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Three Rivers District Council

Infrastructure Delivery Plan

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1.0 Introduction

1.1 Working Draft for Publication

1.1.1 This working draft version of the Infrastructure Delivery Plan has been produced alongside and to inform the Three Rivers District Regulation 19 Local Plan. It should be noted that this will be subject to further refinement and a final version of the 2026 IDP will be published by the Council in due course.

1.2 Purpose of the Infrastructure Delivery Plan

1.2.1 Three Rivers District Council (referred to throughout as 'TRDC' or 'the Council') has commissioned DAC Planning and Arup to prepare an Infrastructure Delivery Plan (IDP) for the Three Rivers' Local Planning Authority administrative area.

1.2.2 Infrastructure funding and delivery is complex. Establishing a reliable, concise and flexible IDP is therefore important in ensuring that investment decisions are based on a sound understanding of infrastructure capacity and future needs, whilst maximising the return to the public. Having an up to-date IDP in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.

1.2.3 The Council's existing development plan is made up of the Core Strategy (adopted 2011), Development Management Policies Local Development Document (LDD) (2013) and Site Allocations LDD (2014). The Council is now producing a replacement Local Plan. The most recent Regulation 18 consultation was undertaken between 16 July and 31 August 2025. The proposed submission version of the Local Plan, informed by the IDP and other evidence, is due to be published under the Regulation 19 stage in early 2026 prior to its submission to the Secretary of State for independent examination.

1.2.4 The IDP has been produced to ensure that the Local Plan reflects an understanding of baseline infrastructure capacity and needs within Three Rivers, and helping to ensure that the implications of future planned growth upon infrastructure are understood. It provides a general summary of the basis on which different types of future infrastructure investment within the District will be planned. Further, the IDP sets out, as far as possible, the infrastructure implications of the development sites included within the preferred growth strategy proposed for inclusion in the Local Plan, alongside details on likely infrastructure costings, delivery mechanisms and prioritisation. This is outlined within the Infrastructure Schedule.

1.2.5 IDPs should be treated as 'live documents' which provide a snapshot at a point in time and will need to be updated as development proposals and other circumstances across

the District change. This document could therefore form the basis for further updates as the emerging Local Plan progresses through examination and is subsequently adopted.

1.3 Document Structure

1.3.1 The IDP is structured as follows:

- Chapter 2 sets out the national, regional and local policy context relevant to the production of the IDP;
- Chapter 3 sets out the emerging Local Plan's Growth Strategy;
- Chapter 4 sets out the scope and methodology of the Infrastructure Delivery Plan;
- Chapters 5 - 8 set out baseline infrastructure provision within Three Rivers for each of the infrastructure themes set out in the IDP, and an assessment of infrastructure required to accommodate the preferred future growth strategy informed by extensive stakeholder engagement;
- Chapter 9 provides an explanation on the Infrastructure Schedule. The Schedule, found in Appendix E, outlines infrastructure items required to support the future growth needs associated with the site allocations incorporated in the emerging Local Plan; and
- Chapter 10 outlines conclusions on the IDP, including next steps for the Council.

2.0 Policy Context for Infrastructure Delivery

2.1 National Policy Context

National Planning Policy Framework

2.1.1 A draft version of the National Planning Policy Framework (NPPF) was published for consultation on 16 December 2025¹. Once finalised for publication, which is anticipated in 2026, the new NPPF will likely apply immediately for decision making purposes. Transitional arrangements set out within the NPPF will detail the implications for plan making.

2.1.2 The National Planning Policy Framework (NPPF) (2024) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on the need for local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

2.1.3 IDPs are an important part of the evidence base that supports Local Plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the proposed levels of growth can be delivered. IDPs outline the costs of infrastructure delivery, highlighting potential sources of funding and challenges associated with securing these funds. IDPs are therefore an important tool for local planning authorities when negotiating developer contributions through section 106 or section 278 agreements, developing evidence of need for charging under the Community Infrastructure Levy (CIL) and when applying for other sources of grant funding. Paragraphs 15-38 of the NPPF set out how Local Plans should be prepared, including the infrastructure evidence required to support them.

2.1.4 Paragraph 16 of the NPPF states that plans should be prepared positively, in a way which is aspirational but deliverable, while contributing to the achievement of sustainable development. Specifically, the NPPF states that both strategic (paragraph 20) and non-strategic (paragraph 29) policies should set out the overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure, including transport and community facilities (such as health and education infrastructure).

¹

[National Planning Policy Framework: proposed reforms and other changes to the planning system](#)

2.1.5 Paragraph 35 of the NPPF states the following:

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

2.1.6 Paragraph 59 of the NPPF places emphasis on demonstrating development viability at the plan-making stage which seeks to reduce the extent to which viability is challenged by developers on individual planning applications. This means that an early understanding of infrastructure requirements (and their impact on viability) has become an increasingly important part of the plan-making process. Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

2.1.7 Paragraph 156 of the NPPF outlines the 'Golden Rules' for major development involving the provision of housing proposed on land released from the Green Belt through plan preparation or review or on sites in the Green Belt subject to a planning application.

Proposals should contribute to:

- a. affordable housing which reflects relevant requirements;
- b. necessary improvements to local or national infrastructure; and
- c. the provision of new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces.

National Planning Practice Guidance

2.1.8 The Planning Practice Guidance (PPG) on Plan-Making (paragraph 059, reference 61-059-20190315) explains the role and function of a Local Plan in delivering infrastructure, stating that the Local Plan should identify what infrastructure is required and how it can be funded and delivered.

2.1.9 The PPG advises that discussion with infrastructure and service providers should be undertaken collaboratively at an early stage in the plan making process to identify infrastructure deficits and requirements, and opportunities for addressing them. It is expected that local planning authorities should undertake assessments of the quality and capacity of infrastructure, and its ability to meet forecast demands. Local Plan policies should then set out how identified deficiencies will be addressed and take account of

strategic infrastructure, including (where relevant) nationally significant infrastructure, within these areas.

2.1.10 The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan.

2.1.11 With regards to CIL, the CIL PPG (Paragraph: 001 Reference ID: 25-001-20190901) states that:

The Community Infrastructure Levy (the 'levy') is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.

Infrastructure Funding Statement

2.1.12 The Infrastructure Funding Statement (IFS) is a factual report which summarises the amount of developer contributions obtained, allocated and spent in the previous financial year. The requirement to produce an IFS was introduced by the Community Infrastructure Levy Regulations (2019) aiming to improve transparency around how developer contributions are spent on infrastructure. IFSs must be updated at least once each year and should be considered alongside the IDP to inform the Local Plan, inform future funding priorities and negotiate developer contributions.

The Levelling Up and Regeneration Act 2023

2.1.13 The Act includes provisions to reform the developer contribution framework currently set out under the Community Infrastructure Levy (CIL) and Section 106 obligations, including empowering a new *Infrastructure Levy* to replace CIL in future. Following consultation responses and subsequent government statements in 2024 and 2025, the Government has indicated that it does not intend to proceed with implementing the Infrastructure Levy at this time and will instead focus on strengthening and improving the existing system of developer contributions.

2.2 Regional Policy Context and Strategies

Hertfordshire County Council Policy Context

2.2.1 Hertfordshire County Council (HCC) is responsible for certain aspects of planning within TRDC, such as waste, minerals, and certain services such as libraries, school and roads. Hertfordshire Fire and Rescue Service also forms part of HCC.

Waste Planning

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

- The Waste Core Strategy and Development Management Policies Development Plan Document (2012) sets out the overall Waste Management Strategy; and
- The Waste Site Allocations Development Plan Document (2014) sets out the existing waste facilities and sites with potential for future waste development.

2.2.3 These documents are supported by the Employment Land Areas of Search Supplementary Planning Document (SPD) which provides further planning guidance on the Employment Land Areas of Search identified in the Waste Site Allocations documents.

2.2.4 The Hertfordshire Waste Development Framework is currently under review as outlined within the Waste Management Facilities section of the IDP.

Transport Planning

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

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

- Improve access to international gateways and regional centres outside Hertfordshire
- Enhance connectivity between urban centres in Hertfordshire
- Improve accessibility between employers and their labour markets
- Enhance journey reliability and network resilience across Hertfordshire
- Enhance the quality and vitality of town centres
- Preserve the character and quality of the Hertfordshire environment
- Reduce carbon emissions
- Make journeys and their impact safer and healthier
- Improve access and enable participation in everyday life through transport.

Guide to Developer Contributions

2.2.7 Given a total projected infrastructure funding cost of £5.7bn to support growth and a projected funding gap of £3.59bn as outlined in the Hertfordshire Infrastructure & Funding Prospectus 2018-2031, the HCC's Guide to Developer Infrastructure Contributions (2024) outlines the developer obligations the Council may seek, and its approach to early engagement and negotiation, preparation and completion of planning obligation agreements.

School Planning

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

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

Green Infrastructure Strategy and Local Nature Recovery Strategy

2.2.9 Hertfordshire Green Infrastructure Strategy (2022) highlights overarching global challenges relating to climate, biodiversity, health and the delivery of sustainable development, which form the 'backbone' of key drivers for Green Infrastructure opportunities locally (i.e., 'resilient spaces', 'wilder spaces', 'healthier spaces' and 'destination spaces'). Part 2b of the Strategy comprises 10 Green Infrastructure Priority Actions informed by the evidence outlined in Parts 1 and 2a of the Strategy. The delivery of these actions aims to repair, reconnect and restore Green Infrastructure across Hertfordshire. The Government sets out that Local Nature Recovery Strategies (LNRS) should be in place across the whole of England by March 2025 as required by the Environment Act (2021). The Hertfordshire Nature Partnership published a draft LNRS for public consultation in July 2025, a finalised LNRS is expected in 2026.

Digital and Technology Strategy 2023-27

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

Emerging South West Hertfordshire Joint Strategic Plan

2.2.11 The Joint Strategic Plan (JSP) is being produced by five District and Borough councils, including TRDC, and HCC. The Plan will address issues that cross council boundaries and set out a shared strategic vision for the area up to 2050. It will help guide future Local Plans and strategies by setting out high level policies on topics such as climate change, net zero carbon, infrastructure provision, environmental protection, employment and housing. Once approved, the JSP will provide a coordinated overarching framework that will guide local decision making on planning matters. The Plan's strategic vision was agreed in late 2023 as follows: "South West Herts will realise its full potential of being globally connected, nationally recognised and locally cherished. Known for its creative spirit, collaborative working and willingness to accelerate positive change, it will be a place where sustainable growth provides a better and healthy future for both people and the environment!". While consultation on options for the scale and pattern of growth in the sub-region was expected in the latter half of 2024, this has not been published to date, and the programme for the next stage of plan preparation remains unconfirmed.

2.3 Local Policy Context

Three Rivers Corporate Framework 2023 – 2026

2.3.1 The Corporate Plan is the Council's overarching strategic document which covers the full range of the Council's responsibilities. It is an important tool to set out the Council's ambitions, priorities and goals for the District and help focus efforts and resources. This is important in the context of constrained budgets, increases in demand and continuous change. The Plan has four objectives to realise the Council's vision of making the District a great place to live, work and visit:

- Provide responsive and responsible local leadership
- Support and enable sustainable communities
- Achieve net carbon zero and be climate resilient
- Expand our position as a great place to do business
- A great place to live, work and visit.

Three Rivers Community Strategy 2023-2028

2.3.2 The Three Rivers Community Strategy 2023–2028² is a key document that guides the work of the Connected Three Rivers Board, which acts as the Local Strategic Partnership for the District. The Community Strategy identifies the main challenges and opportunities

² [Three Rivers Community Strategy 2023-2028](#)

facing Three Rivers, including issues related to health and wellbeing, housing, transport, digital connectivity, and environmental sustainability. The Community Strategy vision is “*We want Three Rivers to be a district...*

- that is inclusive and where people feel they are welcome and belong,
- where local infrastructure supports healthy lifestyles and addresses health inequalities,
- where our residents are supported and feel safe,
- that takes action to mitigate and adopt to the climate emergency,
- where our local businesses are beneficial to and benefit from local people”.

Three Rivers District Council Planning Policy Context

2.3.3 The Core Strategy (adopted October 2011), the Development Management Policies LDD (adopted July 2013) and the Site Allocations LDD (adopted November 2014), along with Croxley Green Neighbourhood Plan (2018), Chorleywood Neighbourhood Plan (2021), Batchworth Neighbourhood Plan (2025), Sarratt Neighbourhood Plan (2025)³, the Hertfordshire Waste Core Strategy and Development Management Policies (2012), Hertfordshire Waste Site Allocations Development Plan Document (2014), and the Hertfordshire Minerals Local Plan (2007) form the overall Development Plan for the District.

2.3.4 The Site Allocations LDD provides for growth primarily in the existing urban area, as well as some allocations on the most sustainable locations on the edge of existing settlements and in the Green Belt. 15% of growth is focused on the principal town, Rickmansworth and 60% of growth is focused in the key centres of South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End.

New Local Plan up to 2041

2.3.5 Once adopted the emerging Three Rivers District Local Plan will replace the Core Strategy, Development Management Policies LDD and the Site Allocations LDD. The Local Plan will provide the strategic planning framework for the District for 15 years (to 2041). The proposed submission version of the Local Plan, informed by the IDP and other evidence, is due to be published under the Regulation 19 stage in early 2026 prior to its submission to the Secretary of State for independent examination. Section 3 below sets out the Plan’s Growth Strategy.

³ The Sarratt Neighbourhood Plan became part of the development plan after successful referendum on 6 November 2025 (<https://www.threerivers.gov.uk/services/elections-and-democracy/election-results/referendum-results-neighbourhood-plan-sarratt-6-november-2025>).

Developer contributions

2.3.6 Developer contributions vary each year, with funding amounts being dependent on agreements with developers for a range of development sites across the District. Reporting on developer contributions is done through Infrastructure Funding Statements. The Statements are factual reports summarising the amount of developer contributions obtained, allocated and spent in the previous financial year. They also set out future funding priorities and aim to improve transparency around how developer contributions are spent on infrastructure.

2.3.7 The latest Infrastructure Funding Statement (2024/25) indicates that the Council received £561,068 from planning obligations between 01 April 2024 and 31 March 2025. The total amount of money to be provided under any planning obligations which were entered during the reported year is £4,955,488. The total amount of money spent by the Council from planning obligations during the reported year was £279,914.

Community Infrastructure Levy (CIL)

2.3.8 The Council began charging CIL in 2015. The types of infrastructure that the Council intends will be, or may be, wholly or partially funded by CIL are as follows:

- Education Strategic and local transport proposals
- Publicly accessible leisure facilities
- Open Space Provision (including, children play areas and outdoor/indoor sports and leisure facilities, allotments)
- Health Care Facilities
- Other Social and Community Facilities including: - community halls - youth facilities - library services
- Emergency Services

2.3.9 Payable CIL rates vary according to the type of development and three areas identified in the District. As of 2025, these rates range between £0, £92, £184 and £276 per square metre (these rates are subject to indexation so change annually).

Table 1: CIL rates (1/1/25-31/12/25)

Area	Rate per sqm
Residential Area A	£276
Residential Area B	£184
Residential Area C	£0
Retail Area A & B	£92

2.3.10 The total amount of CIL received in the reporting year 2024/2025 (1 April 2024-31 March 2025) was £1,283,351.36.

2.3.11 The table below shows all CIL amounts allocated and spent, including the reporting year (2024/25), and what remained unallocated, split into four CIL categories (Admin CIL, Neighbourhood (or 'Local') CIL, CIL Land Payments, Other CIL Cash).

Table 2: Total allocated, spent and remaining CIL amounts up to and including the reporting year (2024/2025)

Type	Allocated	Spent	Remaining
Admin CIL	£64,167.59	£64,167.59	£ 0.00
Neighbourhood CIL	£269,521.27	£269,521.27	£ 0.00
CIL Land Payments	£ 0.00	£ 0.00	£ 0.00
Other CIL Cash	£1,940,519.00	£501,400.00	£1,439,119.00

3.0 Summary of Growth

3.1 Growth Strategy in the Emerging Local Plan

3.1.1 The Council's Growth Strategy in the Plan seeks to strike a balance of meeting development needs efficiently and sustainably by focusing on the most sustainable locations, while ensuring that all parts of the District benefit from managed, appropriately scaled growth. It focuses on edge of settlement growth to provide a balanced and sustainable framework for accommodating development needs. The Strategy makes use of existing infrastructure and services or can provide infrastructure and services that will also serve the local community where this is stretched. The priority is to focus growth on larger settlements where possible, with a smaller proportion of growth in the smaller settlements and villages in line with the Council's draft settlement hierarchy. The Council supports that prioritising larger settlements will help to deliver housing in locations that typically have better access to transport, services and other infrastructure, making these the most sustainable locations. A smaller, proportionate amount of growth will be directed to villages, ensuring that rural communities remain dynamic without compromising their character or overwhelming local services.

3.1.2 The Plan's Growth Strategy⁴ is outlined below and has been used to inform the production of the IDP, including to determine the implications of potential growth on infrastructure up to 2041.

3.1.3 The Plan's Growth Strategy plans for the provision of 4,932 dwellings through 57 housing allocations. Table 3 below outlines how the housing supply is made up.

Table 3: Housing supply in the emerging Three Rivers District Regulation 19 Local Plan

Site Type	Dwellings
Site allocations	4,932
Commitments (active/ granted planning permissions)	762
Permitted windfall allowance (total over 10-year period)	630
Total	6,324

3.1.4 The table below outlines each allocation by settlement including indicative dwelling capacity and anticipated phasing for development. It should be stressed that dwelling capacity outlined may be subject to change as the Local Plan is progressed. Maps in Appendix B show the spatial distribution of these sites.

⁴ As at 02 December 2025

Table 4: Housing allocations set out in the emerging Local Plan by settlement

Site Reference and Location	Dwelling Capacity	Phasing
Abbots Langley and Leavesden		
ACFS9b Little How Croft	35	0 - 5 years
AB18 Garages Courts Parsonage Close	5	11 - 15 years
AB31 Garages Jacketts Field	9	0 - 5 years
AB39 Garages Rosehill Gardens	6	0 - 5 years
AB26 Garages Tibbs Hill Road	5	11 - 15 years
H6 Hill Farm Industrial Estate	60	0 - 5 years
CFS3 Land adjacent to Fraser Crescent and Woodside Road	249	0 - 10 years
PCS21 Land at Love Lane	46	0 - 5 years
CFS6 Land at Mansion House Equestrian Centre	98	0 - 10 years
CFS4 Land at Warren Court, Woodside Road	19	0 - 5 years
CFS26c West of the Kings Langley Estate	400	6 - 15 years
CFS7 Land south of M25 (South of Toms Lane, North of Abbots Langley)	20	0 - 10 years
Bedmond		
NSS2 56 High Street	20	0 - 10 years
CFS56 Church Hill Road	102	0 - 5 years
NSS6a North Cott, East Lane	16	0 - 10 years
Garston		
CFS65 Land North of Bucknalls Lane	144	0 - 10 years
Kings Langley		
ACFS8b Flower House 2-3 Station Road	10	0 - 5 years
NSS10 Land at Mill Place	10	0 - 5 years
NCFS20 Lonsdale, Hyde Lane	10	0 - 5 years
NSS20 Land adj. RES site, Egg Farm Lane	100	0 - 5 years
Chorleywood		
CFS15 Alabama and Waverley, Chenies Road	10	0 - 5 years
NCFS15 Chorleywood Library	5	0 - 5 years
NSS23 Chorleywood Telephone Exchange, Shire Lane	10	6 - 10 years
CW9 Garages at Copmans Wick	5	11 - 15 years
ACFS1 Heath House, Rickmansworth Road	5	0 - 5 years
CFS18 Hill Farm, Stag Lane	100	0 - 10 years
CFS16 Land at Chorleywood Station	81	6 - 10 years
CFS72 Land off Solesbridge Lane	14	0 - 5 years
NCFS17 North Hill Farm	57	0 - 5 years
Sarratt		
CFS47c Adams Nurseries, Church Lane	15	0 - 5 years
Maple Cross		
MC11 Garages rear of Longcroft Road	5	11 - 15 years
EOS12.3 Land to the North of Chalfont Lane	130	0 - 5 years
EOS12.2 Land to the West and South of Maple Cross	1500	0 - 15 years
Mill End		

Site Reference and Location	Dwelling Capacity	Phasing
H15 Garages rear of Drillyard, West Way	6	0 - 5 years
RW31 Garden land off Uxbridge Road	6	11 - 15 years
EOS7.0 Land to the south of Shepherds Lane and east of the M25	520	6 - 15 years
NCFS26 Meresworth	40	0 - 5 years
P4a Quickwood Close Garages	16	11 - 15 years
Rickmansworth		
ACFS10 Andrews Ley Farm, Harefield Rd	18	0 - 5 years
H22a Depot, Stockers Farm Rd	40	0 - 5 years
H17 Former Police Station, Rectory Road	18	0 - 10 years
CFS59 Land on London Road (care home)	40	0 - 10 years
CFS60 Affinity Water Depot, Church Street	75	6 - 10 years
Croxley Green		
NCFS21 Land south of Scots Hill	30	0 - 5 years
CG65 British Red Cross, Community Way	8	11 - 15 years
CFS61 Cinnamon House	80	0 - 10 years
CG47 Garages off Grove Crescent	19	11 - 15 years
CFS20 Land at Croxley Station, Watford Road	163	6 - 15 years
Carpenders Park		
NCFS11 Grange Wood	50	0 - 5 years
CFS13 Land at Oxhey Lane, Watford Heath	98	0 - 5 years
CFS14 Land North of Oxhey Lane	96	0 - 5 years
South Oxhey		
CFS52a Former Sir James Altham School	30	6 - 15 years
PCS18 Land South of St Joseph's	80	0 - 5 years
BR20 Northwick Day Centre	50	0 - 5 years
NCFS34 Pinewood Lodge	40	0 - 5 years
Oxhey Hall		
ACFS13b Land at Hampermill Lane	100	6 - 10 years
PCS16 Vivian Gardens	8	0 - 5 years

3.1.5 In respect of employment growth, the Council is proposing to allocate four new employment sites – see detail in table below. Maps in Appendix B outline the spatial distribution of these sites.

