill are located between the town centre and the station, so is well located in terms of sustainability and could help improve sustainable transport and walking and also cycling networks including those between the town centre and station. Dunsley Farm, to the south of the town, near A41 has potential for sustainable travel due to the proximity to the town centre and station.

20.13 Currently infrastructure to support sustainable transport (in terms of bus priority, dedicated cycle facilities etc) is limited in the town and the street network is constrained and can be busy with traffic, however, new development can significantly improve sustainable transport in the town ensuring that there is not an unacceptable increase in road transport as a result of the development. Ensuring connectivity e.g. pedestrian/cycle links between the growth sites and existing neighbourhoods and the town centre and railways will be important in realising the most sustainable approach to transport. The Berkhamsted and Tring Transport Strategy¹¹⁷ identifies thirteen sustainable transport packages of projects required to support the proposed growth in line with the requirements of LTP 4. These project packages are focused on encouraging active travel and sustainable modes of travel.

20.14 Berkhamsted and Tring Transport Strategy¹¹⁸ sustainable transport packages to address the impact of identified growth:

- Package SP-T1 West of Tring
- Package SP-T2 Gateway to Tring Town Centre West
- Package SP-T3 Gateway to Tring Town Centre East
- Package SP-T4 Town Centre Fringe
- Package SP-T5 Dundale Road-Little Tring Road
- Package SP-T6 Sustainable Modes Access to Tesco
- Package SP-T7 Southern Gateway to Tring
- Package SP-T8 Active Mode Route to Station
- Package SP-T9 Tring Station Enhancements
- Package SP-T10 Miswell Lane
- Package SP-T11 Grove Road
- Package SP-T12 Brook Street
- Package SP-T13 20mph speed limit

20.15 In terms of rail infrastructure, Network Rail recognise that the increase in housing around Tring station will give rise to an increase in patronage and therefore the facilities will need to be improved to address the increased usage (SP-T9). Developer contributions are likely to be sought for these improvements.

Utilities

20.16 The settlement growth requires a review of utilities infrastructure.

Gas

20.17 The growth and timing of the growth is not considered to give rise to a need to reinforce gas infrastructure.

¹¹⁷ The Berkhamsted and Tring Transport Strategy -November 2020

¹¹⁸ The Berkhamsted and Tring Transport Strategy- November 2020

Water & Waste Water

- 20.18 The current water and waste water infrastructure in Tring is unlikely to be able to support the demands placed on it by the growth in the local plan. Thames Water will be planning for the growth in their future Asset Management Plans.
- 20.19 Waste Water- for the proposed residential and employment growth at Dunsley Farm, the scale of development likely to require upgrades to WW network. Early consultation is required for TW plan to determine magnitude of spare capacity currently available and phasing may be required to ensure development does not outpace delivery of essential network upgrades.

Electricity

- 20.20 Proposed development in Tring will require work on the Sundon to Aylesbury East Grid 132kV feed. UKPN envisages that reinforcement at Primary Substation level (Tring and Berkhamsted) can take place on existing sites and no new land take is likely to be required.

Waste and Refuse

- 20.21 This will require investment of £197,856 towards vehicles and £197,067 towards bins to cater for new growth and HCC Waste will require £465,156 towards waste provision.

Health and Wellbeing

Primary Health Care

- 20.22 In Tring primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by the surgeries in the Alpha Primary Care Network (PCN). Two of the GP surgeries (Rothchild House and Little Rothchild House) are currently operating over capacity, however the New Surgery Tring has significant capacity at present but overall there is currently a small shortfall in capacity and that will be the need for a small increase in additional capacity to meet the needs of Local Plan growth.¹¹⁹ The CCG will be seeking £1,744,184 in developer contribution toward mitigating the impact of growth. No intervention/s has been identified at this time.

Education

- 20.23 The County Council have assessed the infrastructure requirements on an increase of 2,418 homes which for education is a requirement of 5.96 f.e. (2,731 including commitments which requires an additional 6.59 f.e.) when using the proposed tiered approach for calculating child yield.
- 20.24 In terms of schools and education provision in Tring, new growth¹²⁰, particularly to the East of the town, will put pressure on existing and proposed school capacity. HCC are seeking two

¹¹⁹ Health response CCG -10/08/20 (Annely Robinson)

¹²⁰ Reg 18 Local plan 23.158

new 3FE primary schools and one new 8FE secondary site to meet need arising from developments.

20.25 HCC consider the best location for primary schools is in East Tring – one in the north parcel of land and one in the south parcel of land.

20.26 Land for the secondary school is allocated in the Reg 18 plan on Growth Area TR03 East of Tring¹²¹.

Community Facilities

20.27 The proposed growth will have additional impacts on community facilities such as libraries, community facilities and youth provision. Community halls/hubs require £1.15M and £45,000 for CCTV. The need for a new neighbourhood centre¹²² to include a community/sports hub has been identified for TR03 East of Tring.

Table 61: Community centre costs for Tring

Settlement	Expected growth (allocations and windfall)	Number of community centres	Cost	Cost per dwelling
Tring	2418	1	£1,150,000	£475.60

20.28 The County Council have identified that they will need to improve facilities at the existing library to mitigate the intensification of use, this will be achieved through the provision of new equipment and technology. HCC are requesting £0.93M for Libraries, and £1.78M for Youth Services infrastructure.

20.29 The summary of the identified need and cost of infrastructure provision is set out in table 60(b).

Emergency Services

20.30 The Fire and Rescue service has identified the need to locate a station to replace the existing facilities on Growth Area TR06 and this could be provided for within the general industrial area.¹²³

¹²² Reg 18 Local Plan -Growth Area Policy TR03 East of Tring

¹²³ Reg 18 Local Plan -Growth Area Policy TR01 Dunsley Farm

Green Infrastructure, Sport and Recreation

Open Space Provision

20.31 The Open Space Study shows Tring has a deficit of provision in Parks and Gardens, and Natural and Semi-Natural Greenspace and some spare capacity in Amenity Greenspace provision.

Table 62: Tring Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.05	0.50	0.90	0.31	0.03
Deficit/surplus (ha per 1000 population)	-0.75	-1.30	+0.30	+0.06	-0.22

20.32 Tring will soon benefit from 6.75 ha of new public recreational space (considered to be Natural and Semi-Natural Green Space) to be provided through the LA5 development and also a LAP and a NEAP. The application is for 226 dwellings, equivalent to 543 new residents.

20.33 Once these new residents and open space are added into the Tring provision figures, the overall picture is as follows.

Table 63: Tring Open Space Provision compared to standard post delivery of LA5

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Provision rate post LA5 (ha per 1000 population)	0.05	1.01	0.86	0.30	Not calculated
Deficit/surplus (ha per 1000 population)	-0.75	-0.79	+0.26	+0.05	

- 20.34 Overall Tring remains in deficit for Parks and Gardens and Natural and Semi-Natural Green Space after this expected new provision is accounted for.
- 20.35 Tring is expected to deliver 2,731 new homes. This comprises 2274 in allocations, 144 in windfall units and 313 in commitments. This includes the 226 from LA5, which is listed as a commitment. As this development is already providing open space above the 3.2 ha per 1000 population standard these numbers are removed from the figures before the overall need for open space arising from growth is calculated. This leaves 2505 new homes, which would generate a population of 6012. The total need for new open space arising from this population would be 19.24 ha, at a cost of £4,208,400.
- 20.36 Tring currently has a surplus in Amenity Green Space provision. Once the growth of a further 2731 homes up to 2038 is accounted for, the provision level per 1000 population reduces to 0.59 ha per 1000, marginally below the standard of 0.60.
- 20.37 Policy DM63 – Open Space Provision, requires developments of 25 homes or more to provide open space according to the standard. Looking forward, the number of new dwellings in growth areas of 25 units or more is 2250, which will be expected to deliver Parks and Gardens and Natural and Semi-Natural Green Space at a rate of 2.6 ha per 1000 population. This will generate a new population of 5400, which will require 14.04 ha at a cost of £3,261,600.
- 20.38 By 2038 there will be a small deficit in Amenity Green Space provision, which should be addressed through growth. To determine which allocations should contribute towards Amenity Green Space provision, a spatial analysis of the sites against the catchment of existing Amenity Green Space was undertaken, the results are shown in the table below.

