

**St Albans City and District Council**

# Infrastructure Delivery Plan

Infrastructure Delivery Plan to Support Regulation 18 Local Plan

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**July 2023**

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 603142-54

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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 18 stage of the process. The Draft Local Plan will set out the Council's spatial strategy and policy approach. Following Regulation 19 publication (mid 2024) and examination, the Local Plan is currently scheduled for adoption in 2025.

The IDP will form a key element of the Council's evidence base to support the Local Plan. This IDP is being produced at an early stage of the plan making process to provide an initial assessment of infrastructure requirements aligned to two growth scenarios that will help the Council respond to infrastructure constraints and address the need for infrastructure in new development within the new Local Plan. Following Regulation 18 Consultation, the IDP will be updated, and further stakeholder engagement will take place aligned to the Preferred Growth Strategy. This will provide a more detailed assessment of infrastructure requirements, phasing, infrastructure costs, funding and funding gap.

## 1.2 Approach to the Infrastructure Delivery Plan

The purpose of this Study is to inform the preparation of 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 Community Infrastructure Levy (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 (this report):** sets out the infrastructure requirements of the two growth scenarios. 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 (2024):** will incorporate relevant feedback from the Regulation 18 Consultation and will set out the infrastructure requirements of a preferred growth scenario that will form the Regulation 19 Local Plan. The Part 3 IDP will build upon and incorporate 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 City and District 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)
<b>Education</b>	Early Years	Hertfordshire County Council
	Primary Education	
	Secondary Education	
	Further Education	Oaklands College
<b>Health</b>	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	
<b>Community</b>	Libraries	St Albans City and District Council and Hertfordshire County Council
	Youth Provision	
	Sports & Leisure	
	Culture	
	Community Halls	
<b>Emergency</b>	Police	Hertfordshire Police and Crime Commissioner
	Fire	Hertfordshire Fire and rescue
<b>Green infrastructure / Open Space</b>	Strategic Green Infrastructure	St Albans City and District Council, Hertfordshire County Council and Herts & Middlesex Wildlife Trust
	Local Green Infrastructure	
	Cemeteries	
<b>Transport</b>	Road	National Highways, National Rail, Hertfordshire County Council and St Albans City and District Council
	Public Transport	
	Active Transport	
<b>Utilities</b>	Water Supply	Thames Water
	Waste Water	Affinity Water



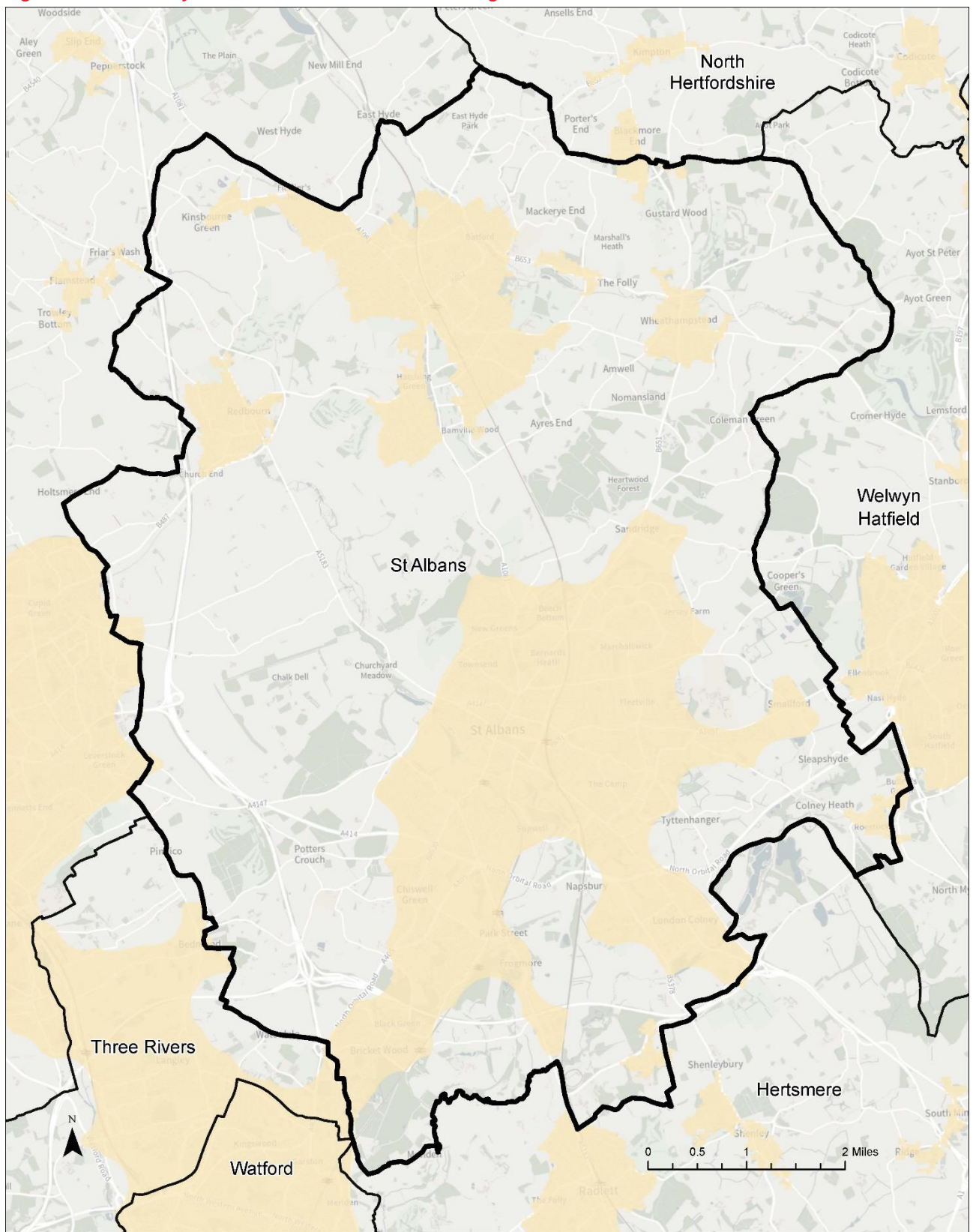
	Electricity	UKPN and National Grid
	Gas	Cadent Gas
<b>Digital</b>	Digital	Hertfordshire County Council, Open Reach, F&W Network, Hyperoptic
<b>Flood</b>	Flood Protection	Environment Agency and Hertfordshire County Council
<b>Waste</b>	Waste & Recycling	Hertfordshire County Council

## 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. SADC also shares a border with Central Bedfordshire Unitary Authority. 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**



Legend

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Date	08/09/23	GL	JW	CT
Rev	Date	By	Chkd	Appr

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

Drawing Title  
 Community, Youth & Public Realm

Scale at A3  
**1:53,000**

Role  
 \_\_\_\_\_

Subsidiary  
 \_\_\_\_\_

Arup Job No  
**603142-54**

Drawing Number  
**Draft**

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 unparished area of St Albans are as follows:

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

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



**Legend**

- Green Belt
- Urban Areas in the Green Belt

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Draft	17/03/23	GL	JW	CT

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

Drawing Title  
 St Albans District & City Council Study Area

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

Role	
Subsidiary	
Arup Job No.	<b>603142-54</b>
Rev	<b>Draft</b>
Drawing Number	

Source: St Albans City and District Council

## 1.5 Document Structure

Whilst self-contained to inform the preparation of the Council's Regulation 18 Local Plan, this Infrastructure Delivery Plan is intended to provide an initial assessment of the additional infrastructure required to support both growth scenarios 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 utility infrastructure baseline, infrastructure implications by growth scenario and planned/proposed infrastructure across SADC.
- **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 2023. This information is subject to further refinement as SADC progress towards their Regulation 19 Local Plan in 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 and aligned to both growth scenarios. Where information is not available or where stakeholders are unable to provide feedback at this stage, it is intended that further stakeholder engagement for the Infrastructure Delivery Plan will take place to support the Regulation 19 Local Plan.
- **Infrastructure Modelling:** The study is based on publicly available data and feedback from engagement and no additional modelling of infrastructure requirements has been undertaken at this stage. Modelling may be undertaken as part of the final Infrastructure Delivery Plan aligned to the Regulation 19 Local Plan and Preferred Growth Strategy.
- **Cost Information:** This study does not provide additional cost analysis for each infrastructure project. The cost information within the Infrastructure Delivery Schedule has been identified either through publicly available information or shared by stakeholders. It is intended that for the Stage 3 Infrastructure Delivery Plan, detailed cost analysis will be undertaken to support a Preferred Growth Strategy.
- **Growth Scenarios:** This IDP provides an initial and strategic assessment of two growth scenarios. Following Regulation 18 Consultation, the IDP will be updated and further stakeholder engagement will take place aligned to the Preferred Growth Strategy. This will provide a more detailed assessment of infrastructure requirements, phasing, infrastructure costs, funding and funding gap.

## 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

Under the National Planning Policy Framework (NPPF) (2021), 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:*

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b) 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);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) 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 82: *“Planning policies should seek to address potential barriers to investment, such as inadequate infrastructure”*
- Chapter 8, Promoting healthy and safe communities – Paragraph 92: *“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 102: *“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 106: *“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 114: *“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.”*

Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet all the tests set out in Paragraph 57 of the NPPF and Regulation 122 of the CIL Regulations:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

It is likely that many of the schemes identified within the IDP will be funded in part, or in whole, through Section 106 agreements with developers.

### 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 Bill (LURB) and proposed changes to the NPPF

The Levelling Up and Regeneration Bill (LURB) was first introduced in the House of Commons in May 2022. In December 2022, the government published a draft version of a new NPPF setting out its proposed reforms alongside the LURB for public consultation. At the time of writing, the Bill has reached the Committee stage in the House of Lords. The following outlines the key proposals related to infrastructure delivery.

#### *Housing needs and housing land supply*

The Levelling Up and Regeneration Bill (LURB) proposes the removal of the obligation for local authorities to meet their objectively assessed housing needs calculated using the Standard Method. The government’s view is that the housing target numbers ‘should be an advisory starting point, a guide that is not mandatory’. The proposed NPPF now states that local plans should ‘seek to meet the area’s objectively assessed housing need so far as possible’.

#### *Infrastructure Levy*

Under the proposed LURB, a new Infrastructure Levy will be introduced nationally. It is envisaged that the Levy would in principle replace the current system of developer contributions (i.e., the Community Infrastructure Levy and S106 Planning Obligations). As currently proposed, the Levy will be mandatory, charged as a percentage of the final gross development value. The Levy rates would be set locally but the intention is that it should be lower for brownfield land and higher for greenfield. The Levy would also be introduced in conjunction with Infrastructure Delivery Strategies.

#### *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*

Hertfordshire County Council 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.<sup>1</sup>
- The Waste Site Allocations Development Plan Document (2014) sets out the existing waste facilities and sites with potential for future waste development.<sup>2</sup> The document sets out seven waste site allocations within St Albans.

### *Transport Planning*

Hertfordshire County Council 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.<sup>3</sup> 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:

1. Improve access to international gateways and regional centres outside Hertfordshire
2. Enhance connectivity between urban centres in Hertfordshire
3. Improve accessibility between employers and their labour markets
4. Enhance journey reliability and network resilience across Hertfordshire
5. Enhance the quality and vitality of town centres
6. Preserve the character and quality of the Hertfordshire environment
7. Reduce carbon emissions
8. Make journeys and their impact safer and healthier
9. 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 2018-2031<sup>4</sup>, 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.<sup>5</sup>

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<sup>1</sup> 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>

<sup>2</sup> 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>

<sup>3</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

<sup>4</sup> Available at <https://www.hertfordshirelep.com/media/govdxei/hertfordshire-infrastructure-funding-prospectus-2018-2031.pdf>

<sup>5</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/developer-infrastructure-contributions-guide/guide-to-developer-infrastructure-contributions.pdf>

### *School Planning*

Hertfordshire County Council 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*

Hertfordshire County Council is in the process of producing a Green Infrastructure (GI) Strategy in partnership with the Hertfordshire Infrastructure and Planning Partnership (HIPP).<sup>6</sup> 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 feedback<sup>7</sup>.

### *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.<sup>8</sup> 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.

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<sup>6</sup> Available at: <https://hertfordshire-green-infrastructure-strategy-luc.hub.arcgis.com/>

<sup>7</sup> Available at: <https://hertfordshire-green-infrastructure-strategy-luc.hub.arcgis.com/>

<sup>8</sup> 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):

- District Local Plan Review (1994)
- Waste Core Strategy & Development Management Policies DPD (2012)
- Waste Site Allocations DPD (2014)
- The Hertfordshire Draft Minerals and Waste Local Plan 2040
- Harpenden Neighbourhood Plan (2019)
- Sandridge Neighbourhood Plan (2021)
- St Stephen Neighbourhood Plan (2022)
- Redbourn Neighbourhood Plan (2023)
- 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).<sup>9</sup> 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) (2022) sets out the Council’s timetable for the production of the Development Plan Documents, including key production and public consultation stages.<sup>10</sup> At the time of writing, the LDS is as follows:

- Regulation 18 Consultation: July – September 2023
- Regulation 19 Pre-submission Consultation: July – September 2024
- Submission: December 2024
- Examination period: December 2024 – November 2025
- Formal adoption: December 2025

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<sup>9</sup> 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)

<sup>10</sup> Available at: <https://www.stalbans.gov.uk/sites/default/files/attachments/Local%20Development%20Scheme.pdf>

## 2.4.4 Sustainability and Climate Crisis Strategy

SADC have produced a Sustainability and Climate Crisis Strategy<sup>11</sup>, 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 is currently working to update the Strategy, preparing a 2024-2026 Sustainability and Climate Crisis Strategy and Action Plan.

## 2.4.5 Neighbourhood Plans

There are currently three 'made' (adopted) Neighbourhood Plans within St Albans, namely, Harpenden Neighbourhood Plan (2019), Sandridge Neighbourhood Plan (2021) and St Stephen Neighbourhood Plan (2022). 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.<sup>12</sup>
- 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.<sup>13</sup>
- 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'.<sup>14</sup>

## 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 2021-22, which sets out SADCC's income and expenditure of all financial contributions which have been secured through S106 Agreements.<sup>15</sup> During 2021 – 2022, a total of £1,004,301.91 in contributions were secured, whilst £605,202.21 were received.

## 2.5 Local Enterprise Partnerships

### 2.5.1 Hertfordshire Local Enterprise Partnership (HLEP)

St Albans is within the area covered by the Hertfordshire Local Enterprise Partnership (HLEP). HLEP's Strategic Economic Plan (SEP), published in July 2017, sets 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.

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<sup>11</sup> Available at: <https://www.stalbens.gov.uk/sites/default/files/attachments/FINAL%20SADC%20Sustainability%20and%20Climate%20Crisis%20Strategy.pdf>

<sup>12</sup> 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)

<sup>13</sup> Available at: [http://www.sandridge-pc.gov.uk/\\_UserFiles/Files/Sandridge%20Parish%20Council%20Neighbourhood%20Plan%20Referendum%20Final%202021.pdf](http://www.sandridge-pc.gov.uk/_UserFiles/Files/Sandridge%20Parish%20Council%20Neighbourhood%20Plan%20Referendum%20Final%202021.pdf)

<sup>14</sup> Available at: <https://ststephen-pc.gov.uk/wp-content/uploads/2022/03/1.-St-Stephen-Parish-Neighbourhood-Plan-Referendum-Version.pdf>

<sup>15</sup> Available at: <https://www.stalbens.gov.uk/sites/default/files/attachments/Infrastructure%20Funding%20Statement%202021-22.pdf>

The SEP sets out the vision for HLEP, 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 HLEP 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 21<sup>st</sup> Century
- Build the wider foundations for growth across the populations of both business and people

Whilst the LEP’s motivations are primarily economic, its vision and priorities are reliant on the provision of high-quality infrastructure. HLEP 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 HLEP include the Oaklands College redevelopment and the BRE Open Innovation Hub.

## 2.6 Sub-National Transport Bodies

### 2.6.1 England’s Economic Heartland

England’s Economic Heartland<sup>16</sup> 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. There are cross-boundary issues with Luton to consider, particularly with regard to Luton Airport. 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 Strategic Plan<sup>17</sup>, 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 Joint Strategic Plan in Summer of 2022 which received over 3,400 responses. A feedback report based on this consultation feedback is being prepared, 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.*”

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<sup>16</sup> Available at: <https://www.englandseconomicheartland.com/>

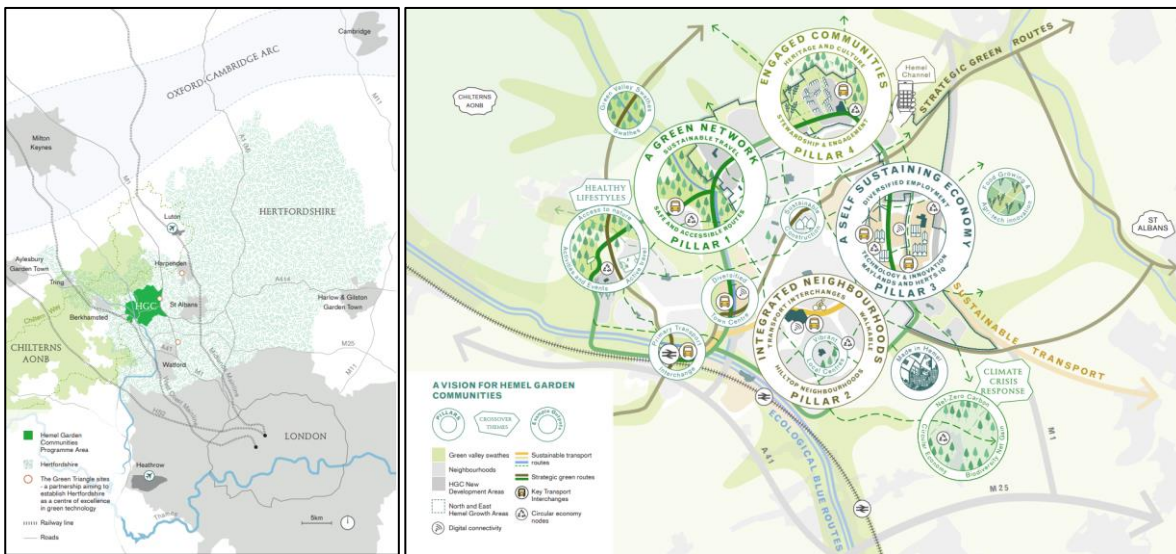
<sup>17</sup> Available at: <https://www.swhertsplan.com/>

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 Community (HGC)

Hemel Garden Community (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 more than 11,000 new homes and 10,000 new jobs by 2050. SADC are working in partnership with Dacorum Borough Council, Hertfordshire County Council, Hertfordshire Local Enterprise Partnership and The Crown Estate to deliver the HGC programme. While Hemel Hempstead (town) is located within Dacorum Borough Council, the Garden Community is located on the edge of the local authority boundary of SADC. East Hemel Hempstead (located within SADC) will deliver close to 5,000 homes and 10,000 jobs through the Hertfordshire Innovation Quarter – a new business park with flexible office and industrial space.

Figure 3 Hemel Garden Community Strategic Plan and Vision



Source: Hemel Garden Community Programme

## 3. Summary of Growth

### 3.1 Introduction

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 two growth scenarios, covering the period to 2041 in support of SADC Regulation 18 Local Plan.

Both growth scenarios identify new sites for housing growth. The Regulation 18 Local Plan consultation provides the opportunity for St Albans City and District Council (SADC) to consult with members of the public and statutory consultees to determine the best approach for the local authority to deliver future growth.

Both growth scenarios assume the same plan period (to 2041), delivery of extant permissions, existing allocations, windfall and small sites. In terms of employment allocations and distribution, both growth scenarios assume the same number of total jobs and sites with employment growth focussed at Hemel Garden Community (Herts IQ) and the Strategic Rail Freight Interchange.

However, the two growth scenarios vary in terms of the scale and distribution of future allocations to deliver the new Local Plan.

- Growth Scenario 1 presents an approach in which SADC delivers a scale of homes aligned to their housing need, as defined through the standard methodology. This includes Hemel Hempstead Garden Community and a wider range of sites within and adjoining the urban settlements of SADC.
- Growth Scenario 2 presents an approach in which SADC limits development located within the Green Belt, with a focus on delivering urban capacity sites and Hemel Hempstead Garden Community.

In order to enable stakeholder engagement with infrastructure delivery organisations, the Growth Scenarios that informed this stage of the IDP are from March 2023. There may be minor variations compared to the Regulation 18 Local Plan due to ongoing refinement since March 2023. This will be updated as part of the IDP work to support the Regulation 19 Local Plan.

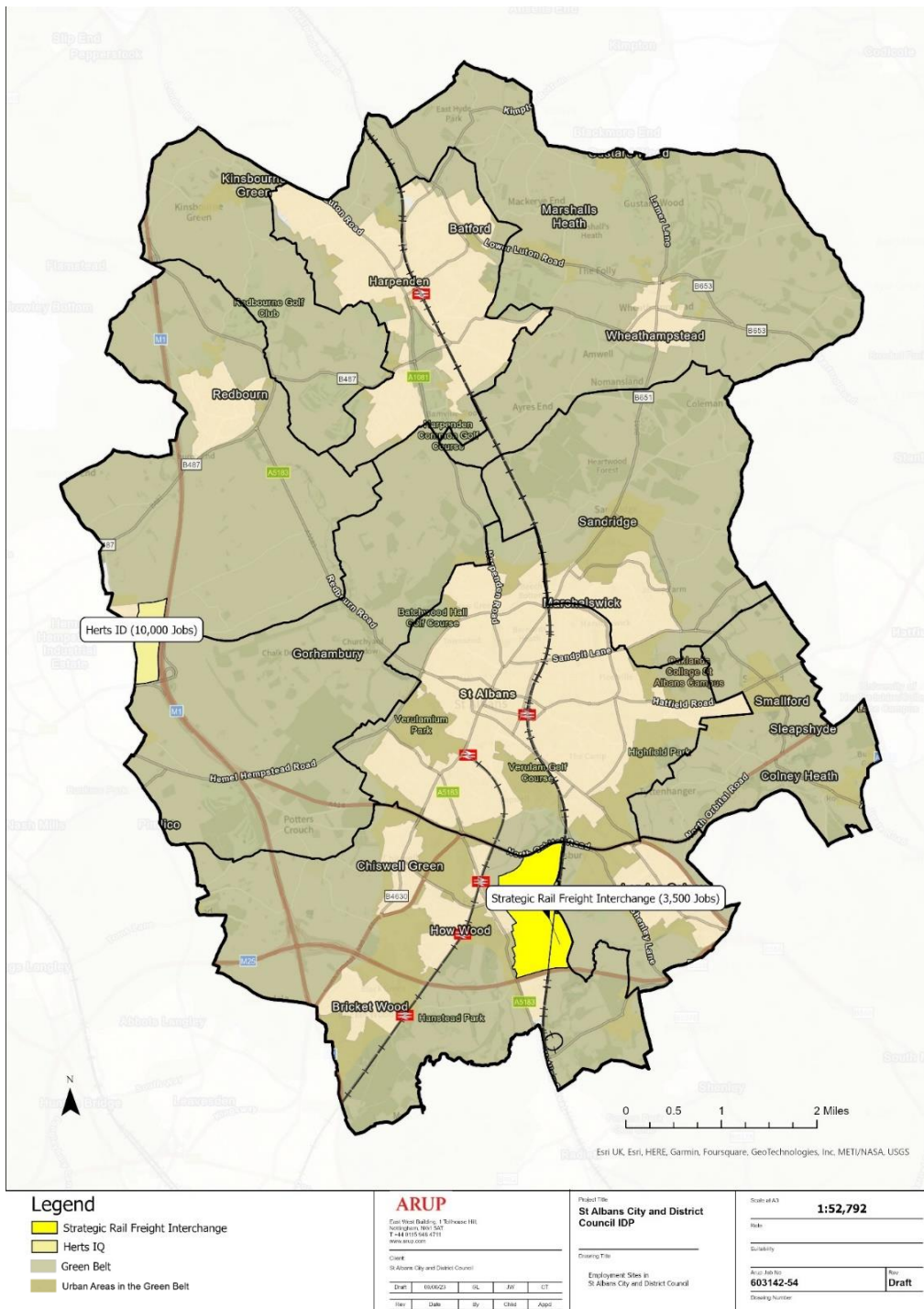
### 3.2 Employment Growth

The two growth scenarios assume the same scale of employment growth over the plan period to 2041. Two strategic employment allocations have been identified (Figure 4).

**Hemel Garden Community (Herts IQ)** – the strategic employment allocation 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 10,000 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 (as per Growth Scenarios March 2023)



### 3.3 Growth Scenario 1

Figure 5 illustrates Growth Scenario 1 that will deliver 15,893 homes over the plan period.

Growth Scenario 1 comprises the emerging allocations of Hemel Garden Community, 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 Growth Scenario 1 and aligned to Figure 5.

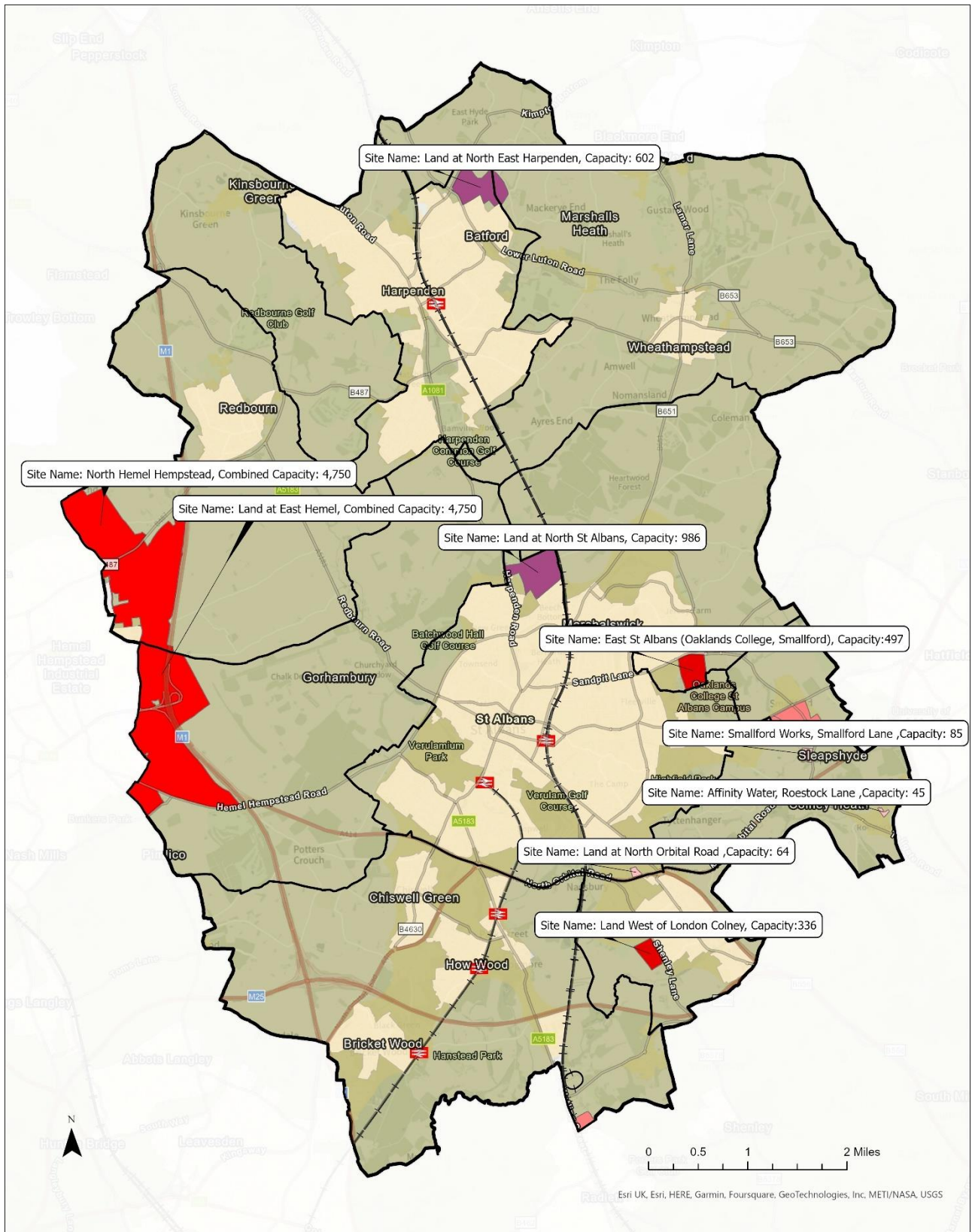
**Table 2 Growth Scenario 1 Emerging Allocated Sites**

Type	Location	Housing Capacity
Hemel Garden Community	Land at East Hemel	4,750
	North Hemel Hempstead	
East St Albans & West of London Colney	East St Albans (Oaklands College)	497
	Land West of London Colney	336
North St Albans and North East Harpenden	Land at North St Albans	986
	Land at North East Harpenden	602
Green Belt Previously Developed Land Sites	Smallford Works	85
	Affinity Water, Roestock Lane	45
	Land at North Orbital Road	64
Green Belt Greenfield Sites	42 Sites across SADC	3,617
<b>Total</b>		<b>10,982</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

In summary, Growth Scenario 1 focuses growth on the urban fringes of settlements across St Albans. 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 Scenario 1 Growth Context**



**Legend**

- Hemel Garden Communities
- Green Belt Sites
- Green Belt Previously Developed Land Sites
- East St Albans and West London Colney
- North St Albans and North East Harpenden
- Green Belt
- Urban Areas in the Green Belt

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Client:  
 St Albans City and District Council

Draft	10/06/23	GL	JW	CT
Rev	Date	By	Chkd	Appd

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

Drawing Title:  
 Scenario 1 Growth Context in St Albans City and District Council

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

Role: \_\_\_\_\_

Suitability: \_\_\_\_\_

Arup Job No: **603142-54**

Drawing Number: \_\_\_\_\_

Rev: **Draft**

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

### 3.3.1 Growth Scenario 1 Dwellings by Type

Growth Scenario 1 has been produced based upon an overall dwelling quantum for the plan period to 2041 of **15,893 homes** (17-year plan period). This equates to **935 homes per annum**.