Table 5: Employment allocations set out in the emerging Local Plan

Site Reference	Location	Size	Proposed use
CFS70a	Croxley Business Park	0.4ha	Proposed allocation Storage and Distribution/Office
CFS70b	Croxley Business Park	0.7ha	Proposed allocation Undefined Employment (ancillary space to Croxley Green Business Park)
OSPF6	Land west of Leavesden Aerodrome	20ha	Proposed allocation Warner Bros. Studios. Site OSPF6 now has the benefit of planning permission and part of the site has been developed as part of the permission for the provision of new sound stages, workshops, production and post-production offices and ecological improvements (22/0491/FUL)
CFS28	Land at Gypsy Lane, Hunton Bridge	7.7ha	Proposed allocation Warner Bros. Studios. For 'specialist location' backlot (outdoor area in a film studio where large exterior sets are made and scenes may be filmed) and green infrastructure (public open space).

3.1.6 In respect of Education, the Council is proposing to allocate sites for two new schools as per the table below. Again, maps in Appendix B outline the spatial distribution of these sites.

Table 6: School allocations set out in the emerging Local Plan

Site Reference	Location	Size	Proposed use
S(c)	Woodside Road	2.4ha	Primary school allocation
CFS11	Carpenders Park Farm, Oxhey Lane	8.2ha	Secondary school allocation

4.0 Methodology

4.1.1 This chapter sets out the approach that has been adopted in preparing the IDP for Three Rivers District. The IDP includes a comprehensive scope to consider and assess a range of infrastructure types, covering every aspect of the day-to-day needs of the District's residents, visitors, and businesses. The IDP is presented around 10 infrastructure themes. Table 7 below sets out the individual infrastructure types considered within each infrastructure theme.

4.2 Review of existing infrastructure evidence and strategies

Desk-based review

4.2.1 A desk-based review was undertaken of the relevant published evidence base documents and strategies produced by public sector agencies as well as infrastructure and service providers. This included:

- National and sub-regional policy documents
- The existing adopted Local Plan documents for Three Rivers and supporting evidence base work
- Strategy and policy documents produced by those agencies responsible for infrastructure provision within Three Rivers.
- Regulation 18 consultation responses made by infrastructure providers, and other key infrastructure stakeholders.

4.2.2 This task was undertaken to gain an understanding of the baseline level of infrastructure and any issues influencing the delivery of services and infrastructure, as well as identify any locally derived standards for the provision of specific infrastructure types. A full list of documents reviewed to establish the baseline position for the IDP is contained in Appendix A.

Establishing existing provision / capacity

4.2.3 The desk-based review has identified the existing levels of provision and capacity of different infrastructure topics and helps to provide an understanding of the different projects and investments in the pipeline.

4.2.4 The study assesses TRDC current infrastructure provision and capacity, where information is available. This baseline position was then considered against the growth strategy in the emerging Local Plan and tested with stakeholders.

Identifying proposed / planned infrastructure projects

4.2.5 Through the review of existing infrastructure evidence and strategies, an initial infrastructure project list was identified of planned / proposed projects across TRDC. This provided an initial draft of the Infrastructure Schedule which has informed stakeholder engagement.

4.3 Engagement with infrastructure providers

4.3.1 The Infrastructure Delivery Plan has been informed by engagement with infrastructure providers between June and September 2024 and between November 2025 and January 2026. Engagement through the process of producing the IDP has been crucial in order to ensure that the right stakeholders have been identified, to enable verification of the baseline information and to enable the development of an Infrastructure Schedule to inform and support the Regulation 19 Local Plan for Publication.

4.3.2 Table 7 below summarises the stakeholders that were engaged in the preparation of the IDP through different means, including written communication, meetings and workshop sessions. All stakeholders were provided the same overarching briefing that summarised the commission and the emerging Local Plan's emerging growth strategy in respect of site allocations, as well as information summarising the existing infrastructure capacity and project schedule relevant to their infrastructure specialism.

Table 7: Stakeholders Engaged with to support the preparation of the IDP

Infrastructure Topic	Sub Topic	Stakeholder(s)
Education	Early Years	Hertfordshire County Council
	Primary Education	
	Secondary Education	
	Further Education	
Health	Primary Healthcare	NHS Herts and West Essex Integrated Care Board, West Herts Hospital NHS Trust and Hertfordshire County Council
	Hospitals & Mental Health	
	Adult Social Care	
Community	Libraries	Three Rivers District Council, Hertfordshire County Council and Sport England
	Indoor and outdoor sports facilities	
	Culture and Community Spaces	
	Cemeteries	
Emergency	Police	Hertfordshire Police and Crime Commissioner and Hertfordshire Constabulary
	Fire	Hertfordshire Fire and rescue
	Ambulance Service	East of England Ambulance Service NHS Trust
Green infrastructure / Open Space	Strategic Green Infrastructure	

Infrastructure Topic	Sub Topic	Stakeholder(s)
	Local Green Infrastructure	Three Rivers District Council, Hertfordshire County Council and Herts & Middlesex Wildlife Trust
Transport	Road	National Highways, National Rail,
	Public Transport	Hertfordshire County Council and Three Rivers District Council
	Active Transport	
Utilities	Water Supply	Thames Water
	Waste Water	Affinity Water
	Electricity	UKPN and National Grid
	Gas	Cadent Gas
Digital	Digital	Hertfordshire County Council, Open Reach, F&W Network, Hyperoptic
Flood	Flood Protection	Environment Agency and Hertfordshire County Council
Waste	Waste & Recycling	Hertfordshire County Council

4.4 Infrastructure needs assessment and infrastructure schedule

4.4.1 Utilising the outcomes of the review of existing evidence and strategy and our engagement with infrastructure stakeholders, we have assessed Three Rivers' current infrastructure capacity. This allowed us to provide commentary on the resultant implications for future housing and employment growth. We have used benchmark infrastructure standards to do this wherever possible, or Three Rivers or Hertfordshire specific information provided to us by stakeholders. Where qualitative methods have been used to establish infrastructure needs, the specific details of the approach used are set out within Chapters 5 - 8. We have set out our overall conclusions of infrastructure needs for each infrastructure theme within Chapters 5 - 8.

4.4.2 Following stakeholder engagement and the Infrastructure Needs Assessment, we produced an Infrastructure Schedule that sets out the infrastructure required to support growth planning in the emerging Local Plan, providing (where possible), the cost, funding, phasing, location and delivery bodies of each infrastructure investment. Explanation on the Schedule is provided in Chapter 9 and the Schedule is presented in Appendix E.

5.0 Baseline Position and Infrastructure Assessment: Social Infrastructure

5.1 Education

5.1.1 Hertfordshire County Council (HCC) is the education authority for Three Rivers District Council (TRDC).

5.1.2 HCC's role as a commissioner of places is such that where it considers there is a basic need for a new school it must:

- Seek proposals to establish an academy/free school; or (if unsuccessful)
- Hold a statutory competition; or (if unsuccessful)
- Publish its own proposals for a new maintained school.

5.1.3 HCC is responsible for providing the school site and meeting all associated capital and pre/post-opening costs in instances where the new school provision is meeting basic need.

5.1.4 Where a Section 106 agreement provides the land and funding for a new school, HCC will usually procure the school building and then arrange any necessary leasehold transfer to the provider. HCC would only support developer delivered education infrastructure in lieu of contributions in exceptional circumstances. HCC is the appropriate authority to assess the requirements for school place provision for any new housing developments, be a signatory to any S106 agreement and receive the appropriate contributions.

Expanding existing schools

5.1.5 There is a diverse range of schools within Hertfordshire, but HCC has the statutory duty to ensure sufficient school places within its area irrespective of how education is provided. HCC is only the admitting authority for Community and Voluntary Controlled schools in Hertfordshire. All other schools (Academies, including Free Schools, Voluntary Aided and Foundation Schools) are their own admitting authorities (OAA), determining their own admissions policies and over-subscription criteria.

5.1.6 All admitting authorities' admissions rules and policies must abide by the School Admissions Code but HCC, in its role as commissioner of places rather than as provider, has no power to direct schools that are their own admitting authority to enlarge and provide additional places. OAA schools may also have admission criteria which mean that some or all of any additional places created would not be available to pupils arising from a particular development.

Early Years and Childcare

Overview

5.1.7 HCC has several statutory duties under the Childcare Act 2006. One of its statutory requirements is to secure sufficient early years education and childcare for working parents or parents who are studying or training for employment for children aged 0 – 14 years (up to 19 for children with SEND).

5.1.8 Since September 2025 the following childcare support has been available in England:

- All parents of children aged 3 to 4 can access a universal offer of 15 hours of government funded early education from the term after their child turns 3.
- Working parents are eligible for 30 hours of funded childcare for their children aged from 9 months to 4 years (subject to criteria).
- Parents of 2-year-olds can also access 15 hours a week of funded early education if they receive additional forms of support, such as Universal Credit.
- A national scheme for ‘wraparound care’ was launched in September 2024 to support the ambition that all parents of school-age children (5-11-year-olds) can access childcare in their local area from 8 a.m. to 6 p.m. The DfE requires all primary schools to provide full wraparound care by September 2026.

5.1.9 The Hertfordshire Childcare Sufficiency Report⁵ (2025) details that the first and second phase of the childcare expansion programme for working families with children aged 9 months to 3 years were successfully implemented, with planning for phase 3 based on the sector response. With these new entitlements, it is expected that demand for these services will increase in addition to the increasing population of young children in the county expected as a result of growth.

5.1.10 Within HCC the Early Years service is a combination of childcare and nursery services/provision, including provision run by the private sector. Details regarding the provision of children’s centres and wraparound care are also included in the Health and Social Care section of this report. For the purposes of this IDP the following definitions are used:

⁵ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/cla-sufficiency-statement-2025.pdf>

Table 8: Early Years terminology

	Age group	Provision
Childcare	0–2-year-olds	Preschools; day nurseries; childminders; and out of school provision
Nursery	3–4-year-olds	Nursery classes in mainstream schools, maintained nursery schools, preschool/playgroups, and day nurseries
Wraparound Care	5–11-year-olds	Mainstream schools, breakfast and after school clubs

Source: Hertfordshire County Council

Existing Provision and Capacity

5.1.11 As of February 2023, there are a total of 177⁶ Ofsted-registered providers in TRDC, including childminders, preschools and day nurseries. Additionally, 85% of these providers are reported as offering early years entitlements. The previous loss of group- and school-based provision in Hertfordshire has been minimal. When providers closed, more financially secure settings replaced them, ensuring long-term sustainability and uninterrupted access to childcare places. The sudden closure of a childcare provider can immediately impact the availability of childcare in a community, and this must always be considered when discussing the surplus or deficit of places in any locality.

5.1.12 The previous Hertfordshire Childcare Sufficiency report (2024) highlights that section 106 developer contributions created an additional 586 new free early education and childcare places, meeting additional demand and easing some waiting lists across Hertfordshire. This indicates a stable position for the early years and childcare market in the region.

5.1.13 The current Hertfordshire Childcare Sufficiency Report (2025) uses mid-year population estimates produced by the Office of National Statistics (ONS) to estimate capacity in each district within HCC, including TRDC. By combining the demand average (a mid-range estimate using target demand figures and take up figures from Spring 2025) with the number of places available, a surplus or deficit of infrastructure provision can be identified.

5.1.14 The key findings for TRDC from this report are as follows:

- For early education and childcare for 9-23 months there is a deficit of 30 places.
- For early education and childcare for 2-year-olds there is a deficit of 34 places.
- For early learning and childcare for 2-year-olds there is a deficit of 13 places.
- For early education and childcare for 3/4-year-olds there is a deficit of 157 places.
- For early education and childcare (working families) for 3/4-year-olds there is a deficit of 226 places.

⁶ As per 2024 IDP comments from HCC

5.1.15 These statistics indicate that there is an overall deficit across this district, but the intensity of this varies across areas. Some of the key actions for Three Rivers identified in the report are as follows:

- 4 early years providers identified to increase their number of childcare places.
- Requirement to increase the number of childcare places across all ages in Chorleywood and Rickmansworth.
- 1 school without full wraparound to be supported to expand or create provision.
- 1 school with full wraparound identified as potentially needing to expand.

Infrastructure to support growth⁷

5.1.16 The IDP has identified existing planned and/or proposed infrastructure, set out in greater detail in the Infrastructure Schedule (Appendix E). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales who is delivering the project, estimated cost, estimated funding and funding sources. Development will lead to a significant increase in the number of childcare places, and therefore, it has been identified that the following childcare settings will be required:

- **EOS12.2 Land West and South of Maple Cross** – 1 x 50 place childcare setting.
- **S(c) Woodside Road** - 1 x 50 childcare setting to be included in the potential new primary school at Woodside Road.
- **District wide** - Any identified need to increase childcare capacity will either be done through a new on-site childcare setting or financial contributions from developers to increase capacity at existing setting.

5.1.17 Where delivering increased capacity requires building work, HCC will seek financial contributions to cover building and resource costs. In other instances, the County Council will seek resource costs to expand existing provision.⁸

Nursery – 3-4-year-olds

Infrastructure to support growth

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

- **S(c) Woodside Road** – Nursery provision included in potential primary school at Woodside Road

⁷ HCC, 'Representations of Hertfordshire County Council Growth & Infrastructure Unit on Behalf of the County Council (Excluding Property) in Relation to the Three Rivers Local Plan Regulation 18 Consultation: Lower Housing Growth Option Protecting More Green Belt Land', December 2023.

⁸ Consultation with HCC education stakeholder January 2026

- **EOS7.0 Land to the South of Shepherds Lane and West of M25 - Nursery** provision to be included in the new 2FE primary school
- **EOS12.2 Land West and South of Maple Cross / expansion adjacent to Maple Cross JMI** – Nursery provision to be included in potential new primary school at Maple Cross (and potential expansion of Maple Cross JMI)

5.1.19 In general, where new primary school sites are identified nursery provision will also be sought on-site.

Wraparound care – 5-11-year-olds

Infrastructure to support growth

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

Primary Schools

Overview

5.1.21 HCC has statutory duty to secure a sufficient supply of school places in buildings that are fit for purpose and located in a suitable area. TRDC also has a role to play in that process, with the National Planning Policy Framework⁹ (NPPF) requiring local authorities to take a proactive, positive and collaborative approach in meeting education requirements – and allowing development that will widen choice in education (Paragraph 100). The NPPF expects local authorities to give great weight in decision making, to create, expand or alter schools – and of relevance to this Infrastructure Delivery Plan, to “work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”.

5.1.22 Other recent legislation, notably the Academies Act 2010¹⁰, has reflected the Government’s desire to develop a more diverse and more locally accountable school system, supported by a wider range of providers than in the past – particularly academy trusts and other organisational sponsors. Academies and free schools operate under a contract with the Secretary of Education, rather than being directly maintained and overseen by the local authority.

⁹ Available at: [National Planning Policy Framework](https://www.gov.uk/government/publications/national-planning-policy-framework-2024) (2024)

¹⁰ Available at: <https://www.legislation.gov.uk/ukpga/2010/32/contents>

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

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

5.1.24 For primary schools, up-to-date forecasts are set out in HCC's representations on TRDC's Regulation 18 Local Plan, which consider the current level of surplus or deficit in mainstream schools across the larger settlements in the District. Forecasts for primary place planning are set out in HCC's Summer 2025 Primary Place Forecast spreadsheet.¹¹ This provides an overview of demand and capacity for primary school places in each location in the County.

5.1.25 The approach to establishing pupil demand follows HCC's emerging tiered approach to pupil yield forecasting, set out in its Interim Local and Joint Strategic Plans Engagement Document, February 2024¹². This has three separate ratios, depending on the broad character of development, as set out in Table 9 below.

Table 9: Tiered approach to pupil yield forecasting

Tier	Primary Ratio	Character of development
1	1:400	These sites are typically greenfield sites with a dominance of houses (typically 80/20 houses/flats), a higher proportion of 3+ bed properties and a higher proportion of detached or semi-detached houses.
2	1:500	These sites are typically previously developed land (PDL), with a mix of houses and flats, and a higher proportion of terraced, maisonettes or flats. There is generally a 50/50 Split between smaller (1 & 2-bed) and larger (3-bed+) family homes. Houses are most likely to be terraced.
3	1:1000	These sites are typically PDL with a dominance of 1 & 2 bed properties and are mostly flat developments (at least 75% flats).

Source: Hertfordshire County Council

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

Existing provision and capacity

5.1.27 The HCC representations highlight that pupil numbers are dynamic and can change throughout the year, as families move into or out of the area or otherwise seek alternative

¹¹ <https://www.hertfordshire.gov.uk/doc/sch/planning/summer-2025-primary-school-forecast.xlsx>

¹² Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/2024-local-joint-strategic-plans-engagement-document.pdf>

school provision, but these tables provide a reasonable snapshot of the current position. The County Council will, where practicable, plan for a small surplus across an area; typically, no more than 5-10% in an urban area. This supports parental preference and allows for short-term fluctuations in demand and the efficient operation of the in-year admissions process.

Table 10: Primary school deficit/surplus (based on October 2023 admissions data)

Settlement/Area	NC Year Group							Total
	R	1	2	3	4	5	6	
Abbots Langley	2.8%	9.4%	6.7%	5.0%	1.7%	0.0%	5.0%	4.4%
Chorleywood	6.7%	0.0%	0.0%	-2.5%	-1.7%	0.0%	0.0%	0.4%
Croxley Green	13.3%	12.2%	2.2%	4.4%	0.0%	0.0%	2.8%	5.0%
Rickmansworth	18.0%	6.0%	17.3%	10.0%	15.3%	8.7%	13.3%	12.7%
Oxhey South⁸	13.3%	15.3%	15.7%	9.8%	6.7%	11.8%	7.8%	11.5%
Bedmond	73.3%	56.7%	40.0%	53.3%	60.0%	50.0%	83.3%	59.5%
Maple Cross	16.7%	10.0%	36.7%	33.3%	20.0%	36.7%	13.3%	23.8%

Source: *Hertfordshire County Council Representations (2023)*

5.1.28 Table 10 displays capacity issues particularly across Y3 and Y4 in Chorleywood, Reception, Y2 and Y4 in Rickmansworth, in Y1 and Y2 in Oxhey South and across most years in Bedmond and Maple Cross.

5.1.29 Consistently large surpluses can prejudice a school's financial sustainability and make maintaining good educational standards challenging. Table 110 above shows the settlements RAG (Red, Amber, Green) rated accordingly with the key set out within Table 11 below. Note, HCC submitted this Table 11 as part of the 2023 representations on TRDC Local Plan. It includes the relevant primary school planning areas, however these do not exactly follow the Three Rivers District Boundary, and may cover areas outside of the district. School planning must be considered at a cross-boundary level, as pupils may travel outside of the district for schools.

Table 11: Surplus/deficit RAG rating

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

Source: *Hertfordshire County Council Representations (2023)*

5.1.30 The most recent HCC's Summer 2025 Primary Place Forecast spreadsheet sets out the capacity in terms of whether there is a net surplus or deficit of primary school places by area from 2025-30. Table 12 sets out the forecast for area categories for all primary schools in TRDC. This table includes all school planning locations that fall within TRDC.

5.1.31 Some schools which are included in these school planning locations but outside of TRDC were included in this table.

5.1.32 Table 12 shows the capacity of school areas for 2025/2026. This generally shows capacity throughout TRDC, with several areas displaying quite significant capacity (Rickmansworth and Watford North East). Key capacity issues have been identified in Croxley Green in particular where the forecast indicates there will be only limited capacity for year places in 2025/26 and 2028/29 and a shortage of places in 2029/30.