Table 64: Accessibility of Growth Allocations to existing Amenity Green Space

Growth allocation	No of units	Within catchment of existing Amenity Green Space
Tr01 - Dunsley Farm	400	Part
Tr02 - New Mill	400	Yes
Tr03 - East of Tring	1400	Part
Tr04 - Icknield Way	50	No
Tr05 - Miswell Lane	24	Yes

- 20.39 All the growth allocations above the 25 unit threshold that are outside of the catchment (including those where this is part of the site only) should contribute towards Amenity Green Space provision. This equates to 1850 new homes and a population of 4440, requiring 2.66 ha of amenity space at a cost of £426,240.
- 20.40 As a result the total open space intervention for Tring is an additional 16.63 ha at a cost of £3,546,401, with the breakdown shown in the table below.

Table 65: Tring – area and cost of new open space required due to growth

Typology	No of units applied to	Area (ha)	Cost
Parks and Gardens	2250	4.32	£1,900,800
Natural and Semi-Natural Green Space	2250	9.72	£1,360,800
Amenity Green Space	1850	2.66	£426,240
Total		16.63	£3,678,840

Allotment Provision

- 20.41 There is a small surplus in allotment provision (0.06 ha per 1000 population) across the town. If the existing allotment provision (3.74 ha) is divided by the population expected by 2038, (adding the expected 6,555 new residents), the level of allotment provision falls to 0.2 ha per 1000. Therefore, the existing small surplus cannot meet the needs arising from growth.
- 20.42 Therefore, East of Tring, as the only site over 700 units, should provide a new allotment site. This is planned to provide 1400 units the equivalent of 3360 in population. Provision for allotments is calculated at 0.25 ha per 1000 population, therefore $3.360 \times 0.25 = 0.84$ ha. The estimated cost per hectare of allotment provision is £225,000, $£225,000 \times 0.84 = £189,000$.

Table 66: Tring – area and cost of new allotment sites required due to growth

Typology	Area (ha)	Cost
Allotments	0.84	£189,000

Children's Play Space Provision

- 20.43 The provision levels of children's play space show that the existing provision is not sufficient to meet the needs of the current population, and that they are operating at over capacity. All development at or above the policy threshold of 25 units should contribute towards children's play space.
- 20.44 Policy DM73 – Open Space Provision sets thresholds for when play space should be delivered on site as - LAP 25 homes, LEAP 70 homes, MUGA 200 homes and NEAP 500 homes. The delivery requirements for each individual site are shown on the table below.

Table 67: Tring Growth Allocations Play Space Requirements

	No of units	LAP	LEAP	NEAP	MUGA
Tr01 - Dunsley Farm	400	1	1		1
Tr02 - New Mill	400	1	1		1
Tr03 - East of Tring	1400	1	1	2	4
Tr04 - Icknield Way	50	1			
Tr05 - Miswell Lane	24				
Total		4	3	2	6

20.45 The play provision requirement is calculated using the thresholds set out in Policy DM63 – Open Space Provision – LAP (25), LEAP (70), MUGA (200), NEAP (500).

20.46 The additional need and associated costs for play provision for Tring are summarised in the table below.

Table 68: Tring Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	4	£33,000	£132,000
LEAP	3	£80,000	£240,000
NEAP	2	£165,000	£330,000
MUGA	6	£140,000	£840,000

20.47 This gives a total cost for new play provision required to support growth in Tring of £1,542,000.

Outdoor Sports Provision

20.48 Tring has a need to provide towards all forms of outdoor sport (Adult football, Youth Football, Mini Football, Rugby Union, Rugby League, Cricket, AGP Sand (hockey) and AGP 3 G) to mitigate the impact of growth. The contributions towards new outdoor sports facilities are calculated by inputting the new population generated by each site and settlement into Sport England's Playing Pitch Calculator. The requirement for Tring is set out below:

Table 69: Tring Summary of contributions towards outdoor sports provision

Tring	Number required	Cost
Playing pitches	7.65	£780,836
Changing Rooms	8.21	£1,515,350
AGP pitches	0.38	£400,290
AGP Changing Room	0.79	£142,776
Total cost	17.03	£2,839,252

20.49 The Reg 18 Local Plan identified in the site allocation policies that developments at New Mill, Dunsley Farm and East of Tring will all provide on-site open space and recreational provision.

Indoor Sports Provision

20.50 There is no identified need for additional indoor sport or waterspace provision in Tring.

DRAFT

21. Kings Langley

- 21.1 Kings Langley is a relatively large village, with a population of c. 6000 (Herts Insight, 2018), set in the Upper Gade Valley and on the southern edge of the Chiltern Hills to the south east of the Borough. The village has a vibrant centre characterised by historic listed buildings and a good provision of local shops and services. Kings Langley has excellent links to Hemel Hempstead and Watford along the A4251, and good access to the wider strategic road network including the A41 and M25.
- 21.2 Kings Langley also straddles the Borough boundary, which runs along the Grand Union Canal, and that part of the village to the east of the Canal is within Three Rivers District. This is an important relationship as the area contains a local mix of office and industrial premises at Home Park, Station Road and Primrose Hill, the higher education facility of West Herts College (Kings Langley Campus), and Kings Langley mainline station. Also there has also been new housing development in recent years. This requires that the Council works closely with Three Rivers District Council to ensure that we have a consistent settlement-wide approach.¹²⁴

Vision

- 21.3 *Kings Langley will have grown and will:*
- *have provided increased levels of affordable homes;*
 - *have strengthened their role in providing services and facilities to serve residents and the adjacent*
 - *rural communities; and*
 - *have secured additional and improved local community facilities.*

Key Issues

- 21.4 Key issues for the town include:
- Congestion on the local road network, particularly in the High Street.
 - High house prices and a limited supply of affordable homes.
 - Limited opportunities for development given strong existing local and historic character.
 - Capacity of existing local infrastructure.
 - Lack of open spaces and leisure facilities.
 - Lack of parking facilities.
 - Retain village character.
 - Local bus services are modest – no shuttle bus to railway station.
 - Protect the historic and built heritage of the village by sympathetic development
 - the village is constrained¹²⁵ by its:
 - proximity to Hemel Hempstead to the north;
 - inter-relationship with the immediate urban area in Three Rivers and growth there;

¹²⁴ Reg 18 Local Plan 23.166

¹²⁵ Reg 18 Local Plan 23.167

- congestion issues within the village centre and along the Watford Road;
- capacity issues with the M25/A41 to the south of the village.

Identified Investment

Health and Wellbeing Investment - Primary Health Care

- 21.5 HVCCG has agreed the business case for Haverfield Surgery in Kings Langley to relocate onto a site directly opposite the existing surgery premises. The site was developed as a care home and the new surgery now forms a part of its ground floor. This project completed, and the surgery located, in March 2020, and again factors in forecasted housing growth.¹²⁶

Proposed Growth

- 21.6 The local plan residential growth proposals for Kings Langley is 274¹²⁷ (275¹²⁸) units. This comprises 145 units at Rectory Farm and 10 units at Coniston Road; 71 units from existing planning permissions and an anticipated additional (windfall) growth of 48 units through the latter part of the plan period.

Infrastructure Requirements

- 21.7 Following consultation with infrastructure providers the infrastructure to support the growth has been identified in the settlement infrastructure table below.

