

Chapter 1: Introduction

- 1.1. An Infrastructure Delivery Plan (InDP) sets out the infrastructure needed to deliver planned growth sustainably, effectively and at an appropriate time. This report provides an assessment of the infrastructure required to support the existing and planned levels of housing and employment development, as set out in the Core Strategy, within the Borough up to 2031.
- 1.2. The InDP builds on previous infrastructure studies provided in evidence to both the Core Strategy examination and the examination into the Community Infrastructure Levy Draft Charging Schedule. These studies include the Dacorum Strategic Infrastructure Study (DSIS) (2011) and annual updates to the Infrastructure Delivery Plan since 2012. Previous versions of the InDP and the DSIS should be referred to for background information and for information on the standard of infrastructure to be provided.
- 1.3. The assessment has been informed by discussions with infrastructure providers and reflects their published plans and strategies at this moment in time.
- 1.4. This update focuses on the delivery of infrastructure and how infrastructure providers may use CIL or other mechanisms to deliver infrastructure required to support the growth in the Borough. The Council has engaged in regular conversations with the County Council with regards to their needs for new infrastructure in accordance with paragraph 48 of the DCLG CIL Guidance 2012 and has sought to discuss wider infrastructure requirements with adjoining local authorities as appropriate. This update has incorporated the views of those parties covered by the Duty to Co-Operate for which consultation arrangements are explained in the following statement:
http://www.dacorum.gov.uk/docs/default-source/strategic-planning/statement-of-compliance---duty-to-co-operate_addendum-draft-20146219454551156b7f9bc7ff00000246a4.pdf

- 1.5. The InDP is accompanied by an Infrastructure Delivery Schedule (Appendix A) which, sets out the schemes that are currently proposed to take place during the Core Strategy plan period to 2031. This has been updated from the schedule of the 2015 update to the InDP to remove schemes implemented during the previous 12-18 months.
- 1.6. The InDP is not a policy document and information contained within it does not override or supersede the Core Strategy, policies and commitments contained within the Local Planning Framework (LPF) documents. The Council, its partners and other stakeholders will use the evidence within this document and other infrastructure studies to ensure that appropriate infrastructure is in place as growth is delivered. The InDP may further be used as a reference point when seeking to secure infrastructure projects not proposed to be funded via CIL and as set out in policy CS35 of the Core Strategy and the Council's Regulation 123 list.
- 1.7. Although the InDP is a living document its publication represents infrastructure requirements at that fixed point in time. The InDP itself is subject to regular reviews to ensure that the information within it is kept accurate. The InDP will be a key consideration in the assessment of schemes requiring CIL funding. A new Infrastructure Business Plan (IBP), to be delivered through the CIL governance arrangements, will be published annually by the Council setting out the schemes that will be delivered with CIL funding.

Hertfordshire Local Enterprise Partnership (LEP)

- 1.8. The LEP brings together a number of groups with the aim of promoting economic growth whilst enhancing and protecting the valuable natural assets within Hertfordshire. The LEP's Growth Plan for Hertfordshire sets out three priorities namely; Nurturing science based Enterprise and Innovation, Harnessing Hertfordshire's relationship with London; and Re-Invigorating vibrant towns for the 21st Century.
- 1.9. The Growth Plan highlights the opportunities for national headquarters and regional offices in Hemel Hempstead and the importance of the Maylands

Growth Corridor (formerly known as the North East Hemel Hempstead Relief Road) to encouraging businesses to locate within the Maylands Business Park. It also highlights the need to regenerate the urban fabric of Hemel Hempstead town centre and is supportive of the town centre regeneration work being undertaken by the Council to support this objective.

- 1.10. The LEP are a major source of funding for highway improvement works and as such hold a critical role in the delivery of new infrastructure within the Borough.

Hertfordshire Infrastructure Investment Strategy Refresh (2012)

- 1.11. The HIIIS Refresh (2012) examined strategic infrastructure needs within the County, but does not finalise a list of projects which should be defined as strategic work. Instead it highlights the importance of physical infrastructure that is needed to support the growth of strategic employment area such as the Maylands Business Park which would include proposals for the Maylands Growth Corridor.

Infrastructure Delivery Plan

- 1.12. To produce this version of the InDP infrastructure providers were given the information in Table 1 regards the overall development levels and progress towards meeting the levels of development expected as a result of the Core Strategy. The housing programme within the Core Strategy is used for infrastructure work and identifies that a total of 11,320 homes are expected to be delivered over the plan period (2006-2031).
- 1.13. Providers were also made aware of the location of significant new developments as set out in Table 2 in order to establish any infrastructure needs arising from these developments themselves. A more specific breakdown of the location of new dwellings was also provided in some cases in the form of an up dated housing trajectory showing the levels of development expected to occur in small geographical areas. Those infrastructure providers using the housing trajectory were

advised of its limitations.

