

SADC

Infrastructure Delivery Plan

Stage Three: Infrastructure Delivery Plan

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**Stage Two Final Infrastructure
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1. Introduction

1.1 Purpose of the Infrastructure Delivery Plan

Ove Arup and Partners was commissioned by St Albans City and District Council (SADC) in December 2022 to prepare an Infrastructure Delivery Plan (IDP) in support of their new Local Plan. The purpose of the IDP is to set out the infrastructure that will be required to deliver the planned housing and employment growth across SADC. The IDP draws upon the existing evidence base produced by SADC, Hertfordshire County Council (HCC), and infrastructure providers.

SADC are currently developing a new Local Plan, which, when adopted, will supersede the current 1994 Local Plan and will include site allocations as well as new policies for the determination of planning applications. The new Local Plan will cover the period to 2041. SADC are at the Regulation 19 stage of the process. The Draft Local Plan will set out the Council's spatial strategy and policy approach. Following Regulation 19 publication, the Local Plan will undergo examination and is currently scheduled for adoption in March 2026.

The IDP will form a key element of the Council's evidence base to support the Local Plan. This IDP has been developed iteratively alongside the Local Plan and is aligned to the preferred growth strategy to support the Regulation 19 Local Plan.

1.2 Approach to the Infrastructure Delivery Plan

The purpose of this Study is to inform the new Local Plan for SADC, and form evidence underpinning and justifying the Local Plan as it progresses towards its examination in public. It will also be capable of use by the Council as part of the Development Management process, to underpin CIL charging and negotiations for developer contributions, to inform the whole-plan viability assessment, as well as the ongoing monitoring and prioritisation of projects through the Infrastructure Funding Statement.

Part 1: Baseline Infrastructure Report: This provides the baseline context for existing infrastructure capacity in SADC by:

- Analysing infrastructure and service provider's investment plans;
- Providing an understanding of infrastructure services, networks and facilities in SADC, and identifying existing capacity surpluses and deficits on a local authority wide basis and a settlement-by-settlement basis where possible; and
- Identifying how these infrastructure capacity constraints might have implications for the Local Plan, including setting out any issues that constrain future growth.

Part 2: Infrastructure Delivery Plan: sets out the infrastructure requirements of the two growth scenarios that were considered for the Reg.18 Local Plan. The Part 2 IDP incorporates the Part 1 Baseline Report and provides further analysis associated with the two growth scenarios. It includes:

- An assessment of what infrastructure is required to support both growth scenarios that considers the level of growth for housing and employment;
- Identification of any gaps in infrastructure provision having regard to the above infrastructure baseline and both growth scenarios; and

- The required infrastructure, including details (where available) of the responsible infrastructure service provider, capacity required, indicative phasing, likely cost, and funding gap (where possible) to establish with consideration to two growth scenarios.

Part 3: Infrastructure Delivery Plan (this report): incorporates relevant feedback from the Regulation 18 Consultation and sets out the infrastructure requirements of the preferred growth scenario which will form the basis of the Regulation 19 Local Plan. This Part 3 IDP builds upon and incorporates the Part 1 and Part 2 IDPs, while providing further analysis associated with the preferred growth scenario.

Within the context of limited and diminishing funding, establishing a reliable and concise IDP will ensure any investment decisions are based on a sound understanding of infrastructure requirements and growth. This will offer greater certainty to service providers, funders and developers about how infrastructure will be funded and delivered, enabling growth and encouraging investment. IDPs are, by their very nature, a ‘snapshot in time’, and as different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time.

1.3 St Albans District & City Council IDP Scope and Key Stakeholders

The scope of the IDP addresses the infrastructure listed in Table 1. The infrastructure scope includes services delivered by SADC, Hertfordshire County Council and other infrastructure delivery bodies that provide strategic provision of services across administrative boundaries.

Table 1 Infrastructure Delivery Plan Scope by Topic

Infrastructure Topic	Sub Topic	Stakeholder(s)
Education	Early Years	Hertfordshire County Council
	Primary Education	
	Secondary Education	
	Special Educational Needs and Disability (SEND)	
	Further Education	Oaklands College
Health	Primary Healthcare	NHS Herts and West Essex Integrated Care Board, West Herts Hospital NHS Trust and Hertfordshire County Council
	Hospitals & Mental Health	
	Adult Social Care	
Community	Libraries	St Albans City and District Council and Hertfordshire County Council
	Youth Provision	
	Sports & Leisure	
	Culture	
	Community Halls	
Emergency	Police	Hertfordshire Police and Crime Commissioner

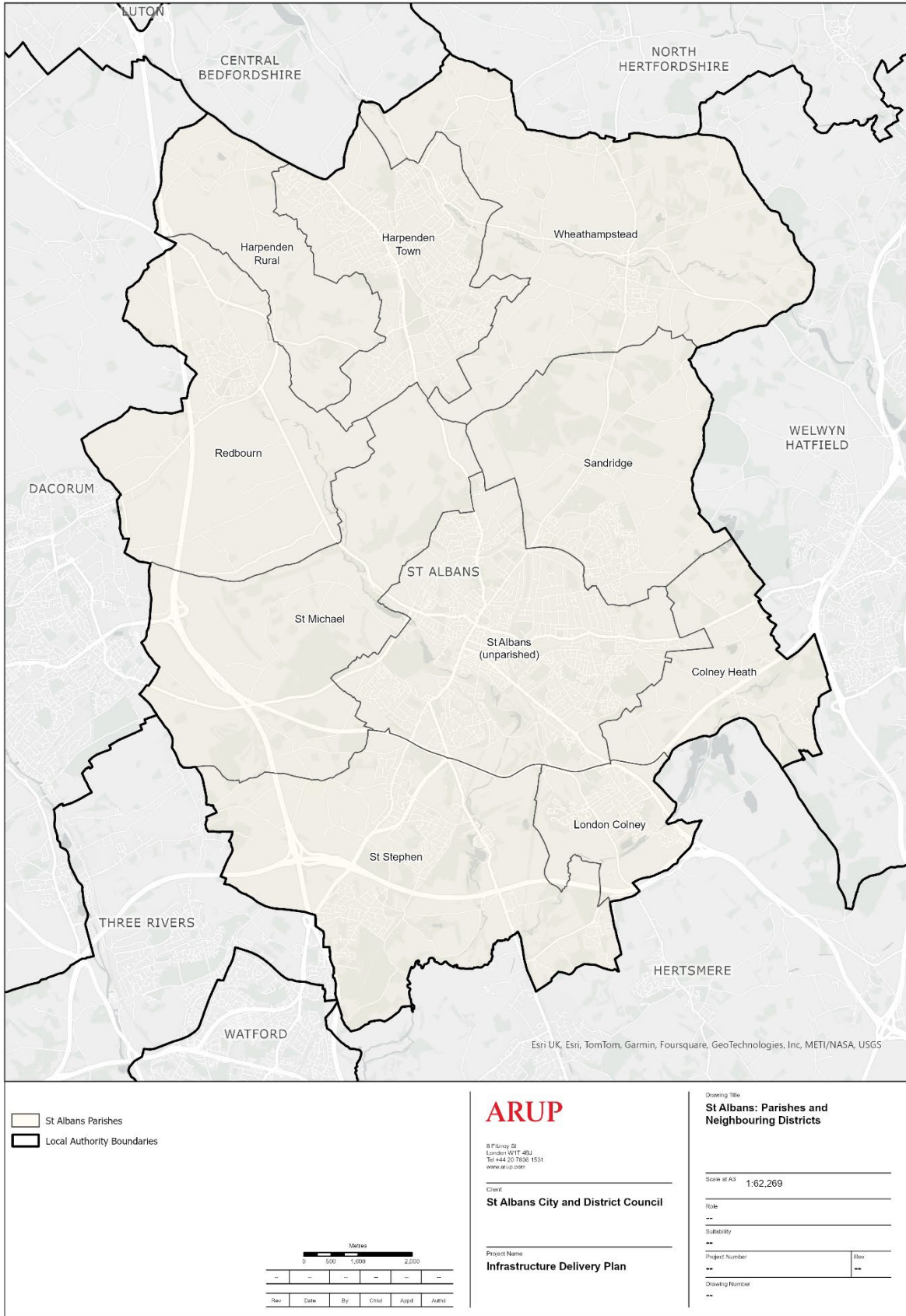
	Ambulance	East of England Ambulance Service NHS Trust (EEAST)
	Fire	Hertfordshire Fire and rescue
Green infrastructure / Open Space	Strategic Green Infrastructure	St Albans City and District Council, Hertfordshire County Council and Herts & Middlesex Wildlife Trust
	Local Green Infrastructure	
	Cemeteries	
Transport	Road	National Highways, National Rail, Hertfordshire County Council and St Albans City and District Council
	Public Transport	
	Active Transport	
Utilities	Water Supply	Thames Water
	Waste Water	Affinity Water
	Electricity	UKPN and National Grid
	Gas	Cadent Gas
Digital	Digital	Hertfordshire County Council, Open Reach, F&W Network, Hyperoptic
Flood	Flood Protection	Environment Agency and Hertfordshire County Council
Waste	Waste & Recycling	Hertfordshire County Council

1.4 Study Area

SADC is located within Hertfordshire County Council and shares borders with Dacorum, Three Rivers, Hertsmere, Watford, Welwyn & Hatfield and North Herts within Hertfordshire County Council. SADC also shares a border with Central Bedfordshire Unitary Authority. SADC includes a number of larger settlements, including the City of St Albans, Harpenden, Redbourn, Wheathampstead, London Colney, How Wood and Bricket Wood. Figure 1 illustrates the boundaries of SADC and its surrounding authorities.

For the purposes of infrastructure planning within this IDP, an area of study has been defined within which baseline analysis will be aggregated as relevant. This divides SADC into parishes that comprise the Study Area and enables statistical data to be aligned to these areas.

Figure 1 St Albans City and District Council and Surrounding Areas

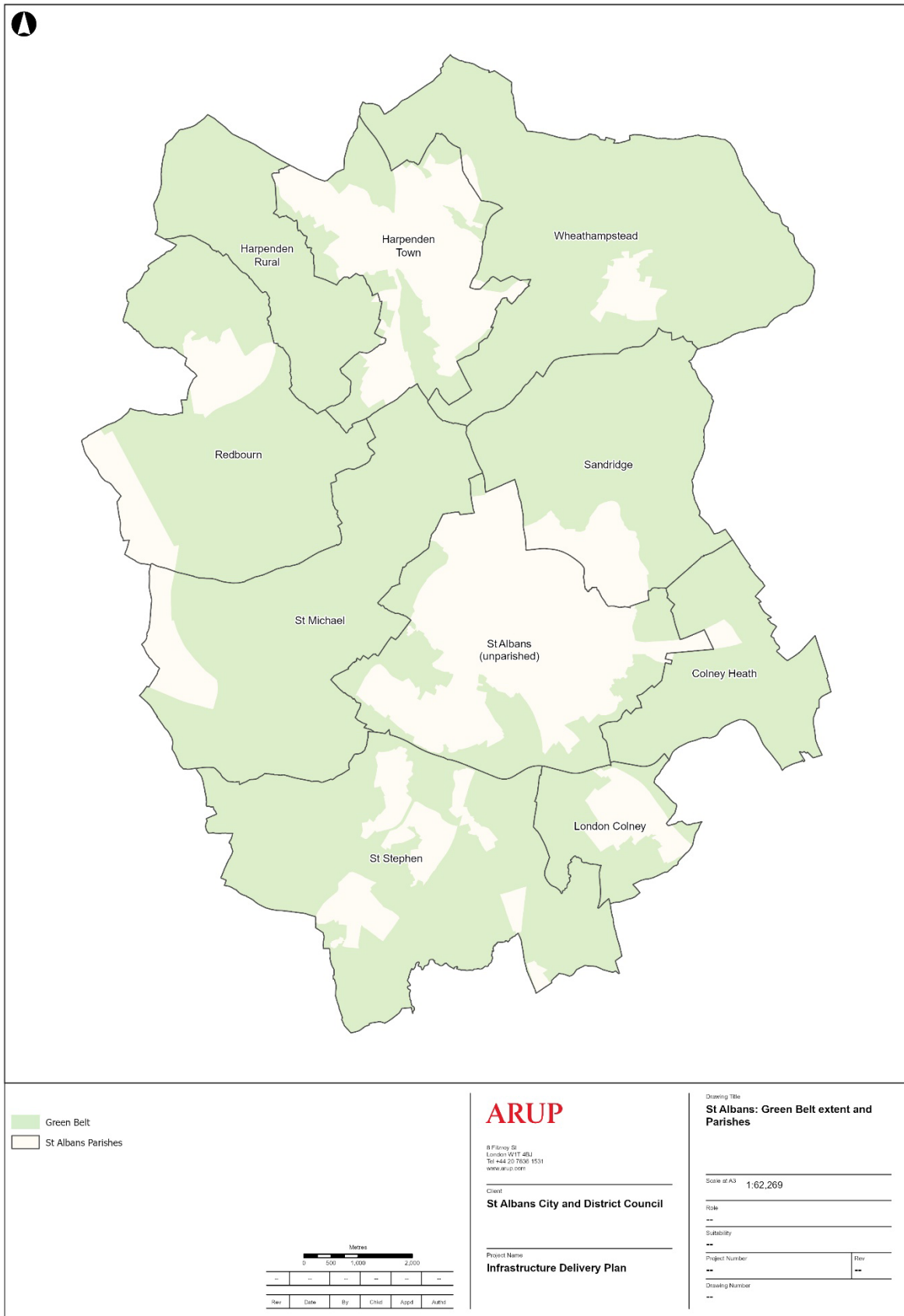


Source: St Albans City and District Council

Figure 2 sets out the Study Area including parish boundaries and settlements for the SADC IDP. The parishes, and the un-parished area of St Albans are as follows:

- Harpenden Town;
- Harpenden Rural;
- Wheathampstead;
- Sandridge;
- Redbourn;
- St Albans (un-parished);
- St Michael;
- Colney Heath;
- St Stephen; and
- London Colney.

Figure 2 St Albans City and District Council Study Area with Parish and Settlements



Source: St Albans City and District Council

1.5 Document Structure

Whilst self-contained to inform the preparation of the Council's Regulation 19 Local Plan, this Infrastructure Delivery Plan is intended to provide an assessment of the additional infrastructure required to support the preferred growth scenario and the baseline position in combination with the Stage 1 Infrastructure Baseline Report. The Infrastructure Delivery Plan is structured as follows:

- **Section 2** sets out the national and local policy context.
- **Section 3** sets out the scale of growth and trajectory to 2041.
- **Section 4** summarises the methodology used to identify the infrastructure requirements across SADC.
- **Section 5** provides a summary of the social infrastructure baseline, infrastructure implications by growth scenario and planned/proposed infrastructure across SADC.
- **Section 6** provides a summary of the green infrastructure baseline, infrastructure implications by growth scenario and planned/proposed infrastructure across SADC.
- **Section 7** provides a summary of the transport infrastructure baseline, infrastructure implications by growth scenario and planned/proposed infrastructure across SADC.
- **Section 8** provides a summary of the physical infrastructure baseline, infrastructure implications by growth scenario and planned/proposed infrastructure across SADC.
- **Section 9** provides a summary of the Hemel Garden Communities Infrastructure Assessment baseline, infrastructure implications by growth scenario and planned/proposed infrastructure for this area.
- **Appendix A** Infrastructure Delivery Schedule (Existing Planned/Proposed Projects)

1.6 Limitations

This study has been prepared in accordance with the following parameters:

- **Snapshot In-Time:** the housing and employment trajectory presented in this document represents the current position of SADC in June 2024.
- **Current Infrastructure Provision:** The IDP collates detail of the scale, distribution and capacity of existing and proposed infrastructure across SADC, from publicly available service data and has been verified through stakeholder engagement.
- **Infrastructure Schedule:** The study is supported by a schedule of planned projects across SADC. This schedule records all identified project requirements, including the infrastructure type, location and timing where available is apportioned to contributing sites. Where information is not available or where stakeholders are unable to provide feedback, it is intended that further conversations with stakeholders are undertaken through the plan period and the schedule is updated accordingly.
- **Infrastructure Modelling:** The study is based on publicly available data and feedback from engagement and no additional modelling of infrastructure requirements has been undertaken.
- **Cost Information:** This study does provide additional cost analysis for infrastructure projects where stakeholders have provided sufficient and quantifiable information. There are some

projects at the early planning stage where sufficient information is not available, so these projects have been left with 'TBC' to be updated when the information becomes available.

2. Policy context for Infrastructure Delivery

2.1 Introduction

The following section outlines the national and local planning policy context for infrastructure planning within St Albans City and District Council (SADC). This includes consideration of Local Enterprise Partnerships, and cross-boundary planning matters with respect to neighbouring authorities in both Hertfordshire and Bedfordshire.

2.2 National Policy Context

2.2.1 National Planning Policy Framework

At the time of writing this report, the government has published an updated version of the National Planning Policy Framework (NPPF) for consultation. The document includes (but not limited to) changes to the approach of assessing housing need, reinstating the requirement for a 5 Year Housing Land Supply and requiring Green Belt authorities to undertake a review of the Green Belt where needs cannot be met. These proposed changes should be monitored as the draft Local Plan is progressed.

Under the NPPF (2023), local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy has placed a greater responsibility on local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

Infrastructure Delivery Plans (IDPs) therefore form a critical part of the evidence base required for local development plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the level of housing and employment growth proposed can be delivered. IDPs also detail the level of funding required, highlight funding gaps, and identify both potential funding gaps and potential funding sources, such as Section 106 (S106) agreements or central government funding. As such, IDPs provide a basis for local authorities negotiating developer contributions through S106 agreements and form part of the evidence base for the introduction of the Community Infrastructure Levy.

Paragraph 20 of the NPPF states that

“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure); and
- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

Specific references to infrastructure are also made through the individual topic chapters throughout the NPPF. These include:

- Chapter 6, Building a strong competitive economy – Paragraph 86: “Planning policies should seek to address potential barriers to investment, such as inadequate infrastructure”
- Chapter 8, Promoting healthy and safe communities – Paragraph 96: “Planning policies and decision should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially, where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure”
- Chapter 9, Promoting sustainable transport – Paragraph 108: “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities for existing or proposed transport infrastructure are realised”; Paragraph 110: “Planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking”; and “Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation”
- Chapter 10, Supporting high quality communications – Paragraph 118: “Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communication networks”

The NPPF also outlines the importance of the Local Plan process in the delivery of infrastructure – and at Paragraph 34 highlights the challenges of balancing infrastructure requirements with development viability: *“Plans should set out the contributions expected from development [towards infrastructure]. Such policies should not undermine the deliverability of the plan”*

Emphasis is also placed on the importance of understanding viability at the plan-making stage, rather than on a case-by-case basis through the determination of planning applications. It should be demonstrated from the outset that planning policies are realistic, and that the ‘costs’ to developers of those policies (such as infrastructure provision and affordable housing) do not render development unviable and unachievable. Paragraph 58 states that: *“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 national planning guidance, including standardised inputs, and should be made publicly available.”*

2.2.2 National Planning Practice Guidance

National Planning Practice Guidance expands on the policies set out in the NPPF and provides additional guidance in relation to infrastructure delivery. Paragraph 59 states that Local Plans should identify the types of infrastructure required, and ways such infrastructure can be funded and brought forward.

In addition, at an early stage in the plan-making process, discussions with infrastructure and service providers should be undertaken to collaboratively identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, local planning authorities should:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Policies should set out how identified deficiencies will be addressed; and
- Take account of strategic infrastructure, including nationally significant infrastructure, within these areas.

The Planning Practice Guidance also reflects an emphasis on the understanding of viability of development at the plan-making stage. Paragraph 001 of the guidance on Viability states that *“policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy and Section 106”*

The collaborative nature of the plan-making process is also emphasised. Paragraph 002 of the guidance on Viability states that *“it is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant”*. Accordingly, local planning authorities and developers should both now be able to emerge from the plan making process with certainty about each party’s requirements and commitments in terms of the funding of new infrastructure. The conclusions of the Infrastructure Delivery Plan will therefore form a key input to the viability assessment of the Local Plan.

2.2.3 National Infrastructure Strategy

A National Infrastructure Strategy document was published in 2020, outlining the government’s plan to improve the quality of infrastructure UK-wide in line with the ‘Levelling Up’ Agenda and the UK’s ambition to achieve net-zero carbon by 2050. The Strategy addresses the following five aspects:

- Driving post-pandemic recovery and rebuilding the economy;
- Levelling up and strengthening the UK;
- Decarbonising the economy and adapting to climate change;
- Supporting private investment in infrastructure; and
- Accelerating and improving delivery – building ‘faster, better and greener’

2.2.4 The Levelling-up and Regeneration Act 2023 (LURA) and proposed changes to the NPPF

The LURA received Royal Assent on 26 October 2023.¹ In December 2023, the government published a new NPPF incorporating reforms which it had gained consultation on to align national planning policy with the LURA. The following outlines the key reforms related to infrastructure delivery in the LURA and updated NPPF.

¹Available at: <https://www.legislation.gov.uk/ukpga/2023/55/notes/division/1/index.htm>

Housing needs and housing land supply

The NPPF was reformed to 'be clear that the outcome of the standard method is an advisory starting-point when establishing housing requirements through plan-making'.² The government's view is that the housing target numbers should also be 'an advisory starting point, a guide that is not mandatory'.³ The NPPF now states that local plans should seek to meet the area's objectively assessed housing need 'so far as possible'.^{4,5} This is highlighted in Paragraph 11(b)(ii) and (iii) of the NPPF, which states that strategic policies:

should, as a minimum, provide for objectively assessed needs for housing and other uses...unless:...

- the application of policies in [the NPPF] that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in [the NPPF] taken as a whole.⁶

As part of these NPPF reforms, there is no longer an obligation for local authorities to maintain a five-year housing land supply (Paragraph 76 of the NPPF). Local authorities are not required to maintain a five-year housing land supply if:

- their adopted plan is less than five years old; and
- that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded.^{6F7}

Infrastructure Levy

The LURA introduced a new Infrastructure Levy nationally. The Levy in principle replaced the previous system of developer contributions (i.e., the Community Infrastructure Levy and S106 Planning Obligations). It is mandatory for charging authorities to issue charging schedules to indicate the amount of the Levy applicable for different developments.⁸ The Levy rates are set locally and, for example, could be lower for brownfield land and higher for greenfield development.⁹ Charging authorities must also prepare and publish infrastructure delivery strategies to outline strategic plans to apply the Levy.¹⁰

² Available at: <https://www.gov.uk/government/consultations/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy/outcome/government-response-to-the-levelling-up-and-regeneration-bill-reforms-to-national-planning-policy-consultation>

³ Written ministerial statement, Update on the Levelling Up Bill (December 2022), accessed 31 May 2023

⁴ Available at: <https://publications.parliament.uk/pa/cm5803/cmselect/cmcomloc/1122/report.html#:~:text=On%206%20December%202022%2C%20the,year%20supply%20of%20land%20for>

⁵ DLUHC, National Planning Policy Framework: Showing indicative changes for consultation (December 2022), accessed 31 May 2023, p. 12

⁶ Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

⁷ Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

⁸ Available at: S.204G(1), <https://www.legislation.gov.uk/ukpga/2023/55/schedule-12>

⁹ Available at: <https://questions-statements.parliament.uk/written-statements/detail/2022-12-06/hcws415>

¹⁰ Available at: S.204Q(1), <https://www.legislation.gov.uk/ukpga/2023/55/schedule-12>

Alignment Policy

The Duty to Cooperate requirement as currently set out in the NPPF is proposed to be removed, to be replaced by an Alignment Policy (to be introduced as part of a revised Framework). The Alignment Policy will be used to secure appropriate engagement between neighbouring local authorities where there may be cross-boundary strategic planning considerations.

2.3 Regional Policy Context and Strategies

2.3.1 Hertfordshire County Council Policy Context

Hertfordshire County Council (HCC) are responsible for certain aspects of planning within SADC, such as waste, minerals, and certain services such as libraries, school and roads.

Waste Planning

HCC is the Waste Planning Authority for Hertfordshire and has a legal responsibility to produce a Waste Local Plan. The adopted Hertfordshire Waste Local Plan identifies land that may be suitable for future waste management facilities and sets out relevant policies used to determine planning applications for waste management. The Waste Local Plan comprises two documents:

- The Waste Core Strategy and Development Management Policies Development Plan Document (2012) sets out the overall Waste Management Strategy.¹¹
- The Waste Site Allocations Development Plan Document (2014) sets out the existing waste facilities and sites with potential for future waste development.¹² The document sets out seven waste site allocations within St Albans.

Transport Planning

HCC is the local highway authority and is responsible for providing a safe, efficient, and resilient transport system across the District. Hertfordshire's latest Local Transport Plan 2018 – 2031 sets out HCC's strategy for future transport provision.¹³ The Plan seeks to encourage, where possible, the transition from private cars to sustainable modes of transportations (e.g., walking, cycling and passenger transport).

The Local Transport Plan is guided by three overarching themes – prosperity, people and place, and sets out nine strategic objectives, which are:

- Improve access to international gateways and regional centres outside Hertfordshire
- Enhance connectivity between urban centres in Hertfordshire
- Improve accessibility between employers and their labour markets
- Enhance journey reliability and network resilience across Hertfordshire
- Enhance the quality and vitality of town centres

¹¹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/waste-local-plan/waste-core-strategy-and-development-management-policies-document.pdf>

¹² Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/waste-local-plan/the-waste-site-allocations-document-2.pdf>

¹³ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

- Preserve the character and quality of the Hertfordshire environment
- Reduce carbon emissions
- Make journeys and their impact safer and healthier
- Improve access and enable participation in everyday life through transport

Guide to Developer Contributions

Given total projected infrastructure funding cost of £5.7bn and a projected funding gap of £3.59bn as outlined in the Hertfordshire Infrastructure & Funding Prospectus 2018-2031¹⁴, the HCC's Guide to Developer Infrastructure Contributions (2021) outlines the developer obligations the Council may seek, and its approach to early engagement and negotiation, preparation and completion of planning obligation agreements.¹⁵

School Planning

HCC is responsible for ensuring sufficient school places for pupils across the county. HCC produces a forecast every summer term to assess the demand for school places in local areas, with further updates issued in the autumn term. The forecast is based on:

- The number of primary school pupils moving on to secondary schools
- Any trends which have formed over the past few years
- Any known housing developments

Green Infrastructure Strategy

HCC is in the process of producing a Green Infrastructure (GI) Strategy in partnership with the Hertfordshire Infrastructure and Planning Partnership (HIPP).¹⁶ The GI Strategy sets out HCC's priority actions in the delivery of green infrastructure, as well as its corresponding funding and delivery mechanisms. At the time of writing, the GI Strategy is under 'Stage 2b' Public Consultation on the draft Strategy document, with the opportunity for members of the public to provide feedback¹⁷.

Digital and Technology Strategy 2023-27

The HCC's latest Digital and Technology Strategy 2023-27 highlights the Council's priorities in improving its digital and technology capabilities.¹⁸ In particular, HCC aims to improve digital connectivity by providing high-quality digital infrastructure more quickly across the county. This includes investment in hard-to-reach areas as part of the government's Project Gigabit.

¹⁴ Available at <https://www.hertfordshirelep.com/media/govdxesi/hertfordshire-infrastructure-funding-prospectus-2018-2031.pdf>

¹⁵ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/developer-infrastructure-contributions-guide/guide-to-developer-infrastructure-contributions.pdf>

¹⁶ Available at: <https://hertfordshire-green-infrastructure-strategy-luc.hub.arcgis.com/>

¹⁷ Available at: <https://hertfordshire-green-infrastructure-strategy-luc.hub.arcgis.com/>

¹⁸ Available at: <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/digital-and-technology-strategy-2023-27.aspx#>

2.4 Local Policy Context

2.4.1 St Albans City and District Council Policy Context

The Development Plan for SADC currently consists of the following documents (DPDs):

- 1) District Local Plan Review (1994)
- 2) Waste Core Strategy & Development Management Policies DPD (2012)
- 3) Waste Site Allocations DPD (2014)
- 4) The Hertfordshire Draft Minerals and Waste Local Plan 2040
- 5) Harpenden Neighbourhood Plan (2019)
- 6) Sandridge Neighbourhood Plan (2021)
- 7) St Stephen Neighbourhood Plan (2022)
- 8) Redbourn Neighbourhood Plan (2023)
- 9) Wheathampstead Neighbourhood Plan (2023)

2.4.2 District Local Plan Review 1994

The current adopted Local Plan for St Albans is the District Local Plan Review (1994).¹⁹ Under the Planning and Compulsory Purchase Act 2004, unless expressly replaced by a 'new' policy, 'old' policies are 'saved' for 3 years from either the date of commencement of the Act on 28 September 2004, or the date the plan was adopted or approved. The pre-existing Local Plan Review from 1994 was hence 'saved' from 2004 to 2007. On 14 September 2007, the Secretary of State directed that specified policies within the District Local Plan Review to be 'saved', meaning that they still form part of the development plan for St Albans.

2.4.3 New Local Plan 2041

St Albans City and District Council are currently preparing a new Local Plan 2041. The Local Plan will set the spatial strategy and identify land for future housing, commercial and infrastructure developments over the period to 2041. It will also be used to safeguard the environment, enable adaptation to climate change and secure high-quality and accessible design.

This Infrastructure Delivery Plan forms part of the production of the new Local Plan. The IDP will form a key part of the evidence base that will inform and support the iterative process of developing the Local Plan, including the Regulation 18 Consultation currently scheduled for summer 2023, as well as the subsequent preparation of the Regulation 19 draft.

The Local Development Scheme (LDS) (2024) sets out the Council's timetable for the production of the Development Plan Documents, including key production and public consultation stages.²⁰ At the time of writing, the LDS is as follows:

- Regulation 18 Consultation: July – September 2023

¹⁹ Available at: [https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/district-local-plan-review-1994/District%20Local%20Plan%20Review%201994%20Saved%20and%20Deleted%20Policies%20Version%20\[July%202020\].pdf](https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/district-local-plan-review-1994/District%20Local%20Plan%20Review%201994%20Saved%20and%20Deleted%20Policies%20Version%20[July%202020].pdf)

²⁰ Available at: <https://www.stalbans.gov.uk/local-development-scheme>

- Regulation 19 Pre-submission Consultation: October - December 2024
- Submission: March 2025
- Examination period: March 2025 – February 2026
- Formal adoption: March 2026

2.4.4 Sustainability and Climate Crisis Strategy

SADC have produced a Sustainability and Climate Crisis Strategy²¹, which sets out all of the actions planned. These include actions to reduce the District’s environmental impacts, improve the environmental sustainability of operators and services and ensure the District is resilient to changing environmental conditions, and act as a strong community leader to ensure action continues to be taken across all parts of the community. SADC recently produced a Sustainability and Climate Crisis Strategy and Action Plan 2024 - 2027.

2.4.5 Neighbourhood Plans

There are currently five ‘made’ (adopted) Neighbourhood Plans within St Albans, namely, Harpenden Neighbourhood Plan (2019), Sandridge Neighbourhood Plan (2021), St Stephen Neighbourhood Plan (2022), Redbourn Neighbourhood Plan (2023) and Wheathampstead Neighbourhood Plan (2023). These plans set out the characteristics, challenges, and opportunities across each of the areas they cover and set out development management policies that shape the form of development coming forward.

- The Harpenden Neighbourhood Plan 2018 – 2033 (adopted 2019) states that the built-up area of Harpenden is the priority area for new developments and sets out impact mitigation criteria for ‘significant development proposals’ in each of its five ‘Infrastructure Zones’ across Harpenden.²²
- The Sandridge Neighbourhood Plan 2019 – 2036 (adopted 2021) sets out seven key objectives to surrounding economic, social and environmental sustainability in achieving the Plan’s vision of becoming an ‘inclusive, cohesive and safe community with a high quality of life’ whilst retaining the distinct character of its neighbourhoods.²³
- The St Stephen Neighbourhood Plan 2019 – 2036 (adopted 2022) highlights five key themes – i.e., housing, character and design of development, green spaces and environment, transport and movement, community facilities, and business and local economy in ‘making the Parish a pleasant place to live, work and visit’.²⁴
- The Redbourn Neighbourhood Plan 2020 -2038 (adopted 2023) sets out five objectives which look at providing homes for the changing needs, become a hub for start-up business

²¹ Available at: <https://www.stalbans.gov.uk/sites/default/files/attachments/FINAL%20SADC%20Sustainability%20and%20Climate%20Crisis%20Strategy.pdf>

²² Available at: [https://www.harpenden.gov.uk/source/community/Harpenden%20Neighbourhood%20Plan%20-%20version%20for%20referendum%20Nov%202018%20Combined%20\(low%20res\).pdf](https://www.harpenden.gov.uk/source/community/Harpenden%20Neighbourhood%20Plan%20-%20version%20for%20referendum%20Nov%202018%20Combined%20(low%20res).pdf)

²³ Available at: http://www.sandridge-pc.gov.uk/_UserFiles/Files/Sandridge%20Parish%20Council%20Neighbourhood%20Plan%20Referendum%20Final%202021.pdf

²⁴ Available at: <https://ststephen-pc.gov.uk/wp-content/uploads/2022/03/1.-St-Stephen-Parish-Neighbourhood-Plan-Referendum-Version.pdf>

and commercial enterprise, support few community facilities and increase walking and cycling movements whilst retaining the strong local heritage and countryside setting.²⁵

- The Wheathampstead Neighbourhood Plan 2020-2035 (adopted 2023) establishes a clear vision for the area focused on services, commerce, transport, housing and development, schools, youth and the elderly, heritage and open spaces and play areas whilst aspiring to become a Sustainable accessible Fair and Ecological Community.²⁶

2.4.6 Infrastructure Funding Statement

The preparation of Infrastructure Funding Statements (IFS) is now a requirement for all local authorities following the update to CIL Regulations in 2019. The latest IFS for St Albans was for 2022-23, which sets out SADC's income and expenditure of all financial contributions which have been secured through S106 Agreements.²⁷ During 2022 – 2023, a total of £465,694.30 in contributions were secured, whilst £664,954.54 were received.

2.5 Local Enterprise Partnerships

2.5.1 Hertfordshire Futures

St Albans is within the area covered by the Hertfordshire Futures. Hertfordshire Futures was formerly known as the Hertfordshire Local Enterprise Partnership (HLEP). The HLEP published a Strategic Economic Plan (SEP), published in July 2017, which set out a 'route map' for Hertfordshire, charting both what HLEP and its partners are seeking to achieve, and the priority interventions that are needed to make this happen. The purpose of the SEP is to help understand the economic context of the county better, identifying both its potential and challenges.

The SEP sets out the vision for Hertfordshire Futures, which is: "By 2030, Hertfordshire will be among the UK's leading economies, helping to realise the full economic potential of the assets and opportunities within the Golden Triangle [between London, Cambridge and Oxford]."

Four priorities of the Hertfordshire Futures are also highlighted in the SEP, which are:

- Maintain the global excellence in science and technology
- Harness positively the interconnectedness of the HLEP area, particularly the relationships with London and elsewhere
- Re-invigorate the area's places for the 21st Century
- Build the wider foundations for growth across the populations of both business and people

Whilst the Hertfordshire Future's motivations are primarily economic, its vision and priorities are reliant on the provision of high-quality infrastructure. The organisation receives grants from the government (held by HCC), for example the Local Growth Fund, the Getting Building Fund and the Growing Places Fund. Projects delivered in St Albans through Hertfordshire Futures include the Oaklands College redevelopment and the BRE Open Innovation Hub.

²⁵ Available at: <https://www.redbourn-pc.gov.uk/neighbourhood-plan-working-party#:~:text=Redbourn%20votes%20'YES'%20for%20the,for%20many%20years%20to%20come.>

²⁶ Available at: <https://wheathampsteadpc.egnyte.com/dl/3oz7USwXV4>

²⁷ Available at: <https://www.stalbans.gov.uk/sites/default/files/attachments/Infrastructure%20Funding%20Statement%202021-22.pdf>

2.6 National Transport Bodies

2.6.1 England's Economic Heartland

England's Economic Heartland²⁸ is the sub-national transport body for the region covering Swindon to Cambridgeshire, and Northamptonshire to Hertfordshire, which includes SADC. England's Economic Heartland advises central government on the transport infrastructure, services and policy framework needed to realise the region's economic potential while supporting the journey to net zero.

2.7 Duty to Cooperate and Cross-boundary issues

St Albans borders six local authorities within Hertfordshire (North Hertfordshire, Welwyn Hatfield, Hertsmere, Watford, Three Rivers and Dacorum) as well as Central Bedfordshire Unitary Authority. St Albans is also part of the 'South West Hertfordshire' strategic partnership of local authorities, which includes Dacorum, Hertsmere, St Albans, Three Rivers and Watford. South West Hertfordshire is currently producing a Joint Spatial Plan²⁹, which will provide a long-term strategic vision for the area until 2050, considering climate change, infrastructure, environmental protection, employment and housing. There was a formal consultation on the draft vision and objectives for South West Hertfordshire in Summer of 2022 which received over 3,400 responses. A consultation report based on this consultation feedback was prepared in August 2023, and further consultation is planned in 2024 to consider the options for the scale and pattern of growth.

There are therefore a total of eight local authorities with potential cross-boundary infrastructure linkages with St Albans.

Local authorities are expected to work collaboratively in the delivery of new infrastructure. Paragraph 16 of the NPPF sets out the requirement for Local Plans to be "shaped by early, proportionate and effective management" with infrastructure providers and operators. Paragraph 26 also states that *"effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere."*

The intricate arrangement of local authority boundaries in Hertfordshire makes cross-boundary engagement particularly crucial – there are a number of areas of contiguous urban development which are split across administrative boundaries. As St Albans is located in the London commuter belt, radial transport corridors out from London also have a key role to play in infrastructure patterns.

2.8 Hemel Garden Communities (HGC)

Hemel Garden Communities (HGC) is a development programme that will transform Hemel Hempstead and create a sustainable new community to the north and east of Hemel Hempstead through the delivery of up to 11,000 new homes and around 10,000 new jobs by 2050. Collaborating as a partnership St Albans City and District Council (SADC), Dacorum Borough Council (DBC), Hertfordshire County Council (HCC), Hertfordshire Futures and the Hertfordshire

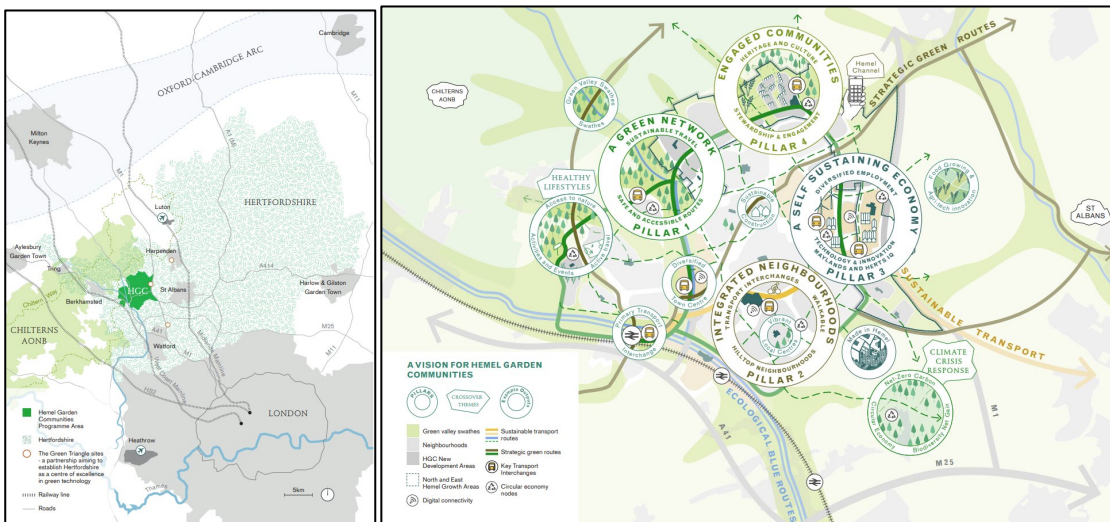
²⁸ Available at: <https://www.englandseconomicheartland.com/>

²⁹ Available at: <https://www.swhertspan.com/>

Enviro-Tech Enterprise Zone, known as Hertfordshire Innovation Quarter (Herts IQ), are working together, alongside stakeholders and landowners. While Hemel Hempstead (town) is located within Dacorum Borough Council, the proposed Hemel Garden Communities Growth areas to the north and east of Hemel Hempstead, are cross-boundary and partly located within SADC. East Hemel Hempstead (located within SADC) will deliver around 5,500 homes and 6,000 jobs through the Hertfordshire Innovation Quarter– a new business park with flexible office and industrial space.

The overarching vision is to create new neighbourhoods and transform existing ones and the wider area, to become greener and better connected. The vision is organised into four thematic pillars, which all serve to reinforce the aspirations to promote healthy lifestyles and respond to the climate crisis; “inclusive, integrated neighbourhoods connected by a green network, and thoughtfully designed places with engaged communities, all underpinned by digital connectivity, a self-sustaining economy and pioneering green technology driven by Herts Innovation Quarter”. The timely provision of high-quality infrastructure is clearly central to this vision of transformational change and a range of strategies and evidence base documents are being developed by the HGC Programme Team covering topics including transport, green infrastructure, energy and social infrastructure.

Figure 3 Hemel Garden Communities Location and Spatial Vision Plan



Source: Hemel Garden Communities Spatial Vision (2021)

3. Summary of Growth

3.1 Overview

The Local Plan has a key role in securing sustainable development by identifying how much new development is required and where it should go. This Infrastructure Delivery Plan (IDP) assesses the preferred growth scenario, covering the period to 2040/41.

The preferred growth strategy that has been taken forward to support the Regulation 19 Local Plan follows the majority of the same sites and housing quantum as growth option 1 which was explored within the Regulation 18 Local Plan which was consulted upon in Summer 2023. Following a local housing need assessment using the Standard Methodology, the housing requirement figure is 888 dwellings per year with a total need of 15,096 over the plan period. The approach to growth sets out a preference in identifying and allocating Previously Developed Land/Brownfield sites first for development. This approach is favoured in national policy as it looks at meeting need within or close to existing settlements to draw on the existing infrastructure and reduce the need to travel.

There was insufficient supply of Previously Developed Land/Brownfield to meet the need considering all other available land so Green Belt within the District and its boundaries were reviewed. Alongside the Green Belt Review, a Site Selection assessment was undertaken to consider the constraints such as environmental considerations and other planning factors. The growth strategy does include some Green Belt release with revised Green Belt boundaries in order to meet the total housing need and to provide wider protection to the rest of the Green Belt.

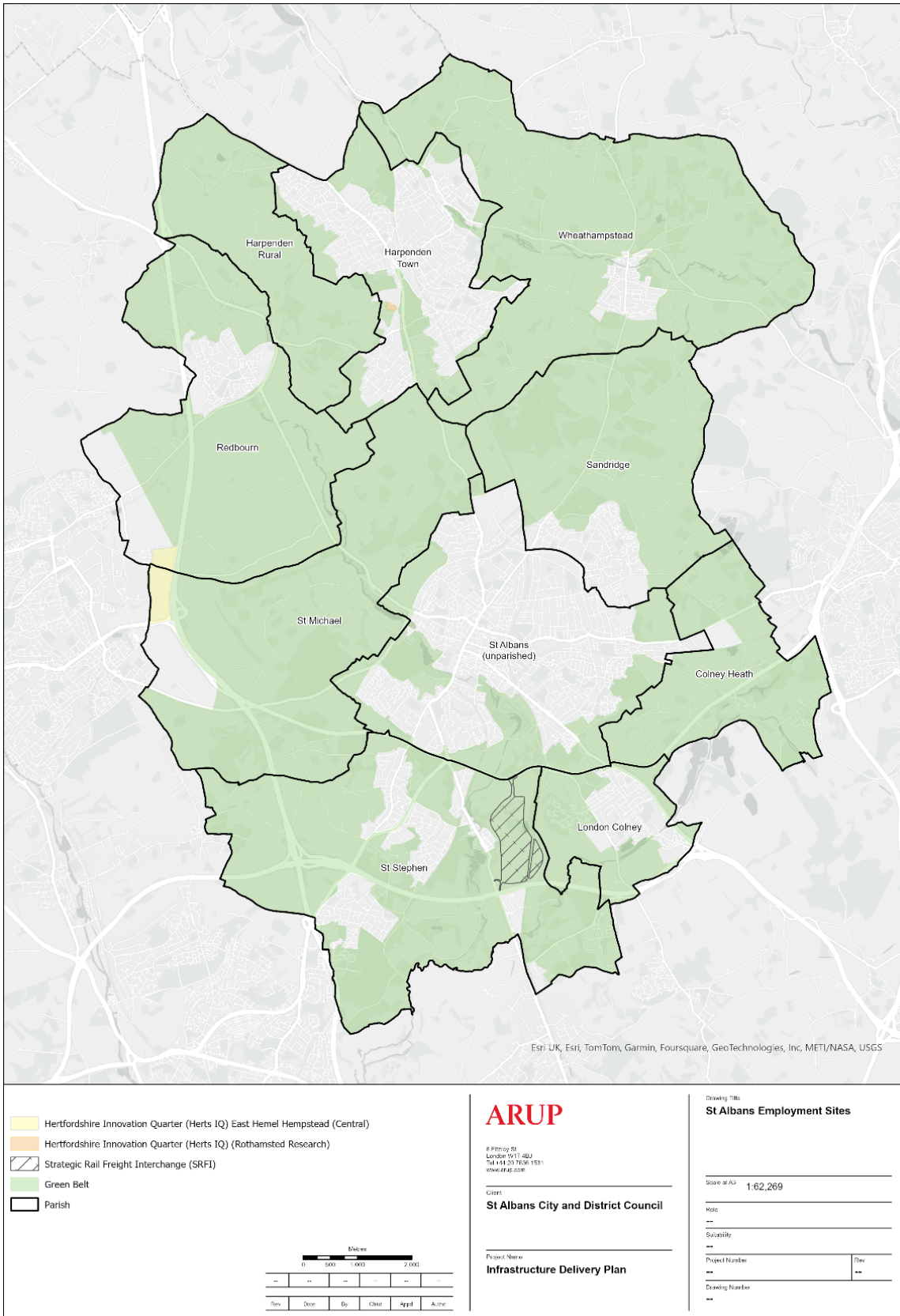
3.2 Employment Growth

Two strategic employment allocations have been identified (Figure 4).

Hertfordshire Innovation Quarter (Herts IQ) – the strategic employment allocation spans across two sites (east Hemel Hempstead and Harpenden) and is expected to deliver 3 million square feet of new commercial space with a focus on agri-tech, sustainable construction and linkages to the University of Hertfordshire. In total 6,000 jobs are anticipated to be delivered within the allocation.

Strategic Rail Freight Interchange (SRFI) – the strategic employment allocation is expected to deliver up to 330,000 sq.m of floorspace comprising an intermodal area, distribution buildings (Class B8 Use) and other related floorspace (Class B1/B2). In total, 3,500 jobs are anticipated to be delivered within the allocation.