Table 3 provides a breakdown of the total number of dwellings to be delivered over the plan period (from both allocated and non-allocated sites). This total number of dwellings encapsulates the following:

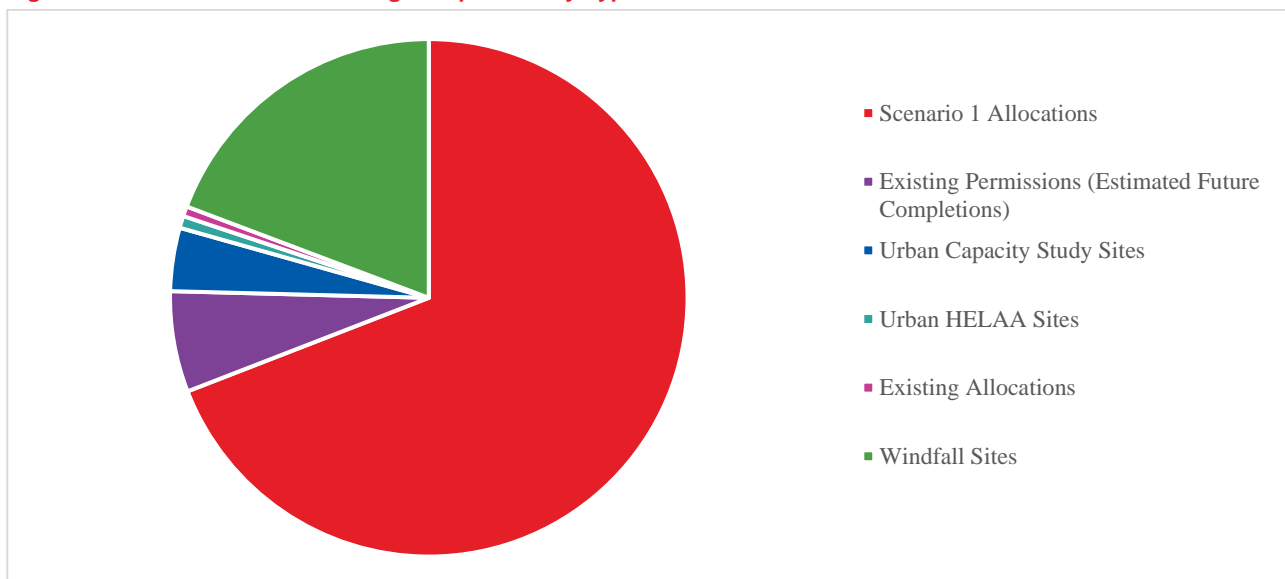
- Existing planning permission sites (dwellings committed with planning permission);
- Urban Capacity Study Sites (sites identified as part of the 2022 Urban Capacity Study);
- Urban HELAA Sites (sites identified as part of the 2021/22 HELAA);
- Existing Allocation Sites;
- Anticipated windfall (dwellings forecast to come forward on unallocated sites which are unknown at this stage but based on past trends); and
- Growth Scenario 1 Allocations (dwellings proposed for allocation in this scenario) as illustrated in Figure 5.

**Table 3 Growth Scenario 1 Dwelling Completions by Type**

Type	Total Dwellings
Existing Planning Permission Sites	1,001
Urban Capacity Study Sites	628
Urban HELAA Sites	120
Existing Allocations Sites	99
Windfall Assumption	3,060
Growth Scenario 1 Allocation	10,982
<b>Total</b>	<b>15,893</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

**Figure 6 Growth Scenario 1 Dwelling Completions by Type**



Source: St Albans City and District Council (as per Growth Scenarios March 2023)

Table 3 and Figure 6 illustrate that within Growth Scenario 1, nearly 70% of dwellings during the plan period will be delivered on Growth Scenario 1 Allocations, followed by windfall dwellings and existing planning permission dwellings.

### 3.3.2 Growth Scenario 1 Dwellings by Settlement or Metropolitan Green Belt

Table 4 provides greater detail geographically of where development will occur by establishing the total dwellings to be delivered by Settlement or within the Metropolitan Green Belt. This data comprises sites with existing permissions, Urban HELAA Sites, Urban Capacity Sites, Existing Allocations, Windfall Sites and the Growth Scenario 1 Allocations.

Table 4 identifies that the majority of dwellings within the plan period will come forward within St Albans (5,162 dwellings), Hemel Hempstead (4,910 dwellings) and Harpenden (2,258 dwellings) – equivalent to 78% of all dwellings during the plan period. This has significant implications on where future infrastructure investment may need to be required to ensure future delivery around these three settlements is sufficient to support growth.

**Table 4 Growth Scenario 1 Proposed Dwelling by Settlement**

Settlement Type	Settlement	Total 2024/25 to 2040/41
Urban Settlement	St Albans	5,162
	Harpenden	2,258
	Hemel Hempstead	4,910
	Radlett	280
	Bricket Wood	291
	Chiswell Green	198
	How Wood	397
	London Colney	641
	Park Street/Frogmore	150
	Redbourn	694
	Wheathampstead	199
Green Belt Settlement	Annables, Kinsbourne Green	1
	Colney Heath (3 parts)	95
	Gustard Wood	65
	Sandridge	32
	Sleapshyde	85
Non-Settlement	Metropolitan Green Belt	435
<b>TOTAL</b>		<b>15,893</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

### 3.3.3 Growth Scenario 1 Housing Trajectory

Table 5 provides further detail of Growth Scenario 1 by settlement and phasing. This illustrates that the housing trajectory for Growth Scenario 1 starts slowly in the initial four-year period 2024/25 to 2027/28. This picks up from 2028/29 with the number of dwellings delivered in each subsequent phase between 4,400 dwellings to 4,700 dwellings per phase.

However, investigating the difference between settlements illustrates a nuance to the housing trajectory. Hemel Hempstead starts off by delivering just 55 dwellings between 2024/25 to 2027/28 and 945 dwellings from 2028/29 to 2031/32. However, this begins to pick up significantly with 1,510 dwellings and 2,400 dwellings in the final two phases. It is critical to understand the nuances within the housing trajectory as this will have significant implications on when infrastructure delivery should occur across the plan period. In the case of Hemel Hempstead, it is likely that infrastructure delivery will need to be focussed in the early 2030 period to support the latter phases of development.

In contrast, St Albans has the highest planned growth over the plan period but, due to the reliance on smaller sites and urban infill development, this is evenly spread across the entire plan period.

**Table 5 Growth Scenario 1 Dwelling Completions by Phase and Settlement**

Type	Settlement	2024/25 to 2027/28	2028/29 to 2031/32	2032/33 to 2035/36	2036/37 to 2040/41
Urban Settlement	St Albans	1,123	1,356	1,328	1,355
	Harpenden	290	723	769	476
	Hemel Hempstead	55	945	1,510	2,400
	Radlett	0	210	70	0
	Bricket Wood	17	160	97	17
	Chiswell Green	39	143	8	8
	How Wood	137	172	80	8
	London Colney	179	182	242	38
	Park Street/Frogmore	12	121	8	9
	Redbourn	19	76	443	156
	Wheathampstead	7	150	32	10
Green Belt Settlement	Annables, Kinsbourne Green	1	0	0	0
	Colney Heath (3 parts)	65	30	0	0
	Gustard Wood	0	60	5	0
	Sandridge	9	6	7	10
	Sleapshyde	60	25	0	0
Non-Settlement	Metropolitan Green Belt	118	103	95	119
<b>TOTAL</b>		<b>2,131</b>	<b>4,462</b>	<b>4,694</b>	<b>4,606</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

Table 6 and Figure 7 illustrate the housing trajectory for each settlement per annum from 2024/25 to 2040/41. This presents the entire growth picture by settlement that informed the technical stakeholder engagement as part of the Infrastructure Delivery Plan.

Figure 8 illustrates the cumulative housing completions per annum from 2024/25 to 2040/41. This provides greater detail and helps to identify where sites are likely to come online earlier, relative to others. This is best exemplified by the development around Harpenden which from 2024/25 to 2031/32 will have delivered the second highest total of dwellings within SADC. However, it is at this point Hemel Hempstead Garden Town will begin to deliver a greater cumulative amount of homes, despite having delivered relatively few homes in the first two phases of the housing trajectory.

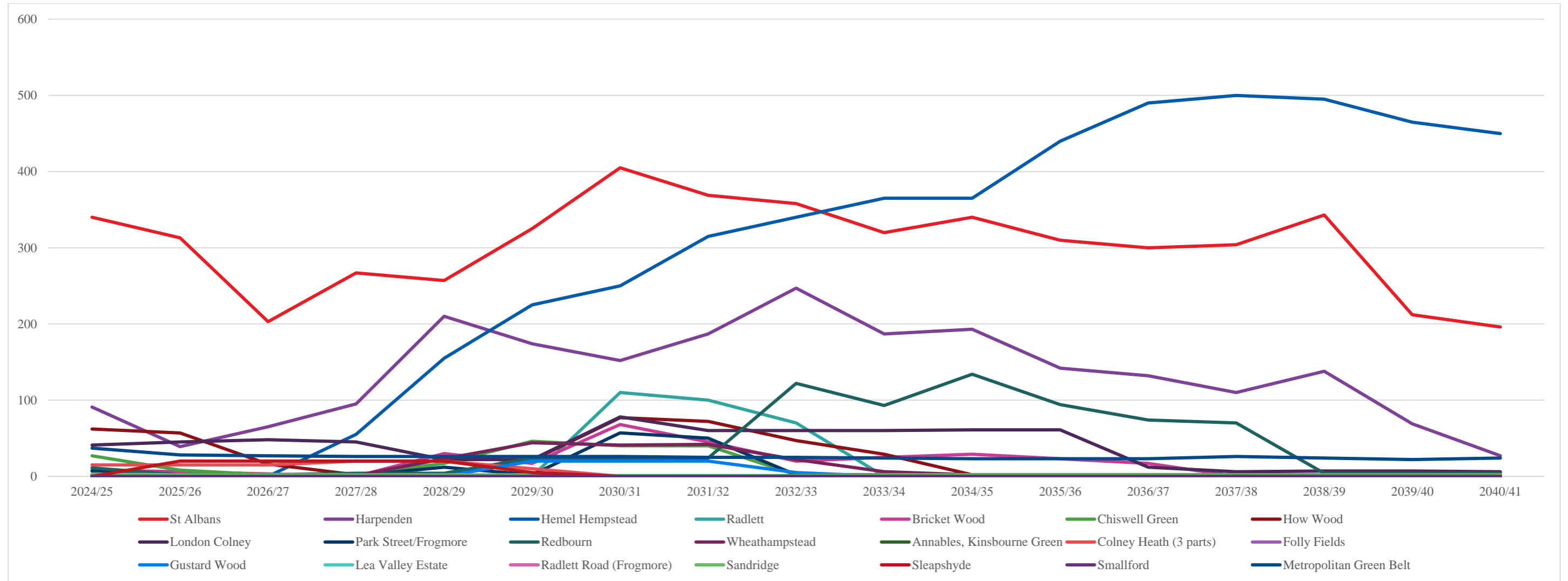
Understanding this cumulative impact of housing delivering is critical in determining when infrastructure needs to be delivered.

Table 6 Growth Scenario 1 Dwellings Completions by Settlement 2024/25 to 2040/41

Settlement		2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	2031/ 32	2032/ 33	2033/ 34	2034/ 35	2035/ 36	2036/ 37	2037/ 38	2038/ 39	2039/ 40	2040/ 41	Total 2024/25 to 2040/41
Urban Settlement	St Albans	92	134	340	313	203	267	257	325	405	369	358	320	340	310	300	304	343	5,162
	Harpenden	0	4	91	39	65	95	210	174	152	187	247	187	193	142	132	110	138	2,258
	Hemel Hempstead	0	0	0	0	0	55	155	225	250	315	340	365	365	440	490	500	495	4,910
	Radlett	0	0	0	0	0	0	0	0	110	100	70	0	0	0	0	0	0	280
	Bricket Wood	0	-2	8	6	3	0	30	17	68	45	20	25	29	23	17	0	0	291
	Chiswell Green	0	14	27	8	2	2	17	46	40	40	2	2	2	2	2	1	1	198
	How Wood	0	-3	62	57	16	2	2	21	77	72	47	29	2	2	2	1	1	397
	London Colney	0	-3	41	45	48	45	22	22	78	60	60	60	61	61	12	6	7	641
	Park Street/ Frogmore	0	0	7	2	2	1	12	2	57	50	2	2	2	2	2	2	2	150
	Redbourn	0	-1	11	2	2	4	4	24	24	24	122	93	134	94	74	70	4	694
Wheathampstead	0	0	2	2	2	1	23	44	41	42	22	6	2	2	2	2	2	199	
Green Belt Settlement	Annables, Kinsbourne Green	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Colney Heath	0	0	15	15	15	20	20	10	0	0	0	0	0	0	0	0	0	95
	Gustard Wood	0	0	0	0	0	0	0	20	20	20	5	0	0	0	0	0	0	65
	Sandridge	0	-1	3	2	2	2	2	2	1	1	1	2	2	2	2	2	2	32
	Sleapshyde	0	0	0	20	20	20	20	5	0	0	0	0	0	0	0	0	0	85
Non- Settlement	Metropolitan Green Belt	0	-8	37	28	27	26	26	26	26	25	25	24	23	23	23	26	24	435
<b>TOTAL</b>		<b>92</b>	<b>133</b>	<b>645</b>	<b>539</b>	<b>407</b>	<b>540</b>	<b>800</b>	<b>963</b>	<b>1,349</b>	<b>1,350</b>	<b>1,321</b>	<b>1,115</b>	<b>1,155</b>	<b>1,103</b>	<b>1,058</b>	<b>1,024</b>	<b>1,019</b>	<b>15,893</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

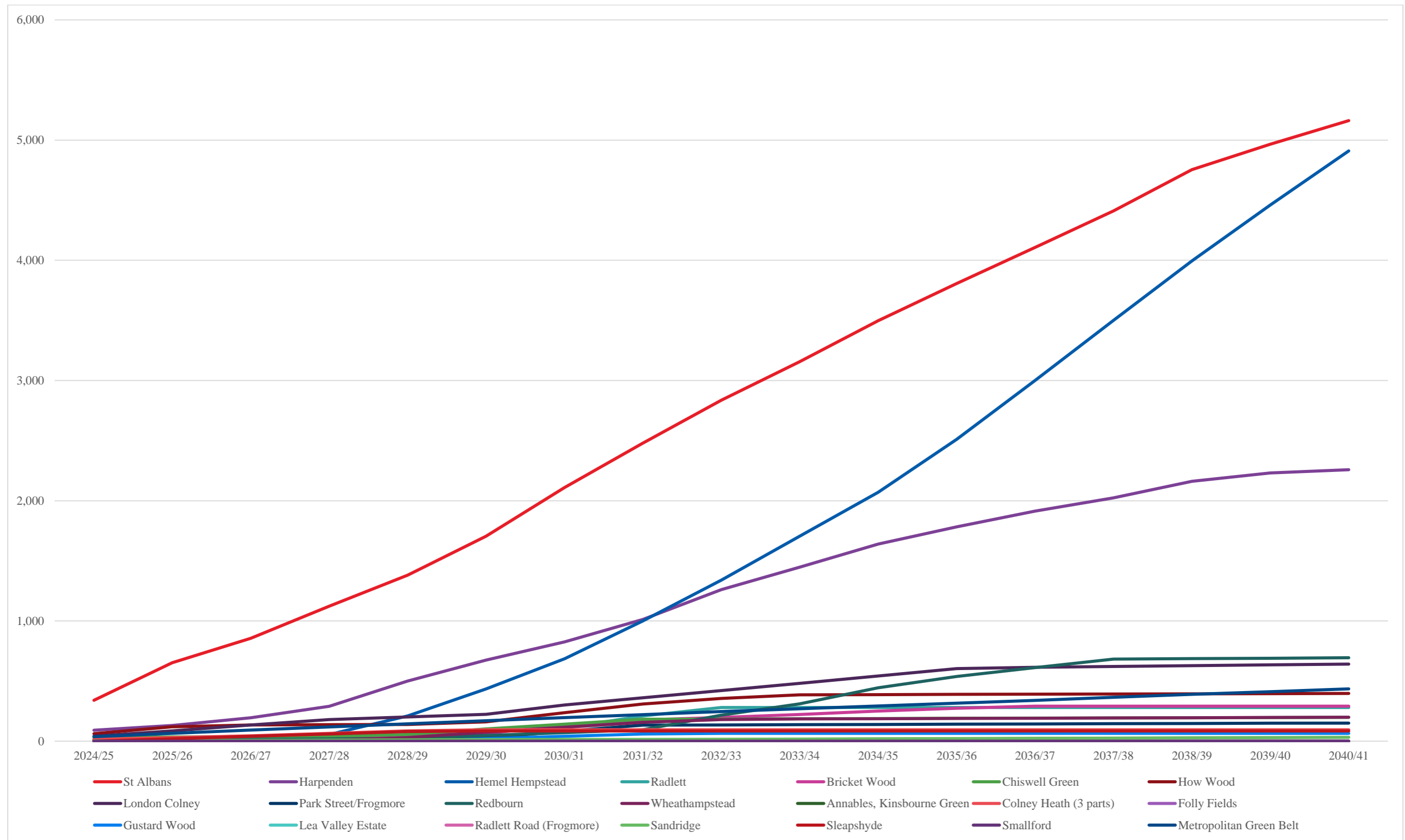
Figure 7 Growth Scenario 1 Dwellings Completions Per Annum by Settlement 2024/25 to 2040/41



Source: St Albans City and District Council (as per Growth Scenarios March 2023)



Figure 8 Growth Scenario 1 Cumulative Dwelling Completions Per Annum by Settlement 2024/25 to 2040/41



Source: St Albans City and District Council (as per Growth Scenarios March 2023)

### 3.4 Growth Scenario 2

Figure 9 illustrates Growth Scenario 2 that will deliver 10,363 homes over the plan period.

Growth Scenario 2 comprises the emerging allocations of Hemel Garden Community, and a number of Green Belt Previously Developed Land Sites (Smallford Works, Affinity Water, Land at North Orbital Road, Glinwell Nursery Site and Harper Lane Industrial Site). Table 7 sets out the emerging allocations associated with Growth Scenario 2.

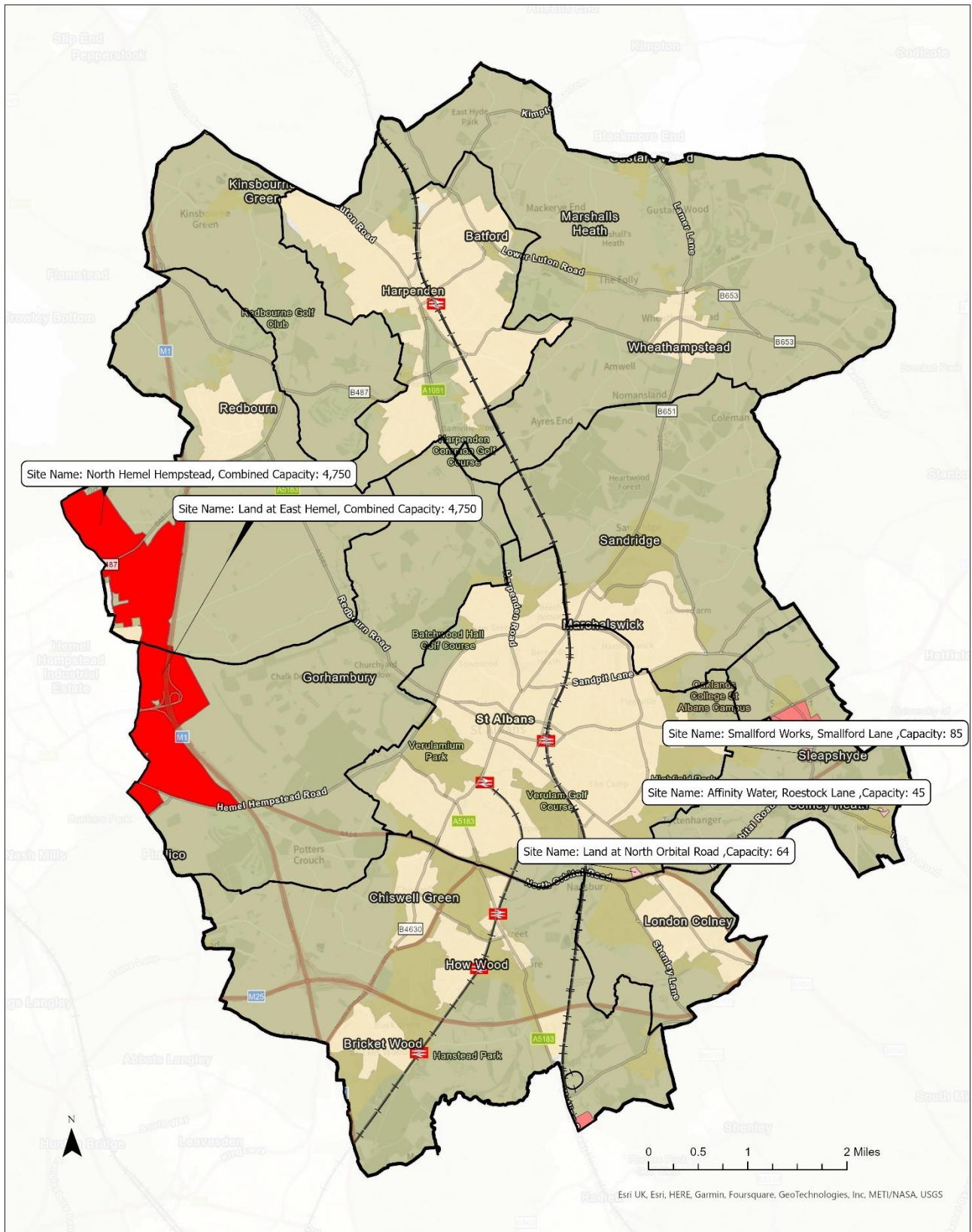
**Table 7 Growth Scenario 2 Emerging Allocated Sites**

Type	Location	Housing Capacity
Hemel Garden Community	Land at East Hemel	4,750
	North Hemel Hempstead	
Green Belt Previously Developed Land Sites	Smallford Works	85
	Affinity Water, Roestock Lane	45
	Land at North Orbital Road	64
	Glinwell, Hatfield Road (Main Glinwell Nursery Site)	368
	Harper Lane Industrial Site	140
<b>Total</b>		<b>5,452</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

In summary, Growth Scenario 2 takes a concentrated approach to delivering growth, focussed on Hemel Hempstead Garden Town and to the south / south-east of St Albans urban area (with allocations at London Colney, How Wood, Colney Street and Park Street) in the delivery of sites on previously developed Green Belt.

Figure 9 Scenario 2 Growth Context



**Legend**

- Hemel Garden Communities
- Green Belt Sites
- Green Belt
- Urban Areas in the Green Belt
- Green Belt Previously Developed Land Sites

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Draft	10/06/23	GL	JW	CT
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Project Title:  
**St Albans City and District Council IDP**

Drawing Title:  
 Scenario 2 Growth Context in St Albans City and District Council

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

Role: \_\_\_\_\_

Suitability: \_\_\_\_\_

Arup Job No: **603142-54**

Rev: **Draft**

Drawing Number: \_\_\_\_\_

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

### 3.4.1 Growth Scenario 2 Dwellings by Type

The Infrastructure Delivery Plan Growth Scenario 2 has been produced based upon an overall dwelling quantum for the plan period to 2041 of **10,363 homes** (17-year plan period). This equates to **610 homes per annum**.

Table 8 provides a breakdown of the total number of dwellings to be delivered over the plan period (from both allocated and non-allocated sites). This total number of dwellings encapsulates the following:

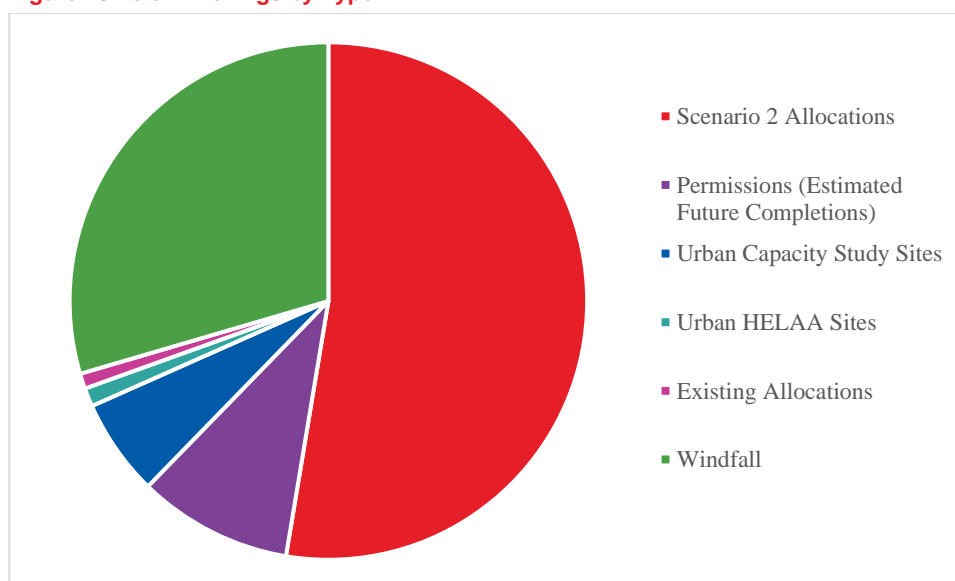
- Existing planning permission sites (dwellings committed with planning permission);
- Urban Capacity Study Sites (sites identified at part of the 2022 Urban Capacity Study);
- Urban HELAA Sites (sites identified as part of the 2021/22 HELAA);
- Existing Allocation Sites;
- Anticipated windfall (dwellings forecast to come forward on unallocated sites which are unknown at this stage but based on past trends); and
- Growth Scenario 2 Allocations (dwellings proposed for allocation in this scenario) as illustrated in Figure 9.

**Table 8 Growth Scenario 2 New Dwellings Completions by Type**

Type	Total Dwellings
Existing Planning Permission Sites	1,001
Urban Capacity Study Sites	628
Urban HELAA Sites	120
Existing Allocations Sites	99
Windfall Assumption	3,060
Growth Scenario 2 Allocation	5,452
<b>Total</b>	<b>10,363</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

**Figure 10 Total Dwellings by Type**



Source: St Albans City and District Council (as per Growth Scenarios March 2023)

Table 8 and Figure 10 illustrates that within this growth scenario, 52% of dwellings will be delivered during the plan period on allocations, followed by windfall sites and existing planning permission sites. In comparison, Growth Scenario 1 delivers nearly 70% of future dwellings on allocations with nearly twice as many total allocated dwellings (10,982 dwellings) being delivered.

### 3.4.2 Growth Scenario 2 Dwellings by Settlement or Metropolitan Green Belt

Table 9 provides greater detail geographically of where development will occur by establishing the total dwellings to be delivered by Settlement or within the Metropolitan Green Belt. This data comprises sites with existing permissions, Urban HELAA Sites, Urban Capacity Sites, Existing Allocations, Windfall Sites and the Growth Scenario 2 Allocations.

Table 9 identifies that the majority of dwellings within the plan period will come forward within Hemel Hempstead (4,910 dwellings), St Albans (3,271 dwellings) and Harpenden (713 dwellings) – equivalent to 86% of all dwellings during the plan period. This has significant implications on where future infrastructure investment may need to be invested to ensure future delivery around these three settlements.

In comparison to Growth Scenario 1, the same three settlements are set to deliver the most growth, but with St Albans delivering the most, followed by Hemel Hempstead.

**Table 9 Growth Scenario 2 New Dwellings Completions by Settlement**

Settlement Type	Settlement	Total 2024/25 to 2040/41
Urban Settlement	St Albans	3,271
	Harpenden	713
	Hemel Hempstead	4,910
	Radlett	140
	Bricket Wood	17
	Chiswell Green	62
	How Wood	160
	London Colney	305
	Park Street/Frogmore	36
	Redbourn	70
	Wheathampstead	31
	Green Belt Settlement	Annables, Kinsbourne Green
Colney Heath (3 parts)		95
Gustard Wood		0
Sandridge		32
Sleapshyde		85
Non-Settlement	Metropolitan Green Belt	435
<b>TOTAL</b>		<b>10,363</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

### 3.4.3 Growth Scenario 2 Housing Trajectory

Table 10 provides further detail of Growth Scenario 2 by settlement and by phasing. This illustrates that the housing trajectory for Growth Scenario 2 is significantly different from Growth Scenario 1. This scenario illustrates an even trajectory across the four phases, with only the final phase (2036/37 to 2040/41) illustrating a significant uplift in dwellings. In comparison, Growth Scenario 1 saw significantly fewer dwellings completed in the first phase.

Investigating the difference between settlements illustrates a nuance to the housing trajectory. Hemel Hempstead starts off by delivering just 55 dwellings between 2024/25 to 2027/28 and 945 dwellings from 2028/29 to 2031/32. However, this begins to pick up significantly with 1,510 dwellings and 2,400 dwellings in the final two phases. In the case of Hemel Hempstead it is likely that infrastructure delivery will need to be focussed in the early 2030 period.

In contrast, St Albans and Harpenden will deliver the greatest proportion of their dwellings in the first phase (2024/25 to 2027/28) with dwelling completions declining over subsequent phases. This illustrates the reliance on delivering extant permissions or smaller urban capacity sites that likely comprise the majority of anticipated housing delivery early on.

**Table 10 Growth Scenario 2 New Dwellings Completions by Phase and Settlement**

Type	Settlement	2024/25 to 2027/28	2028/29 to 2031/32	2032/33 to 2035/36	2036/37 to 2040/41
Urban Settlement	St Albans	1,288	993	440	550
	Harpenden	290	180	108	135
	Hemel Hempstead	55	945	1,510	2,400
	Radlett	140	0	0	0
	Bricket Wood	17	0	0	0
	Chiswell Green	39	7	8	8
	How Wood	137	7	8	8
	London Colney	179	72	22	32
	Park Street/Frogmore	12	7	8	9
	Redbourn	19	16	16	19
	Wheathampstead	7	6	8	10
Green Belt Settlement	Annables, Kinsbourne Green	1	0	0	0
	Colney Heath	65	30	0	0
	Sandridge	9	6	7	10
	Sleapshyde	60	25	0	0
Non-Settlement	Metropolitan Green Belt	118	103	95	119
<b>TOTAL</b>		<b>2,436</b>	<b>2,397</b>	<b>2,230</b>	<b>3,300</b>

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

Table 11 and Figure 11 illustrate the housing trajectory for each settlement per annum from 2024/25 to 2040/41. This presents the entire growth picture by settlement that informed the technical stakeholder engagement of this commission.

Figure 12 illustrates the cumulative housing completions per annum from 2024/25 to 2040/41. This provides greater detail and helps to identify where sites are likely to come online earlier, relative to others. This is best exemplified in St Albans and Hemel Hempstead. The cumulative dwelling completions illustrate that from the start of the Growth Scenario 2 trajectory, St Albans will be delivering significant development. However, in the early to mid 2030s the number of dwellings delivered will begin to decline and Hemel Hempstead will overtake St Albans in terms of annual dwelling completions and cumulative dwelling completions.

Understanding this cumulative impact of housing delivery is critical in determining when infrastructure needs to be delivered.

