

Watford Borough Council

Draft Infrastructure Delivery Plan

Supporting Watford Local Plan 2018-2036

Draft
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1 Introduction

- 1.1.1 Work has been undertaken to understand the infrastructure required to support the Local Plan in more detail. The priority infrastructure to support the specific development and growth in Watford's Local Plan is in transport and education and these areas have been developed in detail for this draft Infrastructure Delivery Plan (IDP). It is recognised that further work is required to provide the same level of detail for the other infrastructure types.
- 1.1.2 Alongside the additional work Watford Borough Council (WBC) is undertaking with stakeholders, comments to this consultation document will inform a final 2021 IDP prior to the Local Plan submission in 2021. It is then anticipated that the IDP would have minor updates on an annual basis as development sites come forward and further assessments are undertaken by infrastructure bodies to reflect the impact of those sites. More comprehensive reviews of the IDP will take place at 3-5 year intervals.

1.2 Infrastructure Delivery Plan

- 1.2.1 This IDP has been produced to support the delivery of Watford's Local Plan which sets out a vision for Watford to 2036. This draft is published alongside the Regulation 19 Local Plan and will be available to comment on. It remains a 'live' evidence document which will be subject to ongoing review and updated ahead of submission of the final Local Plan to the Planning Inspectorate, anticipated summer 2021.
- 1.2.2 The Local Plan provides for substantial housing and employment growth which will result in increased pressure on local infrastructure, services and facilities. It is crucial that new infrastructure is provided to support the delivery of these new homes and jobs to create sustainable and stable communities.
- 1.2.3 The IDP assesses the infrastructure needs which are expected to be associated with the delivery of allocated sites and development within the Local Plan. As infrastructure and services are provided by different organisations the challenge is to co-ordinate investment and infrastructure programmes. WBC will work with infrastructure providers to review the pace and location of development, to ensure that co-ordination.
- 1.2.4 The IDP sets out details of the following:
- Future Infrastructure requirements by type;
 - Broad timeframes for when infrastructure needs to be in place to align with new development;
 - Responsibility for providing infrastructure elements;
 - Known and expected funding options; and
 - Identification of funding "gaps" and how these will be bridged.

- 1.2.5 In Watford, the population increased by 20% between 2001 and 2016. By 2039 the population is expected to reach 130,000 people. The South West Hertfordshire Economic Study (update, 2019) suggests that the number of jobs will increase by 11,500 by 2036. The shortage of land in Watford means that higher density development, some of which will be tall buildings, will need to occur in Watford.
- 1.2.6 Infrastructure such as utilities (electricity, water and sewerage, broadband), transport infrastructure and services, flood defences and community facilities (schools, health facilities, and public open space) are essential to support residents and businesses. Clearly investment into infrastructure will be required to support this anticipated level of growth. The IDP identifies the borough's infrastructure requirements and provides a commentary on a range of ongoing infrastructure projects. The IDP is used by the council to identify projects to prioritise infrastructure delivery and determine projects and priorities for funding and the spending of collected Community Infrastructure Levy (CIL) monies.
- 1.2.7 Paragraph 25 of the National Planning Policy Framework (NPPF) (2012, revised February 2019) requires local planning authorities to work with other authorities with regards to strategic matters and the identification of cross-boundary issues. This needs to be aligned with the requirements of Paragraph 34, which requires plans to set out the contributions expected from development (such as that needed for education, health, transport, flood and water management, green and digital infrastructure) in order for Local Plan development to be delivered.
- 1.2.8 The council's role in facilitating and securing the delivery of the infrastructure requirements identified in this IDP includes:
- The prioritisation and delivery of infrastructure through the pooling of Community Infrastructure Levy (CIL) monies;
 - Negotiating planning obligations (s106 agreements) for the delivery of site-specific infrastructure;
 - Supporting and facilitating funding toward infrastructure delivery which directly enables Local Plan development, via parties such as Homes England and the regional Growth Board;
 - Influencing third party investment in infrastructure delivery, in line with the Local Plan; and
 - The phasing and delivery of infrastructure, through specific requirements as part of Local Plan allocations.

1.3 How this Infrastructure Delivery Plan been produced

- 1.3.1 This IDP and the Schedule at Appendix A have been prepared in accordance with the NPPF and National Planning Guidance (NPPG) alongside relevant cross boundary work and local policy development. In addition, where recent studies have been undertaken the relevant key findings have been used to inform this IDP.
- 1.3.2 The IDP has been prepared in consultation with internal stakeholders including officers in Economic Development, Highways and Infrastructure, Green Spaces, Housing, Spatial Planning, Environment, Cemeteries and Leisure Facilities. Consultation has also taken place with Hertfordshire County Council (HCC) on Transport, Education, Libraries, Waste Management and Adult Care. Other external stakeholders have included Network Rail, Transport for London, utility providers, Hertfordshire Constabulary and Hertfordshire Fire

and Rescue Services, the Herts Valley Clinical Commissioning Group and West Herts Hospitals NHS Trust.

- 1.3.3 The HCC Guide to Developer Contributions has been key in identifying the infrastructure requirements in this IDP; the guide is currently being reviewed with a revised draft anticipated early 2021. It is expected that the revised toolkit will contain a range of costs that may be more applicable to the funding of improvements to increase capacity, rather than delivering new facilities. This is likely to be particularly pertinent to Watford as an urban borough with a base level of existing infrastructure. The figures in this IDP may therefore need to be updated to reflect any changes.
- 1.3.4 For the purpose of infrastructure planning, the majority of infrastructure providers base assessments against a standard of 2.4 people per dwelling. Smaller homes (flats) tend to have a lower than average occupancy. Given the development typology coming forward in the Local Plan, WBC consider this figure to be high and therefore planning for a ‘worst case’ scenario. The 2011 census demonstrated the average householder size for Watford as follows:

Bedrooms	Average Household Size
All categories: Number of bedrooms	2.31
1 bedroom	1.40
2 bedrooms	2.05
3 bedrooms	2.63
4 or more bedrooms	3.08

Figure 1 Tenure by household size for Watford, 2011 Census

- 1.3.5 Knowledge of specific sites and progress being made to bring them forward has fed into the preparation of the Local Plan and IDP. In line with the advice given by utilities providers site promoters are encouraged to submit development enquiries in respect of electricity, gas, water supply and foul drainage to establish more detailed site-specific infrastructure requirements and the timing and costs of these.

1.4 Apportionment

- 1.4.1 Where an infrastructure intervention, or project serves more than one development it will be necessary, where developer contributions are being used to fund all or part of the intervention, to divide the cost (or residual cost after other funding) of the intervention between the sites based upon the scale of the development and the level of impact or generated demand arising from the development. When s106 funding is anticipated, apportionment is necessary to ensure that the s106 planning obligation legal tests set out in the CIL regulations 2010 (as amended) are met. Therefore, the general principles underpinning apportionment in relation to use of s106 obligations are:
- Infrastructure interventions should be matched to those developments which result in that intervention being required;
 - The intervention has to directly relate to the development and the apportionment must be directly related to the scale of the impact or generated demand; and
 - The apportionment must be based on ensuring the intervention is directly related to the development based on evidence and in the case of a package of measures, e.g. transportation interventions, identifying those directly related to the development.

1.5 Limitations of the study

- 1.5.1 A number of infrastructure service providers plan on a 3-5 year time cycle, while others, such as some of the utilities providers, react when proposals are at the planning application stage. This has obvious limitations when it comes to forward planning to 2036 in line with the Local Plan.
- 1.5.2 Throughout consultation with providers for the preparation of this document a strong emphasis has been placed on the scale of growth anticipated in Watford in the coming years to enable providers to plan ahead. For the purposes of this document, focus has been placed on ensuring a detailed understanding of infrastructure requirements for the early phases of Local Plan delivery, recognising that certain information will only become available once schemes are developed to a point to allow formal pre-application scoping to take place. An updated IDP will be needed to inform the requirements and delivery for later phases.
- 1.5.3 Engaging with providers was sometimes problematic, others were unable to provide the detailed information required for the IDP. WBC will continue to engage with these stakeholders throughout the preparation of updated versions of the IDP.
- 1.5.4 Another key issue will be coordinating with other South West Herts authorities through the Duty to Cooperate and Joint Strategic Plan process to deliver supporting infrastructure across the sub-region.

1.6 How infrastructure projects are prioritised

- 1.6.1 Appendix A details and prioritises the key infrastructure identified in the IDP. It will be regularly updated to react to the infrastructure delivery requirements and challenges associated with delivering the Local Plan as sites are developed.
- 1.6.2 The projects in the IDP are prioritised in line with the Watford Local Plan as follows:
- **Critical** – physical constraint to growth, development cannot come forward without it;
 - **Essential** – development cannot come forward in a sustainable or acceptable way without it; and
 - **Important** – development can come forward, but some sustainability goals would need to be compromised and some adverse impacts accepted.

2 National Planning Policy, Guidance and Legislation

2.1 National Planning Policy Framework

- 2.1.1 The NPPF states that Local Plans should plan for the provision of physical infrastructure needs such as transport, communication, waste, water and community infrastructure such as schools, health and cultural facilities. It goes on to state that local planning authorities should work with relevant organisations to identify the quality and capacity of infrastructure and its ability to meet growth forecasts and take into account the need for strategic infrastructure.