¹²⁶ Health response CCG -10/08/20 (Annelly Robinson)

¹²⁷ Education and Funding Strategy 2020

¹²⁸ Reg 18 Local Plan 23.170 (option3 consultation 274)

Table 70: Kings Langley summary of key infrastructure requirements

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contributions total	Developer contributions per unit	Funding source/s
Education - Early years	Education			£414,729	£2,043.00	s106/HCC
Education- Primary		No Deliverable Solution - The expansion capacity table for Hemel Hempstead Rural South suggests there is no expansion potential within the two existing primary schools within the PPA. Primary School Sites Search is being carried out to identify the best possible site in South Hemel, including a solution to this area.		£1,873,399	£9,228.57	s106/HCC
Education- Secondary		Secondary numbers to be accommodated in new Hemel schools		£1,943,294	£9,572.88	s106/HCC
YCH - youth work	Community facilities			£149,611	£737.00	s106/CIL
Libraries				£78,358	£386.00	s106/CIL
Primary Health (need to meet impact of growth)	Health and wellbeing	Haverfield Surgery relocation		£146,430	£721.33	s106/CIL/CCG
Green Infrastructure- amenity space	Green infrastructure	0.21ha of amenity space	£33,408	£33,408	£164.57	s106/CIL
Green - infr - natural and semi natural		0.63ha of natural and semi natural greenspace	£87,696	£87,696	£432.00	s106/CIL
Green Infra- public parks and gardens		0.28 x public parks and gardens	£122,496	£122,496	£603.43	s106/CIL
Play Space - LAP		1 x LAP	£33,000	£33,000	£162.56	s106/CIL
Play Space - LEAP		1 x LEAP	£80,000	£80,000	£394.09	s106/CIL
Natural Grass Pitches (NGP)		0.60 x natural grass pitches (NGPs)	£59,621	£59,621	£293.70	s106/CIL
Changing Rooms for NGPs		0.61 x changing rooms for NGPs	£112,617	£112,617	£554.76	s106/CIL
Artificial Grass Pitches (AGP)		0.03 x artificial grass pitches (AGPs)	£33,587	£33,587	£165.45	s106/CIL
Changing rooms for AGPs		0.07 x changing rooms for AGPs	£11,980	£11,980	£59.01	s106/CIL
SANGS		Deliver biodiversity enhancements along the River Bulbourne/ Grand Union Canal and utilise the new landscape structure to connect with existing green corridors and spaces in the area (KL02).				s106
Emergency Service - Fire	Emergency Services			£2,193	£365.32	HCC/CIL
Emergency Service - Police				£32,622	£160.71	
Waste management (HCC)	Utilities			£255,486	£1,258.55	
Refuse vehicles		additional lorries	£16,581	£16,581	£81.68	s106/CIL
Household bins		provision of bins	£16,545	£16,545	£81.50	s106/CIL
Flood protection	Flood	Kings Langley Flood Alleviation Study - 2022-27	£325,000	£325,000	£1,600.99	
Estimated Developer Contributions Total (Excluding Transport) To Date *				£5,828,653	£29,067	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

Highways and Transportation

- 21.8 The bulk of the growth will be at Rectory Farm (145 dwellings) which is relatively small in scale and unlikely to be able to deliver or secure much in terms of transport infrastructure improvements or bus service improvement. However, Kings Langley has a station and is served by bus services, so is considered more sustainable from a transport perspective than Markyate or Bovingdon.
- 21.9 The Rectory Farm site will require off site highways works junction improvements along the Hempstead Road/A4251. Rectory Farm is a 20-25 minute walk to the station. Kings Langley is on the frequent 500 bus route between Watford and Hemel, but this serves only London Road so is a walk away from Rectory farm, therefore, improving pedestrian and cycle routes to the

station are required. Further comment is required from HCC's Passenger Transport Unit on if/how the development can meet requirements around access to bus services and other bus related improvements.

- 21.10 M25 Junction 20 is a known congestion hotspot and as far as HCC is aware there is not yet a Highways England solution to increasing capacity at this junction. This junction and the provision of alternative strategic routes elsewhere as may need to be addressed in future to support South West Herts future growth. This issue may be in the scope of the South West Herts Multi Modal Study.
- 21.11 Kings Langley is within the area covered by the South West Herts Growth & Transport Plan – see Package 6 Hemel Hempstead to Watford.¹²⁹

Utilities

- 21.12 The proposed growth in the settlement results in a need to provide infrastructure to support the expanded population. The wastewater infrastructure in Kings Langley is likely to require an upgrade support the demands placed on it by the growth in the local plan. Water infrastructure is also likely to require reinforcement. No settlement specific electricity power network reinforcement has been identified in relation to the proposed growth. The additional growth will also require contributions towards additional refuse lorries (£16,581) and the provision of bins (£16,545). In addition, the mitigation of growth will require £255,486 contributions towards Waste facilities.

Health and Wellbeing

Primary Health Care

- 21.13 In Kings Langley primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by the surgeries in the Delta Primary Care Network (PCN). The Kings Langley Surgery is currently operating over capacity, however the Haverfield Surgery, which moved into ground floor of new care home building in March 2020, has some capacity at present but overall there is currently a shortfall in capacity and therefore there will be the need for additional capacity to meet the needs of Local Plan growth. HVCCG is seeking £146,430 in developer contributions to mitigate the impact of growth on primary care services. No intervention/project has been identified at this time.

Education

- 21.14 The HCC assessment of growth and impact on infrastructure¹³⁰ is based on housing sites, including windfall that are being planned for Kings Langley with an increase of 203 dwellings in the plan period with a child yield of 0.40 f.e. (Existing commitments bring this figure up to 274 dwellings which equates to an additional child yield of just over 0.55f.e) when using the proposed tiered approach for calculating child yield. The expansion capacity table for Hemel

¹²⁹ HCC response to consultation October 2019

¹³⁰ Education and Funding Strategy, November 2020

Hempstead Rural South suggests there is no expansion potential within the two existing primary schools within the PPA. The numbers are too high to accommodate at primary within current provision, therefore there is no deliverable solution.

- 21.15 Secondary school provision to meet the needs of growth can be accommodated in new Hemel schools, a contribution of £1,943,294 is sought to provide this and mitigate the impact of the growth.

Community Facilities

- 21.16 The proposed growth will have an impact on community facilities such as libraries and community halls. The County Council have identified that there will need to be an improvement to the facilities at the existing library to mitigate the intensification of use at a cost of £105,764. There is an identified need for additional youth provision for Kings Langley at a cost of £201,938. See table 70 for impact and cost of infrastructure to meet the needs of Growth for Kings Langley.

Emergency Services

Green Infrastructure, Sport and Recreation

- 21.17 The Rectory Farm site offers the opportunity to deliver green infrastructure and enhance the existing infrastructure alongside the Grand Union Canal.¹³¹

Open Space Provision

- 21.18 The Open Space Study shows that Kings Langley has a deficit of Parks and Gardens and Amenity Greenspace and a surplus in Natural and Semi-Natural Greenspace.

Table 71: Kings Langley Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.01	3.45	0.06	0.45	0.02
Deficit/surplus (ha per 1000 population)	-0.79	+1.65	-0.54	+0.20	-0.23

¹³¹ Reg 18 Local Plan 23.178

- 21.19 Kings Langley is expected to deliver growth of 274 over the Plan period. This comprises 155 new homes on allocated sites, 48 windfall allowance and 71 units of commitments. If the total area of new open space is calculated using the three typologies (Parks and Gardens, Natural and Semi-Natural Green Space and Amenity Green Space) at a rate of 3.2 ha per 1000 population this would give a total of 2.1 ha at a cost of £460,320.
- 21.20 Of the two growth area allocations for development within Kings Langley KL01 - Coniston Road and KL02 - Rectory Road, KL-02 Coniston Road is below the 25 unit threshold for the provision of open space on site set out in Policy DM63 – Open Space Provision. KL02 – Rectory Farm will be expected to contribute to both Parks and Gardens and Amenity Green Space provision.
- 21.21 The surplus in Natural and Semi- Natural Green Space provision is sufficient to absorb future demand generated by growth. Policy DM63 – Open Space Provision, sets accessibility standards in accordance with Fields In Trust recommended benchmark guidelines. These are Parks and Gardens (710 m), Natural and Semi-Natural Green Space (720 m) and Amenity Green Space (480 m).
- 21.22 When considering the location of growth in the context of the catchment zones of existing provision KL02 - Rectory Farm is within catchment of Kings Langley Common.
- 21.23 However, it is important to note that KL02 - Rectory Farm is adjacent to the important green corridor of the Grand Union Canal. This development will therefore be expected to deliver a natural buffer to the canal as part of providing a positive contribution towards the canalside environment (Policy DM49 – Canalside Environment and Recreation Moorings) and protecting the waterbody (Policy DM33 – Protection and Enhancement of the River Character and Water Environment). To take this into account, the natural and semi-natural green space requirement has been calculated for KL02 - Rectory Farm.
- 21.24 Therefore, the total amount of open space KL02 - Rectory Farm will be expected to provide is calculated at 3.2 ha per 1000 population - 145 units, 348 new population, which would generate the need for 1.11 ha of new open space, costing £243,600.