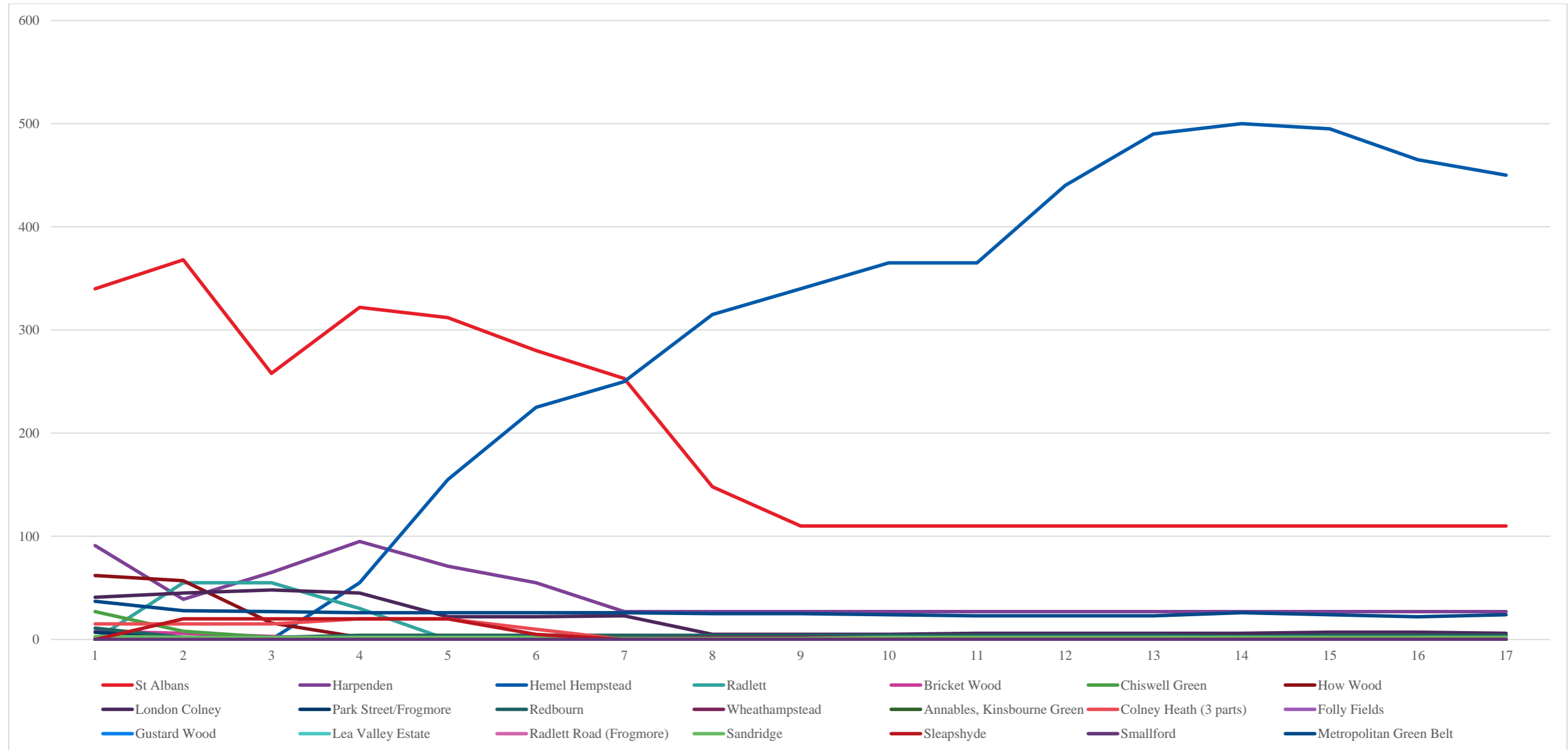
**Table 11 Growth Scenario 2 New Dwellings Completions by Settlement 2024/25 to 2040/41**

Settlement		2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	2031/ 32	2032/ 33	2033/ 34	2034/ 35	2035/ 36	2036/ 37	2037/ 38	2038/ 39	2039/ 40	2040/ 41	Total 2024/25 to 2040/41	
Urban Settlement	St Albans	340	368	258	322	312	280	253	148	110	110	110	110	110	110	110	110	110	<b>3,271</b>	
	Harpenden	91	39	65	95	71	55	27	27	27	27	27	27	27	27	27	27	27	<b>713</b>	
	Hemel Hempstead	0	0	0	55	155	225	250	315	340	365	365	440	490	500	495	465	450	<b>4,910</b>	
	Radlett	0	55	55	30	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>140</b>	
	Bricket Wood	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>17</b>	
	Chiswell Green	27	8	2	2	2	1	2	2	2	2	2	2	2	2	1	1	2	2	<b>62</b>
	How Wood	62	57	16	2	2	1	2	2	2	2	2	2	2	2	1	1	2	2	<b>160</b>
	London Colney	41	45	48	45	22	22	23	5	5	5	5	6	6	6	6	7	7	6	<b>305</b>
	Park Street/Frogmore	7	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	<b>36</b>
	Redbourn	11	2	2	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4	<b>70</b>
Wheathampstead	2	2	2	1	1	2	1	2	2	2	2	2	2	2	2	2	2	2	<b>31</b>	
Green Belt Settlement	Annables, Kinsbourne Green	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>	
	Colney Heath	15	15	15	20	20	10	0	0	0	0	0	0	0	0	0	0	0	<b>95</b>	
	Sandridge	3	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	<b>32</b>	
	Sleapshyde	0	20	20	20	20	5	0	0	0	0	0	0	0	0	0	0	0	<b>85</b>	
Non- Settlement	Metropolitan Green Belt	37	28	27	26	26	26	26	25	25	24	23	23	23	26	24	22	24	<b>435</b>	
<b>TOTAL</b>		<b>645</b>	<b>649</b>	<b>517</b>	<b>625</b>	<b>638</b>	<b>635</b>	<b>591</b>	<b>533</b>	<b>520</b>	<b>545</b>	<b>545</b>	<b>620</b>	<b>670</b>	<b>680</b>	<b>675</b>	<b>645</b>	<b>630</b>	<b>10,363</b>	

Source: St Albans City and District Council (as per Growth Scenarios March 2023)

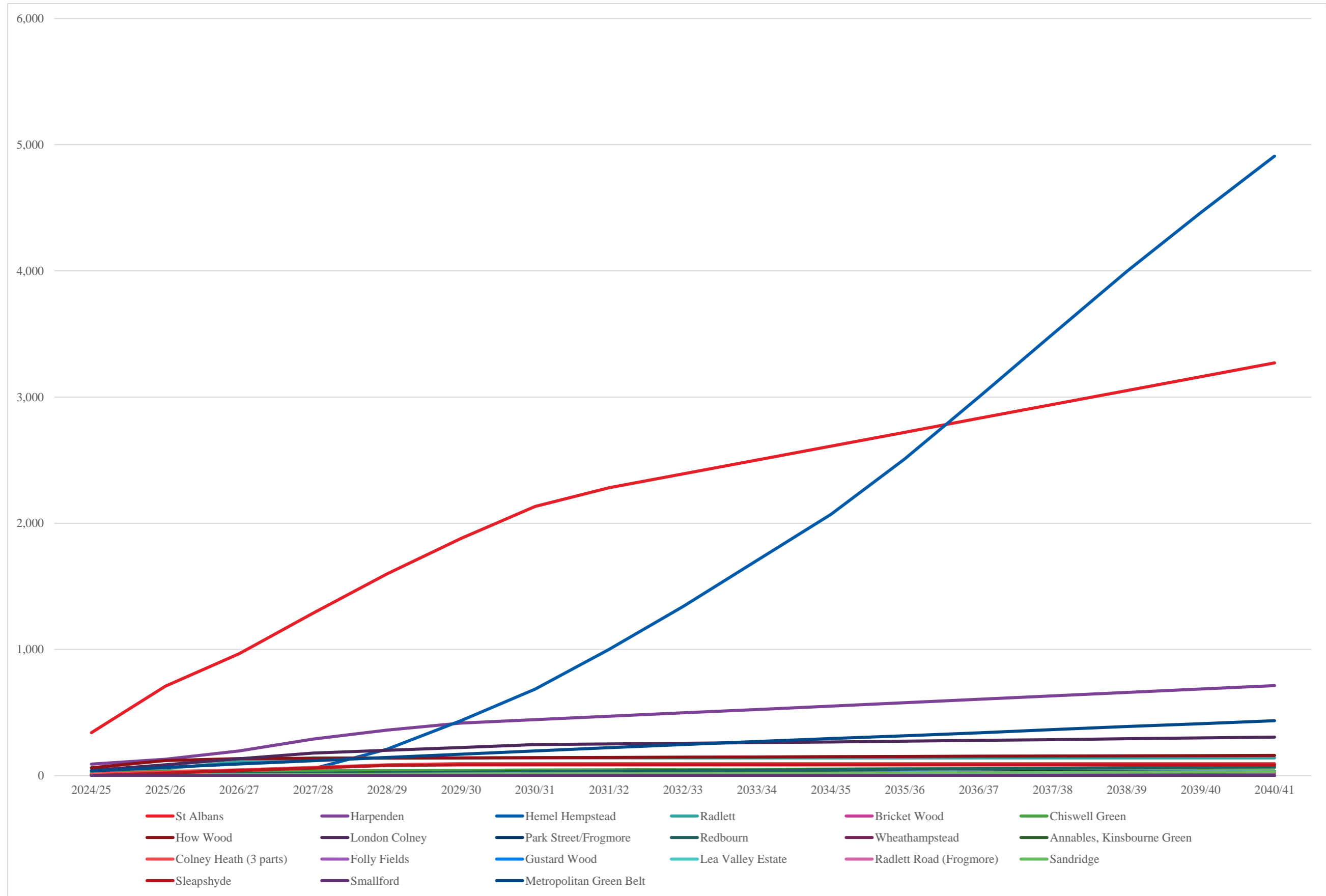


Figure 11 Growth Scenario 2 New Dwellings Completions Per Annum by Settlement 2024/25 to 2040/41



Source: St Albans City and District Council (as per Growth Scenarios March 2023)

Figure 12 Growth Scenario 2 Cumulative Dwelling Completions Per Annum by Settlement 2024/25 to 2040/41



Source: St Albans City and District Council (as per Growth Scenarios March 2023)

## 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 assesses 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 provides 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 provides 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

Part 2 of the Infrastructure Delivery Plan (this report) assesses the infrastructure needs of the Council's emerging Local Plan – including the proposed site allocations for residential and employment use aligned to two growth scenarios. It sets 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 has been informed by engagement with infrastructure providers between May and June 2023. It is critical to engage with infrastructure providers at an early stage of the Infrastructure Delivery Plan, as it will ensure the right stakeholders are identified throughout the IDP process, enable verification of the baseline issues and enable 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. At this stage of the commission, the Infrastructure Needs Assessment has only been informed by stakeholder engagement and no additional modelling has taken place.

Following stakeholder engagement and the Infrastructure Needs Assessment, an Infrastructure Delivery Schedule was produced that sets 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. At this stage of the Infrastructure Delivery Plan process, it has not been possible to fully identify cost, funding and phasing for all infrastructure projects. Stakeholders have flagged the need for a Preferred Growth Strategy to enable more detailed analysis. This will occur in Part 3 of this commission.

### **4.3 Part 3: Post Regulation 18 Final Infrastructure Delivery Plan**

Part 3 of the Infrastructure Delivery Plan will be developed following the Regulation 18 Local Plan Consultation that will take place in Summer 2023. The Final Infrastructure Delivery Plan will assess a Preferred Growth Strategy including sites for allocation and determine the infrastructure needs of the Council's emerging Local Plan.

The Final Infrastructure Delivery Plan will set out the specific infrastructure interventions summarised by settlement and allocation (where possible) and will involve further stakeholder engagement to determine the implications of the Preferred Growth Scenario and infrastructure investment needed. The Final IDP will also include a clear identification of the methodology taken to identifying infrastructure surpluses and deficits, the methodology by which costs have been calculated, and the limitations of forecasting infrastructure requirements.

## 5. Social Infrastructure

### 5.1 Education

#### 5.1.1 Early Years

##### Overview

The funding for early years education is provided by Central Government through Free Early Education (FEE) funding. This provides funding for all three- and four-year-olds from the start of the next term following the child's third birthday. FEE provides up to 30 hours of flexible provision per week over 38 weeks of the year. There is also some provision for children at two years old to receive 15 hours of flexible provision per week over 38 weeks of the year. This provision is subject to parents/guardians meeting certain criteria.

Delivery of early years education provision can be through a range of providers including nurseries, pre-schools, nursery classes, nursery schools and child-minders – and all can be covered by FEE funding. These schemes were set up to achieve two broad outcomes: to improve social and educational outcomes for children; and to make childcare more affordable, enabling parents to work or increase their working hours.

Hertfordshire County Council (HCC) is the Local Education Authority for St Albans City and District Council (SADC) and has a statutory duty to secure free places for all children in Hertfordshire meeting the eligibility criteria. As part of this, HCC is obligated to put in place arrangements to ensure that all providers offering free places meet the regulations set by Central Government and in turn receive the appropriate funding for these places, according to the national funding formula. HCC also regularly checks the eligibility of children accessing two-year-old free early education and 30 hours free childcare to ensure they remain eligible and inform providers of any changes.

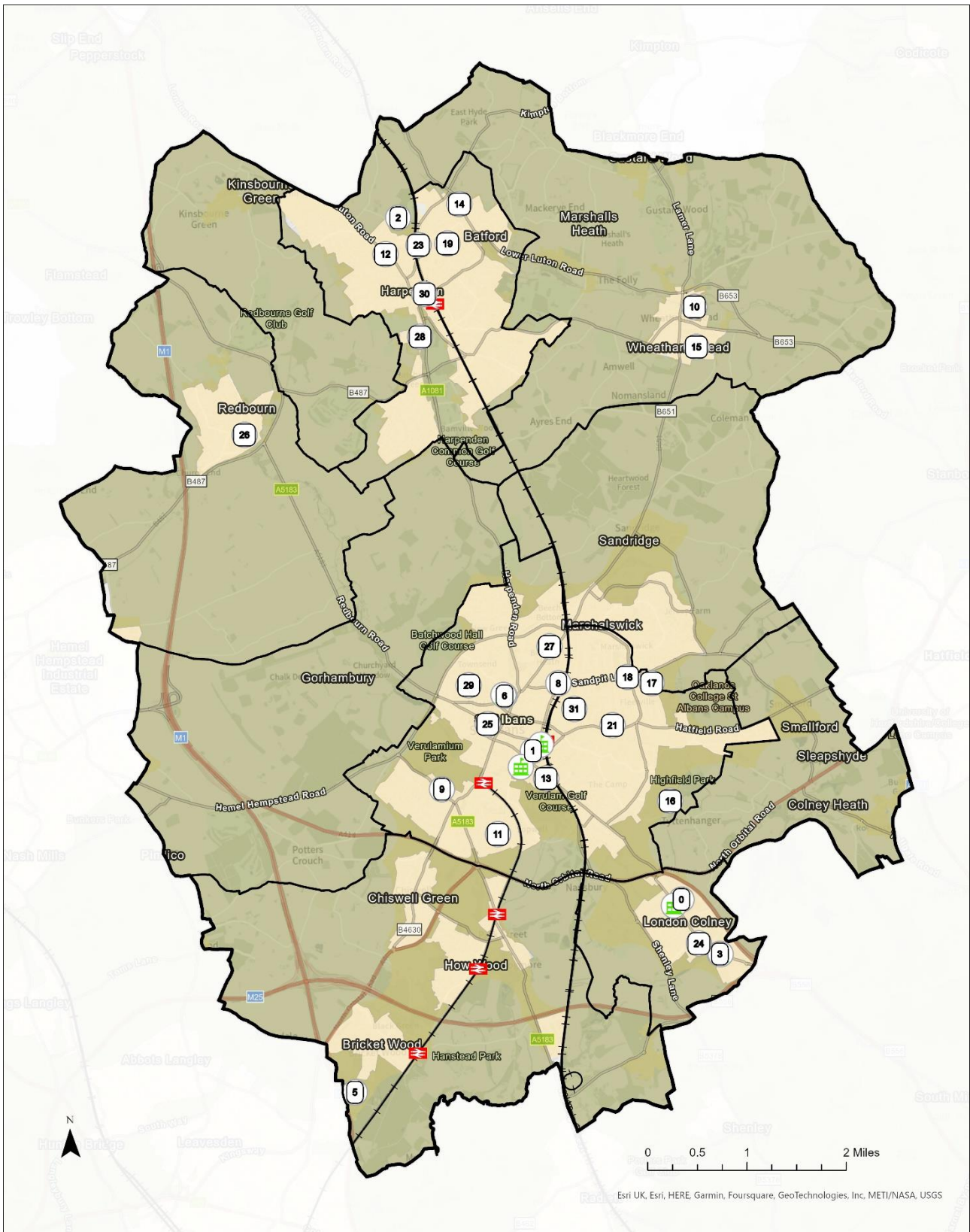
##### Existing Provision and Capacity

There are a total of 33 registered nurseries in SADC, with a number of these being provided within primary schools. This existing provision is set out in Figure 13 and Table 12. The Hertfordshire Childcare Sufficiency Annual Report<sup>18</sup> (2022) states that over the last year, SADC saw a significant decrease in childminders, but a marginal increase in day nurseries and pre-school playgroups compared to the previous year. The Report also states that the closure of an established facility in the Smallford area, and the long-term impact of this closure will be monitored to ensure childcare places are maintained in this area. The temporary relocation of a facility in the Fleetville area due to development works will be supported in partnership with SADC. Additionally, the closure of an established pre-school in the west of the city and the impact of this closure will be monitored to ensure childcare places are maintained within the area.

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<sup>18</sup> Available at: <https://www.hertfordshire.gov.uk/services/schools-and-education/information-for-childcare-providers/providers/documents/resources-filter-tool/hertfordshire-childcare-sufficiency-report-2022.pdf>

Figure 13 Early Year Facilities



**Legend**

-  Early Years
-  Green Belt
-  Urban Areas in the Green Belt

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Drawing Number: \_\_\_\_\_

Source: St Albans City and District Council

**Table 12 Early Year Facilities**

<b>Map ref</b>	<b>Early Years Facility</b>	<b>Parish</b>
0	London Colney Nursery School	London Colney
1	Playschool House	St Albans
2	Highfield Pre-School	Harpenden Town
3	Midhurst Barnet Road	London Colney
4	Nightingale Cottage	London Colney
5	The House that Jack built Nursery	St Stephen
6	Home from Home Day Nursery	St Albans
7	Busy Bees at Bernard Street	St Albans
8	Muriel Green Nursery	St Albans
9	St Albans Childrens Centre	St Albans
10	Southdown Family Centre	Wheathampstead
11	Best Friends Childcare	St Albans
12	Rainbow House	Harpenden Town
13	Manor House	St Albans
14	Busy Bees at Rothamsted Lodge	Harpenden Town
15	Busy Bees, Smallford	Wheathampstead
16	Wainscot House Day Nursery	St Albans
17	Abbey View Nursery And Pre-School	St Albans
18	Batford Nursery School	St Albans
19	Children at Cherrywood	Harpenden Town
20	Yellow Star Nursery	St Albans
21	Brock House Day Nursery	St Albans
22	Busy Bees at Leyton Road	St Albans
23	Playschool Nursery	Harpenden Town
24	Little Steps Day Nursery	London Colney
25	Montessori by Busy Bees	St Albans
26	Rainbow House Nursery	Redbourn
27	Sopwell And Verulam Childrens Centre	St Albans
28	Bright Horizons Harpenden	Harpenden Town
29	Monkey Puzzle Day Nursery	St Albans
30	Riverbanks Nursery School	Harpenden Town
31	Wheathampstead Playgroup	St Albans
32	Highfield Lane Day Nursery School	London Colney

Source: St Albans City and District Council

The Hertfordshire Childcare Sufficiency Annual Report uses mid-year population estimates produced by the Office of National Statistics (ONS) to estimate capacity of individual areas and geographies within SADC. Using this data in combination with the number of children requiring childcare, and the number of places available within the District, a surplus or deficit can be identified. The key findings from this report are:

- For 0–2-year-olds, there is identified to be a surplus of 735 formal childcare places.
- For 2-year-olds requiring free early education, there is a surplus of 606 places within SADC.
- For 3- and 4-year-olds requiring free early education, a surplus of 569 places has been identified within SADC.
- For children requiring 30 hours free childcare, a surplus of 287 places has been identified.

The SADC IDP (2018) suggests that the extension to the entitlement of FEE is likely to lead to an increased demand for these services, and increased provision will need to be accommodated within nursery provision in primary schools, day nurseries and child-minders.

HCC has a duty to provide Children’s Centres in every community for children under 5 and their families, in partnership with schools, midwives, health visitors and GPs. These facilities offer services to support child development, outreach and family support, access to training and work and child and family health services.

There are 10 Children’s Centres with SADC. As of 2018, 9 of the 10 centres have sufficient FEE places available, with the centre at London Colney having a deficit of 22 places. For extended childcare entitlement for 3- and 4-year-olds, 6 centres have sufficient places, 3 centres have near sufficient places (meaning a gap exists which may give families difficulties in accessing provision), and one centre has an deficit of 11 places. The capacity of these Children’s Centres is shown in Table 13.

**Table 13 Children’s Centres in SADC**

Children's Centre	Parish	FEE for 2, 3 & 4 year old places required (Jan 2018)	Extended Childcare Entitlement for 3 & 4 year old children (Jan 2018)
Wheathampstead and Kimpton	Wheathampstead	114	50
Harpenden and Batford	Harpenden Town	125	89
Harpenden and Southdown	Harpenden Town	165	3
Redbourn Rural	Redbourn	235	165
Marshalswick	Sandridge	103	6
Batchwood and St Peters	St Albans	245	177
Sopwell and Verulam	St Albans	162	26
Ashley and Colney Heath	Colney Heath	180	42
Park Street	St Stephen	85	42
London Colney	London Colney	-22	-11

**Green** = sufficient places available and provision largely matches family needs / **Amber** = near sufficient places available with a gap existing which may give families difficulties in accessing provision / **Red** = an insufficiency in the number of places available, and a gap existing which may prevent families from accessing provision.

Source: St Albans City and District Council



### Infrastructure to Support Growth Scenarios<sup>19</sup>

Following on from budget announcements in March 2023 that will see expansion of access to free childcare places, HCC are consulting with parents to understand their needs, and then consulting with market providers to see if they will be able to provide the additional spaces required to meet potential upcoming demand. Once this information is available, HCC will be working internally to identify further projects to address demand, however, at this stage, it is unknown what these projects are.

The government's childcare expansion programme will entitle thousands more working parents to receive free childcare, and it will be the responsibility of local education authorities to deliver this programme from April 2024 under their statutory duty. HCC is awaiting modelling of the number of additional parents likely to be eligible from central government.

Working families will be able to access the following:

- **April 2024:** eligible two year old children will be entitled to 15 hours of free childcare per week;
- **September 2024:** Eligible children between nine months and two years will be entitled to 15 hours of free childcare per week; and
- **September 2025:** Eligible children between nine months and three years will be entitled to 30 hours of free childcare per week.

There are also initial plans for school aged children, with proposals from Central Government stating the ambition for wraparound childcare for 5-11 year olds in England which will aim to stimulate supply in the wraparound market and support the ambition that all children should be able to access 8am-6pm childcare provision in their local area from 2025/26.

At this stage of the Infrastructure Delivery Plan, a series of early years projects have been identified aligned with the delivery of new primary and secondary schools across the borough. Further projects will be developed (if required) as SADC develop the Regulation 19 Local Plan.

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<sup>19</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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 Framework<sup>20</sup> (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 95). 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 2010<sup>21</sup>, 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.

### Existing Provision and Capacity

The most recent Meeting the Demand for Primary School Places report produced in 2018/19 sets out the study areas, which are not defined by local authority boundaries, but instead by school planning areas, which essentially form school catchments. Table 14 sets out school planning areas for primary schools in SADC.

**Table 14 School Planning Areas in or relevant to SADC**

St Albans City and District Council School Planning Areas		
Redbourn	Harpenden	Wheathampstead
Sandridge	St Albans North West	St Albans North East
St Albans West	St Albans Central	Colney Heath
St Michaels	St Albans South East	St Albans South West
London Colney	Park Street	St Stephens
Shenley	Potters Bar	Borehamwood

Source: St Albans City and District Council

Hertfordshire County Council produce forecasts every summer term to assess the demand for school places in local areas, based on how many primary school pupils are moving on to secondary schools, and trends which have formed over recent years, and any known housing developments. Using these forecasts means there should be the right number of places in the right locations. These forecasts use actual data from 2019/20 – 2021/22 and calculate forecasts until 2026/27.

The latest summer 2022 Primary School forecasts use actual data from 2019/20 – 2021/22, and calculate forecasts until 2026/27. The 2022 forecasts show that overall, there is a surplus of primary school places within the District. There are pockets of SADC which have a deficit of primary school places, such as

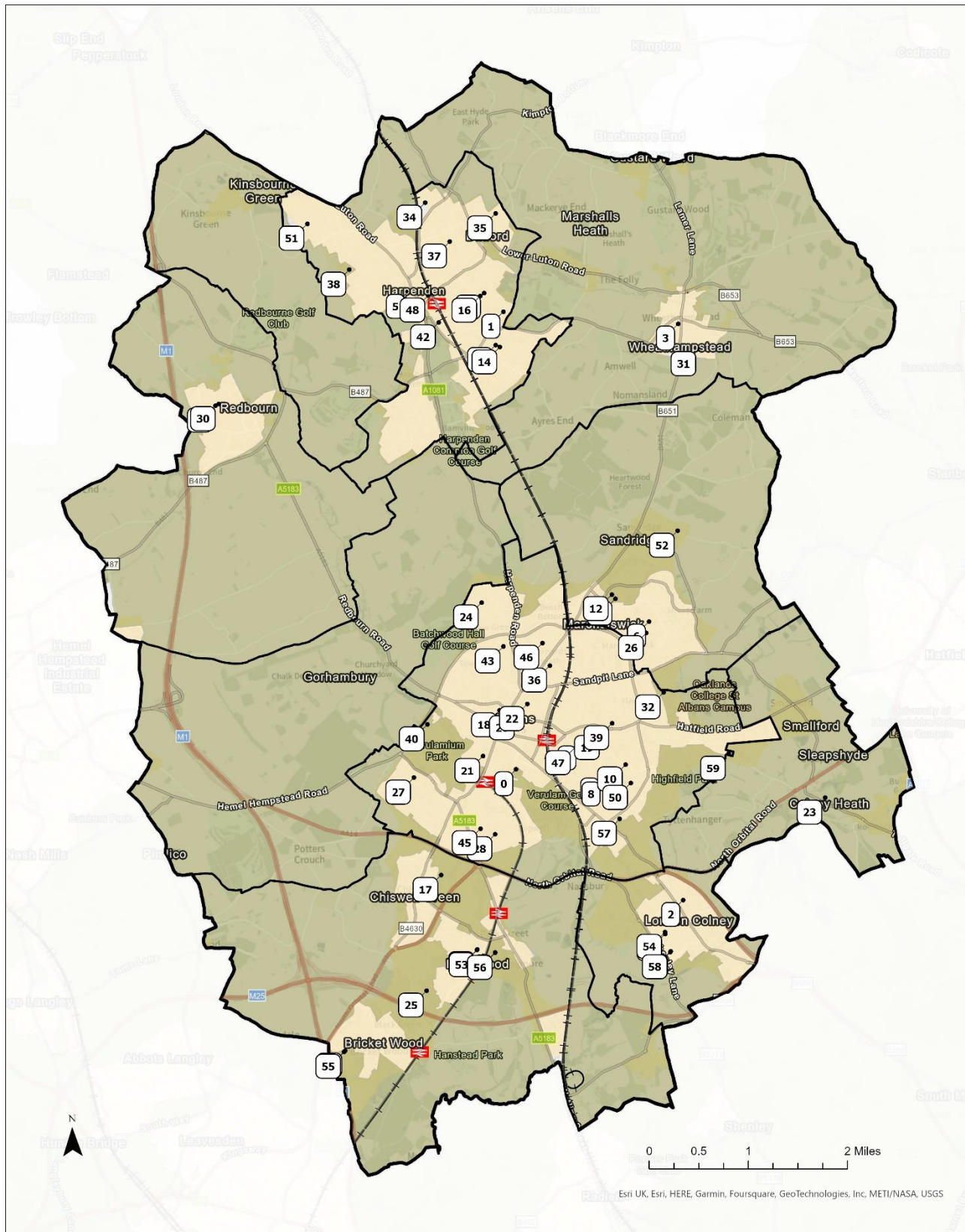
<sup>20</sup> Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>21</sup> Available at: <https://www.legislation.gov.uk/ukpga/2010/32/contents>

Redbourn (by 2026/27, there is forecasted to be a shortage of 2 Reception places), and Colney Heath (by 2026/27, there is forecasted to be a shortage of 3 Reception places).

This overall surplus in Primary School places throughout SADC is likely due to several recent temporary and permanent enlargements to existing primary schools to meet the need for places. This includes HCC having delivered an additional 9FE of permanent capacity across SADC through a combination of expanding existing schools, and opening of new schools, including in St Albans City Centre.

Figure 14 Primary Schools within SADC



**Legend**

- Primary Schools
- Green Belt
- Urban Areas in the Green Belt

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Source: St Albans City and District Council

Table 15 shows the overall capacity of each of the primary schools across SADC (not including private schools).

**Table 15 Primary School Provision & Capacity**

Map ref	Primary School	School Type	Total Capacity	Parish
0	St Peter's School	Primary Mixed Community	290	St Albans
1	High Breeches Primary School	Primary Mixed Community	420	Harpenden Town
2	London Colney Primary School & Nursery	Primary Mixed Community	188	London Colney
3	St Helen's C of E Primary School	Primary Mixed Voluntary Aided	282	Wheathampstead
4	Park Street C of E Primary School & Nursery	Primary Mixed Voluntary Aided	139	St Stephen
5	St Nicholas C of E Primary School	Primary Mixed Voluntary Aided	145	Harpenden Town
6	Skyswood Primary & Nursery School	Primary Mixed Academy	Data unavailable	Sandridge
7	Cunningham Hill Infant School	Infant Mixed Community	174	St Albans
8	Cunningham Hill Junior School	Junior Mixed Community	237	St Albans
9	Ss Alban And Stephen R C Junior School	Primary Mixed Voluntary Aided	454	St Albans
10	Camp Primary and Nursery School	Primary Mixed Community	234	St Albans
11	Wheatfields Infants & Nursery School	Infant Mixed Academy	318	Sandridge
12	Wheatfields Junior School	Junior Mixed Academy	359	Sandridge
13	The Grove Junior School	Junior Mixed Community	347	Harpenden Town
14	The Grove Infant & Nursery School	Infant Mixed Community	315	Harpenden Town
15	Crabtree Infants' School	Infant Mixed Academy	179	Harpenden Town
16	Crabtree Junior School	Junior Mixed Academy	256	Harpenden Town
17	Killigrew Primary & Nursery School	Primary Mixed Community	398	St Stephen
18	Aboyne Lodge School	Primary Mixed Community	201	St Albans
19	Fleetville JM School	Junior Mixed Academy	359	St Albans
20	Alban City School	Primary Mixed Community	397	St Albans
21	The Abbey C of E Primary School	Primary Mixed Voluntary Aided	187	St Albans
22	Maple Primary School	Primary Mixed Community	250	St Albans
23	Colney Heath JMI School	Primary Mixed Community	200	Colney Heath
24	Margaret Wix Primary School	Primary Mixed Community	132	St Albans
26	St John Fisher Catholic Primary School	Primary Mixed Academy	Data unavailable	Sandridge
27	Prae Wood Primary School	Primary Mixed Community	450	St Albans
28	Mandeville Primary School	Primary Mixed Academy	427	St Albans
29	Redbourn Infant And Nursery School	Primary Mixed Community	444	Redbourn

31	Beech Hyde Primary School & Nursery	Primary Mixed Academy	178	Wheathampstead
32	Oakwood Primary School	Primary Mixed Community	317	St Albans
33	Mount Pleasant Lane School	Primary Mixed Academy	295	St Stephen
34	The Lea Primary School & Nursery	Primary Mixed Community	231	Harpenden Town
35	Sauncey Wood Primary School	Primary Mixed Community	195	Harpenden Town
36	Bernards Heath Infant and Nursery School	Infant Mixed Community	308	St Albans
37	Manland Primary School	Primary Mixed Community	210	Harpenden Town
38	Roundwood Primary School	Primary Mixed Community	331	Harpenden Town
39	Fleetville Infant & Nursery School	Infant Mixed Academy	311	St Albans
40	St Michael's C of E Primary School	Primary Mixed Voluntary Aided	178	St Albans
41	How Wood Primary School & Nursery	Primary Mixed Community	226	St Stephen
42	St Dominic Catholic Primary School	Primary Mixed Voluntary Aided	231	Harpenden Town
43	Garden Fields JMI School	Primary Mixed Academy	583	St Albans
44	Bowmansgreen Primary School	Primary Mixed Community	346	London Colney
45	St Adrian's RC Primary School & Nursery	Primary Mixed Voluntary Aided	222	St Albans
46	Bernards Heath Junior School	Junior Mixed Community	354	St Albans
47	Ss Alban And Stephen Catholic Infant And Nursery School	Primary Mixed Voluntary Aided	454	St Albans
48	Harpenden Academy	Primary Mixed Academy	242	Harpenden Town
49	St Bernadette Catholic Primary School	Primary Mixed Voluntary Aided	219	London Colney
50	Windermere JMI School	Primary Mixed Community	182	St Albans
51	Wood End School	Primary Mixed Community	488	Harpenden Town
52	Sandridge School	Primary Mixed Community	186	Sandridge
53	How Wood Primary School & Nursery	Primary Mixed Community	226	St Stephen
54	Bowmansgreen Primary School	Primary Mixed Community	346	London Colney
57	Samuel Ryder Academy	All Through Mixed Academy	1460	St Albans

Source: Hertfordshire County Council (June 2023)

## Infrastructure to Support Growth Scenarios<sup>22</sup>

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.