2.2 Community Infrastructure Levy

- 2.2.1 The Community Infrastructure Levy remains the Government's preferred way for local authorities to raise funds from developers for the provision of infrastructure. Watford's CIL came into effect on 1 April 2015; this means that any planning application granted permission on or after that date may be liable to pay CIL if it is over 100 sq m gross internal floor area, or creates one or more new residential dwellings.
- 2.2.2 It is unlikely that development contributions will fund all of the infrastructure required in Watford over the plan period. The council and other infrastructure providers will need to continue to look for other sources of funding. Other funding sources are likely to include; section 106 securing off-site highway works where necessary, lottery funds, LEP funding, the Hertfordshire Growth Board, Homes England and direct government funding.
- 2.2.3 The IDP schedule identifies potential funding sources wherever possible. In identifying the potential use of developer contributions there will be some site specific funding that meets the Regulation 122 legal tests set out in the Community Infrastructure Levy Regulations 2010 (as amended) and can be funded by s106 obligations. Where strategic highway works are identified as mitigation for a strategic site it is anticipated that this will be secured through s278 of the Highways Act. It is anticipated that for large strategic projects, to support the wider growth of the Borough and beyond, funding will be sought from Government, or its agencies such as Homes England or alternative funding streams.
- 2.2.4 Infrastructure funding can be difficult to plan for. While the Government provides some funding through education basic needs funding and growth funding to the Hertfordshire Local Enterprise Partnership, much of government funding is allocated through national agencies such as the NHS or various bidding processes with specific requirements and bidding timescales. Knowledge of funding from these pots has been included in this IDP where possible but it is anticipated that other funding bids will need to be made to deliver the scale of growth identified in the Local Plan.
- 2.2.5 It may be necessary for the council to revise its CIL charging schedule to reflect changing economic conditions in Watford. The charge will need to ensure that development remains viable to deliver housing and employment growth alongside raising funds to deliver key infrastructure.

3 Growth Context

3.1 Overview of Watford

- 3.1.1 Watford has experienced significant growth over the past 30 years as more people have come to live and work in the town. This has been reflected in changes to the area, both demographically and in its character. Located on London's doorstep, the inward migration towards the city from other national and international centres has led to London's expansion placing increasing pressure to develop areas on the edge of Greater London. Watford is transforming into a large cosmopolitan regional centre servicing a wide hinterland.
- 3.1.2 Watford has a culturally diverse population of approximately 96,600 people. It is at the centre of a sub-region of around 500,000 people living within a 20-minute drive of Watford Town Centre. Watford will see a lot of change in the 18 years covered by the plan period as it grows and makes a transition to being a more sustainable town. The Local Plan seeks to deliver higher density development to make an effective use of the land available.
- 3.1.3 Watford is one of the most densely populated non-metropolitan districts in England. The town experiences some of the highest levels of in-migration in Hertfordshire, reflecting its attractiveness as a place to live. Whilst Watford has the lowest level of car ownership in Hertfordshire it has significant transport congestion at certain times, caused by through traffic.
- 3.1.4 There has been an increasing proportion of smaller one- and two-bed homes built in recent years compared to family-sized housing. The brownfield nature of Watford means that there is limited space available for new infrastructure such as schools, healthcare facilities and transport improvements.
- 3.1.5 The town has good access to strategic transport links from the A41, M1 and M25, and Luton and Heathrow airports are within 20 miles. Traffic modelling shows that congestion and associated impacts on the environment will worsen without a modal shift in the town and also in the surrounding areas. Transport interventions in this IDP, alongside policies in the Local Plan, are seeking to deliver such a shift.
- 3.1.6 The River Colne and River Gade, along with the Grand Union Canal, provide structure to much of the green infrastructure network in the borough, Watford has the highest number of open spaces with Green Flag status in Hertfordshire, but some areas of the town have limited access to quality open space.

3.2 Hertfordshire Infrastructure Funding Prospectus (HIFP) 2018-2031

- 3.2.1 The HIFP, commissioned by Hertfordshire Infrastructure and Planning Partnership, provides a 'snap-shot' in time as of September 2018. The HIFP presents an overarching

baseline of growth patterns, infrastructure projects and cost requirements and funding gaps.

- 3.2.2 Delivering the necessary infrastructure to support that growth across Hertfordshire from now to 2031 is estimated to cost at least £5.70 billion in 2018 terms. This represents an estimate of capital delivery costs only and does not include the additional annual revenue requirements and maintenance costs.
- 3.2.3 The study reviewed the potential costs of delivery alongside currently identified secured funding, potential funding from public, private and developer contributions highlighting a remaining funding gap estimate of over £3.59 billion at 2018 prices. This demonstrates that existing funding will not deliver the scale of infrastructure investment identified in this framework. Developer contributions (whether s106, s278 or CIL), local authority capital programmes or current public sector funds and grants will fall short.

3.3 Joint Strategic Plan for South West Hertfordshire

- 3.3.1 Watford is one of five authorities in South West Hertfordshire that share administrative boundaries and issues across the wider area, including housing, employment and infrastructure. To plan strategically for growth in the area, Watford Borough Council, in conjunction with Dacorum Borough Council, Hertsmere Borough Council, Three Rivers District Council and St. Albans City & District Council, is preparing the South West Hertfordshire Joint Strategic Plan.
- 3.3.2 It is envisaged that the Plan will influence the end phase of the current Local Plans and the direction of travel for the next generation of Local Plans that will follow. It is not a statutory document, however, local authorities that share cross-boundary issues are encouraged by the government to prepare strategic plans as a way of maximising opportunities for growth and create greater benefits for communities.

3.4 A Sustainable Town - Watford Local Plan 2018-2036

- 3.4.1 In developing the Local Plan, the borough was assessed against a number of criteria including access to public transport, employment areas, schools and local shopping centres. This led to the identification of three sustainability zones across the borough with the centre of Watford being significantly more sustainable than the rest of the town. These areas formed the basis for calculating housing capacity of the borough as part of the Watford Housing and Economic Land Availability Assessment (2020).
- 3.4.2 As demonstrated by the Housing and Economic Land Availability Assessment, the majority of the land available for development is located in the area of highest sustainability. It is also the part of the borough that will see significant investment in the future and that will help facilitate infrastructure improvements integral to supporting the objectives of the Plan. Given its proximity to the town centre, business district and strategic transport hubs located at Watford Junction and Bushey, this part of the borough has the greatest capacity to absorb new development in a way that will contribute towards achieving sustainable development.

- 3.4.3 The concentration of sites in the high sustainability zone led to the designation of three areas identified as being strategically important in the Local Plan as Strategic Development Areas;
- Watford Gateway, which is focused on the transport hub of Watford Junction and business district of Clarendon Road;
 - The Town Centre, where the majority of the retail and leisure offer of the borough is located; and
 - The Colne Valley, which encompasses the out-of-town retail area, hospital and stadium and adjoins the River Colne flowing through the area.
- 3.4.4 These are recognised as growth areas likely to experience transformative change. This area of growth encapsulating the strategic development areas is referred to as the Core Development Area. This Core Development Areas constitutes 14% of the built area of Watford.
- 3.4.5 Locations outside of these Strategic Development Areas, while still likely to support development as areas of renewal, will see change on a more limited scale that will not be transformative.
- 3.4.6 The borough is currently delivering about 330 dwellings per annum without any allocations and the WBC Annual Monitoring Report indicates an average density of 77 dwellings per hectare being built. The Local Plan seeks to deliver at least 14,988 additional homes (Figure 2) and 11,500 additional jobs between 2018 and 2036; appropriate infrastructure investment to support this growth will be critical to achieving sustainable development. New development can make a contribution towards the provision of new infrastructure in Watford.

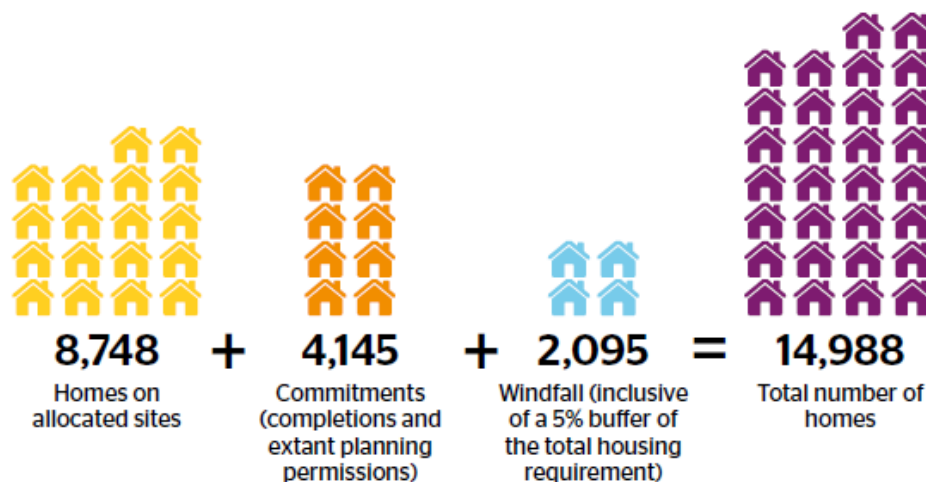


Figure 2 Housing figures in the emerging Local Plan 2018-2036

- 3.4.7 The Local Plan reflects objectives set out in the Local Transport Plan and will be further informed by the Local Cycling and Walking Infrastructure Plan and Sustainable Transport Strategy. One of the overarching objectives of the Local Plan is to improve the environment for people to move through and make it an attractive place to live, work and visit. The importance of supporting infrastructure delivered in a timely and proportionate

way to support growth is key to achieving sustainable development and delivering places where people want to live.

