

## **Chapter 14: Wider Infrastructure Issues**

14.1 The Borough Council has also sought to investigate any cross boundary infrastructure issues arising from development or with adjoining districts or as a result of development within Dacorum. The Council has thus liaised with Aylesbury Vale, Central Bedfordshire, Chiltern, St. Albans City and District and Three Rivers over proposed or emerging levels of housing growth and the associated implications for infrastructure. All of these authorities are at different stages in the plan making process.

### **Aylesbury Vale District Council**

14.2 Aylesbury Vale District Council is currently in the process of consulting upon the Vale of Aylesbury Local Plan (VALP) Draft Plan. The district is to accommodate some 33,000 dwellings with some 15,845 homes proposed to the east of Aylesbury, a new settlement of 4,500 dwellings at either Haddenham or Winslow and development of some 4,135 homes to the west of Milton Keynes.. The proposals also include the provision of 834 dwellings at Wendover, 350 dwellings at Aston Clinton and 275 dwellings at Pitstone which may have an impact upon infrastructure delivered in Tring.

14.3 These proposals are likely to have significant impact upon both the highway networks and public transport networks, notably the A41 and Tring Station. The Aylsebury Infrastructure plan work identifies improvements to the A41 within its administrative area but not beyond its boundary. A separate Milton Keynes Strategic Development options document provides a number of growth options which may impact on the M1

### **Buckinghamshire County Council**

14.4 The Borough Council has had limited contact with Buckinghamshire County Council (BCC) regards the InDP update. Bucks County Council are doing transport modelling for the town of Aylesbury.

## **Central Bedfordshire Council**

- 14.5 Central Bedfordshire is in a similar position to Dacorum in that they are at an early stage of a new Local Plan process and are currently considering how to update their existing evidence base and what new studies need to be commissioned. As part of this process, they will be commissioning a Growth Options Study with Luton Borough Council for the Luton Housing Market Area (HMA). This study will seek to provide options for delivering the growth envisaged within the HMA as well as unmet need arising from Luton. The options arising from this study will be considered through the CBC Local Plan Site Allocation process along with options for delivering growth within Central Bedfordshire outside of the Luton HMA.
- 14.6 At this stage we are not aware of any cross boundary issues that require further consideration.

## **Chiltern District Council**

- 14.7 The Emerging Chiltern and South Bucks Local Plan will replace the adopted: Core Strategy for Chiltern District (2011), Chiltern District Local Plan (1997) and South Bucks Local Plan (1999). Chiltern and South Bucks councils are now preparing for the next public consultation stage - *Preferred Options*. This will be limited to development options in the Green Belt that the Councils consider should be taken forward in the Local Plan in order to help meet development needs.
- 14.8 The Chiltern and South Bucks Local Plan is considering providing a urban extension to the north of Chesham which may have implications for Dacorum in terms of highways infrastructure and waste water treatment. The sewerage treatment works at Chesham Waste Water Treatment Works are used for the treatment of sewerage from Bovingdon and as such the Borough Council needs to be mindful of the implications of any additional growth within the village in terms of its impact on this facility. A number of sites are being promoted around the edges of the settlement from which contributions may be required to upgrade Chesham WWTW. The Strategic Planning team is in regular contact with Thames Water regards such matters as part of the work on the Water Cycle Study

## **St Albans City and District Council**

- 14.9 St Albans City and District Council have submitted a new Local Plan to the Planning Inspectorate for examination. SADC are promoting significant levels of housing to the east of Hemel Hempstead and between the town and the M1 (sometimes referred to as 'Gorhambury B') Two allocations are identified in the Strategic Local Plan for land to the East of Hemel Hempstead; East Hemel Hempstead (North) and East Hemel Hempstead (South)
- 14.10 The sites are identified as being able to accommodate up to 2,500 dwellings within the Plan period, with employment / leisure space, education and community infrastructure land also being provided. This major expansion of Hemel Hempstead is acknowledged as placing a significant demand upon infrastructure within the Dacorum district, the details of which will be progressed through a joint Area Action Plan. Because of the lead time involved in planning a major urban extension, residential completions are likely to start from approximately 2021 onwards.
- 14.11 The Draft Strategic Local Plan 2016 identifies a requirement for a 3FE primary school to serve the new community at East Hemel Hempstead (North) and an 8FE secondary school to serve the new and existing communities. A further 2FE primary school with space for expansion is indicated as being necessary at East Hemel Hempstead (South) Public open space, community space, play space, leisure and GP provision are identified and will be considered in the longer term. Clearly the need for such works would be exacerbated by any significant growth in the number of units being provided.
- 14.12 The expansion of Hemel Hempstead through development at East Hemel Hempstead will necessitate major road network improvements. Over the medium to long term, there is a need to complete Maylands Growth corridor works, to relieve congestion in and around the Maylands Business Park and facilitate development in east Hemel Hempstead.

## **Three Rivers District Council**

- 14.13 Three Rivers District Council (TRDC) approved their Core Strategy in 2011

and their Site Allocations DPD in 2014. They are therefore in the process of collating evidence necessary to support a new local plan. DBC has previously considered the implications of proposed growth in Abbots Langley upon Kings Langley and the infrastructure needed to support this settlement.

- 14.14 The Three Rivers' Infrastructure Delivery Plan (March 2012) contains a number of highway capacity improvements including the widening of the approach/circulation or signalisation of the M25 spur approach at the Hunton Bridge roundabout. It is anticipated that this will be delivered within the next five years. As this is also the junction with the A41, which leads directly to Hemel Hempstead, the Council considers that this improvement should be mentioned in the updated InDP.
- 14.15 The Borough Council will continue to monitor the development of neighbouring local plans and make appropriate adjustments to the InDP to reflect emerging infrastructure issues.