Table 1: The current level of development planned and completed across the Borough of Dacorum as set out in the Core Strategy 2006-2031:

Development Type (required and completed 2006-2015)	2006 – 2031							Total
	Hemel Hempstead	Berkhamsted	Tring	Bovingdon	Markyate	Kings Langley	Rest of Borough	
Residential dwellings	8,800	1,180	480	130	200	110	420	11,320
Residential dwellings completed	2408	505	150	24	94	46	129	3,377
Residential dwellings outstanding	6392	675	330	106	106	64	291	7,943
B1 Offices (m ²) required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	131,000
B1 Office floorspace completed	22924	443	1,207	0	0	77	5897	30,548
B1 Office floorspace losses	71041	4871	3984	0	0	949	6791	87,636
B2 Industry (m ²) Require	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(131,000)
B2 Industry floorspace completed	65,325	502	873	0	0	0	1816	68,516
B2 Industry floorsapce losses	80305	9260	1882	0	0	0	135	91,582
B8 Warehouse (m ²) required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(131,000)
B8 Warehouse floorspace completed	43,672	0	0	0	0	0	6,784	50,456
B8 Warehouse floorspace losses	47,813	264	692	0	0	359	8,145	57,273
A1 Retail (m ²) required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	63,750
A1 Retail floorspace completed	9,094	3,657	208	0	0	35	505	13,499
A1 Retail floorspace losses	8,334	1,265	856	35	462	145	76	11,173
D2 Leisure (m ²) required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
D2 Leisure floorspace completed	17,453	727	713	177	0	128	5,471	24,669
D2 Leisure floorspace losses	2,580	55	541	107	0	0	3,677	6,960

Table 2: Strategic and local sites to be allocated through the Site Allocations DPD (currently at Pre-submission stage):

Local Allocation/Strategic Site Reference	Town/Village	Number of dwellings (Core Strategy)	Number of Dwellings (Pre-submission Site Allocations DPD)
LA 1 Marchmont Farm	Hemel Hempstead	300	300-350
LA2 Old Town	Hemel Hempstead	80	80
LA3 West Hemel Hempstead	Hemel Hempstead	900	900
SS1 Land at Durrants Lane/Shootersway	Berkhamsted	180	150
LA4 Land at and to the rear of Hanburys	Berkhamsted	60	40
LA5 Icknield Way	Tring	150	180-200
LA6 Chesham Road/Molyneaux Avenue	Bovingdon	60	60
SS2 Land at Hicks Road	Markyate	90	10

- 1.14. The InDP makes no assumptions about the distribution of offices, industry and warehousing floorspace, The Core Strategy directs most of this type of new floorspace to the Maylands Business Park in Hemel Hempstead and this is what was assumed in the InDP where appropriate.
- 1.15. Infrastructure providers were given information about the number of dwellings planned over the plan period and asked to use their own assumptions regarding population if necessary. To help infrastructure providers identify the requirements arising from the planned level of development, the sites within the housing trajectory were categorised further by location, size of site and expected timescales for development.

Limitations of Study

- 1.16. Although every effort is made to ensure that the content of the InDP is accurate, the document itself is a reflection of the information provided by infrastructure providers in relation to their area of expertise and subject to the politics of the provider. A number of infrastructure providers plan according to shorter timescales than that planned for through the Core Strategy and others tend to react when proposals are at the planning application stage. This has limitations in terms of infrastructure planning for the Core Strategy Plan Period to 2031. It is rare for views to be presented over the longer term and that covered by the emerging single local plan.
- 1.17. There is more certainty about the infrastructure planned in the short to medium term, than that planned in the longer term.
- 1.18. Because of the uncertainties involved in infrastructure planning and continuing changes to circumstances of providers, the Council continues to hold regular discussions with all infrastructure providers.

Funding of Infrastructure

- 1.19. There are a number of sources of funding for infrastructure which must be considered and co-ordinated when planning the future provision of infrastructure. These include developer contributions through either on-

site provision, Section 106 (S106) payments or the Community Infrastructure Levy (CIL), which are all delivered via the planning process, those funds available to the providers themselves and external funding sources.

- 1.20. The availability of funding for infrastructure providers is constantly changing and has significantly reduced over time resulting in significant funding gaps to infrastructure providers. A good understanding of the availability of a range of funding opportunities, good project management and the ability to be creative are fundamental to the successful delivery of infrastructure. Infrastructure providers were asked about their circumstances as part of this evidence.