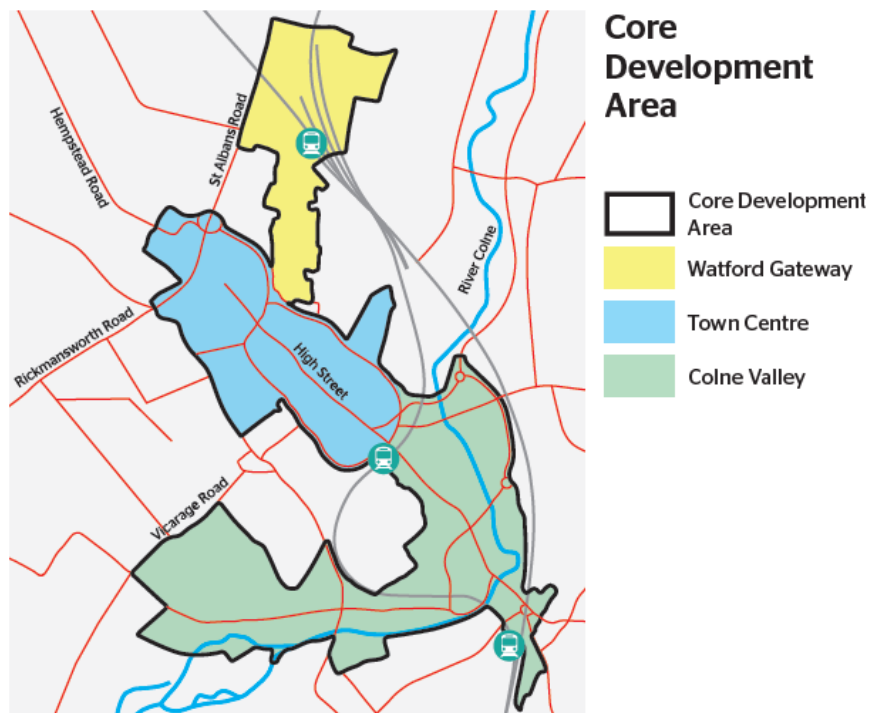
3.5 Strategic Sites

- 3.5.1 The approach taken by the Local Plan is to meet a significant proportion (over 80%) of Watford's future development needs in the Core Development Area. The residential character of the rest of the borough will largely see development that is more modest in scale.
- 3.5.2 This approach increases the number of people living in locations where there is good access to services and facilities, reducing the need to travel by car and making investment in public transport, walking and cycling infrastructure more viable and attractive by responding to demand. In turn, less reliance on private vehicles will help reduce traffic congestion, to benefit the economy and reduce air and noise pollution. This will create space to support walking, cycling and public transport and encourage people to be more active and have healthier lifestyles, while improving the quality of the built environment.
- 3.5.3 Creating sustainable neighbourhoods in this way has multiple benefits. New development can attract investment to the area as businesses cluster, creating local jobs and providing opportunities for new skills and training through apprenticeships. Employment opportunities bring workers into Watford, which, in turn, increases demand for ancillary goods and services supporting local businesses, particularly in the town centre. Delivering a mix of new homes to meet the needs of local people and those wanting to move here supports a more inclusive, equitable and balanced community. The inclusion of measures, such as improvements to the green infrastructure network, benefits people and biodiversity, while making better use of resources and helping to create high quality places and habitats.
- 3.5.4 The scale of development envisaged in the Core Development Area (Figure 3 and 4) during the plan period provides the size and scope to accommodate a considerable proportion of the future infrastructure needs identified further in this document.

Figure 3 Residential development proposed in the Core Development Area

Watford Gateway	2,718 homes
Town Centre	546 homes
Colne Valley	4,361 homes

Figure 4 Map showing the Core Development Area and Strategic Development Areas



3.6 Watford Gateway Strategic Development Area

- 3.6.1 The Watford Gateway Strategic Development Area (SDA) encompasses 31 hectares of land north of the town centre and comprises two key locations in the town; the Watford Junction railway and bus station, surrounding retail and employment land and Clarendon Road, which is the primary business district in the area.
- 3.6.2 New development in the Watford Junction area is anticipated to include at least 2,718 new homes plus some additional windfall development. This will generate additional need for school places and increase demands placed on existing health facilities.
- 3.6.3 Watford Junction station, including the associated public realm, is to be improved, to increase capacity and make for better access to services and facilities including; rail, bus, cycle, pedestrian and taxi facilities, as part of a modern transport hub.
- 3.6.4 Clarendon Road acts as a sub-regional business centre. The objective for this area during the plan period is for Clarendon Road to continue to be a focal point for high value office uses and the primary link between Watford Junction station and the Town Centre.
- 3.6.5 New primary school provision has been identified as part of the scheme located in the north of the SDA. Additional education facilities east of Watford Junction Station will be required and applicants are encouraged to work collaboratively to identify where it can be provided.
- 3.6.6 The Herts Valleys Clinical Commissioning Group has indicated that a new health facility, with a floorspace area of approximately 1,300sqm, is required in the Watford Gateway

SDA. Applicants should work collaboratively with other landowners and the Clinical Commissioning Group to identify how this facility can be delivered.

- 3.6.7 As part of the redevelopment of the area, prior to demolition of the existing premises, a replacement childcare facility should be re-provided within the SDA. The location of this facility, and how it will be delivered, will need to be agreed with the Local Planning Authority.

3.7 Town Centre Strategic Development Area

- 3.7.1 The Town Centre Strategic Development Area (SDA) encompasses 52 hectares of land at the heart of Watford. The area is a sub-regional destination for town centre uses including retail and leisure and supports a significant number of jobs. Its historical importance is reflected in the high number of heritage assets present. This area of high sustainability is home to a growing residential community.
- 3.7.2 New development in the Town Centre SDA is anticipated to include at least 546 new homes. This will generate additional need for school places and increase demands placed on existing health facilities.
- 3.7.3 To continue to thrive, Watford Town Centre will need to evolve and diversify in response to current and future retail and social trends. This adaptation, together with access to good public transport, makes the Town Centre appropriate for residential-led or mixed-use high-density development with supporting infrastructure.

3.8 Colne Valley Strategic Development Area

- 3.8.1 The Colne Valley Strategic Development Area (SDA) encompasses 83 hectares in the southern part of the Core Development Area with the defining feature being the River Colne. The SDA includes destinations such as Vicarage Road Football Stadium; Watford General Hospital; Bushey and Watford High Street railway stations; Trade City employment area and a distribution of retail parks that perform an out-of-town shopping role in the borough.
- 3.8.2 New development in the Colne Valley SDA is anticipated to include 4,361 new homes. Of these, 1,383 form part of the Watford Riverwell scheme which already has planning permission. Development will generate additional need for school places and increase demands placed on existing health facilities.
- 3.8.3 The overarching vision for the SDA is to transform it from a car-dominated environment with large retail and commercial sheds, into a new mixed-use urban quarter with a quality public realm and an enhanced and accessible river environment for all to enjoy.
- 3.8.4 The Watford Riverwell scheme will provide one new primary school with one other required within the Colne Valley SDA.
- 3.8.5 The Lower High Street will be prioritised for improved public transport and the provision of a high-quality pedestrian and cycle route and priority systems at junctions and crossings to improve access and permeability in the wider area for public transport, pedestrians and cyclists.

4 Infrastructure Assessment

4.1 Overview

- 4.1.1 This section provides an overview of Watford's infrastructure requirements by category. It draws on key findings of studies, discussions with infrastructure providers and other evidence gathering.
- 4.1.2 Individual developments may be required to deliver site specific or on-site infrastructure through section 106 agreements to make the development acceptable in planning terms. It is not the intention of this IDP to set out the infrastructure for every development site, this is dependent on the detail of the proposal at the time of a planning application, but rather to identify key infrastructure to support housing and economic growth. However, where specific requirements are known they are set out as development considerations in the Local Plan allocations.

4.2 Transport

- 4.2.1 Transport is one of the key issues for people living and working in Watford. The strategic roads and railway lines in and around Watford are extremely congested. Further growth will have a serious impact and as we encourage more people to use public transport and encourage active travel some significant investment will be needed to ensure it is fit for purpose. Initial modelling assessments outline the requirement for 20% as a target for modal shift, away from single occupancy car trips to more sustainable and active modes, for future development at strategic development sites. The schemes identified throughout the IDP look to support this modal shift.
- 4.2.2 Over the past decade, Transport for London have made improvements to the frequency of the Metropolitan Line services, increasing from 7 to 10 trains per hour and the Overground services increasing from 3 to 4 trains per hour towards London during the morning peak. It is possible that this improved frequency will have made commuting into London more attractive and could bring further outward migration to Watford. There are also future opportunities to improve frequency and the range of destinations when HS2 is implemented, which will release regional capacity by diverting the intercity non-stopping traffic onto the HS2 line. Additionally, there is aspiration to improve the frequency of the Abbey Line rail corridor to provide a more viable alternative to car travel between St Albans and Watford.
- 4.2.3 The Hertfordshire County Council Bus Strategy Report 2011-2031 (updated in 2015) highlights that bus passenger activity fell in SW Herts in the period 2015-16. Some services are under threat from reductions in the county council bus service subsidy¹, improving patronage will be key to retaining services. This is recently supported by the Intalink Bus Strategy Report (2019) which outlines the aspiration to grow the local bus network to support increased bus use mode share. Watford Junction bus station has been

¹ <https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/local-transport-plan-live/bus-strategy.pdf>

identified as an area for improvement and opportunity as part of the regeneration of the whole area. Currently the bus station has only a very basic offer for users.