Table 72: Kings Langley – area and cost of new open space required due to growth

Typology	No of units applied to	Area (ha)	Cost
Parks and Gardens	145	0.28	£122,496
Natural and Semi-Natural Green Space	145	0.63	£87,696
Amenity Green Space	145	0.21	£33,408
Total		1.11	£243,600

Allotment Provision

- 21.25 In terms of allotment provision, there is an existing surplus of 0.20 ha per 1000 population. This is of sufficient capacity to accommodate planned growth. If the level of allotment provision is recalculated including the future growth population of 658, there still remains a surplus of 0.16 ha per 1000 population.

Children's Play Space Provision

- 21.26 KL02 - Rectory Farm would need to provide a LAP and a LEAP in accordance with the play provision thresholds set out in Policy DM63 – Open Space Provision. The total cost of this is calculated at £113,000.

Table 73: Kings Langley Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	1	£33,000	£33,000
LEAP	1	£80,000	£80,000
NEAP	0	£165,000	0
MUGA	0	£140,000	0

Outdoor Sports Facilities

- 21.27 Kings Langley has a need to provide towards the following forms of outdoor sport to mitigate the impact of growth: Adult football, Youth Football, Mini Football, Rugby League, Cricket, AGP Sand (hockey) and AGP 3 G. The contributions towards new outdoor sports facilities are calculated by inputting the new population generated by each site and settlement into Sport England's Playing Pitch Calculator. The requirement for Kings Langley are set out below:

Table 74: Kings Langley Summary of contributions towards outdoor sports provision

Kings Langley	Number required	Cost
Playing pitches	0.60	£59,621
Changing Rooms	0.61	£112,617
AGP pitches	0.03	£33,587
AGP Changing Room	0.07	£11,980
Total cost		£271,805

Indoor Sports Provision

- 21.28 There is no identified need for additional indoor sport or waterspace provision in Kings Langley.

22. Bovingdon

- 22.1 Bovingdon is a relatively large but compact village, with a population of c. 5000 (Herts Insight, 2018), set in gently undulating farmland in the south of the Borough. The village has a vibrant centre characterised by historic buildings and a reasonable provision of local shops and services. Bovingdon has good links to Hemel Hempstead and Chesham via the B405 (Chesham Road / Hemel Hempstead Road / Box Lane).
- 22.2 To the south east of the village lies Bovingdon Green, Bovingdon Football Club and Bovingdon & Flaunden Tennis Club, which provide important sources of outdoor recreation space and sports facilities for the village. To the northwest lies HMP the Mount and Bovingdon Airfield which hosts popular Saturday and Bank Holiday markets, and provides employment opportunities within the film and television industry. The village has also seen the broadening of the type of accommodation available to residents through the delivery of a new retirement complex (McCarthy and Stone) on Hempstead Road.¹³²

Vision

- 22.3 *Bovingdon, will have grown and will:*
- *have provided increased levels of affordable homes;*
 - *have strengthened their role in providing services and facilities to serve residents and the adjacent rural communities; and*
 - *have secured additional and improved local community facilities.*

Key Issues

- 22.4 Key issues for the town include:
- Congestion and parking issues along the High Street which is worsened by delivery vehicles and primary school and the narrowing of the road towards Hempstead Road.
 - Heavy road traffic along the B4505 (Chesham Road and Hempstead Road).
 - Congestion from the traffic lights on Box Lane and London Road
 - Lack of movement by sustainable means to key infrastructure such as railway stations, and infrequent bus services.
 - Current community facilities like Bovingdon Academy Primary School and GP surgeries are at or nearing capacity, with little opportunity for expansion.
 - A deficit in the number of green spaces (Parks and Gardens and Natural and Semi-Natural Green Space-para 8.5.6) and play areas within the Bovingdon catchment area.
 - Limited number of sports facilities within Bovingdon and limited opportunities to improve this
 - A deficit in indoor facilities with limited opportunities to rectify this in the Memorial Hall.

¹³² Reg 18 Local Plan 23.181

- Deficit in open space within the village as determined by the Fields in Trust Standard for multi-functional greenspace
- A lack of allotments to serve the village
- Limited opportunities for development within the existing settlement boundary.
- High house prices and a limited supply of affordable housing.
- Reliance on larger neighbouring settlements for key services, such as secondary school provision, healthcare and higher order shopping.
- The need for upgrades to the wastewater infrastructure on the proposed levels of growth

Identified Investment

22.5 No future investment identified.

Proposed Growth

22.6 The development strategy for Bovingdon¹³³ is to provide growth broadly in accordance with the settlement hierarchy, recognising the constrained nature of some of its services and facilities including the school and the transport facilities. The key focus will be to deliver new infrastructure and including public open space and flood alleviation measures.¹³⁴

22.7 The local plan residential growth proposals for Bovingdon is 214 new homes (241 including 27 existing commitments¹³⁵). This new growth (excluding commitments) comprises one main site Grange Farm for 150 units and LA6 Chesham Road/Molyneaux Avenue for 40 units. An anticipated additional (windfall) growth of 24 units.

Infrastructure Requirements

22.8 Following consultation with infrastructure providers the infrastructure to support the growth has been identified in the settlement infrastructure table below.

¹³³ Reg 18 Local Plan para 23.182

¹³⁴ Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

¹³⁵ HCC consultation response Nov 2020

Table 75: Bovingdon summary of key infrastructure requirements

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contributions total	Developer contributions per unit	Funding source/s	
Education - Early years	Education			£437,202	£2,043.00	s106/HCC	
Education- Primary		Numbers too high to accommodate at primary within current provision – no deliverable solution. Land to be safeguarded for a primary school (3ha in BV01)		£2,413,271	£11,276.97	S106/HCC	
Education- Secondary		Secondary numbers to be accommodated in new Hemel schools		£2,503,307	£11,697.70	S106/HCC	
YCH - youth work	Community facilities			£157,718	£737.00	s106/CIL	
Libraries				£82,604	£386.00	s106/CIL	
Primary Health (need to meet impact of growth)	Health and wellbeing	additional GP capacity		£154,365	£721.33	S106/CIL/CCG	
Green - infr - natural and semi natural	Green infrastructure	0.82ha of natural and semi natural greenspace	£114,912	£114,912	£536.97	s106/CIL	
Green Infra- public parks and gardens		0.36 x public parks and gardens	£160,512	£160,512	£750.06	s106/CIL	
Play Space - LAP		2 x LAPs	£66,000	£66,000	£308.41	s106/CIL	
Play Space - LEAP		1 x LEAP	£80,000	£80,000	£373.83	s106/CIL	
Natural Grass Pitches (NGP)		0.64 x natural grass pitches (NGPs)	£62,927	£62,927	£294.05	s106/CIL	
Changing Rooms for NGPs		0.64 x changing rooms for NGPs	£118,861	£118,861	£555.43	s106/CIL	
Artificial Grass Pitches (AGP)		0.03 x artificial grass pitches (AGPs)	£35,450	£35,450	£165.65	s106/CIL	
Changing rooms for AGPs		0.08 x changing rooms for AGPs	£12,645	£12,645	£59.09	s106/CIL	
SANGS		Deliver biodiversity enhancements on site including through new SuDS measures and ensure new opportunities link with existing corridors in the vicinity of the site, including the Local Wildlife Site to the south west (BV01).				s106	
Emergency Service - Fire	Emergency Services			£78,179	£365.32		
Emergency Service - Police				£34,390	£160.71		
Waste management (HCC)	Utilities			£36,450	£170.33		
Refuse vehicles		additional lorries	£17,480	£17,480	£81.68	s106/CIL	
Household bins		provision of bins	£17,441	£17,441	£81.50	s106/CIL	
Flood protection	Flood	Ensure that drainage infrastructure associated with HMP The Mount and the adjacent holding reservoir for Bovingdon are maintained and where necessary, enhanced (BV02).					
Estimated Developer Contributions Total (Excluding Transport) To Date *					£6,583,713	£30,765	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

22.9 There is a small site (LA6) earmarked in Bovingdon for delivery in the first five years of the plan and the Grange Farm site is proposed to commence late in the first five year and into the following 5 years.