Figure 4 Employment Growth



Source: St Albans City and District Council

3.3 Preferred Growth Strategy

Figure 5 illustrates the preferred Growth Strategy that will deliver 15,822 homes over the plan period.

The preferred Growth Strategy comprises the emerging allocations of Hemel Garden Communities, East St Albans and West of London Colney, North St Albans and North East Harpenden, multiple Green Belt Previously Developed Land sites and multiple Green Belt Greenfield sites. Table 2 sets out the emerging allocations associated with the preferred Growth Strategy and aligned to Figure 5.

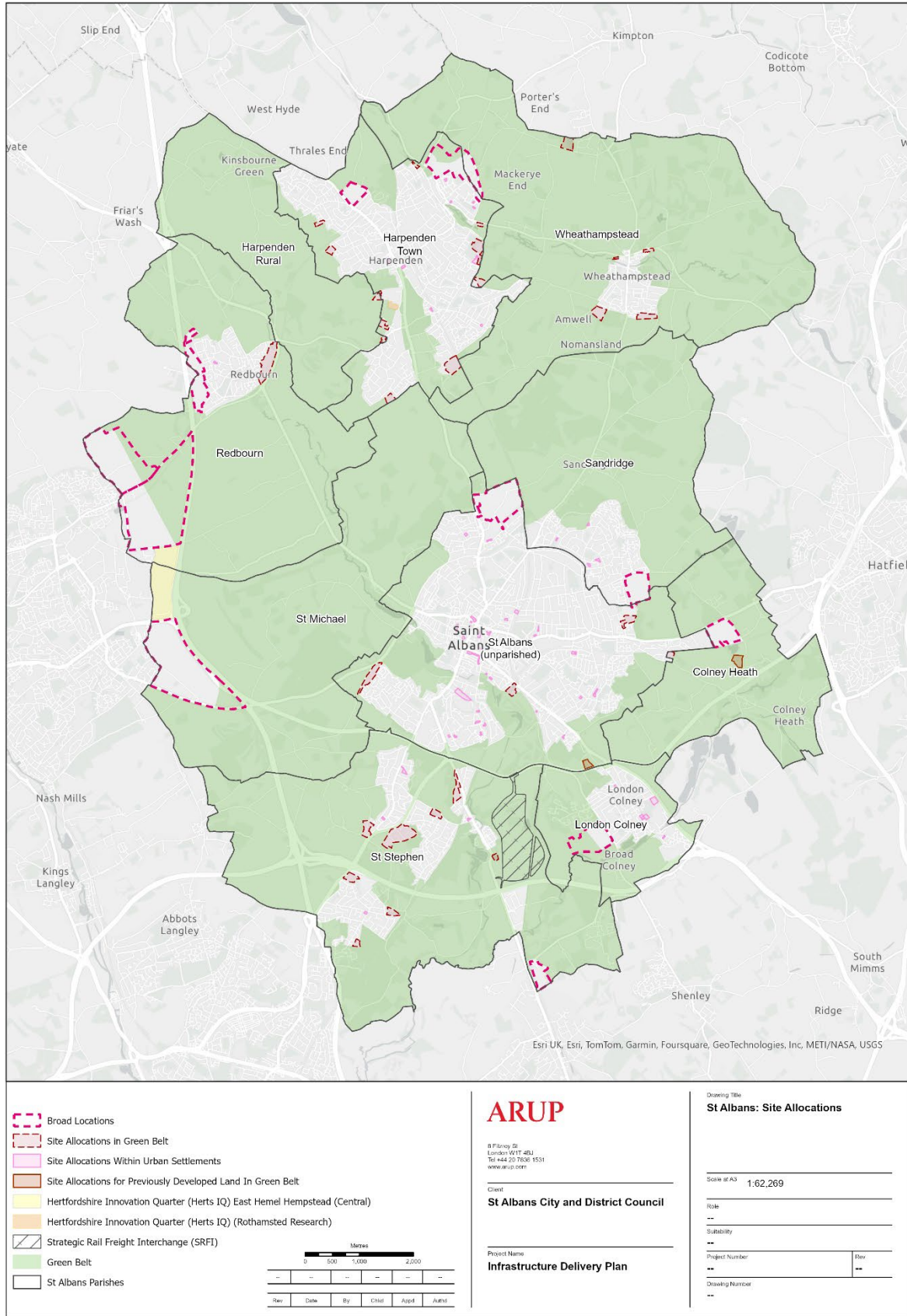
Table 2 Preferred Growth Strategy Emerging Allocated Sites

Site	Estimated Net Dwellings to be Completed
Site Allocations (Broad Locations) - North St Albans	1,097
Site Allocations (Broad Locations) - North East Harpenden	738
Site Allocations (Broad Locations) - West Redbourn	545
Site Allocations (Broad Locations) - East St Albans	472
Site Allocations (Broad Locations) - Glinwell, Hatfield Road, St Albans	484
Site Allocations (Broad Locations) - West of London Colney	324
Site Allocations (Broad Locations) - North West Harpenden	293
Site Allocations (Broad Locations) - Harper Lane, north of Radlett	274
Site Allocations (Hemel Garden Communities) - North Hemel Hempstead	1,500 (1,125 in plan period)
Site Allocations (Hemel Garden Communities) - East Hemel Hempstead (North)	1,600 (1,235 in plan period)
Site Allocations (Hemel Garden Communities) - East Hemel Hempstead (South)	2,400 (1,940 in plan period)
Total	11,681

Source: St Albans City and District Council

In summary, the preferred Growth Strategy focuses growth on the urban fringes of settlements across St Albans District. In particular, growth will be delivered at St Albans, Hemel Hempstead, and Harpenden that comprises 78% of the homes over the plan period. However, this growth scenario also sets out a dispersed approach where significant growth will also be delivered within Redbourn, Wheathampstead, London Colney, Frogmore, How Wood and Bricket Wood.

Figure 5 Preferred Growth Strategy Context



Source: St Albans City and District Council (produced in June 2024)

4. Methodology

4.1 Part 1: Infrastructure Baseline Report

In setting out the baseline infrastructure capacity position in SADC, Part 1 of the Infrastructure Delivery Plan had three key roles:

- For each infrastructure type, to consider the overarching policy, strategy and delivery context.
- For each infrastructure type, assess the current levels of provision and capacity (where available) to establish critical issues and opportunities that will have implications for future growth at a District wide level. This forms Chapter 5, 6 and 7 of the Part 1 report.
- Based upon the conclusions in Chapter 5, 6 and 7, to inform an initial infrastructure delivery schedule of the existing / planned infrastructure investment across SADC.

The methodology below sets out the approach taken to inform the Part 1 Infrastructure Baseline Report.

4.1.1 Review of existing infrastructure evidence and strategies

A desk-based review was undertaken of the relevant published evidence base documents and strategies produced by public-sector agencies as well as infrastructure and service providers. This task was undertaken to gain an understanding of the baseline level of infrastructure and any issues influencing the delivery of services and infrastructure, as well as identify any locally derived standards for the provision of specific infrastructure types.

4.1.2 Establishing Existing Provision / Capacity

Through the process of preparing a comprehensive desk-based review, the IDP identifies the existing levels of provision and capacity of different infrastructure topics and provides an understanding the different projects and investments in the pipeline. Details of the documents and strategies considered are set out in footnotes within the section for each infrastructure type in Chapter 5, 6 and 7.

The study assessed SADC current infrastructure provision and capacity, where information is available. This baseline position was then assessed against the growth scenarios in Part 2 Infrastructure Delivery Plan and tested with stakeholders. Where possible, the study provided infrastructure baselines capacity information at a parish, settlement or development specific scale.

4.1.3 Identifying Proposed / Planned Infrastructure Projects

Through the review of existing infrastructure evidence and strategies, an initial infrastructure project list has been identified of planned / proposed projects across SADC. This provided an initial draft of the Infrastructure Delivery Schedule which informed stakeholder engagement in Part 2 and will inform future engagement in Part 3 of the Infrastructure Delivery Plan methodology (below).

4.2 Part 2: Draft Infrastructure Delivery Plan

In undertaking Part 2 of the Infrastructure Delivery Plan, an assessment of the infrastructure needs of the Council's emerging Local Plan was undertaken – this included the proposed site allocations for residential and employment use aligned to two growth scenarios. It set out specific

infrastructure interventions summarised by parish and development (where possible). As part of the development of the Infrastructure Delivery Plan, stakeholder consultation was undertaken to determine the implications of the growth scenarios and future infrastructure investment needed.

The methodology below sets out the approach taken to inform the Part 2 Draft Infrastructure Delivery Plan.

4.2.1 Undertaking consultation with infrastructure providers

The Infrastructure Delivery Plan Part 2 was informed by engagement with infrastructure providers between May and June 2023. This enabled verification of the baseline issues and the initial development of an Infrastructure Delivery Schedule to inform the Regulation 18 Local Plan.

Table 1 in the Introduction Chapter of this report summarises the stakeholders that were engaged at this stage through a series of one-to-one meeting via Microsoft Teams. All stakeholders were provided the same overarching presentation that summarised the commission and growth scenarios as well as information summarising the existing infrastructure capacity and project schedule relevant to their infrastructure specialism.

4.2.2 Infrastructure Need Assessment and Infrastructure Schedule

Utilising the Part 1 Infrastructure Baseline Report and outputs from the subsequent technical stakeholder engagement, a needs assessment was undertaken by infrastructure topic to identify the additional infrastructure requirements to support growth within Growth Scenario 1 and Growth Scenario 2. The Infrastructure Needs Assessment was informed by stakeholder engagement and no additional modelling took place.

Following stakeholder engagement and the Infrastructure Needs Assessment, an Infrastructure Delivery Schedule was produced that set out the infrastructure required to support growth in the Local Plan, providing (where possible), the cost, funding, phasing, location and delivery bodies of each infrastructure investment.

4.3 Part 3: Post Regulation 18 Final Infrastructure Delivery Plan

Part 3 of the Infrastructure Delivery Plan (this report) was developed following the Regulation 18 Local Plan Consultation. The Infrastructure Delivery Plan assesses the Preferred Growth Strategy including sites for allocation and determines the infrastructure needs of the Council's emerging Local Plan.

4.3.1 Undertaking further consultation with infrastructure providers

The Infrastructure Delivery Plan sets out the specific infrastructure interventions summarised by settlement and allocation (where possible). Stakeholder consultation was undertaken in Spring 2024 to verify the baseline position and to specifically support the development of the Infrastructure Schedule. This further engagement was undertaken based upon the actual sites (and specific development quantum) proposed for allocation in the Local Plan. This allowed a more specific understanding of necessary infrastructure interventions for inclusion in the Part 2 IDP Infrastructure Schedule.

Further engagement was undertaken with the following stakeholders as part of Phase 2:

- Hertfordshire County Council (Transport, Education, Waste, Digital, Community Facilities)
- National Highways and Network Rail (Transport)

- NHS Hertfordshire and West Essex ICB
- Thames Water (Waste Water)
- Affinity Water (Potable Water)
- Environment Agency (Flood management)
- UK Power Networks (Electricity Supply)
- St Albans District Council (Waste, Community Facilities)
- Hyperoptic (Digital)
- Hemel Garden Communities

For these stakeholders, further engagement has not revealed any significant changes that alter the general outcomes of Part 2 – for all relevant infrastructure types, stakeholders remain of the view that the impacts of development can be mitigated through suitable interventions. These interventions are set out in the infrastructure schedule.

For all other stakeholders and infrastructure types, it is considered that engagement undertaken as part of Part 2 continues to provide a robust understanding of current issues. Attempts were made to discuss specific sites and the spatial distribution of growth with Cadent Gas, but they were unable to respond, and therefore the high-level position reported in Part 2 for those stakeholders remains the most up-to-date.

4.3.2 Approach to demand forecasting and costing

We have established the demand and costing for each infrastructure item through a variety of approaches, specific to each infrastructure type. These are derived from the stakeholder engagement and document review and are summarised for each infrastructure type (or group of infrastructure types) below.

Each of the sites proposed for allocation in the Local Plan (and considered in the IDP) has its own specific circumstances, and previous infrastructure costs are therefore not a perfect indicator of what future infrastructure costs might be. However, in order to provide a frame of reference for considering the effect of infrastructure requirements on the viability of the sites identified in the Local Plan, indicative costs have been set out wherever possible. Some of these costs are set out as a range, recognising that costs are likely to change over time, and that further technical analysis and scheme design will refine final infrastructure costs in many cases. The final costs for any infrastructure items will be subject to further inputs from statutory providers (where relevant) and will be subject to refinement as and when detailed discussions take place as part of the development management process of determining future planning applications for each site. The costs for infrastructure that is to be delivered on site will also be tested through separate viability assessment of the Local Plan to be undertaken by the Council.

Primary and Secondary Schools

Our approach to establishing pupil demand follows Hertfordshire County Council's emerging tiered approach to pupil yield forecasting, set out in its Interim Local and Joint Strategic Plans

Engagement Document, February 2024³⁰. This has three separate ratios, depending on the broad character of development, as set out in Table 3 below.

Table 3 Tiered approach to pupil yield forecasting

Tier	Primary Ratio	Secondary Ratio	Character of development
1	1:400	1:450	These sites are typically greenfield sites with a dominance of houses (typically 80/20 houses/flats), a higher proportion of 3+ bed properties and a higher proportion of detached or semi-detached houses.
2	1:500	1:600	These sites are typically previously developed land (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. Houses are most likely to be terraced.
3	1:1000	1:1500	These sites are typically PDL with a dominance of 1 & 2 bed properties and are mostly flatted developments (at least 75% flats).

Source: Hertfordshire County Council

To establish likely future education demand, it has therefore been necessary for SADC to form an assumption on which of the categories in Table 3 each of the strategic sites considered in the IDP can be assigned to. This has informed the HCC assessment of future demand of schools required to support growth.

Primary Healthcare

The Hertfordshire and West Essex ICB calculate the General Medical Services cost of the additional infrastructure needed to deliver planned new home using the following formula.

<p>1,000 dwellings x 2.4 (commonly accepted occupancy factor) = 2,400 new patients</p> <p>2,400 / 2,000 = 1.2 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")</p> <p>1.2 x 199m² = 238.8 m² additional space required</p> <p>238.8 x £7,000* (build costs including land, fit out and fees) = £1,671,600</p> <p>£1,671,600 / 1,000 = £1,671.60~ £1,671 per dwelling</p>
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It should be noted that above 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

³⁰ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/2024-local-joint-strategic-plans-engagement-document.pdf>

this, space and technical guidance requires larger sized rooms than those in older premises; newer buildings are both larger and more costly.

It is often impossible to specify a primary healthcare project at the planning application stage because the residential unit types are not always known and there is no certainty of delivery. The maximum impact is therefore presumed, and the application will be reviewed and monitored during its process. For the purposes of long-term planning, HWE ICB 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.

Given that the exact primary care impact is difficult to assess due to uncertainty of timing of developments coming forward and the resulting increase in patient numbers, this is an average threshold that HWE ICB 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.

Community and Mental Healthcare

Given the integrated care model, community and mental health would ideally be located with GP services. The HWE ICB will therefore explore with its community and mental health service providers the opportunities to bring forward “Health and Wellbeing Centres” alongside identified new GP surgeries needed to meet the proposed housing growth and resulting increased population within the plan period.

Indicative build costs are set out in Table 4 below. However, please note, these build costs are currently being updated and will increase.

Table 4 Indicative costs for Community and Mental Healthcare Provision

Type of Service Development	£/m ²
Mental Health cost per £/m ²	£1,810 (Cost excludes land purchase, fees, VAT)
Community Health cost per £/m ²	£1,900 (Cost excludes land purchase, fees, VAT)

Source: Stakeholder engagement

Transport Infrastructure

The approach to establishing contributions for transport infrastructure is set out within Hertfordshire County Council’s Guide to Developer Infrastructure Contributions 2021³¹.

The Guide sets out a ‘two-strand’ approach. The first strand involves the immediate and specific transport impacts of larger development. The IDP Schedule sets out an initial indication of what these are likely to be for development within St Albans, although they will be fully established through Transport Assessments at the planning application stage. These transport impacts would be addressed through site-specific Section 106 and Section 278 agreements.

³¹ Available at: [https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#:~:text=Our%20Guide%20to%20Developer%20Infrastructure%20Contributes%20provides%20developers%20with%20an,for%20Hertfordshire%20\(2008\).](https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#:~:text=Our%20Guide%20to%20Developer%20Infrastructure%20Contributes%20provides%20developers%20with%20an,for%20Hertfordshire%20(2008).)

The second strand in the Guide concerns contributions to address the cumulative transport impacts of development, and fund improvements to active and sustainable transport networks. The Guide indicates that these networks must be provided in their entirety to provide a critical mass, with contributions from a number of sites therefore being pooled by HCC. In areas without a Community Infrastructure Levy, this second strand is the principal means of securing contributions towards broader transport infrastructure. For the purposes of the IDP, the Guide’s approach to assessing need and calculating demand has been followed to establish what the potential levels of contributions through the Section 106 route would be.

Section 6 within Technical Appendix 1 sets out the basis upon which second strand contributions should be established. These equate to £6,826 per residential dwelling, and £422 per job in non-residential development.

The Local Plan process is considering employment sites based upon floorspace, and it is therefore necessary to consider ‘employment density’ (the amount of floorspace which one job could be expected to occupy) to establish potential levels of second strand transport contributions. The Homes & Communities Agency Employment Density Guide 2015³² sets out the following generalised employment density assumptions. It is important to recognise that these reflect a pre-pandemic situation, and floorspace assumptions in the future could be somewhat different. This should be kept under review at the point planning applications are submitted.

Table 5 Employment Density Assumptions

Non-residential use type	Floorspace range per job	IDP floorspace assumption
Office	8-13sqm	10.5sqm
Industrial	36-47sqm (incl. light industrial)	41.5sqm
Storage and Distribution	70-95sqm	82.5sqm

Source: Homes & Communities Agency Employment Density Guide 2015

The Employment Density Guide considers a wide range of non-employment use types – for example, it sets out different employment densities for different types of offices, such as public sector and call centres. This level of granularity will not exist until planning applications are submitted (and may not even exist until buildings are occupied), and the IDP therefore makes calculations based upon the mid-point of each range.

The costs for onsite transport provision (i.e. that which will be delivered by the developer as part of a master planned approach) have not been costed as these are considered to be part of normal on-site development/build costs. Walking and cycling schemes that have been identified in the IDS and sourced from the Local Cycling and Walking Infrastructure Plans (LCWIP) already had a cost identified for the intervention and will be sourced through the Active Trave Fund.

Utilities and Environment

Utility providers connection charges to developers prior to the commencement of construction. These charges typically reflect the amount of capacity that exists within the relevant utility

³² Available at: https://www.kirklees.gov.uk/beta/planning-policy/pdf/examination/national-evidence/NE48_employment_density_guide_3rd_edition.pdf

network at the point in time a connection request is made and are therefore not possible to accurately quantify at this stage.

The one infrastructure type within the Utilities and Environment category for which planning obligations are likely to be sought is waste management – the IDP schedule currently does not have any planned interventions in the schedule. However, Hertfordshire County Council’s Guide to Developer Infrastructure Contributions indicates that bespoke approaches will be necessary in each case to establish costs and contributions, based upon factors such as catchment area.

Emergency service provision

Emergency service provision is planned for across a wide geographical area, much larger than the District of St Albans. This means development site on a large number of sites around the District needs to contribute towards a very small number of infrastructure interventions – the IDP schedule only includes one intervention for fire and rescue. It has been noted that the Hertfordshire Constabulary would like consideration to be given to the provision of a replacement police station in St Albans but this is at very early planning stages.

HCC’s Guide to Developer Infrastructure Contributions includes a set of standards by which contributions for fire and rescue service provision will be calculated.

Each future planning application (including all strategic and major sites/development) would therefore be assessed on its merits to determine the likely funding required, which if applicable, would be secured via agreement with the developer(s) through a planning obligation and/ or via the Community Infrastructure Levy (CIL) charging process, as appropriate.

The range of infrastructure and facilities (comprising estate, vehicle fleet and staff assets, where eligible) required to mitigate and manage the impacts arising from the new Local Plan, deliver safe, inclusive, healthy and sustainable new communities, and enable EEAST to maintain nationally mandated contractual response times and treatment outcomes, is defined and outlined below:

- Upgrading/refurbishment of existing premises, or redevelopment/ relocation of existing ambulance stations to a more suitable location to meet the increased local demand arising from housing developments;
- Provision of additional medical, pharmacy & IT equipment/digital software to manage the increased number of incidents arising from the new population;
- An increase in the number & type of ambulances;
- The recruitment, training, equipping & tasking of Community First Responders (CFR) based within the locality of development sites (where eligible).

In the absence of CIL and in light of the preferred growth scenario, the following forecasted housing, population growth and ambulance facilities budget would arise;

Table 6 Forecasted growth and ambulance facilities budget

Standard Method Annual Requirements (Dwellings) ³³	Average Household Size - ONS 2011	Ambulance Service Infrastructure/	Ambulance Service Infrastructure/ Facilities 15 - Year
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³³ Note: Government’s standard method for determining the number of homes required – 15,096 dwellings over 15-year period 2026-2041 (including 5% overall buffer)

	Census (& Population Growth Level)	Facilities Annualised Budget (£) ³⁴	Local Plan Period Budget (£) ³⁵
888 ³⁶	2.5 (2,220) ³⁷	301,920	5,132,640

Green Infrastructure

The Open Space Study (2024) recommends that current provision levels can be used to help determine future requirements as part of new developments as opposed to benchmarks such as those suggested by Fields in Trust as national benchmark quantity standards do not take into consideration the local circumstances, distribution, and historical trends of the area.

Table 7 Summary of Current Provision Levels

Typology	Quantity level (Hectares per 1,000 population)
Parks & gardens	0.71
Natural & semi-natural greenspace	3.46
Amenity greenspace	1.53
Allotment	0.28

Source: Open Space Study (2024)

The Open Space Study (2024) also states that in instances such as the Hemel Garden Communities proposal the aspiration should be to exceed local minimum provision standards. Consequently, the Fields in Trust requirements and the latest housing trajectory have been used to calculate the future local green infrastructure requirements for the site allocations that form part of the Hemel Garden Communities in the table below. Additionally, the National Society of Allotment and Leisure Gardeners (NSALG) standard of 10 allotments per 1,000 people, equating to 0.25 hectares per 1,000 of the population, has been used to calculate allotment provision.

The need for additional cemetery capacity is estimated on the basis of population increase and mortality rates rather than an increase in residential development. The general UK trend is that people are now living longer than they used to; this is particularly the case in St Albans. The Cemetery Provision technical report produced in 2019³⁸ suggests the need to expand the London Road Cemetery to meet burial demand over the plan period.

We have established cost estimates for each of these three types of provision. These are based on Building Cost Information Service (BCIS) estimates across a period from 2017 to 2021, adjusted to reflect our experience of live projects. We have also applied a South East regional variation

³⁴ Note: Developer funded mitigation budget arising from 888 dwellings (2,220 population growth) x £340/dwelling

³⁵ Developer funded mitigation budget arising from 15,096 dwellings (37,740 population growth) x £340/dwelling

³⁶ Note: Rounded figure

³⁷ Note: Total annualised population growth: 15-year population growth = 37,740

³⁸ Available at: https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/planning-policy/examination-library/LCRT%20004%20Cemetery%20Provision%20for%20Local%20Plan%20Final%20Draft%20March%202019_tcm15-66988.pdf

adjustment factor of 0.98. This results in the following cost estimates for each hectare of provision (not including land costs):

- Formal parks and gardens - £262,485 per hectare
- Natural green space - £53,654 per hectare
- Allotments – £24,494 per hectare

For Amenity green space, we have adopted the approach used by Dacorum Borough Council which involved research into amenity greenspace costs used by peers identified across six document sources. This resulted in the following cost estimate for each hectare of provision (not including land costs):

- Amenity green space - £160,000 per hectare

Sports facilities

The strategic approach to provision is to prioritise improvements to existing facilities over the creation of new facilities, by securing off-site financial contributions. Where needs cannot be met through improvements to existing facilities, policies will be put in place that require the strategic sites to accommodate new pitches and facilities. Any such new provision will be linked to new or existing leisure or secondary school facilities where possible to provide economies of scale.

In order to identify/quantify the demand for additional sports provision coming forward as part of the proposed growth within the new Local Plan, SADC has undertaken calculations using the Sports England Playing Pitch Calculator and Sports Facility Calculator. These calculators are designed to estimate the demand for sports facilities created by a new community as part of any residential development proposal.

The Sports England calculators, in combination with the 2024 Open Space Study, establish needs for swimming pools, bowls lawns, and sports hall facilities (indoor sports) and for adult football, youth football, mini soccer, rugby union, cricket and artificial 3G pitch provision (outdoor sports). Sports England provides standard facilities cost assumptions for different types of sports provision, which have been set out within section 5.3.4.

Community space

For the purposes of identifying the community space required to support additional growth coming forward across the strategic allocations, the infrastructure standard of 61sqm² per 1,000 people was used as a review of standards used elsewhere was undertaken and the emerging Dacorum Local Plan has used a similar standard. The majority of infrastructure providers base their assessment against a standard of 2.4 people per dwelling which is the adopted approach when calculating future community space required.

4.3.3 Approach to Apportionment

Once the interventions were listed and confirmed with Stakeholders, an apportionment exercise was undertaken for those strategic infrastructure interventions.

It was then necessary to identify which sites would contribute to the identified interventions/projects due to their proximity/impact/the extent to which they will benefit from or rely on these interventions to be acceptable in planning terms. There were limitations to this exercise as there was little information on transport modelling and existing and likely future travel

to school patterns at the time of initially undertaking this exercise. The approach was based upon the best available information at the time. At this stage, sites have been indicated where they will contribute to the overall delivery of a project. Once transport modelling has been undertaken, further work to apportion and share the costs between sites can be done.

Largely broad locations that are in close proximity to strategic pieces of infrastructure contribute to the overall delivery cost, this approach is not subject to whether they are located in the same parish or not. Where pieces of infrastructure are central to a parish and are strategic the approach that all other sites in the parish and broad locations in close proximity will contribute has been adopted.

At the next stage, the costs of apportionment and contributions will be proportional to the level of impact or generated demand resulting from the planned growth. Depending on the type of infrastructure it will be based on e.g. unit numbers, population/child yield or trip generation. This process will then begin to establish an understanding of the infrastructure funding gap for the area.

4.3.4 Approach to Prioritisation

The infrastructure interventions included in the Schedule have been listed as either *critical-delivery*, *critical-local plan*, *required* or *desirable*. The definition of each priority is set out below.

- **Critical - Delivery** infrastructure is that which must be delivered in order for development to be unlocked. It most commonly involves connections to transport and utility networks. It is usually triggered by the commencement of development activity.
- **Critical – Local Plan** infrastructure is that which must happen in order to successfully deliver the objectives of the Local Plan; tackling the climate crisis, fighting inequality and creating good jobs and growth. It most commonly involves provision of active travel routes.
- **Essential infrastructure** is that which supports the local community and future growth in the Local Plan in a way that is sustainable, for example, and the enhancement of health facilities.
- **Desirable** infrastructure is that which is needed to achieve good place making objectives, but the absence of which is unlikely to prevent development in the short to medium term or to significantly affect the delivery of key Local Plan objectives.

4.3.5 Approach to Delivery Period

Each intervention has a set out delivery period on when the intervention will likely be delivered. These periods were initially provided through up-to-date strategies and/or evidence base documents which were then verified by Stakeholders. In some instances, the period was set out by each of the providers during engagement. Where the delivery period for an intervention was not known by the provider but was directly associated with a Broad Location the delivery period of the site as listed in the housing trajectory was used and where the intervention was off-site and not linked to a Major Site the plan period was used.

4.3.6 Ongoing status of the Infrastructure Schedule

An IDP is intended to be a 'living document' that can be updated and reviewed at regular intervals. Where new or different information is received by the Council, or indeed the Council's own evidence base changes, it will be appropriate to review the IDP and amend the identified infrastructure requirements where necessary. This is particularly the case given the site-specific nature of demand forecasting in the IDP, which is based upon the sites proposed for inclusion in St Albans Local Plan at the time of writing.

It is also important to note some of the sites upon which the infrastructure schedule is based are not expected to be built out until towards the end of the plan period, and the context and circumstances of these sites may therefore have changed by the time a planning application is submitted to the Local Planning Authority. Subsequent updates to the IDP are therefore likely to supersede the assumptions set out in this document over time. The timescales for updating the IDP will depend on the extent to which circumstances change. It is recommended that updates are made at least once every five years, linked to the NPPF's requirement to undertake reviews of local plans at this frequency.

5. Social Infrastructure

5.1 Education

5.1.1 Early Years

Overview

Hertfordshire County Council (HCC) is the education authority for St Albans City and District Council (SADC). HCC has several statutory duties under the Childcare Act 2006. One of the statutory requirements is to secure sufficient early years education and childcare for working parents or parents who are studying or training for employment for children aged 0 – 14 years (up to 19 for children with SEND).

In the 2023 Spring Budget, it was announced that the Department of Education would be expanding the offer of support for childcare in England. The programme means that by September 2025 most working families with children under 5 will receive to 30 hours of childcare support a week.

The current childcare support provision includes:

- Childcare Support for 9 months to 4-year-olds:
 - Up to 15 hours per week of childcare support for children aged 9 months and 4 years (subject to criteria)
- 30 hours Childcare Support for 3 and 4-year-olds:
 - An additional 15-hours childcare support for working parents with children aged 3 and 4 years (subject to criteria)

The final phase of the 2023 Spring Budget announcement will be carried out in 2025:

- Starting September 2025, up to 30 hours of childcare support for working families with children aged 9 months to 4 years (subject to criteria)

With these new entitlements, it is expected that demand for these services will increase in addition to the increasing population of young children in the county expected as a result of growth.

Within HCC the Early Years service is a combination of childcare and nursery services/provision. For the purposes of this IDP the following definitions will mean the following:

Table 8 Early Years terminology

	Age group	Provision
Childcare	0–2-year-olds	Preschools; day nurseries; childminders; some schools
Nursery	3–4-year-olds	Nursery classes in mainstream schools, maintained nursery schools, Preschools, day nurseries and childminders

Source: Hertfordshire County Council

Childcare 0–2-year-olds

Existing Provision and Capacity

As of February 2023, there are a total of 300 Ofsted registered providers in SADC which includes childminders, preschools and day nurseries. Based on the findings of the Hertfordshire Childcare Sufficiency Report (2023), unlike many other parts of the country, where there are more closures, the loss of group- and school-based provision in Hertfordshire was minimal (-3). Where providers closed, more financially secure settings replaced them to ensure longer term sustainability and access to places was not negatively impacted.

The Hertfordshire Childcare sufficiency report also states that section 106 developer contributions created an additional 199 new free early education places to meet additional demand and to ease some waiting lists across Hertfordshire childcare providers. The report indicates a stable position for the early years and childcare market in Hertfordshire.

Infrastructure to Support the Growth Scenario

Development will lead to a significant increase in the number of childcare places, and therefore, it has been identified that the following childcare settings will be required:

Hemel Hempstead

- New 30 place childcare setting in North Hemel Hempstead
- New 30 place childcare setting in East Hemel Hempstead (north)
- New 50 childcare setting in East Hemel Hempstead (south)

London Colney and Bricket Wood

- New 30 place childcare setting

Redbourn

- New 30 place childcare setting

Nursery – 3-4-year-olds

Infrastructure to Support the Growth Scenario

All new primary schools are expected to include nursery classes of an equivalent size. A nursery class in a 2FE primary school would offer 30 full-time equivalent (FTE) places; 60 children in total, often split into 30 morning and 30 afternoon places. Development will lead to a significant increase in the number of childcare places, and therefore, it has been identified that the following nursery settings will be required:

Hemel Hempstead

- Nursery Setting to be included in the 3FE primary school at North Hemel Hempstead
- Nursery Setting to be included in the 3FE primary school at East Hemel Hempstead (north)
- Nursery Setting to be included in the 3FE primary school at East Hemel Hempstead (south)
- Nursery Setting to be included in the 2FE primary school at East Hemel Hempstead (south)

St Albans

- Nursery Setting to be included in the 2FE primary school at East St Albans
- Nursery provision will be required at the reserve school site at Ariston
- Nursery Setting to be included in the 2FE primary school at North St Albans

Harpenden

- Nursery Setting to be included in the 2FE primary school at Northeast Harpenden

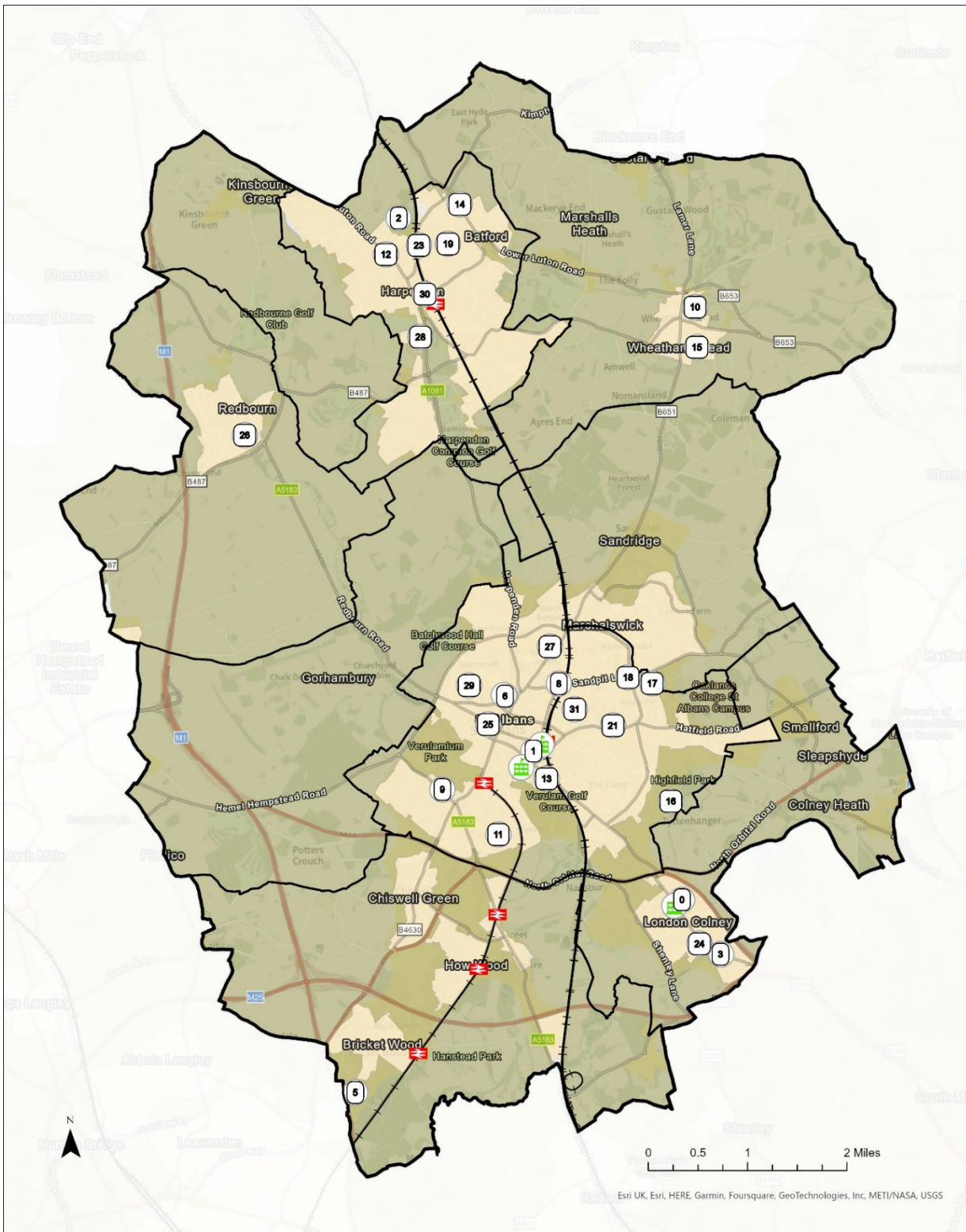
Redbourn

- Nursery Setting to be included in the 2FE primary school at West Redbourn

Chiswell Green

- Nursery Setting to be included 2FE of primary school at the West of Chiswell Green

Figure 6 Existing Early Year Facilities



Legend

- Early Years

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Client:
 St Albans City and District Council

Rev	Date	By	Chkd	Appd
	09/09/23	GL	JW	CT

Project Title:
**St Albans City and District
 Council IDP**

Drawing Title:
 Early Years Provisin
 St Albans City and District Council

Scale: at A3
1:52,792

Issue:	
Subsidiary:	
Arup Job No:	603142-54
Rev:	Draft
Drawing Number:	

Source: St Albans City and District Council

5.1.2 Primary Schools

Overview

HCC has statutory duty to secure a sufficient supply of school places in buildings that are fit for purpose and located in a suitable area. SADC also has a role to play in that process, with the National Planning Policy Framework³⁹ (NPPF) requiring local authorities to take a proactive, positive and collaborative approach in meeting education requirements – and allowing development that will widen choice in education (Paragraph 99). The NPPF expects local authorities to give great weight in decision making, to create, expand or alter schools – and of relevance to this Infrastructure Delivery Plan, to “work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”.

Other recent legislation, notably the Academies Act 2010⁴⁰, has reflected the Government’s desire to develop a more diverse and more locally accountable school system, supported by a wider range of providers than in the past – particularly academy trusts and other organisational sponsors. Academies and free schools operate under a contract with the Secretary of State for Education, rather than being directly maintained and overseen by the local authority. Since the introduction of the Academies Act, a number of schools in the District have converted to academies.

In their role as local education authority, HCC produce forecasts every summer terms to assess the demand for school places in local areas across the county. The forecasts are based on:

- How many primary school pupils are moving on to secondary schools;
- Any trends which have formed over the past few years; and
- Any known committed housing developments.

For primary schools, up-to-date forecasts are set out in HCC’s representations on St Albans’ Regulation 18 Local Plan, which consider the current level of surplus or deficit in mainstream schools across the larger settlements in the District.

Existing Provision and Capacity

The HCC representations highlight that pupil numbers are dynamic and can change throughout the year, as families move into or out of the area or otherwise seek alternative school provision, but these tables provide a reasonable snapshot of the current position. The county council will, where practicable, plan for a small surplus across an area; typically, no more than 5-10% in an urban area. This supports parental preference and allows for short-term fluctuations in demand and the efficient operation of the in-year admissions process.

Table 9 Primary school forecasted deficit/surplus

Settlement	Year Group						
	R	1	2	3	4	5	6

³⁹ Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

⁴⁰ Available at: <https://www.legislation.gov.uk/ukpga/2010/32/contents>

St Albans City	10.04%	8.24%	7.28%	6.89%	2.05%	1.36%	0.61%
Harpenden	13.96%	4.11%	1.64%	-0.41%	-0.81%	1.43%	-2.04%
London Colney	14.17%	24.17%	13.33%	8.33%	19.17%	20.00%	12.50%
Redbourn	10.00%	1.67%	15.00%	18.33%	8.33%	16.67%	15.00%

Source: Hertfordshire County Council

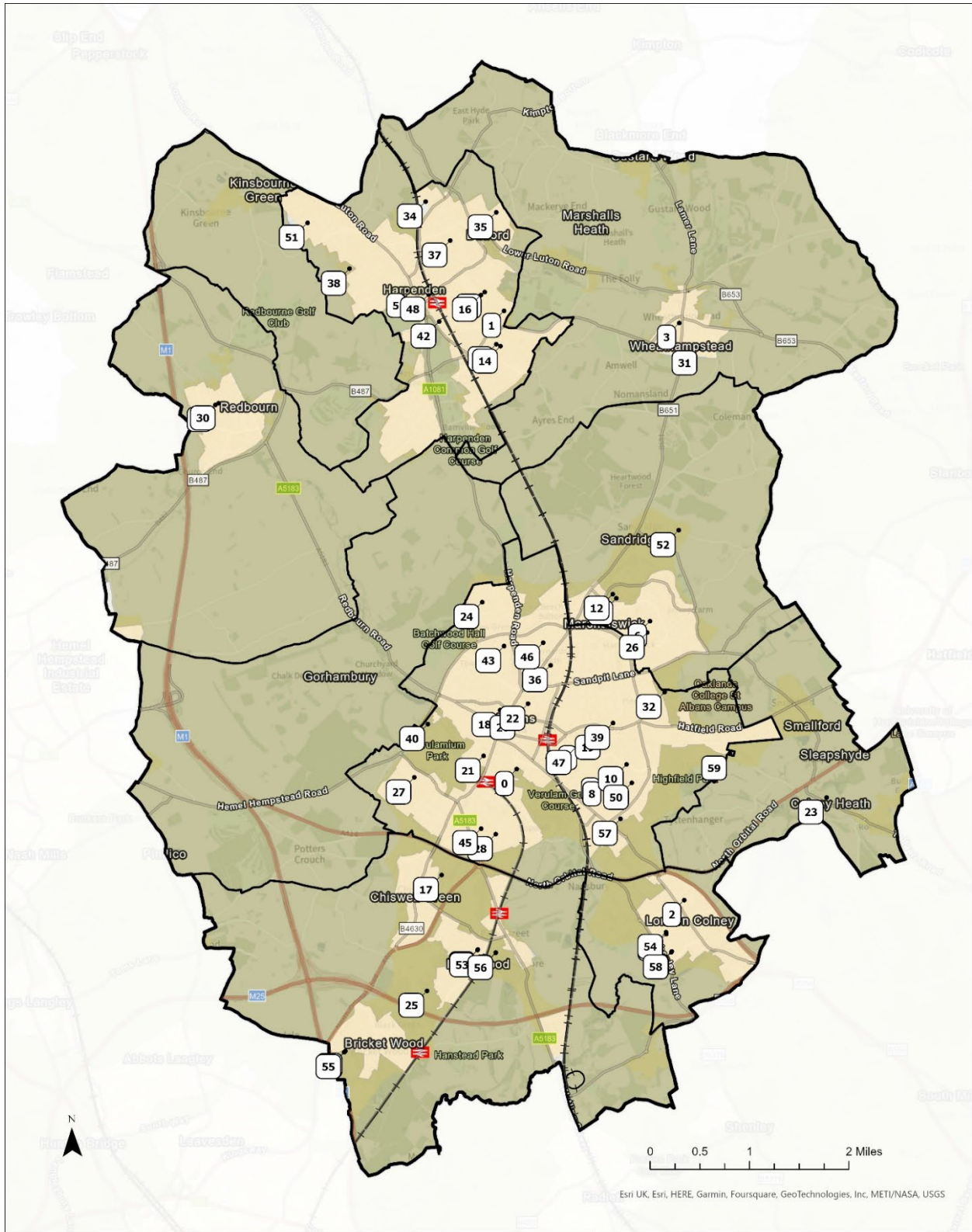
Consistently large surpluses can prejudice a schools' financial sustainability and make maintaining good educational standards challenging. Table 9 above shows the settlements RAG (Red, Amber, Green) rated accordingly with the key set out within Table 10 below.

Table 10 Surplus/deficit RAG rating

Band	RAG
<0%	Red
0-4.99%	Amber
5-10%	Green
>10-14.99%	Amber
>15%	Red

Source: Hertfordshire County Council Representations (2023)

Figure 7 Existing Primary Schools within SADC



Legend
 • Primary Schools

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St Albans City and District Council

Drawn	Date	By	Checked	Appr
13/06/23	OK	JW	CT	
Rev	Date	By	Chkd	Appr

Project Title:

St Albans City and District Council IDP

Drawing Title:

Primary Schools in St Albans City and District Council

Scale at A3

1:52,792

File:

Subtitle:

Arup Job No
603142-54

Drawing Number

Rev
Draft

Source: St Albans City and District Council

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Plan has identified existing planned and/or proposed infrastructure, set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. Each of the proposed new schools that have been set out within the Infrastructure Delivery Schedule includes scheme costings which are based on 1Q2022, and do not include any allowance for securing land.

By September 2026, all schools will need to have a 'wraparound childcare' provision. 'Wraparound childcare' is childcare that schools provide outside of normal school hours, such as breakfast clubs or after-school childcare. As this provision is usually delivered on site, either at the school or in partnership with another school, the county council will seek developer contributions only towards resource costs. Additional facilities will not need to be provided.

Development will lead to a significant increase in the number of primary school pupils, and therefore, it has been identified that the following primary schools will be required:

Hemel Hempstead

- Allocation of a site capable of delivering up to 3FE of primary school capacity at North Hemel Hempstead
- Allocation of a site capable of delivering up to 3FE of primary school capacity at East Hemel Hempstead (north)
- Allocation of a site capable of delivering up to 3FE of primary school capacity at East Hemel Hempstead (south)
- Allocation of a site capable of delivering up to 2FE of primary school capacity at East Hemel Hempstead (south)

St Albans

- a. Allocation of a site capable of delivering up to 2FE of primary school capacity at East St Albans
- b. A reserve school site at Ariston
- c. Allocation of a site capable of delivering up to 2FE of primary school capacity at North St Albans

Harpenden

- Allocation of a site capable of delivering up to 2FE of primary school capacity at Northeast Harpenden

Redbourn

- Allocation of a site capable of delivering up to 2FE of primary school capacity at West Redbourn

Chiswell Green

- Allocation of a site capable of delivering up to 2FE of primary school capacity west of Chiswell Green

Through engagement with HCC, it has also been identified that there is a need to reflect an additional 10% allowance for sustainability, on top of the DfE local authority school place

scorecard costs. This is detailed within the HCC Guide to Developer Infrastructure Contributions⁴¹ (2021), which states that these adjustments are to allow for the sustainability standards set out in the updated DfE School Output Specification, but which are not yet reflected in the scorecard values. These uplifts will contribute towards improvements such as ensuring buildings are net zero carbon in operation and other measures relating to climate resilience.

Additionally, HCC expect that development sites will contribute to new school provision in proportion to the level of demand generated by development, with new schools in Hemel Garden Communities being fully funded through developer contributions.

⁴¹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/developer-infrastructure-contributions-guide/guide-to-developer-infrastructure-contributions.pdf>

5.1.3 Secondary Schools

Overview

HCC has statutory duty to secure a sufficient supply of school places in buildings that are fit for purpose and located in a suitable area. SADC also has a role to play in that process, with the National Planning Policy Framework⁴² (NPPF) requiring local authorities to take a proactive, positive and collaborative approach in meeting education requirements – and allowing development that will widen choice in education (Paragraph 99). The NPPF expects local authorities to give great weight in decision making, to create, expand or alter schools – and of relevance to this Infrastructure Delivery Plan, to “work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”.

Other legislation, notably the Academies Act 2010⁴³, has reflected the Government’s desire to develop a more diverse and more locally accountable school system, supported by a wider range of providers than in the past – particularly academy trusts and other organisational sponsors. Academies and free schools operate under a contract with the Secretary of State for Education, rather than being directly maintained and overseen by the local authority. Since the introduction of the Academies Act, a number of schools in the District have converted to academies.