- 4.2.4 Hertfordshire County Council has developed a strategy for bus prioritisation through the Intalink Partnership, including identification of measures along the Lower High Street, Beechen Grove/ Exchange Road gyratory and St Albans Road. These schemes are at feasibility stage and consideration has been given through the development of the IDP transport schemes to enable these schemes to come forwards in the future with minimal conflict as the scheme design progresses. It is recognised that bus prioritisation will support both the underlying network to achieve sustainable modal shift and also help to support development across the borough.
- 4.2.5 HCC is developing a new East West Mass Rapid Transit (MRT) scheme across the southern part of the county connecting the key towns along the A414 corridor with a spur to Watford. The route for the system and an indicative cost will be determined through ongoing Strategic Outline Business Case work but Watford Junction station is likely to be a key hub on the system and the intention is to provide an onward connection to the west Watford area.
- 4.2.6 A number of the measures within this IDP will be complimentary to the MRT system either by providing access to it by sustainable transport modes or by providing bus priority which could potentially be eventually utilised by an MRT system.
- 4.2.7 Whilst it is unlikely that the full MRT system will be operational within the Local Plan timescale, there may be opportunities to bring some of the sections forward earlier, subject to funding availability.
- 4.2.8 Recent improvements to the transport provision in Watford have focused on sustainable initiatives to encourage both sustainable and active travel. This includes Arriva Click, which is a flexible, on-demand minibus service offering quick and convenient transport for multiple passengers heading in the same direction, which is bookable via an app ride sharing software. Additionally, the Beryl Bike share scheme was implemented in Watford in March 2020, offering up to 200 pedal bikes, 100 e-bikes and 70 preferred parking locations at Beryl bays across the borough to encourage uptake of cycling as a transport mode, improve the health and fitness of people in Watford and reduce road traffic. Furthermore, the travelWatford app is free to download and use, and is available on all major mobile platforms. The app allows users to view all transport options available within Watford to enable individuals to plan a given journey and select a transport option, based on factors such as cost, waiting time and environmental impact. This initiative aims to raise awareness of sustainable travel alternatives to reduce reliance on the private vehicle.
- 4.2.9 Additionally, Watford Borough Council supports the increased uptake of Electric Vehicles (EVs) and is part of 'Source East', the East of England's Plugged-in Places project. Electric vehicle charging points are being provided in partnership with Hertfordshire County Council and any EV provision will be aligned with HCC Future Mobility policy. In Watford there are approximately 20 electric charging points and greater provision will be required in growth areas and as part of car clubs. All new developments will be required to provide 20% of parking spaces with active charging points and the remainder as passive charging points, with the ability to be easily connected to achieve charging spaces as the demand

arises. These requirements aim to support the infrastructure requirements for EVs and encourage greener private vehicle transport. Additionally, WBC has a commitment to deliver more car clubs and in particular EVs, across the borough for both residents and businesses to reflect demand. WBC has a partnership with E-Car Club, which offers residents the opportunity to hire EVs online or through a free mobile app, at just £6.50 an hour. Three EVs are currently available as part of the E-Car Club scheme, which are parked in the Watford Town Hall car park, available to use by residents during weekday evenings and weekends and WBC staff during working hours.

- 4.2.10 The impacts of development to be delivered via the Local Plan have been assessed by both WBC and HCC, making use of strategic and micro-simulation highway capacity models, data on the routing and usage of bus and rail services, and data on the present walking and cycling networks. The current emerging Local Plan and Sustainable Transport Strategies recognise that there is both a desire and a need for more travel to take place using sustainable modes. Private car use has led to a number of significant existing congestion issues and the analysis of trips anticipated to be associated with the Local Plan developments has shown that, without efforts to reduce both the proportion and overall number of private car trips within Watford (particularly within the town centre and around Watford Junction station), the addition of new Local Plan developments would be expected to result in significantly more frequent and severe congestion. This will impact heavily on both residents and businesses as well as those seeking to travel onward via Watford to other destinations including central London. The identified IDP transport infrastructure, alongside other transport initiatives will seek to mitigate this impact.

[Assessment of Transport Requirements](#)

- 4.2.11 Over-arching Local Plan policies therefore seek to support and encourage provision of new transport capacity which favours both non-motorised travel for shorter trips (walking and cycling) and integrated public transport provision via local and regional bus services, and rail. This is in line with the key policy 1 in Hertfordshire County Council's Local Transport Plan 4 (transport user hierarchy). To support this, the amount of new car parking which will be permitted in association with new development will be constrained by maximum parking standards, so that coupled with suitable management of the highway network, all new residential development within the core development areas of the Local Plan will be delivered as "car-lite," with "car free" schemes encouraged (except the provision of parking to serve essential access for those with mobility needs, and for servicing activity).
- 4.2.12 The development of the transport infrastructure schemes has therefore been undertaken through joint working with WBC and HCC Highways officers, to identify the major improvements which will be required in order to create attractive and unbroken routes for sustainable modes, linking the Strategic Development Areas with key services and destinations across the borough, as well as transport interchanges such as Watford Junction station. This approach is consistent with the principles of site-specific formal scoping for transport requirements as they will be applied as part of the planning process when sites are brought forward; the technical work undertaken to develop the schemes presented in the IDP is set out in an Evidence Note and includes assessment of baseline data, information on schemes developed by WBC and HCC as part of previous exercises, accident and highway model data.

- 4.2.13 The supporting technical work and earlier work undertaken as part of the South West Hertfordshire Growth and Transport Plan process has allowed for the identification of schemes which are expected to have wide-ranging benefits to multiple sites (as well as producing benefits for existing users of the transport networks) and which are suitable to be implemented via either CIL, section 106 contributions or other public funding.
- 4.2.14 Schemes range from relatively localised junction improvements (with a focus on sustainable modes rather than absolute vehicular capacity) to major new infrastructure projects (such as the new Watford Junction pedestrian and cycle bridge); it is noted that the IDP does not include works with the sole function of providing access to a Local Plan development site as these would be expected to be funded in full by the relevant site developer. However, a sense-check has been undertaken for the strategic sites to confirm that one or more suitable locations for access exist which will be able to provide a level of capacity suitable for the scale of the development proposed.

4.3 Education

- 4.3.1 As the Borough's population grows, demand for school places will continue to increase, placing pressure on existing facilities. It is therefore vital that where housing growth results in increased demand, investment is made across each education tier, as necessary, to ensure there are enough places to serve the Borough's pupils within their community.
- 4.3.2 For sites larger than 1,000 dwellings, education provision will be required on site. For sites that are located in close proximity to each other and will have a cumulative impact that will generate demand for a new school, applicants are encouraged to work collaboratively with other landowners and Hertfordshire County Council to best meet this need, identifying where a new primary school can be provided that provides good amenity for young children. Opportunities to provide education facilities should be maximised on any site given the high demand and limited suitable sites for school provision.

Early Years

- 4.3.3 Watford is well supplied with a variety of childcare facilities for preschool children, including six Children's Centres which provide a range of integrated education care and family support and health services, some of these are attached to schools. The private nursery provision at Watford Junction will be re-provided in line with the Watford Gateway SDA policy.
- 4.3.4 The county council currently has a number of statutory duties it has to meet regarding free early education (FEE) and childcare:
- Free early education for two year olds - parents who meet national criteria as set by central government are entitled to fifteen hours of free early education. The aim of this scheme is to narrow the gap for the most disadvantaged families;
 - Free early education for 3 and 4 year olds - all children from the term after they are three until they start reception are entitled to fifteen hours of free early education;
 - All children are entitled to fifteen hours of free early education from the term after they are 3 until they start in reception. Working parents who meet national criteria as set by central

- government are entitled to fifteen hours of free childcare in addition to the fifteen hours of free early education; and
- All working families with children up to the age of 14 (19 for children with special education needs and disability) can expect the local authority to ensure there are sufficient childcare places available for their children to ensure they are able to continue to work.
- 4.3.5 The various providers falling under Early Years Education are described below. In some instances, it is possible that the same facility can provide more than one service.
- 4.3.6 Nursery provision (Free Early Education, FEE) is a central government funded scheme whereby all children from the term after which they are three until they reach school age are eligible for a free place for 570 hours per year. This free place can be offered in a maintained school or in a private voluntary and independent (PVI) setting such as a preschool or day nursery. Where new primary school sites are identified, nursery provision will be sought as part of the on-site provision. The county council has a statutory responsibility to provide 15 hours early education to eligible 2 year old children across Hertfordshire.
- 4.3.7 Preschool/playgroups educate children between the ages of 2 and statutory school age. These settings are able to offer FEE to eligible 2 year olds as well as all 3 and 4 year olds. They are run by PVI providers in local communities and some children attending will be accessing their FEE place and others will be accessing additional services for which parents pay. These settings will often be set up in community buildings or schools and will usually be open in term time only.
- 4.3.8 Day nurseries offer childcare and early education for children from 0 to 5 years old. These settings are used predominately by working parents for childcare purposes. They can also offer FEE for eligible children but with most children accessing additional services for which parents pay.
- 4.3.9 As well as nursery (FEE) provision the county council has a statutory duty to ensure there is sufficient childcare for working parents. This duty covers 0 to 14 year olds (19 years for children with SEND). Childcare can take place in preschools; day nurseries; childminders; and out of school provision, such as holiday clubs and after school clubs, depending on the age of the child. It can therefore take place in school or community buildings. New schools should be designed to be able to offer childcare to all children (aged two years upwards).
- 4.3.10 The required Early Years Education infrastructure to support new growth (and Planning obligations) is assessed using the Hertfordshire County Council Demographic Model which forecasts the number of children likely to emerge from different types, sizes and tenures of dwellings.
- 4.3.11 Requirements are determined on a case by case basis and may take the form of on-site provision (including build costs and land), subject to procurement and competition rules. In these instances, the facility must adhere to an Ofsted compliant specification provided by HCC and any tenant, and their business model, must also be approved.
- 4.3.12 Where a new primary or first school is proposed as part of a development site, nursery provision will be sought by HCC as part of that school.