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Table 12: HCC summer 2025 primary place forecast

Location	School Code	School Name	Places Available	Actuals				Forecast				
				2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Abbots Langley	2000	Abbots Langley School	60	60	58	59						
	2071	Bedmond Academy	30	11	8	15						
	2147	Tanners Wood Junior Mixed and Infant School	60	55	58	59						
	3301	St Paul's Church of England Primary School, Langleybury	30	20	28	26						
	3410	Divine Saviour Roman Catholic Primary School	30	29	30	24						
		Total Year R Pupil Demand		175	182	183	191	169	141	154	144	
		Total Year R Places Available	210				210	210	210	210	210	210
		Surplus or Shortage of Year R Places (No.)					19	41	69	56	66	
		Surplus or Shortage of Year R Places (%)					9.0%	19.5%	32.9%	26.7%	31.4%	
		Surplus or Shortage of Year R Places (FE)					0.6	1.4	2.3	1.9	2.2	
Chorleywood	2019	Chorleywood Primary School	30	31	30	30						
	2025	The Russell School	30	30	25	27						
	2348	Arnett Hills Junior Mixed and Infant School	30	30	26	29						

Location	School Code	School Name	Places Available	Actuals			Forecast				
			2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
	5201	Christ Church Chorleywood CofE School	30	30	30	30					
		Total Year R Pupil Demand		120	111	116	101	103	92	89	88
		Total Year R Places Available	120				120	120	120	120	120
		Surplus or Shortage of Year R Places (No.)					19	17	28	31	32
		Surplus or Shortage of Year R Places (%)					15.8%	14.2%	23.3%	25.8%	26.7%
		Surplus or Shortage of Year R Places (FE)					0.6	0.6	0.9	1.0	1.1
Croxley Green	2079	Yorke Mead Primary School	60	51	51	45					
	2082	Harvey Road Primary School	30	30	30	30					
	2084	Malvern Way Infant and Nursery School	60	80	79	61					
		Total Year R Pupil Demand		161	160	136	143	140	137	148	153
		Total Year R Places Available	150				150	150	150	150	150
		Surplus or Shortage of Year R Places (No.)					7	10	13	2	-3
		Surplus or Shortage of Year R Places (%)					4.7%	6.7%	8.7%	1.3%	-2.0%

Location	School Code	School Name	Places Available	Actuals				Forecast				
			2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	
		Surplus or Shortage of Year R Places (FE)					0.2	0.3	0.4	0.1	-0.1	
Rickmansworth	2022	Shepherd Primary	30	24	27	23						
	2308	Maple Cross Junior Mixed Infant and Nursery School	30	27	25	16						
	2379	Rickmansworth Park Junior Mixed and Infant School	30	26	18	27						
	3359	St Mary's Church of England Primary School, Rickmansworth	30	29	29	25						
	3360	St Peter's Church of England Voluntary Aided Primary School	30	30	31	31						
	3398	St John's Catholic Primary School	30	30	31	31						
		Total Year R Pupil Demand		166	148	138	135	157	141	128	125	
		Total Year R Places Available	180				180	180	180	180	180	
		Surplus or Shortage of Year R Places (No.)					45	23	39	52	55	
		Surplus or Shortage of Year R Places (%)					25.0%	12.8%	21.7%	28.9%	30.6%	
		Surplus or Shortage of Year R Places (FE)					1.5	0.8	1.3	1.7	1.8	

Location	School Code	School Name	Places Available	Actuals			Forecast				
			2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Oxhey South and Moor Park	2131	St Meryl School	30	28	30	28					
	2135	Warren Dell Primary School	30	29	30	31					
	2137	Oxhey Wood Primary School	60	43	48	49					
	2177	Greenfields Primary School	30	22	26	28					
	2178	Woodhall Primary School	30	10	12	15					
	2266	Eastbury Farm Primary School	45	45	45	44					
	3383	St Joseph's Catholic Primary School	30	30	31	30					
	Total Year R Pupil Demand			207	222	225	222	227	228	230	228
	Total Year R Places Available		255				255	255	255	255	255
	Surplus or Shortage of Year R Places (No.)						33	28	27	25	27
	Surplus or Shortage of Year R Places (%)						12.9%	11.0%	10.6%	9.8%	10.6%
	Surplus or Shortage of Year R Places (FE)						1.1	0.9	0.9	0.8	0.9
Watford North East	2035	The Grove Academy	90	53	59	57					
	2395	Kingsway Infants' School	60	56	59	59					
	2407	Leavesden JMI School	60	39	48	51					

Location	School Code	School Name	Places Available	Actuals			Forecast				
			2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Buntingford	2433	Coates Way JMI and Nursery School	30	30	27	28					
	3981	Alban Wood Primary School and Nursery	30	30	30	30					
	5211	St Catherine of Siena Catholic Primary School	30	30	29	24					
		Total Year R Pupil Demand		238	252	249	245	270	214	242	242
		Total Year R Places Available	300				300	300	300	300	300
		Surplus or Shortage of Year R Places (No.)					55	30	86	58	58
		Surplus or Shortage of Year R Places (%)					18.3%	10.0%	28.7%	19.3%	19.3%
		Surplus or Shortage of Year R Places (FE)					1.8	1.0	2.9	1.9	1.9
Sarratt	3037	Sarratt Church of England Primary School	26	19	20	24					
		Total Year R Pupil Demand		19	20	24	21	22	17	23	24
		Total Year R Places Available	26				26	26	26	26	26
		Surplus or Shortage of Year R Places (No.)					5	4	9	3	2

Location	School Code	School Name	Places Available	Actuals			Forecast					
				2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
		Surplus or Shortage of Year R Places (%)						19.2%	15.4%	34.6%	11.5%	7.7%
		Surplus or Shortage of Year R Places (FE)						0.2	0.1	0.3	0.1	0.1

Source: Hertfordshire County Council - <https://www.hertfordshire.gov.uk/doc/sch/planning/summer-2025-primary-school-forecast.xlsx>

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5.1.33 Based on the current level of proposed housing in Kings Langley in the Draft Dacorum Local Plan, HCC confirmed there would be no primary school expansion in Kings Langley required and demand would be met within existing capacity.¹³

Infrastructure to support growth

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

5.1.35 The general trend is that there is a declining need for primary schools, aligning with that of a declining population in the County.¹⁴ However for some areas this is more significant than others. Some areas are also experiencing in-year demand. Despite the general decline in demand, new communities will still likely need some form of primary school provision.¹⁵

5.1.36 The primary school projects identified within the Infrastructure Schedule are supported by Hertfordshire County Council, as per the representations they submitted on the Regulation 18 Local Plan, which were confirmed through stakeholder engagement in August 2024. Engagement was undertaken in January 2026 with HCC to support this IDP update.

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

- **S(c) Woodside Road** - New 2FE Primary School, including nursery provision, to be delivered on a standalone allocation at Woodside Road
- **EOS7.0 Land to the South of Shepherd's Lane and West of the M25** - New 2FE (2.03ha) primary school including nursery provision
- **EOS12.2 Land West and South of Maple Cross** – Potentially additional primary school, including nursery provision. This will either take the form of a new primary school 3FE (2.92ha), or a new primary school 3FE (2.92ha) **in addition** to expansion of Maple Cross JMI. This would need to include SEND places.¹⁶

¹³ Consultation with HCC education stakeholder, 29 August 2024.

¹⁴ Consultation with HCC education stakeholder, 8 August 2024.

¹⁵ Consultation with HCC education stakeholder, 29 August 2024.

¹⁶ Consultation with HCC education stakeholder January 2026.

5.1.38 With regard to cost, HCC identified that there is a need to reflect an additional 10% allowance for sustainability, on top of the DfE local authority school place scorecard costs. This is detailed within the HCC Guide to Developer Infrastructure Contributions (2024)¹⁷, which states that these adjustments are to allow for the sustainability standards set out in the updated DfE School Output Specification, but which are not yet reflected in the scorecard values. These uplifts will contribute towards improvements such as ensuring buildings are net zero carbon in operation and other measures relating to climate resilience.

Secondary Schools

Overview

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

5.1.40 HCC's most recent Summer 2025 Secondary Place Forecast spreadsheet also provides an overview of the forecasted capacity for each secondary school from 2025-32.¹⁸

5.1.41 The approach to establishing pupil demand follows HCC's emerging tiered approach to pupil yield forecasting, set out in its Interim Local and Joint Strategic Plans Engagement Document, February 2024.¹⁹ This has three separate ratios, depending on the broad character of development, as set out in Table 13 below.

Table 13: Tiered approach to pupil yield forecasting

Tier	Secondary Ratio	Character of development
1	1:450	These sites are typically greenfield sites with a dominance of houses (typically 80/20 houses/flats), a higher proportion of 3+ bed properties and a higher proportion of detached or semi-detached houses.
2	1:600	These sites are typically previously developed land (PDL), with a mix of houses and flats, and a higher proportion of terraced, maisonettes or flats. There is generally a 50/50 Split between smaller (1 & 2-bed) and larger (3-bed+) family homes. Houses are most likely to be terraced.
3	1:1500	These sites are typically PDL with a dominance of 1 & 2 bed properties and are mostly flatted developments (at least 75% flats).

Source: Hertfordshire County Council

¹⁷ Available at: [HCC Guide to Developer Infrastructure Contributions](https://www.hertfordshire.gov.uk/media/1234/hcc-guide-to-developer-infrastructure-contributions.pdf)

¹⁸ <https://www.hertfordshire.gov.uk/doc/sch/planning/summer-2025-secondary-school-forecast.xlsx>

¹⁹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/2024-local-joint-strategic-plans-engagement-document.pdf>

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

Existing provision and capacity

Table 14: Secondary school forecasted deficit/surplus

Settlement or SPA	NC Year Group					Total
	7	8	9	10	11	
Abbots Langley	0.0%	-1.0%	-1.5%	-0.8%	-0.8%	-0.8%
Rickmansworth⁹	-0.6%	-1.5%	-1.3%	-2.2%	-0.7%	-1.3%

Source: *Hertfordshire County Council Representations (2023)*

5.1.43 The County Council will, where practicable, plan for a small surplus across an area; typically, no more than 5-10% in an urban area. This supports parental preference and allows for short-term fluctuations in demand and the efficient operation of the in-year admissions process.

5.1.44 Consistently large surpluses can prejudice a school's financial sustainability and make maintaining good educational standards challenging. Table 14 above shows the settlements RAG (Red, Amber, Green) rated accordingly with the key set out within Table 15 below.

Table 15: Surplus/deficit RAG rating

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

Source: *Hertfordshire County Council Representations (2023)*

5.1.45 HCC's Summer 2025 Secondary Place Forecast spreadsheet sets out the capacity in terms of whether there is a net surplus or deficit of secondary school places by school areas, as shown in Table 16. For secondary schools in TRDC, this includes Rickmansworth and Watford areas.

5.1.46 Secondary school provision in TRDC is currently operating at full capacity, with small deficits in some year groups. New secondary education capacity will therefore be required to accommodate proposed new growth over the plan period. The wider Watford education planning area is also currently in deficit of school places, and it was not possible to identify enough BB103 compliant school sites within Watford's administrative boundaries to accommodate demand arising from

new growth in Watford's within the borough. It is understood that there will therefore be a need to identify at least three new secondary school sites overall to meet potential demand arising from proposed housing growth over the plan period in the Watford Education planning area, which includes TRDC.

5.1.47 Given the cross-boundary nature of secondary school catchments, collaboration with neighbouring authorities in South West Hertfordshire will be essential to deliver the right infrastructure.

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

Table 16: HCC summer 2025 secondary place forecast

Location	School Code	School Name	Places Available	Actuals				Forecast							
				2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	
Rickmansworth	4007	The Reach Free School	120	151	127	122									
	4025	Croxley Danes School	180	182	180	180									
	5400	Rickmansworth School	240	270	241	238									
	5418	Saint Joan of Arc Catholic School	210	209	216	203									
	5421	St Clement Danes School	240	240	240	240									
	Total Year 7 Pupil Demand			1,052	1,004	983	962	976	970	920	947	916	908		
	Total Year 7 Places Available		990				990	990	990	990	990	990	990	990	
	Surplus or Shortage of Year 7 Places (No.)						28	14	20	70	43	74	82		
	Surplus or Shortage of Year 7 Places (%)						2.8%	1.4%	2.0%	7.1%	4.3%	7.5%	8.3%		
	Surplus or Shortage of Year 7 Places (FE)						0.9	0.5	0.7	2.3	1.4	2.5	2.7		
Watford	4111	Westfield Academy	240	260	237	236									
	5401	Watford Grammar School for Boys	224	224	226	227									
	5403	Watford Grammar School for Girls	210	210	211	210									
	5404	Parmiter's School	208	224	208	216									

Location	School Code	School Name	Places Available	Actuals				Forecast							
				2025-26	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	
	5417	Saint Michael's Catholic High School	180	182	183	180									
	6905	Future Academies Watford	210	219	211	157									
		Total Year 7 Pupil Demand		1,320	1,273	1,228	1,292	1,288	1,295	1,251	1,232	1,231	1,236		
		Total Year 7 Places Available	1,272					1,272	1,272	1,272	1,272	1,272	1,272	1,272	
		Surplus or Shortage of Year 7 Places (No.)						-20	-16	-23	21	40	41	36	
		Surplus or Shortage of Year 7 Places (%)						-1.6%	-1.3%	-1.8%	1.7%	3.1%	3.2%	2.8%	
		Surplus or Shortage of Year 7 Places (FE)						-0.7	-0.5	-0.8	0.7	1.3	1.4	1.2	

Source: Hertfordshire County Council²⁰

²⁰ <https://www.hertfordshire.gov.uk/services/schools-and-education/at-school/school-planning/school-planning.aspx>

5.1.49 A full picture of secondary school provision in TRDC can only be assessed in conjunction with neighbouring district/boroughs, particularly Watford and western Hertsmere. There is considerable cross-area movement at the secondary phase. This is partly due to the admission criteria operated by many schools, which give priority for a significant proportion of places available based on aptitude, ability or faith rather than simple proximity to the school.

5.1.50 The settlements of Watford, Abbots Langley, Croxley Green and South Oxhey (in Three Rivers) and Bushey (in Hertsmere) have a high level of pupil crossflow, mainly an outflow from Watford into Hertsmere and Three Rivers due to both the admission criteria and limited secondary school capacity within Watford Borough itself. Although Watford town is predominantly an exporter at the secondary phase, there is nevertheless an inflow to Watford secondary schools from adjacent settlements such as Abbots Langley, Bushey, South Oxhey and Carpenders Park.

5.1.51 The secondary education infrastructure requirements set out in the strategy below therefore considers the implications of the adopted Watford Borough Council (WBC) Local Plan and the most recent growth scenario from Hertsmere Borough Council (HBC).

Infrastructure to support growth

5.1.52 Proposed infrastructure projects and interventions are set out in greater detail in the Infrastructure Schedule (Appendix E). This includes information (where available) on type of infrastructure, project description, location, phasing/timescales, who is delivering the project, estimated cost, estimated funding and funding sources.

5.1.53 The secondary school projects identified within the Infrastructure Schedule are the projects HCC is seeking to support growth. Engagement was undertaken with HCC in January 2026 to support the IDP update.

5.1.54 HCC have explained that secondary school provision is at full capacity, if not overcapacity, across TRDC. HCC advised that this could be expected to continue for the next five years.²¹

5.1.55 In the north of TRDC, the demand is not clear currently. HCC is reviewing secondary school provision to consider cross local-authority area provision such as, for example, across Hertsmere and Watford.

²¹ Consultation with HCC education stakeholder, 8 August 2024.

5.1.56 The following projects have been identified as essential:

- **Reach Free School at Long Lane, Mill End** - Potential expansion at Reach Free School to accommodate 4FE of secondary provision to meet demand arising from growth across Chorleywood, Maple Cross and Rickmansworth.
- **Croxley Danes** - Potential expansion at Croxley Danes to accommodate 2FE of secondary provision, including SEND places.
- **Carpenters Park Farm, Oxhey Lane (CFS11)** - Standalone secondary school with delivery planned for the mid- to late-plan period. Further studies regarding Green Belt considerations will need to be undertaken by HCC to help define the strategic case for this school.²²

5.1.57 Engagement with HCC found that the preferred delivery mechanism for the provision of secondary schools is to take land into HCC's estate, and for HCC to use developer contributions to build the facility themselves, so that schools are delivered when needed. It will be expected that CIL contributions will be utilised by HCC to fund construction. As with primary school provision, the need to reflect an additional 10% allowance for sustainability on top of the DfE local authority school place scorecard costs, also apply for secondary school provision.

Special Educational Needs and Disability (SEND)

Overview

5.1.58 The Children and Families Act 2014²³, states that the education authority (HCC) has a duty to promote high education standards, fair access to education, and a general duty to secure the sufficiency of school places. In addition, it must secure provisions for children with specialist education needs. This includes the designation of an appropriate member of staff within a state-maintained school or nursery as a Special Education Needs and Disability (SEND) coordinator, responsible for pupils with those needs. The Equalities Act 2010²⁴ further requires that schools do not discriminate current or prospective students on grounds of their disability and seeks to ensure that reasonable adjustments are made by education providers where possible to allow children with disabilities to participate in education.

²² Consultation with HCC education stakeholder, January 2026.

²³ Available at: <https://www.legislation.gov.uk/ukpga/2014/6/contents/enacted>

²⁴ Available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

5.1.59 The Hertfordshire SEND Strategy 2022-2025²⁵, states that around 36,000 children and young people in Hertfordshire have an identified SEND need, which is equivalent to around 13.3% of pupils in Hertfordshire schools. Hertfordshire has a slightly higher proportion of pupils receiving SEN support compared to statistical neighbours and the England position overall.

Table 17: Definitions of SEND terms

Abbreviation	Description
LD	Learning Difficulties
SLD	Severe Learning Difficulties

Existing provision and capacity

5.1.60 SEND educational provision is allocated through additional resources or physical infrastructure in existing or new schools. There are currently three Special Schools within TRDC:

²⁵ Available at: <https://www.hertfordshire.gov.uk/microsites/local-offer/media-library/documents/draft-send-strategy-2022-2025-pdf-503kb.pdf>

Table 18: SEND provision within Three Rivers

School	Type
Breakspeare School	SLD school
Colnbrook Special School	LD school
Garston Manor School	LD school

5.1.61 The current situation in Hertfordshire special schools is a pressing challenge. All these schools are operating at either full or are nearing full capacity, and the demand for places continues to rise both from not only the existing population but also from significant new growth in the County. To meet the rising demand for special school provision and to ensure that there is sufficient capacity for children with SEND in high-quality local provision that meets their needs, HCC has developed a strategy, The SEND Special School Place Planning Strategy²⁶ (the strategy).

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

5.1.63 The Hertfordshire SEND Strategy states that Hertfordshire's 0-19 population is projected to rise by 11.9% between 2017 and 2026, and therefore, it is likely that the number of children with SEND will also rise. This increase has already led to increased demand for special school places, which has been met in part by an additional 764 special school places being created in Hertfordshire since the 2018/19 academic year. However, this increased capacity has been unable to fully meet the rising demand for places, resulting in an increasing number of children placed at independent provision. Hertfordshire special schools are now reaching capacity, and as demand continues to rise, new capacity must be built into the system to ensure that future need can be met.

5.1.64 Building the right capacity across Hertfordshire special schools to meet specific needs will reduce the reliance on independent placements, ensuring that the educational needs of most of Hertfordshire's children with SEND can be met

²⁶ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/childrens-services/send-special-school-place-planning-strategy-pdf-4.47mb.pdf>

locally. In addition to the need to build capacity for specific needs, there has also been an increase in the demand for special school places across the County, due to population growth.

5.1.65 The SEND provision is reflective of the position across South West Hertfordshire, with a sharp increase in the need for SEND places and a focus on meeting current needs. It is expected that SEND needs will increase in line with mainstream school places.

Infrastructure to support growth

5.1.66 In response to the growing demand for SEND facilities, HCC is looking for significant expansion of SEND provision across the County. SEND provision is not localised and has no catchment area, rather it depends on need.

5.1.67 HCC will be seeking for specialist resource provisions (SRP) in new primary schools and secondary schools to support children in mainstream schools.²⁷

5.1.68 As such, there are no identified standalone SEND projects included within the Infrastructure Schedule, however it is noted that additional SEND provision should be provided throughout the catchment area, including at Breakspear school.²⁸

Further Education

Overview

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

5.1.70 Higher education relates specifically to universities and other organisations that provide education to degree level and above. Herts AHEAD (Accessing Higher Education and Academic Development)²⁹ is a collaboration between organisations in Hertfordshire that are interested in promoting access to higher and further education, including all the providers in the County. These organisations include the Hertfordshire Local Enterprise Partnership (LEP), the University of Hertfordshire and Oaklands College.

²⁷ Consultation with HCC education stakeholder, 9 August 2024.

²⁸ Consultation with HCC education stakeholder, January 2026

²⁹ More information can be found: <https://www.herts.ac.uk/hertahead/about-herts-ahead>

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

Existing provision and capacity

5.1.72 Further education in TRDC is provided at secondary schools through sixth-form provision, as well as Oaklands College. Oaklands College offers include adult and community learning, art, business, construction, engineering, health and social care, hospitality and catering, IT, media and performing arts, science and maths, sport and specialist programmes for learners with learning difficulties and disabilities. The College also has 14-19- and 16–19-year-old consortium arrangements with local secondary schools.

5.1.73 Growth will result in the need for increased higher and further education floorspace and facilities. Oaklands College has been implementing a plan to rationalise its various sites and buildings. As a result of some relocation of facilities and redevelopment, the College is now one of the country's largest further education colleges, with over 800 staff and 3,000 full-time and 8,000 part time learners. However, some facilities are no longer fit for purpose, and therefore, Oaklands College is now implementing a £51m redevelopment of the St Albans campus, which will include dedicated provision for various curriculum areas which meet current needs and requirements, as well as being flexible to cater for future developments in teaching and provision.