The primary school projects identified within the Infrastructure Delivery Schedule have been separately attributed to each growth scenario.

Development at Hemel Garden Community will lead to a significant increase in the number of primary school pupils, and therefore, it has been identified that a new 3FE Primary School will be required at East Hemel Hempstead (North), as well as an additional new 2FE Primary School on a 3FE capacity site at East Hemel Hempstead (South). There is also need for the delivery of a new 2FE Primary school at North Hemel Hempstead.

There is also the need for new schools within St Albans City centre, including a new 2FE Primary School at East St Albans, a new 2FE Primary School at North St Albans, a new 2FE Primary School West of Chiswell Green, and a school site at Ariston.

Throughout the rest of SADC, there is a need to deliver a new 2FE Primary School at North East Harpenden, a new 2FE Primary School West of London Colney, and a new Primary School in Redbourn.

This is an initial position provided by HCC, as further analysis is being undertaken ahead of the Regulation 18 Local Plan consultation, which may lead to scheme refinements and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

<b>Summary of Primary School by strategic allocation</b>	
<i>North Hemel Hempstead</i>	3FE Primary School
<i>East Hemel Hempstead (North)</i>	3FE Primary School
<i>East Hemel Hempstead (South)</i>	3FE and 2FE Primary School
<i>North St Albans</i>	2FE Primary School
<i>East St Albans</i>	2FE Primary School
<i>North East Harpenden</i>	2FE Primary School
<i>West Redbourn</i>	New Primary School (to be determined FE)
<i>London Colney</i>	2FE Primary School

<sup>22</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..

### 5.1.3 Secondary Schools

#### Overview

For secondary schools, forecasts are set out in HCC's Meeting the Demand for Secondary School Places reports<sup>23</sup>, which provide an overview of each secondary school planning area. The report identifies where shortfalls lie across Hertfordshire County Council, with recommendations on how to resolve any issues.

#### Existing Provision and Capacity

The Meeting the Demand for Secondary School Places report sets out the secondary school education planning areas. For Secondary Schools in SADC, this includes St Albans and Harpenden planning areas.

The Summer 2022 forecasts, which provide a forecast until 2028/29, indicate a surplus of just 17 places in total within SADC by 2028/29. The St Albans planning area shows an overall deficit of 13 Year 7 places, while the Harpenden planning area forecasts a surplus of 30 Year 7 places by 2028/29. This may lead to children having to travel further to access a secondary school.

In recent years, there have been a number of interventions aimed at addressing existing shortfalls in secondary school capacity. These interventions included the permanent enlargement of Sandringham School by 1FE, while also removing the prioritisation of children from Harpenden and Wheathampstead, the permanent enlargement of St Albans Girls school by 1FE, and the opening of Katherine Warington School in September 2019 providing an additional 6FE.

Table 16 shows the overall capacity of each of the secondary schools across the District. This does not include private schools.

**Table 16 Secondary Schools in St Albans City and District Council**

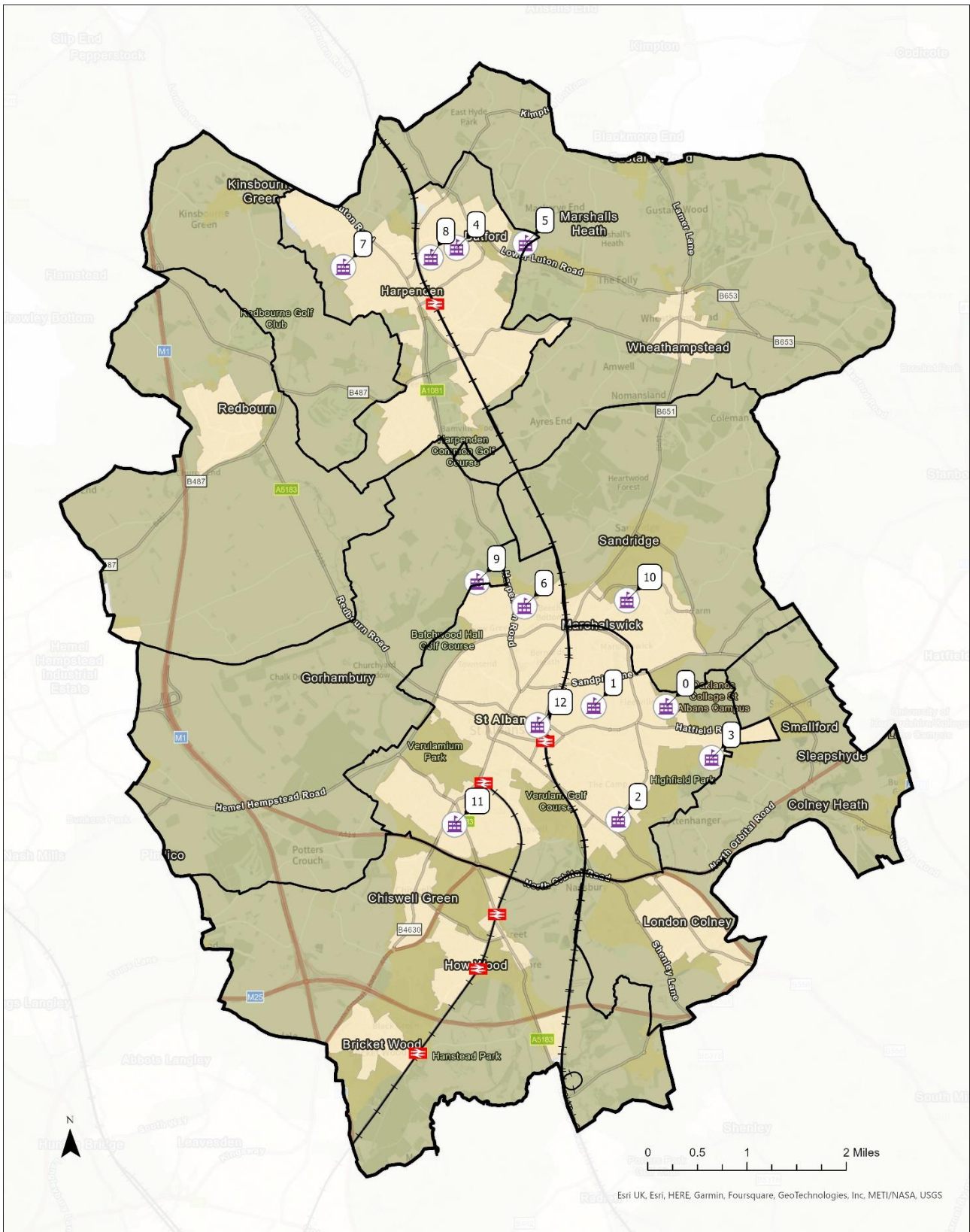
Map Ref	Secondary School	School Type	Total Capacity	Parish
0	Beaumont School	Mixed Academy	1496	St Albans
1	Verulam School	Male Academy	1081	St Albans
2	Samuel Ryder Academy	Mixed all-through	1460	St Albans
3	Nickolas Breakspear Catholic School	Mixed Academy	970	St Albans
4	Sir John Lawes School	Mixed Academy	1335	Harpenden Town
5	Katherine Warington School	Mixed Academy	537	Harpenden Town
6	St Albans Girls School	Female Academy	1392	St Albans
7	Roundwood Park School	Mixed Academy	1349	Harpenden Town
8	St George's School	Mixed Academy	1344	Harpenden Town
9	Townsend C of E (VA) Secondary School	Mixed Voluntary Aided	764	St Michael
10	Sandringham School	Mixed Academy	1673	Sandridge
11	The Marlborough Science Academy	Mixed Academy	1281	St Albans
12	Loreto College	Female Academy	955	St Albans

Source: St Albans City and District Council (June 2023)

<sup>23</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/schools-and-education/school-planning/summer-18-19-secondary-meeting-demand.pdf>



Figure 15 Secondary Schools within SADC



**Legend**

- Secondary Schools
- Green Belt
- Urban Areas in the Green Belt

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Rev:	<b>Draft</b>
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Source: St Albans City and District Council

### Infrastructure to Support Growth Scenarios<sup>24</sup>

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 Q1 2022, and do not include any allowance for securing land.

The secondary school projects identified within the Infrastructure Delivery Schedule have been separately attributed to each growth scenario.

A new secondary school site to serve Hemel Hempstead has been identified at East Hemel Hempstead, which is capable of accommodating a secondary school up to 8FE plus sixth-form, to serve growth arising from HGC and proposed growth located within Dacorum Borough.

Through stakeholder engagement with HCC in May 2023, it has also been identified that an additional 2 new 8FE 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.

This is an initial position provided by HCC, as further analysis is being undertaken ahead of the Regulation 18 Local Plan consultation, which may lead to scheme refinements and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

Summary of Secondary School by strategic allocation	
<i>East Hemel Hempstead (North)</i>	8FE Secondary School
<i>East St Albans</i>	8FE Secondary School
<i>West of London Colney</i>	8FE Secondary School

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<sup>24</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..

## 5.1.4 Special Educational Needs and Disability (SEND)

### Overview

The Children and Families Act 2014<sup>25</sup> places a statutory requirement on HCC as the body for provision in SADC, to use best endeavours to secure special education provision. 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 2010<sup>26</sup> 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 Five Year Strategy<sup>27</sup> states the following strategic objectives:

- All schools, early years settings, colleges and services provide quality provision that meets the needs of children and young people with SEND locally;
- Short- and long-term outcomes for children and young people with SEND are improved and there is evidence of their achievements and progress socially, emotionally and academically;
- Communication between the local authority, parents, children and young people, and schools, early years settings, colleges and services is good, engendering trust, confidence, respect and constructive partnership working;
- Available resources are managed through a transparent approach that is fair, meets local needs and achieves best value for money; and
- The local authority works proactively and collaboratively with parents, young people, schools, early years settings, colleges and other partners using co- production to improve service planning, design, delivery and review.

Following a competitive process with the Department of Education (DfE), funding was awarded for a new Special Free School, in which the winning school, John Marks Academy, was opened in Hemel Hempstead in 2021.

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<sup>25</sup> Available at: <https://www.legislation.gov.uk/ukpga/2014/6/contents/enacted>

<sup>26</sup> Available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

<sup>27</sup> Available at: <https://www.hertfordshire.gov.uk/microsites/local-offer/media-library/documents/policies-and-procedures/send-strategy-2018-2023.pdf>

Existing Provision and Capacity

Figure 16 and Table 17 set out schools with SEND provision across SADC. There are currently 4 SEND schools within SADC:

- 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.

In addition, there are eight schools within the District with smaller SEND departments, including a unit within Maple Primary school that focuses on the needs of deaf pupils, and a base within Sauncey Primary School that focuses on speech, language, and communication needs.

The SEND Special School Place Planning Strategy<sup>28</sup> (2020-2023) produced by HCC identifies that there is a demonstrable need for more special school places to meet some specific needs. 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 SEND can be met locally. In addition to the need to build capacity for specific needs, there has also been an increase in the demand for special school places across the county, due to population growth.

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.

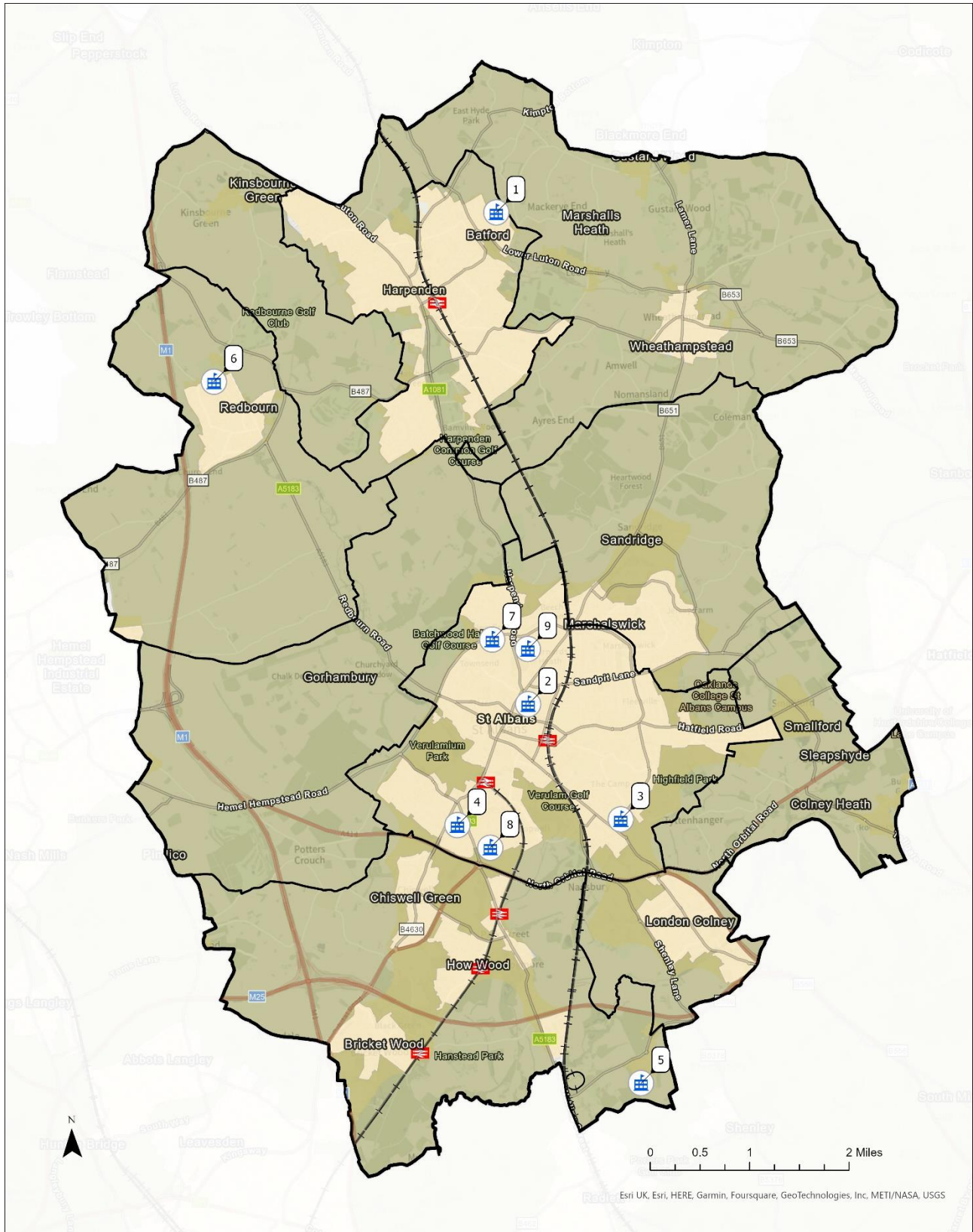
**Table 17 SEND provision within SADC**

Map Ref	School	Type	Parish
1	Sauncey Wood Primary School	SEND provision within mainstream school	Harpenden Town
2	Maple Primary School	SEND provision within mainstream school	St Albans
3	Francis Bacon School	SEND provision within mainstream school	St Albans
4	Marlborough School	SEND provision within mainstream school	St Albans
5	Radlett Lodge School	SEND provision within mainstream school	St Stephen
6	St Luke's School	SEND school	Redbourn
7	Batchwood School	SEND school	St Albans
8	Watling View School	SEND school	St Albans
9	Heathlands School	SEND school	St Albans

Source: St Albans City and District Council

<sup>28</sup> 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>

Figure 16: SEND within St Albans City and District Council



**Legend**

- Special Educational Need
- Green Belt
- Urban Areas in the Green Belt

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Project Title:  
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 SEND Education in St Albans City and District Council

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Arup Job No: **603142-54**      Rev: **Draft**  
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Source: St Albans City and District Council

### Infrastructure to Support Growth Scenarios<sup>29</sup>

Hertfordshire County Council have not identified any specific SEND schemes necessary to meet future growth at this stage. HCC have stated that due to population growth and the growth associated with both growth scenarios over the Local Plan period, that the number of children requiring SEND places will increase.

This is an initial position provided by HCC as it relates to SEND provision, as further analysis is being undertaken as part of the Regulation 18 Local Plan consultation, which may lead to the identification of projects to meet additional SEND needs. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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<sup>29</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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 Hertfordshire<sup>30</sup>, 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 AHEAD<sup>31</sup> (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 17 illustrates the location of Further Education facilities within SADC.

The SADC IDP (2018) notes that growth would result in the need for increased higher and further education floorspace and facilities. It suggests that some of this is likely to be met through the redevelopment of the St Albans Campus of Oaklands College, but that funding of this is dependent on the progression of a 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, the SADC IDP (2018) notes that these facilities are not fit for purpose, and therefore, Oaklands College is now implementing a £51m redevelopment of the St Albans campus, which will include 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. This was noted to have a delivery timescale of around five years.

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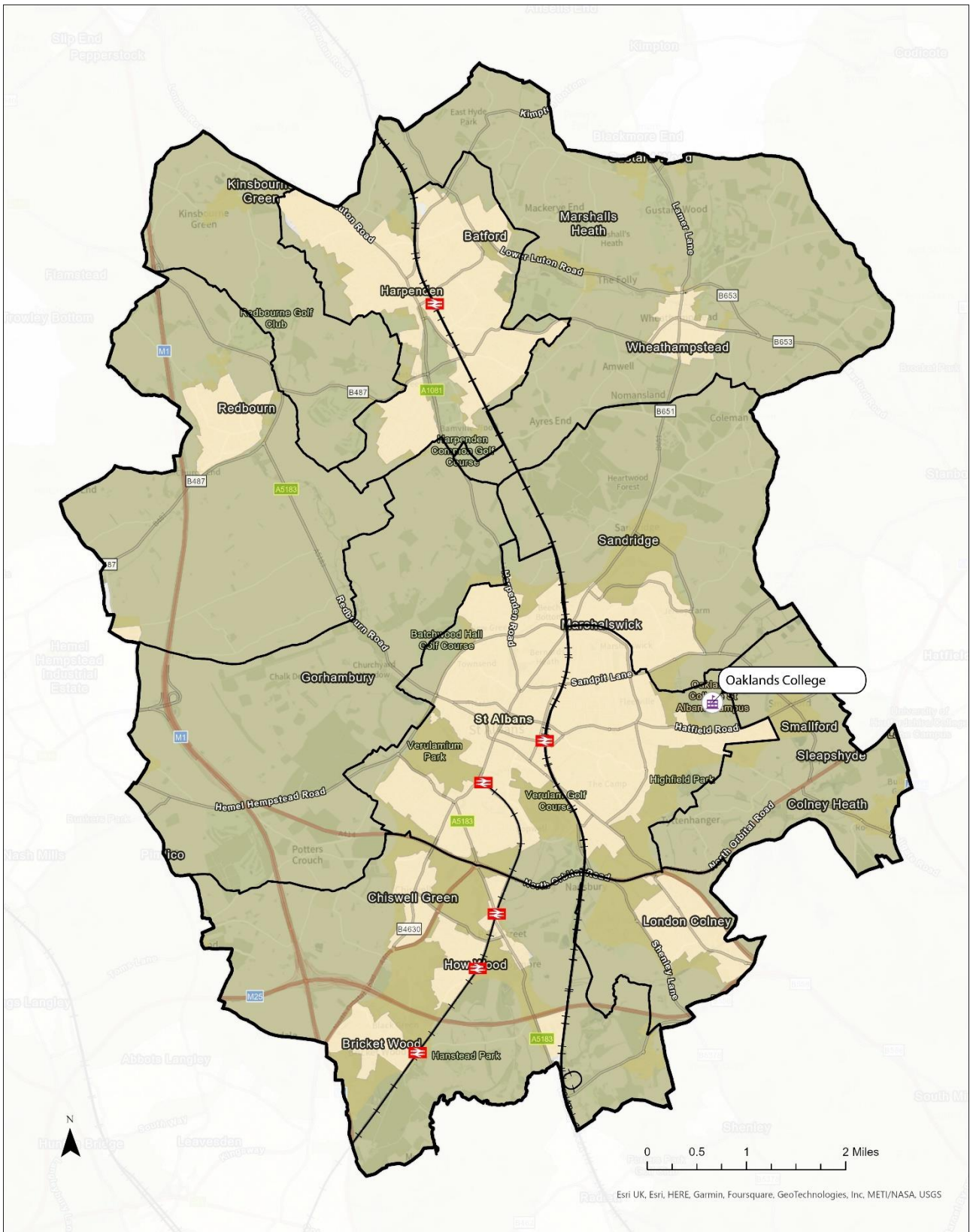
<sup>30</sup> Available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/635241/Hertfordshire\\_Area\\_Review\\_Report\\_FIN\\_AL.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/635241/Hertfordshire_Area_Review_Report_FIN_AL.pdf)

<sup>31</sup> More information can be found: <https://www.herts.ac.uk/hertsahead/about-herts-ahead>



Figure 17 Further Education within St Albans City and District Council



**Legend**

- Further Education
- Green Belt
- Urban Areas in the Green Belt

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Drawing Number:	

Source: St Albans City and District Council

### Infrastructure to Support Growth Scenarios<sup>32</sup>

The Infrastructure Delivery Schedule (Appendix A) has identified Oaklands College as the only planned further education project within SADC, which has not been separately attributed to each growth scenario as the investment at Oaklands College will be required regardless of growth scenario.

This is an initial position, as further analysis is being undertaken as part of the Regulation 18 Local Plan consultation, which may lead to the identification of further planned projects needed to meet growth. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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<sup>32</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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 first annual report for Hertfordshire and West Essex ICB will be published in summer 2023. Therefore, the last Annual Report for Herts Valley CCG 2021/22<sup>33</sup> currently provides the most up-to-date information regarding performance of St Alban's Health and Social Care system and improvements needed to the local health service.

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<sup>33</sup> <https://hertsvalleysccg.nhs.uk/about-us/documents/annual-reports-and-financial-statements?q=%2Fabout-us%2Fdocuments%2Fannual-reports-and-financial-statements>

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 2016-2020<sup>34</sup>: 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.
- Hertfordshire Public Health Service Strategy 2017-2021<sup>35</sup>: 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 last Annual Report for Herts Valley CCG 2021/22 sets out the most up-to-date information and data on the performance of St Alban's Health and Social Care system and improvements needed to the local health service.

Herts Valleys CCG covered an area with 55 GP Surgeries across 4 localities covering a population size of circa 661,000; Dacorum, St Albans, Hertsmere and Harpenden and Watford and Three Rivers. The number of GP practices have reduced over the last few years through practice mergers and the closure of a practice in Dacorum. The Hertfordshire and West Essex ICS covers an area with 135 GP practices.

The Herts Valley CCG Annual Report<sup>36</sup> states that as of 2021/22 there were 710 GPs (excluding registrars) across the CCG. The CCG commissioned a number of services from general practices in addition to their "core" general medical services which were all delivered at practice level from within their premises.

The NHS Long Term Plan<sup>37</sup> 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 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. In Hertfordshire and West Essex ICS there are 35 PCNs, with five PCNs covering St Albans as set out in Table 18.

PCNs are expected to deliver services at scale for their registered population, whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care. This is placing increasing pressure and demand on local GP practices as more services are brought out of a secondary healthcare setting and into the community. This means that, even where some

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<sup>34</sup> <https://www.hertshealthevidence.org/documents/key-resources/hertfordshire-health-and-wellbeing-strategy-2016-2020.pdf>

<sup>35</sup> <https://www.hertshealthevidence.org/documents/key-resources/hertfordshire-public-health-strategy-2017-21.pdf>

<sup>36</sup> <https://hertsandwestessex.icb.nhs.uk/downloads/file/73/herts-valleys-ccg-annual-report-2021-22>

<sup>37</sup> <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/08/nhs-long-term-plan-version-1.2.pdf>

capacity exists in existing surgeries, it is likely to be taken up as a result of these shifts. Table 18 sets out the PCN's and associated GP surgeries.

**Table 18 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	Sandridge
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	The Lodge Health Partnership	Lodge Surgery	14	St Albans
		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 19 and Figure 18.

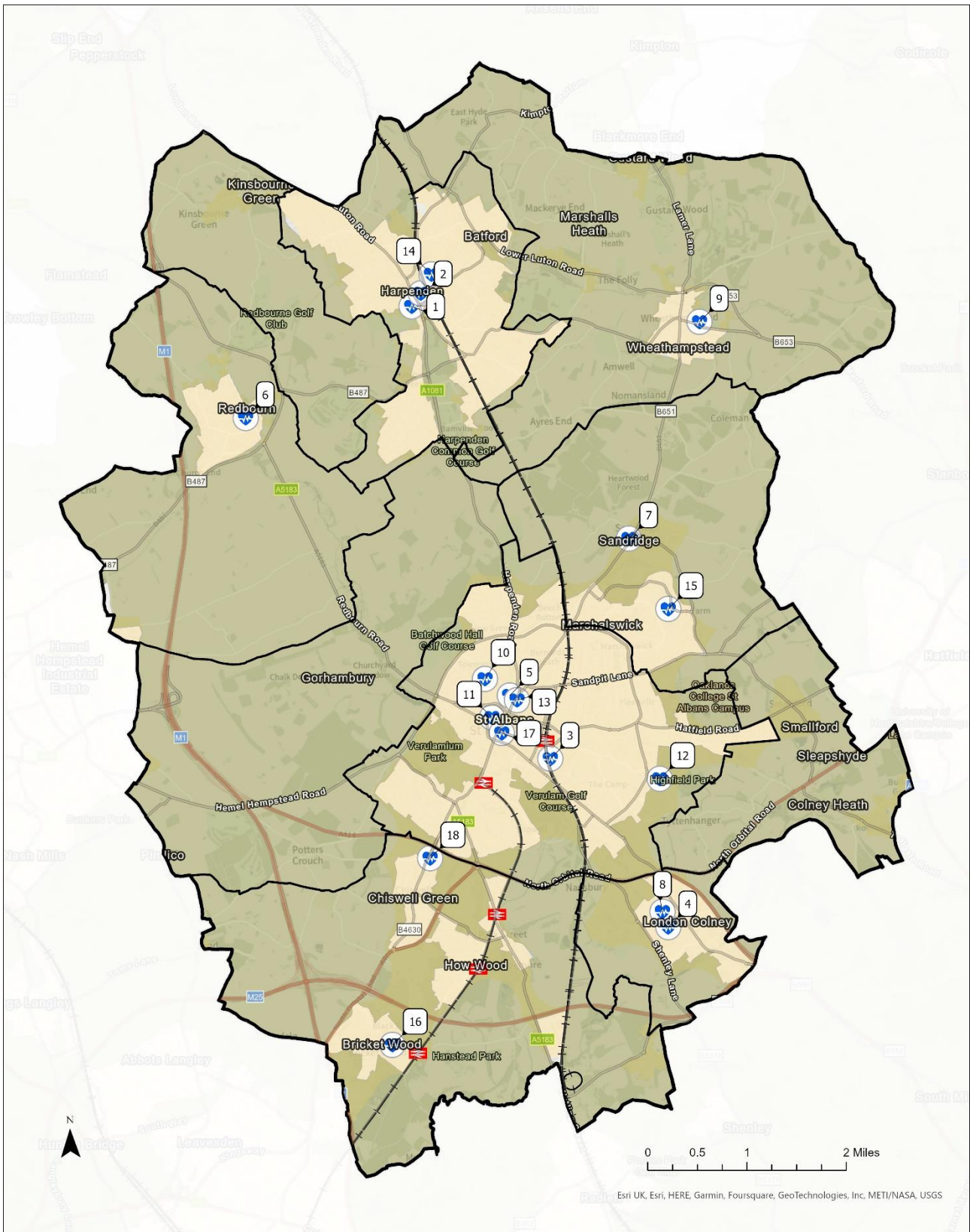
**Table 19 GP Registered Patient Capacity**

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
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 2023<sup>38</sup>

<sup>38</sup> Attained through Stakeholder Engagement with the NHS

Figure 18 Primary Healthcare in St Albans City and District Council



**Legend**

-  GP Health Centres
-  Green Belt
-  Urban Areas in the Green Belt

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Drawn	13/09/23	GL	JW	CT
Rev	Date	By	Chkd	Appo

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

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

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

Role:  
 \_\_\_\_\_

Subsidiary:  
 \_\_\_\_\_

Arup Job No: **603142-54** Rev: **Draft**

Drawing Number:  
 \_\_\_\_\_

Source: St Albans City and District Council

### Infrastructure to Support Growth Scenarios<sup>39</sup>

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed primary healthcare projects within SADC to support both growth scenarios 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. These have been separately attributed to each growth scenario as it relates to primary healthcare (where possible).

St Albans City and District Council and Hertfordshire and West Essex ICB have identified additional primary healthcare infrastructure and investment required to support delivery at strategic growth locations and align to St Albans City and District Council Regulation 18 Local Plan. These projects have been set out in the Infrastructure Delivery Schedule.

The Hertfordshire and West Essex ICB will undertake further assessment of healthcare needs and investment as part of the Regulation 18 Local Plan consultation and will further engage with the Infrastructure Delivery Plan as it is updated for the Regulation 19 Local Plan to reflect the preferred growth strategy.

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<sup>39</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.



## 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.

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:

1. To boost ‘out-of-hospital’ care, and finally dissolve the historic divide between primary and community health services.
2. To redesign and reduce pressure on emergency hospital services.
3. To provide people with more control over their own health, and more personalised care when they need it.
4. To enable digitally enabled primary and outpatient care to go mainstream across the NHS.
5. 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 SADC:

- 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.

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 20 and Figure 19 identifies secondary health facilities, including both hospitals and mental health facilities, located in the District.

**Table 20 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.

#### Infrastructure Required to Support Growth Scenarios<sup>40</sup>

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed secondary healthcare projects within SADC to support both growth scenarios 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. The NHS have advised that these infrastructure projects are not attributed by Growth Scenario, as the future requirement will be required regardless of scenario.