- 4.3.13 Where the mitigation for a site impact might be met by expansion of an existing facility, and additional land is not required, HCC uses costs based on experience of delivering projects across the county. These costs are combined with census data from the Hertfordshire County Council Demographic Model to ensure that obligations sought are fair and reasonable, based on the specific number and type of units on an individual site.
- 4.3.14 Watford is the third most deprived area in the county and the number of working households is significantly higher here. The demand for the extended childcare entitlement (30 hours) will be high and additional childcare provision may be required.
- 4.3.15 The county council's analysis of the sufficiency of places in the Watford area shows a deficit of 122 places for families who would be seeking free early education places for their children aged 2, 3 and 4 years old.
- 4.3.16 Five out of the six children's centres have enough free early education places to meet this proposed demand. In addition, HCC's local knowledge of parent demand suggests that working parents are willing to travel across Watford to secure appropriate childcare. As such no further provision is required at this stage.

Primary Provision

- 4.3.17 Watford has seen the biggest growth in primary schools in the south-west Herts area. Given land shortages and lack of suitable sites for new schools in the town, the County Council have considered more condensed sites and innovative forms of school provision. This has included consideration of sites that are smaller than the previously applied standards, and solutions such as detached playing fields. Education infrastructure is required to provide temporary and permanent additional primary school places through expansion of existing schools and new schools.
- 4.3.18 Further work will continue to be progressed on the Education Strategy to deliver new primary schools. HCC has undertaken a Primary School Site Search to identify appropriate sites to meet Watford's educational need which has resulted in the allocation of the Former Meriden School and Former Bill Everett Centre sites for new primary schools. Further potential school sites were also identified through that study.
- 4.3.19 The Local Plan growth not already reflected within the baseline school place position generates a total of between 23 and 26 forms of entry (f.e.) of additional child yield when using the County Council's current 1:500 guidelines, which would represent a worst-case position.
- 4.3.20 To meet this yield, capacity has already been identified at the following:
- One new primary school (2f.e.) with permission within the Watford Gateway SDA;
 - One new primary school (2f.e.) with permission within the Colne Valley SDA;
 - 1f.e of expansion potential at The Orchard Primary (from 2f.e. to 3f.e.); and
 - 1f.e of expansion potential at Holywell JMI (from 2f.e. to 3f.e.).
- 4.3.21 Further capacity is to be allocated through the Local Plan as follows:
- One further new primary school (2-3f.e.) within the Watford Gateway SDA;
 - One further new primary school (2-3f.e.) within the Colne Valley SDA;
 - A new 2-3f.e. primary school at the Former Meriden School site; and

- A new 2-3f.e. primary school at the Former Bill Everett Centre site.
- 4.3.22 This reduces the unmet need within the borough to 5-10f.e. however a combination of further provision and/or lower child yields materialising than the assumed ratio (for example due to the predominance of flats being delivered) could reduce or remove any shortfall and would be subject to continued forward school place planning.
- 4.3.23 New schools must comply with all categories, excepting playing fields, of BB103 standards. A minimum site area of 0.9ha (2f.e.) or 1.25ha (3f.e.) would give the county council confidence that schools could be delivered with the correct level of external provision, prior to detailed feasibility or master-planning being undertaken.

Secondary Provision

- 4.3.24 At secondary stage the Croxley Danes School opened in 2017, the site is in Three Rivers District Council administrative area but serves Watford's population. There is a need to identify at least one additional new secondary school site, in order to serve demand from the projected new developments within the borough. HCC is undertaking a Secondary Site Search Appraisal to identify sites to meet Watford's Secondary need given the anticipated population growth. No suitable sites were found within Watford, but provision is likely to be delivered to serve Watford in neighbouring Hertsmere Borough Council administrative area. High quality accessible transport links to secondary schools will be key to encourage sustainable travel.

Further Education

- 4.3.25 West Herts College provides for further education and adult learning in Watford. There is no requirement for additional facilities in the plan period.

4.4 Health and Wellbeing

- 4.4.1 Primary Health Care includes doctors, nurses, dentists and pharmacists. The general approach is to provide consolidated health services in shared buildings allowing for the provision of more fit for purpose infrastructure and modern technology. Providers are keen to release surplus land but have not identified sites. The NHS is seeking to create a 'digital first' approach to care. This will include video consultations allowing face to face consultations without the need for patients to travel to their practice or hospital. This can influence the number and size of health care facilities needed. There will also be a national programme to digitise primary care records. This will allow many practices to create usable space by removing the need to keep paper notes. Other providers are also looking to move to electronic systems that may free up space currently used for record storage.
- 4.4.2 NHS Herts Valleys Clinical Commissioning Group (HVCCG) has 58 GP Practices across four localities covering Dacorum, Hertsmere, St Albans, Harpenden, Watford and Three Rivers. Nine of those are wholly in Watford serving Watford's population. The number of GP Practices has been reducing over recent years through practice mergers and consolidation. The HVCCG advice is that 1 full time equivalent GP is required for every 2,000 people. The HVCCG is developing its Estate Strategy and Digital Strategy in alignment to ensure that technology is considered in estates work to gain maximum benefit.

- 4.4.3 Secondary healthcare is provided by NHS trusts. The NHS Herts Valleys Clinical Commissioning Trust advises the capital cost of acute care as £2,583.62 per dwelling, mental health care costs are £193.37 per dwelling and community healthcare facilities cost £272.30 per dwelling. The NHS receives funding from central, private and local sources.
- 4.4.4 NHS England identify that equivalent contributions from developers would have to be sought to increase the capacity of all local primary healthcare facilities in the district to support the growth identified in the Local Plan.

Acute Healthcare in Watford

- 4.4.5 West Herts Hospital Trust have received Government funding to deliver a new state of the art hospital to serve South West Herts at the existing Watford General Hospital site. This is largely to meet existing need across the sub-region.
- 4.4.6 There may still be a need to improve acute healthcare capacity to meet the Local Plan growth.

GPs

- 4.4.7 HVCCG (together with several other CCGs in the area) has adopted a standard method for calculating the capital impact in relation to General Medical Services based on a 2.4 occupancy factor, 2,000 patients and 199 sq m floorspace per GP. Applying this standard in Watford, 17 additional GPs would be required alongside 3,408 sq. m of additional floorspace. The build cost would be £10,737,188 total or £752.22 per dwelling.
- 4.4.8 It should be noted that these costs are based on a single GP practice which, given the CCGs preferred approach of consolidation, is unlikely to be delivered in Watford. In practice, economies of scale will reduce the overall costs as facilities can be shared. In addition it is considered that the 2.4 occupancy factor in Watford is extremely high given the type of development coming forward in Watford, as discussed at paragraph 1.2.4 of this report, and a relatively young population.
- 4.4.9 The Herts Valleys Clinical Commissioning Group has indicated that a new health facility, with a floorspace area of approximately 1,300sqm, is required in the Watford Gateway Strategic Development Area. Beyond this it is not appropriate to allocate the expansions to individual healthcare centres as the locations of these will have to be decided when the need arises and where capacity becomes available. Plans currently in progress by the CCG may affect where these expansions are needed in the future and will be fed into future IDP iterations.

Community & Mental Health Services Infrastructure

- 4.4.10 There has been considerable investment by Hertfordshire Partnership NHS FT Trust (HPFT) and Hertfordshire Community Trust (HCT) to deliver a range of services within the Watford locality. This includes the Kingsley Green Mental Health Facility in Radlett, which provides a comprehensive range of Mental Health Services including inpatient provision and centralised services for countywide provision. Services delivered from Central Watford are Peace Children's Centre which offers a range of children's services for both physical and mental health conditions and Colne House delivering Mental Health outpatient services. No further need is identified to support the Local Plan.

Adult Care Services

- 4.4.11 The projected demand for specialist older persons housing (all tenures) that are required in Watford to 2030, are outlined in the table below.

Figure 5 Projected demand for specialist older persons housing in the Plan period.

Residential (all)	Residential (HCC placements)	Nursing/ Dementia (all)	Nursing/ Dementia (HCC placements)	Extra Care (all)	Extra Care (HCC Demand)
299	166	143	84	444	105

Extracted from Table 1. New Planning Guidance: Housing for Older and Disabled People. Integrated Accommodation Commissioning Team, Adult Care Services.

- 4.4.12 The South West Hertfordshire Local Housing Needs Assessment (2020), highlights the projected increase in the number of people with a range of disabilities from existing levels, including those with mobility issues, autistic spectrum disorders, learning disabilities and challenging behaviour. It also states that there is an existing shortfall of adaptable homes in the borough. In response to this the emerging Local Plan requires delivery of adaptable and accessible homes onsite in line with Policy HO3.10: Building Standards for New Homes.

4.5 Green Infrastructure

- 4.5.1 As development comes forward, there will be opportunities to create new communal open space on site. In line with the Local Plan new residential developments will be required to provide open space, including amenity and equipped play space, on site where opportunities exist to enhance the green infrastructure network and support local residents. Larger developments will also be required to provide communal sports and recreation facilities in line with the Open Space Needs Assessment and emerging Local Plan Policy NE9.7: Providing New Open Space.
- 4.5.2 In circumstances where on site open space provision is not practical, feasible or would not benefit the scheme, a financial contribution may be acceptable through planning conditions on a site specific basis.
- 4.5.3 The Playing Pitch Strategy (2020), suggests a Playing Pitch Calculator that is applied to calculate the additional demand generated by new development. For an urban area like Watford, where land is limited, it is not expected that provision will generally not be possible on site. Equivalent contributions will be sought and used to improve existing sites to increase their capacity to serve the additional population. The anticipated increase in demand and associated costs from the calculator for Watford are detailed below, it is anticipated that contributions equivalent to this would be sought:

Figure 6 Costs generated by the playing pitch calculator

Sports provision	Number of pitches equivalent	Capital Cost	Changing Rooms	Capital costs	Total Cost
	24	£4,003,092	35	£6,498,921	£10,502,013

- 4.5.4 A Green Spaces Strategy for Watford – Green Spaces Better Places 2013-2023, seeks to have a network of accessible, high quality and highly valued green spaces to be proud of, promoting sustainability, supporting biodiversity and extensively contributing to the economic, social and environmental aspirations of the town. The study sets out where accessible open space facilities are located within the borough and appropriate catchment distances, it has been used to secure funding for improvements, and the importance of these areas in densely populated Watford is key.