In their role as local education authority, HCC produce forecasts every summer terms to assess the demand for school places in local areas across the county. The forecasts are based on:

- How many primary school pupils are moving on to secondary schools;
- Any trends which have formed over the past few years; and
- Any known committed housing developments.

For secondary schools, up-to-date forecasts are set out in HCC’s representations on St Albans’ Regulation 18 Local Plan, which consider the current level of surplus or deficit in mainstream schools across the larger settlements in the District.

Existing Provision and Capacity

The HCC representations highlights that pupil numbers are dynamic and can change throughout the year, as families move into or out of the area or otherwise seek alternative school provision, but these tables provide a reasonable snapshot of the current position. The county council will, where practicable, plan for a small surplus across an area; typically, no more than 5-10% in an urban area. This supports parental preference and allows for short-term fluctuations in demand and the efficient operation of the in-year admissions process.

Table 11 Secondary school forecasted deficit/surplus

Settlement	Year Group				
	7	8	9	10	11

⁴² Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

⁴³ Available at: <https://www.legislation.gov.uk/ukpga/2010/32/contents>

St Albans	1.48%	1.31%	1.85%	1.82%	1.14%
Harpenden	0.00%	-0.24%	-0.66%	-0.13%	-1.06%

Source: Hertfordshire County Council

Consistently large surpluses can prejudice a schools' financial sustainability and make maintaining good educational standards challenging. Table 11 above shows the settlements RAG (Red, Amber, Green) rated accordingly with the key set out within Table 12 below.

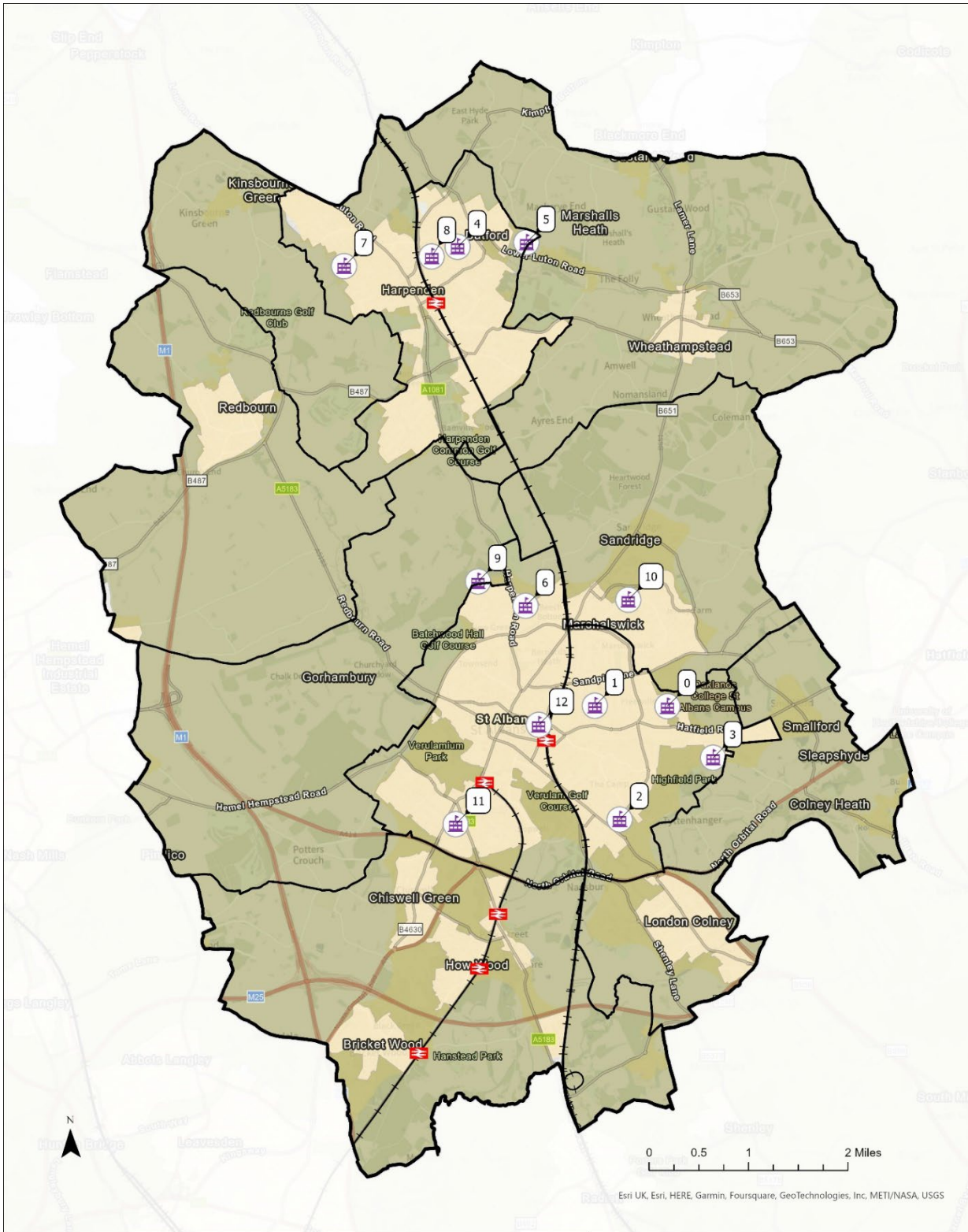
Table 12 Surplus/deficit RAG rating

Band	RAG
<0%	Red
0-4.99%	Amber
5-10%	Green
>10-14.99%	Amber
>15%	Red

Source: Hertfordshire County Council Representations (2023)

In recent years, there have been a number of expansions aimed at addressing existing shortfalls in secondary school capacity. In St Albans, these expansions included the permanent enlargement of Sandringham School (while also removing the prioritisation of children from Harpenden and Wheathampstead), the permanent enlargement of St Albans Girls school, Beaumont School, Marlborough Science Academy and Samuel Ryder Academy. In Harpenden, Katherine Warington School opened in September 2019 providing an additional 6FE.

Figure 8 Existing Secondary Schools within SADC



Legend

Secondary Schools

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Draft	09/06/23	GL	JW	CT
Rev	Date	By	Chkd	Appd

Project Title:
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Drawing Title:
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St Albans City and District Council

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Role:	
Subsidiary:	
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Source: St Albans City and District Council

Infrastructure to Support Growth Scenario

Proposed infrastructure projects and interventions are set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales, who is delivering the project, estimated cost, estimated funding and funding sources. Scheme costs for the proposed new schools that have been set out within the Infrastructure Delivery Schedule are based on 1Q2022, and do not include any allowance for securing land.

The secondary school projects identified within the Infrastructure Delivery Schedule are the projects HCC are seeking to support growth coming forward as part of the Regulation 19 Local Plan.

Specifically, to support growth at Hemel Garden Communities, a new up to 8FE secondary school is planned at East Hemel Hempstead (North), as well as a new secondary school site capable of accommodating a secondary school of up to 10FE plus sixth form to serve growth arising from HGC and proposed growth located within Dacorum Borough. This is likely to be required from 2030 onwards and is likely to be funded through the development within Dacorum, rather than SADC.

It has also been identified that an additional 2 new secondary school sites are required from pupil projections arising from the current housing stock and from sites identified within the proposed housing trajectories, including at West of London Colney and East St Albans. As well as this, HCC have identified the need for the expansion of Katherine Warrington School by 2FE, Sir John Lawes School by 0.5FE, and Roundwood Park School by 1FE, subject to feasibility.

Engagement with HCC found that the preferred delivery mechanism for the provision of secondary schools is to take land into HCC's estate, and using developer contributions build themselves, so that schools are delivered when needed. The Guide to Developer Infrastructure Contributions (2021). It will be expected that development sites will contribute to new school provision in proportion to the level of demand generated by development, with new schools in Hemel Garden Communities being fully funded through developer contributions. As with primary school provision, the need to reflect an additional 10% allowance for sustainability, on top of the DfE local authority school place scorecard costs also apply for secondary school provision.

5.1.4 Special Educational Needs and Disability (SEND)

Overview

The Children and Families Act 2014⁴⁴, HCC has a duty to promote high education standards, fair access to education, and a general duty to secure the sufficiency of school places. In addition, it must secure provisions for children with specialist education needs. This includes the designation of an appropriate member of staff within a state-maintained school or nursery as a Special Education Needs and Disability (SEND) coordinator, responsible for pupils with those needs. The Equalities Act 2010⁴⁵ further requires that schools do not discriminate current or prospective students on grounds of their disability and seeks to ensure that reasonable adjustments are made by education providers where possible to allow children with disabilities to participate in education.

The Hertfordshire SEND Strategy 2022-2025⁴⁶, states that around 36,000 children and young people in Hertfordshire have an identified SEND need, which is equivalent to around 13.3% of pupils in Hertfordshire schools. Hertfordshire has a slightly higher proportion of pupils receiving SEN support compared to statistical neighbours and the England position overall.

Abbreviation	Description
HI	Hearing Impairment/Deaf
LD	Learning Difficulties
SEMH	Social Emotional & Mental Health
SLD	Severe Learning Difficulties

Existing Provision and Capacity

Table 13 set out schools with SEND provision across SADC.

Specialist Schools

- Watling View is a school for those aged 2 to 19 with severe learning disabilities, autism, and profound and multiple learning difficulties.
- Batchwood is a school for those aged 11 to 16 with social, emotional and mental health difficulties.
- St Lukes is a school for those aged 7 to 16 with learning disabilities.
- Heathlands School is a school for deaf children aged 3 to 16.

⁴⁴ Available at: <https://www.legislation.gov.uk/ukpga/2014/6/contents/enacted>

⁴⁵ Available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

⁴⁶ Available at: <https://www.hertfordshire.gov.uk/microsites/local-offer/media-library/documents/draft-send-strategy-2022-2025-pdf-503kb.pdf>

Specialist Resource Provisions (SRP) within mainstream schools

- Sauncey Wood Primary School focuses on speech, language, and communication needs and Autism.
- Margaret Wix Primary School focuses on speech, language, and communication needs and Autism.

Other

- Maple Primary School has a base within to focus on the needs of deaf pupils.
- Links Academy offers an alternative to mainstream school for children aged 11 to 17 with behavioural issues.

The current situation in Hertfordshire special schools is a pressing challenge. All these schools are operating at either full or are nearing full capacity, and the demand for places continues to rise both from not only the existing population but also from significant new growth in the county. To meet the rising demand for special school provision and to ensure that there is sufficient capacity for children with SEND in high-quality local provision that meets their needs, HCC has developed a strategy, The SEND Special School Place Planning Strategy⁴⁷ (the strategy).

The strategy identifies that there is a demonstrable need for more special school places. Where need cannot be met for those children and young people within Hertfordshire, they are increasingly being placed, either by HCC or as an outcome of a tribunal, at independent placements often far from their home and community. Building the right capacity across Hertfordshire special schools to meet specific needs will reduce the reliance on independent placements, ensuring that the educational needs of most of Hertfordshire children with specialist needs can be met locally.

The Hertfordshire SEND Strategy states that Hertfordshire's 0-19 population is projected to rise by 11.9% between 2017 and 2026, and therefore, it is likely that the number of children with SEND will also rise. This increase has already led to increased demand for special school places, which has been met in part by an additional 233 places being created in Hertfordshire special schools. However, this increased capacity has been unable to meet the rising demand for places, resulting in an increasing number of children placed at independent provision. Hertfordshire special schools are now reaching capacity, and as demand continues to rise, new capacity must be built into the system to ensure that future need can be met.

⁴⁷ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/childrens-services/send-special-school-place-planning-strategy-pdf-4.47mb.pdf>

Table 13 Specialist school provision within SADC

Map Ref	School	Type	Parish
1	Sauncey Wood Primary School	SRP within mainstream school	Harpenden Town
2	Margaret Wix Primary School	SRP within mainstream school	St Albans
3	Maple Primary School	HI provision within mainstream school	St Albans
5	St Luke's School	Special school (LD)	Redbourn
6	Batchwood School	Special school (SEMH)	St Albans
7	Watling View School	Special school (SLD)	St Albans
8	Heathlands School	Special school (HI)	St Albans

Source: Hertfordshire County Council

Infrastructure to Support Growth Scenario

To address the demand for Severe Learning Difficulties school places, Breakspeare School in Dacorum is being relocated and enlarged to accommodate an additional 113 children which will serve the south-west of the county. Along with the four other south-west Hertfordshire districts, S106/CIL contributions are being sought to help support the delivery of the school.

Greater detail is set out in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

5.1.5 Further Education

Overview

Further education provision encompasses all post-school education, outside of the higher education (universities) sector. While this includes education for the 16–19-year age group, further education provision also includes adult and lifelong learning. It includes a diverse range of specialist, vocational and lifelong learning, from essential core skills through to highly complex technical skills. Provision is the responsibility of DfE, although HCC has a local role in terms of adult education provision.

In 2015, the Government announced a rolling programme of local area reviews, covering all general further education and sixth form colleges in England. These were particularly targeted at ensuring the financial stability of colleges in the long term, their efficient operation, and ability to meet future needs (both of students themselves and employers). The review for Hertfordshire⁴⁸, published in 2017, seeks to put colleges on a stronger financial footing whilst also enabling them to better meet the economic and education needs of students and employers for the long term.

Higher education relates specifically to universities and other organisations that provide education to degree level and above. Herts AHEAD⁴⁹ (Accessing Higher Education and Academic Development) is a collaboration between organisations in Hertfordshire that are interested in promoting access to higher and further education, including all the providers in the County. These organisations include the Hertfordshire LEP, the University of Hertfordshire and Oaklands College.

The Hertfordshire LEP is also working to increase apprenticeship opportunities across the county, offering alternatives to higher education for young adults aged 16-24.

Existing Provision and Capacity

Further education in SADC is provided at secondary schools through sixth-form provision, as well as Oaklands College. Oaklands College is based in Smallford (known as the St Albans campus), and programmes offered include adult and community learning, art, business, construction, engineering, health and social care, hospitality and catering, IT, media and performing arts, science and maths, sport and specialist programmes for learners with learning difficulties and disabilities. The College also has 14-19- and 16–19-year-old consortium arrangements with local secondary schools. Figure 9 illustrates the location of Further Education facilities within SADC.

Growth will result in the need for increased higher and further education floorspace and facilities, some of which is likely to be met through the redevelopment of the St Albans Campus of Oaklands College, but funding of this is dependent on the progression of the residential site at East St Albans. The College has been implementing a plan to rationalise its various sites and buildings, by establishing a main campus at the St Albans campus. As a result of some relocation of facilities and redevelopment, the College is now one of the country's largest further education colleges, with over 800 staff and 3,000 full-time and 8,000 part time learners – the majority of which are based in St Albans. However, some facilities are no longer fit for purpose, and therefore, Oaklands College is now implementing a £51m redevelopment of the St Albans campus, which will include

⁴⁸ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/635241/Hertfordshire_Area_Review_Report_FINAL.pdf


⁴⁹ More information can be found: <https://www.herts.ac.uk/hertsahead/about-herts-ahead>

dedicated provision for various curriculum areas which meet current needs and requirements, as well as being flexible to cater for future developments in teaching and provision.

Figure 9 Further Education within St Albans City and District Council



Legend

-  Further Education

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Rev	Date	By	Chk	Appd
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Source: St Albans City and District Council

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Schedule (Appendix A) has identified Oaklands College as the only planned further education project within SADC. Engagement with HCC identified that all new secondary schools within St Albans would be expected to include post-16 provision, with land and financial requirements set around that.

5.2 Health and Social Care

5.2.1 Primary Healthcare

Overview

Primary healthcare provides the first point of contact within the health system and encompasses all day-to-day healthcare, principally encompassing GP and nurse provision at health surgeries. Primary healthcare provision also includes other services such as pharmacists, opticians and dentists – however, because these are provided on a commercial basis in response to demand they are not covered within this IDP.

SADC is served by the Hertfordshire and West Essex Integrated Care System (ICS) which includes the Hertfordshire and West Essex Integrated Care Board (ICB) and the Integrated Care Partnership (ICP).

The Hertfordshire and West Essex ICS provides health and social care to 1.5 million people, in St Albans and 12 other district and borough council areas, including; Broxbourne, Dacorum, East Hertfordshire, Epping Forest, Harlow, Hertsmere, Stevenage, Three Rivers, Uttlesford, Watford, Welwyn Hatfield and North Hertfordshire.

The ICB was established in 2022 and replaced the Herts Valley Clinical Commissioning Group (CCG).

The Hertfordshire and West Essex Integrated Care Strategy published the Ten Year Health Strategy for Hertfordshire and West Essex 2023-2033 in December 2023. The strategy sets out six strategic priorities for integrated work across the system, these include:

- Strategic priority 1: Give every child the best start in life
- Strategic priority 2: Support our communities and places to be healthy and sustainable
- Strategic priority 3: Support our residents to maintain healthy lifestyles
- Strategic priority 4: Enable our residents to age well and support people living with dementia
- Strategic priority 5: Improve support to those living with life-long conditions, long term health conditions, physical disabilities and their families
- Strategic priority 6: Improve our residents' mental health and outcomes for those with learning disabilities and autism

The Hertfordshire Health and Wellbeing Strategy 2022-26 builds upon the Joint Strategic Needs Assessment and engagement with Hertfordshire residents to identify six similar priorities to improve health and wellbeing and reduce health inequalities for local residents:

- Priority 1: Every child has the best start in life
- Priority 2: Good nutrition, healthy weight and physical activity
- Priority 3: Good emotional and mental wellbeing throughout life
- Priority 4: Reduction in smoking and substance misuse
- Priority 5: A healthy standard of living for all
- Priority 6: Healthy and sustainable places and communities

The HWE ICB has produced a Primary Care Strategic Delivery Plan, 2023 -2026 which sets out how the HWE ICB wants to develop GP, community pharmacy, dentistry, and ophthalmology services across Hertfordshire and west Essex to benefit patients and communities over the next three years. The Primary Care Strategic Delivery Plan has three objectives covering:

- Joined up local teams of health and care.
- Improved access for urgent same day health.
- Improved prevention.

These objectives are supported by several key areas of work including the improved use of buildings used to deliver services, developing the primary care workforce, better use of data, information and digital technology and ensuring good value contracts and locally funded projects.

The first annual report for Hertfordshire and West Essex ICB was published in summer 2023. The responsibility of the ICBs and their relationship with other lead agencies is set out below:

- Integrated Care Boards are responsible for commissioning the majority of healthcare services, including emergency and urgent care, GP services, community nursing, mental health support, rehabilitative care, most planned hospital care and continuing healthcare for adults and children with long-term complex physical, mental health needs and other.
- NHS England is responsible for supporting the development of the ICB and ensuring that they are fit for purpose. NHS England is also responsible for the provision of highly specialised services and for commissioning the contracts for several more centralised healthcare services.
- Upper-tier and unitary local authorities (i.e. Hertfordshire County Council) are now responsible for public health and wellbeing, to achieve lifestyle enhancements and behavioural change within the local community.

At a local level, the strategic direction is set out across the following:

- Hertfordshire Health and Wellbeing Strategy 2022-2026⁵⁰: Hertfordshire’s Health and Wellbeing Board brings together representatives from the NHS, public health, adult social care and children’s services and Healthwatch Hertfordshire, to plan how best to meet the needs of Hertfordshire’s population and tackle local health inequalities. This strategy is owned by all partners through the leadership of the board and sets out their vision and strategic priorities for improving health and wellbeing and reducing health inequalities in the County.
- Hertfordshire Public Health Service Strategy 2017-2021⁵¹: This strategy outlines the aims for the Public Health Service as part of the vision for Hertfordshire. It sets out how the work of public health aims to ensure that all Hertfordshire residents will have an opportunity to be as healthy as possible and to live safely in their communities.

Existing Provision and Capacity

The NHS Long Term Plan⁵² sets out a requirement for practices to form Primary Care Networks (PCNs), to help provide ‘critical mass’ in service provision and hence greater efficiencies. In Herts

⁵⁰ <https://www.hertshealthevidence.org/documents/key-resources/hertfordshire-health-and-wellbeing-strategy-2016-2020.pdf>

⁵¹ <https://www.hertshealthevidence.org/documents/key-resources/hertfordshire-public-health-strategy-2017-21.pdf>

⁵² <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/08/nhs-long-term-plan-version-1.2.pdf>

Valleys CCG there were 16 PCNs across the four localities (Dacorum, St Albans & Harpenden, Watford & Three Rivers and Hertsmere); each covering a population of between circa 30,000 and 76,000 patients.

Within the Hertfordshire and West Essex ICB there are 34 Primary Care Networks (PCNs) across the 14 localities; each covering a population of between circa 27,000 and 68,000 patients. Primary Care Networks (PCNs) are groups of GP practices working together with community, mental health, social care, pharmacy, hospital, and voluntary services in their local areas to meet the needs of the population. PCNs are expected to deliver services at scale for its registered population whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care.

PCNs are small enough to provide the personal care, valued by both people and GPs, but large enough to have impact and economies of scale through better collaboration between GP practices and others in the local health and social care system.

PCNs are expected to deliver services at scale for its registered population whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care.

The Hertfordshire and West Essex ICB keeps up to date PCN patient lists and closely monitors the current and future capacity of GP surgeries against Local Plan allocations/ housing trajectories. There are five PCNs in St Albans City and District. The PCNs, the practice membership and list size (as of March 2023) are detailed in Table 14 and Table 15.

Table 14 Primary Care Networks in St Albans City and District Council

Primary Care Network	GP Practice	Surgery Name	Map ID	Parish
Abbey Health	Maltings Surgery (St Albans)	Maltings Surgery (St Albans)	8	St Albans, unparished
	Summerfield Health Centre	Summerfield Health Centre	3	London Colney
Alban Health	Midway Surgery	Midway Surgery	5	St Stephen
	Grange Street Surgery	Grange Street Surgery	13	St Albans
	Parkbury House Surgery	Parkbury House Surgery	12	St Albans
		Hopkins Crescent Surgery		16
Alliance	Hatfield Road Surgery	Hatfield Road Surgery	7	St Albans
	Verulam Medical Group	Verulam Medical Group Colney	4	London Colney
		Verulam Medical Group Bricket Wood	1	St Stephen
		Coleridge House Medical Centre**		
Halo		Lodge Surgery	14	St Albans

Primary Care Network	GP Practice	Surgery Name	Map ID	Parish
	The Lodge Health Partnership	Highfield Surgery (St Albans)	6	Colney Heath
		Redbourn Medical Centre	17	Redbourn
	Harvey Group Practice	Harvey Group Practice	10	St Albans
		Jersey Farm Surgery	15	Sandridge
Harpenden	Village Surgery	Village Surgery (Harpenden)	19	Harpenden
		Village Surgery (Wheathampstead)	18	Wheathampstead
	Elms Medical Practice	Elms Medical Practice	21	Harpenden
	Davenport House Surgery	Davenport House Surgery	20	Harpenden

** located in Dacorum

Source: <https://hertsandwestessex.icb.nhs.uk/health-care/primary-care-networks-practices-working-together/3>

There are no nationally mandated standards by which the capacities of GP surgeries are measured. In terms of planning standards (i.e. how GP provision is determined), the Hertfordshire and West Essex ICB uses a metric of between 1,800 to 2,000 patients per GP.

The majority of surgeries are located in proximity to St Albans. The Parkbury House Surgery has the largest patient list size, this is distributed across two sites with Parkbury House Surgery having the largest patient list size per site.

There are 18 surgery sites across 12 GP practices in SADC, with a patient list size of approximately 165,491 patients as set out in Table 15 and Figure 10.

Table 15 GP Registered Patient Capacity

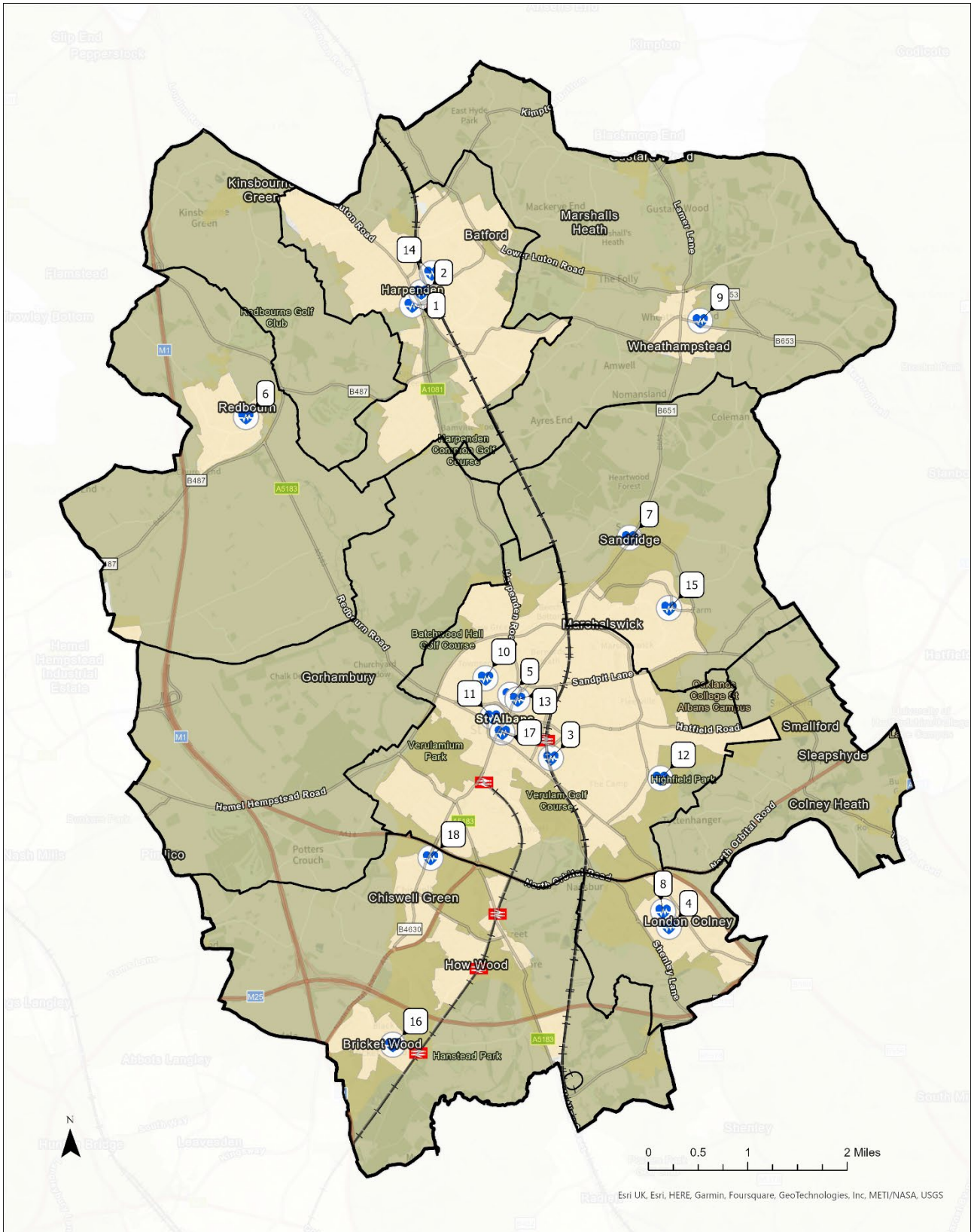
GP Practice	Surgery Name	Patient List Size	Patient List Size Per Site
Maltings Surgery (St Albans)	Maltings Surgery (St Albans)	17,119	17,119
Summerfield Health Centre	Summerfield Health Centre	9,733	9,733
Midway Surgery	Midway Surgery	13,621	13,621
Grange Street Surgery	Grange Street Surgery	10,332	10,332
Parkbury House Surgery	Parkbury House Surgery	22,728	20,000.64
	Hopkins Crescent Surgery		2,727.36
Hatfield Road Surgery	Hatfield Road Surgery	5,359	5,359

GP Practice	Surgery Name	Patient List Size	Patient List Size Per Site
Verulam Medical Group	Verulam Medical Group Colney	7,072	5,657.60
	Verulam Medical Group Bricket Wood		707.20
	Coleridge House Medical Centre**		707.20
The Lodge Health Partnership	Lodge Surgery	20,192	10,701.76
	Highfield Surgery (St Albans)		2,019.20
	Redbourn Medical Centre		7,471.04
Harvey Group Practice	Harvey Group Practice	14,491	9,708.97
	Jersey Farm Surgery		4,782.03
Village Surgery	Village Surgery (Harpenden)	15,421	9,709.56
	Village Surgery (Wheathampstead)		5,702.44
Elms Medical Practice	Elms Medical Practice	16,598	16,598
Davenport House Surgery	Davenport House Surgery	12,834	12,834

Source: Patients Registered at a GP Practice, April 2023⁵³

⁵³ Attained through Stakeholder Engagement with the NHS

Figure 10 Primary Healthcare in St Albans City and District Council



Legend

- GP Health Centres

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Source: St Albans City and District Council

Table 16 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 shows the proposed new housing numbers, as per the preferred growth scenario, the resulting increase in patient numbers, consequential capacity requirement in terms of net internal floor area and the corresponding capital impact as per above calculation. It is evident that collectively, GP surgeries in all settlements are operating either over capacity or are very close to reaching capacity, hence their ability to accept new patients is limited.

Table 16 Existing capacity/constraint across surgeries and PCNs

Type				Current Situation by Settlement		Situation following housing growth	
Surgery Name	Settlement	PCN	Number of patients capacity/constraint relative to 18 per m2	Number of patients capacity/constraint	Capital impact of existing capacity/shortfall	Number of patients over capacity by 2041	Capital impact of growth at £5,410 per m2
Redbourn Medical Centre	Redbourn	Halo	3,706	3,706	£0	2,103.1	£481,851
Lodge Surgery	St Albans	Halo	-3,375	-24,214	£7,277,688	-31,505.3	£2,191,411
Highfield Surgery (St Albans)		Halo	3,908				
Hatfield Road Surgery		Alliance	-131				
Harvey Group Practice		Halo	-3,791				
Jersey Farm Surgery		Halo	-1,629				
Midway Surgery		Alban Health	-4,229				
Grange Street Surgery		Alban Health	-1,679				
Parkbury House Surgery		Alban Health	-7,924				
Hopkins Crecent Surgery		Alban Health	-1,306				

Maltings Surgery (St Albans)		Abbey Health	-4,057				
Summerfield Health Centre	London Colney	Abbey Health	2,359	5,567	£0	1,321.4	£1,276,039
Verulam Medical Group Colney		Alliance – LC only	2,910				
Verulam Medical Group Bricket Wood		Alliance – LC only	297				
Village Surgery (Harpenden)	Harpenden + Wheathampstead	Harpenden	661	-8,852	£2,660,512	-13,359.2	£1,354,664
Village Surgery (Wheathampstead)		Harpenden	-1,187				
Elms Medical Practice		Harpenden	-8,304				
Davenport House Surgery		Harpenden	-22				
Red House Surgery	Radlett	Herts Five – Radlett only	-5,438	-7,358	£2,211,512	-11,383	£1,209,676
Park Street Surgery		Herts Five – Radlett only	-870				
Gateways Surgery		Herts Five – Radlett only	-1,050				

Parkwood Drive Surgery	Hemel Hempstead	Beta	1,628	-3,028	£910,022	-41,903	£11,684,157
Boxmoor Surgery		Beta	-455				
Gadebridge Surgery		Beta	-436				
Fernville Surgery		Beta	-4,904				
Highfield Surgery (Hemel)		Beta	272				
Everest House Surgery		Beta	-2,416				
Woodhall Farm Medical Centre		Alliance – HH only	-257				
Grovehill Medical Centre		Alliance – HH only	719				
Coleridge House Medical Centre		Alliance – HH only	1,006				
Bennetts End Surgery		Delta – HH only	3,329				
Lincoln House Surgery	Delta – HH only	-1,513					

Source: Stakeholder engagement

To address current PCN capacity issues and hotspots, the following projects are being taken forward.

- Summerfield Medical Centre in London Colney – relocation of the (previously known as) Lattimore and Village surgeries. This is a modern, purpose-built facility that replaces two converted residential properties, one in St Albans and the other in London Colney. This facility has been built with sufficient capacity to absorb the planned growth in its vicinity. The capital cost of the project was privately funded with professional fees funded under NHS Estate Transformation Technology Fund (ETTF). The HWE ICB would therefore apply for developer's contributions retrospectively on any new development that would impact on this surgery, in order to offset the increased cost burden on NHS.
- Parkwood Surgery in Hemel Hempstead -A major extension and improvements. The capital cost of the project was privately funded. Project located within Dacorum but relevant due to growth at Hemel Garden Communities. Funded under NHS Estate Transformation Technology Fund (ETTF)
- Midway Surgery in Chiswell Green, - In January 2022, the Primary Care Commissioning Committee (PCCC) gave approval to PIDs that was submitted by Midway Surgery in St Albans, to work up their development plans to extend, improve or relocate the premises. The funding streams will be determined as the projects advance. This is currently on hold due to financial viability and is reliant on external (s106) funding.

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed primary healthcare projects within SADC to support the preferred growth strategy in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

As mentioned previously, and supported by the GP premises data, the settlements of Hemel Hempstead, St Albans and Harpenden highlight significant GP capacity constraints when factoring future housing growth to 2041. As such the HWE ICB requests that health infrastructure is provided, in the form of on-site provision for new medical centres in each settlement listed below:

- Hemel Hempstead -East Hemel Hempstead North
- St Albans - North St Albans or East St Albans
- Harpenden - North-East Harpenden or North-West Harpenden

5.2.2 Secondary Healthcare

Overview

Secondary healthcare encompasses more specialist healthcare provision, with patients generally referred into secondary healthcare from an initial contact with a primary healthcare professional. By virtue of its specialised nature, secondary healthcare is generally provided on a more centralised basis by NHS Trusts. NHS Trusts are responsible for running and managing individual hospitals, as well as having responsibility for providing mental health, community health and sexual health services across the country.

HWE ICB commissions community and mental health care from multiple providers. These services are known as secondary services as patients will usually be referred into these services by their GP or on discharge from hospital. These services are delivered from day assessment units or clinics and inpatient facilities.

Adult community services are currently being provided by Central London Community Healthcare NHS Trust (CLCH) and children's services by Hertfordshire Community NHS Trust (HCT) Community services would include (not exhaustive):

- Adult Community Nursing
- Specialist Long Term Condition Nursing
- Therapy Services
- Preventive Services such as Sexual Health and Smoking Cessation Clinics
- Child Health Service including Health visiting and School Nursing

Mental Health services are being provided by Hertfordshire Partnership Foundation NHS Trust (HPFT) and would include (not exhaustive):

- Schizophrenia
- Bipolar Disorder
- Anxiety Disorders
- Depression
- Eating Disorders
- Personality Disorders
- Drugs, Alcohol and Mental Health
- Post-Traumatic Stress Disorder (PTSD)

The Hertfordshire Community NHS Trust (HCT) is one of the principal providers of community-based healthcare services to more than 1.2 million people living in Hertfordshire and beyond, with some services extending into neighbouring areas. The HCT supports people at every stage of their lives from health visiting, school nursing and specialist dental or speech services to community nursing

rehabilitation and palliative care. The HCT works closely with system partners, including the Primary Care Networks, to improve community services in the area, collaborate with partners to redesign services and integrate clinical pathways for the benefit of patients.

The Hertfordshire Partnership University NHS Foundation Trust provides mental health and learning disabilities inpatient care and treatment in the community for young people, adults and older people in Hertfordshire.

Local secondary care providers work closely alongside primary care providers and with Hertfordshire and West Essex partner organisations and beyond, with the aim of providing seamless care for patients in line with the recent Hertfordshire and West Essex 10 year Care Strategy described above in Section 5.2.1.

Plans for secondary care are also informed by the 2019 NHS Long Term Plan, which provides a national overarching strategy to improve health and health outcomes describing how the NHS will be more joined-up and coordinated in its care, more proactive in the services it provides and more differentiated in its support to individuals. The NHS Long Term Plan describes five key anticipated changes across the NHS that impact on secondary healthcare provision:

- To boost 'out-of-hospital' care, and finally dissolve the historic divide between primary and community health services.
- To redesign and reduce pressure on emergency hospital services.
- To provide people with more control over their own health, and more personalised care when they need it.
- To enable digitally enabled primary and outpatient care to go mainstream across the NHS.
- To enable local NHS organisations to focus on population health and local partnerships with local authority-funded services, through Integrated Care Systems

Private healthcare providers, outside of the NHS, also have a role in the delivery of secondary healthcare.

Existing Provision and Capacity

West Hertfordshire Teaching Hospitals NHS Trust (WHTH) is a large teaching district general hospital and is the main provider of hospital services in west Hertfordshire. It was formed in April 2000 following the merger of St Albans and Hemel Hempstead NHS Trust, and Mount Vernon and Watford NHS Trust and provides acute healthcare services to residents of West Hertfordshire, as well as a range of more specialist services to a wider population.

The Trust operates three hospitals in West Hertfordshire, all of which provide services to the population of St Albans:

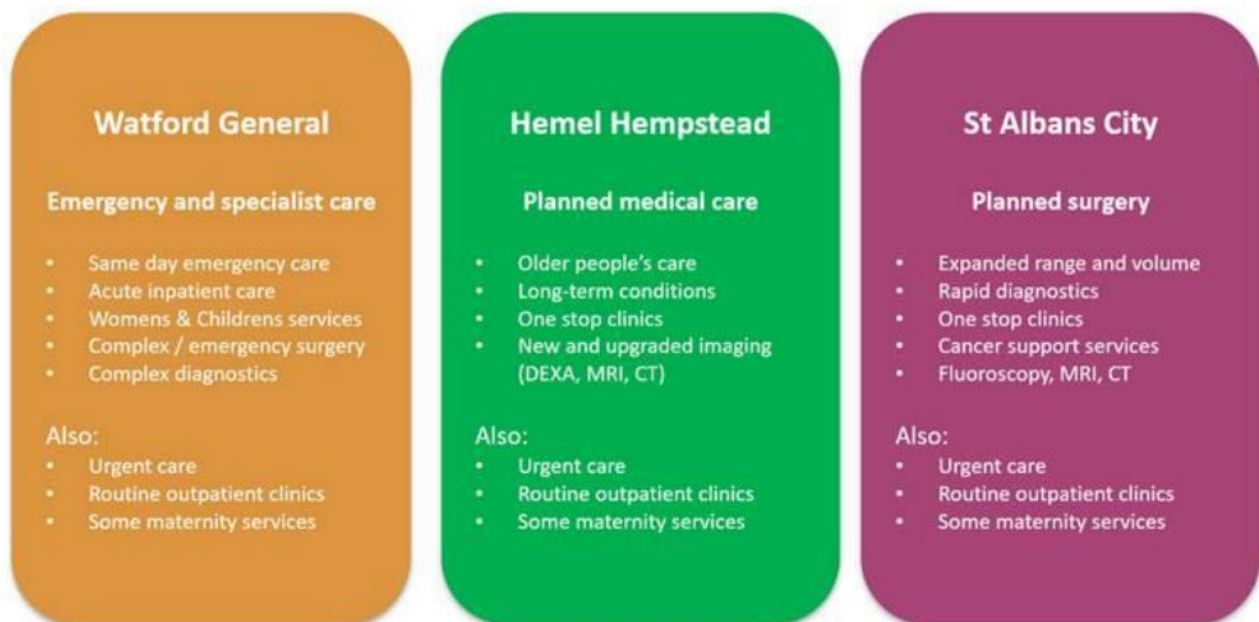
- St Albans City Hospital – provides elective surgery, with an urgent care hub, an outpatients department, cancer and diagnostic services.

- Watford General Hospital – provides emergency care, with accident and emergency, inpatient services, an acute admissions unit and women’s and children’s services, as well as a full range of outpatient and clinical support services.
- Hemel Hempstead Hospital – provides urgent care, endoscopy, diagnostics and outpatient clinics. A small number of intermediate care beds are provided on the site as part of the community service.

The overarching future model of care for WHTH is to continue to concentrate emergency and specialist care at Watford General, with planned medical care (with a focus on long-term conditions) at Hemel Hempstead Hospital and planned surgical care at St. Alban’s City Hospital. Please see Figure 11 below for this breakdown proposed services.

Given the integrated care model, community and mental health would ideally be located with GP services. The HWE ICB will therefore explore with its community and mental health service providers the opportunities to bring forward “Health and Wellbeing Centres” alongside identified new GP surgeries needed to meet the proposed housing growth and resulting increased population within the plan period.

Figure 11 Future model for Secondary Healthcare



Source: WHTH

An Integrated Urgent Care Hub opened at St Albans City Hospital in November 2022 to increase access to same day urgent care and treat a range of urgent but not life-threatening health conditions.

Hertfordshire Partnership University Foundation Trust provides mental health and learning disabilities inpatient care and treatment in the community. The trust provides services in St Albans, Hemel Hempstead and Harpenden.

Table 17 and Figure 12 identifies secondary health facilities, including both hospitals and mental health facilities, located in the District.

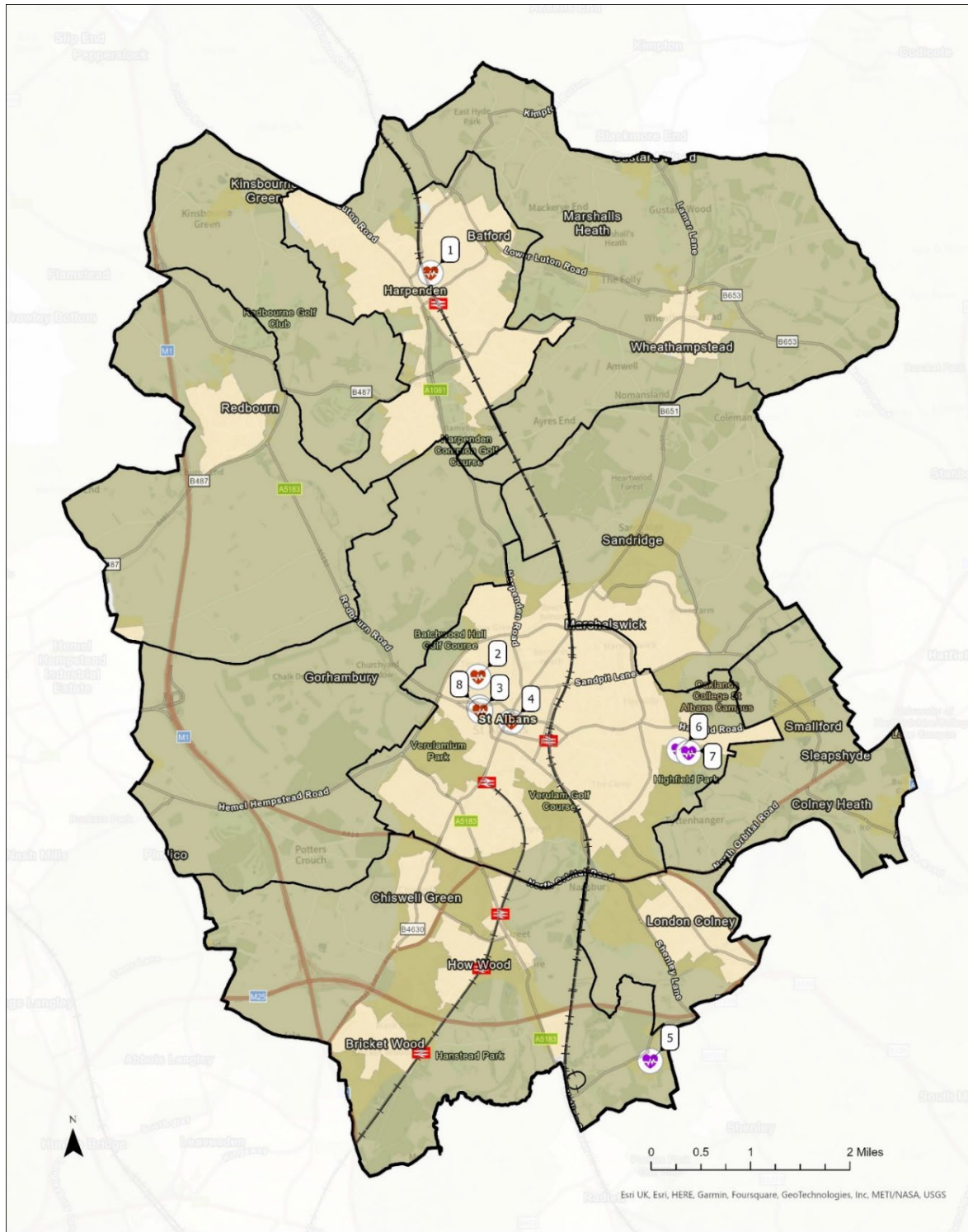
Table 17 Provision of Secondary Health Facilities

Secondary Healthcare Facility	Type of Provision	Map ID	Parish
NHS Health And Wellbeing Centre	Hospital	1	St Albans
Community Health Offices	Hospital	2	St Albans
St Albans City Hospital	Hospital	3	St Albans
Harpenden Memorial Hospital	Hospital	4	Harpenden
Kingsley Green	Mental Health Facility	5	St Stephen
Lambourn Grove Elderly Assessment Unit	Mental Health Facility	6	St Albans
Sovereign House	Mental Health Facility	7	St Albans
Albany Lodge Community Treatment Unity	Mental Health Facility	8	Harpenden

Source: St Albans City and District Council

WHTH’s vision is to provide ‘the very best care for every patient, every day’ and the Trust has moved out of ‘special measures’ and is now rated as “Requires Improvement” by the Care Quality Commission (CQC). ‘Good’ ratings were received for the ‘effective’, ‘caring’ and ‘well led’ domains in the last CQC inspection and the Trust’s Strategy 2020 to 2025 sets out plans to continue its improvement journey. The condition of its buildings is a particular concern for WHTH and this has been reflected in the feedback from the CQC and from patients and staff over many years.

Figure 12 Secondary Healthcare in St Albans City and District Council



Legend

-  Hospitals
-  Mental Healthcare

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Drawn	13/06/23	GL	JW	CT
Rev	Date	By	Chkd	Appd

Project Title:
St Albans City and District Council IDP

Drawing Title:
Secondary Healthcare in St Albans City and District Council

Scale: as A3
1:52,792

File:	
Subsidiary:	
Arup Job No:	Rev
603142-54	Draft
Drawing Number:	

Source: St Albans City and District Council

Infrastructure Required to Support Growth Scenario

West Hertfordshire Teaching Hospitals NHS Trust is currently developing the Outline Business Case (OBC) for its redevelopment programme. The OBC prioritises investment at Watford Hospital, as this is where the greatest volume of patients from across the whole of west Hertfordshire with the most complex and urgent needs are treated. However, the preferred options for both Hemel Hempstead and St Albans Hospitals also propose significant investment to resolve priority issues at each site. The preferred option for Hemel Hempstead Hospital in the OBC is 'Option 3', in which services are consolidated into a single building, using the Verulam building as the existing building that can most readily accommodate this. The total cost of this option (minus potential land-sale revenue) is c.£51m.