Highways and Transportation

22.10 As a large village, it is likely people will rely on Hemel Hempstead or other nearby towns for services and commute elsewhere for work. Bovingdon is served by buses to various nearby towns including Hemel Hempstead, Amersham, Chesham, High Wycombe and Watford, but with fairly limited service frequency. Travel from the village is likely to be primarily by car.

Utilities

22.11 The proposed planned settlement growth results in a need to ensure the utilities infrastructure can support the expanded population. The wastewater infrastructure in Bovingdon is likely to require an upgrade support the demands placed on it by the growth in the local plan. Water infrastructure is also likely to require reinforcement. No settlement specific electricity power network reinforcement has been identified in relation to the proposed growth in Bovingdon. Additional refuse lorries will be required (£17,480) and bins (£17,441) to meet the need of the new development. A contribution of £36,450 is required to contribute towards waste infrastructure to mitigate the growth.

Health and Wellbeing

Primary Health Care

22.12 In Bovingdon, primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by the surgeries in the Delta Primary Care Network (PCN). The two surgeries (Longmeadow and Archway) that serve Bovingdon are both currently operating over capacity, therefore there will be the need for an increase in additional capacity to meet the needs of Local Plan growth. HVCCG are seeking £154,336 to mitigate the impact of growth.

Education

22.13 For Education¹³⁶, the housing sites, including windfall, proposed for Bovingdon suggest an increase of 214 dwellings in the plan period, which equates to an additional child yield of 0.52 f.e (existing commitments could bring this figure up to 241 dwellings which equates to an additional child yield of 0.58f.e) when using the proposed tiered approach for calculating child yield. Although additional provision is necessary to mitigate the identified need, it does not at present appear possible to expand the education provision in Bovingdon. However, the Local plan allocation BV01- Grange Farm, refers to the provision of 3 hectares of land and a contribution to a new primary school. Therefore, funding would only be sought from the growth proposed in Bovingdon if it were possible to develop the primary education provision further. The growth required in secondary school provision would be accommodated in new school in Hemel Hempstead, a contribution of £2,503,307 is sought by HCC.

Community Facilities

22.14 The proposed growth will have additional impacts on community facilities such as libraries and community halls. The County Council have identified that there will need to be an improvement to the facilities at the existing library to mitigate the intensification of use, the cost identified is £82,604. The Education and Funding Strategy identifies the need for Youth Provision¹³⁷, the cost identified is £157,718. No intervention has been identified.

¹³⁶ HCC education and Funding Strategy Nov 2020

¹³⁷ HCC education and Funding Strategy Nov 2020

- 22.15 For the future, the Council has been working with Parish and County Council to investigate other development potential focused on community buildings and in the High street area that may achieve a number of outcomes including new community facilities and new enlarged (3 FE) school, public realm improvements and enhanced green and play spaces.¹³⁸

Emergency Services

Green Infrastructure, Sport and Recreation

Open Space Provision

- 22.16 The Open Space Study shows that Bovington has no sites meeting the typology of Parks and Gardens and a deficit in natural and semi-natural green space.

Table 76: Bovington Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.00	0.22	1.17	0.0	0.03
Deficit/surplus (ha per 1000 population)	-0.80	-1.58	+0.57	+0.06	-0.22

- 22.17 The total growth in Bovington over the Plan period is expected to be 241 new homes. This comprises 190 units through allocations, 24 in windfall allowance, 27 in other commitments and together will generate 579 new residents. These would generate the need for an additional 1.85 ha of open space at a cost of £404,880 if all three open space typologies of Parks and Gardens, Natural and Semi-Natural Green Space and Amenity Green Space are applied.
- 22.18 The surplus in Amenity Green Space is sufficient to accommodate demand arising from future growth up to 2038. The two allocations over the Plan period – Bv01 – Grange Farm and Bv02 Chesham Road/Molyneaux Avenue are both within the catchment areas of existing Amenity Green Space Provision and therefore are able to benefit from this spare capacity.
- 22.19 As a result, of the 241 new homes, the allocated sites Bv01 - Grange Farm and Bv02 – Chesham Road and Molyneaux Avenue will be expected to contribute towards Parks and Gardens and

¹³⁸ Reg 18 Local Plan para. 23.189

Natural and Semi-Natural Green Space typologies. These development comprise 190 units, thus the area and cost of new open space that will be delivered will be 1.19 ha (190 x 2.4 / 1000 x 2.6) and £275,424.

Table 77: Bovingdon – area and cost of new open space required due to growth

Typology	No of units applied to	Area (ha)	Cost
Parks and Gardens	190	0.36	£160,512
Natural and Semi-Natural Green Space	190	0.82	£114,912
Total		1.19	£275,424

Allotment Provision

- 22.20 Bovingdon does not have allotment provision, requiring residents to travel. The size of development expected through the Plan would not enable new provision to come forward.

Children’s Play Space Provision

- 22.21 The provision levels of children’s play space show that the existing provision is not sufficient to meet the needs of the current population, and that they are operating at over capacity. All development at or above the policy threshold of 25 units should contribute towards children’s play space.
- 22.22 Both Bv01 – Grange Farm and Bv02 Chesham Road/Molyneaux Avenue will be expected to contribute play provision in accordance to the thresholds and provision levels set out in Policy DM63 – Open Space Provision as follows.

Table 78: Bovingdon Growth Allocations Play Space Requirements

	No of units	LAP	LEAP	NEAP	MUGA
Bv01 - Grange Farm	150	1	1		
Bv02 – Chesham Road / Molyneaux Avenue	40	1			
Total		2	1		

- 22.23 The additional need and associated costs for play provision for Bovingdon is summarised in the table below.

Table 79: Bovingdon Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	2	£33,000	£66,000
LEAP	1	£80,000	£80,000
NEAP	0	£165,000	

MUGA	0	£140,000	
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- 22.24 This gives a total cost for new play provision required to support growth in Bovingdon of £146,000.

Outdoor Sports Provision

- 22.25 Bovingdon has a need to provide towards the following forms of outdoor sport to mitigate the impact of growth: Adult football, Youth Football, Mini Football, Rugby League, Cricket, AGP Sand (hockey) and AGP 3 G) . The contributions towards new outdoor sports facilities are calculated by inputting the new population generated by each site and settlement into Sport England's Playing Pitch Calculator. The requirement for Bovingdon are set out below:

Table 80: Bovingdon Summary of contributions towards outdoor sports provision

Bovingdon	Number required	Cost
Playing pitches	0.64	£62,927
Changing Rooms	0.64	£118,861
AGP pitches	0.03	£35,450
AGP Changing Room	0.08	£12,645
Total		£229,883

Indoor Sports Provision

- 22.26 There is no identified need for additional indoor sport or waterspace provision in Bovingdon.