4.6 Community Facilities

Youth Services

- 4.6.1 The Department of Education published the Statutory Guidance for Local Authorities on Services and Activities to Improve Young People’s Well-Being (June 2012). The guidance states that Local Authorities should provide “*young people with the positive, preventative and early help they need to improve their well-being*”, “*Youth work and youth workers can contribute to meeting the needs of the young people and reduce demand for more specialist services*” and highlights the importance of personal and social development which enables young people to “*build the capabilities they need for learning, work and the transition to adulthood*”.
- 4.6.2 Youth Connexions (YC) Hertfordshire provides youth work projects and programmes, information, advice, guidance, work-related learning, outdoor education and one-to-one support for young people up to the age of 19 and up to 25 for identified vulnerable young adults including those with learning disabilities.
- 4.6.3 Youth Connexions’ main venue in Watford is Youth Point, which is considered to be large enough to accommodate the anticipated growth in population of young people in the borough.
- 4.6.4 No specific youth related projects have been identified within Watford. However, additional provision may be sought for young people as required. HCC expects developer contributions will be collected, predominantly through CIL to fund additional service requirements.

Libraries

- 4.6.5 In 2016 the Libraries Taskforce, which was set up by the Department for Culture, Media and Sport and the Local Government Association, published Libraries Deliver: Ambition for Public Libraries in England, 2016–2021. The report recognises that libraries enrich communities and change lives for the better and that they have a critical role in helping people to realise their potential, especially those from disadvantaged backgrounds.
- 4.6.6 Inspiring Libraries is HCC’s strategy for the Library Service up to 2024. The strategy sets out the vision and direction for the service and provides a framework for future decisions about service priorities. The strategy is based on three main themes:
- The library as a vibrant community asset;
 - The digital library; and
 - The library as an enhanced gateway to reading, information and wellbeing.

- 4.6.7 Since December 2019 library services have been delivered on behalf of HCC by the charity Libraries for Life. Inspiring Libraries will continue to be the strategy under which Libraries for Life will deliver library services to Hertfordshire communities.
- 4.6.8 There are currently two libraries within Watford; Watford Central Library and North Watford Library. They serve a wide range of community needs including those of children, students, job seekers, and the elderly as well as providing public computers, online services, Wi-Fi and other learning opportunities. They are neutral places that promote community health and wellbeing.
- 4.6.9 The rapidly changing pace of technology has seen user demand change with less reliance on personal computers and increased demand for power and Wi-Fi enabled spaces for Bring Your Own Device users as well as a demand for the library to offer access to new technologies where people can experiment and test these out in a safe space. 'Creatorspace' and 'Creatorspace Out of the Box' offer these opportunities in addition to the standard IT offer in libraries. Based on current ICT provision, costs for providing this technology is £778 per 1,000 population.
- 4.6.10 Watford Central underwent a major refurbishment in 2016 and it is now a modern, state-of-the-art library that includes a CreatorSpace, café, hall and meeting room for community use. North Watford Library is a well-located building, but with an internal layout that makes it unsuitable for 21st century service delivery.
- 4.6.11 HCC believes that the current buildings, with technology improvements, can meet capacity requirements of increasing populations and therefore no gaps in library provision have currently been identified. HCC is committed to the provision of good quality library services to local communities and is continuously exploring new ways of delivering the service. Over the next ten years it is likely opportunities for improving library buildings, such as North Watford Library, will come through co-locating libraries with other services. Sharing buildings can provide increased opportunities for customers to access a number of services in one visit.
- 4.6.12 Planning obligations towards library services are assessed using the Hertfordshire County Council Demographic Model which forecasts the number of people able to access library services likely to emerge from different types, sizes and tenures of dwellings. For an urban area such as Watford contributions would be used to improve existing facilities rather than to provide additional libraries.
- 4.6.13 Library capacity is determined based on a service requirement of 30m² of public library space per 1,000 population, based upon the Museums, Libraries and Archives (MLA) advice. HCC will continue to monitor the impact of population growth on service deliveries at Watford's libraries and seek contributions where appropriate to enhance the capacity of library services within the borough, in order to meet the needs of the increasing population.

Cemeteries

- 4.6.14 A review of the cemetery service was commissioned in 2015 and led to the development of the 10 Year Cemetery Strategy and Action Plan 2016-26. As a result the West Herts Crematorium Joint Committee (WHCJC) was set up and delivered a new cemetery at Bunkers Park in Dacorum Borough Council administrative area. In addition, a new crematorium has been allocated in the emerging Dacorum Local Plan at the same site to accommodate existing and future demand for the South West Herts districts for the next 50 years. Funding of £8 million has been secured for this project.
- 4.6.15 No additional cemetery capacity is required to support the population growth over the plan period.

Public Realm Improvements

- 4.6.16 Various public realm improvements are required by Local Plan policies, these are expected to be delivered by development in order to make it acceptable in planning terms and as such costs should be included in design and should impact on land values. There will be public realm improvements, notably in the town centre that are strategic in nature and eligible for CIL funding. Public art projects, such as those identified in the Cultural Strategy, may be appropriate for funding from the Neighbourhood CIL.

4.7 Emergency Services

Fire

- 4.7.1 Hertfordshire Fire and Rescue Services (HFRS) has two fire stations within Watford Borough:
- Watford – a relatively new station which has two permanently crewed fire engines and one HFRS Aerial Ladder Platform; and
 - Garston – houses a single fire engine and is crewed on a permanent basis.
- 4.7.2 At the present time no changes are anticipated to the provision of HFRS facilities in the Borough, although the possibility of relocating stations would be considered, should an opportunity arise in the future that is both economically and operationally viable.
- 4.7.3 No additional fire and rescue services have been identified to support the identified housing numbers and development locations. However HFRS need to be consulted on requirements for the provision of water supplies. The increase in taller buildings that is likely to occur over the plan period means that the placement of sprinkler systems needs to be considered as part of integrated fire safety provision.
- 4.7.4 The emphasis for the Fire and Rescue Service is changing from that of reacting to fires and other emergencies, to preventing and reducing their impact on individuals, communities and organisations. Key to this, and particularly relevant to tall buildings, is the use of sprinklers in fire suppression systems.

- 4.7.5 The capability and availability of water resources to fight fires is also a key consideration for the Service. The provision of public fire hydrants is not covered by Building Regulations 2010 (Part B5 as supported by Secretary of State Guidance 'Approved Document B') and developers are expected to make adequate provision for fire hydrants as part of normal site delivery. Where necessary fire hydrants should be designed into the development at the masterplanning stage and implemented through a planning condition.
- 4.7.6 As there is believed to be no requirement for additional fire and rescue infrastructure provision there are no costs to consider.

Police

- 4.7.7 There is currently one police station in Watford town centre on Shady Lane, off Clarendon Road. The adjoining Watford Magistrates Court building closed in 2018 with the site subsequently being acquired by the Police & Crime Commissioner for Hertfordshire. The acquisition giving the ability to redevelop the site to provide a fit for purpose replacement police station or alternatively to enable relocation to another site in Watford Town Centre. The option to relocate the police station is being explored as part of the longer-term strategy. This relocation would be funded by the sale of the existing site.
- 4.7.8 No additional capacity requirements are identified at this stage. However, it can be noted that the set-up cost for new staff is £8,042 per officer and £2,702 for other staff. The cost of each new police vehicle is £20,750.

4.8 Utilities

Waste Management

- 4.8.1 Under the Environmental Protection Act 1990, HCC is required to perform the statutory functions of the Waste Disposal Authority (WDA) for Hertfordshire. The WDA is also required to provide facilities in its area where residents may deposit their own household waste free of charge. In Hertfordshire, these facilities are known as Hertfordshire Waste Recycling Centres (HWRCs).
- 4.8.2 There are no HWRCs located within the borough. The nearest centres are situated at Waterdale to the north and Rickmansworth to the west, both of which are within Three Rivers District. HCC's adopted Local Authority Collected Waste Spatial Strategy, Household Waste Recycling Centre Annex (Updated in April 2019) states that both centres are fit for purpose into the future and do not require relocation or replacement.
- 4.8.3 The Waterdale site (which also contains a waste transfer station, alongside the HWRC), is the closest HWRC to Watford, being located approximately 700m to the north of the district boundary with Three Rivers. HCC have confirmed that the proposed housing and mixed-use allocations identified within the Local Plan are not likely to be affected by the operation of both the HWRC and waste transfer station within the existing Waterdale site.
- 4.8.4 The county council would expect relevant developments within Watford to contribute to improvements to the Waterdale HWRC (via CIL) as and where it is felt necessary.

Gas

- 4.8.5 Local Plan growth is not anticipated to result in issues to the gas network. Network connections can be applied for via the usual connections process, where a more detailed analysis will be undertaken on a site specific basis. Gas providers Cadent will need to be kept informed as site delivery progresses.

Electricity

- 4.8.6 Local Plan growth is not anticipated to result in issues to the National Grid in terms of capacity.
- 4.8.7 Government policy on the move away from fossil fuels and increased use of electricity e.g. electrical vehicle charging (EVC), domestic heating etc will all have an impact on electricity demand. This may be balanced out by increased uptake of LED lighting, more efficient heating, insulation etc. The Local Plan focus is on energy efficiency 'be lean: use less energy, be clean: supply energy efficiently, be green: use renewable energy'. UK Power Network does not anticipate any issues meeting the demand from Local Plan growth, this will be kept under review as site delivery progresses.
- 4.8.8 For large sites where electricity network reinforcement is required the developer would be expected to contribute in line with the Common Connection Charging Methodology Statement (CCCMS).