In September 2023, the Government confirmed ongoing support to the new hospital plans, the Trust and HWE ICB are now working with The New Hospital Programme for the delivery of the new hospital.

A wider and more specialised range of care for patients with long term conditions will be based in Hemel Hempstead, where plans are under development for new diagnostic facilities. St Albans City Hospital will grow its planned surgery services, with new operating theatres and diagnostic suites set to open next year.

In addition, WHHT have plans to develop Hubs across West Hertfordshire to support the shift to community provision. This has involved looking at four initial sites in Elstree, South Oxhey, Hemel Hempstead and Harpenden (with an additional hub potentially to be reviewed in St Albans). The hubs will create a network of services and will contain a range of health and social care teams. Services may include some testing and acute care services, as well as health promotion and prevention services, and some GP, pharmacy, optometry and dentistry services.

5.2.3 Adult Social Care⁵⁴

Overview

Adult social care provision includes emotional and practical support to people in need and allows them to continue to live an active life. There are typically three types of provision:

- Independent living;
- Extra care; and
- Care homes.

Independent living facilities are normally delivered through sheltered or supported housing that provides residents with a community environment and some assistance (such as warden and community alarm access) but otherwise allows them to continue to live an independent life. Independent living generally consists of flats and bungalows that are designated for those aged over 50 and are typically provided by housing associations. Some schemes have communal areas where activities such as coffee mornings are held. Personal care and support are not provided, but many properties will have an emergency pull cord system.

Extra care housing relates to an extension of the types of housing provided through independent living, although with escalating levels of domestic and personal care to suit the changing needs of the occupants. Extra Care provides more independence than care homes, but more support than housing with support. Residents live in their own flat, with care available 24 hours a day.

There are two main categories of residential care homes. Nursing care will always include one qualified nurse or doctor and can therefore cater for people with conditions that require nursing attention. Residential homes will call in routine and emergency medical support from other agencies (e.g. GPs or district nurses), as required. Both types of facilities provide accommodation, meals and personal care. It should be noted that whilst residential care is often thought of as catering for older people, some facilities will cater in part or exclusively for other ages with specific needs. Given that this is not always clear which groups are catered for, they have not been disaggregated.

HCC has a statutory responsibility to plan for and commission adult social care within Hertfordshire.

The Adult Care Services Plan 2021-2025⁵⁵ published by HCC provides an overview of HCC's vision and objectives for social care across the county, highlighting five priorities:

- Communications and relationships – the importance of establishing a trusting relationship with people as partners in their social care journey.

⁵⁴ Note: There has been no GIS data provided for the locations of Adult Social Care facilities.

⁵⁵ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/acs/adult-care-services-plan-2021-2025-002.pdf>

- Maintaining wellbeing – connecting people with the right tools, service and other support to build strong and resilient communities.
- Providing care and support – emphasising people’s individual choice and recognising that people’s care and support needs will be different.
- Supporting people who look after others (carers) – helping carers and the people that they care for to have real control and choice over how they are supported.
- Organisations working together to support people – ensuring that all social care organisations in Hertfordshire work together by sharing resource, avoiding duplication and addressing gaps in services.

The Adult Care Services Plan is consistent with the 15-year Plan which sets out the long term strategy.⁵⁶

The 10 Year Supported Accommodation Strategy (2017-2027) outlines HCC’s Adult Care Services ambitions for ensuring a suitable and sustainable pipeline of accommodation for older people. The aim of the extra care programme is to provide an enabling environment, delay and prevent entry to residential care and improve the life of residents by enabling them to stay within their own homes throughout their lifetime. The 10 Year Supported Accommodation Strategy also seeks to reduce the use of residential care homes in favour of extra-care also known as housing with care, whilst still supporting the growth of nursing homes.

HCC has undertaken an assessment of need for all types of older person’s accommodation in each local authority including SADC and are currently in the process of updating the 10 Year Supported Accommodation Strategy to reflect this work.

Existing Provision and Capacity

Within SADC, there are currently four extra care accommodation schemes at Eleanor House, Eywood House, Lea Springs and Park Side View.⁵⁷ In addition, there are over 40 registered care homes across SADC that provide accommodation and assistance with personal care, nursing care and other support services.⁵⁸

The South West Herts Local Housing Needs Assessment (LHNA) covers the period between 2020-2036 for all South West Herts authorities (which differs from the plan period for the St Albans New Local Plan) and recommends that all new homes are built to comply with M4(2) Building Regulations standards for accessible and adaptable dwellings. It also recommends that – subject to viability and sustainability – the Council adopts policies to seek 5% provision of open market and 10% provision of affordable dwellings to M4(3) Building Regulations standards for wheelchair accessible dwellings.

⁵⁶ <https://democracy.hertfordshire.gov.uk/Data/Cabinet/201803191400/Agenda/VSbXRUOj1YOOJUnXy9aXwN6SHNolpr.pdf>

⁵⁷ <https://housingcare.org/housing-care/facility-info-163076-eywood-house-st-albans-england>

⁵⁸ [Care Homes Hertfordshire | Find a Hertfordshire Care Home | 6264 Reviews](#)

Infrastructure to Support Growth Scenario

While no adult social care projects were identified within SADC currently, through stakeholder engagement with Hertfordshire County Council a series of planning standards were identified specific to HCC that are used as thresholds to determine additional need based on additional dwellings.⁵⁹ These were determined using the Icen Projects Older Persons and Adult Disability Care Housing Need Model that is in the update to the South West Herts Local Housing Needs Assessment (2024).

As per the Local Housing Needs Assessment update, the preferred growth strategy would require a theoretical requirement of the following proposed housing type to support the level of growth in SADC. Therefore, it has not been set out in the Infrastructure Delivery Schedule but has been listed below.

- One nursing home, two extra care/flexicare facilities and six other-special needs supported living units at North Hemel Hempstead
- One nursing home, two extra care/flexicare facilities and seven other-special needs supported living units at East Hemel Hempstead (North)
- Two nursing homes, three extra care/flexicare facilities and nine other-special needs supported living units at East Hemel Hempstead (South)
- One nursing home, one extra care/flexicare facilities and four other-special needs supported living units at North St Albans
- One extra care/flexicare facility at North East Harpenden
- One extra care/flexicare facility at East St Albans

⁵⁹ There are no nationally mandated standards by which the capacities of older persons housing are measured

5.3 Community Facilities

5.3.1 Libraries

Overview

Under the Public Libraries and Museums Act 1964⁶⁰, the statutory body for providing a comprehensive and efficient library service in SADC is HCC. However, the role of libraries has evolved to meet the changing needs of communities. In addition to the traditional function of book borrowing, contemporary library services now offer a variety of media and e-downloads, access to IT, new and emerging technologies and provide physical venue spaces for community use. The context for library services has changed nationally, with public sector financial challenges and technological and lifestyle changes. To ensure the continued relevance of the library service it is crucial to respond effectively to these to maximise its relevance to communities.

HCC has prepared an ongoing strategy for the provision of Libraries in Hertfordshire, Inspiring Libraries: My Place (2022-2032)⁶¹, which aims to provide a network of vibrant modern libraries. These libraries are not just destination venues, but also spaces that inspire personal growth and learning. They enable real-world social connections with other people, services, organisations and businesses, and offer a wealth of resources for personal and professional development. HCC aims to continue investing in technology that meets the needs of the communities and ensuring that libraries are a local cultural destination venue on the high street. HCC also plans to extend the programme of events and increase audiences to make the best use of flexible spaces and online platforms.

Existing Provision and Capacity

SADC has six libraries across the local authority. Figure 13 illustrates the location of these facilities across SADC, and Table 18 summarises the library provision by parish, showing that library facilities serve each of the more urban settlements within SADC.

Table 18 Libraries in St Albans City and District Council

Libraries	Parish
Harpenden Library	Harpenden and Surrounds
London Colney Community Library	London Colney
Marshalswick Library	Sandridge
Redbourn Community Library	Redbourn and Surrounds
St Albans Library	Central
Wheathampstead Community Library.	Wheathampstead

Source: St Albans City and District Council

The St Albans Library has undergone a major refurbishment to provide a modern, state-of-the-art library. As part of HCC's commitment to ensuring convenient access to library services both

⁶⁰ Available at: <https://www.legislation.gov.uk/ukpga/1964/75>

⁶¹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/libraries/inspiring-libraries-my-place-strategy-2022-32.pdf>

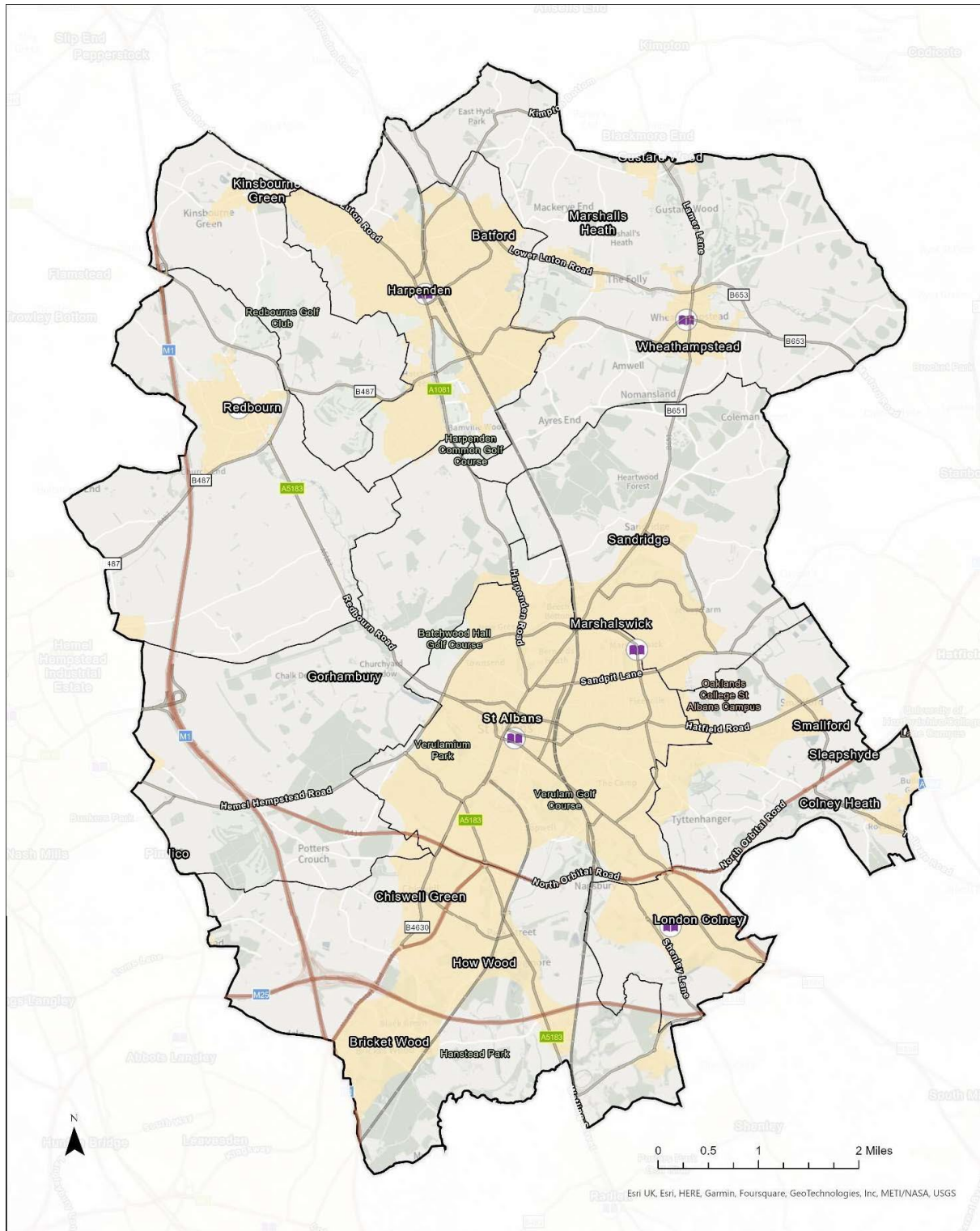
Redbourn Community Library and Wheathampstead Community Library have been strategically relocated. These new locations, co-located with local retained fire stations provide a central and easily accessible location for the community.

Infrastructure Required to Support Growth

During the ongoing engagement with HCC, they stated no additional new library facilities were planned at this time. However, HCC identified that due to the upcoming growth in North and East of St Albans it would need to expand Marshalswick Library through an increase in floor space as the library is currently over capacity. To ensure the sustainability of all the library facilities within SADC, HCC aims to mitigate any extra demand from future growth through a combination of: increased resources (e.g. stock and IT); increasing capacity (additional floorspace), or increasing flexibility (utilising mobile shelving and furniture that can be reconfigured easily to allow the service to flex in line with community need) within existing library facilities in the District.

The identified existing planned and/or proposed infrastructure is set out in greater detail in the Infrastructure Delivery Schedule (Appendix B). This included information, where available, on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. Following two rounds of stakeholder engagement with SADC in 2023 and 2024, the Infrastructure Delivery Plan has identified future infrastructure requirements to support the scale, trajectory and pattern of growth for the preferred growth scenario set out in the New Local Plan as detailed in Chapter 3 of this report.

Figure 13 Libraries in St Albans City and District Council



Legend

Libraries

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Disc	DR	GL	JW	CT
Rev	Date	By	Check	Appr

Project Title:
St Albans City and District Council IDP

Drawing Title:

Libraries

Scale of A3: **1:52,792**

Risk:

Suitability:

Arup Job No: **603142-54**

Rev: **Draft**

Drawing Number:

Source: St Albans City and District Council

5.3.2 Community, Cultural and Public Realm Spaces

Overview

The NPPF states that during the preparation of the evidence base, and strategic policies for the Local Plan, Local Planning Authorities are required to make sufficient provision (in line with the presumption in favour of sustainable development) for community facilities (Paragraph 20) and that planning policies and decisions should plan positively to provide social, recreational and cultural facilities and services that the community needs (Paragraph 97).

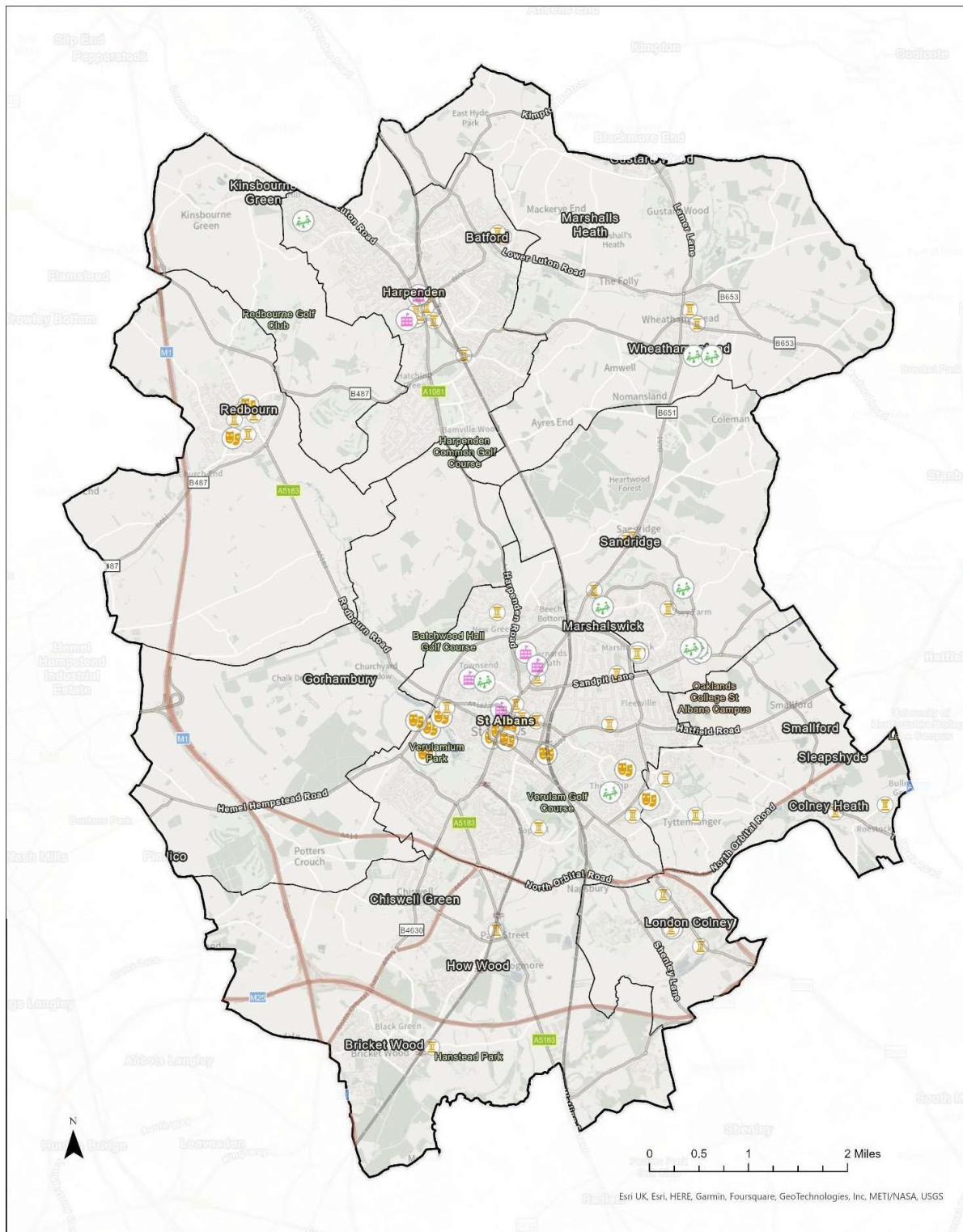
Existing Provision and Capacity

Community / Cultural Space / Public Realm

The majority of existing community, cultural and public realm spaces are located in the centre, and east and west of St Albans City, and there are additional clusters in Harpenden, Redbourn and London Colney. Most of the facilities are located in or clustered around urban areas. Notably the South and East of the District appear to have better provision in terms of these facilities as a result of the greater concentration of urban areas in these parts of the District.

Table 19 and Figure 14 show the spatial pattern of community, cultural space and public realm within SADC.

Figure 14 Community, Cultural and Public Realm Provision and Children and Youth Provision



Legend

- Culture Public Realm
- Community Centres
- Youth Clubs
- Play Areas

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Drawn	Checked	By	Checked	By	Approved
140323	GL	JW	GT		
Rev	Date	By	Checked	Approved	

Project Title:
St Albans City and District Council IDP

Drawing Title:
Community, Cultural and Public realm

Scale of A3: **1:52,792**

File: _____

Suitability: _____

Aug Job No: **603142-54**

Drawing Number: **Draft**

Source: St Albans City and District Council

Table 19 Community / Cultural Space / Public Realm Provision in St Albans City and District Council

Community / Cultural / Public Realm Provision	Type	Parish
11-12 Harding Parade Station Road	Community Centre	Harpenden and Surrounds
17 Hill Dyke Road	Community Centre	Wheathampstead
21 Leyton Road	Community Centre	Harpenden and Surrounds
5 Hall Heath Close	Community Centre	Central
Age Concern St Albans Welfare Centre	Community Centre	Central
Batford Memorial Hall	Community Centre	Harpenden and Surrounds
Charles Morris Hall	Community Centre	Colney Heath
Colney Heath Village Hall	Community Centre	Colney Heath
Communal Building - Perrycoste Court	Community Centre	Sandridge
Community Centre Caledon Road	Community Centre	London Colney
Community Centre 59 Russet Drive	Community Centre	Colney Heath
Community Hall Space Nellis Hall	Community Centre	Central
Cunningham Hub	Community Centre	Central
East Harpenden Gardening Club	Community Centre	Harpenden and Surrounds
Fleetville Community Centre	Community Centre	Central
Harpenden Public Halls	Community Centre	Harpenden and Surrounds
Harpenden Trust Centre	Community Centre	Harpenden and Surrounds
Jersey Farm Community Centre	Community Centre	Sandridge
Jubilee Centre	Community Centre	Central
London Colney Village Club	Community Centre	London Colney
London Road Estate Residents Association Club	Community Centre	Central
Lourdes Hall	Community Centre	Harpenden and Surrounds
Marshalswick Community Centre	Community Centre	Sandridge
Mead Hall East Lane	Community Centre	Wheathampstead
Michaelmas Hall	Community Centre	Central
New Greens Hall	Community Centre	Central
Park Hall	Community Centre	Harpenden and Surrounds
Park Street And District Village Hall	Community Centre	Park Street and St Stephens
Redbourn Parish Centre	Community Centre	Redbourn and Surrounds
Redbourn Village Hall	Community Centre	Redbourn and Surrounds
Roestock Mission Hall	Community Centre	Colney Heath

Sandridge Village Hall	Community Centre	Sandridge
Spencer Hall	Community Centre	Sandridge
St Michaels Memorial Hall	Community Centre	Central
The Community Room	Community Centre	London Colney
The Marlborough Club	Community Centre	Central
The Memorial Hall	Community Centre	Wheathampstead
The Parish Centre	Community Centre	Park Street and St Stephens
The Yoga Hall	Community Centre	Central
Wheathampstead Dramatic Society	Community Centre	Wheathampstead
320 Camp Road	Culture / Public Realm	Central
Alban Arena	Culture / Public Realm	Central
Eric Morecambe Centre	Culture / Public Realm	Harpenden and Surrounds
Highfield Park Visitor Centre	Culture / Public Realm	Colney Heath
Hypocaust Building	Culture / Public Realm	Central
Kingsbury Watermill	Culture / Public Realm	Central
Maltings Arts Theatre	Culture / Public Realm	Central
Museum And Archive Eric Morecambe Centre	Culture / Public Realm	Harpenden and Surrounds
Roman Theatre	Culture / Public Realm	Central
Silk Mill House Museum	Culture / Public Realm	Redbourn and Surrounds
St Albans Museum And Gallery	Culture / Public Realm	Central
The Clock Tower Market Place	Culture / Public Realm	Central
The Signal Box	Culture / Public Realm	Central
Verulamium Museum	Culture / Public Realm	Central

Source: St Albans City and District Council

Infrastructure Required to Support Growth

The identified existing planned and/or proposed infrastructure is set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This included information, where available, on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

Future growth will increase the need for and use of community/cultural space and public realm in the future. The existing facilities are likely to accommodate some of this demand, however additional infrastructure and investment will need to come forward to support growth.

There is a number of potential public realm improvement schemes, including at the Market Place, the area around the Clock Tower, City Station and the Old Town Hall Square. The impact of planned growth is likely to lead to an increase in demand for arts and cultural services and facilities, but it is

unlikely that development will include new cultural facilities. Developer contributions/CIL could support the expansion/provision of new facilities.

Table 20 shows the required additional floorspace for community facilities in the District. This has been derived using a planning standard provided by SADC of 61sqm per 1,000 of the population. The estimated net dwellings for each growth allocation has been multiplied by a population forecast of 2.4 people per dwelling. This includes growth across the entirety of SADC, whereas demand specific to Hemel Garden Communities is set out within Chapter 9.

Table 20 Required community facility provision

Growth location	Estimated Net Dwellings	Estimated population	Community facility floorspace (sqm)
North St Albans	1,097	2,633	160.60 sqm
North East Harpenden	738	1,771	108.04 sqm
West Redbourn	545	1,308	79.79 sqm
East St Albans	472	1,133	69.10 sqm
Glinwell, Hatfield Road, St Albans	484	1,162	70.86 sqm
West of London Colney	324	778	47.43 sqm
North West Harpenden	293	703	42.90 sqm
Harper Lane, north of Radlett	274	658	40.11 sqm
North Hemel Hempstead	1,500	3,600	219.60 sqm
East Hemel Hempstead (North)	1,600	3,840	234.24 sqm
East Hemel Hempstead (South)	2,400	5,760	351.36 sqm
Total	9,727 dwellings	23,345 people	1424.03 sqm

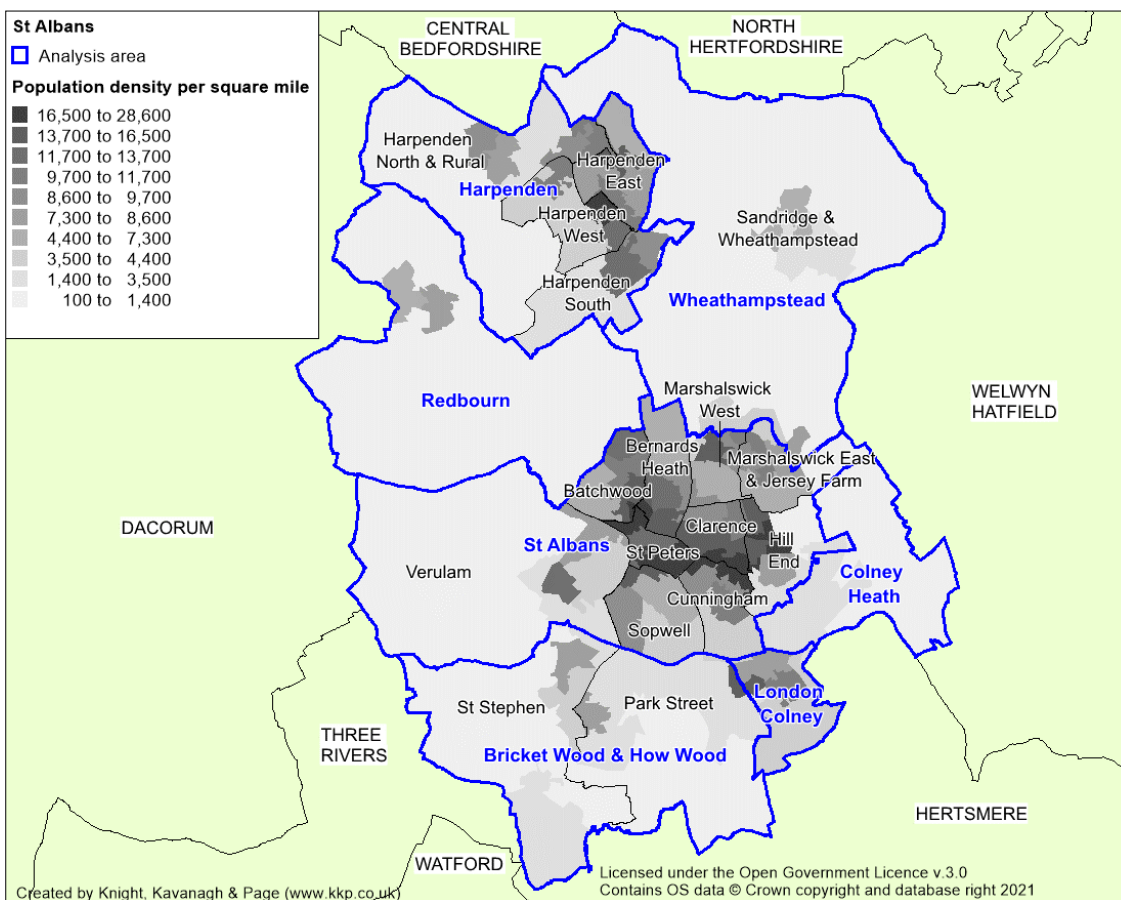
Source: St Albans City and District Council

5.3.3 Provision for Children and Young People

Overview

Community spaces provide opportunities for young people to develop their personal and social skills, and the Government’s statutory guidance for Local Authorities on services to Improve Young People’s Well-being⁶² states that local authorities are responsible for securing a local offer that is sufficient to meet local needs and improve young people’s wellbeing and personal and social development. Services for Young People provides young people with targeted prevention and early intervention work projects, focusing on the most vulnerable young people in the community, such as those at risk of engagement in anti-social behaviour, crime, drugs or alcohol, those with Special Educational Needs and Disabilities (SEND) and children absent from education, in order to enable young people to succeed. Youth work projects are delivered in youth centres, community centres, schools and colleges and through detached / street-based projects targeting harder to reach young people.

Figure 15 Map of SADC Open Space Study Analysis Area



⁶² Available at: <https://www.gov.uk/government/publications/statutory-guidance-for-local-authorities-youth-provision/statutory-guidance-for-local-authorities-on-services-to-improve-young-peoples-well-being>

Source: St Albans City and District Council Open Space Study (2024)

Using the Open Space Study (2024)⁶³, current provision for children and young people has been identified, using analysis areas consisting of grouped electoral wards as shown in Figure 15, which include St Albans, Redbourn, Harpenden, Wheathampstead, Colney Heath and Bricket Wood & How Wood.

Existing Provision and Capacity

The Open Space Study (2024) states that provision for children and young people includes areas designated primarily for play and social interaction, such as equipped play areas, ball courts, skateboard areas and teenage shelters. Provision for children is deemed to be sites consisting of formal equipped play facilities typically associated with play areas. This is usually perceived to be for children under 12 years of age. Provision for young people can include equipped sites that provide more robust equipment catering to older age ranges incorporating facilities such as skate parks, BMX, basketball courts, youth shelters and Multi-Use Games Areas (MUGAs).

No standards have been provided within the Open Space Study (2024), regarding provision in hectares per 1,000 of the population, however, the report states that overall, there is a reasonably good spread of play provision across the District. It states that areas with greater population density are generally within walking distance catchment for play provision, although, minor gaps in provision were identified within the Harpenden and St Albans analysis areas. The report also states that the majority of provision is good quality, with particularly well performing sites including Clarence Park play area, Cotlandswick Leisure Centre play area and Verulamium Park play area.

Table 21 identifies 109 play locations within SADC, which total over 9 hectares. This provision includes the following:

- Local Area of Play (LAP) – usually a small, landscaped area designed for young children, with equipment normally age-group specific to reduce unintended users.
- Local Equipped Area of Play (LEAP) – designed for unsupervised play and a wider age range of users, often containing a wider range of equipment types.
- Neighbourhood Equipped Area of Play (NEAP) – caters for all age groups, including MUGAs, skate parks, youth shelters, adventure play equipment and are often included within large park sites.

⁶³ At the time of drafting this IDP, the Open Space Strategy (2024) has not yet been made publicly available

Table 21 Provision for children and young people in SADC

Analysis area	Number	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	12	2.41	0.14
Colney Heath	5	0.19	0.04
Harpenden	12	1.41	0.04
London Colney	9	0.56	0.09
Redbourn	5	0.22	0.04
St Albans	53	2.77	0.04
Wheathampstead	13	1.48	0.15
Total	109	9.03	0.06

Source: Open Space Study (2024)

In SADC there are two Youth Centres (Pioneer Young People’s Centre and Harpenden Young People’s Centre). The Pioneer Young People’s Centre building has been identified as being in need of considerable modernisation to ensure the centre is able to meet the wide-ranging needs of both its users, and activities. During stakeholder engagement, HCC suggested they were seeking to dispose of their land interest for housing development within the brownfield area of the Ariston site, accessed off Harpenden Road. HCC is considering options for the reprovision of the centre, including new facilities, as part of development proposals for the land.

Infrastructure Required to Support Growth

The identified existing planned and/or proposed infrastructure is set out in greater detail in the Infrastructure Delivery Schedule (Appendix B). This included information, where available, on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. Following two rounds of stakeholder engagement with SADC in 2023 and 2024, the Infrastructure Delivery Plan has identified future infrastructure requirements to support the scale, trajectory and pattern of growth to support the delivery of the New Local Plan as set out in Chapter 3 of this report.

Play areas and smaller youth facilities (including as part of school joint use, or in community buildings and new open spaces) can be delivered through new developments, while larger facilities could be partially supported by developer contributions through planning obligations or CIL contributions.

5.3.4 Sports and Leisure Services

Overview

The NPPF seeks to promote healthy and safe communities, stating “to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (...sports venues, open space, cultural buildings...) and other local services to enhance the sustainability of communities and residential environments” (Paragraph 97). Within SADC, there are a range of playing pitches, for a variety of different sports available.

Sports pavilions are essential facilities to encourage sport and the use of playing fields and outdoor sports facilities. They can also include social facilities and meeting rooms for use by community organisations and to hold indoor groups and classes. There are a range of sports pavilions across the SADC of varying size and function, many of which are managed by SADC or by Town and Parish Councils.

SADC have prepared a Playing Pitch and Outdoor Sport Strategy⁶⁴ (2023). It highlights the following vision: “to create and maintain high quality, sustainable leisure and sport facilities which meet community need, increase participation, help tackle health and age issues and provide accessible, inclusive activities for St Albans residents as part of an active lifestyle”.

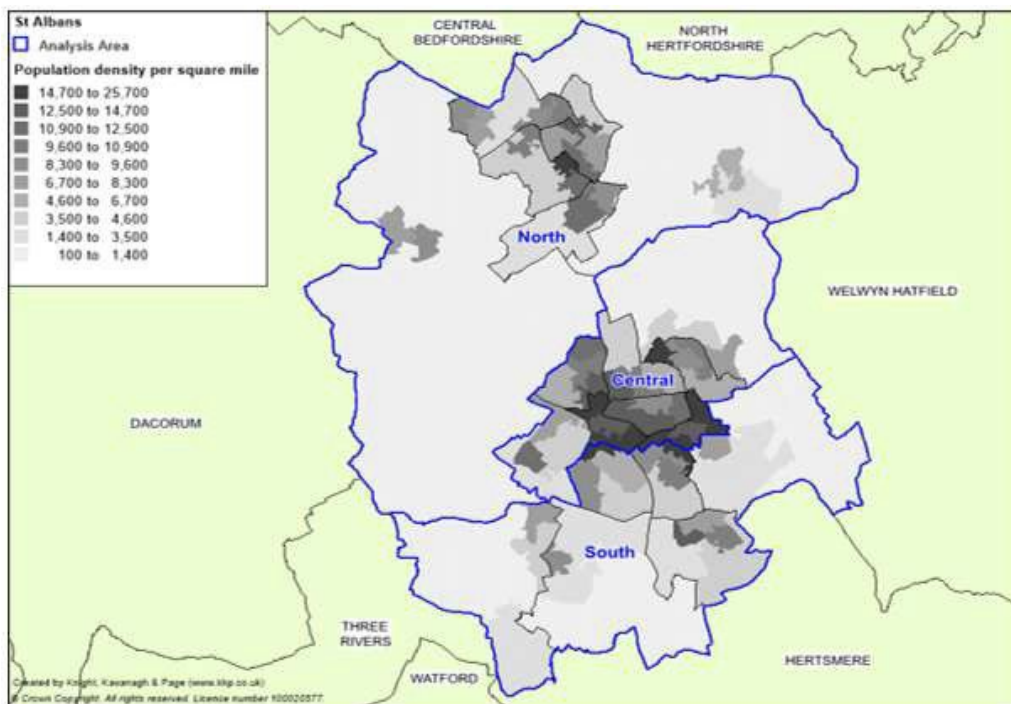
Existing Provision and Capacity

Table 22 identifies the current playing pitch and outdoor sport provision within SADC, and the offering of each site, as well as management body, as set out within the Playing Pitch and Outdoor Sport Strategy (2023). The Strategy groups the District by three study areas; central, north and south, as demonstrated within Figure 16, this figure identifies the current levels of capacity for each playing pitch type both currently (as of 2020) and by the end of the plan period (2038).

⁶⁴ Available at:

<https://www.stalbans.gov.uk/sites/default/files/attachments/Playing%20Pitch%20%26%20Outdoor%20Sport%20Strategy%20%26%20Action%20Plan.pdf>

Figure 16 SADC Playing Pitch and Outdoor Space Strategy study areas



Source: SADC Playing Pitch and Outdoor Space Strategy

Table 22 Sports and Leisure provision in St Albans City and District Council

Study Area	Site	Provision	Management
Central	Abbey View Golf & Track	Sport Football Athletics Tennis/Netball	Commercial
Central	Aboyne Lodge School Playing Field	Football	School
Central	Beaumont School	Football Rugby Union Hockey Tennis Netball	School
Central	Clarence Park	Hockey AGP	Council
Central	Clarence Park	Cricket	Sports Club
Central	Fleetville Junior School	Football	School
Central	Garden Fields Jim School	Football	School

Study Area	Site	Provision	Management
Central	Heathlands School for Deaf Children	Football AGP	School
Central	Maple Primary School	Football	School
Central	Margaret Wix Primary School	Football	School
Central	OA Sport	Rugby Union Cricket Tennis	Sports Club
Central	Prae Wood Primary School	Football	School
Central	Sandridge School	Football	School
Central	Sandringham School	Football Artificial 3G Rugby Union Tennis Netball	School
Central	Skyswood Primary School	Football	School
Central	Spencer Meadow	Football Cricket Netball	Parish Council
Central	St Albans City Football Club	Football	Sports club
Central	St Albans Girls School	Football 3G Tennis Netball	School
Central	St Albans High School for Girls Grass Pitches	Football	School
Central	St Columbas College	Football Rugby Union Tennis	School
Central	The Marlborough Science Academy	Football Rugby Union Tennis Cricket Netball	School
Central	Verulam School Playing Fields	Football Rugby Union	School

Study Area	Site	Provision	Management
		Cricket	
Central	Verulamium Park	Football Cricket Tennis Netball	Council
Central	Victoria Playing Fields	Football	Parish Council
Central	Wheatfields Junior Mixed School	Football	School
Central	Salisbury Tennis Club	Tennis	Sports Club
Central	St Albans Tennis Club	Tennis	Sports Club
Central	Townsend Sports and Bowls Club	Lawn Bowls Tennis	Sports Club
Central	St Albans Bowls Club	Lawn Bowls	Sports Club
Central	Redbourn Tennis Club	Tennis	Sports Club
North	Aldwickbury School	Football Rugby Union Cricket	School
North	Bamville Cricket Club	Cricket	Sports club
North	Butterfield Road	Football	Sports club
North	Crabtree Junior School	Football	School
North	Folly Field	Football	Parish Council
North	Harpenden Cricket Club	Cricket	Sports club
North	Harpenden RFC	Artificial 3G Rugby Union	Sports club
North	Harpenden Town Football Club	Football	Sports club
North	High Beeches Primary School	Football	School
North	Highfield Oval	Football	Parish Council
North	Marford Field	Football Artificial 3G Tennis	Parish Council
North	Nomansland Common	Cricket	Sports Club
North	Redbourn Cricket Club	Cricket	Sports Club

Study Area	Site	Provision	Management
North	Redbourn Leisure Centre	Football Cricket	Commercial
North	Redbourn Primary School	Football	School
North	Rothamsted Park (Harpenden Sports Centre)	Football Cricket Tennis	Town Council
North	Rothamsted Research	Football Cricket Tennis	Sports club
North	Roundwood Park School	Football Artificial 3G Rugby Union Tennis Netball	School
North	Sir John Lawes School	Football Cricket	School
North	St Albans School (Woollams Playing Fields)	Cricket Football Rugby Union Hockey Tennis	School
North	St Georges School	Rugby Union Cricket Netball	School
North	St Lukes School	Football	School
North	The Acre (Harpenden Rovers FC)	Football	Sports Club
North	Toulmin Drive	Football Rugby League	Council
North	Townsend Church of England School	Football Rugby Union	School
North	Westfield Recreation Ground	Football	Parish Council
North	Batchwood Golf Course & Sports Centre	Lawn Bowls Tennis	Sports centre
North	Elliswick Lawn Tennis Club	Tennis	Sports club

Study Area	Site	Provision	Management
North	Harpenden Lawn Tennis Club	Tennis	Sports club
North	Harpenden Bowls Club	Lawn Bowls	Sports centre
North	Redbourn Bowls Club	Lawn Bowls	Sports club
North	St Albans High School for Girls (Prep School)	Football Tennis Netball	School
North	Katherine Warrington School	Football 3G Tennis Netball	School
South	Colney Heath Recreation Ground	Football	Sports club
South	Cotlandswick Leisure Centre	Artificial 3G	Commercial
South	Cunningham Hill Junior School	Football	School
South	Cunningham Hill Playing Fields	Football	Council
South	Foxcroft Playing Field	Football	Council
South	Greenwood Park	Football Cricket Tennis	Council
South	Harvesters Football Club	Football Artificial 3G	Sports club
South	Highfield Park	Football	Sports club
South	Killigrew Junior School	Football	School
South	London Colney FC	Football	Sports club
South	Mandeville Primary School	Football	School
South	Marlborough Open Space	Football	Council
South	Morris Playing Fields	Football Tennis	Parish Council
South	Mount Pleasant Lane School	Football	School
South	Napsbury Park	Football Cricket Tennis Netball	Parish Council
South	Nicholas Breakspear Catholic	Football	School

Study Area	Site	Provision	Management
	School	Artificial 3G Rugby Union Tennis Netball	
South	Oaklands College (Smallford Campus)	Football 3G Athletics Other Hockey	School
South	Old Verulamians RUFC	Rugby Union	Sports Club
South	Park Street Primary School	Football	School
South	Park Street Recreation Ground	Football Cricket	Parish Council
South	Samuel Ryder Academy	Football Artificial 3G Netball	School
South	Shenley Lane Playing Field	Football	Parish Council
South	St Albans RFC	Rugby Union	Sports Club
South	St Bernadette Catholic Primary School	Football	School
South	St Peter's School	Football	School
South	St Stephens Parish Centre	Football	Parish Council
South	Windermere Primary School	Football	School
South	Harperbury Bowls Club	Lawn Bowls	Sports Club
South	St Albans Irish Club	Gaelic Football	Sports Club
South	Colney Heath Primary School	Football	School
South	St Albans Rangers FC	Football	Sports Club

Source: SADC Playing Pitch and Outdoor Space Strategy

The Playing Pitch and Outdoor Sports Strategy recommends:

- Large new housing developments should contribute to on-site provision on an individual basis, focusing on the creation of multi-pitch sites which reduce existing shortfalls, with accompanying clubhouse provision included given that single pitch sites without appropriate ancillary facilities can be unsustainable
- In the case of housing developments not being of a size to justify on-site football pitch provision, contributions should be considered to improve existing sites within the locality

- Existing provision of 3G pitches should be protected, with any additional new 3G pitches planned at education sites to have community use agreements in place as part of the planning permission.
- Existing provision of cricket pitches should be protected. It states that where development is not of a size to justify on-site cricket provision, or if sufficient demand cannot be attracted, contributions should be collected, to improve existing sites within the locality. Large developments should consider the need of cricket pitches delivered on-site through masterplanning on an individual basis.
- Existing rugby union pitches should be protected and retaining the supply of rugby union pitches at school sites for curricular and extra-curricular purposes. When development is not of a size to justify on-site rugby union provision, developer contributions should be considered to improve existing sites within the locality.
- All sand-based AGPs should be protected for continued hockey use, and the development of new AGPs which benefit hockey in the District should be supported. Where development does not justify on-site hockey provision, or if sufficient demand cannot be attracted, developer contributions should be considered to improve existing sites within the locality.
- The athletics track and accompanying ancillary provision at Abbey View should be protected. The Strategy states that any new developments should consider the need for running and opportunities to link with/to existing running routes.
- Existing tennis courts should be protected, and that there should be improvements to ancillary provision at club sites where required
- Existing quantity of bowling greens should be retained, and as a minimum, sustained quality
- Netball courts within the District should be protected, as well as continuing to expand the use of courts for England Netball initiatives.

Leisure

There are a number of Leisure Centres located within SADC, which the South West Hertfordshire Retail and Leisure Study⁶⁵ (2018) identifies.

- Westminster Lodge Leisure Centre (St Albans City and District Council)
- Redbourn Leisure Centre (St Albans City and District Council)
- Coltandswick Leisure Centre (St Albans City and District Council)
- Batchwood Golf Course and Sports Centre (St Albans City and District Council)
- Harpenden Sports Centre (St Albans City and District Council)

⁶⁵ Available at: https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/planning-policy/examination-library/South%20West%20Hertfordshire%20Retail%20and%20Leisure%20Study%20-%20Part%201-%20Final%20Draft_tcm15-66977.pdf

The Study states that this existing provision, alongside private gym and leisure provision are sufficient to meet future demand, and therefore does not recommend the need to plan for any additional supply of leisure facilities.

Infrastructure Required to Support Growth

The planned and/or proposed infrastructure is set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This included information, where available, on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. Following two rounds of stakeholder engagement with SADC in 2023 and 2024, the Infrastructure Delivery Plan has identified future infrastructure requirements to support the scale, trajectory and pattern of growth for the preferred growth scenario to support the delivery of the New Local Plan of this report.

Residents of new developments are likely to increase the demand on the existing and new leisure and sports facilities across the SADC, and therefore it is expected that new development would contribute towards new, redeveloped, or refurbished sport and leisure facilities through planning obligations, or CIL.

The Playing Pitch and Outdoor Sport Strategy (2024) states that housing sites with 600 or more dwellings are likely to generate demand for new provision to be created, and consideration should be given to providing multi-pitch sites with suitable ancillary provision. However, where demand does not warrant new pitch provision, the Strategy should be consulted to identify whether additional demand can be accommodated through existing provision. If this is not the case, contributions should be sought to enhance existing provision in the locality to accommodate increase demand.

Sport England have made several calculators available for use within the IDP, including a Sports Facility Calculator, a Playing Pitch Calculator, and a Tennis Court Calculator. These calculators use population growth to identify anticipated new facilities, as well as a cost for these facilities. Based on the estimated additional net dwellings in Table 2, as a result of growth, there would be an anticipated 9,727 additional dwellings in the whole District. Using a typical occupancy ratio of 2.4 persons per dwelling, these additional dwellings would generate an estimated population of around 23,345. This forecasted population was used in Sports England calculators to derive the following demand for sports facilities in Table 23. This includes growth across the entirety of SADC, whereas demand specific to Hemel Garden Communities is set out within Chapter 9.

It should be noted that the Sports England Calculators provide a useful indicative early assumption of likely required facilities based upon an increase in population growth. This is inconsistent with the findings from the South West Hertfordshire Retail and Leisure Study, which identifies no need for additional leisure facilities as a result of growth. Therefore, it is recommended that applicants engage with SACDC to ensure that any additional need for leisure facilities as a result of growth are met.