23. Markyate

- 23.1 Markyate is a relatively large village with a population of c. 3000 (Census, 2011), set in the north of the Borough. The village contains a modest range of local services and facilities that also serves the nearby village of Flamstead and the adjoining rural area.
- 23.2 The village has good links to the nearby settlements of Luton/Dunstable to the north west and St Albans/Harpenden to the south east via the A5183.¹³⁹

Vision¹⁴⁰

- 23.3 *Markyate will have grown and will:*
- *have provided increased levels of affordable homes;*
 - *have strengthened their role in providing services and facilities to serve residents and the adjacent rural communities; and*
 - *have secured additional and improved local community facilities.*

Key Issues

- It is smaller, less sustainable and with a more restricted range of services and facilities than the larger villages of Bovingdon and Kings Langley;
- Constraints imposed to expansion by the linear and valley character of the village.
- The attractive setting of the Chilterns Area of Outstanding Natural Beauty and the surrounding wider countryside.
- High house prices and a limited supply of affordable homes.
- Limited opportunities within the urban area for development given strong existing local and historic character.
- Retail being converted into residential.
- The local road network is constrained and the village centre suffers from congestion and on-street parking problems.
- Access onto A5183 is dangerous.
- Luton airport overflight noise pollution.
- Residents are heavily reliant on the use of cars.
- Poor public transport/cycle routes.
- Few higher tier services.
- Poor quality play spaces.
- Strong rural links.

¹³⁹ Reg 18 Local Plan

¹⁴⁰ Reg 18 Local Plan

Identified Investment

Health and Wellbeing Investment Primary Health Care

- 23.4 Under a national programme of funding by NHS England known as Estates Technology Transformation Fund (ETTF) business case approval has been given to a significant extension to Markyate Surgery, which also includes retaining and upgrading the existing surgery premises. This project is due to complete in August 2021 and the plans make provision for the housing growth forecasted in Markyate and the surrounding rural villages.¹⁴¹

Proposed Growth

- 23.5 A modest level of growth in Markyate, in accordance with the settlement hierarchy, will ensure that existing infrastructure is able to support the proposed development. It will also be of a sufficient scale to provide enough homes to diversify the existing housing market and meet local need, provide new opportunities for existing residents and to help with the viability of village services.¹⁴²
- 23.6 The Reg. 18 local plan residential growth proposals for Markyate is 215 (including existing commitments of 8 units). This comprises one large site of 150 homes at land south of London Road (5-10 year period) and an anticipated additional (windfall) growth of 24 units.

Infrastructure Requirements

- 23.7 New infrastructure will predominantly be new green and recreational space.

¹⁴¹ Health response CCG -10/08/20 (Annely Robinson)

¹⁴² Reg 18 Local Plan para 23.198 -200

Table 81: Markyate summary of key infrastructure requirements

Infrastructure type	Infrastructure	Intervention	Estimated cost	Developer contributions total	Developer contributions per unit	Funding source/s
Highways and transportation	Transport	Contribute towards new/enhanced pedestrian and cycle links with the historic centre of Markyate, including off-site provision on London Road and where possible along existing Public Rights of Way (MK01)				
		Contribute towards off-site enhancements to the local road network, including but not limited to junction improvements along London Road (MK01).				
Education - Early years	Education			£422,901	£2,043.00	S106/HCC
Education- Primary		The expansion of Markyate School 2fe is predicated on the acquisition of additional land.		£2,104,115	£10,164.81	S106/HCC
Education- Secondary		Katherine Warrington School expansion (contribution)		£2,182,616	£10,544.04	S106/HCC
YCH - youth work	Community facilities			£152,559	£737.00	s106/CIL
Libraries				£79,902	£386.00	s106/CIL
Primary Health (need to meet impact of growth)	Health and wellbeing	Markyate surgery extension		£149,315	£721.33	s106/CIL/CCG
Green - infr - natural and semi natural	Green infrastructure	0.65ha of natural and semi natural greenspace	£90,720	£90,720	£438.26	s106/CIL
Green Infra- public parks and gardens		0.29 x public parks and gardens	£126,720	£126,720	£612.17	s106/CIL
Play Space - LAP		1 x LAP	£33,000	£33,000	£159.42	s106/CIL
Play Space - LEAP		1 x LEAP	£80,000	£80,000	£386.47	s106/CIL
Natural Grass Pitches (NGP)		0.04 x natural grass pitches (NGPs)	£6,017	£6,017	£29.07	s106/CIL
Changing Rooms for NGPs		0.08 x changing rooms for NGPs	£14,830	£14,830	£71.64	s106/CIL
Artificial Grass Pitches (AGP)		0.01 x artificial grass pitches (AGPs)	£4,945	£4,945	£23.89	s106/CIL
Changing rooms for AGPs		0.01 x changing rooms for AGPs	£2,056	£2,056	£9.93	s106/CIL
Emergency Service - Fire	Emergency Services			£75,621	£365.32	HCC/CIL
Emergency Service - Police				£33,265	£160.71	
Waste management (HCC)	Utilities			£35,257	£170.32	
Refuse vehicles		additional lorries	£16,908	£16,908	£81.68	s106/CIL
Household bins		provision of bins	£16,871	£16,871	£81.50	s106/CIL
Estimated Developer Contributions Total (Excluding Transport) To Date *				£5,627,617	£27,187	

* Total includes cost estimates received by DBC to date but excludes transport costs. The figures contained within draft settlement funding strategies are high level estimates that have been based upon the county council's developer contributions guidance toolkit. The current school building costs included as part of the calculation within the funding strategy are based on the DfE scorecard i.e. 1Q2020, BCIS All in TPI (Indexation to be applied). It should be noted that this guidance is currently being reviewed and a revised document is not expected to be adopted until early 2021. These figures may therefore be subject to further change, once the revised developer contributions guidance has been adopted. It should also be noted that a more accurate figure will be calculated at the planning application stage when a more detailed development mix is known.

It should be noted that the costs outlined in this document for transport schemes and interventions are high level estimates with a degree of uncertainty as they are still in the process of being developed and as such are subject to change.

Green infrastructure and leisure figures are based on capital costs only i.e. does not include lifecycles costs.

Highways and Transportation

23.8 London Road – 150 dwellings. Limited scale so unlikely to be able to be able to deliver or secure much in terms of transport infrastructure improvements or bus service improvement. The pattern of past development is a string of disconnected cul-de-sacs off London Road without ped/cycle permeability, so London Road is the only route to the centre of the village. Local needs and opportunities to improve London Road and High Street for walking and cycling will be necessary (relating to speed and volume of traffic using this route), although on-street parking and other constraints may potentially limit options. Markyate is on a bus route St Albans to Dunstable, which serves London Road, but this currently has limited frequency.

23.9 The largest site, Land South of London Road, will require a single span bridge over the River Ver.

Utilities

- 23.10 The settlement growth results in a need to provide infrastructure to support the expanded population. The wastewater infrastructure in Markyate is likely to require an upgrade support the demands placed on it by the growth in the local plan. Water infrastructure is also likely to require reinforcement. No settlement specific electricity power network reinforcement has been identified in relation to the proposed growth in Markyate. Contributions will be sought to provide refuse and waste services: £16908 for refuse vehicles; £16,871 to provide bins and £35,257 toward waste depot.

Health and Wellbeing

Primary Health Care

- 23.11 In Markyate, primary health care is commissioned by the Herts Valley Clinical Commissioning Group (HVCCG) and provided by Markyate Surgery, which is in the Alpha Primary Care Network (PCN). The Current surgery is operating over capacity, therefore, the HVCCG is investing in Markyate Surgery undertaking significant extension and refurbishment to accommodate the existing capacity shortfall and future growth, this project is due for completion in August 2021. As HVCCG has forward funded the expansion of facilities the CCG will seek £149,316 through developer contributions, including repayment of investment already made to mitigated of the impact of growth.

Education

- 23.12 The possible housing sites, including windfall that are being planned for Markyate suggest an increase of 207 dwellings in the plan period equating to an additional child yield of 0.456 (existing commitments could bring this figure up to 215 dwellings -0.47f.e) when using the proposed tiered approach for calculating child yield.
- 23.13 The expansion of Markyate School 2fe is predicated on the acquisition of additional land.
- 23.14 There are two primary schools that serve Markyate neither of which have the capacity to expand. Therefore, additional land would be required to expand Markyate school by 1 form entry in the first 5 years and another form entry later (5 years+) in the plan period. A contribution of £2,182,616 will be required to expand the Katherine Warington Secondary School.