Water (potable)

- 4.8.9 The availability of water resources is sufficient in 2021 but could require significant improvement by 2051. Affinity Water has an ongoing reinforcement program that is anticipated to meet any additional capacity requirements required by Local Plan growth. This is subject to developers and customers reducing their per capita consumption through the development of water efficient buildings in line with the Water Resources Management Plan and emerging Local Plan Policy CC8.3 Sustainable Construction and Resource Management.

Waste Water

- 4.8.10 There are two major sewage treatment plants in South West Hertfordshire, the Blackbird Sewage Treatment Works (near Radlett, north-east of Watford) and the Maple Lodge Sewage Treatment Works (south-west of Rickmansworth) which serves Watford borough.
- 4.8.11 Maple Lodge STW could require strategic intervention to address the cumulative impact of growth across the whole catchment beyond the end of the Plan period (under the high growth scenario for the wider area). It will be necessary to work closely with Thames Water and neighbouring local authorities to monitor and review the progress of growth as it is happening to determine when upgrades will be required.
- 4.8.12 Since 1 April 2018 all off site wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Wastewater treatment works infrastructure upgrades will be funded through water companies' investment programmes which are based on a 5 year cycle known as the Asset Management Plan process. All network enforcement work required will be delivered by Thames Water and funded through the infrastructure charge. Thames Water

will work with developers and WBC to ensure that any necessary infrastructure reinforcement is delivered ahead of occupation.

- 4.8.13 New development will be subject to the Infrastructure Charge which is a fixed charge for water and wastewater for each new property connected. As such no funding would be sought through s106 agreements or CIL contributions. In the meantime, the Local Plan will ensure successful delivery of planned development through efforts to promote water recycling, appliance and water fitting efficiency and management of rainwater.

Flood Mitigation

- 4.8.14 Watford's main risk of flooding is from surface water. A Local Flood Risk Management Strategy sets out the priorities for dealing with local flood risk management and will need to be addressed on a site specific basis. The aim of Flood Alleviation Schemes (FASs) is to reduce existing flood risk rather than act as a catalyst to unlock development. The National Planning Policy Framework (NPPF) risk based approach aims to steer development towards areas at lower risk. FASs must demonstrate a strong cost benefit ratio if they are to receive funding, however FASs are unlikely to get complete government funding and must gain partnership funding from other sources such as local councils, businesses and utility companies.

5 Delivery and Funding

5.1 Overview

- 5.1.1 The Local Plan will deliver new homes and jobs to meet Watford's identified need. To support this, significant supporting infrastructure will be required at the right time to meet the Council's aspirations for sustainability, affordable housing delivery, health and well-being and placemaking. To ensure that the burden of providing the additional infrastructure needed does not fall on existing communities, planning authorities are able to seek appropriate funding for this infrastructure from developers.
- 5.1.2 Housing and employment density, site constraints, affordable housing, ambitious sustainability standards, infrastructure delivery and other planning obligations all have associated costs. There will be a need to consider the ability of each site to contribute its fair share towards infrastructure, affordable housing and sustainability standards, whilst ensuring new development is viable and that the market is appropriately incentivised to deliver. Site constraints may include exceptional or abnormal costs relating to contamination or poor ground conditions for example. The presence of such issues will be expected to impact on land values, rather than through a reduction in planning obligations or sustainability standards. In taking a balanced approach, development will need to deliver on the principles of sustainable development as set out in the NPPF.
- 5.1.3 A substantial amount of the infrastructure required to deliver sustainable development, including (but not limited to) enabling works, public realm and open space improvements, and street greening, will be sought on site and it is expected that developers will directly fund these.
- 5.1.4 The Council will primarily use Section 106 Agreements and Community Infrastructure Levy payments to secure appropriate contributions from developments for affordable housing and items of infrastructure, or financial contributions towards their delivery, such as new schools and transport network improvements. Non-financial contributions may include employment and training opportunities.
- 5.1.5 The Council's Infrastructure Funding Statement provides a summary of all financial and non-financial Section 106 and Community Infrastructure Levy planning obligation receipts and projects.

5.2 Funding Sources

- 5.2.1 There are a range of potential funding sources to deliver the required infrastructure. Local Plan Policy IN10.3 commits the council to securing the infrastructure necessary to support the growth outlined in the plan, ensuring sustainable development, meeting the needs of development and, where necessary, mitigating the impacts of development by:
- Securing appropriate on-site enabling and development works;
 - Charging the Community Infrastructure Levy on developments as required by any charging schedules in operation for the area within which the development is located;

- Securing Section 106 Agreements to provide affordable housing and make provision to mitigate the impacts of the development where necessary, or appropriate, having regard to any relevant supplementary planning documents or guidance;
- Securing off-site highway works where necessary; and
- Working with relevant service providers to identify and secure infrastructure funding or financing mechanisms.

5.2.2 It is recognised that developer contributions alone cannot deliver the scale of infrastructure required and will need to be supported by funding from other sources such as Government funding and Local Enterprise Partnership growth funding.

Government Funding

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

5.2.4 There is also the provision of funding for specific infrastructure requirements awarded by Government, based on a calculation of need, to local authorities e.g. Education Basic Needs funding. Education Basic Needs funding is the money the Government give local authorities each year to help them fulfil their duty to make sure there are school places for children in their local area. Education Basic Needs funding is an example of funding that is formula based. Such funding is part of the Local Government Settlement, however, there are also significant funding 'pots' released by Government with specific spending and timing criteria. An example of a funding 'pot' is the Government's Housing Infrastructure Fund (HIF- £600M August 2019).

5.2.5 The Government made an infrastructure funding announcement in the Queen's Speech (19/12/19) which stated that there will be a £10bn investment into a new "Single Housing Infrastructure Fund" to help deliver the roads, schools and GP surgeries needed to support new homes.

5.2.6 In addition, The Government's Growth deals provide funding to Local Enterprise Partnerships (LEPS), which may also be spent on the provision of Infrastructure.

The Hertfordshire Local Enterprise Partnership (LEP)

5.2.7 Hertfordshire Local Enterprise Partnership is one of 38 LEPS across the country tasked by Government to drive forward sustainable private sector growth and jobs creation. Growth Deals provide funds to LEPS for projects that benefit the local economy. The first wave of Growth Deals was announced in July 2014.

5.2.8 The Government expanded the deals on the 29 January 2015, giving Hertfordshire a combined growth deal of £221.5M. In the latest round of growth deals Hertfordshire LEP secured an additional £43.95M funding giving a combined growth deal funding package to date of £265.45M.

6 Conclusion and Next Steps

- 6.1.1 This draft IDP report has been prepared to support the Watford Local Plan 2018-2036 Regulation 19 consultation. The process of preparing an IDP is iterative and it will be refined following ongoing consultation with stakeholders and site promoters ahead of the Submission of the Local Plan.
- 6.1.2 The following Schedule at Appendix A outlines the projects that have been identified as needed to support the predicted growth coming from development up to 2036.
- 6.1.3 The tables categorise infrastructure in accordance with its contribution to supporting development in the Local Plan. Please note, this categorisation does not necessarily reflect the importance the Council attaches to a particular project corporately.
- 6.1.4 The timescale for the delivery of each project is defined to reflect the knowledge and current thinking at this time. This is likely to be more accurate for projects in the short term (up to 5 years). The rate of development delivery will be kept under review to inform projects in the medium to long term.
- 6.1.5 Finally, it should be noted that many of the costs listed in the tables below are indicative and are subject to change in the future as detailed project designs are produced.

7 Appendix A: Infrastructure Delivery Schedules

7.1.1 The following Infrastructure Delivery Schedules outlines the projects that have been identified as needed to support the predicted growth coming from development up to 2036. The committed and potential funding sources have been identified; it should be noted that a portion of the funding gap will be funded via CIL in line with CIL Governance. The apportionment of CIL funding will be determined as further details are understood, such as phasing of development.

7.2 Transport

Project Title	Source	Objective	Estimated Cost (£)*	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
20mph speed	Watford Borough Council 20's Plenty, Watford 20mph Feasibility Study, 2018	Restrict speeds where appropriate to 20mph across the wider Watford network.	£5,813,000	£50,000 - 20's Plenty for Watford, Hertfordshire Police and Crime Commissioner's Road Safety Fund, CIL	£5,763,000	0-5 years	HCC	2
Exchange Road Cycle Link	SWHGTP PR70	Improving access from Vicarage Road towards the town centre for cyclists by extending the shared use foot and cycle way southbound along Exchange Road. Upgrading existing crossing on Exchange Road by King Street to a toucan crossing. Reducing signage clutter to increase	£107,000	CIL	£107,000	0-5 years	HCC	2

		available footway space.						
Watford Gateway Scheme 1 - Eastern Mobility Hub, Station Bridge and Vulnerable Road User Connectivity (Includes Interventions 5,1 (50% of scheme costs), 6 (50% of scheme costs), 19,7,9,4)	Watford Junction Transport Review (2020)	Scheme centred around eastern mobility hub at Watford Junction station with a new multi-storey car park, a new station bridge connecting the two platforms and infrastructure provision for vulnerable road users. Improved access to the new hub along Imperial Way, Clive Way and Reeds Crescent/ Orphanage Road.	£91,112,000	Growth Board, Homes England Funding, Network Rail, CIL, Developer Contributions	£91,112,000**	5-10 years	HCC, Network Rail	3
Watford Gateway Scheme 2 - Western Station Access Priority Reallocation and bus station improvements (Includes Interventions 17,10,11,12,13 (50% of scheme costs)	Watford Junction Transport Review (2020)	Scheme including measures to prioritise pedestrian, cycle and bus movements whilst limiting through movements of private vehicles past the western station entrance. Improvements to bus priority around the bus station.	£26,568,000	Public-private partnership, Growth Board and Homes England Funding, CIL, Developer Contributions	£26,568,000**	0-5 years	HCC, Network Rail	2
Watford Gateway Scheme 3 - Penn Road Connectivity and Station Access Improvements for Vulnerable Road Users (Includes Interventions	Watford Junction Transport Review (2020)	New pedestrian bridge and cycle bridge over the Abbey Line to connect Penn Road and Colonial Way, improvements to station access for	£1,768,000	Growth Board and Homes England Funding, CIL, Developer Contributions	£1,768,000**	5-10 years	HCC	3