Infrastructure to support growth

5.1.74 Some schools have sixth form provision and engagement with HCC identified that all new secondary schools within Three Rivers would be expected to include post-16 provision, with land and financial requirements set around that.

5.2 Health and Social Care

Primary healthcare

Overview

5.2.1 Primary healthcare provides the first point of contact within the health system and includes general practitioner (GP) and nurse provision at health surgeries. Primary healthcare provision also includes other services such as pharmacists, opticians, and dentists. However, because these are provided on a commercial basis in response to demand they are not covered within this IDP.

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

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

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

5.2.5 The Hertfordshire and West Essex ICP's Hertfordshire and West Essex Integrated Care Strategy (2023)³⁰ outlines the following six priorities for integrated work across the partnership:

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

³⁰ https://www.hertsandwestessex.ics.nhs.uk/wp-content/uploads/2024/03/HandWE_Integrated_Care_AW__Accessibility__Final.pdf

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

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

5.2.7 ICBs plan and fund health services, including public health, locally.³¹ HCC also is responsible for delivering public health outcomes. Working in partnership with the ICB, HCC can help deliver key determinates of health such as housing and social infrastructure locally to improve public health.³²

5.2.8 ICBs are also responsible for commissioning emergency ambulance services and non-emergency patient transport services. These services are provided in Three Rivers District by the East of England Ambulance Services NHS Trust. Detail on ambulance service provision is in Section 5.4.

5.2.9 HCC are responsible for delivering adult social care in TRDC. The Hertfordshire Health and Wellbeing Strategy 2022-26,³³ authored by HCC, builds upon the Joint Strategic Needs Assessment and engagement with Hertfordshire residents to identify six similar priorities to improve health and wellbeing and reduce health inequalities for local residents:

- Priority 1: Every child has the best start in life
- Priority 2: Good nutrition, healthy weight and physical activity

³¹ [https://www.kingsfund.org.uk/insight-and-analysis/long-reads/integrated-care-systems-explained#:~:text=Integrated%20care%20boards%20\(ICBs\),for%20providers%20within%20the%20geography](https://www.kingsfund.org.uk/insight-and-analysis/long-reads/integrated-care-systems-explained#:~:text=Integrated%20care%20boards%20(ICBs),for%20providers%20within%20the%20geography).

³² [https://www.kingsfund.org.uk/insight-and-analysis/long-reads/integrated-care-systems-explained#:~:text=Integrated%20care%20boards%20\(ICBs\),for%20providers%20within%20the%20geography](https://www.kingsfund.org.uk/insight-and-analysis/long-reads/integrated-care-systems-explained#:~:text=Integrated%20care%20boards%20(ICBs),for%20providers%20within%20the%20geography).

³³ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/public-health/hertfordshire-health-and-wellbeing-strategy-2022-2026.pdf>

- Priority 3: Good emotional and mental wellbeing throughout life
- Priority 4: Reduction in smoking and substance misuse
- Priority 5: A healthy standard of living for all
- Priority 6: Healthy and sustainable places and communities.

5.2.10 The HWE ICB has produced a Primary Care Strategic Delivery Plan³⁴ 2023-2026 which sets out how the HWE ICB wants to develop GP, community pharmacy, dentistry, and ophthalmology services across Hertfordshire and west Essex to benefit patients and communities over the next three years. The Primary Care Strategic Delivery Plan has three objectives covering:

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

5.2.11 These objectives are supported by several key areas of work including the improved use of buildings used to deliver services, developing the primary care workforce, better use of data, information and digital technology and ensuring good value contracts and locally funded projects. The NHS are moving towards a much more integrated approach to service delivery through larger health hubs.

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

- Hertfordshire Health and Wellbeing Strategy 2022-2026:³⁵ Hertfordshire's Health and Wellbeing Board brings together representatives from the County Council (public health, adult social care and children's services), the NHS (Integrated Care Boards, Acute, Community, Mental Health NHS Trusts), elected representatives from the County, district and borough councils, voluntary, community, faith and social enterprise sector (VCFSE), and the Police and Crime Commissioner. This strategy is owned by all partners through the leadership of the board and sets out their vision and strategic priorities for improving health and wellbeing and reducing health inequalities in the County.
- Hertfordshire Public Health Service Strategy 2022-2027:³⁶ This strategy outlines the public health service's role, principles, ambitions, and priorities and provides links to additional information about public health

³⁴ Available at: https://www.hertsandwestessex.ics.nhs.uk/wp-content/uploads/2024/04/HWEICB_Primary_Care_Strategic_Delivery_Plan_FINAL_1.pdf

³⁵ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/public-health/hertfordshire-health-and-wellbeing-strategy-2022-2026.pdf>

³⁶ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/public-health/public-health-strategy-2022-2027.pdf>

in Hertfordshire. It shows how public health can deliver positive change through all of the council's priority themes to ensure that all Hertfordshire residents will have an opportunity to be as healthy as possible and to live safely in their communities.

Existing provision and capacity

5.2.13 The NHS Long Term Plan³⁷ sets out a requirement for practices to form Primary Care Networks (PCNs), to help provide 'critical mass' in service provision and hence greater efficiencies.

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

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

5.2.16 The HWE ICB keeps up to date PCN patient lists and closely monitors the current and future capacity of GP surgeries against Local Plan allocations/ housing trajectories.

5.2.17 There are 6 PCNs in Three Rivers District. The practice membership is detailed in Table 19.

Table 19: Primary Care Networks in Three Rivers

Primary Care Network	GP Practice
Manor View and Pathfinder PCN	Manor View Practice*
	Manor View at South Oxhey (previously Pathfinder Practice)
	South Oxhey Surgery
	Callowland (branch of MV)*
Rickmansworth and Chorleywood PCN	Gade and Chorleywood Health Centres (previously two separate practices: Chorleywood Health Centre and Gade House)
	The Colne Practice
	Witton House Surgery (branch)

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

Primary Care Network	GP Practice
	New Road Surgery
Grand Union PCN	Church Lane Surgery (branch) Baldwins Lane Surgery Bridgewater House Surgery* Meriden Surgery (branch)* North Approach Surgery (branch)* Garston MC* The Consulting Rooms
Alliance** This PCN is “aligned” to the Dacorum Locality and its membership includes practices across all 4 Localities including one practice in the Watford & Three Rivers Locality.	Coleridge House Medical Centre* Grovehill Medical Centre* Woodhall Farm Medical Centre* London Colney Medical Centre* Theobald Medical Centre* Attenborough Surgery*
Attenborough PCN	Carpenders Park (branch) Tudor Surgery (branch)* Hollywell Surgery (branch)* The Kings Langley Surgery*
Delta	Longmeadow Surgery (branch)* Haverfield Surgery* Archway Surgery* Lincoln House Surgery* Sheepcot MC
North Watford PCN	Abbotswood MC Vine House MC

Source: Stakeholder engagement (2024)

5.2.18 It should be noted that several GP surgeries belonging to Three Rivers Locality PCNs are located outside of the district of Three Rivers. These are those marked with an asterisk * in the table above and are located in Watford, Dacorum or Hertsmere. These PCNs predominantly serve residents in their immediate vicinity, so for the purposes of assessing capacity in Three Rivers, these practices have been mostly excluded. It is assumed that due to cross border activity, there will be movement both ways, therefore counterbalancing the overall impact.

5.2.19 Table 20 below sets out the existing capacity/constraint by surgery, settlement and, where geographical alignment exists, by PCN showing how many additional patients can be accommodated before 18 patients per m² is reached. However, due to the lack of geographical alignment, it is not always practicable to set out capacity by PCN – e.g. practices in South Oxhey belong to different PCNs. It is evident that collectively, GP surgeries in all settlements are operating either over

capacity or are very close to reaching capacity, hence their ability to accept new patients is limited.

Table 20: GP Registered Patient Capacity

Surgery Name	Settlement	PCN	Standalone, Main or Branch	Patient list - 1/4/2024	Patients per m ²	Number of patients capacity/ constraint relative to 18 per m ²
South Oxhey Surgery	South Oxhey	MVPS	Standalone	4,035	31.4	-1,746
Manor View at South Oxhey (previously Pathfinder Practice)		MVPS	Branch	2,334	25.4	-1,372
The Consulting Rooms		Alliance	Standalone	6,661	25.5	-1,975
Attenborough Surgery (Carpenters Park)		Attenborough	Branch	4,210	23.6	-1,008
Vine House Health Centre	Abbots Langley	North Watford	Standalone	10,941	19.1	-618
Sheepcot Medical Centre		North Watford	Standalone	10,845	15.5	1,757
Abbotswood Medical Centre		North Watford	Standalone	4,870	18.2	-61
Baldwins Lane Surgery	Croxley	Grand Union	Branch	3,375	18.8	-148
New Road Surgery		Grand Union	Main Surgery	9,618	26.6	-3,103
Church Lane Surgery		Grand Union	Branch	1,069	30.8	-445
Chorleywood Health Centre (part of Gade and Chorleywood Health Centres as of June 2025)	Rickmansworth	Rickmansworth and Chorleywood	Standalone	7,250	15.4	1,250

Surgery Name	Settlement	PCN	Standalone, Main or Branch	Patient list - 1/4/2024	Patients per m ²	Number of patients capacity/ constraint relative to 18 per m ²
Gade House Surgery (part of Gade and Chorleywood Health Centres as of June 2025)		Rickmansworth and Chorleywood	Main Surgery	10,438	32.8	-4,701
Witton House Surgery		Rickmansworth and Chorleywood	Branch	1,842	8.2	2,206
The Colne Practice		Rickmansworth and Chorleywood	Standalone	10,337	16.6	867
Kings Langley Surgery	Kings Langley	Delta	Main Surgery	12,630	29.4	-4,929
Haverfield Surgery		Delta	Standalone	3,700	16.8	278

Source: Stakeholder Engagement (2024)

5.2.20 It is important to note that several practices/PCNs within the district of Three Rivers are affected by housing growth in Watford and growth proposed in the current Dacorum Regulation 18 consultation, e.g., Abbots Langley, Kings Langley, Croxley. Also, several PCN's are not aligned with local authority boundaries and have member practices outside the district of Three Rivers. However, this is a snapshot in time, PCN memberships can change, and practices merge to share resources and improve their collective resilience.

5.2.21 The only PCN in Three Rivers with some capacity is North Watford (it should be noted that the member practices are located in Abbots Langley and Leavesden, although these practices include North Watford in their catchment). This is due the relatively recent (2015) relocation of the Sheepcot Medical Centre to a new purpose-built premises in Leavesden. Although, there is some capacity in several individual surgeries, all PCNs as a whole are constrained and their ability to accept new patients is limited. More recent investments in the GP estate serving the residents of Three Rivers are covered below.

Recent investments and Planned Primary Care Infrastructure

- **Carpenders Park Surgery** (branch of Attenborough Surgery). This is the only project in Three Rivers District to receive funding from the national Estates Technology Transformation Fund (ETTF) programme. The project was completed in 2019 and comprises an extension to the existing surgery to provide two additional clinical rooms. Some growth was factored into this scheme, however, given the limitations of the existing site, it will not be able to absorb significant further population growth.
- **Haverfield Surgery** in Kings Langley. This surgery was relocated in March 2020 to a site directly opposite the existing surgery premises and now forms of a part of the new care home building on the ground floor level. This project factored in some capacity to meet needs associated with forecasted housing growth.

5.2.22 In addition to the above, as of December 2023 (when the ICB were consulted on the draft Local Plan) the following projects were underway:

- **South Oxhey Surgery.** This surgery is based in the NHS owned South Oxhey Clinic site. Works are currently being carried out by NHS Property Services to provide this practice and their PCN with additional and improved accommodation to enable them to better serve their patient population.

- **Manor View at South Oxhey (previously Pathfinder Practice).** As above and will benefit from an additional space which is being fitted out by NHS Property Services.

Infrastructure to support growth

5.2.23 To address the growth proposed in the emerging Local Plan the cumulative impact of the smaller developments will need to be assessed, as well as cross-boundary infrastructure and funding sources. The preferred growth strategy includes many smaller sites that will put a strain on the primary healthcare system. The NHS and the Council should engage regularly to ensure any issues associated with growth are mitigated accordingly.

5.2.24 The following proposals have received HWE ICB support in principle and are currently being worked up:

- **Kings Langley Surgery.** This practice is currently very constrained. The HWE ICB has approved the practice's Outline Business Case to extend and reconfigure their premises, which will enable the practice to better cope with existing pressures as well as absorb some additional growth. Unfortunately, the landlord subsequently decided not to proceed and the practice is now exploring options to relocate to a new, purpose built facility.
- **Vine House Surgery** in Abbots Langley – The HWE ICB has given its approval in principle to the practice's Project Initiation Document (PID) for the relocation to a new, purpose-built premises. The practice is currently searching for a suitable site or the ability to reconfigure the existing premises instead.
- **Gade and Chorleywood Health Centres (previously Gade House Surgery)** in Rickmansworth – The HWE ICB has given its approval in principle to the Practice's Project Initiation Document (PID) for the relocation to a new, purpose-built premises. The practice is currently searching for a suitable site.
- **New Road Surgery** in Croxley Green. This practice has a branch surgery in the village of Sarratt. The surgery needs to relocate from the constrained converted residential building to a suitable site that can accommodate a purpose-built premises.

5.2.25 The ICB has identified the need to expand/relocate Vine House, Gade and Chorleywood Health Centres in Rickmansworth and New Road Surgeries to meet increase in patient numbers and the ICB will need to work closely with the council to deliver these proposed projects.

5.2.26 Through engagement with the HWE ICB it was identified that health infrastructure is required in the form of on-site provision for a new medical centre for the following preferred sites:

- Maple Cross – Land west and south of Maple Cross
- Mill End – Land to the south of Shepherds Lane and east of the M25

5.2.27 The NHS has done additional work to identify sites that will impact each GP surgery. Future work for this IDP could look at apportioning the costs of the future expansion of GP surgeries that could inform developer contributions.

5.2.28 The HWE ICB calculate the General Medical Services cost of the additional infrastructure needed to deliver planned new homes using the following formula.

1,000 dwellings x 2.4 (commonly accepted occupancy factor) = 2,400 new patients

2,400/ 2,000 = 1.2 GP (based on ratio of 2,000 patients per GP and 199m² as set out in the NHS England “Premises Principles of Best Practice Part 1 Procurement & Development”)

1.2 x 199m² = 238.8 m² additional space required

238.8 x £7,000* (build costs including land, fit out and fees) = £1,671,600

£1,671,600 / 1,000 = £1,671.60~ **£1,671 per dwelling**

5.2.29 It should be noted that above costs are based on a single GP practice, however, all GP surgeries vary in size. In circumstances where investments are made in larger buildings, economies of scale can reduce the overall impact per unit as there will be some common and shared areas. Despite this, space and technical guidance requires larger sized rooms than those in older premises; newer buildings are both larger and more costly.

Secondary Healthcare

Overview

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

5.2.31 Local secondary care providers work closely alongside primary care providers and with Hertfordshire and West Essex partner organisations and beyond, with the aim of providing seamless care for patients in line with the recent Hertfordshire and West Essex Integrated Care Strategy (2023).

5.2.32 Plans for secondary care are also informed by the NHS plan, *Fit for the Future: 10 Year Health Plan for England*,³⁸ which provides a national overarching strategy to improve health and health outcomes. The plan describes three key anticipated changes across the NHS that impact on secondary healthcare provision:

- A shift from hospital-centric to community-based care
- The digital transformation of secondary care
- A focus on prevention and early intervention.

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

Existing provision and capacity

5.2.34 The District's main acute healthcare centre is the Watford Central Hospital which will be redeveloped over the next decade, improving the quality of secondary healthcare across the area.

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

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

³⁸ <https://www.gov.uk/government/publications/10-year-health-plan-for-england-fit-for-the-future>

- **St Albans City Hospital** – provides elective surgery, with an urgent care hub, an outpatients department, cancer and diagnostic services
- **Watford General Hospital** – provides emergency care, with accident and emergency, inpatient services, an acute admissions unit and women's and children's services, as well as a full range of outpatient and clinical support services
- **Hemel Hempstead Hospital** – provides urgent care, endoscopy, diagnostics and outpatient clinics. A small number of intermediate care beds are provided on the site as part of the community service.

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

5.2.38 Hertfordshire Partnership University Foundation Trust provides mental health and learning disabilities inpatient care and treatment in the community.

5.2.39 WHTH's vision is to provide "the very best care for every patient, every day" and the Trust has moved out of "special measures" and is now rated as "requires improvement" by the Care Quality Commission (CQC).³⁹ "Good" ratings were received for the "effective", "caring" and "well led" domains in the last CQC inspection. The West Hertfordshire Teaching Hospitals NHS Trust Clinical Strategy 2025-2030⁴⁰ sets out plans to continue its improvement journey, with designing services that are safe and supporting forthcoming hospital developments being a focus for WHTH.⁴¹

Infrastructure required to support growth

5.2.40 To support the growth coming forward in Three Rivers District and the wider WHTH catchment and to upgrade the ageing estate, large parts of the estate are undergoing significant improvement. The Trust has been identified as a 'pathfinder' trust within the national New Hospital Programme (NHP), that is tasked with delivering 48 new hospitals by 2030.

5.2.41 The future model of care for WHTH is to continue to concentrate emergency and specialist care at Watford General, with planned medical care (with a focus on long-term conditions) at Hemel Hempstead Hospital and planned surgical care at St Albans City Hospital.

³⁹ <https://www.cqc.org.uk/provider/RWG>

⁴⁰ https://www.westhertshospitals.nhs.uk/application/files/9317/6348/4649/Clinical_Strategy_2025-30.pdf

⁴¹ https://www.westhertshospitals.nhs.uk/application/files/9317/6348/4649/Clinical_Strategy_2025-30.pdf

5.2.42 The Northwick Day Centre Site in South Oxhey has been identified as a site allocation in the emerging Local Plan and is required to re-provide the Day Centre on site providing people with physical disabilities, learning disabilities, mental health problems, dementia or age-related conditions with support.

Adult Social Care

Overview

5.2.43 The Care Act 2014 sets out local authority duties in relation to assessing people's needs and access to services and to ensure that adults receive the care they need. Under the Care Act, local authorities have a responsibility to ensure a vibrant market, encourage quality, choice and sufficiency of provision for all its residents.⁴²

5.2.44 An increase in population inevitably increases the demand on adult social care. The State of Adult Social Care in England 2024-25 (CQC) shows that the national demand for local authority-funded social care support continues to rise, with new requests for care 4% higher in 2023/24, compared with the previous year and 8% higher than in 2019/20. While the majority of these requests (68%) are from older people, there has been a large growth in demand for support from working-age adults.⁴³

5.2.45 By 2042, in Three Rivers, there is expected to be a 39% projected increase in the number of people over 75 years old. Significant increases in the number of older people in Hertfordshire more broadly, as well as the increasing prevalence of complex frailty and nursing needs, will affect social care service delivery and increase the need for suitable specialist housing for older people.

5.2.46 The delivery of housing with care, otherwise known as extra-care housing, is a priority for HCC. Housing with care is designed for all residents over 55 years of age with low- to high-care needs, including people with dementia. It enables people to remain independent for as long as possible and maintain more control over their lives as they age. Well-designed schemes offer privacy and community cohesion and the amount of care a resident receives can be increased as their needs change, without having to leave their home. This greater individual control can prevent admission to residential care and delay admission to nursing care.

5.2.47 Along with this, significant changes in the way that health and care services are delivered, with a move towards more community-based care rather than hospital-based care, will result in people with higher and more complex needs requiring support in community settings and further increase the need for nursing home provision.

⁴² HCC representation to TRDC, 2025.

⁴³ Identified through engagement with HCC, January 2026.

5.2.48 HCC's Adult Care Services team provide adult social care services in Hertfordshire including:

- Commissioning care and support services including homecare
- Market shaping and monitoring adult social care providers
- Adults with disabilities support, housing provision and day centre facilities
- Providing information and advice about care and support services, assessing care needs and providing blue badge administration
- Preventing the need for care and support, adopting homes to help independent living, commissioning services from other sectors and providing reablement services
- Promoting wellbeing and providing mental health support
- Support for carers and care workers.

Types of adult social care provision

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

- Housing with support / independent living / supported housing for people with disabilities
- Extra care / housing with care
- Care homes.

Housing with support / independent living facilities / supported housing for people with disabilities

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

Extra care housing / housing with care

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

Care homes

5.2.52 There are two main categories of care homes – residential and nursing homes.

5.2.53 Residential homes will call in routine and emergency medical support from other agencies (e.g. GPs or district nurses), as required.

5.2.54 Nursing homes will always include one qualified nurse or doctor and can therefore cater to people with conditions that require nursing attention.

5.2.55 Both types of facilities provide accommodation, meals and personal care. It should be noted that whilst residential care is often thought of as catering for older people, some facilities will cater in part or exclusively for other ages with specific needs. Given that this is not always clear which groups are catered for, they have not been disaggregated.