Community Facilities

- 23.15 The local plan growth will require additional infrastructure provision. HCC¹⁴³ have identified a requirement of £152,559 for youth provision and £79,902 for libraries. No intervention or project has been identified at this stage.

¹⁴³ HCC education and Funding Strategy Nov 2020

Emergency Services

Green Infrastructure, Sport and Recreation

Open Space Provision

- 23.16 The Open Space Study shows that Markyate has no sites meeting the typology of Parks and Gardens and a deficit in natural and semi-natural green space.

Table 82: Markyate Open Space Provision compared to standard

	Parks & Gardens	Natural & Semi-Natural Green Space	Amenity Green Space	Allotments	Children's play space
Standard (ha per 1000 population)	0.80	1.80	0.60	0.25	0.25
Current provision (ha per 1000 population)	0.00	0.09	1.43	0.45	0.04
Deficit/surplus (ha per 1000 population)	-0.80	-1.71	+0.83	+0.20	-0.21

- 23.17 Over the Plan period, Markyate is expected to deliver 215 new homes, comprising 183 in allocated growth sites, 24 in windfall units and 8 in commitments, which will generate a new population of 516 residents. If the total 3.2 ha per 1000 population for Parks and Gardens, Natural and Semi-Natural Green Space and Amenity Green Space is applied, this will generate the need for 1.65 ha of new open space costing £361,200.
- 23.18 Markyate currently has a surplus in Amenity Green Space. The Plan allocates one growth site in Markyate that is above the threshold for delivering new open space Mk01 – South of London Road. This is within the catchment of existing provision. As a result, it will be required to provide open space according to the Parks and Gardens and Natural and Semi-Natural Green Space standards (2.6 ha per 1000 population when combined). This development is of 150 new homes, equivalent to 360 new residents, generating new open space of 0.94 ha costing £217,440.

Table 83: Markyate – area and cost of new open space required due to growth

Typology	No of units applied to	Area (ha)	Cost
Parks and Gardens	150	0.29	£126,720
Natural and Semi-Natural Green Space	150	0.65	£90,720
Total		0.94	£217,440

Allotment Provision

- 23.19 Markyate has spare capacity within the current allotment provision of 0.20 ha per 1000 population to accommodate growth. If the level of allotment provision is recalculated by adding in the 516 new residents expected through growth, there remains spare capacity of 0.14 ha per 1000 population.

Children’s Play Space Provision

- 23.20 The provision levels of children’s play space show that the existing provision is not sufficient to meet the needs of the current population, and that they are operating at over capacity. All development at or above the policy threshold of 25 units should contribute towards children’s play space.
- 23.21 Mk01- South of London Road will be expected to contribute towards play provision in accordance to the thresholds and provision levels set out in Policy DM63 – Open Space Provision as follows.

Table 84: Markyate Play Provision by Site

	No of units	LAP	LEAP	NEAP	MUGA
Mk01 - South of London Road	150	1	1		

Table 85: Markyate Summary of Play Provision Requirement

Type of play provision	Number required	Cost per unit	Total cost
LAP	1	£33,000	£33,000
LEAP	1	£80,000	£80,000
NEAP	0	£165,000	0
MUGA	0	£140,000	0

- 23.22 The total cost of this is calculated at £113,000.
- 23.23 Markyate has a need to provide towards the following forms of outdoor sport to mitigate the impact of growth: Rugby League, and AGP Sand (hockey). The contributions towards new

outdoor sports facilities are calculated by inputting the new population generated by each site and settlement into Sport England's Playing Pitch Calculator. The requirement for Markyate are set out below:

Table 86: Markyate Summary of contributions towards outdoor sports provision

Markyate	Number required	Cost
Playing pitches	0.04	£6,017
Changing Rooms	0.08	£14,830
AGP pitches	0.01	£4,945
AGP Changing Room	0.01	£2,056
Total		£27,848

Indoor Sports Provision

23.24 There is no identified need for additional indoor sport or waterspace provision in Markyate.

24. Rest of Borough

- 24.1 Developments in the rest of the district will be expected to mitigate their impact based on the assessment of impact using the formulas, relevant to the type of infrastructure and location of their nearest service provision.
- 24.2 The highway and transportation interventions that new development may be required to contribute towards are set out below in table 87, dependent on location.

Table 87: Rest of the Borough – Highway and Transport Interventions

Rest of The Borough – Highway and Transport Interventions	
Intervention	Estimated cost
WAP-1 – Wider Area Package 1 - Wilstone Active Mode Connection	£82,636
WAP-2 – Wider Area Package 2 - Tring Northchurch Cycle Route	£898,308
HTP4 - Cycle improvements along A4251	£2.7 million
HTP11 - Strategic corridor complimentary public transport, walk and cycle improvements	£12.9 - £32.9 million
HTP24 - bus priority measures	£2.5 - £5 million
HTP25 - M25 J20 capacity improvements	£5 - £10 million
HTP26 - A4147 & Redbourn Circular Cycling Route	£8.3 - £25.5 million
HTP28 - M1 Junction 10 capacity improvements	£1 - £2.5 million

- 24.3 In terms of outdoor sport the growth in the rest of the Borough will be expected to contribute towards provisions. See table 88.

Table 88: Rest of the Borough Summary of contributions towards outdoor sports provision

Rest of the Borough	Number required	Cost
Playing pitches	0.76	£77,761
Changing Rooms	0.82	£150,908
AGP pitches	0.04	£39,864
AGP Changing Room	0.08	£14,219
Total		£282,752

Flood Alleviation

- 24.4 The need for flood alleviation has been identified at Chapel Lane, Long Marston with the Local drainage flood Alleviation scheme at a cost of £62,346.

25.Strategic Sites -Infrastructure Requirement

- 25.1 The schedules in Appendix B set out the infrastructure requirements for each strategic site by settlement with a settlement summary, including any available cost, identified funding, the apportionment of the overall cost, the lead delivery agent and the priority. There are schedules for each of the allocated growth allocations/sites.

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26. Delivery and Funding Sources

- 26.1 There are a range of different potential funding mechanisms/providers to deliver infrastructure to support growth. These mechanisms include Community Infrastructure Levy, S106 planning obligations, s278 Highways Act, Government funding and Local Enterprise Partnership growth funding.

Community Infrastructure Levy (CIL)

- 26.2 The Community Infrastructure Levy is a charge which can be levied by local authorities on new development in their area. It is a developer contributions funding mechanism that local authorities can use to help them deliver the infrastructure needed to support development in their area.
- 26.3 Dacorum Borough Council introduced CIL on the 1 July 2015. Since its commencement the council have collected £9.7M towards the cost of infrastructure to support growth, spending of these funds has been deferred until the Infrastructure Delivery Plan has been finalised.
- 26.4 Levy funds can be used flexibly to fund or contribute towards strategic infrastructure anywhere in the Borough to support the delivery of growth.

S106 Planning Obligations

- 26.5 Planning obligations are legal obligations entered into to mitigate the impacts of a development proposal. Planning obligations assist in mitigating the impact of otherwise unacceptable development to make it acceptable in planning terms.
- 26.6 Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms.¹⁴⁴ They must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 26.7 These tests are set out as statutory tests in Regulation 122¹⁴⁵ (as amended by the 2011 and 2019 Regulations) and as policy tests in the National Planning Policy Framework.
- 26.8 S106 obligations are the main method of providing on site infrastructure and mitigating the development specific impacts of a development on the infrastructure of the area.

¹⁴⁴ <https://www.gov.uk/guidance/planning-obligations>

¹⁴⁵ <http://www.legislation.gov.uk/ukxi/2010/948/regulation/122/made>

S278 Highways Act

26.9 HCC Highways and Transportation (and Highways England) have indicated that they would seek to use s278 agreement (of the Highways Act 1980), where appropriate, to secure the required highway works to address the impact of development. S278 is an agreement between the Council and developer, which describes proposed modifications to the existing highway network to facilitate or service a proposed development, typically the scope of any off site works that are required to mitigate the impact of the development on the existing road network.