1 (50% of scheme costs), 6 (50% of scheme costs), 2, 3, 13 (50% of scheme costs)		vulnerable users, improvements to the station car park access.						
Watford Gateway Scheme 4 - Bradshaw Road Quietway (Intervention 8,16)	Watford Junction Transport Review (2020)	The scheme will provide a link for vulnerable road users from Watford Junction Station through the new Station Quarter West development and Bradshaw Road to Balmoral Road.	£1,972,000	Growth Board and Homes England Funding, CIL, Developer Contributions	£1,972,000**	0-5 years	HCC	2
Watford Ring – Road gateway junction enhancements	SWH GTP PR72	Pedestrian and cycle crossing improvements at gateways to the town centre - Derby Road, Water Lane, Lower High Street, Vicarage Rd and Market Street.	£2,188,000	CIL, Developer Contributions	£2,188,000	5- 10 years	HCC	2
Ebury Way Improvements	SWH GTP SM35	Re-surfacing of Ebury way to encourage walking/ cycling.	£1,201,000	CIL	£1,201,000	0-5 years	HCC	2
Route 1: Cycling gap analysis (Hempstead Road)	SYSTRA cycling gap analysis	Segregated with flow cycleways along Hempstead Road.	£2,325,000	CIL	£2,325,000	5-10 years	HCC	1
Route 2: Cycling gap analysis (Rickmansworth Road/ St Albans Road)	SYSTRA cycling gap analysis	Mixture of facilities, segregated cycleways, shared bus lanes and existing off-carriageway.	£3,909,000	CIL	£3,909,000	5-10 years	HCC	2
Route 3: Cycling gap analysis (Between	SYSTRA cycling gap analysis	Cycle route improvements along Harwoods Road,	£1,550,000	CIL	£1,550,000	0-5 years	HCC	2

Vicarage Road and Rickmansworth Road)		Chester Rd and Queens Ave to Whippendell Rd between Vicarage Rd (Hospital) and Ascot Rd/Rickmansworth Rd junction. Mixture of quietway improvement and segregated facilities.						
Route 4: Cycling gap analysis (Between Ebury Way cycle route and Town Centre)	SYSTRA cycling gap analysis	Mixture of quietway style improvements and segregated facilities along Vicarage Road to Fearnley Street.	£1,812,000	CIL	£1,812,000	5-10 years	HCC	2
Route 5: Cycling gap analysis (Between Wiggshall Depot and Rickmansworth Road)	SYSTRA cycling gap analysis	Mixture of quietway style improvements and segregated facilities between Wiggshall Depot and Rickmansworth Road.	£1,908,000	CIL	£1,908,000	0-5 years	HCC	2
Lower High Street shared use cycle path	SWH GTP PR71 Identified as part of SYSTRA cycling gap analysis	Shared use or segregated cycle path from Lower High Street (High Street station to Bushey Arches).	£2,228,000	CIL, Developer Contributions	£2,228,000	5-10 years	HCC	2
Watford Western Gateway to Watford Junction orbital cycle route	SWHGTP SM21	Crossing improvements at Langley Road/ St Albans Road and Hempstead Road/ Stratford Way junctions to improve connectivity for cyclists.	£1,305,000	£317,000 - Active Travel Fund Tranche 2 (Hempstead Rd), CIL	£988,000	0-5 years	HCC	2
Safety Scheme 1: A411 Beechen Grove/ A412	HCC Accident Data (2015-2020)	Full signalisation of Beechen Grove / Rickmansworth Rd	£1,938,000	CIL	£1,938,000	0-5 years	HCC	1

Rickmansworth Rd Roundabout		roundabout and improved lane guidance and signage.						
Safety Scheme 2: Waterfields Way/ Lower High Street	HCC Accident Data (2015-2020)	Revised junction layout to improve visibility of signals and all road users (including re-located signals and traffic islands, and improved signage and road markings).	£339,000	CIL, Developer Contributions	£339,000	0-5 years	HCC	2

*Costs are indicative at this stage and will be subject to refinement as measures are defined in more detail. Total costs include rounded Construction Cost, Design (15%), TM & Prelims (20%), Contingency; Risk and Utilities (20%) and Optimum Bias. An assumption of £300 per sqm is factored for land purchase costs where applicable.

** A Growth Board funding bid was submitted in 2020 and WBC is awaiting a decision regarding the level of funding available.

7.3 Education

Project Title	Source	Objective	Estimated Cost (£)	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
2f.e. primary school at Watford Gateway SDA (MU05 St Albans Road)	HCC education authority and WBC	Primary school provision to meet demand	£ n/a	Developer funded/ delivered (Berkeley Homes)	£0	0-5 years	Developer / HCC	2
2f.e. primary school at Colne Valley SDA (Riverwell)	HCC education authority and WBC	Primary school provision to meet demand	£7,590,000	CIL	£7,590,000	0-5 years	HCC	2
1f.e. expansion at The Orchard Primary	HCC education authority and WBC	Primary school provision to meet demand	£2,980,000	CIL	£2,980,000	0-10 years	HCC	2

1f.e. expansion at Holywell JMI	HCC education authority and WBC	Primary school provision to meet demand	£2,980,000	CIL	£2,980,000	0-10 years	HCC	2
2f.e. primary school at Former Meriden School Site (ED01)	HCC education authority and WBC	Primary school provision to meet demand	£7,590,000	CIL	£7,590,000	6-15 years	HCC	2
2f.e. primary school at Former Bill Everett Centre	HCC education authority and WBC	Primary school provision to meet demand	£7,590,000	CIL	£7,590,000	6-15 years	HCC	2
2-3f.e. primary school at Colne Valley SDA (MU16 Lower High St)	HCC education authority and WBC	Primary school provision to meet demand	£11,140,000	CIL	£11,140,000	10-15 years	HCC	2
2-3f.e. primary school at Watford Gateway SDA (MU06)	HCC education authority and WBC	Primary school provision to meet demand	£11,140,000	CIL	£11,140,000	10-15 years	HCC	2
5-10f.e. residual primary school needs	HCC education authority and WBC	Primary school provision to meet demand	£17.7m-£35.4m	CIL	£17.7m-£35.4m	10-15 years	HCC	1
Capacity for pupils in secondary schools in neighbouring borough	HCC Education Authority	Secondary school provision to meet demand (19.f.e)	£58,962,000	CIL/HCC	£58,962,000	5-15 years	HCC	2

7.4 Health and Wellbeing

Project Title	Source	Objective	Estimated Cost (£)	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
1,300 sq m clinical floorspace at Watford	HVCCG	Increase Capacity	£4,095,000	S106/HVCCG	£4,095,000	0-5 years	HVCCG	2

Gateway Strategic Development Area								
2,100 sq m residual clinical floorspace borough-wide	HVCCG	Increase capacity	£6,642,000	CIL/HVCCG	£6,642,000	5-15 years	HVCCG	1

7.5 Green Infrastructure

Project Title	Source	Objective	Estimated Cost (£)	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
Specific playing pitch improvements	Sport England	Capacity improvements equivalent to 24 pitches - capital cost £4,003,092 and 35 changing rooms - capital cost £6,498,921	£10,502,000	CIL	£10,502,000	5-10 years	HCC	1
Colne Valley Linear Park	Green Infrastructure Study	Enhancement and restoration of the landscape character and biodiversity connectivity of the Lower Colne Valley, including wetland and floodplain habitat re-creation. Improved links to committed schemes in the short-term and in the longer-term enhanced access along	£1,800,000	Riverwell s106 HLF EA CIL Onsite improvements as part of development	£1,800,000	Plan period	Friends of Oxhey Park, Watford Health Campus LABV, WBC, HCC,	2

		<p>the valley providing an alternative semi-natural greenspace to transform this area and relieve pressure on other parks within the borough.</p> <p>Enhanced access link along the valley via improved approaches to key sites such as Oxhey Park & continued link along the western part of the park, creating signposted link to the town via Watford Fields & Lower High Street</p>						
Grand Union Canal Enhancement	Green Infrastructure Study	Grand Union Canal Enhancement	£20,000	£10,000 Canal & River Trust	£10,000	Plan period	Canal and River Trust	1
Urban Parks Renewal	Green Infrastructure Study	Ongoing parks upgrades	£4,500,000	£4,500,000 s106	£0	Plan period	WBC, community groups	1

7.6 Community Facilities

Project Title	Source	Objective	Estimated Cost (£)	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
Libraries	HCC	Technology improvements	£9,000	CIL	£9,000	Plan Period		1
Crematorium	West Herts Crematorium Joint Committee	Increase capacity for SW Herts	£8,000,000	£8,000,000	£0	0-5 years	WHCJC	3

7.7 Utilities

Project Title	Source	Objective	Estimated Cost (£)	Funding	Funding Gap	Phasing	Lead Delivery Agency	Prioritisation (3 = Critical, 2 = Essential, 1 = Important)
Waste Management capacity upgrades	HCC	Increase capacity	£10,000	CIL	£10,000	5-10 years	HCC	1
Upgrades to Maple Lodge Sewage Treatment Works	Water Cycle Study	Increase capacity	TBC	Potentially Thames Water through asset management plan reviews	Unknown	Thames Water	Long term – operational 2050	2