HCC's role in providing adult social care

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

5.2.57 HCC's Adult Care Services Plan 2021-2025⁴⁴ provides an overview of HCC's vision and objectives for social care across the County, highlighting five priorities:

- Communications and relationships – the importance of establishing a trusting relationship with people as partners on their social care journey
- Maintaining wellbeing – connecting people with the right tools, services and other support to build strong and resilient communities
- Providing care and support – emphasising people's individual choice and recognising that people's care and support needs will be different
- Supporting people who look after others (carers) – helping carers and the people that they care for to have real control and choice over how they are supported

⁴⁴ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/acs/adult-care-services-plan-2021-2025-002.pdf>

- Organisations working together to support people – ensuring that all social care organisations in Hertfordshire work together by sharing resources, avoiding duplication and addressing gaps in services.

5.2.58 The current plan is being refreshed to cover the 2025-2028 period and will align with county council policies and strategies including the new Carers Strategy which will be introduced in 2026. The Adult Care Services Plan is consistent with the Hertfordshire County Council Adult Care Services Fifteen Year Direction⁴⁵ which sets out the County Council's long-term strategy.

5.2.59 The 10 Year Supported Accommodation Strategy (2017-2027)⁴⁶ outlines HCC's adult care services ambitions for ensuring a suitable and sustainable pipeline of accommodation for older people. The aim of the extra care programme is to provide an enabling environment, delay and prevent entry to residential care and improve the life of residents by enabling them to stay within their own homes throughout their lifetime. The 10 Year Supported Accommodation Strategy (2017-2027) also seeks to reduce the use of residential care homes in favour of supporting extra-care without accommodation, whilst still supporting the growth of nursing homes.

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

Existing provision and capacity

5.2.61 There are 11 registered care homes in TRDC that provide accommodation and assistance with personal care, nursing care and other support services.⁴⁷

5.2.62 The Iceni Projects Older Persons and Adult Disability Care Housing Need Model (the Iceni Model), commissioned by HCC to assess the housing requirements for older people and supported housing for people with disabilities, identifies the following required adult social care provision in TRDC.

⁴⁵ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/acs/acs-15-year-direction-2018-2033.pdf>
<https://democracy.hertfordshire.gov.uk/Data/Cabinet/201803191400/Agenda/VSbXRUOj1YOOJunXy9aXwN6SHNolpr.pdf>

⁴⁶ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/acs/accommodation-strategy-2017-27-nov-2018-final-for-publication.pdf>

⁴⁷ Identified through engagement with HCC, January 2026.

Table 21: Required adult social care units provision in TRDC

Revised balance		2022	2027	2032	2037	2042
Housing with support	Affordable	0	-25	-77	-128	-193
	Market	0	201	416	693	1035
Housing with support total		0	176	338	565	842
Housing with care	Affordable	0	35	75	126	188
	Market	0	125	269	448	670
Housing with care total		0	160	344	574	857
Nursing care		0	59	114	191	284
Residential care		0	-155	-172	-185	-202

5.2.63 The need outlined in the Iceni Model represents the additional adult social care units needed to meet the existing TRDC population. Additional provision will be required to support growth arising from the Local Plan, and has been set out within the next Section – *Infrastructure to support growth*.

Housing with support

5.2.64 The Iceni Model assesses the level of additional supported living units for people with disabilities needed. It identifies that there is a requirement for the delivery of an additional 6 units to meet existing need.

Housing with care

5.2.65 The Iceni Model identifies the need for an additional 858 housing with care units, comprising 188 affordable and 670 market units to meet identified need.

5.2.66 The optimum viable level of provision for affordable housing with care is between 70-80 units per setting, however, market housing with care can come forward at larger scales due to increased viability. HCC recommends each setting includes different types of tenure, including affordable, to enable the creation of a mixed community.

5.2.67 Any housing with care delivered should accord with the definition set out in the Planning Practice Guidance:

Extra care housing or housing-with-care: This usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24-hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages

- the intention is for residents to benefit from varying levels of care as time progresses.⁴⁸

Table 22: Number of housing with care units required based upon scale of site

Number of dwellings	Total housing with care units
Under 500	0
500-1000	70-80
1001-2000	140-160
2001-3000	210-240

5.2.1 Using the standards outlined in Table 22 allows HCC to take a consistent approach throughout Hertfordshire, however, it should be taken as a starting point, and requires refinement through engagement between the district and TRDC through plan-making and the development management process.

Care homes

5.2.2 The Iceni Model forecasts the need for 284 nursing beds to meet need, and HCC recommend the optimum delivery of nursing homes is between 70-80 residents per home. If homes have less than 60-70 residents, they can be unviable to operate. For homes with more than 80 residents, it can be difficult to ensure care can be provided by one single care provider.

5.2.3 The Iceni Model highlights an existing surplus of 202 residential care beds, and therefore no additional provision is required.

Table 23: Number of nursing homes required based upon scale of site

Number of dwellings	Total nursing homes
Under 1000	0
1000-2,000	1
2,001-3,000	2
3,001-4,000	3

5.2.4 Using the standards outlined Table 22 allows HCC to take a consistent approach throughout Hertfordshire, however, it should be taken as a starting point, and

⁴⁸ <https://www.gov.uk/guidance/housing-for-older-and-disabled-people>

requires refinement through engagement between the district and TRDC through plan-making and the development management process for sites as they come forward for development.

5.2.5 Due to the nature of the scale of site allocations within the emerging Local Plan, in order to ensure that sufficient adult social care is delivered throughout Three Rivers District, a more flexible approach is required. HCC recommend the delivery of adult social care on smaller sites, using the Locational criteria set out in Table 24 below.

Table 24: Locational criteria for specialist housing

Housing with support / housing with care	Nursing homes	Supported living units
Good access to sustainable transport modes	Good access to sustainable transport modes.	Good access to sustainable transport modes.
A short walk to local amenities such as shops, dentist, doctors etc. unless there are adequate onsite communal facilities and transportation service to enable residents to access nearby services.	Staff and visitors are most often reliant on public transport, so good accessibility to the home is crucial. A remote location would therefore not be advisable.	To be delivered alongside general needs market housing to ensure integration with the wider community.
Housing with care schemes are designed to promote independent living, therefore access to public transport and local amenities is crucial in achieving this for residents and staff.		Can be located in relative proximity to a housing with care facility but far enough away to avoid becoming a 'care campus'.
Close to green space.		Close to local amenities.
Topography should be relatively flat, with dropped curbs and pedestrian crossings.		Close to green space.
		Away from schools and busy roads.

Infrastructure to support growth

5.2.6 HCC do not typically seek developer contributions for adult social care. Instead, they work with local planning authorities and developers during plan-making to secure provision on allocated sites. If sufficient and appropriate housing cannot be allocated, the Council may need to request contributions to help facilitate delivery.

Housing with support

5.2.7 In addition to the 6 units of additional supported to accommodate the existing population within Three Rivers, there is also an additional requirement for a further 9 units to be delivered to specifically support Local Plan growth.

Housing with care

5.2.8 Using the thresholds set out within Table 22, provision is required at:

- 2x settings at Land to the west and south of Maple Cross (1,500 homes)
- 1x setting at Land to south of Shepherds Lane and west of M25 (520 homes)

Care Homes

5.2.9 As per Table 24, only Land to the west and south of Maple Cross (1,500 homes) would meet the threshold for delivering nursing home provision.

5.2.10 HCC have identified that there is currently an oversupply of 202 beds within residential care homes, and therefore, no additional provision is being sought.

5.2.11 In addition to residential allocations meeting the size threshold that triggers the requirement of the delivery of adult social care, there are also two allocations which are making provision for adult social care facilities:

- Land on London Road (CFS59) includes a care home of 75 bedrooms.
- Former Sir James Altham School (CFS52a) is expected to deliver approximately 60 or more units of affordable housing with care which will meet the affordable need up to 2032. HCC recommend the provision of a new day centre and extra care housing on this site.⁴⁹

Additional guidance

5.2.12 The South West Herts Local Housing Needs Assessment (LHNA) Update⁵⁰ (2024) covers up to 2041 for all South West Herts authorities, and recommends that all new homes are built to comply with M4(2) Building Regulation standards for accessible and adaptable dwellings. It suggests councils should consider implementing policies for M4(3) Building Regulation standards for accessible dwellings and advises that targets should be informed by local need and viability.

⁴⁹ Identified through engagement with HCC, January 2026.

⁵⁰ www.watford.gov.uk/downloads/file/2379/south-west-hertfordshire-local-housing-needs-assessment-september-2024

5.3 Community Facilities

5.3.1 Three Rivers District is served by a broad range of community facilities that are spread across the geography of the District. While the typologies assessed in this chapter are not exhaustive, libraries, cultural and community spaces, cemeteries, children's homes and sports facilities cover a broad range of community needs, each with their own unique requirements, but all being necessary in helping to shape and maintain vibrant and sustainable communities.

5.3.2 The Community Facilities section is comprised of the following sub-sections:

- Libraries, cultural and community spaces, cemeteries and children's homes
- Indoor and outdoor sports facilities
- Provision for young people

Libraries, Cultural and Community Spaces, Cemeteries, and Children's Homes

Overview

5.3.3 Libraries, cultural and community spaces, cemeteries, and Children's Homes play important roles in providing for various community needs across Three Rivers. The following sub-sections detail the existing provision and capacity associated with these community facilities alongside the infrastructure needed to support planned growth.

Existing provision and capacity: libraries

5.3.4 Under the Public Libraries and Museums Act 1964⁵¹, the statutory body for providing a comprehensive and efficient library service in TRDC is HCC. However, the role of libraries has evolved to meet the changing needs of communities. In addition to the traditional function of book borrowing, contemporary library services now offer a variety of media and e-downloads, access to IT, new and emerging technologies and provide physical venue spaces for community use. The context for library services has changed nationally, with public sector financial challenges and technological and lifestyle changes. To ensure the continued relevance of the library service it is crucial to respond effectively to these to maximise its relevance to communities.

5.3.5 HCC has prepared a strategy for the provision of Libraries in Hertfordshire, Inspiring Libraries: My Place (2022-2032)⁵², which aims to provide a network of

⁵¹ Available at: <https://www.legislation.gov.uk/ukpga/1964/75>

⁵² Available at: <https://www.hertfordshire.gov.uk/media-library/documents/libraries/inspiring-libraries-my-place-strategy-2022-32.pdf>

vibrant modern libraries. These libraries are not just destination venues, but also spaces that inspire personal growth and learning. They enable real-world social connections with other people, services, organisations and businesses, and offer a wealth of resources for personal and professional development. HCC aims to continue investing in technology that meets the needs of the communities and ensuring that libraries are a local cultural destination venue on the high street. HCC also plans to extend the programme of events and increase audiences to make the best use of flexible spaces and online platforms.

5.3.6 A mobile library service no longer operates in the District, although there is a home library service supporting access to those unable to access a local library due for instance to ill health or disability.

5.3.7 HCC provides five libraries in the District at the following locations which are generally open five days a week:

- Abbots Langley
- Chorleywood
- Croxley Green
- Oxhey
- Rickmansworth.

Existing provision and capacity: cultural and community spaces

5.3.8 Watersmeet is a 515-seat theatre owned and operated by TRDC. The theatre presents a programme of live theatre, music, comedy, children's theatre and annual pantomime as well as a film programme of the latest blockbusters and event cinema. The venue is available to hire by organisations and individuals for live theatre, events and celebrations.

5.3.9 The Three Rivers Leisure Facilities Strategy 2019 identified 37 village halls and community centres across the District, although notes that rural areas of the District do not have such good access compared to urban areas. As a whole, 56% of the District's population lives within an 800-metre catchment of a hall/centre and these facilities are usually multi-functional, providing spaces for meetings, socialising, sports and recreation and activities. Reflecting the importance of such halls/centres as venues for the latter, they are again referred to in the Indoor and Outdoor Sports Facilities section of the report for completeness. The Indoor Leisure Facilities Needs Assessment Report 2019 identified that many community centres have spare capacity. Further, it outlines that there is a need to support village hall and parish council committees to continue to offer, coordinate and

publicise community spaces which contribute positively to the physical activity and health and wellbeing agenda, and that the level and type of support needs to be determined by TRDC and needs to be realistic. Engagement with TRDC identified some finer grain observations, including a perceived lack of diverse places of worship in the District with officers noting that as the District has become more religiously diverse there has been an increase in the use of community spaces to meet this need and a lack of community space in Moor Park and Eastbury Ward.

5.3.10 The TRDC Strategy and Partnerships Team identifies a gap in provision for dedicated places of worship within the district. Many local faith communities rely on hiring community halls for their gatherings, which are often at full capacity. Faith communities are a key part of Three Rivers, and their ability to operate effectively depends on the availability of appropriate facilities. Without dedicated spaces, these groups face ongoing barriers that limit their capacity to meet the needs of their members and the wider community.

5.3.11 The TRDC Strategy and Partnerships Team also notes the essential role that food support services, such as foodbanks and food pantry provision, play in supporting vulnerable residents, in particular within Rickmansworth, Maple Cross, and Mill End. It is understood that the existing foodbank at Mill End Methodist Church has outgrown its current site and urgently needs new premises to meet the increasing demand for food support. A larger, purpose-fit space would enable the foodbank to improve efficiency and provide a broader range of support to the community.

5.3.12 The TRDC Strategy and Partnerships Team also notes that local charities and volunteer groups face a significant challenge due to the lack of adequate storage facilities for donated goods, emergency supplies, and essential equipment. This shortage limits their ability to operate efficiently and respond quickly to community needs. Many organisations currently rely on temporary or unsuitable spaces. A dedicated storage facility, or shared spaces designed for the voluntary sector, would make a huge difference.

5.3.13 The Team highlights that Three Rivers, with its mix of small towns and villages, would benefit greatly from a multi-functional community hub that brings essential services together in one accessible location. It would foster social cohesion, encourage partnership working, and reduce duplication of services and expand on the district's cultural venue offerings.

Existing provision and capacity: cemeteries

5.3.14 There are three cemeteries in Three Rivers District located at Woodcock Hill, Chorleywood Road and Carpenders Park Lawn. The latter is owned and managed by the London Boroughs of Brent and Harrow. Woodcock Hill has a total of 5,396

plots, of which 3,259 have been used, with 2,137 remaining across the various sections of the cemetery⁵³. Chorleywood Road is only used when re-opening plots and has a total of 4,590 used plots. The District is served by the new Hemel Hempstead Crematorium which was opened in 2023 and is owned and managed by the West Herts Crematorium Joint Committee.

5.3.15 The Open Space Assessment 2019 considers the quality and value of cemetery and churchyard provision within the District but does not consider need.

Existing provision and capacity: children's homes

5.3.16 Under the Children Act 1989⁵⁴, HCC has a statutory duty to take steps that ensure, so far as reasonably practicable, that children (aged 18 and under) in its care are provided with suitable accommodation within the authority's area, unless there is a compelling reason that requires otherwise. Often this requires the placement of children at children's homes.

5.3.17 HCC is looking to create a strategic approach to the delivery of new children's homes. Local planning authority partners, providers and developers will play a key role in shaping the outcomes of this future strategic approach.

Infrastructure to support growth

5.3.18 Any increase in populations arising from new housing developments will impact on library services and will therefore necessitate an increase in service provision in order to take account of additional demands on the service. Hertfordshire County Council has no current plans for additional libraries, although the promotion of very large strategic sites (in excess of 3,000 units) in the County may require new library buildings to be considered. More generally however, provision for library services will be required from developments within the catchment area of the library that will be impacted upon by the development. Based on the growth strategy within the emerging Three Rivers District Regulation 19 Local Plan, developer contributions will be sought from all development for projects to increase capacity within existing libraries.

5.3.19 Technical Appendix 6⁵⁵ to the County's Guide to Developer Infrastructure Contributions outlines the basis on which library contributions will be sought. This is essentially based upon population and five elements: a contribution towards

⁵³ According to report November 2023

<https://moderngov.threerivers.gov.uk/documents/s5754/Exclusive%20Rights%20of%20Burial%20Extension%20Policy.pdf>

⁵⁴ Available at: <https://www.legislation.gov.uk/en/ukpga/1989/41/contents>

⁵⁵ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/developer-infrastructure-contributions-guide/technical-appendix-6-libraries.pdf>

book stock, technical equipment, fit-out, reconfiguration, and buildings. The Technical Appendix provides indicative costs per person for increasing resources, for increasing resource requirements and reconfiguring layout, and for increasing resources and increasing floorspace.

- 5.3.20 The Infrastructure Schedule outlines the library contributions required per site based upon the cost for increasing resources as above and the assumption of 2.3 people per new dwelling. Ongoing engagement with HCC is advised to ensure up to date requirements are considered for specific development proposals.
- 5.3.21 In respect of community facilities, Site allocation NCFS15 (Chorleywood Library) requires the retention of the library at ground floor level and Site allocation CG65 (British Red Cross, Community Way) requires retention of the community facility on-site as part of any development proposal.
- 5.3.22 The TRDC Strategy and Partnerships Team considers that the scale of the development at Land to the West and South of Maple Cross (site allocation EOS12.2) means that there is a critical need for a new supermarket to support this new community. The area of Maple Cross is one of the more deprived areas of the district and identified to have limited access to affordable, high-quality food retail options. The absence of a nearby full-service supermarket restricts residents' ability to purchase healthy, cost-effective food, disproportionately affecting low-income households and those without access to private transport. A new supermarket is therefore considered critical infrastructure in improving food security, reducing travel distances, and providing local employment opportunities, and helping to reduce inequalities. This is a matter which requires further investigation as the draft IDP is refined and finalised to determine if it is a requirement which can be robustly evidenced and justified.
- 5.3.23 No specific needs in respect of cemetery infrastructure or Children's Homes have been identified. However, planned growth may trigger the need for cemetery infrastructure and/or Children's Homes, which will be expected to be delivered or funded by developers, in line with need identified by HCC and TRDC.

Indoor and Outdoor Sports Facilities

Overview

5.3.24 Indoor and outdoor sports and leisure facilities play an important role in supporting healthy communities, as well as providing opportunities for all age groups to socialise and develop skills. Regular exercise contributes to achieving a range of wider socio-economic objectives, therefore ensuring an adequate supply of suitable sporting facilities to meet local need is a requirement of the planning system. Careful consideration of the existing provision and future need for sports and leisure facilities is important to support the well-being of existing residents, and to support growth planned in the Local Plan.

5.3.25 Sport England's national Planning for Sport Guidance (2019) emphasises a Protect, Enhance, Provide approach to the quality and quantity of provision of sports facilities. The focus is firstly on maintaining and improving the quality of existing facilities before providing new facilities.

5.3.26 The Vision within the District Council's Sport and Physical Activity Strategy 2022-2025 is "To reduce the levels of inactivity, increase regular participation and contribute to a healthier, more active Three Rivers." The Strategy goes onto to outline how this will be achieved via three strategic priorities as follows: 1. Active People "Encouraging residents in Three Rivers to be more active, more often"; 2. Active Places "Providing spaces and facilities that encourage residents to be more active"; and 3. Active Together "Working in partnership with organisations to create an active Three Rivers population". TRDC confirmed the Strategy is in the process of being updated and, subject to consultation, the updated priorities will likely link to the Council's Corporate Plan.

5.3.27 Sitting at the higher level, the Herts Sports Partnership All Together Now Strategic Plan 2022-2027 outlines six strategic objectives, including the creation of 'Active Environments' championing the improvement of accessibility to the natural environment and supporting stakeholders in the local planning system to encourage design that promotes inclusive and sustainable active lifestyles.

Existing provision and capacity: indoor facilities

5.3.28 Three Rivers District is served by two leisure centres, the William Penn Leisure Centre and the South Oxhey Leisure Centre. The latter was significantly upgraded in 2020 including the delivery of a new 25 metre swimming pool and new group exercise studios, group cycling studio and multipurpose room. The District is also home a number of other indoor sports facilities that play a role in serving the local population, including within educational establishments. The table below provides

a summary outline of the key indoor sports facilities and community centres/village halls within the District identified within the Leisure Facilities Strategy (2019), including any observations in respect of deficiencies in provision to meet the resident population.