Table 23 Forecasted demand for sports facilities

Sports facilities	Associated demand from growth	Associated cost of provision
Adult Football	6.12 pitches	£700,500
Youth Football	17.43 pitches	£1,631,014
Mini Soccer	13.97 pitches	£435,849
Rugby Union	4.36 pitches	£747,729
Rugby League	0.31 pitches	£47,358
Cricket	1.98 pitches	£711,964
Total Natural Grass Pitches	44.17 pitches	£4,274,414
Sand Based	0.61 pitches	£600,890
3G	1.97 pitches	£2,341,132
Total Artificial Grass Pitches	3.10 pitches	£2,942,021
Total Changing rooms	53.17 changing rooms	£10,852,260
Total Swimming Pools*	1.22 pools	£5,542,432
Total Sports Halls*	1.66 halls	£4,937,539
Total Indoor Bowls*	0.06 centres	£158,425
Total Tennis Courts*	3.14 courts	£309,992

*The figures for these facilities are indicative

Source: SADC Playing Pitch and Outdoor Space Strategy

Table 24 List of sport pitch improvements

Project name	Description	Likely delivery period
Clarence Park Hockey AGP	The pitch needs to be retained and resurfaced and need for establishment of relationships with adjacent cricket club to access ancillary provision to improve overall user experience.	2026-2028
Clarence Park Cricket Pitch	Need to reduce overplay on the site via improvements to the cricket square and outfield, and need to ensure that the ancillary offer continues to provide a suitable offer for all users of the site. This may also link to a longer term opportunity to provide an improved offer to the user of the adjacent hockey suitable AGP.	2026-2028
Sandridge School Football Pitch	There is a modest need to undertake pitch improvements on the site to ensure there is sufficient capacity to accommodate current levels of future demand.	2026-2028
St Albans City Football Club Football Pitch	Improvements to stadia site to meet FA Ground Grading requirements should also be supported to allow its progression in the football pyramid. In the long term, the Club should be supported, where opportunities are available, to explore the transfer away from the site and into a new purpose built stadia offer.	2023-2025
St Albans Girls School Netball Court	Ensure quality of provision is sustained and that courts remain of a suitable quality for league activity. Explore the benefit of providing floodlighting on site to provide a more year round offer.	2026-2028
Verulamium Park Football Pitch	Ensure that the quality of pitches is sustained and improved where possible. Consider opportunities for reconfiguration to youth and mini formats to better accommodate existing demand.	2026-2028
Townsend Sports and Bowls Club Lawn Bowls	Sustain good quality offer on the site.	2028+
Townsend Sports and Bowls Club Tennis Court	Consider opportunities to provide additional floodlighting on the site to improve seasonal offer to more members of the Club.	2028+

Project name	Description	Likely delivery period
Folly Field Football Pitch	Ensure pitch quality is sustained for existing demand. Explore long term feasibility of improving the ancillary offer on site for users.	2028+
Harpenden Cricket Club Cricket Pitch	Consider opportunities to install a non-turf wicket to alleviate pressure on the natural turf square. Ensure remaining facilities are kept to a high standard.	2026-2028
Harpenden RFC Rugby Union Pitch	Ensure the quality of the natural turf pitches are sustained to continue to accommodate existing use. Work with club to offer an improved maintenance offer through partnership with GMA in the future to increase quality to offset impact of future demand increases. Work with the Club to set out a long term vision for its ancillary facilities which it will benefit from expansion for both changing rooms and the wider social offer.	2026-2028
Harpenden Town Football Club Football Pitch	Support progression of LFFP project to alleviate identified 3G shortfalls in the City/District. Ensure partnerships are formed with localised community clubs to ensure pitch maximisation.	2026-2028
Highfield Oval Football Pitch	Work with Parish Council to improve quality of the pitches to accommodate existing and future use.	2028+
Marford Field Football Pitch	Consider options to improve pitch quality and explore medium to long term opportunities to improve the ancillary offer available to users of the site.	2028+
Marford Field Artificial 3G Pitch	Ensure pitch quality is sustained for existing use and the pitch is resurfaced in the future. Consider future option for FA testing to approve match play for mini 5v5 football.	2026-2028
Marford Field Tennis Court	Sustain quality of the courts and the overall site offer. Ensure operator has a sufficient sinking fund in place for future court and floodlighting refurbishment.	2028+

Project name	Description	Likely delivery period
Nomansland Common Cricket Pitch	Work with Club to determine the feasibility of levelling the outfield and work on medium to long term opportunities to achieve this. Consider opportunities to improve the quality of the square to reduce overplay and also consider appetite for the installation of a non-turf-wicket to reduce pressure on natural turf square.	2028+
Redbourn Leisure Centre Football Pitch	Work to improve the overall quality of all pitches on site as it provides one of the larger strategic football sites locally.	2023-2025
Redbourn Leisure Centre Cricket Pitch	Work to improve the quality of the square to reduce overplay. Consider installation of a non-turf wicket to reduce pressure on natural turf wickets.	TBC
Redbourn Leisure Centre	Ensure the 3G pitch is maximised and a suitable usage programme is established and that the cricket relocation is completed to a technically sound standard to enable match play to resume on the site as soon as possible.	TBC
Rothamsted Park (Harpenden Sports Centre) Football Pitch	Work to improve the quality of the site in partnership with users and football partners. Consider long term opportunities to improve the ancillary offer for football, cricket and tennis users.	2023-2025
Rothamsted Park (Harpenden Sports Centre) Cricket Pitch	There is a need to protect these facilities ensuring they do not fall out of use. Improvements are required for the benefit of all cricket users in the District.	2023-2025
Toulmin Drive Football Pitch	Strategic site for adult football. Need to improve both pitches and ancillary offer. Multisport need with associated rugby league club on site.	2026-2028
Katherine Warrington School Tennis Court	Explore options to install floodlighting to provide a community offer on good quality facilities.	2028+
Katherine Warrington School Netball Court	Explore options to install floodlighting to provide a community offer on good quality facilities.	2028+
Cunningham Hill Playing Fields Football Pitch	Sustain pitch quality to continue accommodate existing demand and future use. Consider long term feasibility of improving the ancillary offer on site.	2028+

Project name	Description	Likely delivery period
Harvesters Football Club Football Pitch	Ensure pitch quality is sustained. Explore medium to long term opportunities to enhance/replace the existing ancillary offer for the benefit of site users.	2023-2025
Highfield Park Football Pitch	Sustain quality of all pitches on site through continuation of the existing maintenance regime.	2028+
Morris Playing Fields Football Pitch	Sustain pitch quality to continue to accommodate existing levels of demand. Explore medium to long term benefit of improving on site ancillary provision.	2028+
Morris Playing Fields Tennis Court	Explore opportunities to improve court surfaces. Link to potential utilisation of LTA technological solutions.	2028+
Napsbury Park Tennis Court	Work to resurface the quality of the courts through utilisation of LTA technological solutions. Explore opportunities for recreational programmes on site.	2026-2028
Napsbury Park Netball Court	Work to resurface the quality of the courts Explore opportunities for recreational programmes on site.	2028+
Oaklands College (Smallford Campus) Football Pitch	Sustain quality and consider expansion of the existing field to develop further playing field is benefit can be found in doing so.	2028+
Old Verulamians RUFC Rugby Union Pitch	There is a need to improve the quality of pitches on site, particularly the floodlit training pitch which accommodates most demand on site. Providing additional floodlighting to allow the transfer of midweek training demand is also likely to be beneficial and should be considered. Support on-going talks around improvements to the ancillary offer on site.	2026-2028
Samuel Ryder Academy Football Pitch	Ensure quality of all pitches is sustained and improvements undertaken where possible.	2028+
Samuel Ryder Academy Artificial 3G Pitch	Sustain quality of the pitch and work to support the development of an ancillary offer on the site to better accommodate high levels of community demand.	2026-2028
Samuel Ryder Academy Netball Court	Explore opportunities to provide floodlighting aligned to a programme of use.	2028+

Project name	Description	Likely delivery period
Shenley Lane Playing Field Football Pitch	Pitch improvements should be undertaken to improve the offer for youth football with appropriate small scale ancillary facilities provided (toilets) to ensure a positive experience for users.	2026-2028
St Albans RFC Rugby Union Pitch	There is a need to alleviate overplay on the site. This can be achieved via providing further floodlighting on the site or/or via pitch improvement solutions. The immediate concern is for a resolution to its lease. The RFU and relevant stakeholder should provide support to the Club about its lease extension from the County Council.	2023-2025

Source: SADC Playing Pitch and Outdoor Space Strategy

5.4 Emergency Services

5.4.1 Police Services

Overview

Policing for SADC is provided by the Hertfordshire Constabulary, under the direction of the Police and Crime Commissioner (PCC) for Hertfordshire. Key priorities for the PCC are set out in The Community Safety and Criminal Justice Plan for Hertfordshire 2022 – 2027⁶⁶. The plan focuses on taking a Prevention First Approach, embedding an evidence-based policing approach, and protecting local policing. Each area within Hertfordshire has a Community Safety Partnership, made up of local partners to address local issues through the delivery of a Community Safety Plan.

The structure of police service provision in the country has changed in line with wider societal change, with the increasing accessibility of technology meaning that few police stations require public facing facilities, as a significant proportion of the reporting of incidents and issues is now done online or over the phone. The number of police stations in Hertfordshire has been reduced and public-facing services and custody facilities have been rationalised and centralised.

Existing Provision and Capacity

Hertfordshire Constabulary's headquarters are based in Welwyn Garden City and provide support and administrative function to the Local Policing Command. Locally based Safer Neighbourhood Teams work at ward and District level, helping tackle anti-social behaviour as well as criminality.

In 2015, the St Albans dedicated police station building was closed and the Safer Neighbourhood and Intervention Teams were relocated to facilities within St Albans Civic Centre, shared with SADC. There is also a police station in Harpenden, which includes a Safer Neighbourhood Team and an Intervention Team. There is currently no custody provision in SADC, but St Albans is served by the nearest custodial facility which is located in Hatfield, and there are also two additional custody facilities at Watford and Stevenage.

Infrastructure to Support Growth Scenario

Additional housing provision in SADC has implications for police services, with the number of staff and facilities needed to police an area based on criminality rather than population. This is influenced by housing, population density, and whether there is a stable population. This makes it difficult to assess future demand for policing services as a result of housing growth.

The Hertfordshire Constabulary would like full consideration to be given to the provision of a replacement police station in the St Albans area considering the large increase in housing in the area and the increased population. The current Police station is at full capacity in terms of size, and a large facility will be required in the city. This is at early planning stages and further analysis needs to be undertaken to identify the scale of redevelopment, costings, phasing and other critical information.

⁶⁶ Available at: <https://www.hertscommissioner.org/SysSiteAssets/media/downloads/police-and-crime-plan/current/117672-herts-cons-everybodys-business-final-accessible-version.pdf>

5.4.2 Ambulance Services

Overview

East of England Ambulance Service NHS Trust (EEAST) provides both emergency and non-emergency services across Hertfordshire, Bedfordshire, Essex, Norfolk, Suffolk and Cambridgeshire.

Emergency ambulance services are required to reach patients within set timescales, as such it is essential that ambulance stations are located to provide cost effective and efficient premises of the right size, location, and condition to support the delivery of clinical care to local communities served by the Trust.

Existing Provision and Capacity

There are two Ambulance Stations in the SADC: one in Harpenden and the other in St Albans.

Population increase, along with deprivation, age and the increasing number of people living for longer with more complex long-term conditions, all impact on the level of ambulance service demand, in respect of both emergency and non-emergency patient transport services. The age profile is also a key factor, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource. Those aged over 75 years are most likely to have multiple long-term conditions and complex care needs.

Analysis of EEAST activity from 2019/20 indicates residents aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity. Those aged 2-18 years account for 15% of Category 1 activity and 8% of all activity.

Infrastructure to Support Growth Scenario

There are currently no plans for additional investment in ambulance services to support growth, as further analysis is being undertaken, which may lead to the identification and amendments to the infrastructure required to support growth in SADC. EEAST is an essential social infrastructure provider (and emergency service) who confirm that there will be an increased requirement for ambulance facilities necessitated by the planned housing and population growth arising within St Albans City & District to 2041.

The Trust is rolling out a Hub and Spoke network with up to 18 hubs to provide regional premises for delivery of operational responses to calls, flow of ambulance preparation via the Make Ready function (cleaning and restocking of ambulances) and dispatch of ambulances to local spokes (reporting posts/response posts/standby locations). Support services such as workshop facilities, clinical engineering (medical equipment store and workshop), consumable product stores and support office accommodation are also provided from Hubs.

- Ambulance Station Central Reporting Post - A 24/7 - Permanent reporting base for staff and primary response location for one or more vehicles. Provision of staff facilities.
- Ambulance Station Response Post - A primary response location, which includes staff facilities but is not a reporting base for staff.

- Standby Location - Strategic locations where crews are placed to reach patients quickly. Facilities used by staff are provided on an informal basis only by agreement with the relevant landowner.

5.4.3 Fire and Rescue Services

Overview

The Hertfordshire Fire and Rescue Service (HFRS) is the provider of fire and rescue services for Hertfordshire and is part of the Community Protection Directorate of HCC. The Fire and Rescue Service National Framework (2018)⁶⁷ defines a series of obligations for all fire services to fulfil, including understanding foreseeable risk; making provision for fire prevention; collaboration with other emergency services and partner organisations; ensuring accountability to communities; and maintaining a workforce.

The HFRS Community Risk Management Plan (CRMP)⁶⁸ sets out the plans to develop the service from 2024-2028. The plan includes an overarching objective to deliver sustainable service transformation by finding better ways of working and investing in services for the long term to make them fit for the future. Specific proposals for new capital projects have not been specified.

The Community Protection Directorate (CPD) has produced an Estates Strategy⁶⁹ covering the period from 2019-2023, which sets out that the risk, demand for services, and demographic features of the County are used to determine the location and type of property assets required. The Strategy sets out the aim of reviewing the current location and condition of their property portfolio, collaborating with partners to develop new facilities to meet foreseeable risk, demand and demography, while providing critical infrastructure at key locations within the County to meet demand from the public. This document is now out of date and at the time of drafting this IDP, there were no updates to the document available in the public domain. However, SADC will continue engaging with the HFRS throughout the preparation and monitoring of the Local Plan.

Existing Provision and Capacity

Table 25 and Figure 17 illustrate the location of fire and rescue services across SADC. This shows that the north of the District is particularly well-served, through Redbourn, Harpenden and Wheathampstead Fire Stations, while the south of the District is just served by the St Albans Fire Station.

St Albans Fire Station is permanently crewed 24-hours a day (known as a 'wholetime' station), while the other three are crewed by a retained duty system. The SADC IDP (2018) notes that Redbourn and Wheathampstead fire stations are currently being refurbished to be co-located with their local libraries.

⁶⁷ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/705060/National_Framework_-_final_for_web.pdf

⁶⁸ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/fire/irmp-2019-2023-final-june.pdf>

⁶⁹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/fire/cpd/cpd-estates-strategy-2019-23.pdf>

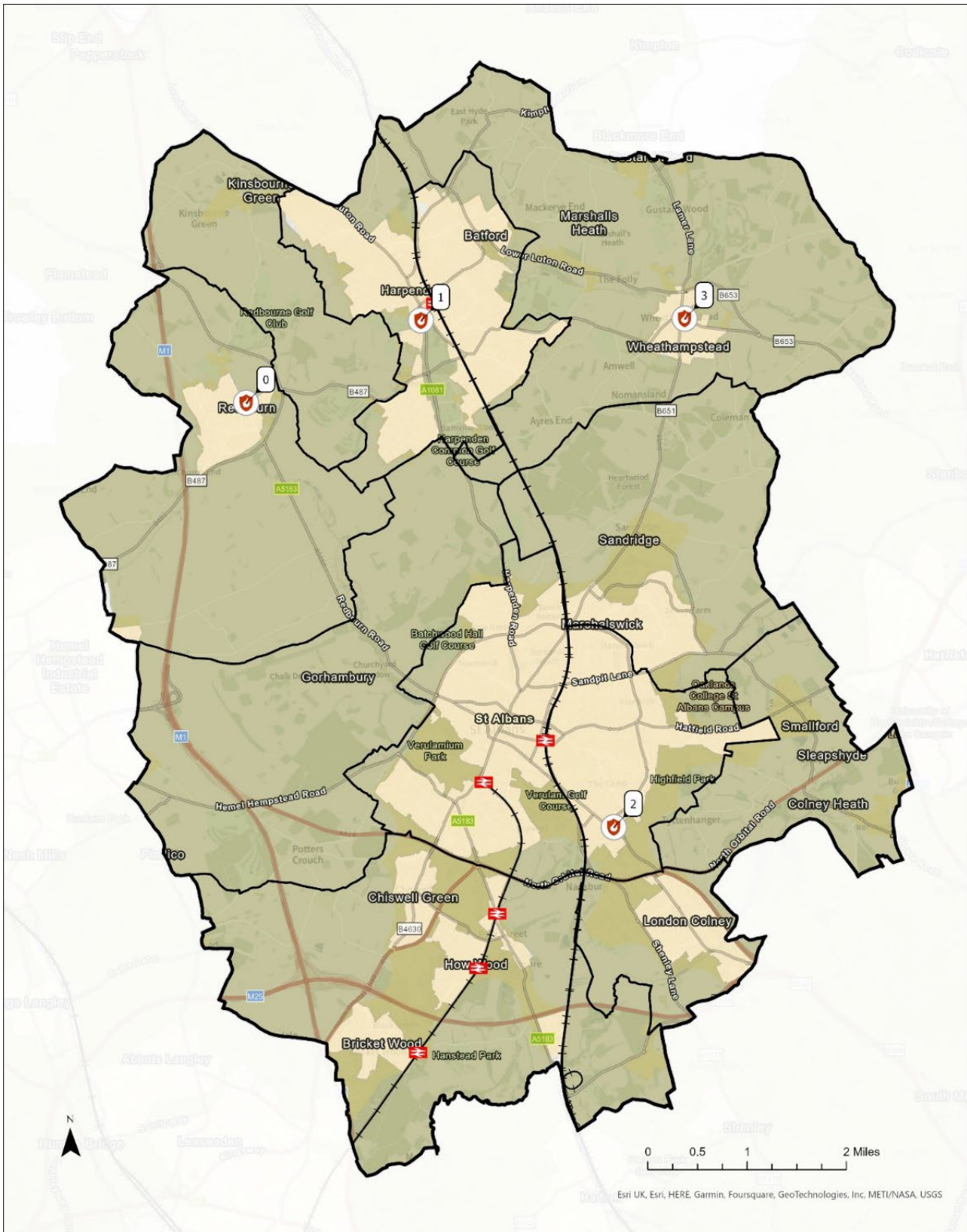
Fire and Rescue Services are not based on population levels, but on risk. An increase in housing and other development may not attach a greater risk level in itself, this will depend on the type of housing and where it is located. Additionally, new housing is likely to be safer than older properties.

Table 25 Fire and Rescue Services in St Albans City and District Council

Facility	Parish
Harpenden Fire Station	Harpenden Town
Redbourn Fire Station	Redbourn
St Albans Fire Station	St Albans
Wheathampstead Fire Station	Wheathampstead

Source: St Albans City and District Council

Figure 17 Fire and Rescue Services in St Albans City and District Council



Legend

 Fire Stations

ARUP

East Wind Building, 1, Tolhouse Hill,
Nottingham, NG1 5AT
T +44 (0)115 960 4711
www.arup.com

Client:

St Albans City and District Council

Drawn	Date	By	Checked	Approved
09/06/23	GL	JW	CT	

Project Title:

St Albans City and District Council IDP

Drawing Title:

Fire and Rescue Services in St Albans City and District Council

Scale at A3:

1:52,792

File:

Subsidiary:

Arup Job No:
603142-54

Drawing Number:

Rev
Draft

Source: St Albans City and District Council

Infrastructure to Support Growth Scenario

There are currently no plans for additional investment in fire and rescue facilities to support growth. This is an initial position provided by Hertfordshire Fire and Rescue Services, as further analysis is being undertaken, which may lead to the identification and amendments to the infrastructure required to support growth in SADC.

Through their representations to the SADC Regulation 18 Local Plan, the HFRS have stated that capacity to deliver an emergency response is not unduly affected by individual developments even if they are fairly sizeable and they do not consider that at present there is a need for additional Fire Stations in the District to support the indicated housing numbers and development locations. However, the 'cumulative effect' of the allocations contained within the draft plan, will likely impact capacity and place additional demand on fire and rescue resources. Where possible, planning obligations will be sought towards fire and rescue services via Section 106 agreements, including any identified need for additional fire appliances at existing stations. Contributions will be sought from schemes which have the potential to increase the demand on the service as currently provided across the District.

There is potential for a new fire station on land east of Hemel, however this is dependent on operational risk modelling. The exact location of the station will not be confirmed until future modelling is carried out, to ensure that HFRS response standards are met. It may be that the current Hemel Fire Station will adequately cover the whole of Hemel Garden Communities.

6. Green Infrastructure

6.1 Green Infrastructure and Open Space

Overview

The NPPF defines Green Infrastructure as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. It states the need for strategic policies to set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for green infrastructure (Paragraph 20), while new development should be planned for in ways that avoid increased vulnerability of the range of impacts arising from climate change, managing risks through the planning of green infrastructure (Paragraph 154).

Natural England's Green Infrastructure Framework (2023)⁷⁰ sets out the '15 Principles of Green Infrastructure', Green Infrastructure Planning and Design Standards, and includes an online Green Infrastructure Mapping Database for public use. The Framework also provides a recommended 'process journey' to develop and deliver green infrastructure for local planning authorities, developers and neighbourhood planning groups respectively.

At the county level, HCC's Green Infrastructure Strategy (2022)⁷¹ highlights overarching challenges relating to climate, biodiversity, health and the delivery of sustainable development, which form the 'backbone' of key drivers for Green Infrastructure opportunities (i.e., 'resilient spaces', 'wilder spaces', 'healthier spaces' and 'destination spaces'). The Strategy states that there is a need to consider green infrastructure need and demand at the strategic level, how existing green infrastructure is performing, and the potential for green infrastructure to contribute to landscape and environmental enhancement in challenging parts of the County, such as areas with a presence of major transport corridors, areas of high deprivation and proposed growth locations.

SADC has produced an Open Space Study (2024)⁷². It covers allotments, amenity greenspace, natural and semi-natural greenspace, parks and gardens, cemeteries and green corridors, and uses analysis areas consisting of grouped electoral wards, which include St Albans, Redbourn, Harpenden, Wheathampstead, Colney Heath, London Colney and Bricket Wood & How Wood.

⁷⁰ Available at: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

⁷¹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/landscape/hertfordshire-gi-strategy-part-1-setting-the-scene-a-strategic-review-of-gi-in-hertfordshire.pdf>

⁷² At the time of drafting this IDP, the Open Space Strategy (2024) has not yet been made publicly available

Existing Provision and Capacity – Strategic Green Infrastructure

The HCC Strategic Green Infrastructure Strategy states that there is a wide array of existing strategic green infrastructure assets and initiatives in the County, such as promoted greenway routes and cycle routes that include the Sustrans National Route 6 (which runs through St Albans from Bricket Wood in the South to Harpenden in the North), and ongoing implementation of Heartwood Forest by the Woodland Trust, in Sandridge. The local authority area has a rich green infrastructure resource centred on the principal river valleys of the Ver, Colne and Lea, in addition to a varied mosaic of landscape and habitat types, such as heathland, ancient and plantation woodland and farmland. Figure 18 illustrates the strategic green infrastructure network.

Within SADC, many of the larger parks are located within, or nearby to urban areas. For example, Verulamium Park in St Albans City, Jersey Farm Woodland Park in Sandridge, Harpenden Common and Rothamsted Park in Harpenden and Nomansland Common in Wheathampstead. There are also large, registered parks and gardens at Gorehambury, and to the west of London Colney. In the south of SADC, Bricket Wood and Bricket Wood Common are designated as a SSSI.

SADC includes ten areas of common land of varying size and character, spread across urban and rural areas. All are publicly accessible and include semi-natural grassland, heathland, woodland and wetland priority habitats. The Harpenden-Wheathampstead Complex is an area of heathland to the north of SADC, as well as the Upper Colne Valley to the south as both requiring restoration and expansion.

Chilterns National Landscape

As part of the government's commitment to designate more national landscapes and to 'build back greener' post-pandemic, it was announced in 2021 that the Chilterns National Landscape would be considered for boundary extension. At the time of writing, Natural England are reviewing the Chilterns National Landscape, assessing its natural beauty and the desirability of extension of the National Landscape around the whole boundary.

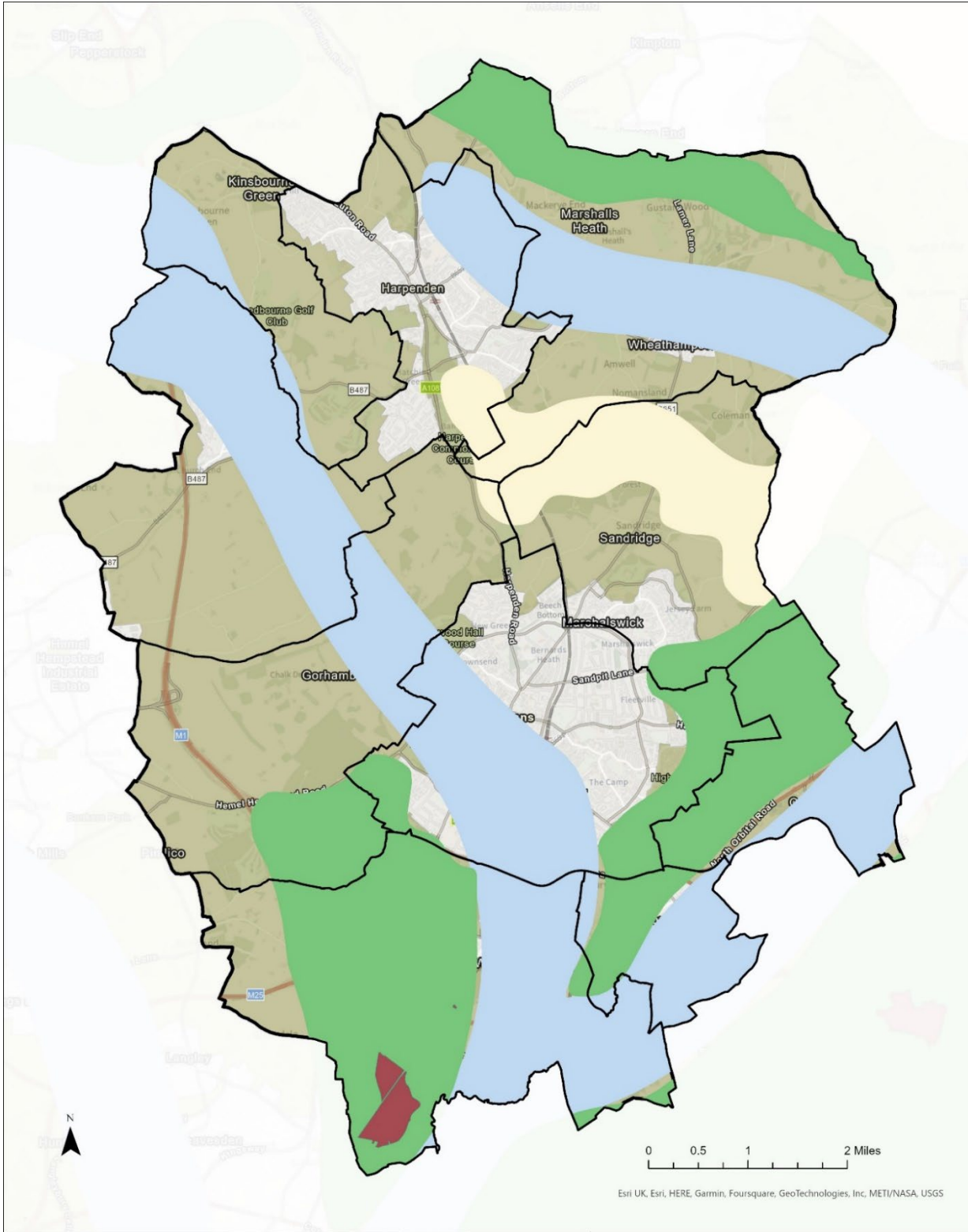
Public Rights of Way (PRoWs)

Public rights of way (PRoWs) are footpaths, bridleways and byways which are publicly accessible and protected by law. Records of all PRoWs within St Albans are held by HCC in its Definitive Map, and are made publicly available through its online Rights of Way GIS Map.⁷³ In order to meet the Government's aims of better provision for walkers, cyclists, equestrians and people with disabilities, the HCC Rights of Way Improvement Plan 2017/18 – 2027/28 (2017)⁷⁴ assesses the existing PRoW provision in the county and sets out an Action Plan for the maintenance and improvement of the PRoW network.

⁷³ Available at: <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/current-rights-of-way/the-definitive-map.aspx>

⁷⁴ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/countryside-access-and-management/rights-of-way/improvement-plans/rights-of-way-improvement-plan-201718-202728.pdf>

Figure 18 Strategic Green Infrastructure



- Legend**
- SSSI
 - Woodland enhancement zone
 - Wetland habitat zone
 - Heathland/grassland creation zone

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Source: Hertfordshire County Council and Environment Agency

Existing Provision and Capacity – Local Green Infrastructure

Allotments

The NPPF states that planning policies and decisions should aim to achieve health, inclusive and safe places which enable and support healthy lifestyles... through the provision of... allotments (Paragraph 92).

The Open Space Study (2024) states that allotments provide opportunities for people who wish to grow their own produce as part of the long-term promotion of sustainability, health and social interaction. The report identifies 40 allotment sites within SADC, equating to almost 42 hectares. There are no allotment sites within Colney Heath, however, Hixberry Lane allotment is located nearby to Colney Heath Parish (within the St Albans parish), which has 54 plots.

The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 10 allotments per 1,000 people, equating to 0.25 hectares per 1,000 of the population, based on an average plot size of 250sqm. As shown below in Table 26, SADC exceeds this standard, with current provision of 0.28 hectares per 1,000 people.

Table 26 Allotment provision within St Albans

Analysis area	Number of allotment sites	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	4	2.45	0.14
Colney Heath	-	-	-
Harpenden	17	12.87	0.40
London Colney	2	2.27	0.35
Redbourn	3	1.44	0.30
St Albans	10	17.55	0.24
Wheathampstead	4	5.25	0.54
Total	40	41.83	0.28

Source: St Albans City and District Council

Amenity Greenspace

The Open Space Study (2024) defines amenity greenspace as sites offering opportunities for informal activities close to home, work or enhancement of the appearance of residential and other areas, including informal recreation spaces and other incidental spaces. The report identifies 119 amenity greenspace sites within SADC equating to over 227 hectares of provision. These sites are most often found within areas of housing and function as informal recreation space or along highways providing visual amenity, as well as a number of recreation grounds and playing fields.

Fields in Trust suggest 0.6 hectares of amenity greenspace per 1,000 of the population. SADC exceeds this with a current provision of 1.53 hectares per 1,000 people (see Table 27). Each area within SADC also exceeds this standard, with the exception of Colney Heath. The SADC IDP (2018)

states that the main priority should generally be to make essential new provision alongside enhancement of existing spaces through new housing delivery.

Table 27 Amenity Greenspace provision within St Albans

Analysis area	Number of amenity greenspace sites	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	14	37.06	2.10
Colney Heath	3	2.65	0.53
London Colney	8	11.68	1.83
Harpenden	18	44.55	1.37
Redbourn	11	33.32	6.84
St Albans	52	80.80	1.10
Wheathampstead	13	17.90	1.84
Total	119	227.95	1.53

Source: St Albans City and District Council

Natural and Semi-Natural Greenspace

The Open Space Study (2024) states that natural and semi-natural greenspace includes woodland and scrub, grassland, heath or moor, wetlands, wastelands (including disturbed ground), and bare rock habitats (e.g. quarries) and commons, however the focus is on sites which provide wildlife conservation, biodiversity and environmental education and awareness. The report identifies 63 sites of natural and semi-natural greenspace, with a total provision of over 516 hectares. This equates to a current provision of 3.46 hectares per 1,000 of the population (see Table 28), which exceeds the suggested standard of 1.80 hectares per 1,000 identified by Fields in Trust. It should also be noted that other open spaces such as parks and amenity greenspace often provide opportunities associated with natural greenspace.

Some of the western parts of the District including Redbourn and East of Hemel Hempstead as part of Hemel Garden Communities lies within the Zone of Influence (ZOI) of the Chilterns Beechwoods Special Area of Conservation. All new developments within the ZOI have to make provision for a new Suitable Alternative Natural Greenspace (SANG). Larger developments (10 or more new homes) must provide their own SANG, while smaller developments (less than 10 new homes) can contribute towards an existing SANG where criteria is met and capacity allows.

SADC has previously identified a potential Council SANG site in 2023 (i.e., Jersey Farm Open Space) which has been agreed in principle as being suitable with Natural England as detailed in the Jersey Farm Open Space Management Plan (2023)⁷⁵. The approx. 80,000 sqm site is owned by SADC and

⁷⁵

<https://www.stalbans.gov.uk/sites/default/files/attachments/Jersey%20Farm%20Open%20Space%20SANG%20Management%20Plan%202023.pdf>

will be developed over the next 20 years from developer funding payments, featuring improved recreational greenspace with woodland, a lake, footpaths and a bike track. Subject to relevant criteria and capacity, smaller development applicants will be able to use the Council SANG solution by paying the required per dwelling figure.

Table 28 Natural and Semi-Natural Greenspace provision within St Albans

Analysis area	Number	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	8	110.40	6.25
Colney Heath	3	59.25	11.81
Harpenden	9	46.92	1.44
London Colney	4	23.89	3.74
Redbourn	1	21.39	4.40
St Albans	21	69.44	0.95
Wheathampstead	17	185.25	19.09
Total	63	516.54	3.46

Source: St Albans City and District Council

Parks and Gardens

The Open Space Study (2024) states that parks and gardens cover urban parks and formal gardens (including designed landscapes), which provide accessible high-quality opportunities for informal recreation and community events. The report identifies 20 sites within SADC, equating to over 106 hectares.

Table 29 shows that SADC has an overall current provision of 0.71 hectares per 1,000 of the population, with the Fields in Trust suggesting a guideline of 0.8 hectares per 1,000 people. SADC does not meet this guideline, however it should be considered that some parks and gardens, such as Verulamium Park (within the centre of St Albans) and Rothamsted Park (Harpenden Town), are significant in size, acting as destinations and offering greater recreational facilities which people will be willing to travel further for. As these destination parks are located in areas of greater population density (within both St Albans and Harpenden Town Parishes), they therefore provide high quality recreational opportunities to large urban areas.

Table 29 Parks and Garden provision within St Albans

Analysis area	Number	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	1	20.20	1.14
Colney Heath	-	-	-
Harpenden	5	20.87	0.64

Redbourn	1	0.24	0.05
St Albans	9	64.10	0.88
Wheathampstead	3	0.23	0.02
Total	20	106.36	0.71

Source: St Albans City and District Council

Cemeteries

The Open Space Study (2024) states that cemeteries and churchyards offer areas for quiet contemplation and burial of the dead, and that sites can often be linked to the promotion of wildlife conservation and biodiversity. The report identifies 18 sites classified as cemeteries and churchyards, equating to over 27 hectares of provision within SADC. The largest contributor is Hatfield Road Cemetery, equating to over 7 hectares. The report states that no standards are set for the provision and accessibility of cemeteries, as provision is set based on burial demand, but provision by area and size is shown in Table 30.

The Cemetery Provision Technical Report (2019)⁷⁶ states that there is increasing demand for burial spaces within the District, and therefore, there is insufficient suitable land available to meet current and future demand without allocating additional land for cemetery provision. It is likely that demand can be met through the extension or improvement to existing cemeteries, which will be more economically viable than building a new cemetery. London Road Cemetery has been identified to be a suitable location for this.

Table 30 Cemetery provision within St Albans

Analysis area	Number	Total hectares (ha)
Bricket Wood & How Wood	1	0.99
Colney Heath	1	0.75
Harpenden	3	4.54
London Colney	1	0.55
Redbourn	1	2.02
St Albans	8	16.34
Wheathampstead	3	2.15
Total	18	27.35

Source: St Albans City and District Council

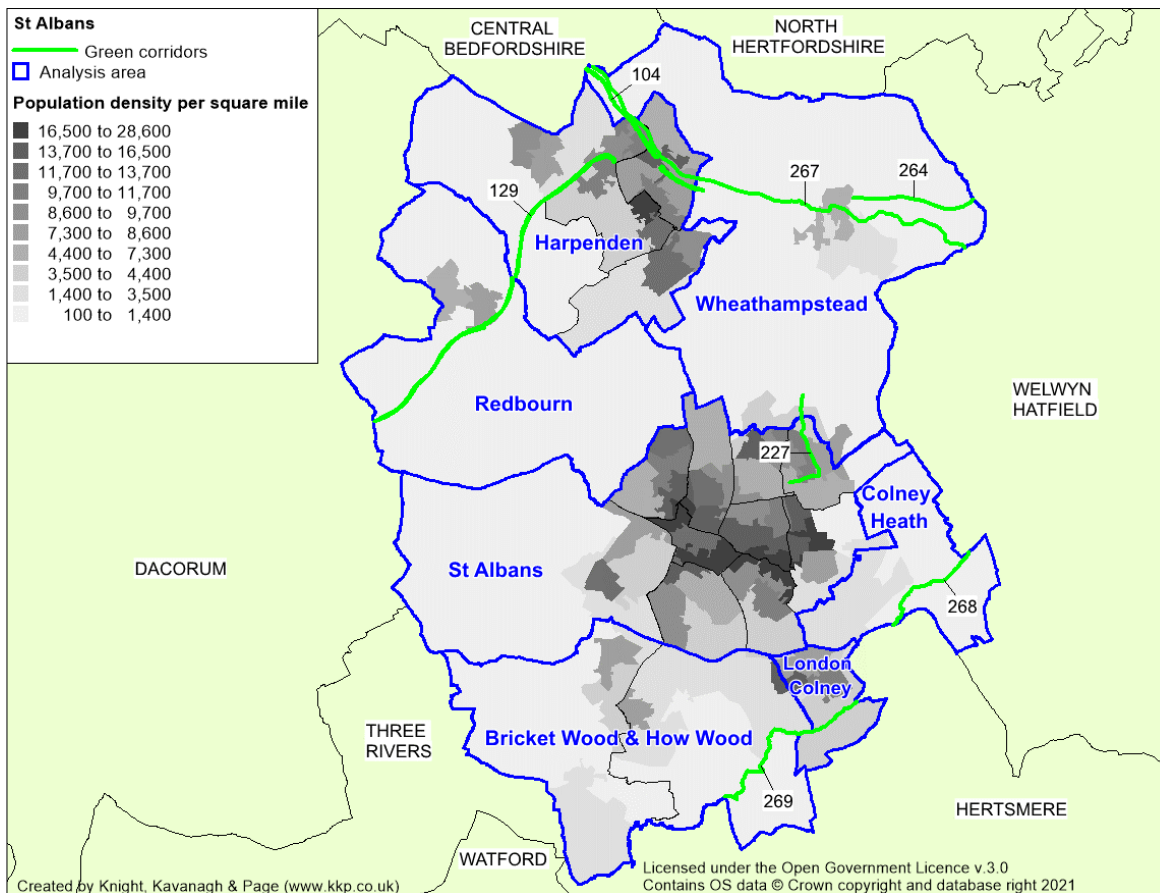
Green Corridors

The Open Space Study (2024) states that green corridors include sites that offer opportunities for walking, cycling or horse riding, whether for leisure purposes, or travel, and opportunities for

⁷⁶ Available at: https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/planning-policy/examination-library/LCRT%20004%20Cemetery%20Provision%20for%20Local%20Plan%20Final%20Draft%20March%202019_tcm15-66988.pdf

wildlife mitigation. This can also include river and canal banks. No quality or value ratings are provided for such forms of provision as it cannot be assessed in the same way as other open space sites. There are seven forms of green corridor provision identified within SADC, which are located across Redbourn, Harpenden and the Central St Albans area into Wheathampstead.

Figure 19 Green Corridors in SADC



Source: St Albans City and District Council Open Space Study (2024)

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Schedule (Appendix A) has identified (where possible) planned and proposed projects within SADC to support both growth scenarios in collaboration with stakeholders. This includes both strategic and local green infrastructure, for example the enhancement of Ellenbrook Country Park and the creation of the new SANG site at Jersey Farm respectively. The IDS also includes information (where available) on type of infrastructure, project description, location, phasing/timescales, who is delivering the project, estimated cost, estimated funding and funding sources.

The increased population arising from the growth scenario will lead to increased demand and usage of existing green infrastructure, which will likely put pressure on both strategic and local green infrastructure. As future development comes forward across St Albans, more investment in local green infrastructure will be required. Using the latest housing trajectory and green infrastructure standards, the future green infrastructure requirements for the broad locations in SADC have been calculated where possible.

Across Hemel Garden Communities, the provision of open space should take a comprehensive and master planned approach. The approach should be in accordance with the latest HGC Framework Plan, HGC Strategic Design Code and HGC Green Infrastructure Strategy.

Future Local Green Infrastructure Requirements

The Open Space Study (2024) recommends that current provision levels can be used to help determine future requirements as part of new developments as opposed to benchmarks such as those suggested by Fields in Trust as national benchmark quantity standards do not take into consideration the local circumstances, distribution, and historical trends of the area.

Table 31 Summary of Current Provision Levels

Typology	Quantity level (Hectares per 1,000 population)
Parks & gardens	0.71
Natural & semi-natural greenspace	3.46
Amenity greenspace	1.53
Allotment	0.28

Source: Open Space Study (2024)

The current provisions above have been used to calculate the future local green infrastructure requirements in the broad locations arising from the proposed growth in SADC contained in the housing trajectory.

Table 32 Future Local Green Infrastructure Requirements for Broad Locations

Site Allocation	Parks and Gardens (hectares per 1,000 population)	Amenity Green Space (hectares per 1,000 population)	Natural and Semi-Natural (hectares per 1,000 population)	Allotments (hectares per 1,000 population)
(Broad Locations) North St Albans	1.87	4.03	9.11	0.74
(Broad Locations) North East Harpenden	1.26	2.71	6.13	0.50
(Broad Locations) West Redbourn	0.93	2.00	4.53	0.37
(Broad Locations) East St Albans	0.80	1.73	3.92	0.32
(Broad Locations) Glinwell, Hatfield Road, St Albans	0.82	1.78	4.02	0.33

Site Allocation	Parks and Gardens (hectares per 1,000 population)	Amenity Green Space (hectares per 1,000 population)	Natural and Semi-Natural (hectares per 1,000 population)	Allotments (hectares per 1,000 population)
(Broad Locations) West of London Colney	0.55	1.19	2.69	0.22
(Broad Locations) North West Harpenden	0.50	1.08	2.43	0.20
(Broad Locations) Harper Lane, north of Radlett	0.47	1.01	2.28	0.18

The Open Space Study (2024) also states that in instances such as the Hemel Garden Communities proposal are the exception to using locally derived quantity standards, and that the aspiration should be to exceed local minimum provision standards. Consequently, the Fields in Trust requirements and the latest housing trajectory have been used to calculate the future local green infrastructure requirements for the site allocations in as part of the Hemel Garden Communities in the table below. Additionally, the National Society of Allotment and Leisure Gardeners (NSALG) standard of 10 allotments per 1,000 people, equating to 0.25 hectares per 1,000 of the population, has been used to calculate allotment provision.

Table 33 Future Local Green Infrastructure Requirements for Hemel Garden Communities

Site Allocation	Parks and Gardens (hectares per 1,000 population)	Amenity Green Space (hectares per 1,000 population)	Natural and Semi-Natural (hectares per 1,000 population)	Allotments (hectares per 1,000 population)
(Hemel garden Communities) - North Hemel Hempstead	2.88	2.16	6.48	0.90
(Hemel Garden Communities) - East Hemel Hempstead (North)	3.07	2.30	6.91	0.96
(Hemel Garden Communities) - East Hemel Hempstead (South)	4.61	3.46	10.37	1.44

The need for additional cemetery capacity is estimated on the basis of population increase and mortality rates rather than an increase in residential development. The general UK trend is that people are now living longer than they used to; this is particularly the case in St Albans. The Cemetery Provision technical report produced in 2019 suggests the need to expand the London Road Cemetery to meet burial demand over the plan period.

7. Transport Infrastructure

7.1 Introduction

Hertfordshire Local Transport Plan 4 (LTP4) adopted in 2018, sets out the Hertfordshire County Council (HCC) long-term vision and strategy for transport in the County to 2031. LTP4 seeks to encourage a shift from private car use to sustainable transport modes and sets out objectives, policies and key schemes that will help achieve this mode shift. Key principles of LTP4 include integration of land use and transport planning, applying and adopting technology, cost-effective delivery and maintenance, and modal shift and encouraging active travel. Key challenges in the County identified in LTP4 include housing needs and population growth, economic growth, socio-economic inequalities, housing affordability and health, environmental and urban regeneration and public spending pressures and governance⁷⁷.

In terms of travel patterns, the proximity of Hertfordshire to London and the important role the County plays as a commuting base for London is a key part of existing travel patterns. LTP4 states that St Albans is one of the top origins within Hertfordshire for commuting trips to London. For east-west travel, key travel patterns to/from St Albans are between towns in close proximity, including Hemel Hempstead, Watford, Hatfield and Welwyn Garden City. There are also notable flows from Luton and Dunstable to St Albans. Based on these travel patterns, the LTP4 has identified a series of key multimodal corridors for focusing improvements to improve connectivity and support growth. The identified corridors of most relevance to St Albans are as follows:

- Corridor 5, which forms one of the primary east-west transport links, centred on the A414 and A405 roads and connects Hemel Hempstead, Watford, St Albans and Harlow; and
- Corridor 2, which connects London, Watford, Luton and Milton Keynes⁷⁸.

LTP4 states that as these corridors are well served by highways, road-based connectivity improvements will likely result in increased car use and traffic growth, undermining other LTP4 objectives and decarbonisation targets. Therefore, particular attention is required on enhancing the attraction of rail on these corridors (where existing services are available), and on improving passenger transport, given this is where the LTP4 defines that there are deficiencies with regards to service levels and speeds. Connectivity improvements will also be achieved through better interchange between modes particularly at rail stations⁷⁹. For instance, this can be achieved through improvements to walking and cycling networks and facilities for accessing rail stations, as identified in various local strategies, such as the HCC Growth and Transport Plans (GTPs).

HCC has prepared GTPs which include a detailed approach to delivering the policies and objectives of the LTP4, covering geographical areas broadly aligned to where growth is predicted to occur. The majority of St Albans is covered in the South Central Hertfordshire GTP, developed in 2022, which proposes a series of interventions for the city centre, SADC and wider strategic links. Some

⁷⁷ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

⁷⁸ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

⁷⁹ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

additional proposed interventions are also included in the South West Hertfordshire GTP (2019)⁸⁰
⁸¹.

While there is limited evidence of modal shift from cars to more sustainable modes in the County in recent years, there still remains significant potential for this. LTP4 identifies that over 25% of commuters travel less than 5 miles to their place of work, and 43% travel less than 10 miles. With the exception of trips to Central London, where most trips are undertaken by rail, car is the main mode of travel for trips in the County. The inter-urban movement corridor with the highest mode share by bus is between St Albans and Hatfield, but this is still relatively low at approximately 10%⁸².

In the time since the production of the LTP4 and the previous St Albans IDP in 2018, there have been several shocks and key events that have changed both the approach to transport planning and how people travel in the County and St Albans City and District, including the Covid 19 pandemic and a growing focus on the climate emergency and transport decarbonisation. The Covid 19 pandemic and the subsequent change in work patterns resulting in a greater proportion of working from home, has had an impact on all modes of transport. Additionally, at national level there is a key focus on decarbonisation and enabling and promoting walking, cycling and public transport, established through a series of strategies and plans, including DfT's Gear Change and the Decarbonising Transport plan. HCC declared a climate emergency in 2019 and set out a decarbonisation strategy in the Sustainable Hertfordshire Strategy. Locally, the St Albans Sustainability and Climate Crisis Strategy was developed in response and outlines key transport projects for the 2020-2023 period with the aim of improving air quality and accelerating decarbonisation of the transport network.