West Hertfordshire Teaching Hospitals NHS Trust has been prioritised for significant investment, as part of the national New Hospital Programme. The proposals for a new hospital for the people of West Hertfordshire at Watford General are part of a larger plan across all the Trust sites, including Hemel Hempstead Hospital and St Albans City 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.

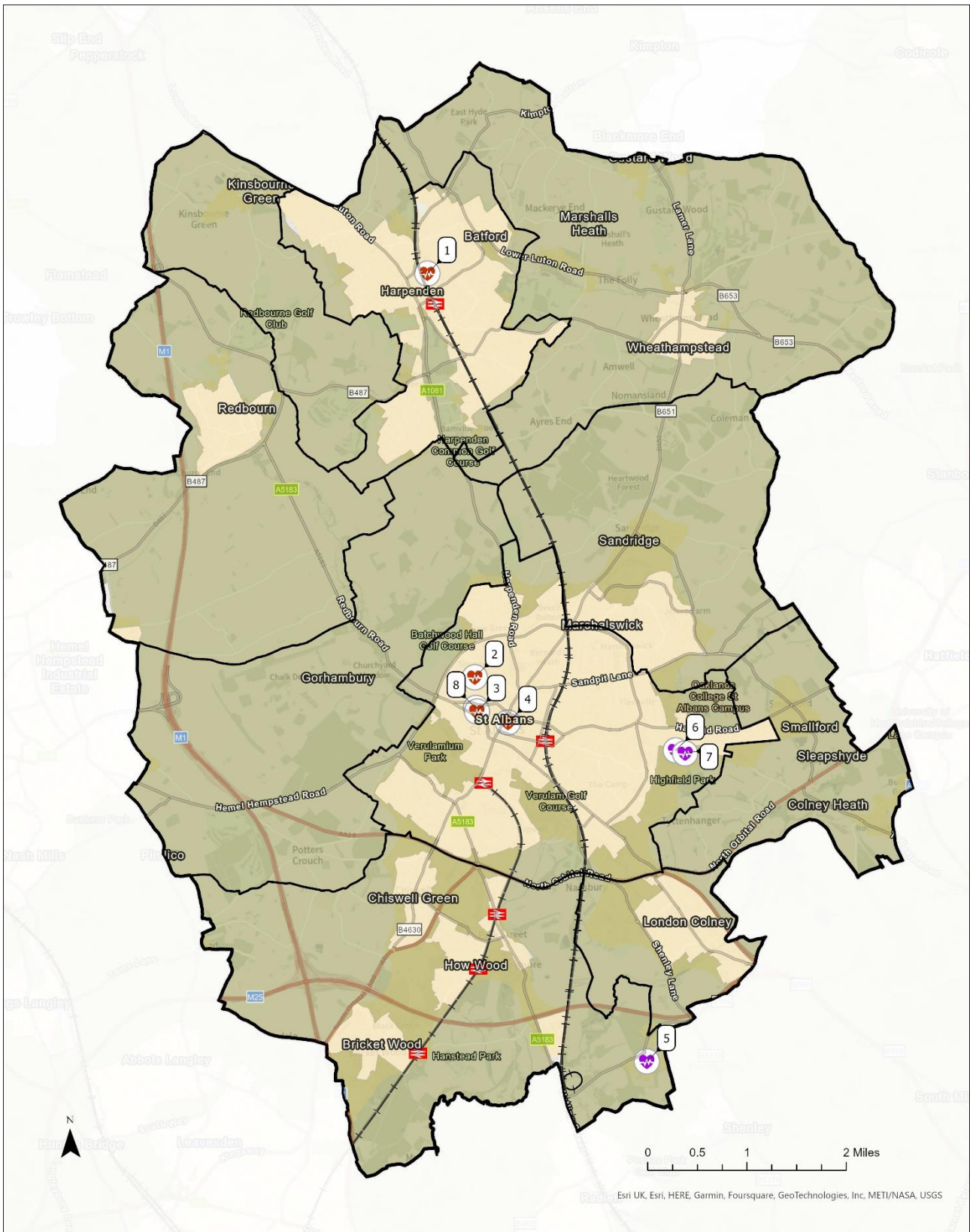
In addition, WHTH have plans to develop Hubs across West Hertfordshire to support the shift to community provision. This has involved looking at four initial sites in Elstree, South Oxhey, Hemel Hempstead and Harpenden (with an additional hub potentially to be reviewed in St Albans). The hubs will create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

<sup>40</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

acute care services, as well as health promotion and prevention services, and some GP, pharmacy, optometry and dentistry services.

The Trust is developing detailed modelling to assess how population health needs and clinical care and service delivery models are expected to change over time. At the time of stakeholder engagement in May 2023, WHTH are unable to provide specific infrastructure investment beyond what has already been committed publicly. However, the Trust is committed to ongoing engagement as part of the Regulation 18 Local Plan Consultation and to work with SADC as it develops a preferred growth scenario to assess additional infrastructure investment leading up to a Regulation 19 Local Plan.

Figure 19 Secondary Healthcare in St Albans City and District Council



**Legend**

-  Hospitals
-  Mental Healthcare
-  Green Belt
-  Urban Areas in the Green Belt

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Drawn	13/06/23	GL	JW	CT
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Project Title  
**St Albans City and District Council IDP**

Drawing Title  
 Secondary Healthcare in St Albans City and District Council

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

Role	
Subsidiary	
Arup Job No.	<b>603142-54</b>
Rev	<b>Draft</b>
Drawing Number	

Source: St Albans City and District Council

### 5.2.3 Adult Social Care<sup>41</sup>

#### 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
- Residential 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 2021-2025<sup>42</sup> 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.
- 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.<sup>43</sup>

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<sup>41</sup> Note: There has been no GIS data provided for the locations of Adult Social Care facilities.

<sup>42</sup> <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/acs/adult-care-services-plan-2021-2025-002.pdf>

<sup>43</sup> <https://democracy.hertfordshire.gov.uk/Data/Cabinet/201803191400/Agenda/VsbXRUOj1YOOJUnXy9aXwN6SHNolpr.pdf>

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. The need of places in terms of units (for housing with support/care) or beds (for nursing and residential care) is set out in Table 21.

**Table 21 Older Person's Accommodation Need in St Albans City and District Council**

Provision Type	Year			
	2027	2032	2037	2042
Housing with Support (units)	173	530	967	1539
Housing with Care (units)	204	439	719	1079
Nursing Care (beds)	103	206	334	503
Residential Care	-183	-212	-239	-264

Source: Icen Projects

Table 21 shows the cumulative need for the different types of provision across a 15-year period, demonstrating that there is an oversupply of residential care. HCC considers that many older people are housed in the wrong type of accommodation. Housing with Support and Housing with Care provision ensures that the most appropriate and enabling environment is provided, allowing residents to stay within their own homes throughout their lifetime and thus delaying or avoiding the need to enter into a care home setting. In SADC the provision with the highest need over the 15 year period is Housing with Support.

### 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.<sup>44</sup> 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.<sup>45</sup>

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.

<sup>44</sup> <https://housingcare.org/housing-care/facility-info-163076-eywood-house-st-albans-england>

<sup>45</sup> [Care Homes Hertfordshire | Find a Hertfordshire Care Home | 6264 Reviews](#)

### Infrastructure to Support Growth Scenarios<sup>46</sup>

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed adult social care projects within SADC to support both growth scenarios in collaboration with stakeholders. The projects identified align with the St Albans City and District Council Regulation 18 Local Plan.

<b>Summary of Primary Healthcare by strategic allocation</b>	
<i>North Hemel Hempstead</i>	Two 60+ Unit Home Extra Care Scheme
<i>East Hemel Hempstead (North)</i>	Two 70+ Unit Home Extra Care Scheme
<i>East Hemel Hempstead (South)</i>	Three 70+ Unit Home Extra Care Scheme
<i>North St Albans</i>	Two 50+ Unit Home Extra Care Scheme
<i>East St Albans</i>	One 50+ Unit Home Extra Care Scheme
<i>North East Harpenden</i>	One 60+ Unit Home Extra Care Scheme
<i>West Redbourn</i>	Two 60+ Nursing Care Scheme
<i>West of London Colney</i>	One 60+ Unit Nursing Care Scheme
<i>Glinwell, East Hatfield</i>	One 8 + Unit C2 Nursing Care Scheme
<i>North West Harpenden</i>	One 60+ Nursing Care Scheme
<i>Harper Lane (North of Radlett)</i>	One 50+ Nursing Care Scheme
<i>Burston Nurseries</i>	80 assisted living apartments

<sup>46</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 5.3 Community Facilities

### 5.3.1 Libraries

#### Overview

In accordance with the Public Libraries and Museums Act 1964<sup>47</sup>, the statutory body for the provision of a comprehensive and efficient library service in SADC is Hertfordshire County Council. Alongside the traditional function of a library – of borrowing books – contemporary library service provision includes other media and e-downloads, as well as the provision of physical venue spaces for community use. The context for library services has changed nationally, with public sector financial challenges, technological and lifestyle changes, and therefore the library service needs to respond 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)<sup>48</sup>, which aims to provide a network of vibrant modern libraries that are destination venues welcoming the whole community, and enabling opportunities for making real-world, social connections with other people, services, organisations and businesses. HCC aim to do this through continuing to invest in technology which meets the needs of the communities, while ensuring that libraries are a local cultural destination venue on the high street, through extending the programme of events, and increasing audiences to make best use of flexible spaces and online platforms.

#### Existing Provision and Capacity

SADC has six libraries across the local authority. Figure 20 illustrates the location of these facilities across SADC and Table 22 summarises the library provision by parish, illustrating that each of the larger settlements within SADC are served by library facilities.

**Table 22 Libraries in St Albans City and District Council**

Libraries	Parish
Harpenden Library	Harpenden Town
London Colney Community Library	London Colney
Marshalswick Library	St Albans
Redbourn Community Library	Redbourn
St Albans Library	St Albans
Wheathampstead Community Library.	Wheathampstead

Source: St Albans City and District Council

St Albans Library has recently undergone a major refurbishment to provide a modern, state of the art library, while both Redbourn Community Library and Wheathampstead Community Library have recently been relocated to buildings co-located with the local fire stations.

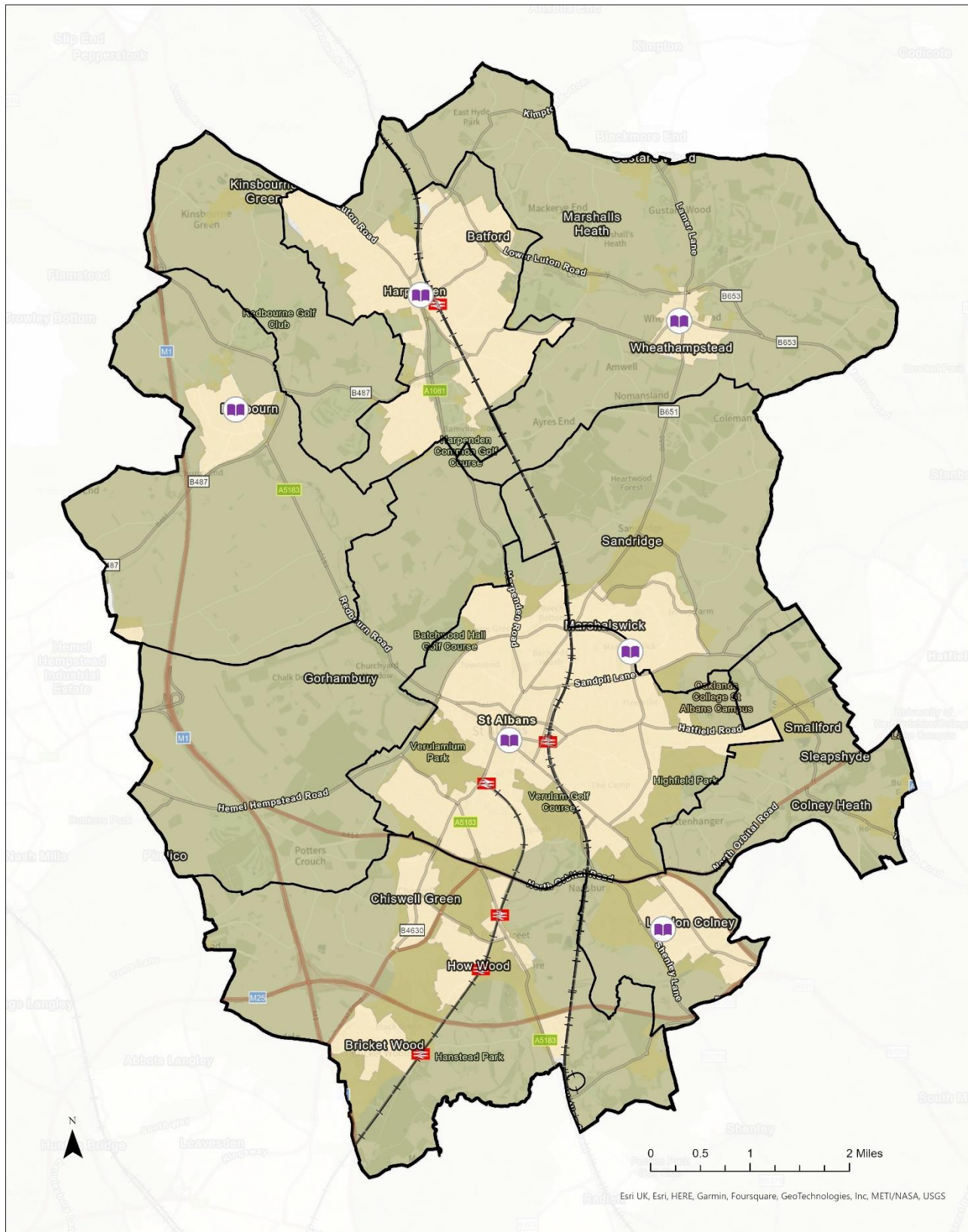
Inspiring Libraries: My Place (2022-2032) and SADC IDP (2018) did not indicate if gaps in provision exist across the SADC, however, following stakeholder engagement with SADC in May 2023, this Infrastructure Delivery Plan has identified two projects that would be required to support Growth Scenario 1. This is set out in more detail in the following section.

<sup>47</sup> Available at: <https://www.legislation.gov.uk/ukpga/1964/75>

<sup>48</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/libraries/inspiring-libraries-my-place-strategy-2022-32.pdf>



Figure 20 Libraries in St Albans City and District Council



**Legend**

-  Libraries
-  Green Belt
-  Urban Areas in the Green Belt

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Drawn	10/06/23	GL	JW	CT
Rev	Date	By	Check	Appd

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

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

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

Role:	
Suitability:	
Author/Job No:	603142-54
Revision:	Draft
Drawing Number:	

Source: St Albans City and District Council

### Infrastructure to Support Growth Scenarios<sup>49</sup>

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. This will be further developed as SADC develop the Regulation 19 Local Plan.

Stakeholder engagement with HCC shows that there is need to increase the existing library floorspace across SADC, to contribute towards meeting existing user needs, as well as the likely increased user levels, as a result of the growth identified in line with Growth Scenario 1. It should also be noted that there is an emerging scheme proposed to utilise some of the workroom, which is being explored between Hertfordshire County Council and the Hertfordshire Property Team.

Through stakeholder engagement with Hertfordshire County Council, it has been identified that Growth Scenario 1 is likely to have potential implications on the existing library facilities within SADC. The potential site allocations at Land to the North of St Albans (986 units), and East St Albans (497 units) are located in close proximity to Marshalswick Library. Marshalswick Library is a Tier 2 library, which Hertfordshire County Council has categorised through the number of annual visits, issues, catchment population and deprivation. It has been identified to be very busy, and too small for the existing usage levels, which are benefited through its close proximity to the Quadrant Shopping Centre, and nearby, recently opened M&S Foodhall.

In addition to this, Stakeholder engagement in May 2023 with HCC also highlighted that the potential allocation on Land to the West of London Colney (336 units) has potential to impact capacity at London Colney Library, which is a Tier 3 volunteer-led Library located within the London Colney Community Centre. In 2021, a new purpose-built building adjacent to the community centre opened, highlighting the poor exterior of the existing facility. There are plans to improve the entrance area using Section 106 funding, however, there are initial proposals from the Parish Council to re-provide the community centre, including the library on the existing site, and therefore the refurbishment to the exterior has been paused.

The Infrastructure Delivery Schedule includes these planned projects, which have been identified through engagement with HCC, however, this is an initial position and it is likely that further analysis will be undertaken ahead of the Regulation 18 Local Plan consultation, which may lead to scheme refinements and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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<sup>49</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

### 5.3.2 Community 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 93).

#### Existing Provision and Capacity

There is a lack of information available showing existing provision for community facilities within SADC, particularly in terms of community centres, which the SADC IDP (2018) did not assess.

The Part 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth as it relates to a preferred growth strategy to support the delivery of the new Local Plan.

Through initial stakeholder engagement in May 2023 with HCC and SADC, it became clear that many of the community halls within SADC are owned by Parish Councils. Engagement with Parish Councils will be a priority following the Regulation 18 Local Plan Consultation, to ensure the baseline position and any planned projects identified as a result of the preferred spatial option are accurate and up-to-date.

#### Infrastructure to Support Growth Scenarios<sup>50</sup>

At this stage, no projects have been identified as it relates to community space for both growth scenarios. This is an initial position, through the Regulation 18 Local Plan consultation and subsequent follow-up to support the Regulation 19 Local Plan, the Infrastructure Delivery Schedule will be updated to reflect investment in community facilities through engagement with the Parish Councils. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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<sup>50</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

### 5.3.3 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 to Improve Young People's Wellbeing<sup>51</sup> 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.

Using the Draft Open Space Study<sup>52</sup> (2023), current provision for children and young people has been identified, using analysis areas consisting of grouped electoral wards as shown in, which include St Albans, Redbourn, Harpenden, Wheathampstead, Colney Heath and Bricket Wood & How Wood.

#### Existing Provision and Capacity

The Draft Open Space Study (2023) 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).

The Draft Open Space Study (2023) 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 23 identifies 108 play locations within SADC, which total over 8 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.

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<sup>51</sup> Available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/756983/Statutory\\_Guidance\\_for\\_Local\\_Authorities\\_on\\_Services\\_and\\_Activities\\_to\\_Improve\\_Young\\_People\\_s\\_Well-being.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/756983/Statutory_Guidance_for_Local_Authorities_on_Services_and_Activities_to_Improve_Young_People_s_Well-being.pdf)

<sup>52</sup> Draft document shared with Arup for the purpose of this Baseline Report

**Table 23 Provision for children and young people in SADC**

<b>Analysis area</b>	<b>Number</b>	<b>Total hectares (ha)</b>	<b>Provision (ha per 1,000 population)</b>
Bricket Wood & How Wood	12	2.41	0.14
Colney Heath	5	0.19	0.04
Harpenden	12	1.40	0.04
Redbourn	5	0.21	0.04
St Albans	62	3.31	0.04
Wheathampstead	12	1.47	0.15
<b>Total</b>	<b>108</b>	<b>8.99</b>	<b>0.06</b>

Source: St Albans City and District Council

The SADC IDP (2018) identifies three Youth Centres (St Albans Young People’s Centre; Harpenden Young People’s Centre; and Catherine Street Young People’s Centre, which is leased to Hertfordshire County Council). The St Albans Young People’s Centre building, which is shared with the Pioneer Club, has been identified within the SADC IDP (2018) as being in need of considerable modernisation to provide a substantial centre offering a wide range of activities.

### Infrastructure to Support Growth Scenarios<sup>53</sup>

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed children and young people provision within SADC to support both growth scenarios 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.

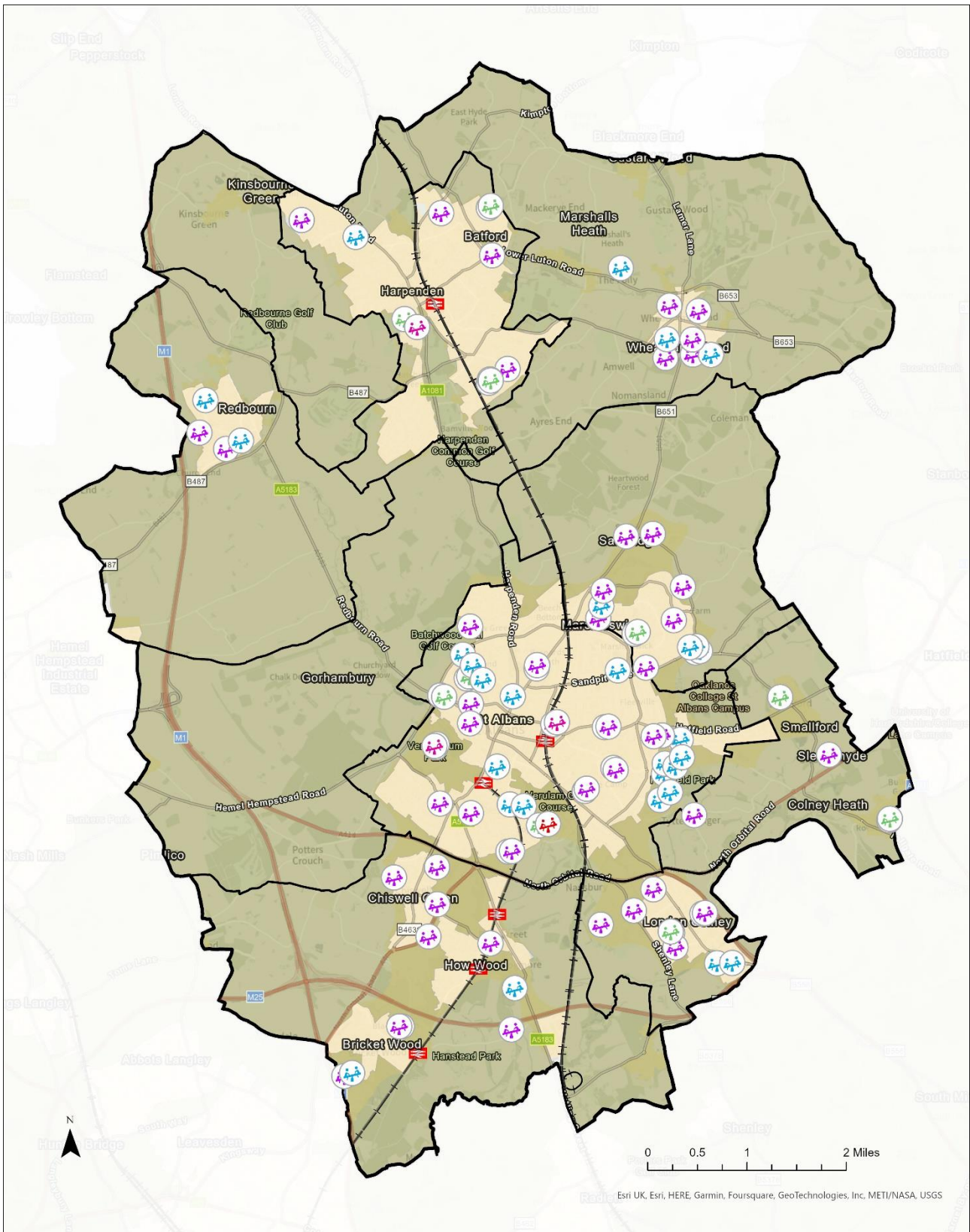
As it relates to children and young people, these projects have not been separately attributed to each growth scenario, as it is likely that each proposed scheme will be required regardless of scenario. This is an initial position provided by SADC, as further analysis is being undertaken ahead of the Regulation 18 Local Plan consultation, which may lead to scheme refinements and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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

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<sup>53</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

Figure 21 Children and Youth Provision in SADC



**Legend**

- Play Type**
- LEAP
  - Casual play
  - LAP
  - NEAP
  - Youth
  - Green Belt
  - Urban Areas in the Green Belt

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**St Albans City and District Council IDP**

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Youth Provision in St Albans City and District Council

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Arup Job No:  
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**Draft**

Drawing Number

Source: St Albans City and District Council

### 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 93). 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 Draft Playing Pitch and Outdoor Sport Strategy<sup>54</sup> (2023) which has been shared with Arup in draft form, to support this baseline report. 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”. By improving the quality of sports facilities throughout the District, it is possible to increase the overall capacity of the facility, through increasing resilience to increased usage.

#### Existing Provision and Capacity

The Draft Playing Pitch and Outdoor Sport Strategy (2023) identifies the current playing pitch and outdoor sport provision within SADC, as shown through Figure 22. The Strategy groups the District by three study areas; central, north and south, and 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)<sup>55</sup>.

#### Football pitches - grass

The Draft Playing Pitch and Outdoor Sports Strategy (2023) has identified 195 grass football pitches in SADC across 70 sites, with 171 of those available, at some level, for community use across 60 sites (all unavailable pitches are located at education sites). Table 24 shows the current capacity and projected future capacity for each pitch type within St Albans, split by study area. This shows an overall projected future shortfall in capacity for Youth 11v11 pitches (6 Match Equivalent Sessions<sup>56</sup> (MES)), Youth 9v9 pitches (5 MES), and Mini 7v7 pitches (5 MES), and spare capacity of adult pitches (10.5 MES) and Mini 5v5 pitches (MES). This shortfall in future capacity is likely to particularly be felt within the north of the District, which includes the Harpenden, Redbourn and Wheathampstead areas.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that large new housing developments 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.

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<sup>54</sup> Draft document shared with Arup for the purpose of this Baseline Report

<sup>55</sup> However, note that this shortfall has been identified through the impact on the facilities based upon the existing population and natural growth, rather than as a result of Local Plan growth as a result of either Growth Scenario option.

<sup>56</sup> Pitches have a limit of how much play they can accommodate over a certain period of time before their quality, and in turn their use, is adversely affected. As the main usage of pitches is likely to be for matches, it is appropriate for the comparable unit to be match equivalent sessions (MES).

**Table 24 Current and future capacity of football (grass pitches)**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
North	Adult	Spare capacity of 2	Spare capacity of 2
	Youth 11v11	Spare capacity of 1.5	Shortfall of 1
	Youth 9v9	Shortfall of 3	Shortfall of 5
	Mini 7v7	At capacity	Shortfall of 2
	Mini 5v5	At capacity	Shortfall of 2
Central	Adult	Spare capacity of 5	Spare capacity of 4
	Youth 11v11	Shortfall of 5	Shortfall of 5
	Youth 9v9	Spare capacity of 0.5	Spare capacity of 0.5
	Mini 7v7	At capacity	At capacity
	Mini 5v5	At capacity	At capacity
South	Adult	Spare capacity of 5	Spare capacity of 4.5
	Youth 11v11	Spare capacity of 1.5	At capacity
	Youth 9v9	Spare capacity of 0.5	Shortfall of 0.5
	Mini 7v7	Shortfall of 1.5	Shortfall of 3
	Mini 5v5	Spare capacity of 2.5	Spare capacity of 1

Source: St Albans City and District Council

### 3G pitches

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies six full-size 3G pitches and 11 small-sided pitches located within SADC, all with good opportunities for community use. Table 25 shows the current capacity and projected future capacity within St Albans, split by study area. This shows an overall projected future shortfall in capacity for 3G pitches in both North (3 pitches) and South areas (2 pitches), while demand is currently, and predicted to continue to be being met within the Central area. This shortfall in future capacity is likely to particularly be felt within the following settlements: Harpenden; Redbourn; Wheathampstead; Colney Heath, Cunningham, London Colney, Park Street, Sopwell and St Stephen.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that the 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.

**Table 25 Current and future capacity of 3G pitches**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
North	Full size, floodlit	Shortfall of 3	Shortfall of 3
Central	Full size, floodlit	Demand being met	Demand being met
South	Full size, floodlit	Shortfall of 2	Shortfall of 2

Source: St Albans City and District Council

### Cricket pitches

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies 26 grass wicket squares in SADC located across 18 sites, all of which are available for community use. Table 26 shows the current capacity and projected future capacity for each cricket pitch type within St Albans. This shows an overall projected



future shortfall in capacity of senior cricket pitches by 59 match equivalent sessions, including a shortfall in capacity of senior Saturday cricket pitches by 48 MES, and senior Sunday cricket pitches by 11 MES), while junior cricket pitches within the District currently, and are projected to continue to have sufficient capacity in the future.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that the 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.

**Table 26 Current and future capacity of cricket pitches**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District Council	Senior Saturday Cricket	Shortfall of 40	Shortfall of 48
	Senior Sunday Cricket	Shortfall of 7	Shortfall of 11
	Junior Cricket	Sufficient capacity	Sufficient capacity

Source: St Albans City and District Council

### Rugby union pitches

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies 52 rugby union pitches within SADC, of which 48 are available for community use. Table 27 Current and future capacity of rugby union pitches. Table 27 shows the current capacity and projected future capacity for rugby union pitches within St Albans, as split by study area. This shows an overall projected future shortfall in capacity of 12.5 MES, including a shortfall of 4.5 MES within the Central area, and 8 MES within the South area. The North area shows current spare capacity of 1 MES, which reduces to 0.5 MES by 2038.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends protecting all existing rugby union pitch provision, and retaining the supply of rugby union pitches at school sites for curricular and extra-curricular purposes. It also recommends ensuring that any large developments consider the need for new pitch provision through masterplanning on an individual basis, and if on-site provision is deemed appropriate, there should be a focus on multi-pitch sites which reduce existing shortfalls, with accompanying clubhouse provision. 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.

**Table 27 Current and future capacity of rugby union pitches**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
North	Senior	Spare capacity of 1	Spare capacity of 0.5
Central	Senior	Shortfall of 4	Shortfall of 4.5
South	Senior	Shortfall of 6.5	Shortfall of 8

Source: St Albans City and District Council

### Hockey – Artificial Grass Pitches (AGP)

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies five full sided AGPs in SADC and one small sided pitch which is unavailable for community use. There are plans for build a new AGP at Oaklands College, and another at Redbourn Leisure Centre. The strategy notes that four of the five full-sized pitches are of good quality, while the fifth, located at Clarence Park is poor quality. Table 28 notes that there is currently a shortfall of one full sized AGP, which is likely to remain the case over the plan period.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that 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. The Strategy also recommends ensuring that any large housing developments should make provision for the delivery of new pitches through masterplanning, and modelling to match provision with demand. Where development does not justify on-site hockey provision, developer contributions should be considered to improve existing sites within the locality.

**Table 28 Current and future capacity of hockey pitches – artificial grass**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES <sup>57</sup>	Future capacity total in MES
St Albans City and District	Full size floodlit AGP	Shortfall of one full size AGP – aligned to Harpenden HC	Shortfall of one full size AGP – aligned to Harpenden HC

Source: St Albans City and District Council

### Athletics tracks

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies one formal athletics track in SADC, located at Abbey View Track, which is a six lane, synthetic 400m track, and is fully floodlit and provides all accompanying field event facilities, including a hammer cage, pole vault, high jump and shot-put area. The track is deemed to be good quality, as it was resurfaced in 2019, and it is deemed that current and future demand of the track will be met by sufficient capacity, as shown in Table 29.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that 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.

**Table 29 Current and future capacity of athletics tracks**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District	Athletics Track	Sufficient supply to meet current demand	Sufficient supply on the basis the existing track is sustained in quality and the ancillary offer is refurbished.