Table 25: Summary of Indoor Sports facilities within Three Rivers District

Indoor Facility	Summary of provision
Sports Halls	<ul style="list-style-type: none"> • There are 11 3+court sports halls across 10 sites and 5 sites with fewer courts within the District. • All but one sports hall with 3+ courts (William Penn) are located on education sites, which limits daytime access. • The entire population of TRDC is located within a 20 minutes' drive of a sports hall and 51% live within one mile of a sports hall available for community use. • Sport England's Facilities Planning Model calculates 94.4% of total demand for sports halls in the District is satisfied. • Since the research was undertaken for the 2019 Leisure Facilities Needs Assessment Croxley Danes School has opened (in 2020) and includes playing fields, MUGA and indoor sports facilities that are available for community use.
Swimming pools	<ul style="list-style-type: none"> • There are 9 swimming pool sites across the District. • Abbots Langley in North of District does not have adequate access, although there is an arrangement for TRDC residents to use neighbouring Watford Woodside Leisure Centre. • South Oxhey recently refurbished centre with new 25m swimming pool. • Over half the population lives within one mile of a swimming pool and all live within a 20 minutes' drive of one. • There is sufficient capacity to enable swimming as a sport to grow and to accommodate immediate population growth. • Given the high levels of import and export, a watching brief should be kept on pools in neighbouring authorities to ensure the needs of Three Rivers residents are met
Health and Fitness	<ul style="list-style-type: none"> • There are seven non-private health and fitness facilities with 20 or more stations). • Two are assessed as good quality, three are above average and two are below average quality. There is a need to maintain quality and, where possible, improve the condition of the average/below average rated gyms. • 61% living within one mile of such a facility and all residents within a 20 minutes' drive. • An undersupply of health and fitness facilities is identified, although a substantial amount of provision is identified outside of the District but within a two-mile radius.
Gymnastics	<ul style="list-style-type: none"> • British Gymnastics affiliated clubs in District, although none in dedicated gymnastics venues. • Harefield Gymnastics Club has liaised with TRDC in respect of its ambitions for a dedicated venue which would enable it to expand its offer and meaning it could accommodate its waiting list and develop a disability section. • Opportunities to grow participation limited with clubs reporting waiting lists but unable to increase the times they offer within current facilities.

Indoor Facility	Summary of provision
Indoor Bowls	<ul style="list-style-type: none"> There are no facilities in TRDC, although 8 venues are within 30 minutes' drive. Consultation did not identify additional demand within the District.
Squash	<ul style="list-style-type: none"> 3 sites provide 8 courts in the District. Courts are rated as good or above average in quality and 2 are assessed as below average Venues restricted to central areas of District so residents in Abbots Langley and South Oxhey are required to travel. 90% of the District's population is within a 20 minutes' drive. No requirement for additional provision but scope to maintain/ improve condition of existing.
Community Centres/ Village Halls	<ul style="list-style-type: none"> 37 village halls and community centres identified in the District. Centres/Hall are predominantly multi-functional – providing spaces for meetings, socialising, sports and recreation and activities. No obvious gaps in provision in areas of higher density for current population. 56% of the District's population lives within an 800-metre catchment of a site.

Source: TRDC Leisure Facilities Strategy (2019)

Infrastructure to support growth: indoor facilities

5.3.29 The District's Leisure Facilities Strategy 2019 outlines that the primary challenge for the District is for it to continue to ensure that its facilities are fit for purpose going forward, rather than requiring new provision per se. Key recommendations of potential relevance to the IDP include:

- Continued investment is required in the sports stock to ensure it remains attractive and fit for purpose. Identify ongoing investment, maintenance and refurbishment requirements to protect and improve existing sports facilities. William Penn Leisure Centre identified as a priority for continued maintenance and investment via leisure operator to ensure it remains fit for purpose.
- To support village hall and parish council committees to continue to offer, coordinate and publicise community spaces which contribute positively to the physical activity and health and wellbeing agenda. The projected growth in housing development is likely to lead to the need for additional spaces for indoor activity; community spaces which can enhance physical activity, cultural and sporting activity need to be considered by planners when developing new neighbourhoods.
- Ensure that all school sports facilities which have community access retain/improve their current status. New facilities should have appropriate and robust community agreements in place.
- Increasing community use of school facilities. Strategy refers for instance to working with Merchant Taylors Prep School on the possibility of opening up

the School's 3-court sports hall for community use and similarly exploring the possibility of increasing community use of halls at a number of schools including Rickmansworth School, York House School and Saint Michaels Catholic High School.

- e) Strategy refers to Merchant Taylors School (independent) having ambition for a £20m sports investment which includes new sports hall and swimming pool although notes this is not confirmed.
- f) Support Harefield Gymnastics Club to identify appropriate facilities for them to move into, with the potential of driving increases in participation.

5.3.30 On a more general note, the Strategy outlines an objective to actively seek planning contributions from housing developments to help fund the required actions of the action plan.

5.3.31 Appendix 1 to the Leisure Facilities Strategy 2019 comprises a Planning Gain Contribution Toolkit. This notes that for all developments (regardless of size) developer contributions should be sought towards social, sport and open space facilities. Where a development may be considered too small to provide a contribution, consideration should be given to where a number of small developments may have a cumulative impact on the community infrastructure and refer to local planning policy. The Toolkit refers to [Sport England's Sports Facility Calculator](#) (SFC) as one of the tools available to assist in determining the demand for new sports halls, swimming pools and indoor bowls facilities from a development. The Indoor Built Facilities Strategy should be referred to for other uses not covered within the Calculator and consideration is required as to what other infrastructure may be required as a result of a development and whether this presents any potential opportunities for colocation of facilities or whether existing facilities could be enhanced or extended to accommodate increased demand. Step 6 of the Toolkit aligns well with one of the important roles of the IDP in considering strategic pooling of financial contributions to deliver new provision.

5.3.32 Engagement undertaken with TRDC officers has identified a number of local sports requirements which supplements the existing leisure facilities and playing pitch evidence. These are outlined in Appendix C and in the next sub-section on playing pitches given that they span both playing pitches and other sports facilities. Stakeholder engagement has particularly highlighted the increase in women/ girls' participation in football and the need to understand implications of the Pandemic on sports provision.

5.3.33 Sport England's SFC has been used to identify the estimated demand for new indoor sports facilities arising from the Local Plan site allocations and to consider estimated costs to allocated sites in delivering against the identified requirements. The conclusions of the assessment are presented in Appendix C (Table 39). As outlined earlier in this document, IDPs should be treated as 'live documents' which provide a snapshot at a point in time and therefore contributions within this section may be revised in due course.

5.3.34 Growth arising from development in the District planned as part of the Local Plan will understandably place pressure on existing spaces and facilities managed by TRDC. Developer contributions will be required to support planned growth, in the form of playing pitches and play areas, as well as ancillary spaces such as footpaths, car parks, and accessible facilities including public toilets.

Existing provision and capacity and infrastructure to support growth: playing pitches

5.3.35 The Three Rivers District Playing Pitch Strategy 2019 outlines the supply and demand for sports pitch provision and outlines priority projects for the District as a framework for improvement, identifying potential partners and possible sources of external funding. The findings are outlined in respect of each sport in the table below. The below refers to the current demand shortfall (as in 2019) rather than including all the future demand shortfall given that was predicated on an assumption of growth in the District between 2020 and 2036 of nearly 10,000 new homes (based on the Government's Standard Methodology).

5.3.36 In summary, there are current shortfalls on grass pitches for football, rugby union and cricket. For football, current shortfalls are identified in the Abbots Langley, Chorleywood, Croxley Green and Rickmansworth analysis areas, and it is anticipated that these shortfalls will be exacerbated in the future. For rugby union and cricket, both current and future shortfalls can be attributed to specific club sites. Both current and future shortfalls for rugby union are attributed to Chess Valley RUFC. Likewise, for cricket, current and future shortfalls are attributed to Abbots Langley CC and Bushey CC. For all remaining sports, the current stock of facilities is meeting demand and is expected to do so in the future, although there is a requirement to increase quality at specific sites across each sport. Finally, shortfalls in 3G pitches are identified and the Strategy identifies a requirement to explore the feasibility of future provision at strategic sites in the Abbots Langley, Chorleywood and Croxley Green analysis areas.

Table 26: Current (2019) Sports Pitch Provision and Consideration of Shortfalls (informed by the 2019 TRDC Playing Pitch Assessment and Strategy)

Activity	Current Provision	Current Demand Shortfall
Football (grass pitches)	<p>112 grass football pitches in District across 38 sites, of which 99 pitches are available for community use across 33 sites.</p> <p>Of pitches for community use, 13 are good quality, 70 are standard quality and 12 are poor quality.</p> <p>7 changing pavilions are identified as being poor quality.</p>	<p>Current supply of football pitch provision is insufficient with shortfalls evident on youth and mini pitches.</p> <p>When considering future demand, these substantial shortfalls will worsen on youth and mini pitch types.</p> <p>5 clubs identify that they would develop additional teams if more pitch provision was available.</p> <p>TRDC confirms the current shortfall in provision is exacerbated by increased demand in girls/women's football.</p>
Artificial grass pitches	<p>2 full size 3G pitches in District, one in the Rickmansworth Analysis Area and one in the Abbots Langley Analysis Area. Both are available to the community and are floodlit.</p> <p>7 smaller sized 3G pitches across 5 sites. St Clement Danes School, Chorleywood – floodlit 3G artificial grass pitch was completed and opened in 2020 and has a community use agreement.</p> <p>Pitch at Saint Joan of Arc Catholic School is World Rugby Compliant.</p>	<p>Shortfall of four full size 3G pitches identified.</p> <p>When studying demand by analysis area, shortfalls apparent in Abbots Langley, Chorleywood and the Croxley Green.</p>
Cricket	<p>23 grass wicket squares in the District across 11 sites. Of these 9 squares are available, at some level, for community use across 7 locations. All provision which is not available for community use is located at educational sites.</p> <p>All are good/standard quality other than poor quality squares at Bedmond Recreation Ground and Bushey Cricket Club. Chorleywood CC has poor quality changing provision and facilities in need of modernisation.</p> <p>4 non-turf pitches (NTPs) that accompany grass wicket squares in addition to five standalone NTPs.</p> <p>Lapsed/disused provision Chiltern Sports and Social Club and Sarratt King George Fields.</p> <p>Merchant Taylors school opened an indoor cricket centre in January 2024 and has a community use agreement.</p>	<p>Insufficient supply of cricket provision for current senior demand across the District whereas there is an overall spare capacity for junior demand.</p>

Activity	Current Provision	Current Demand Shortfall
Rugby	<p>A total of 16 rugby union pitches across six sites in Three Rivers; comprising eight senior and eight dedicated junior pitches. All dedicated junior pitches at Merchant Taylors Sports Complex. None of these are available for community use.</p> <p>All 8 senior rugby union pitches in Three Rivers offer community use. 2 of the 8 are identified as good quality, 4 standard quality and 2 poor quality.</p> <p>Ancillary provision at Croxley Guild of Sport and Social Club is poor quality and in need of refurbishment.</p>	An overall shortfall is evident to service senior demand in Three Rivers.
Hockey	<p>5 full sized sand based Artificial Grass Pitches (AGPs) in Three Rivers and in addition there 4 small sided AGPs.</p> <p>All full size provision is available for community use. All small sided provision is available for community use with the exception of the AGP at Merchant Taylors Prep School.</p> <p>Of the 5 full size AGPs, one is good quality, two are standard and two are poor. Poor quality pitches are located at St Clement Danes and Saint Michaels Catholic High School.</p> <p>Merchant Taylors school - Additional floodlit hockey pitch received planning permission in early 2024 and is understood to be under construction or completed and has a community use agreement.</p>	There is sufficient availability of pitches within Three Rivers to accommodate current and future demand for both training and fixtures on the basis that improvements to pitch quality are undertaken.
Golf	<p>9 golf courses situated within Three Rivers, however, 2 are now closed, Oxhey Park and Penfold Park Golf Club.</p> <p>There are non-traditional golf facilities with 2 footgolf courses and 5 driving ranges.</p> <p>Five of the clubs provide 18-hole courses, with Moor Park Golf Club having two 18-hole courses on site. Whilst the remaining two provide 9-hole courses.</p> <p>Quality is considered to be good at all courses in the District.</p>	It is considered that the current supply of facilities in Three Rivers can meet current and future demand, with emphasis placed on ensuring sites are able to retain current members and users as well as assisting them in capitalising on any untapped demand and future demand.
Bowls	<p>5 flat outdoor bowling greens in District with 3 assessed as good quality and 2 as standard quality.</p>	<p>No requirement for additional flat green bowls to service current or future demand. Retain existing quality.</p> <p>Indoor bowling is outside of District but can accommodate current and future demand.</p>

Activity	Current Provision	Current Demand Shortfall
Tennis	<p>104 courts identified across 23 sites, with 91 available for community use.</p> <p>63 community courts area assessed as good quality, 21 as standard and 7 as poor quality.</p>	<p>Based on capacity guidance there is a sufficient supply of tennis courts in the District to meet current and future demand.</p> <p>Retain/ improve existing stock. Support Croxley TC in future aspirations to improve changing facilities and parking. Support aspirations for indoor provision for Chorleywood LTC.</p>
Netball	<p>66 outdoor courts across 35 sites, with 45% available for community use.</p> <p>Most courts are assessed as standard quality (51%) and 30% good quality and 19% as poor quality.</p>	<p>There is enough provision to meet current and future demand.</p> <p>St Joan of Arc School has 4 floodlit courts not used due to surface quality issues. If the standard could be improved this could become a key site.</p>
Athletics	<p>Formal athletics track at Merchant Taylors School which is good quality. Woodside Athletics Track in neighbouring Watford likely to service the District.</p>	<p>Not a need for further dedicated athletics track in District. May be opportunities to increase community use at Merchant Taylors School, possibly on the basis of installing floodlighting if community use can be secured.</p>

Engagement with TRDC's Leisure Team in December 2025 has resulted in the identification of the following local sports requirements that require addressing.

Table 27: Current (2025) local sports requirements identified through engagement

Sport	Current (2025) local sports requirements
Football	<p>Abbots Youth Football – lack of youth pitches, ambition for full size 3G pitch.</p> <p>Evergreen Football Club – lack of youth pitches, leasing space at LCP for full size 3G pitch.</p> <p>Oxhey Jets Youth Football Club – lack of youth football provision inhibiting growth of club, lack of training pitches.</p> <p>Croxley Youth Football Club – lack of youth football provision and training space, ambition to lease land at Scotsbridge playing fields for 3G pitches and clubhouse.</p> <p>Oxhey Jets Football Club – ambitions to turn grass pitch in to 3G surface, changing room and clubhouse refurbishment and accessibility improvements.</p>
Cricket	<p>Abbots Langley CC – Lack of pitch space for third/fourth 11.</p> <p>Bushey CC – pitch has been flooded twice in last five years, current site is a flood plain and only likely to get worse, club wanting to move to more sustainable location.</p> <p>Rickmansworth CC – has poor quality changing provision, and issues with flooding to outfield, clubhouse is in poor state of repair and needs major renovation.</p>
Bowls	Rickmansworth Bowls Club – clubhouse and green in need of refurbishment.
Tennis	Sarratt Tennis Club – floodlights are old and need to be replaced with LED lights, courts need resurfacing.
Rugby	Chess Valley Rugby Club – clubhouse and changing rooms in need of refurbishment.
Boxing	South Oxhey Boxing Club – current venue is at/near end of life, requires substantial investment to bring it up to standard, lack of female changing space and toilets, current space inhibiting growth of club – new/larger venue required.
Sailing	Bury Lake Young Mariners – ambitions for new wet/dry side building –it is the district's only sailing facility.
Gymnastics	<p>Rickmansworth Gymnastics Club – club searching for permanent home</p> <p>Aries Gymnastics - looking for a larger site (currently using YMCA)</p> <p>Harefield Gymnastics – club still searching for a permanent home.</p>

5.3.37 Subsequent to the Playing Pitch Strategy, the Three Rivers Local Football Facilities Plan⁵⁶ was prepared by the Football Foundation⁵⁷ and TRDC in April 2025. The Plan prioritises the Football Foundation's investment into community football and is one of the principal sources of external funding towards sports facilities in the District. The Plan identifies the following priority projects:

- New 11v11 floodlit 3G football turf pitch for Oxhey Jets FC
- New 11v11 floodlit 3G football turf pitch in the Chorleywood area
- New 11v11 floodlit 3G football turf pitch and changing pavilion in the Croxley area
- New 11v11 floodlit 3G football turf pitch and changing pavilion in the Abbots Langley area
- New changing pavilion in the Chorleywood area for Chorleywood Common FC
- Refurbish changing pavilion at the King George V Playing Fields, Sarratt
- Four new 11v11 floodlit 3G football turf pitches across Three Rivers

5.3.38 To calculate the sports playing pitch related infrastructure contributions required from sites allocated in the Local Plan, Sport England recommend the use of the Sports England Playing Pitch Calculator. The Calculator identifies the additional infrastructure requirements based on projected population growth associated with each site. The results of this assessment are presented in Appendix C (Table 40). Sport England recommends that contributions are only sought from those sites where a quantitative or qualitative future demand is identified.

5.3.39 As outlined earlier in this document, IDPs should be treated as 'live documents' which provide a snapshot at a point in time and therefore contributions within this section may be revised in due course. It should be cautioned that there are limitations to the Sport England Playing Pitch Calculator reflecting that the calculations are largely based on a projected population growth, and do not consider in detail local contexts such as the capacities of existing surrounding land-uses and facilities, the location, accessibility, and the attractiveness of existing facilities. Further consideration will therefore be required by the Council, developers, and sports related organisations to determine the precise sport infrastructure related needs of the District as a result of growth allocated in the Local Plan.

⁵⁶ [Three Rivers Local Football Facilities Plan \(April 2025\)](#)

⁵⁷ The Premier League, the FA, and Government's charity

5.3.40 Further engagement with TRDC's Leisure Team in December 2025 has highlighted a number of supplementary considerations in relation to future requirements as follows. The Leisure Team notes they have received request for facilities to accommodate padel tennis, which is becoming increasingly popular and may need to be considered through future evidence. TRDC also emphasised the importance of ensuring infrastructure is sustainable and environmentally friendly, particularly in relation to the use of materials and supporting biodiversity enhancements. Due to the future growing provision of sports and playing facilities, The Leisure Team outlined the need for environmental protection infrastructure, including a depot building and space for maintenance vehicles and equipment. This depot space would ideally be centrally located within the District to facilitate efficient access throughout the District. This environmental protection infrastructure is identified as a critical priority.

5.3.41 TRDC's Leisure Team notes the increased population arising from the proposed development in the District will place pressure on existing spaces and facilities managed by TRDC. Developer contributions will be required to support the increased population in the form of playing pitches and play areas, as well as ancillary spaces such as footpaths, car parks, and accessible facilities including public toilets.

5.3.42 They also confirmed that environmental protection infrastructure would be of critical priority. Pathways, car parks, management of existing green spaces and new play spaces, including provision for young people and football pitches would be deemed essential. All other infrastructure would be desirable.

Provision for Young People

Overview

5.3.43 Community spaces provide opportunities for young people to develop their personal and social skills, and the Government's statutory guidance for local authorities on services to Improve Young People's Well-being⁵⁸ states that local authorities are responsible for securing a local offer that is sufficient to meet local needs and improve young people's wellbeing and personal and social development.

5.3.44 Services for Young People (SfYP) provides young people with targeted prevention and early intervention work projects, focusing on the most vulnerable young people in the community, such as those at risk of engagement in anti-social behaviour, crime, drugs or alcohol, those with Special Educational Needs and Disabilities (SEND) and children absent from education, in order to enable young people to succeed. Youth work projects are delivered in youth centres, community centres, schools and colleges and through detached / street-based projects targeting harder to reach young people.

Existing provision and capacity

5.3.45 In TRDC there are two HCC run Young People's Centres (West Hyde Young People's Centre and South Oxhey Young People's Centre) operating on a referral basis. In addition, TRDC currently funds the use of a community centre in Abbots Langley once a week for the Abbots Langley Youth Project.

Infrastructure to support growth

5.3.46 West Hyde Young People's Centre has been identified as being in need of considerable reconfiguration and modernisation to ensure the centre is able to meet the wide-ranging needs of both users, and the activities needed to support local young people. This centre is also the location of a new Electric Motorbike Youth Work Project to support young people aged 12 to 16 at risk of exploitation, crime, antisocial behaviour or exclusion from their community. This project is designed to provide a safe and supportive environment in which these young people can get help with navigating challenges and equip them with transferable skills that will support them both now and in the future. This work includes building

⁵⁸ Available at: <https://www.gov.uk/government/publications/statutory-guidance-for-local-authorities-youth-provision/statutory-guidance-for-local-authorities-on-services-to-improve-young-peoples-well-being>

a bike track, trackside shelter, and renovating an outbuilding to create a repair workshop fitted with a range of tools and equipment.

5.3.47 SfYP has no current plans to open a new young people's centre in TRDC, however SfYP need to deliver services in a dynamic way, reacting to issues that arise in certain areas. An important method of delivery, therefore, is through detached youth work, working with young people at risk of engagement in violence, gangs, crime, and anti-social behaviour and targeting harder to reach young people in their communities, on the streets, in shopping centres and parks etc. SfYP also deliver projects from within community centres and schools and colleges. Other projects may need to be delivered in community centres in other areas not covered by a young people's centre. SfYP would therefore request the ability to engage with applicants on any new community facilities to ensure that SfYP can effectively utilise these buildings if needed. This will be dependent on growth and other issues that may arise.

5.3.48 Based on the growth strategy being pursued within the Three Rivers Regulation 19 Local Plan, developer contributions will be sought to support capacity increase projects either through an increase in resources to enable youth work to take place or to increase space within existing young people's centres.

5.3.49 Engagement with TRDC's Leisure Team in July 2024 identified the need for a dedicated facility for young people in Abbots Langley.