This chapter of the report has been produced using information from a significant evidence base, which has been reviewed and synthesised, and has been developed further based on feedback received from stakeholders. The chapter has considered existing provision and capacity for different transport modes, and particular attention has been paid to how existing transport infrastructure in St Albans will provide connectivity and promote socioeconomic opportunities with the Hemel Garden Communities, which will deliver up to 11,000 homes and 10,000 jobs. The Hemel Garden Communities 2050 Transport Vision & Strategy (published in February 2024) has been used as a primary reference to inform this transport chapter.

There are also a number of ongoing studies which are relevant to this chapter but have not yet been published. These studies have, however, been considered in the development of this chapter where appropriate, and are as follows:

- Transport Impact Assessment (on behalf of St Albans City and District Council);
- St Albans Modal Shift Study (on behalf of Hertfordshire County Council);
- Hemel Garden Communities Opportunity to Shift Modes (on behalf of Hemel Garden Communities);

⁸⁰ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

⁸¹ South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

⁸² Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

- Transport Study for Hemel Hempstead (on behalf of Dacorum Borough Council);
- Hemel Hempstead Local Walking and Cycling Infrastructure Plan (on behalf of Dacorum Borough Council);
- East Hemel Hempstead Garden Community Masterplan (on behalf of The Crown Estate) and future masterplan (on behalf of other landowners); and
- Traffic forecast to 2041 for St Albans District using COMET⁸³ (on behalf of St Albans District Council and Hertfordshire County Council).

As these reports have not been finalised, their details have not been considered within this IDP, nor the accompanying IDS. There will be a need to reflect these completed reports in future iterations of the IDP.

Based on the above, this IDP section discusses existing transport network provision and conditions, presents future growth scenarios and outlines interventions required to support forecast local growth. This section considers the following transport infrastructure types:

- Highways;
- Rail Services;
- Bus Services; and
- Walking and Cycling.

⁸³ Available at: <https://www.stalbans.gov.uk/sites/default/files/attachments/Planning%20Policy/COMET%20-%20St%20Albans%20LP%20Modelling%20Report%20FINAL%2030.08.2024.pdf>

7.2 Highways

Overview

The road network in Hertfordshire is dominated by major north-south corridors. Major roads through the County are a key part of the national highway network, linking London to the rest of the country. According to the SADC IDP (2018), traffic levels in the County are high and there is a complex movement pattern both within the County and across the borders⁸⁴.

Highways within SADC are the responsibility of two organisations. National Highways manages the Strategic Road Network (SRN), comprising the M1 which runs in a north-south direction through the west of SADC, and the M25, the London Orbital Motorway, which runs in an east-west route direction across the south of SADC. The A1(M) is also part of the SRN and runs immediately to the east of SADC border. Hertfordshire County Council manages the remainder of SADC's A roads, as well as all B roads and unclassified roads.

Existing Provision and Capacity

Existing Network

The M1, part of the SRN, provides strategic links to Luton, Milton Keynes, the Midlands and onward connections to the north, and to London to the south. The M25 provides strategic links around London. The local road network is made up of key arterial routes through SADC, including the A414 that runs in an east-west direction and provides connections throughout Hertfordshire towns and onwards connections to Buckinghamshire via the A41 to the west. Key routes through the SADC include the A5183, A1081, A4147, B651 and B4630. A section of the A1081 also forms the high street through St Albans city centre.

Congestion at peak times is considered a key challenge to effective operation of the highway network. The SADC IDP (2018) identified that due to the historic road pattern, the City and District and particularly St Albans itself, suffers from traffic congestion especially during peak hours and when there is congestion on the M1 and M25⁸⁵. National Highways have also indicated that parts of the SRN in the area experience significant congestion issues, with the majority of SRN junctions in the vicinity considered pinch points. With regards to the impact of the Covid 19 pandemic across Hertfordshire, HCC has indicated that some of the key characteristics in post-Covid 19 travel patterns is peak spreading, which has resulted in more traffic over a longer period of time during the day on the highway network.

LTP4 indicates that around half of the commuters in Hertfordshire towns including St Albans, who live in the same town in which they work, travel by car. Additionally, LTP4 stated that there is a lot of short distance interurban commuter travel in Hertfordshire, which could readily transfer to rail, bus or car share. Congestion issues are identified on the key corridors through the SADC, including A405/A1081 Watford – St Albans – Luton and the A414 Hemel Hempstead to Harlow⁸⁶.

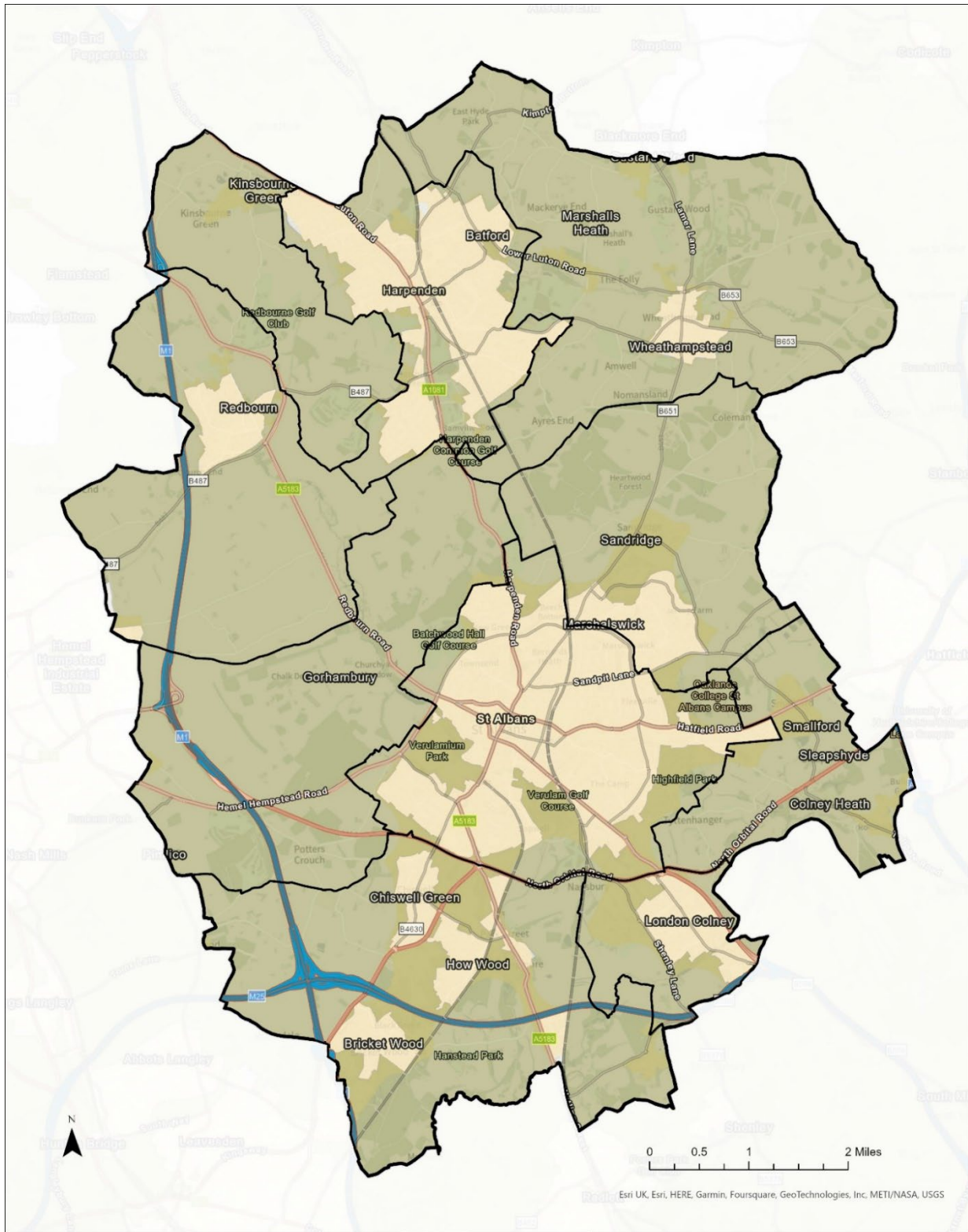
⁸⁴Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

⁸⁵ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

⁸⁶ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

An overview of the SRN and local road network within and in the vicinity of St Albans City and District is shown in Figure 20.

Figure 20: Existing Highway Network within St Albans City and District Council



Legend

- A_Road
- Motorway

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Scale of A3: **1:52,792**

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Suitability	
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Drawing Number	Draft

Source: St Albans City and District Council

Strategies and current plans for interventions

A detailed study for the A414 corridor was developed in 2019. The study identifies current issues on the A414 including congestion along sections and key junctions between and within towns on the route, the lack of opportunities to travel continuously by public transport along the length of the route, and the lack of walking and cycling facilities with poor conditions and gaps. In addition to current transport issues, there is significant growth planned in the vicinity of the corridor (in the order of 50,000 new homes and similar number of new jobs as identified by the A414 Corridor Strategy), expected to increase trips in the area significantly. A series of intervention packages have therefore been identified, ranging from improvements to footways, new cycle routes, new bus services, improved access to railway stations and highway junction improvements⁸⁷.

Local highway schemes for SADC identified within the relevant GTPs include measures for the A414, such as A414 Park Street roundabout improvements. Other GTP local highway schemes within SADC include setting up 20mph speed limit in London Colney, Peahen junction signal timing reconfiguration, A405/B4630 Watford Road junction reconfiguration, London Road/Watsons Walk/Lattimore Road junction alterations and B4630 Watford Road improvements⁸⁸. The majority of these highway works aim to improve facilities for people walking and cycling and for bus movements.

Based on the above, this IDP includes supporting elements of the A414 Corridor Study, such as the A414 Park Street roundabout improvements and a series of walking and cycling improvements in relation to the corridor. These are expected to support the delivery of the wider A414 Corridor scheme in the longer term, outside the Local Plan period.

HCC has developed a multimodal Countywide Model of Transport (COMET) to enable testing of the cumulative impact of development across the County, thus enabling HCC to identify the locations requiring mitigation and allowing the testing of further interventions. The model can be used by developers to commission their own standalone tests has also been used to support SADC Local Plan evidence. The model runs are undertaken on an annual basis with the current base year representing 2014 and the main forecast year corresponding to 2041.

With regards to the SRN, National Highways has indicated that the focus of the investment for Road Investment Strategy 3 (RIS3) is likely to be primarily for maintenance of the existing network. HCC and National Highways have indicated that there is a significant project consisting of a package of transport measures to improve M1 Junction 8 and surrounding area. The measures include looking at the capacity of the M1 motorway junction 8, upgrading the existing network, connecting Maylands Business Park and Herts Innovation Quarter to the road network, prioritising active and sustainable modes of travel, providing infrastructure for the new growth areas, and mitigating the impact of new homes from Local Plan growth by 2050. The package of transport measures consists of multiple elements split into three phases. Phase 1 is the replacement of the existing Breakspear Way / Green Lane Roundabout (Phoenix Gateway) with traffic signals. Phase 2 seeks to prioritise active and sustainable modes of travel including improvements to existing

⁸⁷ A414 Corridor Strategy Technical Report, Hertfordshire County Council (September 2019)

⁸⁸ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

roads, A414 Walking and cycling bridge, East Hemel Multi-Modal Transport Interchange and HGC Sustainable Transport Corridor. The package of transport measures is expected to be delivered through development funding during the Local Plan period. For Phase 3, which is longer term and beyond the Local Plan period, land to the east of Junction 8 is safeguarded, in case it is required to come forward for junction improvements and will be subject to further transport modelling work.

HCC and National Highways have also indicated that a set of infrastructure schemes has been agreed to facilitate the delivery of the Strategic Rail Freight Interchange allocation site, including junction mitigation at M25 junction 21a.

Regarding car parking, SADC's Parking Service covers the management of Council owned car parks and the enforcement of Controlled Parking Zones on-street, and the enforcement of parking in car parks (off-street). As identified in the latest St Albans City and District Council Annual Parking Reports (2018-2021), current provision in SADC consists of 48 off-street car parks and on-street parking provision, of these 31 are owned by the Council and 17 are privately owned or leased by external organisations. St Albans is considered a key retail centre in the area as well as a tourist attraction, resulting in increasing demand for parking space in SADC. On average, 30,513 cars per week use SADC public car parks, equating to around 1,525,650 per year and the resultant level of vehicular activity needs to be managed effectively⁸⁹.

The latest St Albans City and District Council Parking Strategy stresses that parking provision should meet the needs of residents, businesses and visitors, whilst contributing to the effective management of congestion in urban areas. The Strategy notes that certain multi-storey car parks in SADC are not used to capacity and therefore one of the key points identified in the Strategy is applying measures to ensure the most efficient use of existing car parking facilities, including reclassification of car parks, reviewing tariff structures accordingly, and improving surrounding signage⁹⁰. The South Central Hertfordshire GTP also identifies the potential to undertake parking study to investigate potential for removal of parking along Hatfield Road, and parking revisions on London Road corridor to improve conditions for active travel⁹¹.

Infrastructure Required to Support Growth

The preferred growth scenario is expected to have an impact on the surrounding local and Strategic Road Network (SRN). A list of potential highway infrastructure schemes has been identified with the aim to mitigate the impact of the proposed allocations on the highway network both through additional capacity, where necessary (e.g. proposed M1 junction 8 enhancement), and through encouraging and enabling sustainable and active travel movements (e.g. speed limit reduction schemes and junction reconfiguration schemes to facilitate active travel movements).

A large part of SADC growth is focused on the North and East Hemel Hempstead sites, which form part of the Hemel Garden Communities Programme, as well as the potential highway infrastructure improvements to support road safety, relieve congestion and improve facilities for sustainable and active travel are expected to benefit the HGC and all other future sites across SADC. Some site-specific schemes have been identified including both internal schemes such as

⁸⁹ St Albans City and District Council Annual Parking Reports (April 2018 to March 2021)

⁹⁰ St Albans City and District Council Parking Strategy 2014 – 19 (2015 Revision)

⁹¹ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

new access roads, internal networks and link roads, and associated improvements to the surrounding highway network, such as junction improvements to mitigate development traffic impact and works to support relevant Local Cycling and Walking Infrastructure Plan (LCWIP) schemes in the vicinity.

Relevant officers from National Highways were engaged as part of the IDP process – as well as other key stakeholders including the local highway authority (HCC) – to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to highways provision and other provision for road vehicles such as car parking. General challenges were raised around delivering on the need to de-prioritise private car access at new and existing developments and land uses in favour of more sustainable transport modes, a de-prioritisation that is stated in local and regional transport strategies.

More information on the highway infrastructure schemes required to support the preferred growth strategy for SADC is provided in the accompanying Infrastructure Delivery Schedule (IDS).

Cumulative traffic modelling needs to be undertaken to include all relevant sites and all transport infrastructure schemes listed in the IDS, to ensure that the planned growth can be accommodated on the surrounding highway network.

7.3 Rail Services

Overview

Network Rail is responsible for the day-to-day maintenance and upgrade of the rail network across the UK. A new public body, Great British Railways (GBR) was announced by the government in May 2021 and will be responsible for integrating the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables.

A total of 11 train operating companies (TOCs) provide services in Hertfordshire and are responsible for the management of 50 stations. According to the HCC Rail Strategy, the use of the rail network is heavily dominated by commuting trips, accounting for 76% of all rail journeys, with the main destination being London. Rail plays a very important role in the Hertfordshire economy with over 60,000 people commuting out of the County every day, whilst also bringing over 12,000 workers into the County, with about 75% of these coming from Greater London⁹².

Network Rail published the 2022 Delivery Plan Updated for the Eastern Region in March 2022. The Plan Update includes key priority outcomes and KPIs for the Eastern Region, which covers the former London, North Eastern and East Midlands Route (LNE&EM), and the Anglia Route. At a local level, HCC's Rail Strategy sets the strategic framework against which decisions regarding future investment in infrastructure can be identified and prioritised⁹³.

From 2018, local rail services operating along the East Coast Main Line and Midland Main Line were significantly overhauled and are now part of an extended Thameslink rail network. New services have entered operation from Hertfordshire direct to places such as Brighton, Horsham, Gatwick Airport and North Kent via central London. This has been accompanied by the introduction of new trains with greater capacity and operating at more frequent intervals. This has the potential to increase the attractiveness of rail.

The 2020 HCC Rail Strategy states the aim to support and promote rail use in the County, especially in order to reduce car use, through working with the rail industry, other partners and stakeholders to seek improvements to train services (capacity, journey times, frequency, range of destinations), make rail travel attractive through improved fares and facilities and improved access, and ensure new rolling stock is comfortable, well equipped and fully accessible⁹⁴.

Existing Provision and Capacity

Existing Network

There are four major rail lines through Hertfordshire: the Midland Main Line through St Albans, the West Coast Main Line through Watford, the East Coast Main Line through Stevenage and the West Anglia Line through Broxbourne. The Midland Main Line that runs through SADC is also part of the Thameslink system which crosses through London to the south. St Albans City railway station, serviced by Thameslink, provides links to Luton and Bedford to the north, and to London and Brighton to the south. Harpenden railway station also serves the District with Thameslink

⁹² Hertfordshire's Rail Strategy (December 2020)

⁹³ 2022 Delivery Plan Update Eastern Region (March 2022)

⁹⁴ Hertfordshire's Rail Strategy (December 2020)

services to the south via London and to the north to locations including Bedford. The Abbey Line is a single electrified low frequency non-signal line, that runs from St Albans Abbey station to Watford Junction.

According to LTP4 and the previous SADC IDP (2018), there is significant travel demand by road and rail into London, resulting in capacity problems and overcrowding at peak hours.

LTP4 and the SADC IDP (2018) also identify the following travel patterns.

- The Abbey Line branch railway provides a connection between St Albans and Watford with significant onward commuter travel to London.
- Luton Airport also generates significant travel demand.
- Notable commuter patterns are from Luton and Dunstable to St Albans and Hemel Hempstead, and between Hemel Hempstead and Watford. The rail network is largely radial, therefore there is currently no east-west rail line across the County, although the possibility of such a public transport link (in the form of the Hertfordshire and Essex Rapid Transit (HERT) system) is supported by HCC, as discussed in their LTP4. Additionally, orbital road links (e.g. M25, A414) are congested and forecast to get worse^{95 96}.

The HCC rail strategy identifies additional issues with regards to rail services across the County, and these include issues with station and train facilities that affect the passenger experience, tension between the demand for ever-faster long distance services and the need for an increase in capacity on commuter routes due to capacity concerns, and forecasts that a number of Hertfordshire's rail lines will be over capacity by 2031⁹⁷. The existing railway network through SADC is shown in Figure 21.

With regards to the impact of Covid 19 on services in the region, the 2022 Network Rail Delivery Plan Update states that the Covid 19 pandemic, and associated changes to timetables in response to changes in demand and industry resources has led to an ongoing period of instability in train service plans and timetabling. For the East Midlands Route, the Delivery Plan Update states that there was a significant decline in performance following the introduction of a new Midland Main Line (MML) timetable in May 2021, with particular impact on regional routes. The Delivery Plan Update also recognises that as part of the changes in passenger demand from Covid 19, a number of service groups have been altered to improve resilience and timetable quality, with some changes implemented in December 2021 and further changes planned for future timetables. Customer demand continues to broadly mirror national trends, with leisure seeing the strongest growth and presenting some performance challenges with off-peak and weekend services⁹⁸.

- With regards to St Albans City station, a series of improvements were implemented at the station at the end of 2020, including new toilet facilities, ticket gates and staff facilities. The station upgrade scheme also included a new footbridge for improving passenger experience

⁹⁵ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

⁹⁶ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

⁹⁷ Hertfordshire's Rail Strategy (December 2020)

⁹⁸ 2022 Delivery Plan Update Eastern Region (March 2022)

and relieving crowding issues at the station, which was opened to passengers on 31 January 2023.

Strategies and current plans for interventions

The issues with the rail network and stations, along with traffic issues in the area and in conjunction with climate emergency and decarbonisation aims locally and nationally, further support the need for rail facilities in the area are improved to become more attractive to people travelling to and from the County.

The Thameslink programme, a government sponsored £7bn programme for infrastructure improvements along the Thameslink line, including improvements to stations and new trains, has largely been delivered providing benefits to the St Albans City station. As identified in LTP4, extension of Thameslink services (possible post 2024) with electrification, will provide additional long-distance capacity north of Hertfordshire and improved connections to East Midlands and the north⁹⁹.

Key infrastructure schemes aiming to help address current and emerging issues for the rail network in SADC have been identified below. Interventions include service frequency improvements, station facilities improvements, and measures to improve walking and cycling access to the stations, which are also discussed in Section 7.2.3 The list also includes schemes for the wider rail network, which could have an impact on SADC.

- Potential additional services at St Albans City station (Midland Main Line Local Services): According to the HCC Rail Strategy, the Thameslink Programme has increased capacity on commuting services, but there is still overcrowding on trains and at stations during peak periods. Increased capacity is still required on these services. The new Corby service to be introduced within the East Midlands franchise should call at St Albans. This would provide additional capacity on commuting services to London but will also be essential to provide some level of long-distance connectivity if intercity services are withdrawn from Luton Airport Parkway¹⁰⁰.
- St Albans City station connectivity improvements: New and improved walking and cycling facilities to include routes, parking and crossings as well as wayfinding improvements to improve active travel connections the station, also in alignment with the findings of the SADC LCWIP^{101 102}.
- Harpenden station improvements and wider area connectivity: Key plans for the station include improvements to the access junction to ease congestion and improving walking and cycling access to the station. Other plans for the station include additional Automatic Vending Machines (AVMs) to ease overcrowding and improved cycle parking¹⁰³.

⁹⁹ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

¹⁰⁰ Hertfordshire's Rail Strategy (December 2020)

¹⁰¹ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

¹⁰² St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

¹⁰³ Hertfordshire's Rail Strategy (December 2020)

- St Albans Abbey station improvements and wider area connectivity: Improvements to the station could include CCTV and additional cycle parking¹⁰⁴. Active travel connectivity improvements to the wider area could include new/improved walking and cycling routes, crossings and cycle parking¹⁰⁵.
- The proposed Strategic Rail Freight Interchange at Radlett is located south of the St Albans District boundary and will comprise an intermodal terminal that will seek to enhance the national rail freight network and relieve congestion associated with road freight. Outline planning permission was granted in July 2014 and a series of applications for reserved matters have since been submitted and approved.

Infrastructure to Support Growth Scenario

A list of potential rail network improvement schemes has been identified with the aim to support the planned SADC growth and mitigate the impact of the proposed allocations on the surrounding transport networks. To achieve this, a series of rail service-related measures have been included in this IDP, including increasing frequency of services in St Albans City station, improving facilities at the SADC stations and improving active travel connections to the stations.

Regional representatives from Network Rail were engaged as part of the IDP process to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to rail provision, accessibility, and connectivity. A number of schemes and interventions were raised, albeit at an early stage of development and with limited details available, including the potential to increase frequency of Thameslink services through the central London core (which, if delivered, may or may not increase frequency of services through St Albans), as well as space optimisation schemes around railway stations such as St Albans Abbey station and Harpenden station which propose to re-purpose existing land use for new retail and residential land uses. Potential improvements to the Abbey Line were also discussed, in particular challenges around the Cotton Mill Lane level crossing, where there are existing safety issues that could be exacerbated by any increase in services on the Abbey Line. Additionally, there are ambitions to increase the frequency of passenger services on the Abbey Line.

In the engagement, concerns were also raised around the impact of the proposed expansion of Hemel Hempstead on the nearby railway stations (Hemel Hempstead station and Apsley station) and the need to improve and expand station facilities, as necessary, to reflect increased demand for rail services. The proposed introduction of HERT, as well as other improvements to public transport and active travel provision, would help to mitigate potential capacity constraints at the railway stations in the District by providing enhanced connectivity to and from the stations.

More information on the rail improvement schemes required to support growth in SADC is provided in the accompanying Infrastructure Delivery Schedule (IDS).

A cumulative trip generation and distribution exercise can also be undertaken during that stage, to understand the forecast rail demand and potential impact upon services on the network.

¹⁰⁴ Hertfordshire's Rail Strategy (December 2020)

¹⁰⁵ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

Figure 21 Existing Rail Network within St Albans City and District Council



Legend

-  Railway Stations
-  rail
-  Green Belt

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Client

St Albans City and District Council

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Project Title

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Drawing Title

Existing Rail Network in St Albans City and District Council

Scale of A3

1:52,792

Role

Subsidiary

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Drawing Number

7.4 Bus Services

Overview

An extensive commercial bus network operates across the County. As discussed in LTP4, in addition to this network, HCC supports a relatively small proportion (around 6% by patronage) of local bus services. In addition to the bus network there are a number of express coach services that operate commercially. These typically operate on a less than hourly frequency and connect local towns to London, regional centres, airports and with the national coach network¹⁰⁶.

The 'Network St Albans' Quality Network Partnership had been set up by St Albans City and District Council, Hertfordshire County Council and local bus and train operators with the aim to improve local passenger transport services to encourage mode shift. The Intalink Quality Partnership has taken on the roles of individual Quality Network Partnerships in Hertfordshire, providing a forum for councils and operators to work together in a proactive, structured and co-ordinated fashion to enhance the network and improve the service to passengers. In addition, the partnership enables the facilitation and marketing of multi-operator ticketing which can be used across the network¹⁰⁷.

Improving the bus offer in SADC can have significant benefits towards improving accessibility for all, as well as towards decarbonisation ambitions.

Existing Provision and Capacity

Existing Network

Bus services provide connections through SADC, direct connections to Hertfordshire towns such as Welwyn, Hatfield, Watford, Hemel and Hertford, as well as direct strategic connections such as Luton, Harlow and London.

Bus networks provide an important service in SADC, particularly for more rural areas. However, as identified in the SADC IDP (2018), in rural areas such routes often suffer from economic viability issues due to the low population density and therefore are not as frequent as users would like¹⁰⁸. An overview of the existing bus network through SADC is shown in Figure 22.

The SADC IDP (2018) discusses the complexities of providing viable and sustainable bus services in counties such as Hertfordshire, resulting from high car ownership (resulting in congestion issues particularly at peak times) and a large number of small towns surrounded by Green Belt, which do not create natural conditions for commercial bus operation. This is exacerbated by current transport legislation which offers limited powers or controls for the County to fundamentally change commercial bus provision¹⁰⁹.

¹⁰⁶ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

¹⁰⁷ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

¹⁰⁸ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

¹⁰⁹ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

Strategies and current plans for interventions

A Bus Infrastructure Improvement Plan (BSIP) that was developed in 2021 suggested a list of improvements for bus networks in the County and SADC, including enhancing frequencies on key corridors, developing Mobility Hubs at key locations, including at St Albans, as well as bus priority measures. A long-term vision proposed in the BSIP is the development of a Hertfordshire and Essex Rapid Transit (HERT) system to form an east-west transport corridor (MRT system) that runs from Hemel Hempstead and West Watford, joining just south of St Albans in Hertfordshire, to Harlow in Essex and onwards to Stansted Airport, linking four major north south railway routes and unlocking new journey options for residents across the counties¹¹⁴110.

HCC have also stressed that bus improvement schemes in SADC should be developed in alignment with active travel schemes, to ensure that any plans for public transport improvements are not in conflict with improving the conditions for people walking and cycling.

HCC is keen to promote passenger transport across the County to encourage increased use of modes of travel other than by car. The SADC IDP (2018) identifies a need for improved bus links from rural to built-up urban areas, stating that existing bus services including minibuses, taxi buses and community transport are sometimes expensive, unreliable, infrequent and do not sufficiently provide an effective alternative to the car¹¹¹.

A414 Corridor: The A414 Corridor study identifies the potential for a new east-west mass rapid transit system, known as the Hertfordshire and Essex Rapid Transit (HERT) system, spanning the A414 corridor. An integrated travel network will be required for the success of the MRT, encompassing all modes of travel - car, cycle, walking and local bus¹¹². The full A414 Corridor project would be expected to be delivered outside the Local Plan period; however, this IDP includes supporting elements of the A414 Corridor Study, such as the A414 Park Street roundabout improvements and a series of walking and cycling improvements in relation to the corridor. These are expected to support the delivery of the wider A414 Corridor scheme in the longer term.

Hatfield Road bus priority and improvements: The South Central Hertfordshire GTP includes a scheme for looking at options for bus improvements, such as improved bus stops with real-time service information, and priority measures along Hatfield Road, aiming to improve reliability and reduce travel times to Hatfield / Welwyn Garden City¹¹³.

Park and Ride: Small Park and Ride schemes on the main routes into St Albans and at Hemel Hempstead have been considered by HCC as a potential solution to congestion and parking issues in the central areas. The SADC IDP (2018) discusses city centre Park and Ride scheme examples in Oxford and Cambridge as an effective solution in other cities with historic street patterns. According to the SADC IDP (2018), smaller Park and Ride sites, which would not require dedicated bus services, could be located on the main entry / exit route to and from St Albans. Further investigation into Park and Ride schemes is being considered by HCC. However, viability and ability

¹¹⁰ Bus Service Improvement Plan For Hertfordshire County Council (October 2021)

¹¹¹ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

¹¹² A414 Corridor Strategy Technical Report, Hertfordshire County Council (September 2019)

¹¹³ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

to successfully divert journeys, plus the impact on full use of public transport use within the urban areas needs to be carefully considered¹¹⁴. New studies would need to be commissioned to support the evidence for and delivery of new park and ride schemes to ensure relevance and suitable context.

Station to station connectivity: The South Central Hertfordshire GTP identifies the potential for investigating the feasibility of expanding bus routes 601 and 724¹¹⁵.

Peahen junction signal timing reconfiguration: A temporary junction reconfiguration was developed in 2020. The South Central Hertfordshire GTP includes a project to investigate the potential to further reconfigure the junction as to incorporate bus priority measures¹¹⁶.

East Hemel (Maylands) multi-modal transport interchange (mobility hub): The South West Hertfordshire GTP includes a potential bus and coach interchange near Maylands with access to the A414/M1, that could be integrated with associated improvements for walking and cycling¹¹⁷. This scheme would help improve sustainable transport connections between SADC and Hemel Hempstead and would support the Hemel Garden Communities.

Infrastructure Required to Support Growth

A list of potential improvements to the bus network and services has been identified with the aim to support the planned SADC growth and mitigate the impact of the proposed allocations on the surrounding transport networks. Potential schemes include bus priority measures, real time service information, junction signal time reconfiguration, expanding of services and small Park and Ride schemes.

A large part of SADC growth is focused the North and East Hemel Hempstead sites and the potential improvements to the bus network and services in SADC are expected to benefit this area and all future sites.

Key stakeholders such as the local transport and highway authority were engaged to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to provision for bus services and infrastructure. There are no new bus schemes or interventions to note from the engagement that were not detailed in the previous stage of the IDP.

More information on the bus improvement schemes required to support growth in SADC is provided in the accompanying Infrastructure Delivery Schedule (IDS).

Cumulative traffic modelling should be undertaken to include all relevant sites and all transport infrastructure schemes listed in the IDS, including bus service improvements, to ensure that the planned growth can be accommodated on the surrounding highway network. A cumulative trip generation and distribution exercise can also be undertaken, to understand the forecast bus demand and the potential impact on the bus service network.

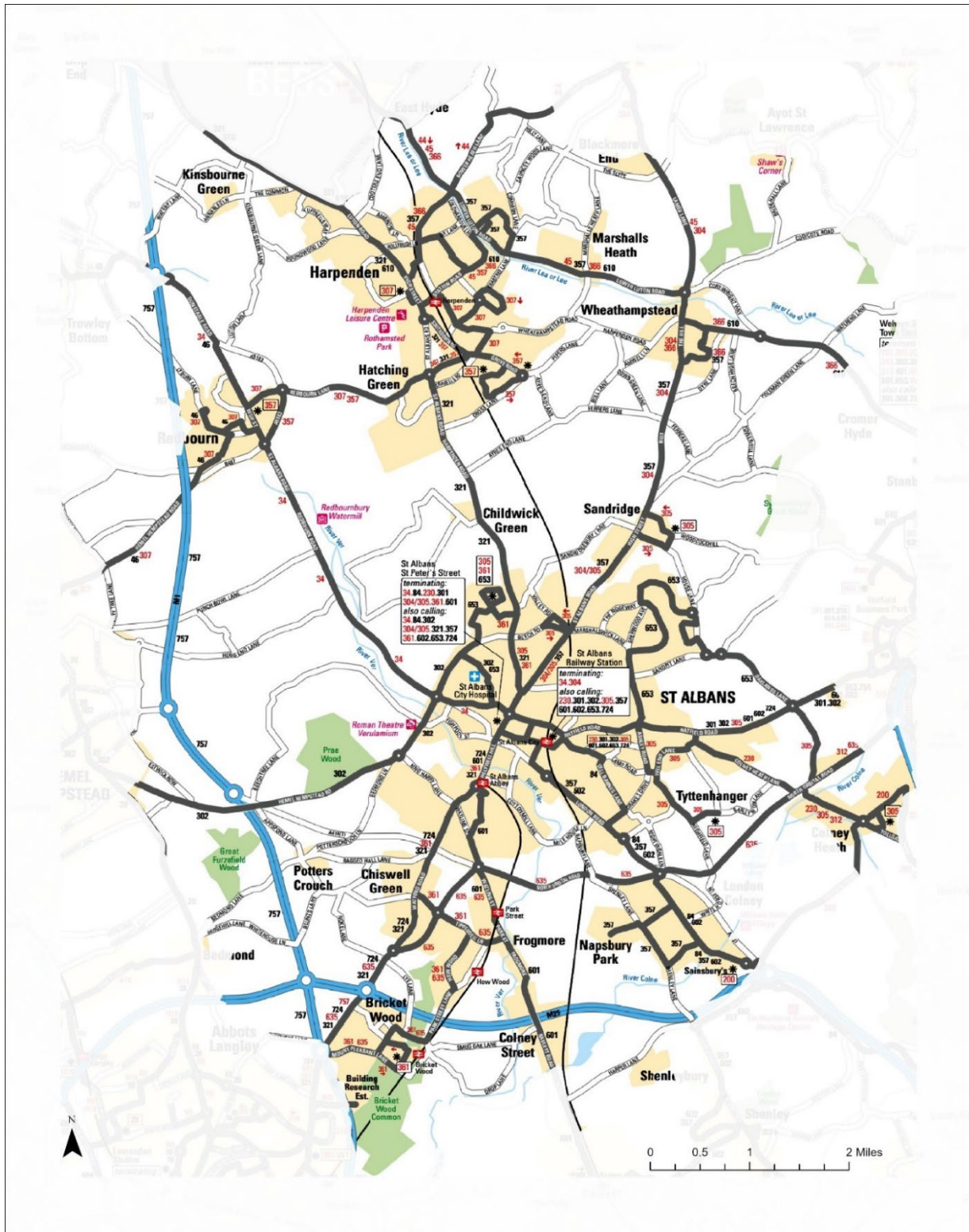
¹¹⁴ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

¹¹⁵ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

¹¹⁶ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

¹¹⁷ South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

Figure 22: Existing Bus Routes St Albans City and District Council



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Drawn	19/03/23	GL	JW	CT
Rev	Date	By	Checked	Approved

Project Title
St Albans City and District Council IDP

Drawing Title
Bus Routes
 Includes mapping produced by
 Hertfordshire County Council

Scale at A3	1:52,792
Revision	
Drawn	
Checked	
Approved	
ARUP Job No	603142-54
Revision	Draft
Drawing Number	

Source: Hertfordshire County Council

7.5 Walking and Cycling Provision

Overview

Walking and cycling (active travel) can contribute to environmental benefits, increase accessible connectivity for all, as well as play a key role in improving physical and mental health. Active travel improvements along with enhancements to public transport services can be instrumental in improving transport accessibility for everyone and contributing to environmental improvements and decarbonisation for SADC.

One of the key LTP4 aims is to encourage a switch from the private car to sustainable transport (e.g. walking, cycling and passenger transport). Therefore, sustainable travel infrastructure is strongly supported by both HCC and the City and District Council. The LTP4, the strategies that support it, and strategies set by the Council outline various measures to encourage walking and cycling locally.

A Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed for SADC in partnership by St Albans City and District Council and HCC and was formally adopted in November 2023. The LCWIP aims to make walking and cycling the natural choice for shorter journeys or part of longer journeys. The LCWIP identifies a walking and cycling priority network for SADC, based on the routes with the greatest potential demand where any changes would have the biggest benefits for local people¹¹⁸.

The Council will support improvements to public rights of way as part of delivering the County's Rights of Way Improvements Plan and as green infrastructure connections¹¹⁹.

Existing Provision and Capacity

Existing Network

SADC is served by three National Cycle Networks: NCN 6, 61 and 57, as well as several off-road walking and cycling routes:

- The Alban Way (NCN 6)
- The Nickey Line (NCN 61)
- The Lea Valley Line (NCN 57)

The 2022 County Travel Survey showed that 30% of St Albans respondents reported that walking was their main mode of travel on their chosen travel day, compared to an average of just 26% elsewhere in the County. However, cycling levels were very low in comparison, representing just 1% of journeys. 29% of journeys under 1 mile in St Albans were carried out by car – a distance that can easily be walked or cycled by most people¹²⁰.

¹¹⁸ St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

¹¹⁹ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

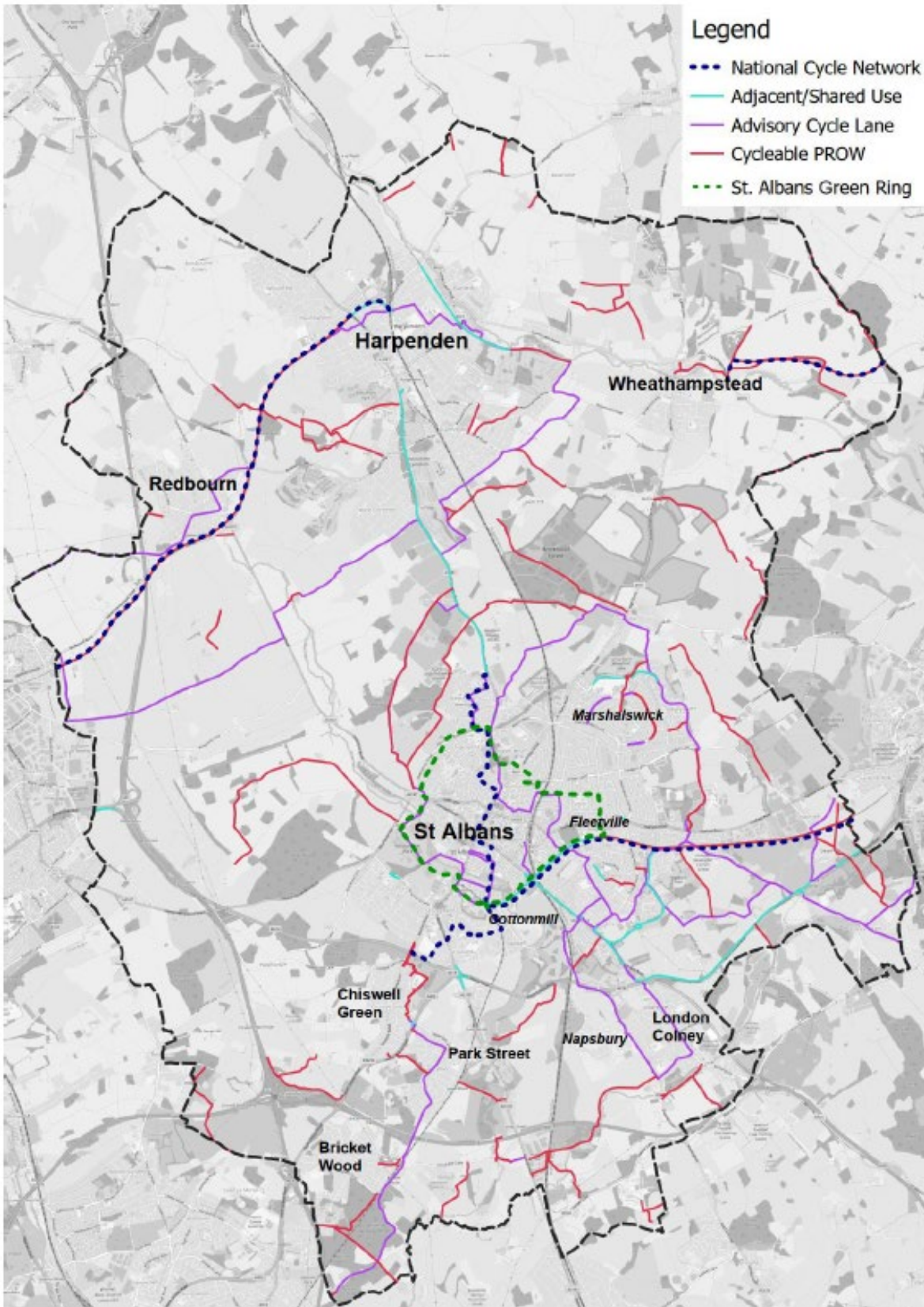
¹²⁰ St Albans Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (July 2023)

As identified in the LCWIP, despite high levels of car ownership and car use, there is a strong potential for higher levels of walking and cycling for short journeys. According to the LCWIP, St Albans already has one of the highest levels of walking and cycling in Hertfordshire, and infrastructure improvements will support people to make this choice more often. A recent travel survey suggested that there was a strong emphasis on a desire for improved walking and cycling routes, with 20% of those who commented highlighting this need¹²¹.

HCC has expressed that a key aim is to maximise opportunities for active and sustainable travel in the County and has identified its link with other key goals, such as improved health. Mode choice needs to be reviewed in more detail in relation to demographics, recognising that demographic groups, activities and destinations affect mode choice. Figure 23 provides an overview of the existing cycling network in SADC.

¹²¹ St Albans Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (July 2023)

Figure 23: St Albans existing cycling network



Source: Extract from St Albans City and District Council LCWIP (2023)

Strategies and current plans for *interventions*

The St Albans LCWIP presents a future walking and cycling network for SADC and identifies the proposed walking and cycling interventions required for St Albans and Harpenden in order to achieve this network. A list of the top 20 priority routes for improvements to help contribute to this network is also identified in the LCWIP, made up of 12 priority schemes for St Albans, seven for Harpenden and one as a link between the two areas¹²². The top 5 priority schemes selected out of the priority long list are as follows:

- Bowers Way and links (Harpenden);
- Griffiths Way / Doggetts Way (St Albans);
- Ambrose Lane (Harpenden);
- St Albans City station links; and
- St Albans – Harpenden (A1081)¹²³

Proposed active travel improvements for the area include new or improved crossings including parallel crossings and continuous footways, footway improvements, junction upgrades and traffic calming measures, bridge improvements, potential areas for traffic filtering, and segregated cycle tracks¹²⁴.

Additional key routes identified for improvements in the LCWIP and in the South West and South Central Hertfordshire GTPs include the Nickey Line, Alban Way and St Albans Green Ring. Some of the potential improvements for those strategic links include resurfacing and improved lighting and removing barriers^{125 126 127}.

Figure 24 and Figure 25 provide an overview of the planned St Albans City and District walking and cycling networks respectively.