Source: St Albans City and District Council

### Rugby League

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies one senior rugby league pitch in SADC, located at Toulmin Drive. It is considered to be of standard quality, however, the Strategy notes a potential shortfall in capacity of 2.5 MES over the plan period, as shown in Table 30.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that existing and future demand should be met at Toulmin Drive, or an alternative dedicated site if one becomes available.

**Table 30 Current and future capacity of Rugby League Pitches**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District	Senior	Shortfall of 2	Shortfall of 2.5

Source: St Albans City and District Council

<sup>57</sup> MES – match equivalent sessions per week (per season for cricket)

## Tennis Courts

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies 128 outdoor tennis courts within SADC, across 24 sites, with all of these available for community use. It identifies current and protected future capacity challenges at 7 tennis clubs across the District, which were identified as operating over the recommended Lawn Tennis Association (LTA) capacity guidelines, as shown in Table 31.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends that existing tennis courts should be protected, and that there should be improvements to ancillary provision at club sites where required.

**Table 31 Current and future capacity of Tennis Courts**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District	Courts	Theoretically capacity challenges at 7 clubs. Need to improve the offer of local park tennis through LTA technological solutions	Theoretically capacity challenges at 7 clubs. Need to improve the offer of local park tennis through LTA technological solutions

Source: St Albans City and District Council

## Bowling Greens

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies six bowling greens in SADC across six sites, all of which are available for community use. The Strategy notes that both current and future demand is being met through sufficient supply, as shown in Table 32.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends the retention of existing quantity of bowling greens, and as a minimum, sustained quality.

**Table 32 Current and future capacity of Bowls Greens**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District	Greens	Sufficient supply to meet current demand	Sufficient supply to meet future demand

Source: St Albans City and District Council

## Netball Courts

The Draft Playing Pitch and Outdoor Sports Strategy (2023) identifies 28 netball courts within SADC, across eight sites, with all of these overmarked with tennis markings as there are no dedicated netball courts within the District. The Strategy identifies that current, and projected future demand for Netball Courts within the District are met by sufficient supply, as shown in Table 33.

The Draft Playing Pitch and Outdoor Sports Strategy (2023) recommends the protection of netball courts within the District, as well as continuing to expand the use of courts for England Netball initiatives.

**Table 33 Current and future capacity of Netball Courts**

Analysis area	Pitch type	Current demand (2020)	Future demand (2038)
		Current capacity total in MES	Future capacity total in MES
St Albans City and District	Courts	Sufficient supply to meet current demand	Sufficient supply to meet future demand

Source: St Albans City and District Council

## Leisure

Additionally, there are a number of Leisure Centres located within SADC, which the South West Hertfordshire Retail and Leisure Study<sup>58</sup> (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)

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 to Support Growth Scenarios<sup>59</sup>

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 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 it pertains to sports and leisure facilities within SADC, no differentiation between the growth scenarios could be identified by stakeholders in terms of investment to support growth. This is an initial position provided by SADC, as further analysis is being undertaken as part of the Regulation 18 Local Plan consultation, which may lead to the identification and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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 Draft Playing Pitch and Outdoor Sport Strategy (2023) states that housing sites with 600 or more dwellings are likely to generate demand for new on-site 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 on-site, 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.

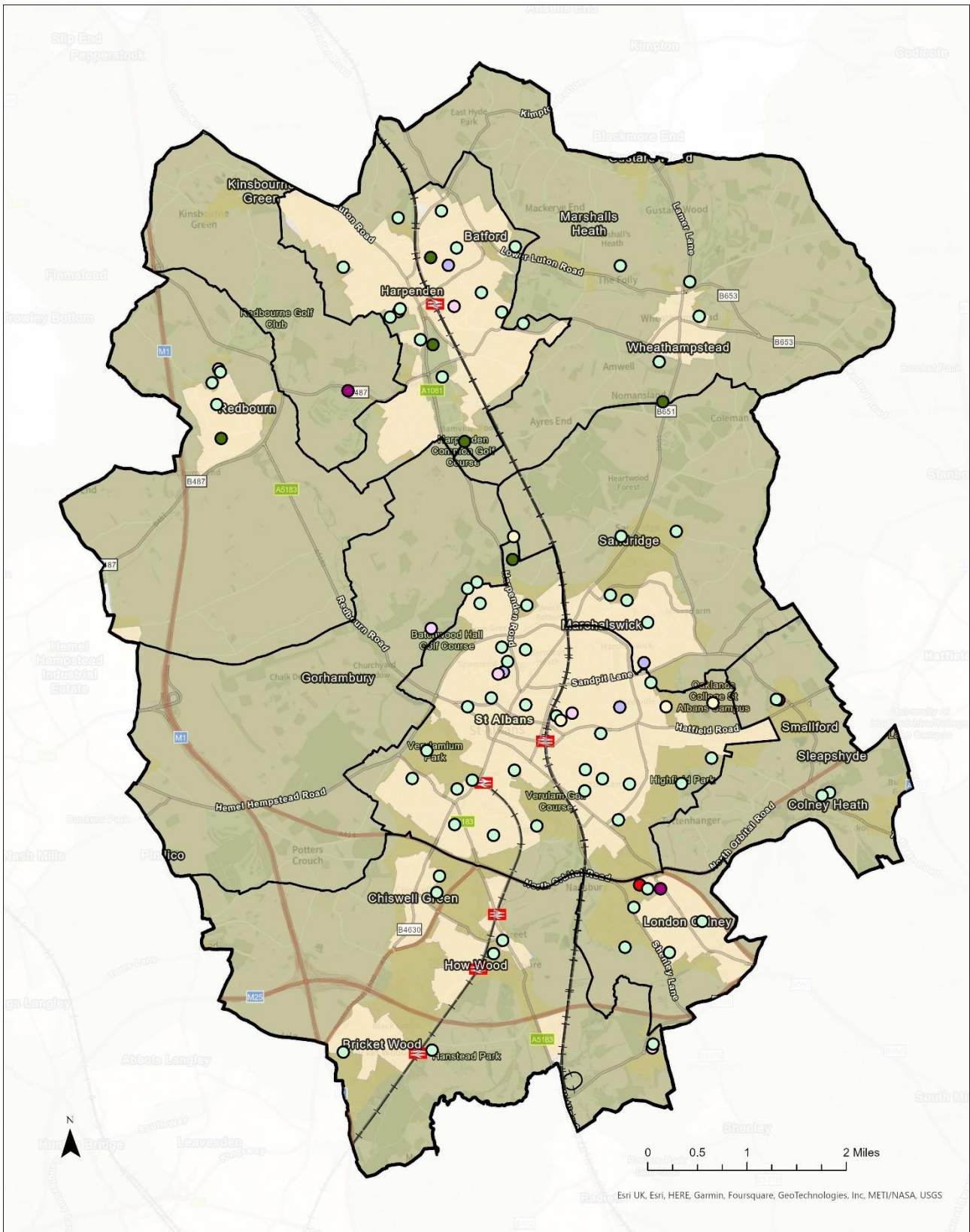
The Draft Playing Pitch and Outdoor Sport Strategy (2023) also includes an action plan, which sets out the need to enhance and provide improvements or enhancements to a number of existing facilities throughout the District, which are all set out within the Infrastructure Delivery Schedule (Appendix A).

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<sup>58</sup> Available at: [https://www.dacorum.gov.uk/docs/default-source/strategic-planning/south-west-herts-retail-and-leisure-study---september-2018.pdf?sfvrsn=1ad00c9e\\_4](https://www.dacorum.gov.uk/docs/default-source/strategic-planning/south-west-herts-retail-and-leisure-study---september-2018.pdf?sfvrsn=1ad00c9e_4)

<sup>59</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

Figure 22 Sports and leisure facilities within SADC



**Legend**

- Netball
- Rugby League
- Rugby Union
- Tennis
- 3G\_AGPs
- Athletics
- BOWLS
- Cricket
- Croquet
- Football
- Hockey AGPs
- Green Belt
- Urban Areas in the Green Belt

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Drawn	19/09/23	GL	JW	CT
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Project Title:  
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Sports and Leisure in St Albans City and District Council

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Subsidiary:

Arup Job No: **603142-54** Rev: **Draft**  
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Source: St Albans City and District Council

## 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 – 2027<sup>60</sup>. 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 Scenarios<sup>61</sup>

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.

There are currently no plans for additional investment in police facilities to support growth. This is an initial position provided by Hertfordshire Constabulary, as further analysis is being undertaken as part of the Regulation 18 Local Plan consultation, which may lead to the identification and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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 SADC IDP (2018) notes that it is likely that any additional premises provision required would be located outside of SADC.

The IDP (2018) notes that in order to support the housing growth identified within the withdrawn Local Plan, additional provision may be required at East Hemel Hempstead, however, this is associated with the growth scenario identified within the withdrawn Local Plan, and therefore may not be relevant to supporting the growth identified within the emerging Local Plan.

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<sup>60</sup> Available at: <https://www.hertscommissioner.org/SysSiteAssets/media/downloads/police-and-crime-plan/current/117672-herts-cons-everybodys-business-final-accessible-version.pdf>

<sup>61</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 5.4.2 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)<sup>62</sup> 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 Integrated Risk Management Plan (IRMP)<sup>63</sup> sets out the plans to develop the service from 2019-2023. The plan includes an overarching objective to actively seek opportunities to relocate fire resources to the most appropriate locations in order to reflect changes in demography, demand and infrastructure growth. Specific proposals for relocation have not been specified.

The Community Protection Directorate (CPD) has produced an Estates Strategy<sup>64</sup> 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.

### Existing Provision and Capacity

Table 34 and Figure 23 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.

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 34 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

<sup>62</sup> Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/705060/National\\_Framework\\_-\\_final\\_for\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/705060/National_Framework_-_final_for_web.pdf)

<sup>63</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/fire/irmp-2019-2023-final-june.pdf>

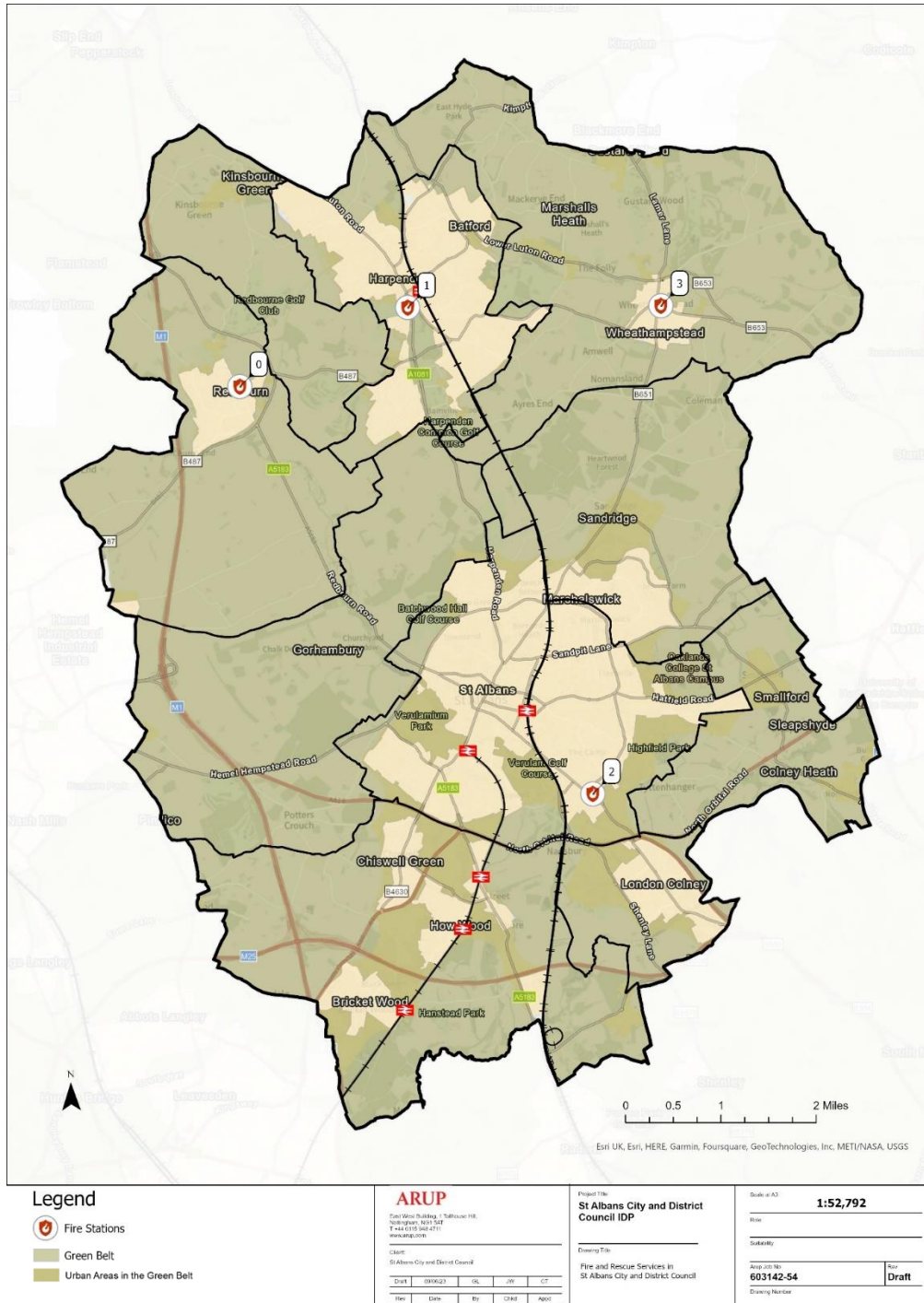
<sup>64</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/fire/cpd/cpd-estates-strategy-2019-23.pdf>

## Infrastructure to Support Growth Scenarios<sup>65</sup>

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.

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 as part of the Regulation 18 Local Plan consultation, which may lead to the identification and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

**Figure 23 Fire and Rescue Services in St Albans City and District Council**



Source: St Albans City and District Council

<sup>65</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.



## 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)<sup>66</sup> 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 (2018, updated 2022)<sup>67</sup> 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 a Draft Open Space Study (2023)<sup>68</sup>, which at the time of preparing this Infrastructure Delivery Plan, is currently in draft form. 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 and Bricket Wood & How Wood.

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<sup>66</sup> Available at: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

<sup>67</sup> Document shared with Arup for the purpose of this Baseline Report.

<sup>68</sup> Draft document shared with Arup for the purpose of this Baseline Report.

## 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 SADC IDP (2018) states that the local authority 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 24 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.

The SADC IDP (2018) notes that 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 SADC IDP (2018) also identifies the Harpenden-Wheathampstead Complex – 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 Area of Outstanding Natural Beauty (AONB)*

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 AONB would be considered for boundary extension. At the time of writing, Natural England have commissioned a review of the Chilterns AONB, assessing its natural beauty and the desirability of extension of the AONB around the whole boundary.

### *Draft Local Cycling and Walking Infrastructure Plan (LCWIP)*

A Draft Local Cycling and Walking Infrastructure Plan (2023)<sup>69</sup> for St Albans has been commissioned by HCC as the Highway Authority lead. The Draft LCWIP identifies a network of priority walking and cycling routes in St Albans and Harpenden, and highlights priority infrastructure improvement projects with indicative costs. The Draft LCWIP is covered in greater detail in ‘Section 7.5 Active Travel and Cycling Provision’ of this IDP.

### *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.<sup>70</sup> 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)<sup>71</sup> assesses the existing PRoW provision in the county and sets out an Action Plan for the maintenance and improvement of the PRoW network.

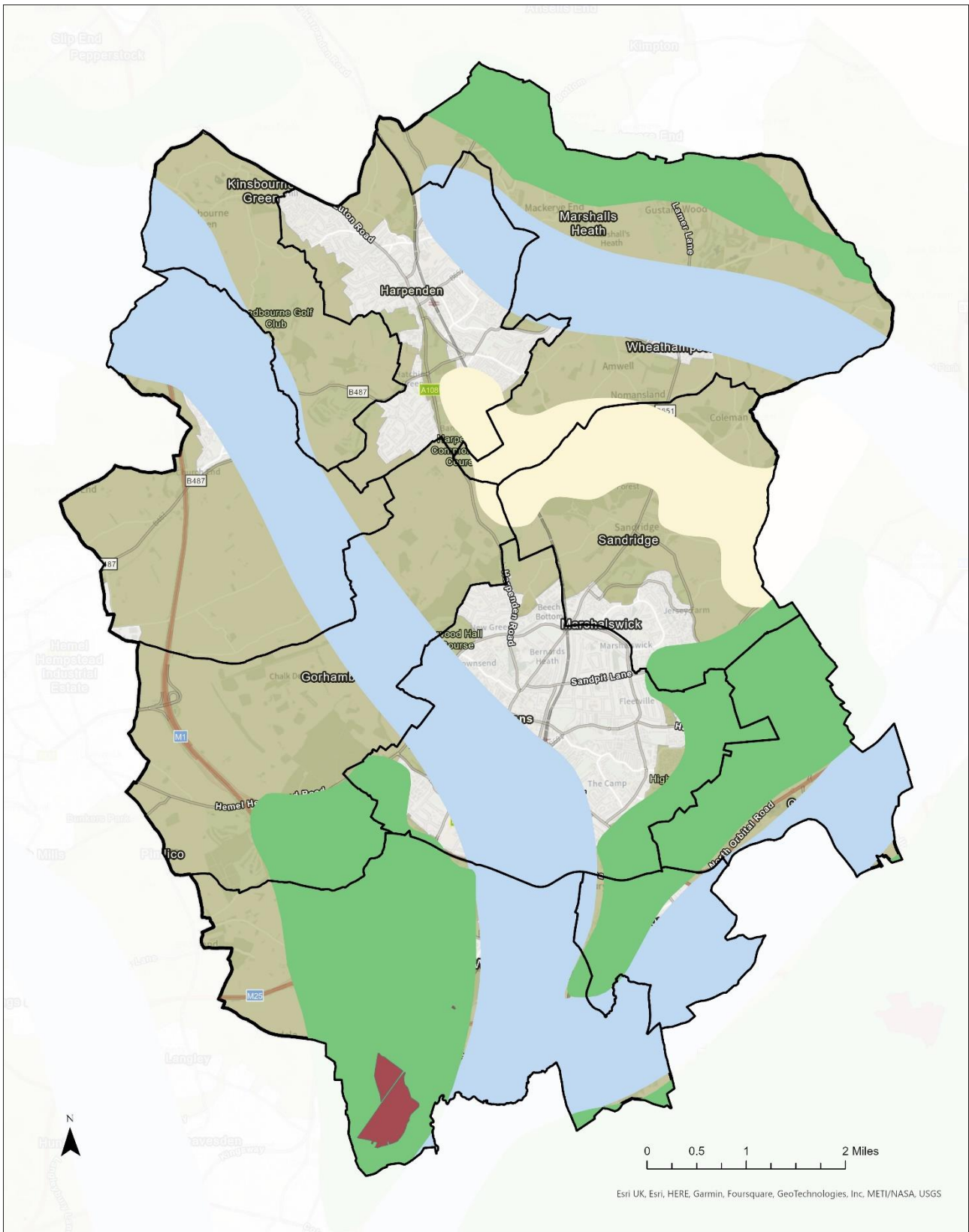
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<sup>69</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/highways/st-albans-district-lewip-final-report.pdf>

<sup>70</sup> 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>

<sup>71</sup> 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 24 Strategic Green Infrastructure



- Legend**
- SSSI
  - Woodland enhancement zone
  - Wetland habitat zone
  - Heathland/grassland creation zone
  - Green Belt
  - Urban Areas in the Green Belt

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

Project Title:  
**St Albans City and District  
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Drawing Title:  
Strategic Green Infrastructure in  
St Albans City and District Council

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

Role:	
Subsidiary:	
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Rev:	<b>Draft</b>
Drawing Number:	

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 Draft Open Space Study (2023) 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 35, SADC exceeds this standard, with current provision of 0.28 hectares per 1,000 people.

**Table 35 Allotment provision within St Albans**

Analysis area	Number	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	4	2.46	0.14
Colney Heath	-	-	-
Harpenden	17	12.84	0.39
Redbourn	3	1.44	0.30
St Albans	12	19.81	0.25
Wheathampstead	4	5.25	0.54
<b>Total</b>	<b>40</b>	<b>41.79</b>	<b>0.28</b>

Source: St Albans City and District Council

### Amenity Greenspace

The Draft Open Space Study (2023) 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 104 amenity greenspace sites within SADC equating to over 199 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 1.34 hectares per 1,000 people (see Table 36). 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 36 Amenity Greenspace provision within St Albans**

Analysis area	Number	Total hectares (ha)	Provision (ha per 1,000 population)
Bricket Wood & How Wood	9	20.68	1.17
Colney Heath	3	2.65	0.53
Harpenden	16	44.38	1.37
Redbourn	11	31.76	6.53
St Albans	56	87.33	1.10

Wheathampstead	9	12.81	1.32
<b>Total</b>	<b>104</b>	<b>199.61</b>	<b>1.34</b>

Source: St Albans City and District Council

### Natural and Semi-Natural Greenspace

The SADC IDP (2018) categorises natural green space as anything including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land and rock areas, but that the distinction between natural green space and amenity green space is sometimes unclear.

The Draft Open Space Study (2023) states that the focus is on sites which provide wildlife conservation, biodiversity and environmental education and awareness. The report identifies 42 sites of natural and semi-natural greenspace, with a total provision of over 335 hectares. This equates to a current provision of 2.25 hectares per 1,000 of the population (see Table 37), which exceeds the suggested standard identified by Fields in Trust, of 1.8 hectares per 1,000 people. 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 Redbourn 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.

As of June 2023, SADC has identified a potential Council SANG site (i.e., Jersey Farm Open Space) which has been agreed in principle as being suitable with Natural England. The approx. 80,000 sqm site is owned by SADC, and 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 37 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	6	103.57	5.86
Colney Heath	2	16.24	3.24
Harpenden	8	36.07	1.11
Redbourn	-	-	-
St Albans	22	91.49	1.15
Wheathampstead	4	88.01	9.07
<b>Total</b>	<b>42</b>	<b>335.37</b>	<b>2.25</b>

Source: St Albans City and District Council

### Parks and Gardens

The Draft Open Space Study (2023) 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 16 sites within SADC, equating 105 hectares.

Table 38 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.

The Green Space Strategy<sup>72</sup> (2011) found the need for enhancement works in parks and gardens across SADC, including increased or improved toilet facilities, lighting for those parks open at night, increased parking, improved paths, and enhanced play and educational value.

**Table 38 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	64.06	0.81
Wheathampstead	-	-	-
<b>Total</b>	<b>16</b>	<b>105.38</b>	<b>0.71</b>

Source: St Albans City and District Council

### Cemeteries

The Draft Open Space Study (2023) 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 39.

The Cemetery Provision Technical Report (2019) 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 39 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
Redbourn	1	2.02
St Albans	9	16.89
Wheathampstead	3	2.15
<b>Total</b>	<b>18</b>	<b>27.35</b>

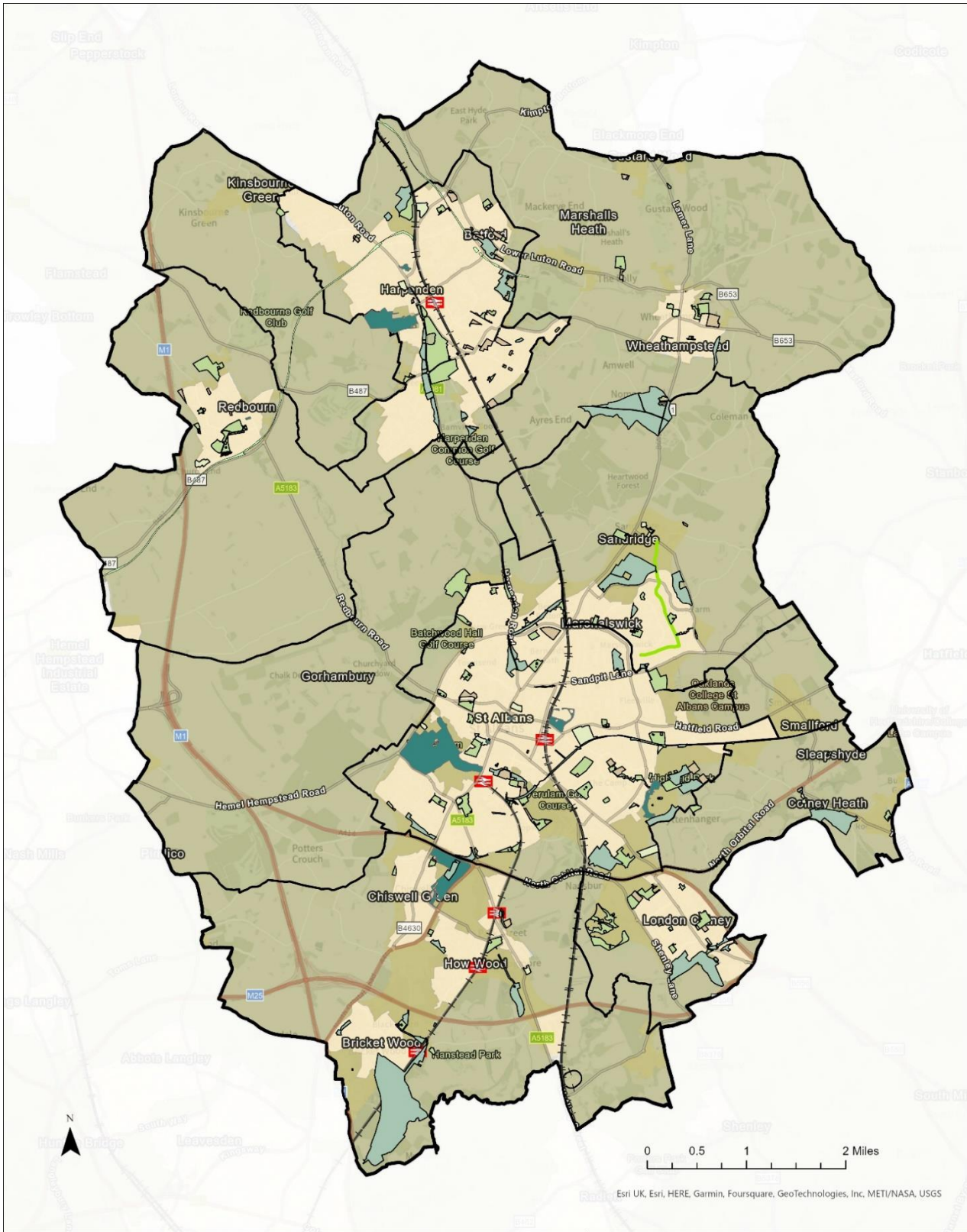
Source: St Albans City and District Council

### Green Corridors

The Draft Open Space Study (2023) states that green corridors include sites that offer opportunities for walking, cycling or horse riding, whether for leisure purposes, or travel, and opportunities for 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 three forms of green corridor provision identified within SADC equating to over 21 hectares of provision, which are located across Redbourn, Harpenden and the Central St Albans area into Wheathampstead.

<sup>72</sup> Available at: [https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/planning-policy/examination-library/SP\\_GreenSpaceStrategypart1of2Nov2011\\_tcm15-54189.pdf](https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/planning-policy/examination-library/SP_GreenSpaceStrategypart1of2Nov2011_tcm15-54189.pdf)

Figure 25 Local Green Infrastructure<sup>73</sup>



**Legend**

- Amenity greenspace\_region
- Cemeteries
- Green corridors\_polyline
- Green corridors
- Green Belt
- Urban Areas in the Green Belt
- Allotments
- Parks and Gardens
- Amenity greenspace
- Semi Natural greenspaces

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Source: St Albans City and District Council

## Infrastructure to Support Growth Scenarios<sup>74</sup>

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 new Ellenbrook Country Park and the creation of the new SANG site at Jersey Farm respectively. The new Ellenbrook Country Park is part of Hemel Garden Communities and is a compensatory measure as part of the Government-permitted Strategic Rail Freight Interchange (SRFI). 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.

Increased population arising from both growth scenarios will lead to increased demand and usage of existing green infrastructure, which will likely put pressure on both strategic and local green infrastructure. In particular, as future development comes forward across St Albans, more investment in local green infrastructure will be required. For the next iteration of the IDP, local green infrastructure requirements will be modelled using the preferred growth scenario with respect to the Planning Standards set out by Natural England. The IDS at this stage has identified preliminary local and strategic green infrastructure provision that is required, aligned to St Albans City and District Council Regulation 18 Local Plan.

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<sup>75</sup> suggests the need to expand the London Road Cemetery to meet burial demand over the plan period, however this was associated with the withdrawn Local Plans growth scenario, and therefore may not align with the growth scenario within the emerging Local Plan.

This is an initial position provided by stakeholders, as further analysis is being undertaken as part of the Regulation 18 Local Plan consultation, which may lead to the identification and amendments to the infrastructure required to support growth in SADC. This will be updated as part of the Part 3 Infrastructure Delivery Plan produced alongside the Regulation 19 Local Plan.

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<sup>73</sup> This reflects the data provided to Arup by SADC which represents a draft position at June 2023. For Regulation 19, Arup will reflect the updated Local Green Infrastructure position within SADC, through including both Heartwood Forest and Ellenbrook Country Park in Figure 25 above.

<sup>74</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

<sup>75</sup> 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](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)



# 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 governance<sup>76</sup>.

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 Keynes<sup>77</sup>.

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 stations<sup>78</sup>. 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 additional proposed interventions are also included in the South West Hertfordshire GTP (2019)<sup>79 80</sup>.

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

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<sup>76</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

<sup>77</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

<sup>78</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

<sup>79</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>80</sup> South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

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%<sup>81</sup>.

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.

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.

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<sup>81</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

## 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 borders<sup>82</sup>.

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 M25<sup>83</sup>. 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, that 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 Harlow<sup>84</sup>.

An overview of the SRN and local road network within and in the vicinity of St Albans City and District is shown in Figure 26.