5.3.50 Appendix 5 of HCC's Guide to Developer Contributions (2024) identifies infrastructure costs for youth services. The HCC Indicative Contributions Calculator requires the proposed housing to be split by dwelling size before the estimated contributions can be calculated. The planned growth of 4,932 homes can be split by tenure using the following emerging Local Plan policy requirements in order to provide an indicative housing split:

- Affordable housing threshold for all residential proposals (40%)
- Split between affordable rent (70%) and affordable home ownership (30%)

5.3.51 Applying the above emerging policy requirements to the proposed 4,932 planned housing provision results in the required number of market (2,959.2 homes), affordable rent (1,380.96 homes), and affordable ownership (591.84 homes) homes. Table 28 outlines the emerging Local Plan housing mix by number of bedrooms.

Table 28: Emerging Local Plan housing mix by number of bedrooms

	1-bedroom	2-bedroom	3-bedroom	4+-bedroom
Market housing	15%	35%	40%	10%
Affordable home ownership	20%	40%	30%	10%
Social/affordable rented housing	20%	40%	35%	5%

5.3.52 Applying the above housing mix by number of bedrooms to the number of market, affordable rent, and affordable ownership homes results in the following number of 1, 2, 3, and 4+ bedroom homes (rounded to the nearest whole number).

- 838 1-bedroom homes
- 1,825 2-bedroom homes
- 1,845 3-bedroom homes
- 424 4+-bedroom homes

5.3.53 Inputting the estimated housing split by number of bedrooms to HCC's Indicative Contributions Calculator results in an estimated S106 contribution for youth services (expanded or new centre) totalling £1,115,089. It should be stressed that this figure is only indicative and engagement with HCC is advised as early as possible to ensure required contributions are based on up-to-date knowledge of service capacity and planned projects in the relevant location.

5.4 Emergency Services

5.4.1 Emergency Services provision is planned for across a wide geographical area, much larger than the District of Three Rivers. This means a large number of development sites across the District will need to contribute towards a small number of infrastructure interventions to support the effective operation of the emergency services.

Police Services

Overview

5.4.2 Hertfordshire Constabulary is responsible for policing the District and the Hertfordshire Police & Crime Commissioner (PCC) ensures that the Constabulary delivers efficient and effective policing in Hertfordshire through the exercise of statutory powers. As well as working closely with the police, Police & Crime Commissioners (PCCs) work with a full range of other public services including health, social services, probation and other organisations that deal with a variety of issues related to crime, community safety or criminal justice.

5.4.3 PCCs set a five-year Police and Crime Plan and determine local policing priorities. Commissioner Jonathan Ash-Edwards, elected in May 2024, has prepared a new Police & Crime Plan (2025-2029)⁵⁹ for the County, which identifies the following key priorities:

- Make Hertfordshire safer
- Strengthen local policing and build public confidence
- Tackle crime and anti-social behaviour
- Protect people from violence, abuse and exploitation
- Bring offenders to justice and support victims

5.4.4 Responding to public engagement, the Police and Crime Plan outlines that the 2025/26 budget will permanently increase the police officer baseline to 2,405 officers. The Police and Crime Plan also highlights the significant pressures facing the Hertfordshire policing budget, which in March 2024 was ranked the 7th least resilient of the 43 police forces nationally. There is currently no capital funding provided by the Home Office to Hertfordshire Constabulary.

5.4.5 The Police and Crime Plan advises that the PCC and Hertfordshire Constabulary are carrying out an in-depth review of the police estate to form a new Estates Strategy. This will be published in early 2026. The redevelopment of the Police HQ

⁵⁹ [Hertfordshire PCC Police and Crime Plan \(2025-2029\)](#)

will be completed in Summer 2026 to provide additional and modern space to meet the needs of the police force.

5.4.6 It is relevant to note that the government announced on 13 November 2025 that PCCs will be abolished. No further details are available currently, although this is something which should be factored into the future revision of the IDP.

5.4.7 Each local authority area in Hertfordshire has a Community Safety Partnership comprising local partners working together to reduce crime and antisocial behaviour and addressing key local issues. The Three Rivers Safeguarding and Managing Crime Plan 2021/24 outlines six priority areas of work as follows:

- Serious Violence and Exploitation.
- Domestic Abuse
- Exploitation Prevention
- Motor Vehicle Crime
- Burglary and Fraud
- Hate Crime and Prevention.

Existing provision and capacity

5.4.8 Hertfordshire has a dedicated Command team based at key locations within the County. The Constabulary headquarters is based in Welwyn Garden City and provides a support and administrative function to these areas. Local policing comprises the Neighbourhood Policing Team alongside intervention officers who respond to emergency calls, the Local Crime Unit which investigates the more serious crimes such as burglary, robbery and assault, and specialist units such as Operation Scorpion who work to tackle acquisitive crime. In addition, they can utilise officers from central teams which work countywide.

5.4.9 There are three Police Stations located within the District:

- Rickmansworth Police Station (the largest of these Police Stations, which was expanded in 2022)
- Oxhey Police Station (secondary police station covering the south east part of the District)
- Abbots Langley Police Station (small community Police station)

5.4.10 Rickmansworth Police Station is located within TRDC Offices. This provides accessibility to police services by the public and enhances the ability for both the Constabulary and the District Council to work more collaboratively. Custody facilities are at Hatfield and Stevenage Police Stations.

Infrastructure to support growth

5.4.11 The number of staff needed to police an area can be calculated based on population, and the number of incidents per head of population. The number of incidents in an area can be influenced by the type of housing, population density, housing quality and whether there is a stable population. The police use actual incidents in a particular district per head of existing population to forecast an increased staff requirement based on the proportional increase in population.

5.4.12 It is the PCC's position that the impact of new development and population growth in Three Rivers District on policing services can only be mitigated and made acceptable in planning terms through the provision of infrastructure contributions to policing infrastructure. Such infrastructure is broadly defined as including operational police facilities in the District (police stations), support services across the County such as (but not limited to) custody suites and Control Room and equipment such as police vehicles, IT equipment, operational equipment, CCTV, Automatic Number Plate Recognition cameras, and one-off recruitment and training for new police officers and staff.

5.4.13 Engagement with the PCC and Hertfordshire Constabulary in Winter 2025/26 has led to the identification of predicted police infrastructure funding totalling £1,096,761.14 required to mitigate the planned growth in the emerging Local Plan. The required police infrastructure covers one-off staff recruitment, equipment, and training, replacement vehicles, new/expanded premises, and ANPR cameras. The breakdown of these costs for each infrastructure item is set out in the Infrastructure Schedule (Appendix E).

Fire and Rescue Services

Overview

5.4.14 Hertfordshire County Council, in its capacity as the Fire and Rescue Authority, has statutory duties under The Fire and Rescue Services Act 2004 and must make provisions for:

- extinguishing fires in their area;
- protecting life and property in the event of fires in their area;
- rescuing and protecting people in the event of a road traffic collision; and
- rescuing and protecting people in the event of other emergencies.

5.4.15 The HFRS provides a wide range of safety initiatives and enforces fire safety legislation, operating from 29 fire stations, a training and development centre and a number of additional sites providing support services across the County. Its staffing includes over 700 employees, including firefighters and control staff.

5.4.16 HFRS's Community Risk Management Plan 2024-2028⁶⁰ outlines five service priorities as follows:

- Keeping Communities Safe: How HFRS prevent and protect communities from potential risks.
- Responding to Emergencies: How HFRS prepare and effectively react to support communities in times of crisis.
- Engaging with Communities: How HFRS use effective communication to support the safety and well-being of communities and how it engages to gain insight, encourage involvement, and build relationships.
- Workforce Excellence: How HFRS attract, retain, and keep staff safe and healthy.
- Sustainable Service Transformation: How HFRS anticipate and adapt to future changes and ensure the long-term efficiency, effectiveness, and sustainability of services.

5.4.17 The Hertfordshire Fire & Rescue Service is split into the following five areas:

- Dacorum & St Albans
- East Herts & Broxbourne
- Hertsmere, Welwyn & Hatfield
- Stevenage & North Herts
- Watford & Three Rivers.

Existing Provision and Capacity

5.4.18 There are three Fire Stations covering Watford and Three Rivers:

- Watford Fire Station (Watford Borough area)
- Garston Fire Station (Watford Borough area)
- Rickmansworth Fire Station (Three Rivers District area).

5.4.19 Watford Fire Station is a full-time fire station which has two permanently crewed fire engines and an Aerial Ladder Platform (ALP) and is crewed by personnel working full-time and is crewed 24 hours a day, 7 days a week.

5.4.20 Garston Fire Station contains one permanently crewed fire engine and is crewed by personnel working full-time and on call and is crewed 24 hours a day, 7 days a week. Garston Fire Station also has insufficient space on site to train staff and is in need of investment due to the building's poor condition.

⁶⁰ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/fire/hfrs-crmp-summary-document.pdf>

5.4.21 Rickmansworth Fire Station contains one permanently crewed fire engine and an Incident Support Unit (ISU) and is crewed by personnel working full-time and on call and is crewed 24 hours a day, 7 days a week.

Infrastructure to support growth

5.4.22 Fire Services plan their service provision using a local risk management approach and services are located and provided in a way that best manages risk. HFRS capacity to deliver an emergency response is not unduly affected by individual developments, however, the 'cumulative effect' of growth will impact on HFRS's capacity and place additional demand on fire and rescue resources.

5.4.23 Fire Stations are currently well located in order to meet the HFRS's emergency response attendance standards. However, any future housing and employment growth across Hertfordshire may lead to more demand for services in locations where there are not suitable levels of resource. HFRS commits to seeking opportunities, where necessary, to relocate fire resources to the most appropriate locations in order to reflect changes in demography, demand and infrastructure growth.

5.4.24 The emphasis for HFRS 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. 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. HFRS outlined during engagement that it continues to wish to be consulted on requirements for the provision of water supplies, and that the fire hydrant(s) served by the mains water supply shall be provided prior to any dwellings being occupied and to the satisfaction of the Fire & Rescue Service. Further, HFRS would recommend greater inclusion of Automatic Water Suppression Systems (AWSS) in the built environment reflecting the vital role that sprinklers play. In practice, the number and location of fire hydrants is determined at the time the water services for any particular development are planned in detail, which is usually once planning permission has been granted.

5.4.25 Engagement with HFRS in Winter 2025/26 confirms that it will seek S106 contributions from development towards additional appliance and equipment costs such as additional fire prevention equipment, road collision equipment, response vehicles, breathing apparatus, specialist equipment or any other firefighting equipment. HFRS identifies that these items are a critical part of the infrastructure required to mitigate the impact of new development on fire and emergency services. They are necessary to maintain service standards caused by increased demand and to ensure that new housing does not exacerbate existing pressures on the service. Without such investment, the ability to respond effectively across growing communities is compromised.

5.4.26 Technical Appendix 8 to the County's Guide to Developer Infrastructure Contributions (2024)⁶¹ identifies Fire and Rescue Service infrastructure costs towards equipment for residential development (£24.87 per dwelling) and commercial development (£20.89 per m²). The Fire and Rescue Service infrastructure costs arising from the proposed 4,932 additional dwellings and an estimated 17,600 m² of commercial floorspace⁶² are as follows:

- Residential (cost of new additional fire appliances and equipment, excluding new fire stations) – £122,658.84
- Commercial – £367,664 (index linked as of Q1 2024).

5.4.27 The Infrastructure Schedule identifies infrastructure costs for each site based on the above costs. HFRS will continue to consider the local position moving forward and ongoing engagement will be required between TRDC and HFRS.

Ambulance Services

Overview

5.4.28 Ambulance services in the District are provided by the East of England Ambulance Service NHS Trust (EEAST) which provides accident and emergency services to more than six million people across wider Hertfordshire, Bedfordshire, Essex, Norfolk, Suffolk and Cambridgeshire. Emergency ambulance services ensure patients with serious or life-threatening injuries and illnesses get the care they

⁶¹ [Technical Appendix 8: Fire and Rescue Service](#)

⁶² Estimated floorspace figure considers employment allocations CFS70a and CFS28 (4 hectares of which is for employment use) using a plot ratio of 0.4. Employment allocation CFS70b is not included reflecting that it is proposed as ancillary amenity space (green infrastructure) only. OSPF6 is not included reflecting that this allocation already has planning permission.

need 24 hours a day, 365 days a year. Unlike other health services which operate from fixed locations, emergency ambulance services attend the patient and are provided from a range of fleets of vehicles. EEAST also provides non-emergency ambulances (patient transport services) which provides an essential lifeline for people unable to use public or other transport due to their medical condition.

5.4.29 The Trust uses its funding for the:

- Upgrade and refurbishment of existing premises, or redevelopment or relocation of existing ambulance stations to a more suitable location to meet the increased local demand arising from housing developments;
- Provision of additional capital medical, pharmacy and digital equipment to manage the increased number of incidents arising from the new population;
- Providing the number and types of ambulances; and
- Recruitment, training, equipping and tasking of Community First responders (CFR) based within the new developments.

5.4.30 EEAST's Corporate Strategy 2025-30 outlines four missions:

- Patient mission: to provide high-quality urgent and emergency care that is fair, responsive and focused on patient need.
- People mission: to provide a supportive, inclusive and empowering environment for our people. It will support individual and organisational performance.
- Partnership mission: to connect patients to the best care, at the right time, first time, every time through working with our partners.
- Productivity mission: to be an innovative, efficient and sustainable healthcare partner, to meet the needs of our communities within the resources available to us.

Existing Provision and Capacity

5.4.31 Ambulance provision serving the Three Rivers District is mainly located outside of the District area at the following locations:

- Watford (Hub) – Colonial Way – built in 1986 and has been converted to provide Make Ready Services (cleaning and restocking of ambulances).
- Rickmansworth – Rectory Road – Ambulance Station Response Post combined with Fire Services. Built in 1969.
- Watford – Lower High Street – Ambulance Station Response Post combined with Fire Services. Built in 1969.

5.4.32 In the north of the Three Rivers District, services are more likely to be provided from:

- West Hertfordshire (Hub) – Maxted Road, Hemel Hempstead – Ambulance Station.
- Hemel Hempstead (Response Post) – Queensway – built in 1965 which pre-dates modern paramedic science although services have been updated to provide Make Ready Services.
- Berkhamsted Castle Street – Ambulance Station Response Post combined with Fire Services built in 1965.
- St Albans London Road – Ambulance Station Response Post combined with Fire Services built in 1965.

Infrastructure to support growth

5.4.33 Increases in population put additional pressure on the provision of emergency ambulance service infrastructure, including the provision of ambulances, response posts and capacity at ambulance hubs and stations that support the area. EEAST is mandated by the NHS Standard Contract to retain response times for each different category of call.

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

5.4.35 The local hub requirements include:

- Each Hub requires one hectare of land close to a local hospital and with good road network links. The building area requirements are circa 2,200m² GIA.
- Sufficient space for 34 dual staffed ambulances and four rapid response vehicles, offices, a Make Ready Centre, vehicle workshop, parking for staff vehicles and bicycles, health and wellbeing garden and a good power supply to enable charging of electric ambulances and rapid response vehicles.

5.4.36 Local spokes include:

- Ambulance Station Central Reporting Post: a 24/7 permanent reporting base for staff, primary response location for up to 34 vehicles, with staff facilities as well.

- Ambulance Station Response Post: a primary response location including staff facilities.
- Standby Location: strategic locations where crews are placed to reach patients quickly. Staff facilities are provided on an informal basis only by agreement with the relevant landowner.
- Local spokes will be in Watford, Borehamwood and Rickmansworth, as required.

5.4.37 Regarding funding, EEAST has no additional capital for investment over the next four years. However, the order of preference for new required projects is being established and will be available in the winter/spring of 2026.

5.4.38 Ongoing engagement is required with the Trust to understand refined cost estimates moving forward which ideally will lead to the identification of a cost per unit for applicable development in Three Rivers which can then be factored into a future iteration of the IDP.

5.4.39 In 2030, EEAST are transitioning to using electric vehicles (EVs) for their ambulance fleet. Future projects should also include centralised EV charging and shoreline to charging equipment.

West Hertfordshire (Hub) – Maxted Road – Ambulance Station

5.4.40 The West Hertfordshire (Hub) needs to be relocated and expanded. It would ideally be located as close to a hospital as possible and have access to good road links. This facility is on EEAST's list to replace but requires capital funding of around £20 million plus land. This includes some allocation for land purchase, but this may be higher depending on land costs. The funding sources for this include capital spending for the Trust and some funding from S106 and CIL.

5.4.41 A building of at least 2200m² is required. This would be estimated to have a 30-year lifespan. The facility would be required to house 35 ambulances and four rapid response vehicles, with full EV charging infrastructure, parking for 225 staff vehicles and office accommodation.

5.4.42 The West Hertfordshire (Hub) needs to be relocated and expanded. It would ideally be located as close to a hospital as possible and have access to good road links. This facility is on EEAST's list to replace but requires capital funding of around £20 million plus land. This includes some allocation for land purchase, but this may be higher depending on land costs. The funding sources for this include capital spending for the Trust and some funding from S106 and CIL.

5.4.43 A building of at least 2200m² is required. This would be estimated to have a 30-year lifespan. The facility would be required to house 35 ambulances and four

rapid response vehicles, with full EV charging infrastructure, parking for 225 staff vehicles and office accommodation.

6.0 Baseline Position and Infrastructure Assessment: Green infrastructure

6.1 Green infrastructure

Overview

6.1.1 Green infrastructure is a network of multifunctional natural spaces and corridors in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities. This includes parks and gardens, woodlands, footpaths, playing fields, allotments, and water infrastructure, sometimes referred to as blue infrastructure. Playing pitches are covered in Chapter 5 under Indoor and Outdoor Sports Facilities.

6.1.2 Green infrastructure assets provide a range of benefits including providing ecological habitats, contributing to landscape character and quality, making places healthier and more distinctive, providing amenity and recreational opportunities as well as a range of 'ecosystems' benefits such as climate change mitigation and pollution control. More valuable green spaces have multiple uses and are connected as part of an integrated network as opposed to being isolated. There are also economic benefits including attractors for inward investment, promoting local economic regeneration, increasing tourism, as well as passive benefits to buildings (such as shading) and lower energy costs by helping to maintain internal building temperatures.

6.1.3 The NPPF (2024) states the need for planning policies to set out an overall strategy for the pattern, scale and design quality of places, including making sufficient provision, amongst other things, for the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure (Paragraph 20). Planning policies and decisions should enable and support healthy lifestyles, including through the provision of safe and accessible green infrastructure (Paragraph 96) whilst new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change, including green infrastructure as an adaptation measure in areas identified as vulnerable (Paragraph 164).

6.1.4 Building with Nature provides an established framework of best practice standards for green infrastructure at each stage of the development process that collectively defines a benchmark of good green infrastructure. Natural England's National Green Infrastructure Framework (2023)⁶³ establishes five voluntary national standards for green infrastructure in England. Table 29 sets out the requirement of good provision based on S2 Accessible Green Space Standard. In addition to size and proximity, there are also capacity and quality criteria to the Standard. This includes that local authorities have at least 3 hectares of publicly accessible greenspace per 1,000 head of population and there is no net loss or reduction in capacity of accessible greenspace per 1,000 head of population at an area-wide scale. It also details that local authorities should specify local capacity standards for all major residential development informed by a local accessible greenspace baseline, that takes into account local needs, opportunities and constraints.

6.1.5 The Framework also establishes S4 Urban Greening Factor Standard for greening existing urban developments and towns. Urban greening is important for addressing the inequality of access to green space within towns and cities, including public realm. This is worsened by the impacts of air pollution, climate change and population pressures. The Urban Greening Factor is a planning tool developed by Natural England to improve the provision of green infrastructure particularly in urban areas, to increase urban greening and to increase biodiversity net gain.

Table 29: Natural England Accessible Greenspace Infrastructure Standards for England (2023)

Category of Accessible Greenspace	Actual walking distance	Name of criterion	Accessible Natural Greenspace	Size criteria (minimum)	Approximate walking / cycling time
1. Small greenspace close to home: either a Doorstep or Local Greenspace	200m	Doorstep Greenspace	N*	0.5 ha	Less than 5 minutes
As above	300m	Local Natural Greenspace	Y	2 ha	5 minutes
2. Medium sized greenspace within 1km	1km	Neighbourhood Natural Greenspace	Y	10 ha	15 minutes

⁶³ [Natural England's Green Infrastructure Framework \(2023\)](#)

Category of Accessible Greenspace	Actual walking distance	Name of criterion	Accessible Natural Greenspace	Size criteria (minimum)	Approximate walking / cycling time
3. Medium large Greenspace within 2km	2km	Wider Neighbourhood Natural Greenspace	Y	20ha	35 minutes
4. Large greenspace within 5km from home	5km	District Natural Greenspace	Y	100 ha	15-20 minutes cycling from home
5. Very large Greenspace within 10km from home	10km	Sub-regional Natural Greenspace	Y	500 ha	30-40 minutes cycling from home

* *Doorstep Greenspace size and distance criterion includes playing fields to reflect their benefits not only for sport but broader informal use. However, as playing fields are not considered accessible natural greenspace, the Doorstep criterion has been shown as not accessible.*

6.1.6 At the County level, the Hertfordshire Green Infrastructure Strategy (2022)⁶⁴ highlights overarching global challenges relating to climate, biodiversity, health and the delivery of sustainable development, which form the ‘backbone’ of key drivers for Green Infrastructure opportunities locally (i.e., ‘resilient spaces’, ‘wilder spaces’, ‘healthier spaces’ and ‘destination spaces’). The Strategy states that there is a need to consider green infrastructure need and demand at the strategic level, how existing green infrastructure is performing, and the potential for green infrastructure to contribute to landscape and environmental enhancement in challenging parts of the County, such as areas with a presence of major transport corridors, areas of high deprivation and proposed growth locations. Part 2b of the Strategy comprises 10 Green Infrastructure Priority Actions informed by the evidence outlined in Parts 1 and 2a of the Strategy. The delivery of these actions aims to repair, reconnect and restore Green Infrastructure across Hertfordshire. The Strategy reflects the importance of the delivery of Green Infrastructure in new development in Hertfordshire in the coming years both as an integral component to the masterplanning process for new housing or employment land, as well as through contributions to the surrounding green Infrastructure network and refers to design guidance and coding, as well as planning gains or levies as mechanisms to achieve the required infrastructure.