¹²² St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

¹²³ St Albans Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (July 2023)

¹²⁴ St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

¹²⁵ St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

¹²⁶ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

¹²⁷ South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

Figure 24: LCWIP St Albans District Network Plan for Walking

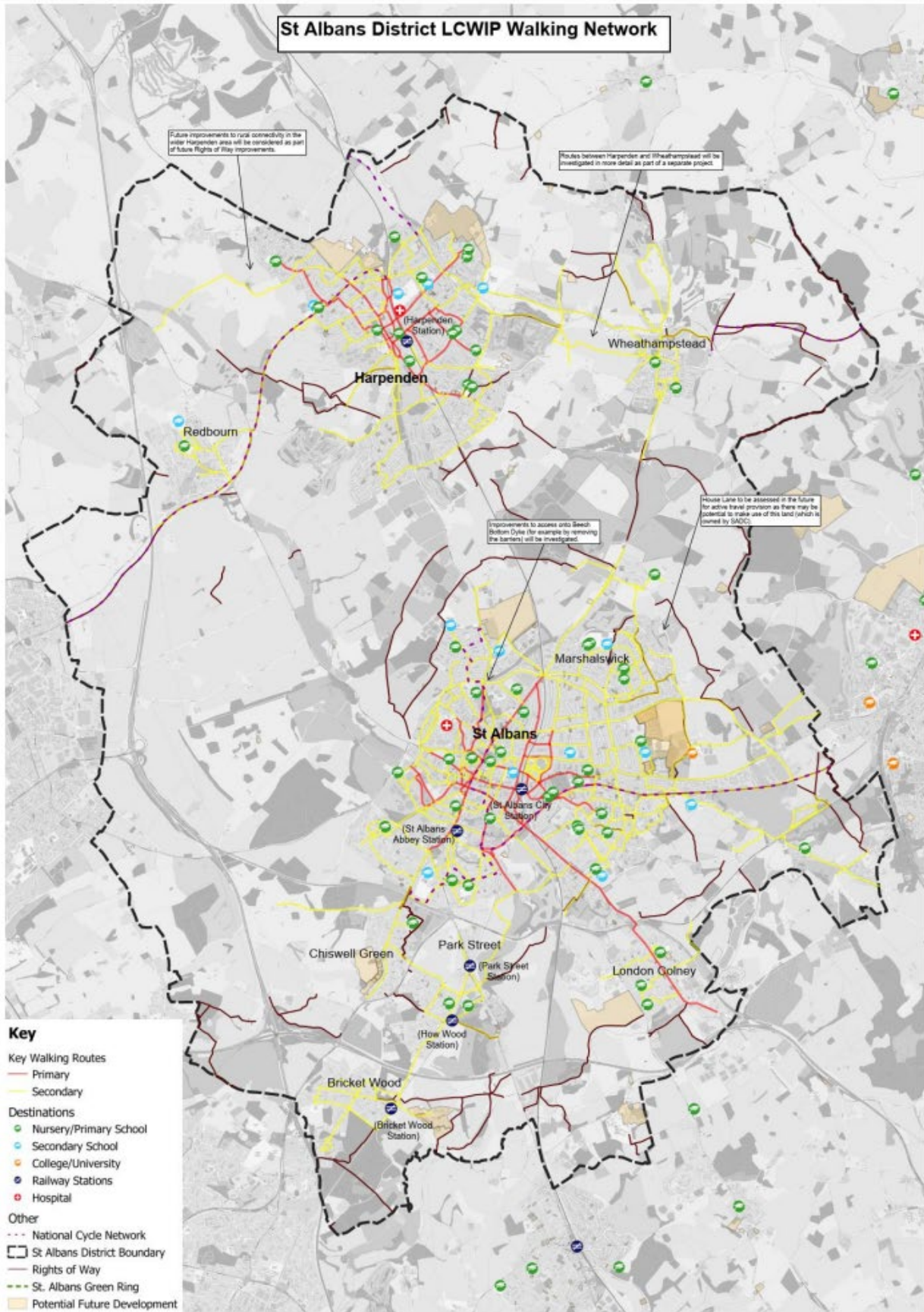
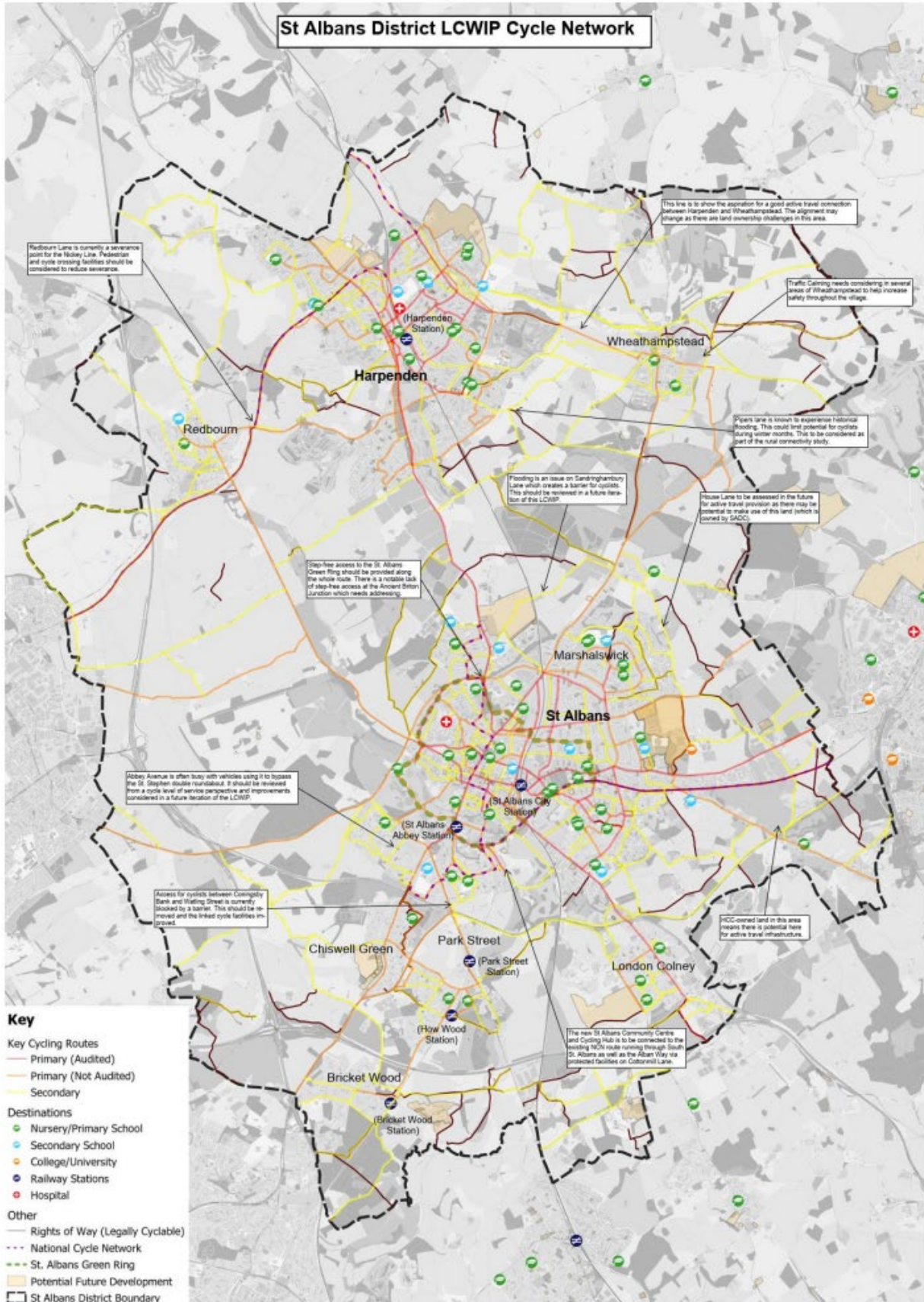


Figure 25: LCWIP St Albans District Network Plan for Cycling



Source: Extract from St Albans City and District Council LCWIP (2023)

A series of additional active travel interventions for St Albans City and District Council, as well as strategic links have also been identified in the South Central Hertfordshire GTP, including:

- Improved walking and cycling facilities and associated highway improvements along the A414, including a potential new sustainable travel bridge that would enhance active travel connections;
- London Colney internal improvements and links with St Albans;
- St Albans City centre active travel improvements;
- Junction alterations and new crossings to facilitate active travel;
- Improved links between St Albans and Hatfield;
- Improvements to Chiswell Green corridor;
- Hatfield Road Corridor and London Road Corridor improvements;
- Improved Wheathampstead – Harpenden and Welwyn Garden City links;
- A5183 cycle route; and
- Improvements to walking/cycling links to St Albans stations¹²⁸.

Additionally, interventions for improving strategic walking and cycling connections to other Hertfordshire towns have been identified in the South West Hertfordshire GTP, including an off-road route along the A4147, new and improved off-road facilities along the A1081, a series of junction improvements to facilitate walking and cycling movements, improving active travel connectivity at Harpenden station, and an off-road route along the A405¹²⁹.

The previous SADC IDP (2018) identified potential walking and cycling requirements around the Maylands area¹³⁰. Improvements include links to areas outside SADC; however, these schemes would aim to improve active travel connectivity between SADC, Hemel Hempstead and the North and East Hemel Hempstead sites.

Infrastructure to Support Growth Scenario

A list of potential improvements to the walking and cycling network and services has been identified with the aim to support the planned SADC growth and mitigate the impact of the proposed allocations on the surrounding transport networks. Potential schemes include junction reconfiguration to facilitate walking and cycling movements, new crossings, improvements to existing key cycle corridors through SADC (Nickey Line, Alban Way, St Albans Green Ring), and new active travel corridors.

¹²⁸ South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

¹²⁹ South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

¹³⁰ Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

The listed improvements in the IDS to the active travel network in SADC are expected to benefit all future sites. Site-specific active travel schemes would include internal and site access provisions for walking and cycling at each site, as well as relevant LCWIP schemes in the vicinity of each site.

The IDS does not include an exhaustive list of active travel schemes and interventions as recommended in the LCWIP, because the details of these schemes are not yet fully advanced and important details such as project description or delivery period are not referenced. However, a number of the LCWIP schemes which are considered higher priority and are the most likely to receive confirmation for delivery (schemes which are closely linked to new developments as provided by SADC officers) have been included in the IDS. Refer to Appendix I of the adopted St Albans LCWIP for a full list of schemes, including those that are not in the IDS.

Key stakeholders such as the local transport and highway authority were engaged to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to provision for walking and cycling. There are no new walking and cycling schemes or interventions to note from the engagement that were not detailed in the previous stage of the IDP.

More information on the walking and cycling schemes required to support growth in SADC is provided in the accompanying Infrastructure Delivery Schedule (IDS).

8. Physical Infrastructure

8.1 Energy and Utilities

8.1.1 Potable Water

Overview

Potable water in St Albans is supplied by Affinity Water and predominantly from groundwater sources but also four river intakes on the River Thames, one impounding reservoir and 12 bulk supply imports from neighbouring water companies. Within SADC, there are two major water sources which are responsible for transferring water across the region - one in Harpenden and one in St Albans.

Affinity Water supply is divided into eight Water Resource Zones (WRZs) that are broadly connected areas in which customers are supplied by a common pipe network from a number of local water resources. St Albans is located in Affinity Water's Water Resource Zone 2 (WRZ2), which is also defined as the "Colne community area".

Every five years water companies produce a Water Resources Management Plan (WRMP) which sets out how the company plans to maintain the balance between supply and demand for water for a minimum planning period of 25 years, taking into account strategic growth. The companies also produce a Business Plan detailing the funding requirements for the first five years of the WRMP. This does not include business-as-usual infrastructure development such as mains replacement.

Infrastructure upgrades required as a result of development are funded by infrastructure charges set in the water companies business plan and paid for by developers. Where strategic infrastructure upgrades are required, these are also outlined in the business plans but funded by customer bills. This charge is separate from the cost that companies charge developers for the requisition of new mains, which is based on the total cost of the mains off-site pipe work and any necessary upgrades downstream. The investment programmes are based on a range of factors, including population projections and development plan allocations.

The most recent Affinity Water WRMP was published in 2019 and covers the period 2020-2080. Additionally, Affinity Water have submitted their draft WRMP for the next funding period, which outlines their strategy for the period 2025 - 2075.

Existing Provision and Capacity

The Hertfordshire Water Study (2017) models planned growth in Hertfordshire and assesses infrastructure options for water supply and wastewater treatment. The study noted that within SADC "availability of water resources in St Albans is largely sufficient in 2021 but could require significant improvement by 2051".

Additionally, the Affinity Water WRMP 2019 states that in the central region (where St Albans is located) it is predicted that there will be a shortfall in supply under drought conditions of 43 million l/d by 2025, rising to 256 million l/d in 2080. Companies have developed regional water resource plans to mitigate this risk. With the supply improvements outlined in the WRMPs, there

are currently no known constraints to Affinity Water meeting its legal requirement to supply water to new developments.

Affinity Water recently completed installation of a new water mains¹³¹ in St Albans as part of their Supply 2040 plan to improve resilience of supply around their central supply zone. In addition, Affinity Water proposed two additional projects in their Water Resource Management Plan (WRMP) 2019 to address future water supply in St Albans:

- Construction of a new 8km trunk main to move imported water from Lee into St Albans and a new booster pump station to improve water transfer capacity within the Colne community.
- 21km of new mains to support new developments in Harpenden, St Albans, and Watford.

The draft WRMP 2024 states that the key challenge for Affinity Water is to deliver water to a growing population of customers while achieving ambitious targets on abstraction reduction. A key element of the plan is to secure the supply of water from alternative sources in order to protect the chalk streams in their supply area. Additionally, the plan highlights the effects of climate change, and specifically increasing drought conditions as another key challenge to the water supply. In the central supply zone specifically, planning to reduce abstraction from chalk catchments and to improve resilience to drought events will put additional pressure on water supply.

The draft WRMP 2024 outlines six Strategic Resources Options (SROs) for meeting future supply deficit. The Options most relevant to St Albans will be the Grand Union Canal and the Thames to Affinity Transfer. Affinity Water have made a commitment to try to accelerate the development of the Grand Union Canal in response to other regional water resource pressures. It's noted this may provide a benefit supply to St Albans; however, this is driven by planned growth in Cambridge.

The plan also outlines a new strategy for strategic water transfers, Connect 2050, using the alternative sources of water via the proposed reinforcement options. The Connect 2050 proposed reinforcement options that will affect WRZ2 are outlined in Table 34. It is noted that even though the transfer locations might be beyond the boundaries of St. Albans District, they will enhance the water supply within the District.

Approval of the Affinity Water Business Plan will confirm funding for the SROs and other projects to increase supply to meet growth demands. The Business Plan for this funding period is now submitted, and a draft determination can be expected in June 2024. All Strategic Resource Options and projects outlined in Table 34 below are subject to funding being approved in the Business Plan determination process.

¹³¹ <https://www.affinitywater.co.uk/news/st-albans-next-phase>

Table 34 Connect 2050 Proposed Reinforcement Options Affecting WRZ2

Scheme	Benefit	Timing	Details
Transfer water from Heronsgate to Clay Lane and Bushey .	Improve the connectivity between WRZ1 and WRZ2.	AMP11*	700mm pipeline, 6km long, 40 MI/d of pumping
Transfer water from Clay Lane and Bushey to Arkley.	Improve the connectivity between WRZ2 and WRZ4.	AMP11*	600mm pipeline, 8km long, 30 MI/d of pumping
Transfer water from Harpenden to Bulls Green.	Improve water transfer between WRZ2 and WRZ3.	AMP9	500mm pipeline, 15km long, 20 MI/d of pumping
Transfer water from Luton South to Harpenden.	Improve water transfer between WRZ3 and WRZ2.	AMP9	600mm pipeline, 8km long, 50 MI/d of pumping
Transfer water from The Grove valve, Hemel Hempstead - Licence Relocation and Booster Pumping Station.	Improve water transfer from WRZ2.	AMP8	25 MI/d of pumping

Note: *B related to WINEP and the Thames to Affinity Transfer

Source: Draft Water Resources Management Plan24, Connect 2050

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Plan has identified existing planned and/or proposed infrastructure, set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

Planning for water supply infrastructure is carried out at a strategic level and stakeholder engagement with Affinity Water in May 2023 and April 2024 has indicated that it is unlikely that the specific locations of allocations will impact on their ability to meet future water demands. There is a legal requirement for water companies to supply water to new residential developments and there are currently no known constraints to Affinity Water meeting this legal requirement.

It is possible that new supply will be required when connecting new greenfield sites. However, this will be managed through the AMP process as sites are brought forward within the Local Plan. Affinity Water noted that localised infrastructure upgrades can be required depending on the location of the development but that this often not determined until Affinity Water are engaged by the developer.

The preferred growth scenario may require additional infrastructure investment due to planned growth on greenbelt greenfield sites. Affinity Water have stated that significant greenfield sites may require additional supply and it is likely that new mains will need to be laid.

Affinity Water during stakeholder engagement in May 2023 have suggested that the pressure due to development at Hemel Hempstead will be increased by the growth in bordering local authorities. Cross-local authority boundary sites are most likely to encounter issues when connecting to the supply and timing and phasing of how these sites are brought forward should be aligned and considered when applying to Affinity Water for connection to the supply network.

8.1.2 Wastewater

Overview

Thames Water is the statutory sewerage undertaker for SADC. As with water resources, statutory water and sewerage undertakers' investment programmes are based on a five-year Asset Management Period (AMP) cycle. AMP7 is the current period.

As part of the five-year business plan review, Thames Water advise the regulator Ofwat of the funding required to accommodate growth to ensure their treatment works can continue to meet the standard required by treatment consents, set by the Environment Agency. Their investment programmes are based on a range of factors, including population projections and development plan allocations.

As with potable water, infrastructure upgrades required as a result of development are funded by infrastructure charges set in the water companies business plan and paid for by developers. Where strategic infrastructure upgrades are required, these are also outlined in the business plans but funded by customer bills.

Since the SADC IDP (2018) was published, Drainage and Wastewater Management Plans (DWMPs) have been introduced as new long-term plans for organisations to work together to ensure that there is a resilient and sustainable wastewater service for the next 25 years and beyond. Thames Water published its DWMP in May 2023. The DWMP covers the period 2025 – 2050. The DWMP process is iterative and will be repeated every 5 years.

As part of producing the DWMP, Thames Water have produced Catchment Strategic Plans. These outline more specifically the challenges that each region faces. The St Albans District falls into the Hertfordshire catchment DWMP.

Existing Provision and Capacity

Thames Water's wastewater network includes sewers, pumping stations and other equipment used to capture and transport sewage. All of SADC's sewage drains to the Maple Lodge, Harpenden or Blackbirds Wastewater Treatment Works (WWTW). These WWTWs also serve other Local Authorities, whose proposed Local Plans also need to be considered when planning future infrastructure investment.

Table 35 Wastewater Treatment Works (WWTW) in St Albans City and District Council

Wastewater Treatment Works (WwTW)	Settlements serviced by treatment plant
Blackbirds	Chiswell Green, How Wood, London Colney, Park Street/Frogmore, Redbourn, St Albans
Harpenden	Harpenden, Wheathampstead
Maple Lodge	Bricket Wood, Chiswell Green, How Wood, London Colney, Park Street/Frogmore, Redbourn, St Albans

Source: Thames Water

SADC is one of the key conurbations of the Hertfordshire Thames Regional Flood and Coastal Committee (TRFCC) area, as defined by Thames Water in their DWMP. The sewerage network in this region consists of mostly separate sewer systems. The Thames Water Hertfordshire DWMP reports that the results of their hydraulic flood risk modelling indicate that the TRFCC area is at significant risk of Sewage Treatment Works (STW) compliance failure and pollution, and at lower risk of hydraulic internal sewer flooding, storm overflow performance and sewer collapses.

The Hertfordshire Water Study (2017) confirms that wastewater treatment capacity is available to support current growth levels in Hertfordshire to 2031. However, investment in capacity will be required to service growth beyond that period.

For SADC specifically, the Hertfordshire Water Study evaluation broadly demonstrated that the key trunk sewer network is sufficient to accommodate growth in the short and medium-term. However, the study highlights that Maple Lodge STW is predicted to require at least focused planning from 2021 onwards to ensure it can accommodate expected growth. This process is managed through Thames Water and further information is outlined in the ‘Infrastructure to Support Growth Scenario’ section.

The Water Study highlights that in 2051 (which is outside the Local Plan period) any development proposals around the southern and eastern edges of St Albans are potential pressure points where strategic intervention will be needed. The interventions will mainly be with regards to improving the capacity of Maple Lodge STW and Blackbirds STW. The study also highlights that the scale of interventions required could require adaptation of local planning policies, construction methods to limit foul flows and promote large-scale water recycling.

The Thames Water Hertfordshire DWMP outlines a proposed plan to refurbish Blackbirds STW. There have been provisional discussions about proposals to restore Blackbirds STW back to its original design capacity. This is expected to reduce the capacity risks at Maple Lodge STW to mitigate the forecast growth problems. This project has the additional benefit of assisting Affinity Water in achieving their ambitions to reduce groundwater abstractions as outlined in their dWRMP (see Section 7.3.1 for details), as the proposal has the potential to provide an additional 10MI/d discharge upstream of Affinity abstractions on the river Colne.

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Plan has identified existing planned and/or proposed infrastructure, set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

The majority of wastewater from the St Albans region is treated at the Maple Lodge STW, and the treatment works is already operating at close to capacity and frequently gets overwhelmed and causes overflows. However, during stakeholder engagement in April 2024, Thames Water indicated that Maple Lodge has sufficient capacity to support growth to 2030. Work is currently progressing with the design of upgrades to the wastewater treatment works with anticipated delivery around the end of AMP8 (2025-2030). The Maple Lodge catchment is very large and covers multiple local authorities, so it is important that growth in St Albans is aligned with growth in the rest of the catchment area to avoid worsening capacity issues at the STW. Thames Water

noted that groundwater has a significant impact in the Maple Lodge catchment in this area and they are investigating projects to reduce the impacts of this⁴.

Upgrades to Blackbirds STW have been proposed in the Thames Water DWMP, but this is yet to be confirmed by Thames Water. Investment by Thames Water to increase the capacity of Blackbirds STW could relieve pressure on Maple Lodge STW.

During stakeholder consultation in May 2024, Thames Water highlighted that the proposed upgrade to Harpenden STW was aligned with Thames Water screening opinion which was based on anticipated local plan growth in the previous draft local plan. The growth figures from proposed allocations within Harpenden from the Reg 18 Local Plan have been fed back to the project team and it is understood that these did not alter the scope of the upgrades. Upgrades are proposed to commence towards the end of AMP7 (2020 – 2025) and be completed in AMP8 (2025-2030).

Thames Water indicated that the preferred growth scenario presented is not likely to cause significant issues on the wastewater network and therefore capacity is expected to be available to support the growth.

Similar to potable water, because the preferred growth scenario includes significant greenfield urban extension proposed allocations it is likely that these will need new infrastructure in order to connect to the network. However, this is determined on a site by site basis, and therefore it is important that applications for new infrastructure are provided sufficiently in advance for Thames Water to be able to provide necessary upgrades.

8.1.3 Gas Supply

Overview

National Grid owns and operates the high-pressure gas transmission system throughout Great Britain. As the System Operator, National Grid are responsible for identifying the long-term needs of the network and customers. As Transmission Owner, new gas transmission infrastructure is periodically required to meet increases in demand and changes in patterns of supply.

Long-term customer needs are articulated within National Grid's Future Energy Scenarios (FES). The FES are produced annually to identify a range of credible future scenarios to 2050. The FES form the base of the Gas Ten Year Statement (GTYS), which National Grid publish annually to provide a better understanding of how they intend to operate and plan for the gas National Transmission System (NTS) over the next ten years. The document outlines drivers of change, network capability, options, and development. The most recent version was published in 2022 and covers the period to 2032. Decarbonisation of the country's energy supplies is a primary focus.

There are no gas transmission pipelines within SADC and therefore it is unlikely that any strategic network development will directly impact the area, though these can be required for providing supply to the distribution network.

Cadent is the regional distribution network operator (DNO) for the East of England gas network which includes the East Anglia local distribution zone covering SADC. New and upgrades to existing gas supply infrastructure are planned for and delivered through the submission of business plans to Ofgem to secure funding. This is supplemented annually by the Long Term Network Development Plan (LTDP), the most recent of which was published in 2022. This outlines

projections for the future and the evolution of the network, including required investments to maintain secure supplies.

Ofgem requires DNOs to submit a business plan which sets out their strategy covering a 5-year period, detailing their intended approach and the outcomes they expect to achieve through their actions. The most recent plan period is RIIO-2 and covers the 2021-26 period. With regards to infrastructure, Cadent's plan focuses on replacing old metallic mains, reducing leakage from the network, and enabling network capacity for greener resources.

Gas DNOs will not install infrastructure on a speculative basis to serve potential developments. Provision of on-site gas distribution is the responsibility of the developer. Therefore, it is noted that providing Cadent with information on scale, phasing and location of developments is crucial to ensure supply can be facilitated. There are currently no planned changes to how gas supply infrastructure is delivered.

Existing Provision and Capacity

St Albans is located within the Cadent East Anglia region. The Cadent LTDP indicates a relatively stable level peak gas demand for the ten-year future forecast period for the East Anglia local distribution zone. Additionally, during stakeholder consultation Cadent highlighted that they have seen a 20% drop in demand due to the recent rise in the price of gas.

The LTDP noted that the most significant pressures on the network are from large developments outside the existing network and power generation sites. Housing developments on the extremities of their networks have continued to rise during recent years, with the fastest growth in the Eastern networks.

The Cadent Business Plan (2021) sets out the company's plans and commitments over next 5 years. With regards to infrastructure, the main focuses are replacing old metallic mains and reducing leakage. The company have made a commitment to replace 1,705km of old metallic mains each year. This includes 350km a year in the East of England region in which St Albans sits. Engineers replaced 800m of ageing gas pipes in St Albans in 2020. There are currently no more publicly announced plans to upgrade infrastructure in the District.

Infrastructure to Support Growth Scenario

The Infrastructure Delivery Plan has identified existing planned and/or proposed infrastructure, set out in greater detail in the Infrastructure Delivery Schedule (Appendix A). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources.

The allocations at Hemel Garden Communities were highlighted as areas where the gas network capacity could restrict growth as a significant power generation site has connected there, and the intermediate pressure network is at peak capacity. Cadent indicated that they would need a new intermediate pressure regulator if residential developments significantly increase demand. This is estimated to cost £1-2 million and take 2 to 3 years to implement.

However, it was also noted that the impact of government decarbonisation policy would significantly influence the gas demands potentially reducing or avoiding the need for gas infrastructure upgrade. It will be important for Hemel Garden Communities development to engage develop an energy strategy that considers the potential impact on the Cadent network.

Cadent also noted the need for coordination between landowners and across local authorities when applying for reinforcement to avoid doing it in a piecemeal way which will reduce the costs of reinforcements.

Apart from the infrastructure potentially required to support planned growth at Hemel Garden Communities as outlined above, Cadent have indicated that additional planned growth in the preferred growth strategy can be supported by the existing network. Specifically, capacity is available for East St Albans to be supplied by the existing network, and other smaller dispersed sites will be easier to integrate into the existing network, so there should be no capacity constraints or necessary strategic investment in infrastructure.

During stakeholder consultation in May 2023, Cadent highlighted the need to coordinate residential developments with commercial developments around Herts IQ and Hemel Hempstead.

8.1.4 Electricity Supply

Overview

National Grid (NG) are the Electricity System Operator. They manage the transmission network, which receives energy from utility companies' power plants. National Grid outlines long-term customer needs within Future Energy Scenarios (FES). The FES form the base of the Electricity Ten Year Statement (GTYS), which National Grid publish annually to provide a better understanding of how they intend to operate and plan for the electricity National Transmission System (NTS) over the next ten years. The document outlines drivers of change, network capability, options, and development. The most recent version was published in 2022 and covers the period to 2032.

UK Power Networks (UKPN) is the electricity DNO (Distribution Network Operator) for the Eastern Power Network (EPN) Region. As the DNO, UKPN's duty is to transfer energy from the transmission network and distribute it through the distribution network to consumers. The current transmission and distribution networks face difficulties due to the evolving nature of large-scale energy generation.

UKPN does not seek to reinforce the electricity network ahead of need but considers current and future predicted load growth as a result of planned development. Where proposed development triggers the need for reinforcement, the developer will be expected to pay all or a proportion of the costs.

Annually, UKPN are required to publish their Network Development Plan (NDP), which sets out their best-view plan for network development for the next ten years, covering both infrastructure and flexibility services procurement. From 1 May 2022 all UK DNOs will be required to publish a Network Headroom Report as part of this wider NDP. This is a data set which shows the expected amount of unused network capacity – or 'headroom' – available over time for larger substations. The NDP indicates the amount of unused network capacity for demand and generation over time to 2050 on the Bulk Supply Point and Primary substations. It shows where further reinforcement of substations or procurement of flexibility services beyond existing plans may be required, if the energy system develops as indicated in each of FES scenarios.

The Long-Term Development Statement (LTDS) feeds into the NDP. The LTDS published at the end of November 2021 is the starting point for the Network Development Plan of 2022. The 2021 baseline view of demand and generation is used. The NDP covers all the Primary and Bulk Supply Point substations in LTDS November 2021. It is noted that since the last NDP the LTDS has been updated and the most recent one was published in November 2022 and will feed into the NDP for 2023.

Existing Provision and Capacity

Electricity generation is in a state of transformation currently, due to the push for Net Zero to improve energy security and reduce fossil fuel use. In 2022, Ofgem announced the new Accelerated Strategic Transmission Investment (ASTI) framework to support the accelerated delivery of strategic electricity transmission network upgrades needed to meet the Government's 2030 renewable electricity generation ambitions. Therefore, it is noted that the way electricity infrastructure is delivered, and the scale of demand, is going through period of change and so it will be crucial to stay up to date with emerging policies and DNO's plans.

Local Energy East (LEE) comprises the three Local Enterprise Partnership (LEP) areas of Hertfordshire, New Anglia (Norfolk and Suffolk) and Cambridgeshire & Peterborough. In 2018, LEE published the Local Energy East Strategy, which reflects the Government’s Clean Growth Strategy and outlines the local opportunities for the three LEP areas to implement local energy growth initiatives in the period 2018 to 2030. A key objective of this Strategy lies in the future localisation of energy infrastructure. The report highlights that electrification of heating and transport (as per this policy and the Governments overarching Clean Growth Strategy) could result in capacity problems if infrastructure is not planned for. This is also highlighted as a pressure point for demand in the UKPN 2022 Stakeholder Engagement and Consumer Vulnerability (SECV) submission.

The UK electric vehicle infrastructure strategy, published March 2022, sets out the UK Government’s vision and action plan for the rollout of electric vehicle charging infrastructure in the UK. The report also shows estimated demand on the electricity system and relationship to EV charging. The report estimates that road transport could represent approximately 15% of total electricity demand in 2050 compared to less than 1% of demand when it was published.

There are six primary UKPN substations located within the St Albans District: Cell Barnes, Adelaide Street, Marshalswick, Park Street Central Harpenden and East Harpenden. Additionally, there are two primary substations located outside the District that serve areas within it: Hatfield (within Welwyn Hatfield Borough), Shenley (within Hertsmere Borough). Table 36 indicates which substation serves each area within the District, and which grid substations these primary substations are connected to.

Table 36 Substations and Grid Cells within SADC

Area	Distribution Network		Transmission Network
	Primary Substation in SADC	Primary Substation outside SADC	Grid Substations
St Albans, London Colney, Chiswell Green, Park Street, southern areas of the District.	Marshalswick Adelaide Street Cell Barnes Park Street	Hatfield (within Welwyn Hatfield Borough) Shenley (within Hertsmere Borough)	Cell Barnes Grid Hatfield Grid.
Harpenden, Redbourn, Wheathampstead, northern areas of the District.	East Harpenden Central Harpenden		Luton South Grid

Source: UKPN Open Data

Demand headroom indicates the available spare capacity to accommodate demand without the need for additional reinforcement. UKPN's Service Area dataset assigns a Red, Amber, or Green (RAG) status to each service area based on the primary substation's demand headroom:

- Red: Indicates the primary substation serving the area is above 5% overloaded.
- Amber: Represents areas where the primary substation is between 5% overloaded and 5% headroom. Whilst some spare capacity is available, it might necessitate future upgrades to accommodate increasing demand.
- Green: Signifies the primary substation serving the area have over 5% headroom, meaning there is capacity to accommodate current demand.

The Central Harpenden primary substation has been assigned a "Red" status, suggesting that the substation is currently overloaded and may require reinforcement.

There are no reported infrastructure or capacity issues in SADC, although there may be delays waiting for new connections in areas where demand capacity is showing as highly utilised. Additionally, there are no published plans for upgrades to infrastructure specifically within the St Albans area shown in the UKPN LTDS Infrastructure Projects.

There are 21 Public EV charging points within SADC. This is an increase of 12 from when the last SADC IDP (2018) was published. The Strategy for Clean Growth in Hertfordshire, also published March 2022, highlights that the EV charging Strategy should be considered whenever planning for infrastructure in the county.

Infrastructure Required to Support Growth Scenario

During consultation UKPN indicated that commercial development growth is expected to be a more significant driver of electricity upgrade requirements compared to residential growth, and therefore that residential growth adjacent to planned commercial growth presented increased power supply risk. The St Albans Rail Freight Interchange and Hemel Hempstead were highlighted by UKPN as areas of potential problems due to industrial land use.

During stakeholder consultation in May 2023, UKPN indicated that they are currently in contract with National Grid to construct a new major 132kV interface substation which could support major demand increases and therefore reduce capacity constraints for residential developments. However, it was highlighted that this will likely not be completed until 2029.

Current planned reinforcements are listed in full in the Infrastructure Delivery Schedule. These include replacing primary transformers at Adelaide Street substation and works to replace 33kV switch gear at Cell Barnes GSP, which will enable potential additional connections. Additionally, during stakeholder consultation, UKPN indicated that they are looking at providing additional 33kV infrastructure in central and east Harpenden to build network resilience and support development in the northern St Albans area and south of Luton.

UKPN also indicated that it may be necessary to remove the 33kV overhead line infrastructure which currently comes from Picotts End Grid and loops around the northern arc of Hemel Hempstead as in its current position it would obstruct development. If this were necessary, UKPN would also need to consider adding in a new 132kV to 33kV grid substation on the network on the Dacorum/St Albans border to increase capacity and allow UKPN to underground the existing

overhead infrastructure. As noted for gas, it is recommended that Hemel Garden Communities development progresses an energy strategy and engages UKPN as a stakeholder.

Additionally, as discussed above, the energy sector is in a state of transformation currently, due to the push for Net Zero to improve energy security and reduce fossil fuel use. The decarbonisation of transport and heating will increase the demand for electricity in the future. Therefore, it is critical that this is considered when planning infrastructure for growth in the future.

8.2 Waste Management Facilities

Overview

Hertfordshire County Council (HCC) are the Waste Planning Authority and the Waste Disposal Authority for Hertfordshire. SADC is the Waste Collection Authority for the District and has a statutory responsibility to provide a waste collection service to householders and local businesses.

HCC is required to perform statutory functions as the Waste Disposal Authority under the Environmental Protection Act 1990. HCC are responsible for the treatment and/or disposal of Local Authority Collected Waste (LACW) across the county. They also have a statutory requirement to provide Household Waste Recycling Centres for residents to deposit their household waste. The Recycling Centres (RCs) in Hertfordshire are managed and operated by HCC.

The current Hertfordshire Waste Development Framework covers the period from 2011 to 2026 and is compiled of two development plan documents.

- The 2012 Waste Core Strategy & Development Management Policies DPD, provides waste management strategic objectives and policies for Hertfordshire¹³². Appendix A of the Core Strategy includes a 'Key Diagram' map showing broad locations for new facilities; and
- The 2014 Waste Site Allocations DPD identifies sites for waste management facilities¹³³.

The Waste Development framework is currently under review. HCC consulted on a Draft Minerals and Waste Local Plan¹³⁴ between July and October 2022 as part of Regulation 18. Currently, the regulation 19 version is on hold pending review.

In 2021, HCC also prepared a LACW Spatial Strategy¹³⁵ which sets out an assessment of desirable new and improved waste management facilities required across Hertfordshire over the period to 2031, to better enable the management and disposal of LACW. A Recycling Centre (RC) Annex to the LACW Spatial Strategy has also been produced, assessing the suitability of the existing RCs for future development and/or expansion.

Existing Provision and Capacity

Figure 26 illustrates the spatial distribution of waste facilities across SADC. This illustrates that there are two RCs in St Albans; one in Harpenden and the other in Sandridge (located along the southern boundary with St Albans). There is one Private Waste Transfer Station in SADC, located in

¹³² Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/waste-local-plan/waste-core-strategy-and-development-management-policies-document.pdf>

¹³³ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/waste-local-plan/the-waste-site-allocations-document-2.pdf>

¹³⁴ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/core-documents/cd-01-minerals-and-waste-local-plan-draft-plan-jul-2022.pdf>

¹³⁵ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/spatial-strategy/collected-waste-spatial-strategy-2021.pdf>

Colney Heathy and operated by Veolia. The HWRC Annex¹³⁶ identifies that the Harpenden RC is under capacity and St Albans HWRC is close to capacity, especially in the summer.

There are no existing strategic sites in SADC which are considered essential to the current and future waste management of LACW in the county and that also provide waste management beyond the local areas in which they are located.

The Waste Development Framework identifies six Employment Land Areas of Search (ELAS) which are sites that are employment land areas that are predominantly used for general industry (B2) and storage and distribution (B8), and that HCC considers that may be compatible with waste management uses but currently have little immediate potential for redevelopment:

- Colney Street Industrial/Warehousing Estate
- Acrewood Way
- Porters Wood/Soothouse Spring and Council Depot and Adjoining Land
- Brick Knoll Park
- North Orbital Trading Estate
- Riverside Estate

The Waste Site Allocations document identifies Roehyde (Hatfield) as one of the eight Allocated Sites which HCC considers to be the most suitable locations to manage the county's existing and future waste arisings during the plan period and have the potential for enhancement.

As the Waste Collection Authority, all kerbside waste is collected by SADC. All residual Local Authority Collected Waste (LACW) from the district is directed to the Waste Disposal Authority's Waterdale Waste Transfer Station in Three Rivers, before being distributed to out of county treatment/disposal facilities.

Waterdale Waste Transfer Station (WTS) is managed by HCC who identified during stakeholder engagement in September 2024, that it is currently at full capacity and unable to meet current demand.

To improve resilience, increase capacity and assist with the efficient management of HCC's residual LACW, plans are in progress to improve the infrastructure at Waterdale WTS, which is located within Three Rivers District Council, to:

- Add a new shredding facility, which is currently under construction, to deal with bulky waste such electrical appliances, mattresses and sofas etc.
- Expand the main building and create extra bays.

These projects are being forward funded by HCC however new or improved waste facilities infrastructure should be supported by developer contributions.

¹³⁶ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/spatial-strategy/hertfordshire-county-council-spatial-strategy-recycling-centre-annex-update-april-2022-002.pdf>

HCC also identified that there was a need to further segregate waste types to enable their efficient processing/recycling, meaning that an increase in strategically placed bulking capacity is required. A network of waste transfer stations are therefore needed to increase capacity and enable the proximate bulking and segregation of waste prior to processing, treatment or disposal and to meet the Government's Resources and Waste Strategy (RWS)¹³⁷ which increases the need to segregate different waste types so that material resources can be reserved and the country can move towards a circular economy.

The Waste Core Strategy estimates that additional waste facilities will be needed by 2026. It is expected that there could be a shortfall in capacity of approximately 250,000 tonnes of waste collected by local authorities across Hertfordshire. This would lead to a requirement for additional facilities in the county.

The Hertfordshire Authority Monitoring Report 2023¹³⁸ states that 10% of all waste collected by local authorities in Hertfordshire was landfilled, with a total of 51% of Local Authority Collected Waste (LACW) was either recycled or composted.

Appendix A of the Waste Core Strategy is the 'Key Diagram' map which identifies areas of search for organic waste recovery and waste treatment & transfer facilities. The majority of these areas lie outside of St Albans District, with one area of search for LACW treatment & transfer including Colney Heath. Infrastructure Required to Support Growth

As housing growth continues within Hertfordshire, the amount of local authority collected waste and waste generated from RCs, will also increase. This will continue to be monitored throughout the plan period.

It has been identified that a new recycling centre would be needed due to the scale of development at Hemel Garden Communities proposed in both Dacorum and St Albans District. HCC are working with Dacorum as part of their planning process and are looking to replace the Hemel Hempstead Recycling Centre.

¹³⁷ Available at: <https://assets.publishing.service.gov.uk/media/5c18f11740f0b60bbe0d827/resources-waste-strategy-dec-2018.pdf>

¹³⁸ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/primary-evidence/pe-14c-authoritys-monitoring-report-2023.pdf>

Figure 26 Waste Facilities in St Albans City and District Council



Legend

- Private Waste Transfer Stations
- Waste Recycling Centres

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By:	
Checked:	
Approved:	

Project Title:
St Albans City and District Council IDP

Drawing Title:
Waste Facilities in St Albans City and District Council

Scale of A3: **1:52,792**

Rev:	
Drawn:	
Checked:	
Author:	603142-54
Rev:	Draft
Drawing Number:	

Source: St Albans City and District Council

8.3 Flood Management

Overview

Flood risk in SADC is managed by the Hertfordshire Lead Local Flood Authority (LLFA), with support from the Environment Agency (EA). The organisations work together to ensure that necessary planning and maintenance work is undertaken to help manage future flood events.

The most recent Strategic Flood Risk Assessment (SFRA) for Southwest Hertfordshire was published in 2018. Appendix C of the SFRA 2018 outlines information on flood risk in SADC, focusing on: fluvial flood risk, surface water flood risk, groundwater flood risk, as well as sewer flooding.

The Local Flood Risk Management Strategy for Hertfordshire was published in 2019. This is a statutory responsibility of the LLFA under the Flood and Water Management Act (FWMA) 2010 and helps the LLFA provide an understanding of local flood risk in Hertfordshire and the actions that will be taken to manage it most appropriately within available resources.

The LLFA assess, prioritise, and makes recommendations for the management of local flood risk through development of Surface Water Management Plans (SWMPs) for each district authority in Hertfordshire. The most recent Watford and St Albans Surface Water Management Plan was produced in 2015, and this is currently being updated.

Existing Provision and Capacity

Appendix A of the SFRA 2018 comprises a high-level flood risk map, providing further information about different forms of flood risk in SADC. In particular, it illustrates the extent of fluvial flood risk, surface water flood risk and groundwater flood risk. Figure 27 illustrates the fluvial flood zones within SADC.

Fluvial Flood Risk

The sources of fluvial flood risk in SADC are the River Lea in the north of the District, the Rivers Colne and Ver, and two tributaries of the Colne to the east, the Ellen and Butterwick Brooks. In the River Lea, small sections of north Batford and northeast Wheathampstead are exposed to Flood Zones 2 and 3. East Redbourn and parts of southwest SADC are exposed to Flood Zones 2 and 3 of the River Ver, with the Flood Zone extents becoming greater as the watercourse passes through St Albans. The flood extents associated with the River Colne and its tributaries, the Ellen and Butterwick Brooks are more extensive, affecting eastern St Albans, Colney Heath and Napsbury Park.

Surface Water Flood Risk

Surface water flood risk is largely confined within the valleys of the Main Rivers and ordinary watercourses of SADC particularly within rural areas. Within St Albans City, surface water follows routes along the road network southwest into the River Ver, and eastwards into Butterwick Brook. Surface water flooding is also predicted to occur in Harpenden during a 1 in 30-year rainfall event, where rainwater is channelled into a natural low point, possibly a dry valley, through the centre of

the town. The Midland Mainline railway embankment (running through the centre of SADC), as well as Redbourn Road, London Road and the North Orbital Road in St Albans provide topographic barriers to flow. It is predicted that surface water could back up on either side of the transport links. This risk will partially be managed by drainage beneath the railway and road network.

Groundwater Flood Risk

Groundwater flood risk is concentrated in the floodplains of the Rivers Lea, Ver and Colne, as well as Butterwick and Ellen Brooks. Here, the chalk geology and gravel surface deposits can result in heightened groundwater levels at or just below the ground surface. The settlements identified as at highest risk of groundwater flooding are southern St Albans, Marshalswick (St Albans), Redbourn, Batford and Wheathampstead.

Sewer Flooding

Thames Water sewer flooding register data for SADC illustrates that the highest number of sewer flooding incidents within the SADC was recorded in St Albans. Significant numbers of incidents were also reported in London Colney, Sandridge and Wheathampstead.

Flood Defences

The SFRA 2018 report includes assessments by the Environment Agency of the condition of formal structural flood defences in the South West Hertfordshire study area, with Wheathampstead Wall located in SADC. This is summarised in Table 37.

Table 37 Flood Defences in St Albans District

Flood Defence	Condition
Wheathampstead Wall	<p>Wheathampstead Wall is located in central Wheathampstead on the left bank of the River Lea, west of Station Road.</p> <p>The area of North Wheathampstead (Station Road) benefits from the Wheathampstead Wall flood defence, with its current condition rated at Grade 4 – Poor. This rating describes defects that would significantly reduce the performance of the asset, with further investigation required.</p>

Source: Southwest Hertfordshire Strategic Flood Risk Assessment (2018)

Additionally, during stakeholder engagement, the EA provided details of a total of 13 assets in the area that are considered ‘Below Required Condition’. Two of these assets are maintained by the Local Authority, with the other 11 being privately owned. The EA highlighted that any assets near planned development that are considered ‘Below Required Condition’ should be returned to the required condition to reduce the risk of flooding.

There is one project being launched within St Albans regarding improvement to flood defences. This project explores the use of Property Flood Resilience within London Colney. The aim of the project is to offer eligible residents in London Colney grants up to £8,000 to protect and reduce the impact of flooding. However, this relates to existing residents and not planned growth.

River Health

The Environment Agency (EA) have highlighted that currently run-off from urban development and roads, discharge from sewage treatment works, and intermittent discharges from combined sewer overflows are negatively impacting some of the water bodies in St Albans. It is important to consider the affected water bodies when planning growth. Additionally, planned growth can be used to update and improve the infrastructure contributing to these pressures. Table 38 outlines the water bodies within SADC that are currently not achieving good Ecological Status.

Table 38 Ecological status of water bodies affected by growth

Water body	Type	Ecological Status
Ver	Water body	Moderate
Upper Colne and Ellen Brook	Water body	Moderate
Lea (from Luton Hoo Lakes to Hertford)	Water body	Moderate
Colne (from Confluence with Ver to Gade)	Water body	Poor
Colne (upper east arm including Mimshall Brook)	Water body	Bad
Upper Lea Chalk	Groundwater body	Poor
Mid-Chilterns Chalk	Groundwater body	Poor

Source: Environment Agency

Infrastructure to Support Growth

During stakeholder engagement in April 2024, the LLFA highlighted that they would advise avoiding the development of sites with strong flood risk, as this can end up being a blocker to development. Additionally, they would advise all planning authorities that they should have up to date Strategic Flood Risk Assessments and apply sequential testing for all flood types.

Additionally, the EA highlighted that, when exploring the different Growth Scenarios, the Local Authority should consider any flood defences that are considered Below Required Condition (BRC). Specifically, the area around Smallford put forward as part of the residential development growth is of concern. Whilst it is not clear how close this site is to a main river; it is possible that it is in proximity to the Smallford Depot Culvert, which is one of the EA assets highlighted as Below Required Condition. Consequently, if this flood defence asset is not returned to the required condition, it may have an impact on the risk of flooding and/or capacity within the channel.

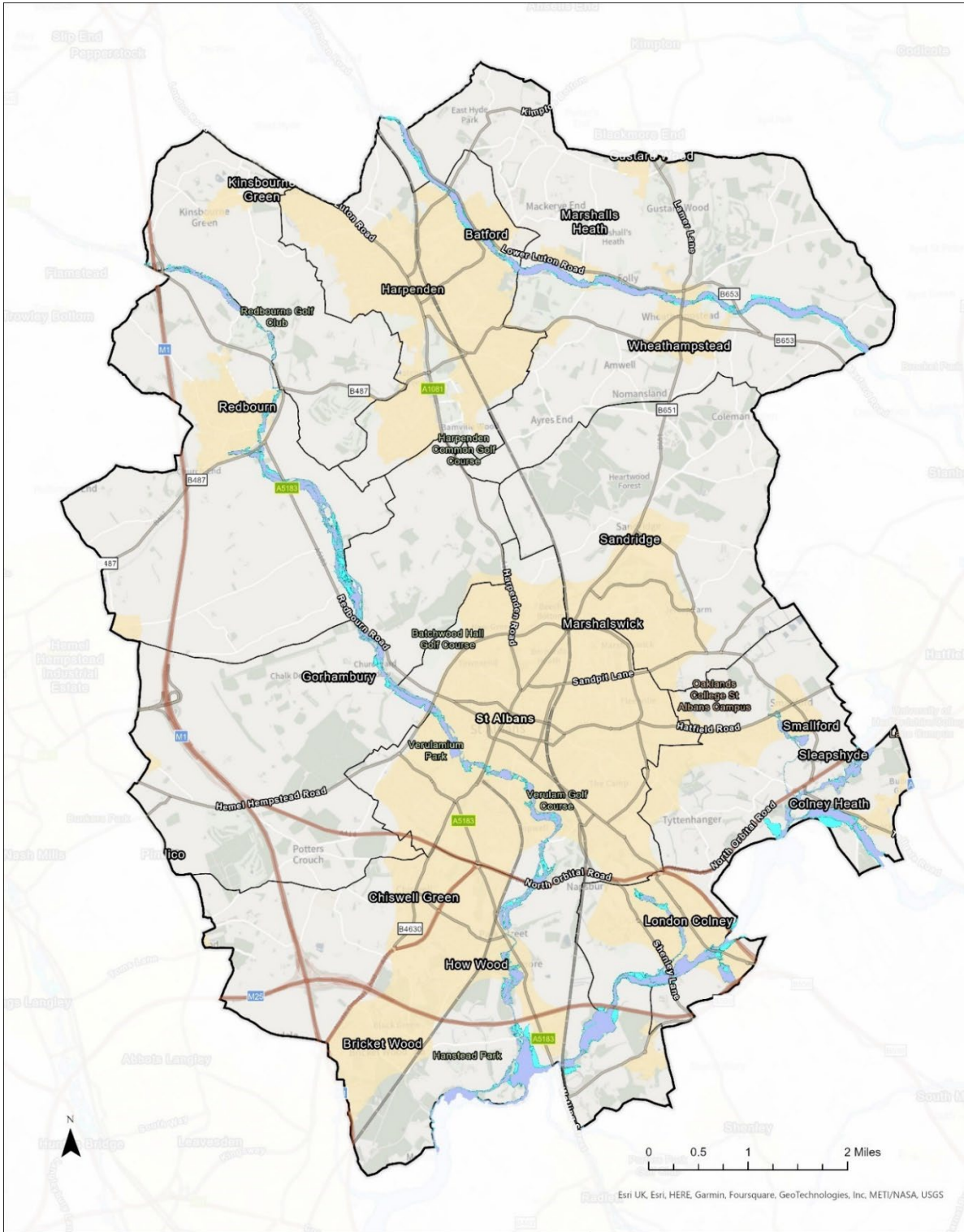
Strategic sites in Batford, St Albans West and London Colney are highlighted as communities at risk of flooding by the EA. Smaller allocations covering Redbourn, Frogmore, Harpenden East, Wheathampstead, Colney Heath or East Hyde may also be at risk of flooding.