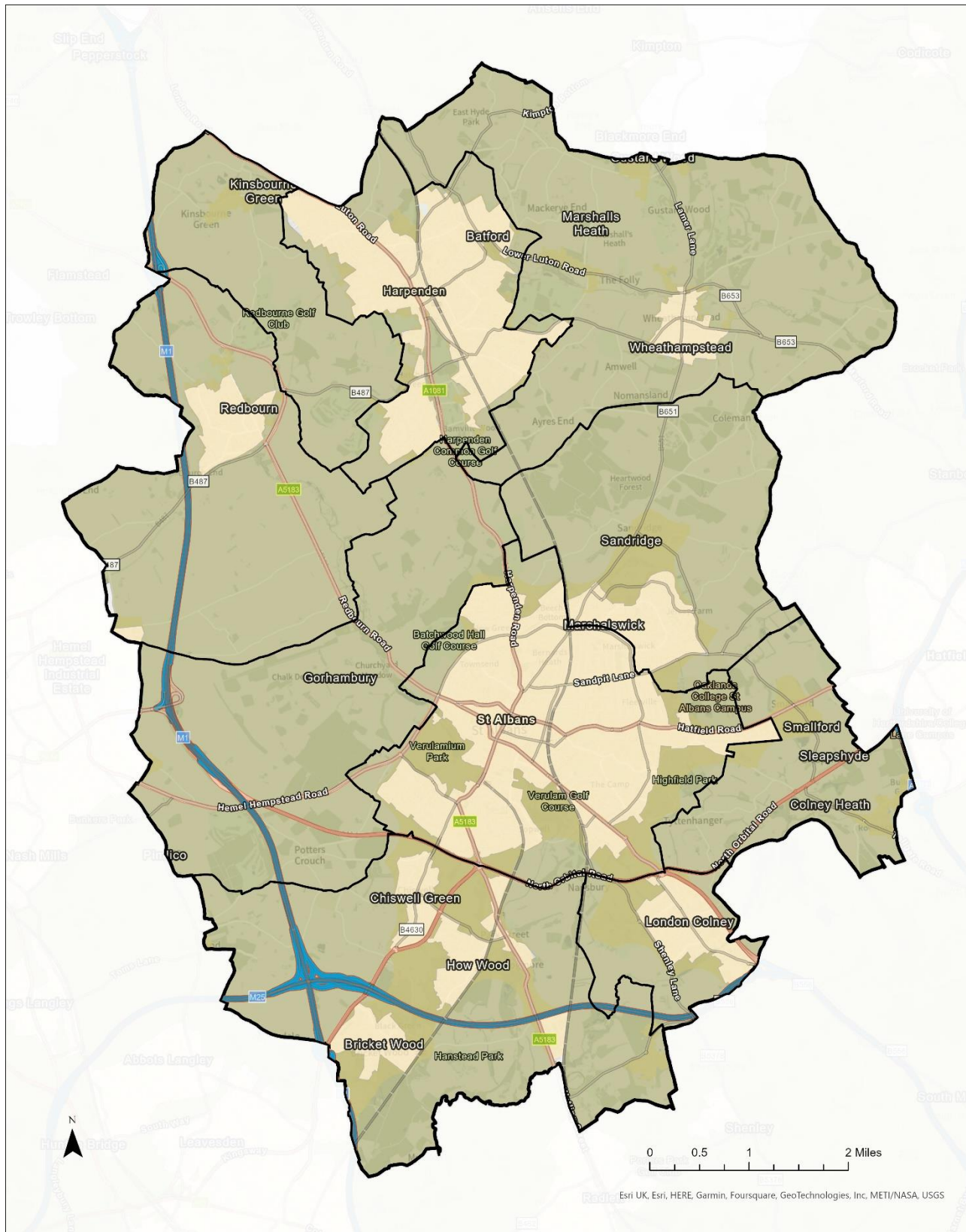
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<sup>82</sup>Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

<sup>83</sup> Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

<sup>84</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

Figure 26: Existing Highway Network within St Albans City and District Council



**Legend**

- A\_Road
- Motorway
- Green Belt
- Urban Areas in the Green Belt

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Client:  
St Albans City and District Council

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

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

Drawing Title:  
Existing Road Network in St Albans City and District Council

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

Role:

Subsidiary:

Arup Job No: **603142-54**

Rev: **Draft**  
Drawing Number

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 improvements<sup>85</sup>.

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 improvements<sup>86</sup>. 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 2036.

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. The South West Hertfordshire GTP identifies the potential requirements for an additional M1 junction 8a to support growth in East Hemel Hempstead, as well as improvements to the existing M1 junction 8 in the Maylands area to provide additional capacity and connectivity to Maylands and relieve congestion on the A414.

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 improvements to M1 junction 8. 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. 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.

With regards to 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 effectively<sup>87</sup>.

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<sup>85</sup> A414 Corridor Strategy Technical Report, Hertfordshire County Council (September 2019)

<sup>86</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>87</sup> St Albans City and District Council Annual Parking Reports (April 2018 to March 2021)

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 signage<sup>88</sup>. 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 travel<sup>89</sup>.

### Infrastructure Required to Support Growth<sup>90</sup>

Both planned growth scenarios are 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. M1 Junction 8 enhancement and proposed additional 8a junction), 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).

Based on the size and location of the proposed site allocations, the differences in non site-specific highway infrastructure requirements between the two scenarios are not considered significant. This is due to the largest part of SADC growth being focused on the North and East Hemel Hempstead sites for both scenarios, as well as because the potential highway infrastructure improvements to support road safety, relieve congestion and improve facilities for sustainable and active travel are expected to benefit all future sites across SADC. The key difference between the two growth scenarios, is that Growth Scenario 1 includes a series of additionally required site-specific highway schemes for the North East Harpenden, East St Albans, North St Albans and West of London Colney sites, which are not part of Growth Scenario 2. These site-specific schemes include both internal schemes such as 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 Draft Local Cycling and Walking Infrastructure Plan (LCWIP) schemes in the vicinity.

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

In the subsequent stages after selection of the preferred growth scenario, cumulative traffic modelling to be undertaken as part of the Regulation 19 process will need 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. More detail on the schemes required to support growth in SADC will be provided in the next IDP stages.

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<sup>88</sup> St Albans City and District Council Parking Strategy 2014 – 19 (2015 Revision)

<sup>89</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>90</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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 London<sup>91</sup>. It is likely that as a result of the Covid-19 pandemic, there has been a reduced patronage on the rail network within the district.

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 prioritised<sup>92</sup>.

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 accessible<sup>93</sup>.

### 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 station, serviced by Thameslink, provides links to Luton and Bedford to the north, and to London and Brighton to the south. 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.

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<sup>91</sup> Hertfordshire's Rail Strategy (December 2020)

<sup>92</sup> 2022 Delivery Plan Update Eastern Region (March 2022)

<sup>93</sup> Hertfordshire's Rail Strategy (December 2020)

- 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 link is supported by HCC, as discussed in their LTP4. Additionally, orbital road links (e.g. M25, A414) are congested and forecast to get worse<sup>94 95</sup>.

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 2031<sup>96</sup>. The existing railway network through SADC is shown in Figure 27.

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 services<sup>97</sup>.

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 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 north<sup>98</sup>.

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 a 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

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<sup>94</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

<sup>95</sup> Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

<sup>96</sup> Hertfordshire's Rail Strategy (December 2020)

<sup>97</sup> 2022 Delivery Plan Update Eastern Region (March 2022)

<sup>98</sup> Hertfordshire's Local Transport Plan 2018-2031 (May 2018)



to provide some level of long-distance connectivity if intercity services are withdrawn from Luton Airport Parkway<sup>99</sup>.

**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 Draft SADC LCWIP<sup>100 101</sup>.

**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 improving cycle parking<sup>102</sup>.

**St Albans Abbey station improvements and wider area connectivity:** Improvements to the station could include CCTV and additional cycle parking<sup>103</sup>. Active travel connectivity improvements to the wider area could include new/improved walking and cycling routes, crossings and cycle parking<sup>104</sup>.

### Infrastructure to Support Growth Scenarios<sup>105</sup>

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.

Based on the size and location of the proposed site allocations, the differences in requirements for rail service-related improvements between the two growth scenarios are not considered significant. This is both because the largest part of SADC growth is focused on the North and East Hemel Hempstead sites for both scenarios, and because the potential rail improvements to increase frequency of rail services, station facilities and active travel connectivity of stations are expected to benefit all future sites across SADC.

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

In the subsequent stages after selection of the preferred growth scenario, cumulative traffic modelling to be undertaken as part of the Regulation 19 process will need to include all relevant sites and all transport infrastructure schemes listed in the IDS, including rail service-related 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 during that stage, to understand the forecast rail demand and potential impact upon services on the network.

More detail on the schemes required to support growth in SADC will be provided as part of the Regulation 19 Local Plan.

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<sup>99</sup> Hertfordshire's Rail Strategy (December 2020)

<sup>100</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>101</sup> St Albans District Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

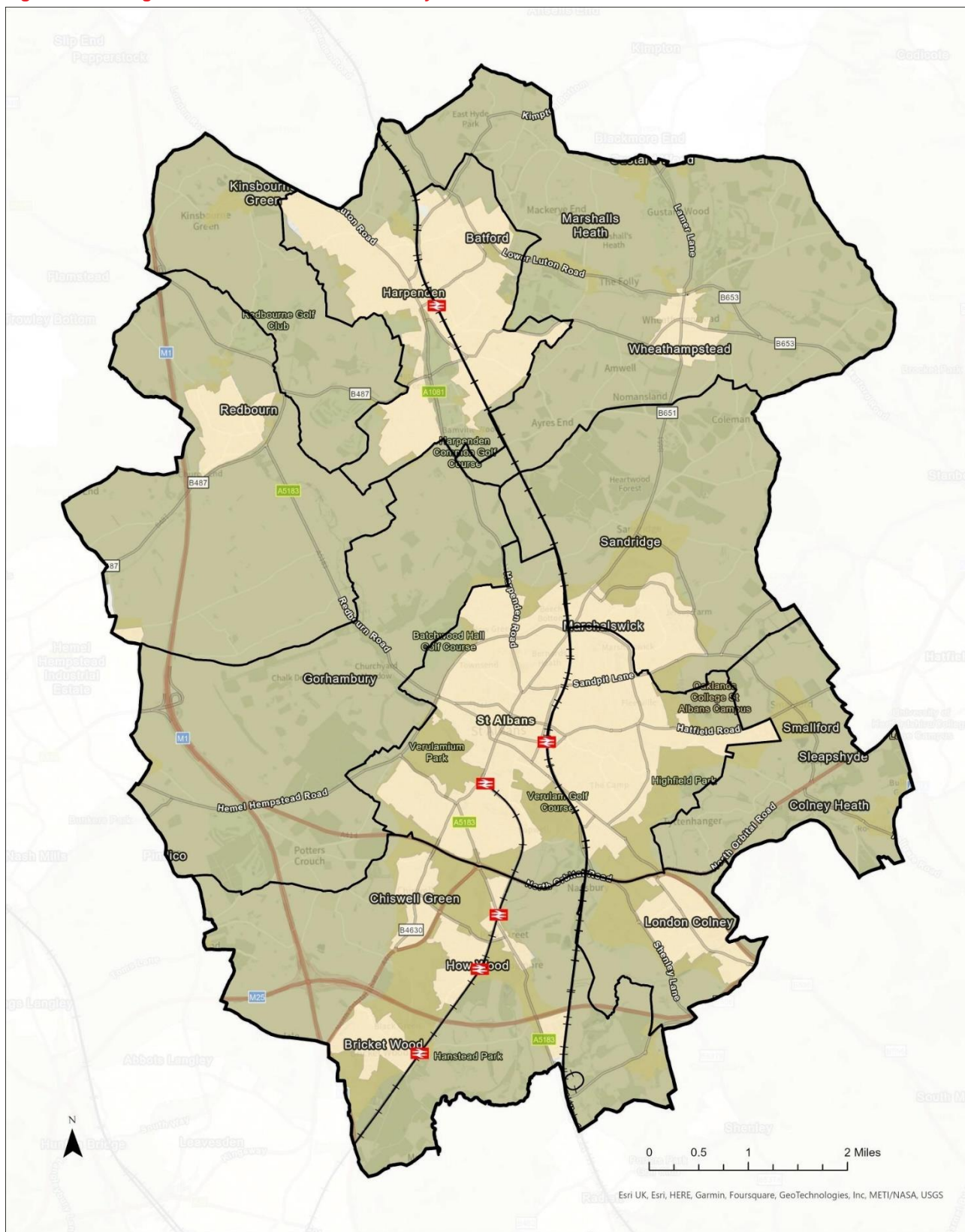
<sup>102</sup> Hertfordshire's Rail Strategy (December 2020)

<sup>103</sup> Hertfordshire's Rail Strategy (December 2020)

<sup>104</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>105</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..

Figure 27 Existing Rail Network within St Albans City and District Council



**Legend**

- Railway Stations
- rail
- Green Belt
- Urban Areas in the Green Belt

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Client:  
St Albans City and District Council

Draft	09/05/23	GL	JW	CT
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Project Title  
**St Albans City and District Council IDP**

Drawing Title  
Existing Rail Network in St Albans City and District Council

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

Role	
Subsidiary	
Arup Job No.	<b>603142-54</b>
Rev	<b>Draft</b>
Drawing Number	

Source: St Albans City and District Council

## 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 network<sup>106</sup>. It is likely that as a result of the Covid-19 pandemic, there has been a reduced patronage on the local bus network within the District.

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 network<sup>107</sup>.

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 like<sup>108</sup>. An overview of the existing bus network through SADC is shown in Figure 28.

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 provision<sup>109</sup>.

#### *Strategies and current plans for interventions*

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 car<sup>110</sup>.

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<sup>106</sup> Hertfordshire’s Local Transport Plan 2018-2031 (May 2018)

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

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

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

<sup>110</sup> Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

**A414 Corridor:** The A414 Corridor study identifies the potential for a new Mass Rapid Transit (MRT) 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 bus<sup>111</sup>. 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 City<sup>112</sup>.

**Station to station connectivity:** The South Central Hertfordshire GTP identifies the potential for investigating the feasibility of expanding bus routes 601 and 724<sup>113</sup>.

**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 measures<sup>114</sup>.

**East Hemel (Maylands) multi-modal transport interchange:** 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 cycling<sup>115</sup>. This scheme would help improve sustainable transport connections between SADC and Hemel Hempstead, and would support the North and East Hemel Hempstead sites.

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 counties<sup>116</sup>.

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.

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<sup>111</sup> A414 Corridor Strategy Technical Report, Hertfordshire County Council (September 2019)

<sup>112</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

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

<sup>114</sup> South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

<sup>115</sup> South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

<sup>116</sup> Bus Service Improvement Plan For Hertfordshire County Council (October 2021)

### Infrastructure Required to Support Growth<sup>117</sup>

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, and expanding of services.

Based on the size and location of the proposed site allocations, the differences in non site-specific requirements for improvements to the bus network and services between the two scenarios are not considered significant. This is both because the largest part of SADC growth is focused the North and East Hemel Hempstead sites for both growth scenarios, and because the potential improvements to the bus network and services in SADC are expected to benefit all future sites. The key difference between the two growth scenarios is that Growth Scenario 1 would require additional site-specific bus schemes associated with the West of London Colney site, which is not part of Growth Scenario 2.

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

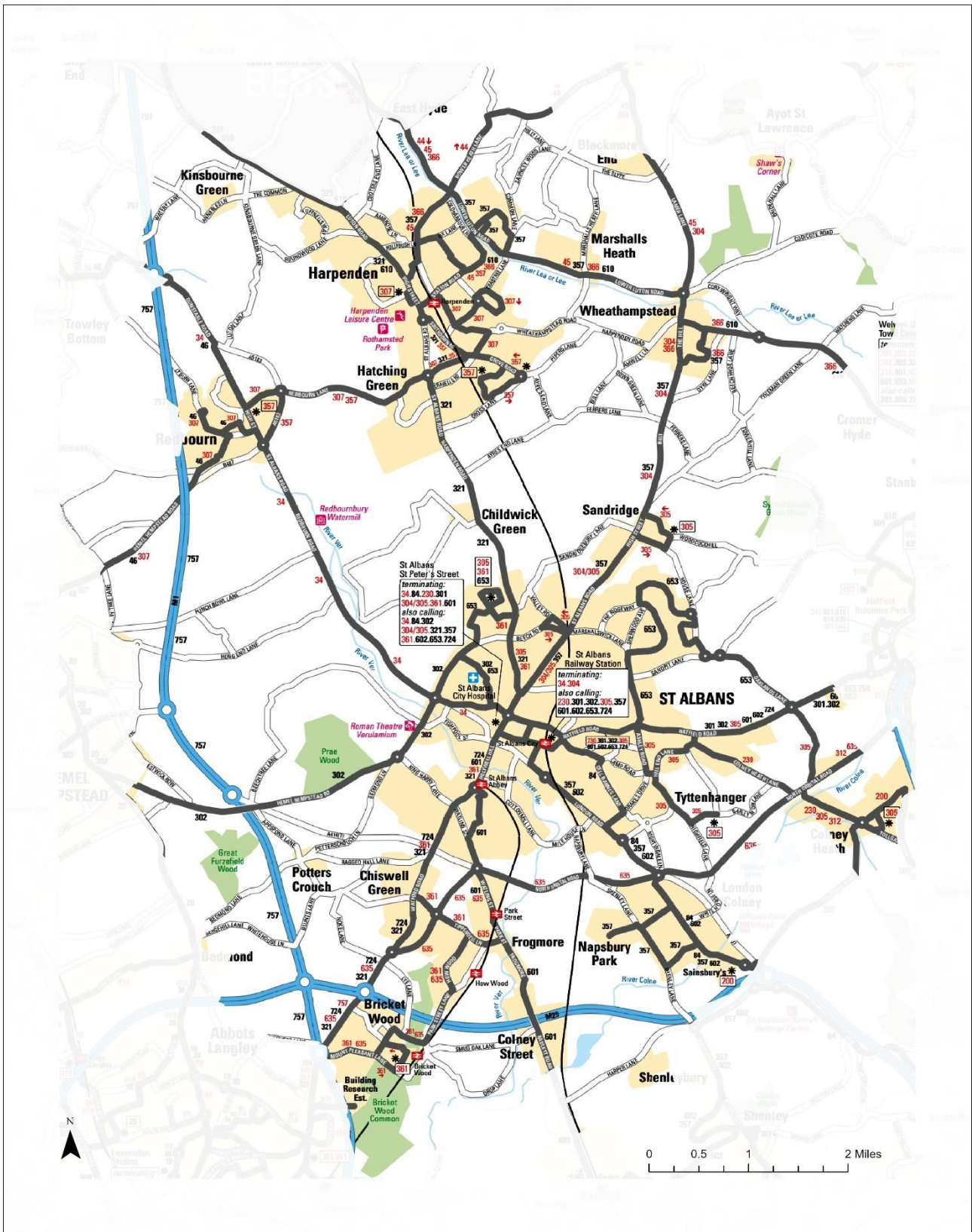
In the subsequent stages after selection of the preferred growth scenario, cumulative traffic modelling to be undertaken as part of the Regulation 19 process will need to include all relevant sites and all transport infrastructure schemes listed in the IDS, including bus service improvements, to ensure that the planned growth can be accommodated on the surrounding highway network. A cumulative trip generation and distribution exercise can also be undertaken during that stage, to understand the forecast bus demand and the potential impact on the bus service network.

More detail on the schemes required to support growth in SADC will be provided in the next IDP stages.

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<sup>117</sup>Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

Figure 28: Existing Bus Routes St Albans City and District Council



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Client:  
 St Albans City and District Council

Drawn	13/03/23	GL	JW	CT
Rev	Date	By	Chkd	Appr

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**

Role:  
 \_\_\_\_\_

Subsidiary:  
 \_\_\_\_\_

App. Job No:  
**603142-54**

Rev:  
**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 Draft Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed for SADC in partnership by St Albans City and District Council and HCC and has recently been through public consultation, with adoption planned for Winter 2023. The Draft LCWIP aims to make walking and cycling the natural choice for shorter journeys or part of longer journeys. The Draft 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 people<sup>118</sup>.

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 connections<sup>119</sup>.

### 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)

In addition, St Albans Green Ring is a strategic cycling route that provides an orbital link surrounding St Albans City Centre that complements the wider National Cycle Network.

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 people<sup>120</sup>.

As identified in the Draft 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 Draft 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 need<sup>121</sup>.

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

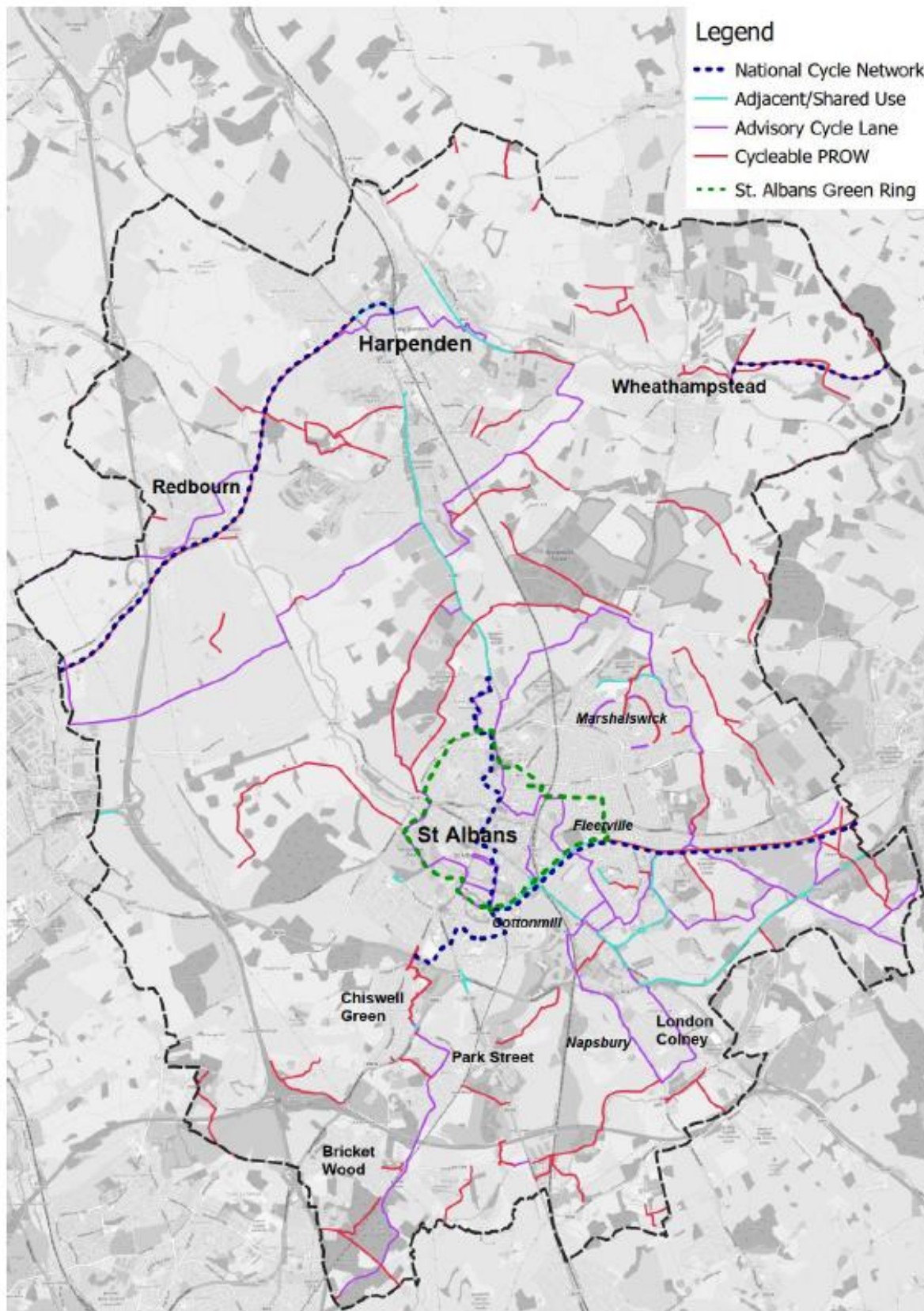
<sup>119</sup> Local Plan Technical Report 2018/2019 Infrastructure Delivery Plan, St Albans City and District Council

<sup>120</sup> St Albans Draft Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (February 2023)

<sup>121</sup> St Albans Draft Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (February 2023)

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 29 provides an overview of the existing cycling network in SADC.

**Figure 29: St Albans existing cycling network**



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



### *Strategies and current plans for interventions*

The St Albans Draft 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 Draft LCWIP, made up of 12 priority schemes for St Albans, seven for Harpenden and one as a link between the two areas<sup>122</sup>. 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)<sup>123</sup>

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 tracks<sup>124</sup>.

Additional key routes identified for improvements in the Draft 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<sup>125 126 127</sup>.

Figure 30 and Figure 31 provide an overview of the planned St Albans City and District walking and cycling networks respectively.

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

<sup>123</sup> St Albans Draft Local Cycling and Walking Infrastructure Plan (LCWIP), Executive Summary (February 2023)

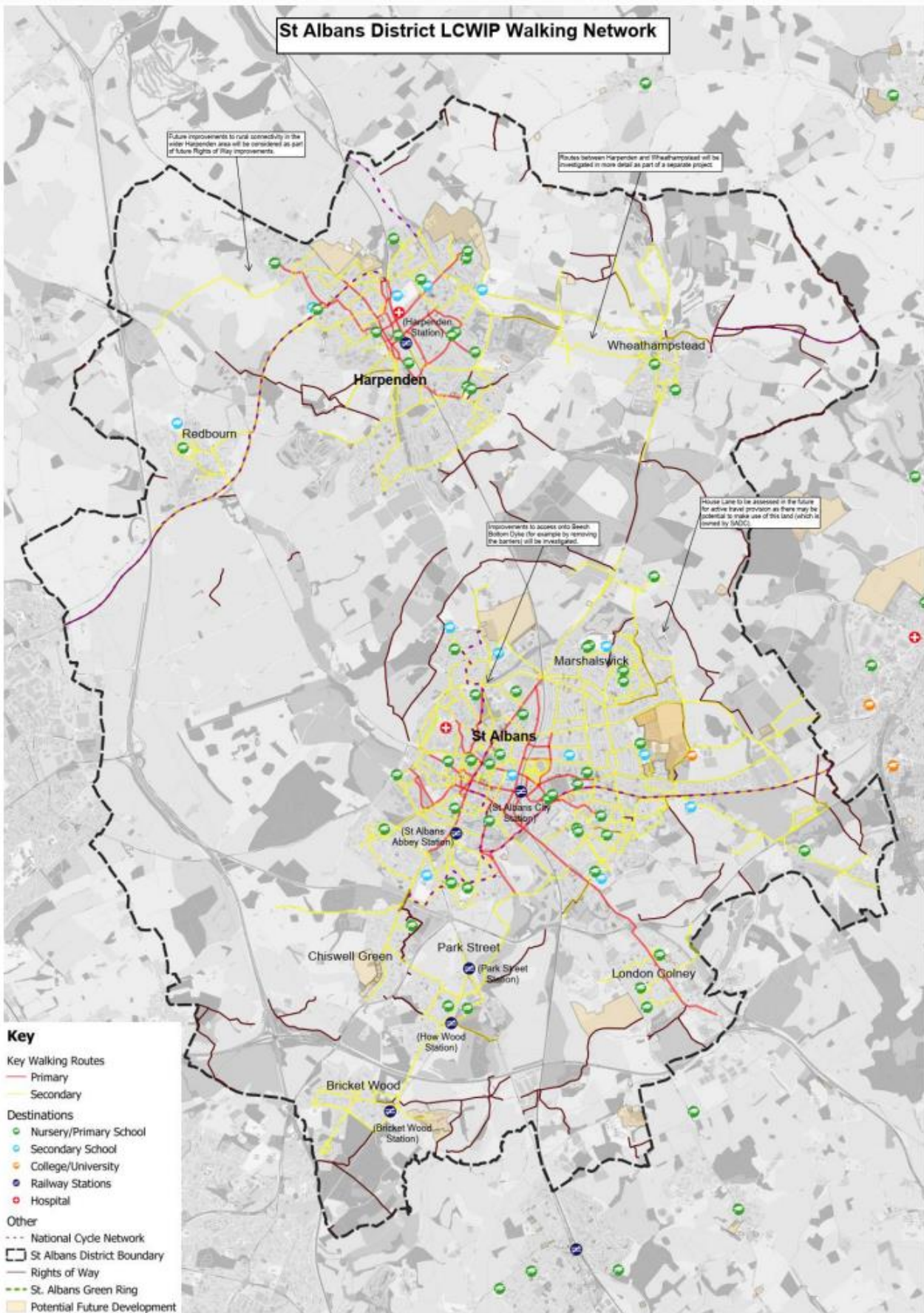
<sup>124</sup> St Albans District Draft Local Cycling and Walking Infrastructure Plan, HCC/SADC (January 2023)

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

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

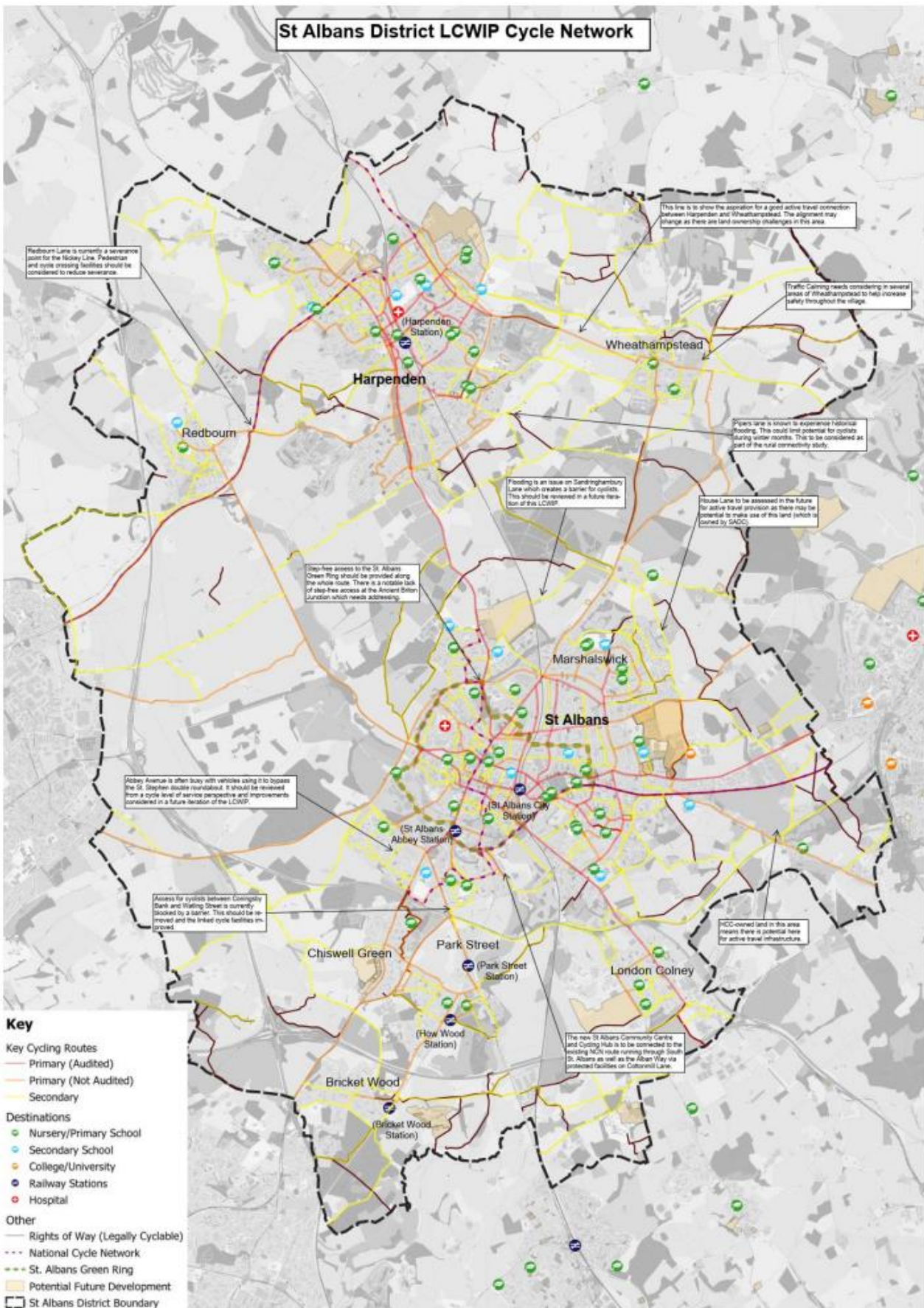
<sup>127</sup> South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

Figure 30: Draft LCWIP St Albans District Network Plan for Walking



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

Figure 31: Draft LCWIP St Albans District Network Plan for Cycling



Source: Extract from St Albans City and District Council Draft 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;
- 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 stations<sup>128</sup>.