26.10 HCC have stated (Para. 7.1) that:

- The immediate and specific impacts of larger developments which are established via a TA would be mitigated via s278 obligation (or funded via CIL/s106 agreement
- Some highway works and sustainable transport measures are better delivered through planning condition rather than planning obligation. Any requirements for highway works or sustainable transport measures that are secured as part of a planning condition should be in the form a Grampian condition and delivered through an s278 agreement with the Highway Authority. This means that the Developer is responsible for designing and implementing any necessary highway measures following the necessary approval from the Highway Authority. This approach is often more beneficial to both the Highway Authority and the Developer, as the Developer can ensure that measures are implemented in a timescale that suits the timing of the development (so long as these accord with the requirements of the relevant planning condition).

26.11 HCC have provided the following items that are often more suitably delivered through planning condition via a section 278 agreement, though there may still be occasions when a planning obligation is more appropriate:

- measures to ensure safe access and egress to a development;
- changes to the highway network to improve capacity or safety;
- smaller infrastructure such as bus stops/shelters/raised kerbing, and real time information displays;
- Provision of amended highway networks, including roads/cycleways/ footways.

Government Funding

26.12 Government funding for infrastructure is provided in a number of ways and is usually related to the relevant government department or organisation e.g. Dept. of Transport.; Dept. of Education e.g. Free Schools programme, Highways England e.g. Innovations Fund, Homes England.

26.13 There is also the provision of funding for specific infrastructure requirement awarded by Government, based on a calculation of need, to local authorities e.g. Education basic need funding. Education Basics need funding is the money the Government give local authorities

each year to help them fulfil their duty to make sure there are school places for children in their local area. Education Basic Needs funding is an example of funding that is formula based, some funding is part of the Local Government Settlement, however, there are also significant funding 'pots' released by Government with specific spending and timing criteria. An example of a funding 'pot' is the Government's Housing Infrastructure Fund¹⁴⁶ (HIF- £600M August 2019¹⁴⁷).

- 26.14 The Government made an infrastructure funding announcement in the Queen's Speech (19/12/19) which stated that there will be a £10bn investment into a new "Single Housing Infrastructure Fund" to help deliver the roads, schools and GP surgeries needed to support new homes.¹⁴⁸
- 26.15 In addition, The Government's Growth deals provide funding to Local Enterprise Partnerships (LEPS), which may also be spent on the provision of Infrastructure.

Local Enterprise Partnership – Growth Funding

The Hertfordshire Local Enterprise Partnership (LEP)¹⁴⁹

- 26.16 Hertfordshire Local Enterprise Partnership is one of 38 LEPS across the country tasked by Government to drive forward sustainable private sector growth and jobs creation. Growth Deals provide funds to LEPS for projects that benefit the local economy. The first wave of Growth Deals was announced in July 2014.
- 26.17 The Government expanded the deals on the 29th January 2015, giving Hertfordshire a combined growth deal of £221.5M. In the latest round of growth deals Hertfordshire LEP secured an additional £43.95M funding giving a combined growth deal funding package to date of £265.45M.
- 26.18 The latest round of projects approved for Growth Deal 3 funding includes:
- £5.1m to support the second phase of development at West Herts College's £14.5m Dacorum campus. The flagship campus will add to the transformation of Hemel Hempstead's town centre and also enable the college to dispose of land both in Hemel Hempstead and Kings Langley to residential developers which may result in around 145 new homes. The new campus is expected to provide up to 855 apprenticeships, of which 435 will be new jobs, and support 1,029 full time students and 1,266 part time students.

¹⁴⁶https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/625528/DCLG_Introduction_to_Housing_Infrastructure_WEB.pdf

¹⁴⁷ <https://www.gov.uk/government/news/600-million-boost-for-housing>

¹⁴⁸ <https://www.planningresource.co.uk/article/1669319/queens-speech-2019-discounted-local-homes-infrastructure-first-policies-promised>

¹⁴⁹ Hertfordshire LEP -Adam Wood 31/10/2019 and Statement from Herts LEP on Herts IQ Infrastructure – June 2020

East-West Linkages and A414 Strategy

- 26.19 The LEP support LTP4 as a whole and in particular this fundamental shift in the transport hierarchy, recognising, as do the County Council, that major investment will still be needed in transport, including road infrastructure, but that the focus will be on more sustainable methods of transport. The LEP support the proposed A414 Bus Rapid Transit system (which has now, rightly, morphed into A414 Mass Rapid Transit (MRT)) and the principle of Sustainable Travel Towns. The LEP see the A414 MRT proposal as being of considerable potential benefit to the growth of Hemel Hempstead, but warn that the timescale for development of the MRT may well be out of step with the timescale for growth in Hemel.
- 26.20 The Local Industrial Strategy (LIS) identifies the A414 Corridor – from Hemel Hempstead through Hatfield to Harlow – as the focus for much of the county’s planned growth and recognises that the corridor needs to be exploited fully to optimise its potential for the county. The corridor is anchored by two enterprise zones – the Herts IQ in Hemel Hempstead and the Harlow Enterprise Zone/Science Park to the east – which will be key sources of high value employment.
- 26.21 In the shorter term the LEP is supporting The Crown Estate in taking forward their proposals to reconfigure junction 8 of the M1 to increase capacity.¹⁵⁰
- 26.22 The LEP comments in relation to cost in its June 2020 response:
- many of the strategic and most of the local transport costs have been identified by the County Council in both the Southwest Herts Growth and Transport Plan and the A414 Corridor Strategy. At present these are shown as a range of costs, which can be expected to be refined over time
 - many of the schemes we have identified can be funded entirely or in part by the development itself as part of scheme development costs, either as part of start-up costs, through conditions attached to the development, or through developer contributions – s106 or CIL
 - In kind contributions from developers in the form of land may be a critical contribution in lieu of capital contributions
 - some costs will be relatively minimal if infrastructure is secured at the right time; this is particularly true of digital infrastructure, if it is installed at the time of enabling works
 - there are a host of public funding mechanisms that can fund all or part of the infrastructure required for the development; these include the Road Investment Strategy and the LEP Growth Deal Fund
 - the government continues to announce new measures that will support the provision of supporting infrastructure (for instance in April it announced the creation of a new Cycling and Walking Strategy, with £1.2bn to be committed towards new schemes and initiatives during 2020/21).

¹⁵⁰ Hertfordshire LEP -Adam Wood 31/10/2019 and Statement from Herts Lep on Hert IQ Infrastructure – June 2020

- new initiatives are expected to emerge as the government seeks to reverse the economic damage caused by the COVID-19 pandemic

Infrastructure Charge Funding

- 26.23 Funding of utilities infrastructure to support new growth is set out by the relevant regulator and achieved through the Infrastructure Charge (water) applied to each property connected to the relevant networks water and waste water plan ahead through their asset management plans (AMP) which have a relatively short time span e.g. Thames Water AMP 7 will run to 2025. In the case of Electricity, for large sites where network reinforcement is required the developer would be expected to contribute in line with the Common Connection Charging Methodology Statement (CCCMS).
- 26.24 As the Infrastructure Delivery Plan develops further work will be undertaken to identify suitable sources of funding for the identified package.

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27. Next Steps

- 27.1 This draft report has been prepared to support the Council's Emerging Strategy for Growth consultation. The process of preparing an Infrastructure Delivery Plan is iterative and it will be refined following consultation with stakeholders, site promoters and as further evidence emerges on the Local Plan.
- 27.2 The Regulation 18 consultation has provided an opportunity for all stakeholders to comment on the work done to date and identify any areas, which are felt to be insufficient or missing. As part of the Regulation 18 process the Council will review and amend the document accordingly in preparation for the next round of consultation and once decisions on funding, essential infrastructure requirements and agreements with key infrastructure providers has been finalised.

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