The EA are currently in the process of beginning initial assessment works to look at potential options for infrastructure to reduce flood risk in these communities. These options include traditional flood management techniques and natural flood management techniques, as well as sustainable urban drainage solutions and other innovative ways of managing flood risk and improving the biodiversity.

During stakeholder engagement in April 2024, the LLFA highlighted that there is an early business case for potential flood mitigation in Harpenden, specifically around South Down Road. This would support planned growth in this area.

To ensure that new development does not increase the risk of flooding, the sequential approach should be employed to steer new development to areas with the lowest risk of flooding and ensuring that the most vulnerable developments are located in the areas with the lowest risk.

Figure 27 Flood Risk in St Albans City and District Council



Legend

- Flood_Map_for_Planning_Rivers_and_Sea_Flood_Zone_2
- Flood_Map_for_Planning_Rivers_and_Sea_Flood_Zone_3

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Project Title:
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Drawing Title:
Flood Zones

Scale of A3: **1:52,792**

Rev:	
Subsidiary:	
Arup Job No:	603142-54
Drawing Number:	Draft

Source: St Albans City and District Council

Table 39 Local Authority Maintained Assets (provided during stakeholder engagement)

Asset Name	Asset ID	Asset Type	BRC Date	Target Condition	Current Condition	Post Inspection Action	Comments
Smallford Depot Culvert	327898	Simple Culvert	01-07-2019	3 - Fair	4 - Poor	Element Not Inspected	Asset is Below Required Condition because it was unable to be inspected fully. The downstream headwall is covered by vegetation. Culvert also needs an internal inspection this will be either visual from the channel or through CCTV.
Smallford Depot Culvert	327539	Simple Culvert	25-01-2023	3 - Fair	4 - Poor	Significant Fix	We sent a letter as part of engagement package to the council. There is a lot of vegetation that may cause blockages or issues.

Source: Stakeholder Engagement

Table 40 Privately Maintained Assets (provided during stakeholder engagement)

Asset Name	Asset ID	Asset Type	BRC Date	Target Condition	Current Condition	Post Inspection Action
Under M25 Junction 22 Culvert	64647	Simple Culvert	29-11-2022	3 - Fair	5 - Very Poor	Element Not Inspected
Cherry Tree Avenue Culvert	150339	Simple Culvert	18-11-2022	3 - Fair	4 - Poor	Element Not Inspected
	42684	Wall	01-07-2022	3 - Fair	5 - Very Poor	Element Not Inspected
King's Road Culvert	150341	Simple Culvert	09-03-2022	3 - Fair	4 - Poor	Significant Fix
	316423	Weir	24-02-2022	3 - Fair	4 - Poor	Significant Fix
	42214	Embankment	07-05-2019	3 - Fair	4 - Poor	Significant Fix
Westfield Rd, Allot. Embankment RB	42009	Embankment	13-07-2018	3 - Fair	4 - Poor	Significant Fix
	328004	Simple Culvert	08-01-2024	3 - Fair	4 - Poor	Element Not Inspected
	11489	Engineered Ground	18-12-2023	3 - Fair	4 - Poor	Significant Fix
	11491	Wall	18-12-2023	3 - Fair	4 - Poor	Significant Fix
Moor Mill Culvert	327793	Simple Culvert	08-02-2023	3 - Fair	4 - Poor	Significant Fix

Source: Stakeholder Engagement

8.4 Digital Connectivity

Overview

Broadband and Wired Communication

Broadband and wired communication services are provided across the UK by a range of internet service providers; with the SADC IDP (2018) noting that broadband is commercially based. The main providers of infrastructure within SADC are:

- Openreach, which is currently the principal provider of infrastructure. Openreach operates as a wholly owned subsidiary of British Telecom (BT), providing the network through which other commercial providers can offer services.
- Hyperoptic, which operate its own fibre network and focuses on delivering full Fibre to the Premises (FTTP) to new builds and larger dwelling sites in St Albans.
- Virgin Media, which own a fibre cable system which has wide coverage in Hertfordshire but is not actively being extended. There is no other provider access through the Virgin cable network. Virgin's focus is on increasing usage/customers for their system.

In addition, other providers such as Gigaclear and Grain Connect also deliver access to superfast broadband infrastructure in SADC and Hertfordshire.

Mobile Communications

Following the publication by Central Government of the Future Telecoms Infrastructure Review in 2018¹³⁹, the stated ambition is for the UK to be a world leader in 5G, with a target that the majority of the population would be covered by a 5G signal by 2027. The document outlines the drive to roll out 5G as quickly as possible.

In March 2020, the Government announced that it had entered into an agreement with the four mobile operators to provide grant funding to deliver a 'Shared Rural Network'.¹⁴⁰ This will deliver 4G coverage to 95% of the UK, enabling rural businesses and communities to thrive.

Existing Provision and Capacity

Broadband and Wired Communication

As the regulator of broadband delivery, Ofcom oversees the delivery of broadband infrastructure. Following the implementation of the Universal Service Obligation at the end of 2019, every homeowner and business in the UK will have the right to request a decent and affordable broadband connection. A decent broadband connection is defined as 10Mbit/s download speed and a 1Mbit/s upload speed.

¹³⁹ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/732496/Future_Telecoms_Infrastructure_Review.pdf

¹⁴⁰ Available at: <https://srn.org.uk/about/>

HCC's Digital and Technology Strategy covering the period of 2023-2027¹⁴¹ states that in order to enable 'digital citizens', there is the need to improve connectivity and superfast broadband rollout, and that there are aims to improve availability and access to full fibre and gigabit capable infrastructure. This includes investment in hard-to-reach areas as part of Project Gigabit, which is the government's flagship £5billion programme targeting homes and businesses that are not included in broadband supplier's plans, reaching parts of the UK that might otherwise miss out on getting the digital connectivity needed. In terms of the reach of Project Gigabit in SADC, hard to reach areas within the District are likely to benefit from the project, more specifically the Harpenden area/edge.

Through the Connected Counties¹⁴² superfast broadband programme, between 2013 and 2021, Hertfordshire delivered more than 50,000 superfast connections (24mbps and above) as part of a joint project with Buckinghamshire, the Hertfordshire LEP, Openreach and the Department for Digital, Culture, Media and Sport (DCMS). This meant that over 98.5% of residents and businesses in the county were able to order a Superfast connection.

In early 2019, Openreach were successful in bidding for a £900,000 contract, to deliver an additional 400 superfast Fibre to the Premise (FTTP) connections across Hertfordshire. This included nearly 200 business premises, under the Rural Development Programme for England as part of a Department for Environment, Food and Rural Affairs funded rollout.

Meanwhile, Hyperoptic have identified c. 4,800 homes across St Albans suitable for FTTP connections and have made services agreements for c. 1,400 homes. Hyperoptic are working with new build developers to facilitate 'day one' connectivity, where residents would be able to connect to broadband services from the first day they move in.

As of May 2024, superfast broadband coverage across St Albans has risen to 98.98% (≥ 30 Mbps), which surpasses the UK's average of 98% coverage. Since Stage 1 of the IDP, St Albans' Fibre to the Premise (FTTP) coverage has increased from 63.1% to 74.54%, and is also higher than the UK's average of 66.4%¹⁴³.

Figure 28 shows the spatial pattern of broadband speeds within SADC, which demonstrates that the more urban areas such as St Albans City, areas to the south of SADC, Redbourn, Harpenden and Wheathampstead are well served by broadband services. However, it should be noted that the surrounding rural areas within St Albans are also well served by broadband coverage and speed.

Infrastructure to Support Growth

As part of the government's plans to end 'no bar blues' and accelerate 5G coverage nationwide, reforms to planning laws will allow new and existing masts up to five metres taller and two metres

¹⁴¹ Available at: <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/digital-and-technology-strategy-2023-27.aspx>

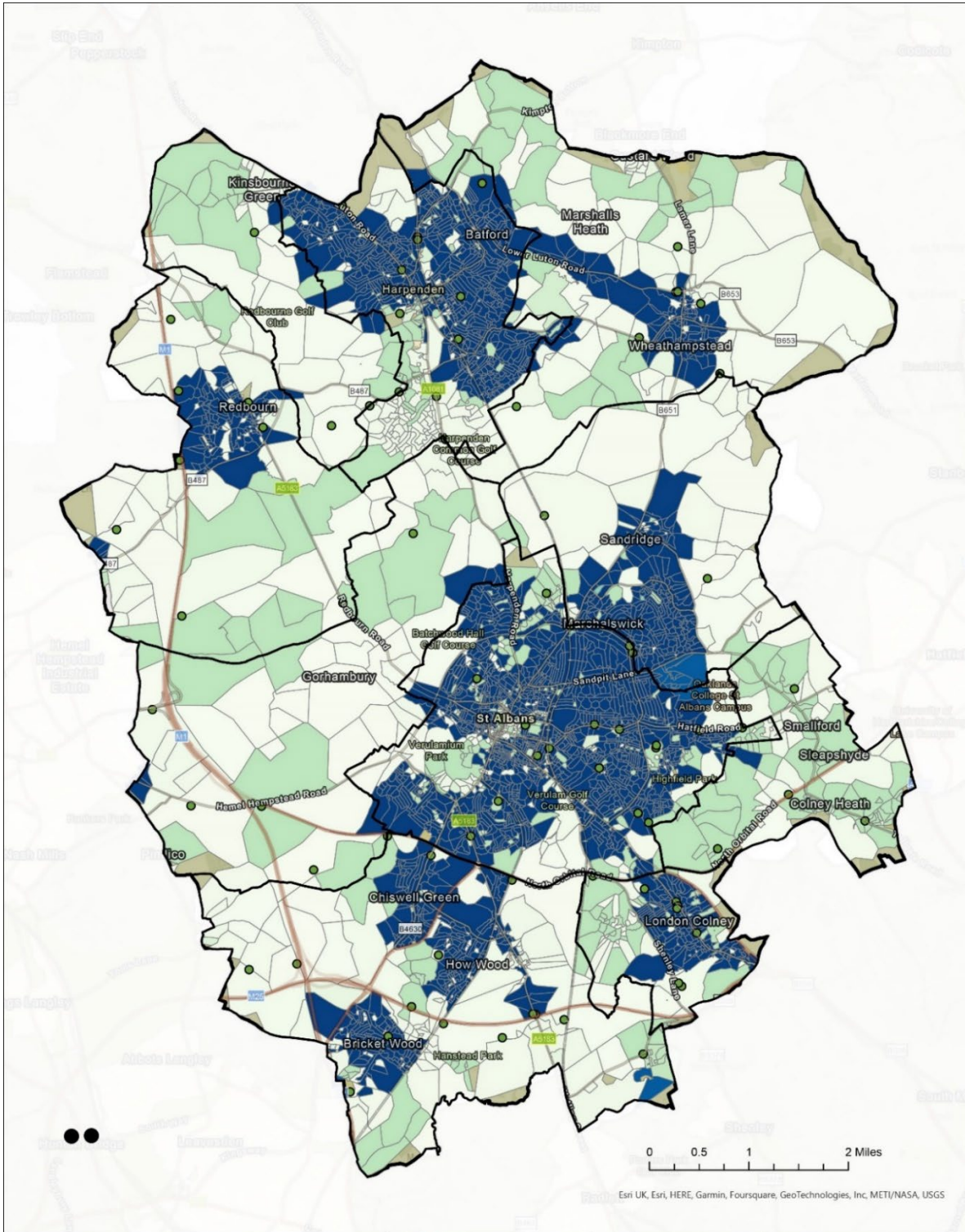
¹⁴² Available at: <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/broadband-in-hertfordshire/broadband-in-hertfordshire.aspx>

¹⁴³ Available at: <https://labs.thinkbroadband.com/local/E07000240>

wider than current rules permits, facilitating telecommunication providers to upgrade existing infrastructure. These changes are delivered via legislation through the Product Security and Telecommunications Infrastructure Act 2022.

Increased population as a result of the growth allocated in the emerging Local Plan will lead to increased usage and demand for broadband and mobile telecommunication services. It is important to ensure that new developers agree and adopt the highest standards of digital connectivity. HCC expects new build developers to liaise with telecommunications suppliers for mobile and broadband connections early in the development process, with FTTP/5G being the minimum standards. HCC also encourages new build developers to target a minimum of two broadband service providers per premise.

Figure 28 Broadband speed in St Albans City and District Council



Legend

- Telecommunications Sites
- Fastest Download speed in mbps
- 0.0
- 1,100
- Green Belt

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St Albans City and District Council				
Draft	11/05/23	GL	JW	DT
Rev	Date	By	Check	Appr

Project Title
St Albans City and District Council IDP

Drawing Title
Telecommunications Sites in St Albans City and District Council

Scale at A3
1:52,792

Role	
Suitability	
Arup Job No	603142-54
Rev	Draft
Drawing Number	

Source: St Albans City and District Council

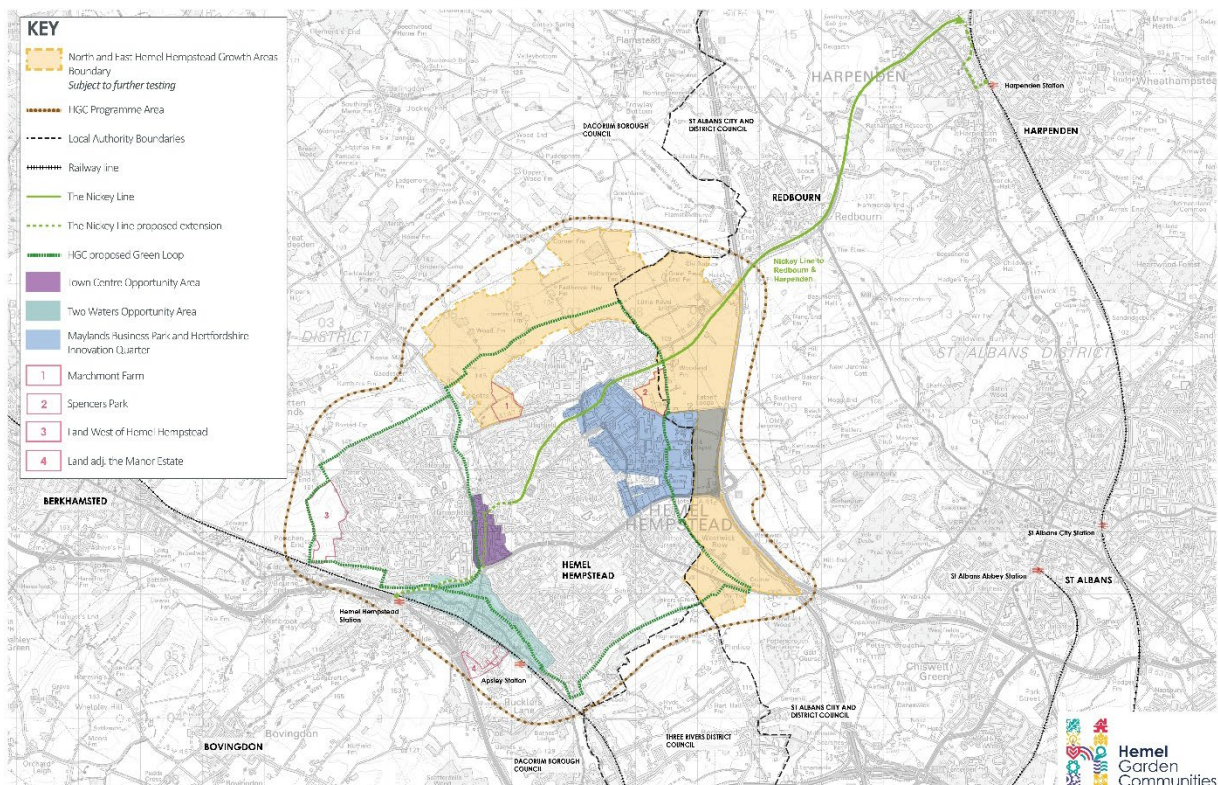
9. Hemel Garden Communities Infrastructure Assessment

Since being awarded Garden Town status in 2019, The Hemel Garden Communities (HGC) Partners have been working to progress and deliver the programme. The HGC Partners are St Albans City and District Council (SADC), Dacorum Borough Council (DBC), Hertfordshire County Council (HCC), Hertfordshire Futures (Formerly the Hertfordshire Local Enterprise Partnership) and the Hertfordshire Enviro-Tech Enterprise Zone, known as Hertfordshire Innovation Quarter (Herts IQ)).

The Hemel Garden Communities (HGC) Programme Area covers the town of Hemel Hempstead, within the borough of Dacorum, as well as proposed growth areas straddling both Dacorum and St Albans District to the north and east of the town and wider movement routes beyond. The HGC partnership is working to develop a strategic approach to ensure the homes, employment opportunities and new infrastructure is transformative to the whole town of Hemel Hempstead and the wider area.

Figure 29 Hemel Garden Communities Wider Geographical Area Map

Hemel Garden Communities Wider Geographical Area



Source: Hemel Garden Communities (2024)

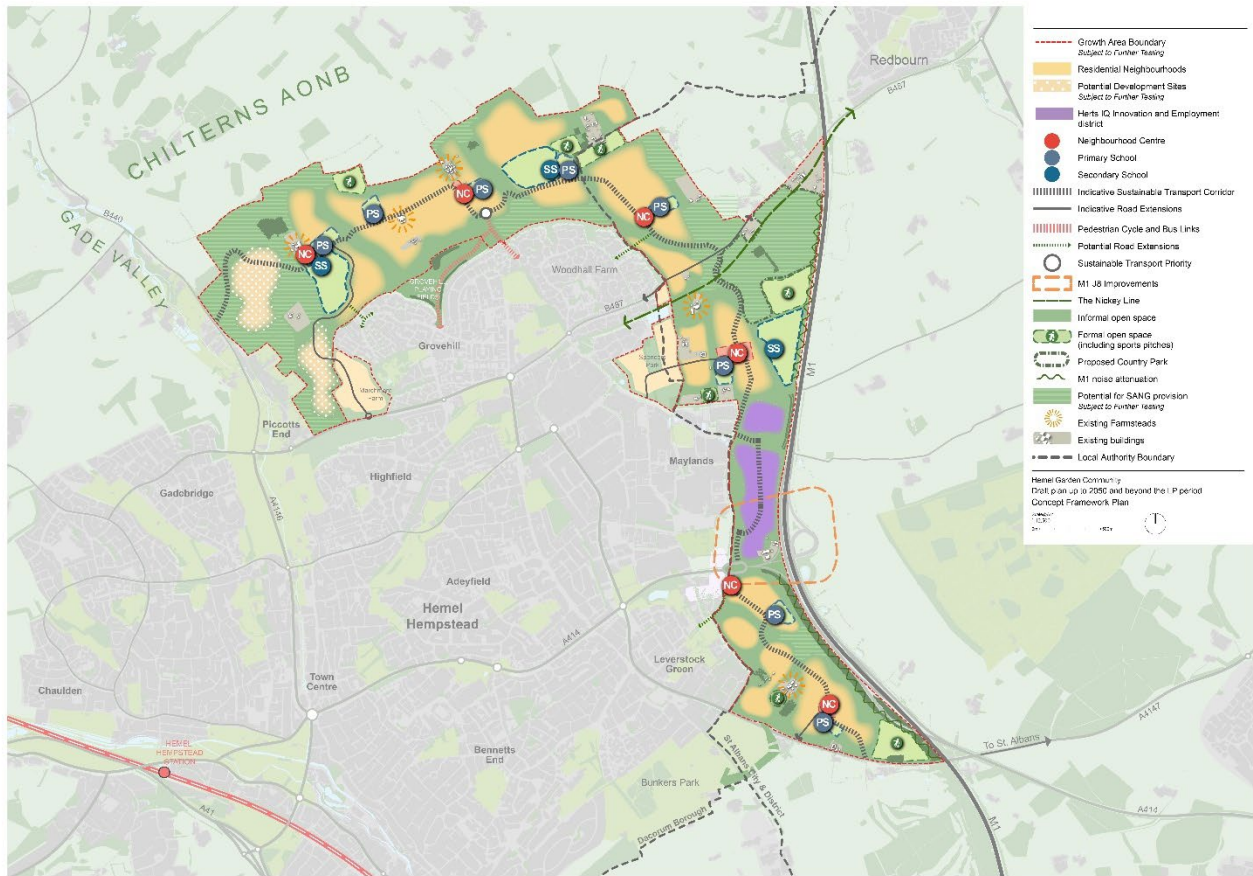
The HGC partners and wider stakeholders are continuing to work together to ensure the funding and delivery of strategic infrastructure requirements across the Garden town, including the early delivery of necessary infrastructure. Where an item is strategic (in other words, it serves more than one of the Growth area sites and in some cases other sites in the wider town), a cost sharing and apportionment methodology will be developed. Planning for infrastructure at Hemel Garden Communities should be carried out in a masterplanned and coordinated approach. The DBC Infrastructure Delivery Plan should also be considered to ensure a complete picture and for cross-boundary implications. A Hemel Garden Communities Infrastructure Delivery Plan, looking at placemaking and transformation requirements, cost apportionment methodology and the infrastructure requirements from 2041 to 2050 is being prepared.

Various pieces of work have informed the infrastructure requirements for Hemel Garden Communities. Published documents include:

- HGC Charter (2018)
- Spatial Vision (2021)
- HGC Transport Vision & Strategy¹⁴⁴ (2024, Endorsed by Hertfordshire County Council)
 - The HGC Transport Vision and Strategy (TV&S) sets out a sustainable movement network approach for the long-term growth and transformation of Hemel Hempstead and wider routes. The approach ensures the HGC Programme Area, can be developed as a successful, integrated, well-connected place. The HGC TV&S identifies the key and local network, with the aim to achieve a town wide sustainable transport network with a target of 60% of all journeys starting, ending or within the HGC growth area and 40% of all journeys starting, ending or within the existing town of Hemel Hempstead, to be undertaken by active and sustainable modes by 2050. The Hemel Garden Communities Vision & Strategy Document has been endorsed by Hertfordshire County Council in July 2024.
- HGC Framework Plan and Concept Plan (2024)
 - The HGC Growth Areas are supported by the HGC Framework Plan evidence base document, a single, holistic spatial and infrastructure framework for the HGC Programme Area, with a detailed focus on the North and East of Hemel Hempstead Growth Areas. The Framework Plan has been developed based on the baseline evidence collection and the mapping of opportunities and constraints across the site. The Framework Plan aims to provide a single, holistic spatial and infrastructure framework for the HGC Growth Area. It also strategically outlines the infrastructure requirements, growth and transformation objectives of the Growth Area.

¹⁴⁴ Available at: <https://www.hemelgardencommunities.co.uk/media/lgyvmv3/hgc-transport-vision-strategy-executive-summary.pdf>

Figure 30 Emerging Indicative Concept Plan for Hemel Garden Communities



Source: Hemel Garden Communities Framework Plan evidence base document (2024)

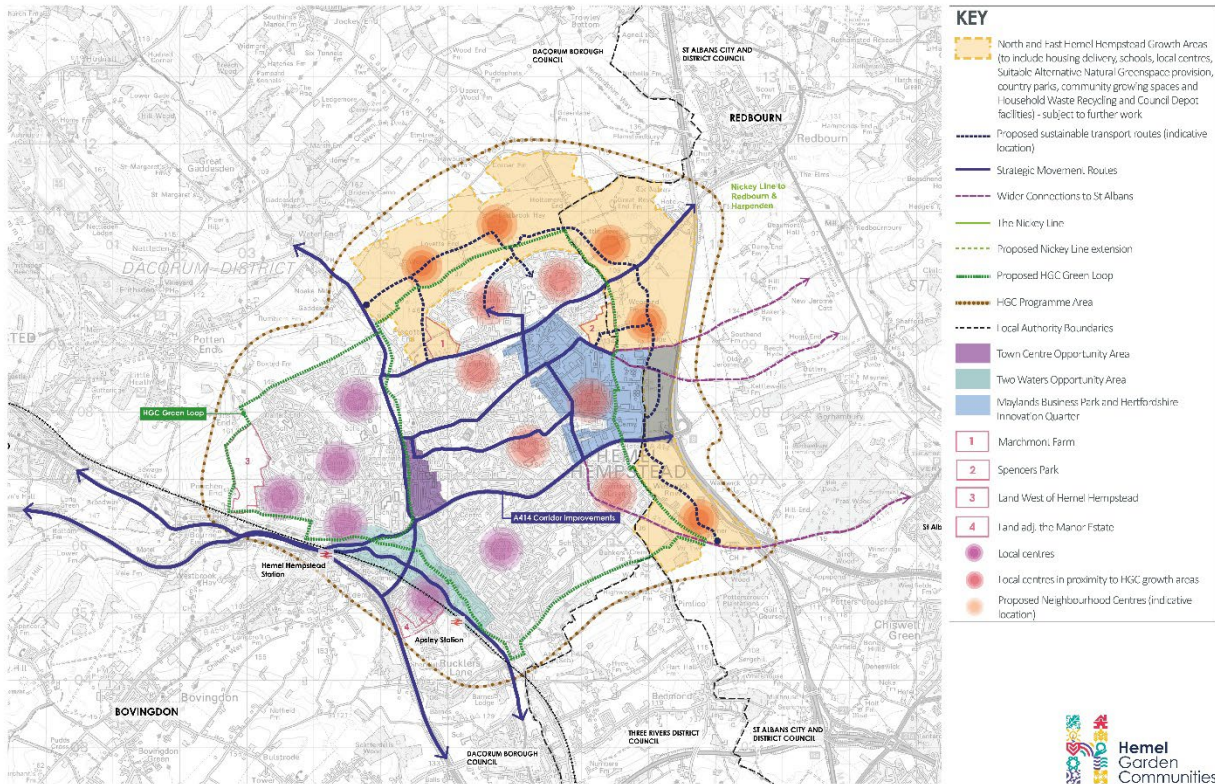
The emerging documents which have informed the IDP and will inform the emerging HGC IDP include:

- HGC Opportunity to Shift Modes
- HGC Green Infrastructure Strategy
- HGC Socio-economic Demographic Study
- HGC Health & Wellbeing Strategy
- Nickey Line Vision & Feasibility study
- HGC Strategic Design Code

The HGC Projects Map provides a summary of the projects set out within this IDP.

Figure 31 Hemel Garden Communities Projects Map

Hemel Garden Communities Projects Map



Source: Hemel Garden Communities (2024)

9.1 Hemel Social Infrastructure

9.1.1 Education

Early Years

Throughout the District, there is a surplus of early years provision, which has been identified within the Hertfordshire Childcare Sufficiency Annual Report (2023). This uses mid-year population estimates to estimate capacity by area, by calculating the number of children requiring childcare, and the number of places available within the District. Neither the report or stakeholder engagement with Hertfordshire County Council highlighted any variation in this position for Hemel Garden Communities specifically, however the planned growth will generate additional demand for childcare places, and HCC would expect this demand to be met partially through the delivery of early years provision attached to the delivery of additional primary school provision.

Primary Schools

Similarly with early years provision, neither stakeholder engagement with HCC nor their representations on SADC’s Regulation 18 Local Plan highlighted any specific capacity constraints within primary schools serving the Hemel Garden Communities area. The Hemel Garden

Communities development will trigger the need for additional education provision in St Albans, including four new primary schools, which each include early years provision:

- 3FE primary school to serve North Hemel Hempstead;
- 3FE primary school to serve East Hemel Hempstead (North); and
- Two primary schools (one 3FE and the other 2FE) to serve East Hemel Hempstead (South).

Secondary Schools

Secondary school provision within SADC is split into two school planning areas; St Albans and Harpenden. In both areas, secondary school provision is fairly constrained, demonstrating a need for additional provision throughout the District. Hemel Garden Communities will trigger the need for new secondary schools, including:

- 8FE secondary school at East Hemel Hempstead (North);
- A site capable of accommodating a reserve secondary school up to 10FE to serve growth arising from wider Hemel Hempstead growth in Dacorum Borough Council.

Engagement with Hertfordshire County Council showed no specific capacity constraints to further education provision within SADC, but they would expect all secondary schools to include sixth form provision, and therefore provision required to support growth should be delivered in this way.

Special Educational Needs and Disability (SEND)

Hertfordshire has a higher percentage of students receiving SEND services compared to statistical neighbours and nationally, but this demand has been supported through the opening of a Special Free School (Roman Fields Academy) in 2021, which is located within Hemel Hempstead. However, demand for SEND services continues to increase, and capacity must be built into the education system in SADC and Hertfordshire, to ensure that students can access services locally. SEND Provision should be provided in accordance with HCC's latest SEND Special School Place Planning Strategy.

9.1.2 Health and Social Care

Additional healthcare provision (i.e. GP provision) will be required to support growth at North Hemel Hempstead, East Hemel Hempstead (North), East Hemel Hempstead (Central), and East Hemel Hempstead (South). Further work with the ICB is required to define these requirements. It is anticipated a medical facility will be required at East Hemel Hempstead (North). This will be delivered within the SADC Local Plan period.

Additionally, North Hemel Hempstead will require the delivery of one care home (70-80 beds), two extra care/flexicare (70-80 units) and six other - special needs supported living units, East Hemel Hempstead (North) will require one care home (70-80 beds), two extra care/flexicare (70-80 units) and seven other - special needs supported living units, and East Hemel Hempstead (South) will require two care home (70-80 beds), three extra care/flexicare (70-80 units) and nine other - special needs supported living units. These will be delivered within the SADC Local Plan period.

9.1.3 Community Facilities

Although no specific community facility schemes are currently identified for Hemel Garden Communities growth, additional community provision will be required as a result of growth in North Hemel Hempstead, East Hemel Hempstead (North), East Hemel Hempstead (Central), and East Hemel Hempstead (South). These are assumed to be delivered within the SADC Local Plan period. The Spatial Vision for HGC identifies a lack of space for community activity and culture, and for communities to meet and socialise. This will need to be addressed through masterplanning and design work for the Development Areas in line with the aspirations to deliver connected and engaged communities.

Table 41 shows the required additional floorspace for community facilities in the District. This has been derived using a planning standard provided by SADC of 61sqm per 1,000 of the population. The estimated net dwellings for each growth allocation has been multiplied by a population forecast of 2.4 people per dwelling.

Table 41 Required community facility provision

Growth location	Estimated Net Dwellings	Estimated population	Community facility floorspace (sqm)
North Hemel Hempstead	1,500	3,600	219.60 sqm
East Hemel Hempstead (North)	1,600	3,840	234.24 sqm
East Hemel Hempstead (South)	2,400	5,760	351.36 sqm
Total	5,500 dwellings	13,200 people	805.2 sqm

Source: St Albans City and District Council

Based on the estimated additional net dwellings in Table 2, as a result of growth, there would be an anticipated 5,500 additional dwellings in the Hemel Garden Communities growth area, which extends beyond the plan period. Using a typical occupancy ratio of 2.4 persons per dwelling, these additional dwellings would generate an estimated population of around 13,200. This forecasted population was used in Sports England playing pitch calculator to derive the following demand for sports facilities in Table 42. Further work is required to consider how this should be delivered across the New Development Areas.

Table 42 Forecasted demand for sports facilities

Sports facilities	Associated demand from growth	Associated cost of provision
Adult Football	3.46 pitches	£396,086
Youth Football	9.85 pitches	£922,240
Mini Soccer	7.90 pitches	£246,449
Rugby Union	2.46 pitches	£422,794
Rugby League	0.18 pitches	£26,778
Cricket	1.12 pitches	£402,572
Total Natural Grass Pitches	24.98 pitches	£2,416,919
Sand Based	0.34 pitches	£339,766
3G	1.12 pitches	£1,323,771
Total Artificial Grass Pitches	1.46 pitches	£1,663,537
Total Changing rooms	30.06 changing rooms	£6,136,264
Total Swimming Pools*	0.69 pools	£3,133,866
Total Sports Halls*	0.94 halls	£2,791,840
Total Indoor Bowls*	0.03 centres	£89,578
Total Tennis Courts*	1.77 courts	£175,280

*The figures for these facilities are indicative

Source: Sports England

9.1.4 Emergency Services

Fire and Rescue

Dependent on operational risk modelling, there is potential for a new fire station on land east of Hemel. The exact location of the station will not be confirmed until future modelling is carried out, to ensure that HFRS response standards are met. It may be that the current Hemel Fire Station will adequately cover the whole of Hemel Garden Communities.

HFRS also highlights the need to take a proactive approach to integrating fire safety provision as part of the design and delivery of the New Development Areas. This includes ensuring suitable and sufficient water mains and hydrants and the provision of sprinkler systems and Automatic Water

Suppression Systems (AWSS) in all buildings and new developments, in order to form part of an integrated fire safety provision.

Police Services

The Hertfordshire Constabulary will review the growth coming forward at Hemel and depending on housing density, population demographic and crime rates, further resource and facilities may be required. There are currently no known required infrastructure requirements needed to support Hemel Garden Communities at this time.

Ambulance Services

EEAST have confirmed that there will be an increased requirement for ambulance facilities necessitated by the planned housing and population growth arising. There is currently work underway to identify the extra necessary ambulance resource needed to support the growth at Hemel Garden Communities.

9.1.5 Green Infrastructure

The provision of an integrated and connected green network is one of the core principles of HGC and a Green Infrastructure Strategy is being developed to progress this.

Across Hemel Garden Communities, the provision of open space should take a comprehensive and master planned approach. The approach should be in accordance with the latest HGC Framework Plan, HGC Strategic Design Code and HGC Green Infrastructure Strategy.

As a result of growth at Hemel Garden Communities, contributions towards a new Suitable Alternative Natural Greenspace (SANG) will be sought for North Hemel Hempstead, East Hemel Hempstead (North), East Hemel Hempstead (Central), and East Hemel Hempstead (South), which will be delivered within the SADC Local Plan period.

In addition to this, improvements to the green infrastructure network at Hogg End Lane, Three Cherry Trees Lane and Punchbowl Lane to support East Hemel Hempstead (Central) will be required, as well as strategic and local public open space improvements at East Hemel Hempstead (South), countryside access links at East Hemel Hempstead (south), and protection of Blackwater Wood ancient woodland to the south of East Hemel Hempstead (south). These will be delivered within the SADC Local Plan period.

SADC is also seeking local green infrastructure investment to support development at North Hemel Hempstead, East Hemel Hempstead (North), East Hemel Hempstead (Central), and East Hemel Hempstead (South), which are assumed to be delivered within the SADC Local Plan period. At East Hemel Hempstead (South), the local green infrastructure should include managed woodland and ecological network links that preserve and enhance links to Leverstock Green. Using a typical occupancy ratio of 2.4 persons per dwelling, these additional dwellings would generate an estimated population of around 11,400. This has been broken down to an estimated population of 3,000 at North Hemel Hempstead, 3,204 at East Hemel Hempstead (North) and 5,196 at East Hemel Hempstead (South). Future local green infrastructure requirements for Hemel Garden Communities have been calculated in Table 43 using standards from Fields in Trust and the National Society of Allotment and Leisure Gardeners.

Table 43 Future Local Green Infrastructure Requirements for Hemel Garden Communities

Site Allocation	Parks and Gardens (hectares per 1,000 population)	Amenity Green Space (hectares per 1,000 population)	Natural and Semi-Natural (hectares per 1,000 population)	Allotments (hectares per 1,000 population)
(Hemel garden Communities) - North Hemel Hempstead	2.88	2.16	6.48	0.90
(Hemel Garden Communities) - East Hemel Hempstead (North)	3.07	2.30	6.91	0.96
(Hemel Garden Communities) - East Hemel Hempstead (South)	4.61	3.46	10.37	1.44

In terms of the strategic green infrastructure provision required as a result of Hemel Garden Communities growth, Regulation 18 Local Plan Appendix 4b¹⁴⁵ identifies a new Country Park to be required at East Hemel Hempstead (North), which could also incorporate SANG requirements and SANG provision at North Hemel Hempstead and East Hemel Hempstead (South). In addition to the Country Park, it has been identified that access and improvements to the Nickey Line and connection to and delivery of the HGC Green Loop should be provided at: East Hemel Hempstead (Central), East Hemel Hempstead (North), and North Hemel Hempstead. At East Hemel Hempstead (South) the HGC green loop should be delivered to provide a connection to Bunkers Park and the wider route via Bunkers Lane.

9.1.6 Transport Infrastructure

One of the core principles of the Garden Community is to deliver transformative mobility improvements to achieve a significant shift towards active and sustainable modes of transport. Whilst a significant amount of baseline information has been collected to support the development of the sections below, there are a number of evolving transport studies and strategies that are not yet completed that will identify and evidence the transport interventions required to support behaviour change in a shift to sustainable modes. These will need to be incorporated into future iterations of this IDP.

¹⁴⁵ <https://stalbans.moderngov.co.uk/documents/s50064591/Appendix%204b%20-%20Local%20Plan%20GBR%20and%20SS%20-%20Site%20Allocations.pdf>

Highways

Planned growth associated with HGC is expected to have an impact on the surrounding local and Strategic Road Network (SRN). A list of potential highway infrastructure schemes has been identified to mitigate the impact of the proposed allocations on the highway network both through additional capacity, where necessary (e.g. proposed M1 junction 8 enhancement), and through encouraging and enabling sustainable and active travel movements (e.g. speed limit reduction schemes and junction reconfiguration schemes to facilitate active travel movements).

HCC and National Highways have indicated that there are plans for a large-scale highway improvement scheme between Hemel Hempstead and SADC (land to be developed in East Hemel, which is known as Project Breakspear), which includes capacity improvements to the M1 junction 8 and enhanced highway access to major growth areas, as well as a Multi-Modal Transport Interchange and other measures that will ensure priority for sustainable transport modes. HCC has indicated that there are a series of highway improvement schemes in the area which are expected to be delivered through development funding during the Local Plan period, which could form part of the wider Project Breakspear in the longer term beyond the Local Plan period.

An inexhaustive list of planned highways infrastructure projects, as included in the St Albans IDP Infrastructure Schedule, of most relevance to the Hemel Garden Communities proposals is as follows:

- M1 junction 8 enhancement (Phases 1 to 3) – A package of transport measures to enhance M1 Junction 8 and surrounding area, looking at the capacity of the M1 motorway, upgrading the existing network, connecting Maylands Business Park and Herts Innovation Quarter to the road network, prioritising active and sustainable modes of travel, providing infrastructure for the new growth areas, and mitigating the impact of new homes from Local Plans growth by 2050.
- Access enhancements to support development at Hemel Garden Communities – Associated access and highways requirements, as well as improved and enhanced countryside access links and active travel routes, to support development at Hemel Garden Communities in St Albans District (North Hemel Hempstead and East Hemel Hempstead (North, Central, South)).

Rail Services

The proposed expansion of Hemel Hempstead is likely to have an impact on the nearby railway stations (Hemel Hempstead station and Apsley station) and the need to improve and expand station facilities, as necessary, to reflect increased demand for rail services has been raised in the engagement as a concern. The Hemel Garden Communities will also be accessible by other railway stations in the District, such as St Albans station and Harpenden station, though these stations are not currently well-connected to the location of the HGC site by sustainable travel modes. Improvements which enhance connectivity to and from railway stations within the District would mitigate potential railway station capacity issues associated with growth. Further details are not yet developed as to exactly what new or improved infrastructure is required to facilitate this increased demand.

Otherwise, there are presently no identified rail service infrastructure requirements identified as a result of or in relation to Hemel Garden Communities.

Bus Services

The Hemel Garden Communities requires new public transport links to connect the new community to District and Hemel Hempstead facilities, and to reduce the need to travel by car, particularly for trips which are not practical or possible by walking, wheeling, or cycling. Bus services will therefore form a core part of the connectivity and sustainable travel strategy of HGC, in part because railway stations are not immediately accessible from the proposed settlement locations.

Initial investigations undertaken with developers suggest that new bus routes could be introduced, and existing routes expanded to link the HGC developments with both Hemel Hempstead (including the train station, which will provide further, regional public transport connectivity) and St Albans City. New and existing bus routes are likely to be introduced which will serve both the proposed East Hemel Hempstead and North Hemel Hempstead sites.

The proposed Strategic Multi-Modal Transport Interchange and a number of mobility hubs have been identified within HGC, with facilities to encourage and facilitate modes of transport other than the private car. There will be an opportunity to link up the local bus network to serve these key modal interchange nodes. In particular, there is potential for a larger Multi-Modal Transport Interchange linked with the East Hemel Hempstead growth area that would seek to provide high-quality sustainable travel options as an alternative to the private car. In conjunction with other sustainable travel modes and services, this would serve as a bus and coach interchange near Maylands with access to the A414/M1, served by existing or new express coach services along the M1 (e.g. Greenline and National Express) and local express buses to neighbouring towns including a potential cross-county express bus service.

Walking and Cycling Provision

The development of the Hemel Garden Communities will necessitate infrastructure and provision for walking and cycling users which will connect with existing infrastructure, particularly within Hemel Hempstead but also with regional walking and cycling routes such as the Nickey Line, as well as the new HGC network.

The Nickey Line is a former railway line which now forms part of the National Cycle Network (Route 57: Oxford to Welwyn Garden City), routed through the proposed area of Hemel Hempstead expansion and therefore forming a core part of the HGC connectivity strategy for active travel modes. There are proposals to extend the Nickey Line to reach as far as the Hemel Hempstead railway station; this would prove significant as it would provide a direct walking and cycling connection between the HGC and nearby railway services, reducing the need to travel by car between HGC and the railway station. Additionally, there are proposals to improve the quality of and access to the Nickey Line, with issues and barriers to use being identified at locations including between the Nickey Line, Cherry Tree Lane, and Three Cherry Trees Lane.

A comprehensive and high-quality walking and cycle network within the HGC will be required to encourage travel by active travel modes. For instance, there is potential for new footpaths and cycle links which could connect to both Hemel Hempstead and eastward towards St Albans City and District through linkages to the Nickey Line, and the potential creation of a cycle route within grass verges along the A414. Also proposed is the HGC Green Loop, a strategic route that will loop

around Hemel Hempstead and provide walking and cycling connections between key destinations and attractors within Hemel Hempstead. Additionally, new and/or improved pedestrian and cyclist crossing facilities are proposed to address existing severance and enhance access to the Maylands area from surrounding residential areas (along key corridors around Maylands Avenue, Redbourn Road and Breakspear Way).

9.2 Physical Infrastructure

9.2.1 Potable Water

Hemel Garden Communities sits within the same water supply resource area as the rest of the St Albans planned growth. Therefore, the strategic planning for infrastructure required to supply water for growth within the region (as outlined in Section 8.1.1) will also apply to Hemel Garden Communities. Consequently, as indicated during stakeholder engagement with Affinity Water in May 2023 and April 2024, it is unlikely that the specific locations of allocations will impact on their ability to meet future water demands.

It is possible that new water supply network infrastructure will be required when connecting large allocations like Hemel Garden Communities. However, this will be modelled as sites are brought forward by developers. During stakeholder engagement in May 2023, Affinity Water suggested that the pressure due to development at Hemel Hempstead will be increased by the growth in bordering local authorities. Cross-local authority boundary sites are most likely to encounter issues when connecting to the supply and timing and phasing of how these sites are brought forward should be aligned and considered when applying to Affinity Water for connection to the supply network.

9.2.2 Waste Water

Hemel Garden Communities The strategic upgrades to wastewater treatment works outlined in Section 8.1.2 will also apply to Hemel Garden Communities. Consequently, as indicated during stakeholder engagement with Thames Water, Hemel Garden Communities is not likely to cause significant issues on the wastewater network and therefore capacity is expected to be available to support the growth.

Similar to potable water, because the preferred growth scenario includes significant greenfield urban extension proposed allocations it is likely that these will need new infrastructure in order to connect to the network. However, this is determined on a site by site basis, and therefore it is important that applications for new infrastructure are provided sufficiently in advance for Thames Water to be able to provide necessary upgrades.

9.2.3 Energy (Gas and Electricity)

The comprehensive approach to planning HGC provides the opportunity to plan for sustainable energy infrastructure from the outset and to develop an energy strategy to support decarbonisation.

Currently, there are no reported infrastructure capacity issues within the Hemel Garden Communities, according to information published by UK Power Networks and Cadent. However,

Cadent has indicated that a new intermediate pressure regulator will be necessary if there is a surge in residential demand.

UKPN is in the process of constructing a new grid interface substation, which is expected to support a significant increase in residential demand. This project due to be completed in 2029.

To ensure there is sufficient spare capacity for connections, it is important that network operators are informed of capacity requirements well in advance. This allows for any necessary reinforcements to be implemented ahead of development.

9.2.4 Waste Management Facilities

It has been identified that a new recycling centre would be needed due to the scale of development at Hemel Garden Communities proposed in both Dacorum and St Albans District. This will require a site of 1ha and is required to be delivered by 2026. HCC are working with Dacorum as part of their planning process and are looking to replace the Hemel Hempstead Recycling Centre.

9.2.5 Flood Management

There is an opportunity to develop an integrated strategy for water management, sustainable drainage systems and flood risk as part of the planning and delivery of the HGC New Development Areas.

The majority of the Hemel Garden Communities is not at risk of pluvial flooding. The EA Pluvial Flood Risk Map indicated that small areas are located in Flood Risk Zones 2 or 3. These are concentrated along the Grand Union Canal to the Southwest of the site, which sits outside of the St Albans District Council's jurisdiction. Surface water flood risk is also concentrated mainly along length of the Grand Union Canal. The EA Surface Water Flood Risk Map shows some other small areas where surface water flooding could be a barrier to growth. All types of flood risk should be managed on a site-by-site basis in accordance with planning regulations.

No specific flood management infrastructure has been identified as required to enable growth at Hemel Garden Communities. During stakeholder engagement in April 2024, the LLFA highlighted that they would advise avoiding the development of sites with strong flood risk, as this can end up being a blocker to the timeline of development.

To ensure that new development does not increase the risk of flooding, the sequential approach should be employed to steer new development to areas with the lowest risk of flooding and ensuring that the most vulnerable developments are located in the areas with the lowest risk.

9.2.6 Digital Connectivity

HCC expects new build developers to liaise with telecommunications suppliers for mobile and broadband connections early in the development process, with FTTP/5G being the minimum standards. HCC also encourages new build developers to target a minimum of two broadband service providers per premise.

Infrastructure Delivery Schedule