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 A405<sup>129</sup>.

The previous SADC IDP (2018) identified potential walking and cycling requirements around the Maylands area<sup>130</sup>. 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.

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

<sup>129</sup> South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

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

### Infrastructure to Support Growth Scenarios<sup>131</sup>

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.

Based on the size and location of the site allocations, the differences in non site-specific requirements for improvements to the active travel network between the two growth scenarios are not considered significant. This is both because the largest part of SADC growth is focused the North and East Hemel Hempstead sites for both growth scenarios, and because the potential improvements to the active travel network in SADC are expected to benefit all future sites. The key difference between the two growth scenarios is that Growth Scenario 1 also requires additional site-specific active travel improvements for the West of London Colney, North St Albans, North East Harpenden, West of London Colney and East St Albans sites, as these sites are not included in Growth Scenario 2. Site-specific active travel schemes would include internal and site access provisions for walking and cycling at each site, as well as relevant Draft LCWIP schemes in the vicinity of each site.

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

More detail on the schemes required to support growth in SADC will be provided in the next IDP stages.

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<sup>131</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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. The companies also produce a Business Plan covering an Asset Management Period (AMP) detailing the funding requirements for the first five years of the WRMP.

The most recent Affinity Water WRMP was published in 2019 (WRMP19) and covers the period 2020-2080. Additionally, there is currently a draft WRMP available for the next WRMP (dWRMP24), which will be published in Autumn 2023 and covers the period 2025 - 2075.

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 to 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. There are currently no planned changes to how water supply infrastructure is delivered.

##### 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".

There are currently no known constraints to Affinity Water meeting its legal requirement to supply water to new developments. The 2020-2025 business plan outlines current provision of water mains and proposals for future provision. This does not include business-as-usual infrastructure development such as mains replacement. Affinity Water recently completed installation of a new water mains<sup>132</sup> in St Albans as part of their Supply 2040 plan to improve resilience of supply around their central supply zone. In addition, Affinity Water have proposed two additional projects 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 to improve water transfer capabilities within the Colne community.
- 21km of new mains to support new developments in Harpenden, St Albans, and Watford.

The WRMP19 outlines key changes with regards to sustainability reductions, leakage reduction, drought resilience and per capita consumption. The plan includes a commitment to no development of new chalk groundwater options in the Central region (which covers St Albans District) and the Supply 2040 programme for strategic water transfers to offset this.

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<sup>132</sup> <https://www.affinitywater.co.uk/news/st-albans-next-phase>

The dWRMP24 states that the key challenge for Affinity Water is to deliver water to a growing population of customers while achieving the 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 region specifically, planning to reduce abstraction from Chalk catchments and to improve resilience to drought events will put additional pressure on water supply. The WRMP19 states that in the region, Affinity Water predict they will face a shortfall in supply under drought conditions of 43 million l/d by 2025, rising to 256 million l/d in 2080.

The Draft WRMP24 outlines six Strategic Resources Options (SROs) for meeting future supply deficit. The ones most relevant to St Albans will be the Grand Union Canal and the Thames to Affinity Transfer. The plan also provides an update to the Supply 2040 project from WRMP19 and 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 40. 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.

**Table 40 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 Scenarios<sup>133</sup>

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 in May 2023 with Affinity Water have 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 Asset Management Period (AMP) process. Affinity Water noted that localised infrastructure upgrades can be required depending on the location of the development but that this often not determined until the development comes forward and Affinity Water are engaged by the developer.

### *Growth Scenario 1*

Growth Scenario 1 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 should be aligned and considered when applying to Affinity Water for connection to the supply network.

### *Growth Scenario 2*

Since growth is mostly concentrated in urban or previously developed greenbelt sites, Growth Scenario 2 may be less likely to need significant investment in additional supply and new mains, although the impact of Hemel Hempstead remains as per Growth Scenario 1. Individual new sites may require mains extensions or new mains, but this will be determined when developers apply for new connections.

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<sup>133</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..



## 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, which help to form the clearest picture of the future shape of the community.

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 draft DWMP in June 2022 with the final version due in March 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 serve other Local Authorities, whose proposed Local Plans also need to be considered when planning future infrastructure.

**Table 41 Wastewater Treatment Works (WwTW) in St Albans City and District Council**

Wastewater Treatment Works (WwTW)	Settlements
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 STW compliance failure and pollution, and at lower risk of hydraulic internal sewer flooding, storm overflow performance and sewer collapses.

The Hertfordshire Water Study 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.

In the long-term, the Water Study highlights any development proposals around the southern and eastern edges of St Albans as 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 and, or, 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 10Ml/d discharge upstream of Affinity abstractions on the river Colne.

### Infrastructure to Support Growth Scenarios<sup>134</sup>

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 sometimes gets overwhelmed and causes overflows. 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.

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 due to growth on Maple Lodge STW.

During stakeholder consultation in May 2023, Thames Water indicated that neither growth scenario presented will likely cause significant issues on the wastewater network and therefore capacity is expected to be available to support the growth.

#### *Growth Scenario 1*

Similar to potable water, because Growth Scenario 1 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.

#### *Growth Scenario 2*

Sites in Growth Scenario 2 are less likely to need significant investment as they are focused in settlements or on previously developed sites, however the significant development to the east and north of Hemel Hempstead remains as per Growth Scenario 1.

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<sup>134</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..

### 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 Scenarios<sup>135</sup>

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.

For both growth scenarios, the allocations at Hemel Garden Community 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 significant influence the gas demands potentially reducing or avoiding the need for gas infrastructure upgrade. It will be important for Hemel Garden Community development to 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.

### *Growth Scenario 1*

Apart from the infrastructure potentially required to support planned growth at Hemel Garden Community as outlined above, Cadent have indicated that additional planned growth in Growth Scenario 1 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.

### *Growth Scenario 2*

As outlined above, Hemel Garden Community will require investment in infrastructure to support growth. Cadent have indicated that additional planned growth in Growth Scenario 2 can be supported by the existing network.

As with Growth Scenario 1, Cadent highlighted the need to coordinate residential developments with commercial developments around Herts IQ and Hemel Hempstead.

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<sup>135</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

## 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 NPD 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 42 indicates which substation serves each area within the District, and which grid substations these primary substations are connected to.

**Table 42 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

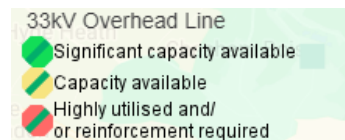
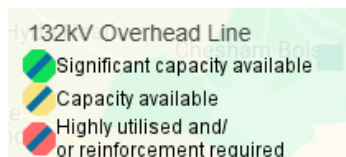
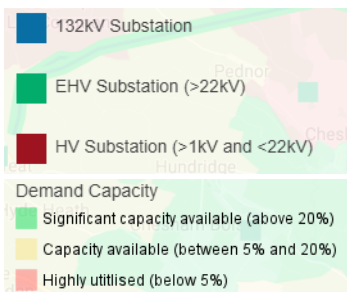
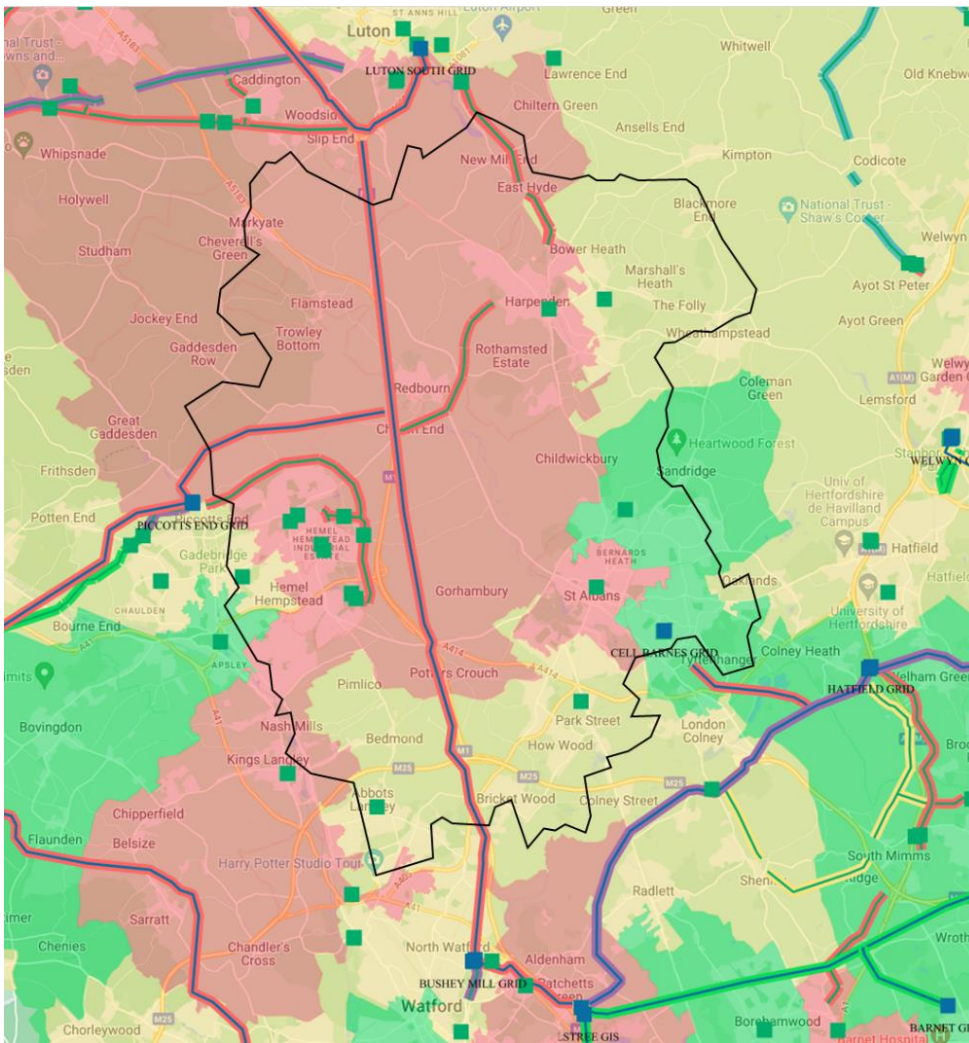
Source: UKPN Open Data

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.

The UKPN Distributed Generation mapping tool shows the 132kV overhead line into St Albans and the 33kV overhead line into Harpenden as "highly utilised and/or reinforcement required". Demand capacity in St Albans, Harpenden and the northwest of the region is showing as "highly utilised (below 5%)". Generation capacity is shown as "significant capacity available (above 20%)" for St Albans and the east and south of the District, "highly utilised (below 5%)" for the northwest of the District and "National Grid assessment 132kV and/or transmission network highly utilised" in Harpenden. This data includes contracted demand and so will take into account any growth in the area that UKPN are aware of, but actual demand and generation are likely to be lower. This is illustrated in Figure 32.

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.

**Figure 32 Energy Capacity within St Albans City and District Council**



Source: Extract from UKPN Distributed Generation Mapping Tool<sup>136</sup>

<sup>136</sup> [https://dgmapp.ukpowernetworks.co.uk/site/?q=dgmapping\\_ext\\_open](https://dgmapp.ukpowernetworks.co.uk/site/?q=dgmapping_ext_open)

### Infrastructure Required to Support Growth Scenarios<sup>137</sup>

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.

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.

Electricity impact of Growth Scenario 1 and Growth Scenario 2 is expected to be similar with some reduced impact from Growth Scenario 2 due to the overall lower growth numbers.

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 Pickets 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 Decorum/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 Community 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.

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<sup>137</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and patten of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan..



## 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 homes 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 (HWRCs) for residents to deposit their household waste. The HWRCs 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 Hertfordshire<sup>138</sup>. 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 facilities<sup>139</sup>.

The Waste Development Framework is currently under review. HCC consulted on a Draft Minerals and Waste Local Plan<sup>140</sup> between July and October 2022. An associated Waste Needs Assessment (2022)<sup>141</sup> was also conducted, assessing the county’s present and planned waste management capacity to meet likely future need. As of June 2023, it is anticipated that the new Waste Local Plan will be submitted for examination in 2023 and adopted by early 2024.

In 2021, HCC also prepared a LACW Spatial Strategy<sup>142</sup> 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 HWRC Annex to the LACW Spatial Strategy has also been produced, assessing the suitability of the existing HWRCs for future development and/or expansion.

### Existing Provision and Capacity

Figure 33 illustrates the spatial distribution of waste facilities across SADC. This illustrates that there are two HWRCs in St Albans; one in Harpenden and the other in St Albans (located along the southern boundary with St Albans). There is one Private Waste Transfer Station in SADC, located in Colney Heath and operated by Veolia. There is also one Materials Recycling Facility (MRF) in Colney Heath operated by Pearce Recycling.

The HWRC Annex<sup>143</sup> identifies that the Harpenden HWRC is under capacity and St Albans HWRC is close to capacity, especially in the summer. It is also understood that Pearce Recycling Centre MRF has capacity.

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

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<sup>138</sup> 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>

<sup>139</sup> 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>

<sup>140</sup> 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>

<sup>141</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/primary-evidence/pe-03-waste-needs-assessment-jun-2022.pdf>

<sup>142</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/spatial-strategy/collected-waste-spatial-strategy-2021.pdf>

<sup>143</sup> 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>

distribution (B8). HCC considers that these six sites 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; and
- Riverside Estate.

The HCC 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. Although the site is not within SADC, it is expected to have an impact on St Alban's future waste management approach.

As the Waste Collection Authority, all the residual waste collected by SADC, and waste collected at the HWRC in the City and District Council, is directed to Waterdale Waste Transfer Station in Three Rivers, before being distributed to Springfield Landfill in Buckinghamshire, Energy Recover Facilities (ERFs) at Ardley in Oxfordshire, Rookery South in Bedfordshire and Riven Hall in Essex.

Current forecasts by HCC estimate that by 2021 and 2026, additional waste facilities will be required. It is expected that there could be a shortfall in capacity of approximately 250,000 tonnes of waste collected by local authorities across Hertfordshire.

The Hertfordshire Authority Monitoring Report 2022 (prepared by HCC's Spatial Planning Unit – Minerals and Waste Planning Policy)<sup>144</sup> states that 15% of all waste collected by local authorities in Hertfordshire was landfilled and a total of 53% of Local Authority Collected Waste (LAC) 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, with one area of search for LAC waste treatment & transfer including Colney Heath.

### Infrastructure to Support Growth Scenarios<sup>145</sup>

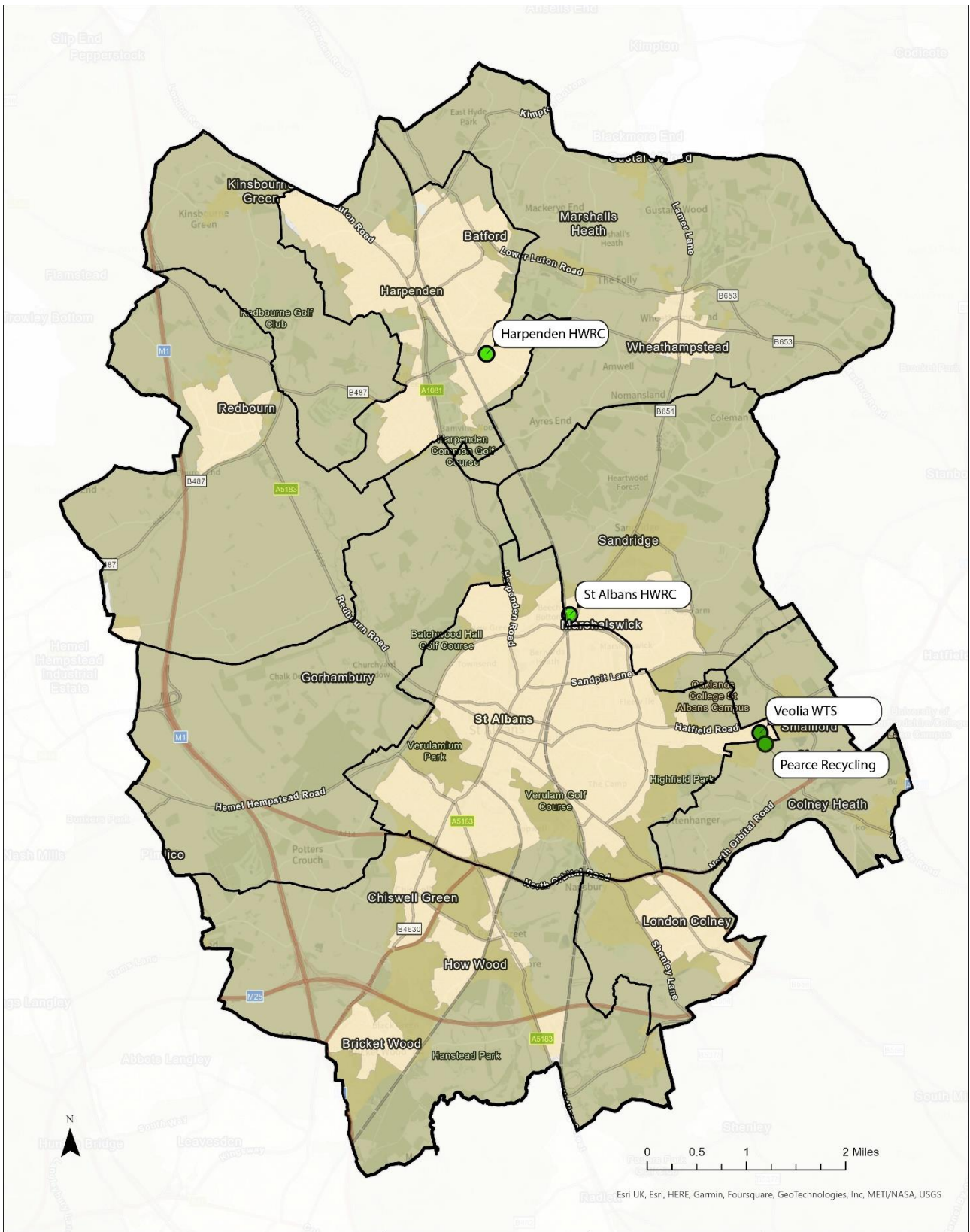
The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed waste and recycling projects within SADC to support both growth scenarios in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. These have not been separately attributed to each growth scenario as it relates to waste and recycling, as the identified investment is required regardless of growth scenario.

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<sup>144</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/primary-evidence/pe-14b-authority's-monitoring-report-2022.pdf>

<sup>145</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

Figure 33 Waste Facilities in St Albans City and District Council



**Legend**

- Private Waste Transfer Stations
- Waste Recycling Centres
- Green Belt
- Urban Areas in the Green Belt

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Client:  
St Albans City and District Council

Drawn	Checked	GL	JW	CT
Rev	Date	By	Checked	App'd

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

Drawing Title:  
Waste Facilities in St Albans City and District Council

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

Revs	
Suitability	
Arup Job No:	<b>603142-54</b>
Rev:	<b>Draft</b>
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 three 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.

### 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 34 illustrates the flood zones within SADC.

### Fluvial Flood Risk

The sources of fluvial flood risk in SADC are the River Lee 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 Lee, small sections of north Batford and northeast Wheathampstead are located within Flood Zones 2 and 3. East Redbourn and parts of southwest SADC are situated within 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 Lee, 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. The presence of flood risk in these areas suggests an interaction with the sewer network, perhaps through ingress or restricted outfalls at high river levels.

## 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 43.

**Table 43 Flood Defences in South West Hertfordshire**

Flood Defence	Condition
Wheathampstead Wall	Wheathampstead Wall is located in central Wheathampstead on the left bank of the River Lee, west of Station Road. 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.

Source: Southwest Hertfordshire Strategic Flood Risk Assessment (2018)

The EA currently have no published flood risk management schemes or strategies for SADC.

In 2015, the LLFA published a Flood Risk Asset Register that identified structures (such as walls or embankments), which are likely to have a significant effect on flood risk. Three assets are identified in the register in SADC; two culverts and one speed table (a raised traffic calming device)<sup>146</sup>.

- A culvert is located along the highway/storm drain between Sandridge and Jersey Farm to mitigate surface water flood risk.
- A second culvert is located in northwest Smallford, on the edge of Oaklands Lane, to mitigate surface water flood risk.
- A speed table is located at the junction of Rose Acre/Lybury Lane in Redbourn.

## 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 causing issues for some of these water bodies. 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 44 outlines the water bodies within SADC are currently not achieving good Ecological Status.

**Table 44 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
Lee (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 Lee Chalk	Groundwater body	Poor
Mid-Chilterns Chalk	Groundwater body	Poor

<sup>146</sup> Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/water/flood-risk-management/section-21-asset-register-march-2015.pdf>

### Infrastructure to Support Growth<sup>147</sup>

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.

#### *Growth Scenario 1*

Sites in Batford, west of St Albans 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.

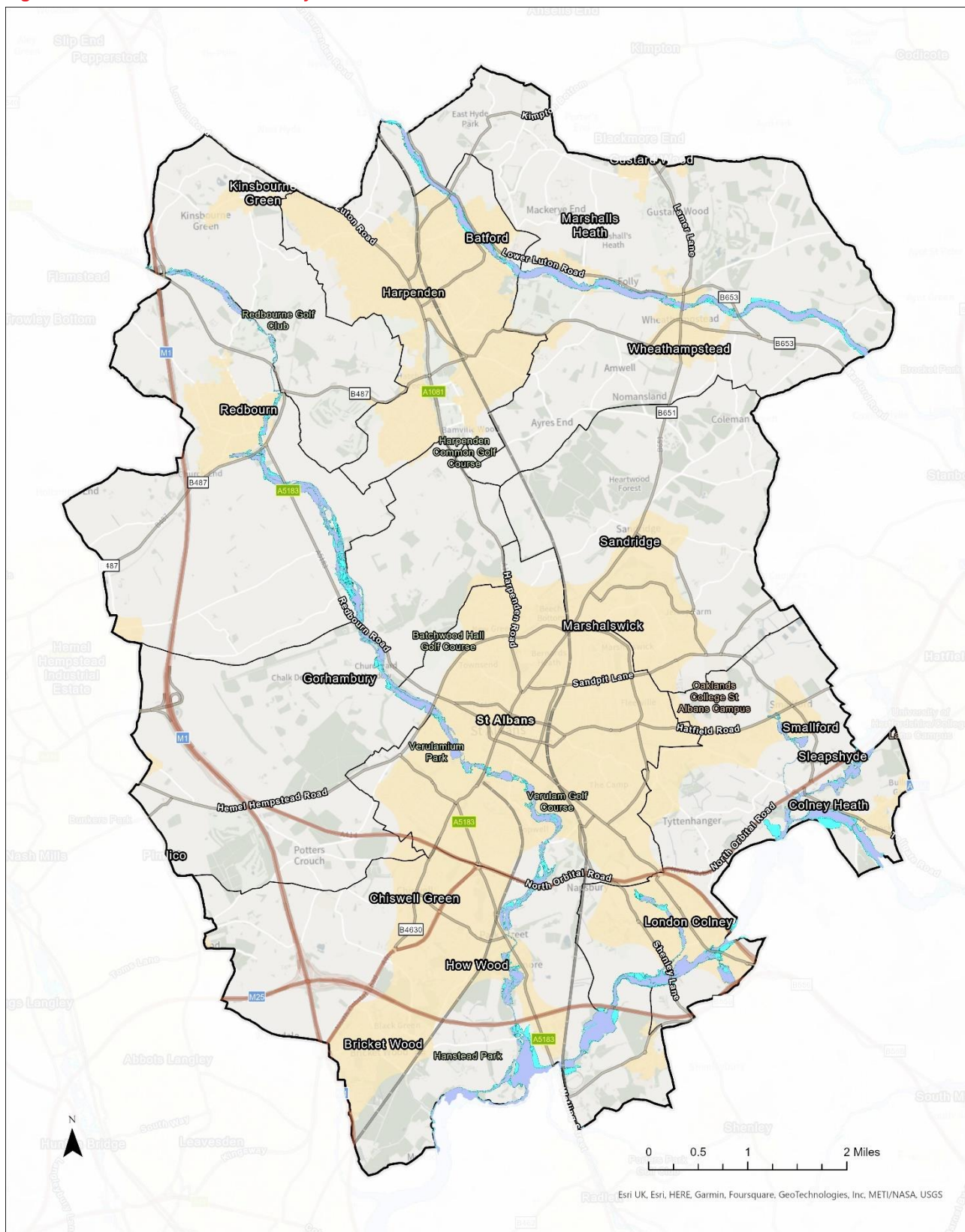
#### *Growth Scenario 2*

As outlined above for Growth Scenario 1, developments in London Colney, west of St Albans, Redbourn, Frogmore, Harpenden East and Batford, Wheathampstead, Colney Heath or East Hyde are highlighted by the EA as being at risk of flooding. As growth is mainly focused in Hemel Hempstead for Growth Scenario 2, it is unlikely that significant investment in flooding infrastructure will be needed in this area to support growth beyond the requirement for the site to deliver sustainable drainage solutions.

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<sup>147</sup> Note: The Stage 3 Infrastructure Delivery Plan will develop this further through stakeholder consultation to identify future infrastructure requirements to support the scale, trajectory and pattern of growth for a Preferred Spatial Scenario to support the delivery of the new Local Plan.

Figure 34 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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Draft	Rev	Date	By	Checked	App'd
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Project Title:  
**St Albans City and District Council IDP**

Drawing Title:

Flood Zones

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

Revis:	
Sustainability:	
Arup Job No:	<b>603142-54</b>
Drawing Number:	<b>Draft</b>

Source: St Albans City and District Council

## 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 2018<sup>148</sup>, 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'.<sup>149</sup> 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.

HCC's Digital and Technology Strategy covering the period of 2023-2027<sup>150</sup> 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.

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<sup>148</sup> Available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/732496/Future\\_Telecoms\\_Infrastructure\\_Review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/732496/Future_Telecoms_Infrastructure_Review.pdf)

<sup>149</sup> Available at: <https://sm.org.uk/about/>

<sup>150</sup> 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>



Through the Connected Counties<sup>151</sup> 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.

F&W Networks have identified St Albans and Harpenden as viable locations to invest and provide full fibre broadband, however, there are no confirmed plans by the network provider to invest within SADC.

As of May 2023, superfast broadband coverage across St Albans has risen to 98.7% (>=30 Mbps), which surpasses the UK's average of 97.6% coverage. St Albans' Fibre to the Premise (FTTP) coverage is also higher than the UK's average of 63.1% compared to 51.4%<sup>152</sup>.

Figure 35 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

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed digital infrastructure projects within SADC to support both growth scenarios 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. These have not been separately attributed to each growth scenario as it relates to digital infrastructure.

As of June 2023, Openreach are building an FTTP network in St Albans, and aim to build up to 10,000 FTTP connections across the District (including Hemel Hempstead, St Albans, Harpenden, Redbourn, Wheathampstead and Park Street) by the end of March 2024.

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 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.

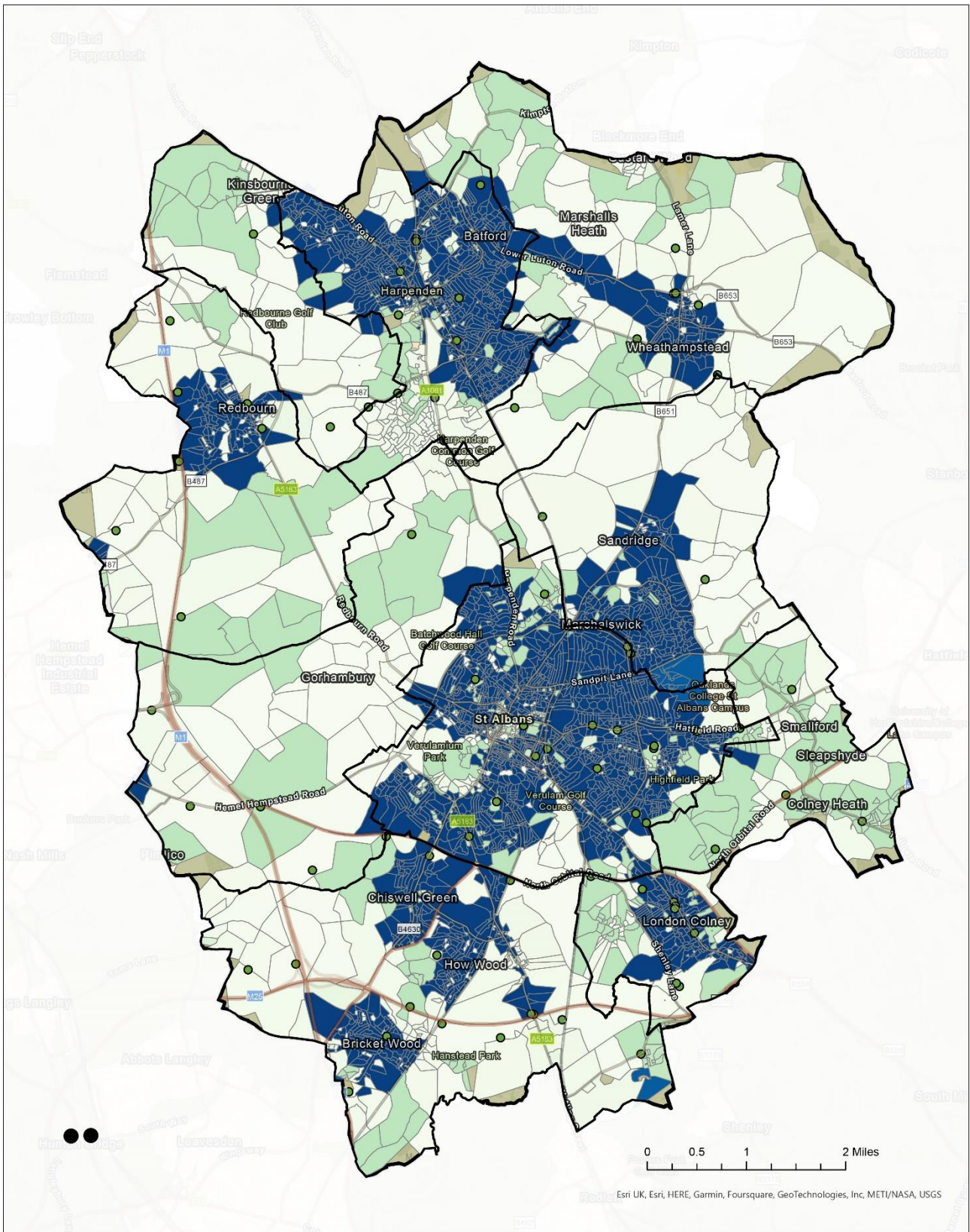
Increased population as a result of both growth scenarios will lead to increased usage and demand for broadband and mobile telecommunication services. It is important to ensure that new developers agree and adopt the highest standards of digital connectivity. HCC expects new build developers to liaise 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.

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<sup>151</sup> 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>

<sup>152</sup> Available at: <https://labs.thinkbroadband.com/local/E07000240>

Figure 35 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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Client:  
St Albans City and District Council

Draft	17/05/23	GL	JW	CT
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	<b>603142-54</b>
Drawing Number	<b>Draft</b>

Source: St Albans City and District Council

# A.1 Infrastructure Delivery Schedule