⁶⁴ [Part 1: Setting the Scene – A Strategic Review of Green Infrastructure in Hertfordshire/ Part 2a: GI Baseline, Analysis and Priorities /Part 2b: Green Infrastructure Priority Actions and Delivery](#)

6.1.7 The Hertfordshire Nature Partnership published its draft Local Nature Recovery Strategy (LNRS) for public consultation between 14 July and 8 September 2025 and is working to finalise the LNRS for Hertfordshire as required by the Environment Act (2021)⁶⁵. This Strategy will map areas of habitat across the County, agree on local biodiversity priorities and identify where practical action would be most beneficial to create, enhance or recover habitat. TRDC is feeding into the LNRS. It should be noted that TRDC produced a [District level Nature Recovery Strategy](#) in 2023. Identified as separate from the Hertfordshire LNRS it outlines the Strategy's local focus and includes a 5-year Action Plan for benefiting biodiversity in the District.

Existing provision and capacity

6.1.8 TRDC produced an [Open Space Assessment Report](#) and [Open Space Standards Paper](#) in 2019 to support Local Plan preparation. This evidence addresses allotments, amenity greenspace, natural and semi-natural greenspace, parks and gardens, and cemeteries and churchyards. The Standards Paper observes that there are no prescribed national standards for open space provision and therefore recommends that the current local provision levels are used as the quantity standards for the District. Table 4.3.2 in the Open Space Standards Paper (reproduced as 30 below) presents these standards for each 'analysis area' within the District and outlines where there are either deficiencies or surpluses. In addition, the Paper also considers quality and value, as well as accessibility by analysis area, including potential actions where deficiencies have been identified (Tables 4.2.2 – 4.47 in the Paper). It notes that quality and accessibility will be priorities in areas where quantity standards are already achieved. The Paper outlines that the quantity standards should be used to determine the open space standards of new housing developments. In the first instance all types of open space should look to be provided, although if this is not considered viable, prioritisation may be informed by the over-provision/ shortfall column.

⁶⁵ [Emerging Hertfordshire Local Nature Recovery Strategy](#)

Table 30: Current open space provision in Three Rivers District against recommended quality standards (Open Space Standards Paper 2019)

Analysis area	Parks and gardens		Natural & Semi-natural		Amenity greenspace		Allotments		Provision for children & young people	
	(Hectares per 1000 population)									
	0.21		9.39		1.6		0.13		0.08	
	Current provision	+/-	Current provision	+/-	Current provision	+/-	Current provision	+/-	Current provision	+/-
Abbots Langley	0.93	0.72	1.62	-7.77	2.31	0.71	0.08	-0.05	0.11	0.03
Chorleywood	-	-0.21	17.17	8.43	0.14	-1.46	0.32	0.19	0.01	-0.07
Croxley Green	0.01	-0.2	7.18	-2.21	0.47	-1.13	0.28	0.15	0.07	-0.01
Rickmansworth	0.01	-0.2	10.08	-0.69	1.9	0.3	0.1	-0.03	0.08	Level
Sarratt	-	-0.21	137.81	128.42	1.21	-0.39	0.53	0.4	0.05	-0.03
Watford Rural	-	-0.21	4.22	-5.17	1.92	0.32	0.03	-0.1	0.08	Level

6.1.9 In respect of children's play areas, the Standards Paper outlines that residential developments should normally be expected to meet the requirement generated by the development on site, although where this is not feasible a developer contribution should be sought to install or upgrade such facilities in the vicinity of the development. The Study refers to the Fields in Trust (FiT) Standards for the minimum site area thresholds for different forms of play and that on this basis a development of 417 dwellings plus would warrant on-site play provisions.

6.1.10 The 2019 Open Space Standards Papers identified that the Three Rivers District has circa 1,070 Ha of open space across all typologies, with the most dominant being provision of natural and semi-natural greenspace accounting for 81% of the total (see Table 31 below for a breakdown).

Table 31: Overview of Open Space Provision in Three Rivers District

Open space typology	Number of sites	Total amount (Ha)
Park and gardens	5	20
Natural & semi-natural greenspace	75	878
Amenity greenspace	43	148
Provision for children & young people	51	7
Allotments	17	12
Cemeteries	9	16
Total	200	1,073

6.1.11 Engagement with the TRDC Strategy and Partnerships Team in December 2025 highlighted the increasing local interest in community food growing, allotments, and shared green spaces. These provide residents with opportunities to grow fresh produce, support biodiversity, and encourage physical and mental wellbeing. Investment in community growing areas would also promote environmental education, enhance local green infrastructure, and strengthen neighbourhood connections.

6.1.12 TRDC's Play Strategy (March 2025)⁶⁶ contains the Council's Capital Upgrading Programme (2025/26 - 2044/45) for play spaces, and is detailed below.

Table 32: TRDC play space Capital Upgrading Programme

Financial Year	Play Space	Budget (£)	Category	Funding Source
2025/26	Barton Way	£120,000	NEAP	TRDC Capital
2026/27	Hayling Road	£120,000	NEAP	TRDC Capital
2027/28	Oulton Way	£62,500	LEAP	TRDC Capital
	Ann Shaw Gardens	£62,500	LEAP	TRDC Capital
	Leavesden CP	£125,000	NEAP	S106
2028/29	Ashridge	£95,000	LEAP	TRDC Capital
	Moortown Road	£30,000	LAP	TRDC Capital
2029/30	Scotsbridge	£115,000	LEAP	TRDC Capital
	Tannerswood	£10,000		TRDC Capital
2030/31	Oaklands Avenue	£65,000	LEAP	TRDC Capital
	Cassiobridge	£65,000	LEAP	TRDC Capital
2031/32	KGV	£130,000	NEAP	TRDC Capital
2032/33	Baldwins Lane	£130,000	LEAP	TRDC Capital
2033/34	Hornhill	£105,000	LEAP	TRDC Capital
	Aquadrome (Dog Free Picnic Area)	£30,000	LAP	TRDC Capital
	Gade View Gardens	£28,000	LEAP	S106
2034/35	Ebury	£135,000	NEAP	TRDC Capital
2035/36	Barton Way	£135,000	NEAP	TRDC Capital
2036/37	Hayling Road	£140,000	NEAP	TRDC Capital
2037/38	The Swillet	£140,000	NEAP	TRDC Capital
	Langley Lane	£140,000	NEAP	S106
	Leavesden CP	£145,000	NEAP	S106
2038/39	Abbotswood Park	£70,000	LEAP	TRDC Capital
	Ashburnham	£70,000	LEAP	TRDC Capital
2039/40	Eastbury	£110,000	LEAP	TRDC Capital
	Beechen Wood	£22,500	LAP	TRDC Capital
	Mead Place	£12,500	LAP	TRDC Capital
2040/41	Dowding Way	£75,000	LEAP	S106
	Denham Way	£145,000	NEAP	TRDC Capital
2041/42	Oulton Way	£100,000	LAP	TRDC Capital
	Lincoln Way	£22,500	LAP	TRDC Capital
	Fearney Mead	£22,500	LAP	TRDC Capital
2042/43	Skidmore Way	£50,000	LEAP	TRDC Capital
	Ann Shaw Gardens	£100,000	LEAP	TRDC Capital
2043/44	Ashridge	£110,000	LEAP	TRDC Capital
	Moortown Road	£30,000	LAP	TRDC Capital
	Tannerswood	£10,000	LAP	TRDC Capital
2044/45	Ebury	£150,000	NEAP	TRDC Capital

6.1.13 The Three Rivers District is traversed by three rivers from which its name derives. These are the River Chess in the West of the District, the River Gade in the North-

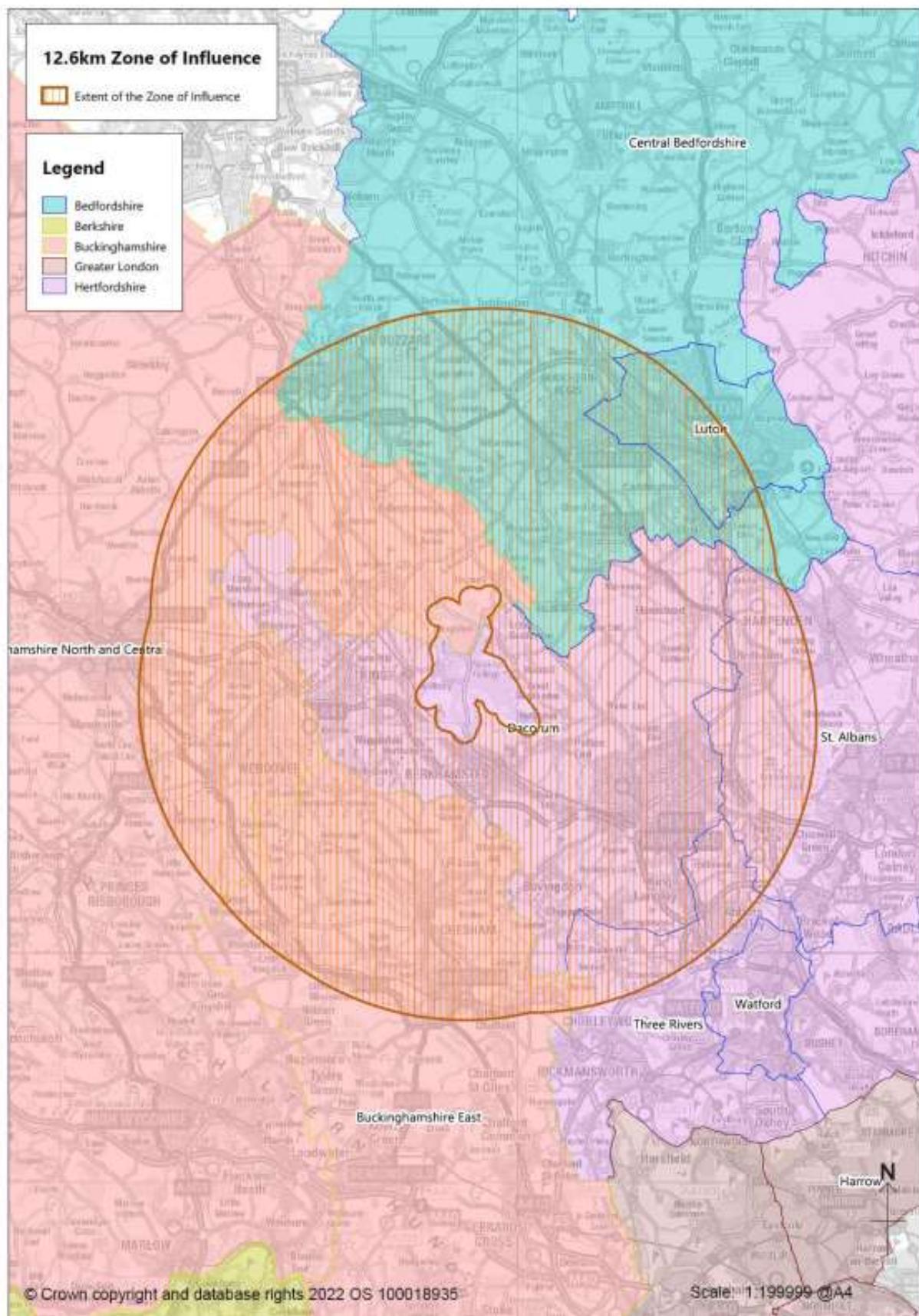
⁶⁶ [TRDC Play Strategy \(2025\)](#)

East and the River Colne in the South-East. The three rivers meet in the town of Rickmansworth in the South of the District and then continue flowing south, as the River Colne, to join the River Thames. In addition to the three main rivers, the Grand Union Canal runs through the District beside the River Gade and then the lower River Colne.

6.1.14 Approximately 6km² of the West of the District is within the Chilterns National Landscape (formerly termed as an Area of Outstanding Natural Beauty). National Landscapes have the same level of landscape quality and the same level of protection as our National Parks. Protection falls under the National Parks and Access to the Countryside Act 1949 and the Countryside Rights of Way Act 2000. The single purpose of National Landscape designation is 'to conserve and enhance the natural beauty of the area'.

6.1.15 The northern part of the District is within the 12.6km Zone of Influence for the Chilterns Beechwoods Special Area of Conservation (SAC) at Ashridge Commons and Woods SSSI for predicted recreational impacts (as illustrated in the map below from the [Chilterns Beechwood SAC Mitigation Strategy](#)). Despite this however, Three Rivers was not included in the 'strategic solution' to manage recreational pressure reflecting that surveys indicated that less than 2% of visitors to the SAC were from the Three Rivers District.

Figure 1: Map of the Zone of Influence for the Chilterns Beechwoods Special Area of Conservation at Ashridge Commons and Woods SSSI for predicted recreational impacts



6.1.16 The District provides the northern gateway to Colne Valley Regional Park which extends South from Rickmansworth within the District through mainly Hertfordshire and Buckinghamshire to Staines Upon Thames. Five sites within the District are classified as parks and Gardens within the District's Open Space Assessment. Leavesden Country Park is the largest and considered as the flagship drawing visitors from the District and beyond and has received significant investment in recent years including from Warner Bros. Studios Leavesden. Leavesden Country Park alongside Chorleywood House Estate and Rickmansworth Aquadrome have Green Flag accreditation status. The District is below the FiT guideline standard of 0.8 ha per 1,000 population for parks and gardens at 0.21. Conversely however, the District exceeds the Fields In Trust standards for natural and semi-natural greenspace with 9.39ha per 1,000 population compared to the Standard at 1.8ha per 1,000 population. The District also exceeds the FiT Standard for amenity greenspace, although falls short of the guideline quantity standard for provision for children and young people and for allotments.

6.1.17 The District includes five designated SSSIs, eight Local Nature Reserves and approximately 147 Local Wildlife Sites. It has also three National Character Area profiles which describe the character of the area in terms of landscape, geology, land use and habitats. These profiles are: The Chilterns, Northern Thames Basin and Thames Valley.

Infrastructure to support growth

Provision of additional green infrastructure and open space

6.1.18 The existing green infrastructure and open space deficits identified above should be considered within emerging proposals for Local Plan allocations within the settlement areas. While the Local Plan allocations are not required to address existing deficiencies, where deficiencies have been identified new development proposals cannot rely on existing green infrastructure provision. New items will therefore need to be delivered to meet the needs of future new residents, and in this instance the Council will seek opportunities to address these identified needs through S106 contributions alongside other appropriate funding mechanisms.

6.1.19 Not all new developments will be expected to provide green space at the standards set out, particularly higher density development within the urban areas. Where appropriate, development proposals should contribute towards the delivery of new green and blue infrastructure which develops and enhances a network of multifunctional green and blue assets throughout the District. This will be

proportionate to the scale of the proposed development and the rural or urban context. The Council will support development which contributes to the District's existing green and blue infrastructure and where possible, enhances and protects networks. It will secure additional provision where deficiencies have been identified. Where on site provision is not feasible then the use of S106 agreements will be sought to contribute to green infrastructure.

6.1.20 The provision of green infrastructure associated with new development proposals will depend on the availability and quality of surrounding existing green infrastructure and open space, the size of the development, and land availability. The specific green infrastructure and open space requirements for each allocation within the Local Plan should therefore be determined through development briefs, masterplans, and planning applications associated with each site. However, using the open space standards from the District's 2019 Standards Paper as discussed above, the indicative demand for additional or expanded green infrastructure and open space arising from Local Plan allocations can be calculated, as presented in Appendix D (Table 41).

6.1.21 The timescales for the delivery of open space as part of the strategic allocations will vary depending on the proposed approach to developing the site. For example, on smaller sites construction companies often locate on-site offices and construction equipment on future open space areas to support the construction of the rest of the site. This approach would therefore delay the development of the open space area until the end of the development. However, on larger sites, the provision of open space may be necessary for new residents moving into the completed houses, therefore the open space area will be provided earlier in the development. Phasing of delivery is also pertinent in respect of SANG to avoid any additional recreational pressure on the SAC from residents of new homes. The appropriate timescales for the delivery of open space will therefore be considered in more detail at the masterplanning and planning application stages.

6.1.22 Green infrastructure requirements can either be provided on site, or as financial contributions towards the strategic provision of green infrastructure. The timescales for the delivery of green infrastructure can vary considerably for each site allocation, depending on the type of green infrastructure proposed, and the size and location of the development site. Where green infrastructure and open space features already exist on a strategic allocation, and there is a requirement as minimum to maintain the existing provision, it is assumed that the existing features will be maintained and there would therefore be no additional costs

allocated to the site. The IDP does not therefore consider any need and costs associated with moving existing features or infrastructure items within the site.

6.1.23 The provision of new green infrastructure items, land for new green infrastructure, and future management arrangements, including to meet biodiversity net gain requirements, and financial contributions to off-site projects, will usually be secured through section 106 agreements supporting planning applications. Other funding sources for the provision of new green infrastructure could include funding from Government, community events, the National Lottery, Sport England, and grant funding from relevant sporting organisations. Liaison with the County Council in respect of Public Rights of Way is important reflecting the role these routes play and the Council's role in managing their improvement.

6.1.24 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development. BNG became mandatory in England in February 2024 requiring developers to deliver a BNG of 10% through development proposals. The NPPF requires Local Plans to seek to achieve net gains for biodiversity through major development proposals. A detailed assessment of sites allocated in the Local Plan will be required to determine the impacts of development on biodiversity, and to consider how biodiversity net gains can be provided in accordance with the requirements of national planning policy. The costs of providing BNG will vary significantly depending on how and where the net gains will be provided and it may be possible that BNG could be achieved through other open space being provided as part of a development proposal. It is not appropriate to seek to calculate the requirements or costs associated with providing BNG within the IDP.

6.1.25 Engagement with TRDC's Leisure Team in December 2025 has highlighted the importance of 'making space for girls' to ensure all parks and public spaces are designed to make teenage girls feel valued and included, and where everyone feels welcome⁶⁷.

Green infrastructure and open space requirements for Local Plan allocations calculated using identified standards

6.1.26 Appendix D (Table 41) details the open space and green infrastructure requirements based on the local standards outlined within the District's 2019 Open Space Study Standards Paper as discussed in the previous section. The information presented in the table therefore presents a baseline requirement for

⁶⁷ [Making Space for Girls](#)

the Local Plan site allocations based on arising needs, which should then be assessed in further detail through masterplanning and planning application processes to determine how site specific features and surrounding existing open space provision impact on the baseline requirements presented in Appendix D (Table 41).

6.1.27 Costings outlined in Appendix D (Table 41) and used in the Infrastructure Schedule are informed by Building Cost Information Service (BCIS) estimates across a period from 2017 to 2021, adjusted to reflect our experience of live projects. We have also applied a South East regional variation adjustment factor of 0.98. This is consistent with another recent IDP work elsewhere in Hertfordshire. This results in the following cost estimates for each hectare of provision (not including land costs):

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

6.1.28 For Amenity green space, we have adopted the approach used by Dacorum Borough Council which involved research into amenity greenspace costs used by peers identified across six document sources (again this is consistent with Arup's recent practice in producing another IDP in Hertfordshire). This resulted in the following cost estimate for each hectare of provision (not including land costs):

- Amenity green space - £160,000 per hectare.

Requirement for SANG Chiltern Beechwoods Special Area of Conservation (SAC)

6.1.29 The emerging Local Plan outlines that development proposals which are likely to have a significant effect on the SAC will be subject to a Habitats Regulations Assessment (HRA). This applies to proposals which are within the Zone of Influence of the Chiltern Beechwoods Special Area of Conservation (SAC), and which would result in a net increase of 100 units or more. Further, where development proposals are subject to a HRA they will be required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. Table 33 outlines proposed residential site allocations within the Zone of Influence. Those over 100 units will be subject to a HRA and required to deliver suitable mitigation and / or avoidance measures.

Table 33: Residential site allocations within 12.6km Zone of Influence of the Chiltern Beechwoods SAC

Site ref	Settlement	Number of dwellings
CFS26c	Abbots Langley and Leavesden	400
AB39	Abbots Langley and Leavesden	6
ACFS9b	Abbots Langley and Leavesden	35
AB31	Abbots Langley and Leavesden	9
AB26	Abbots Langley and Leavesden	5
AB18	Abbots Langley and Leavesden	5
PCS21	Abbots Langley and Leavesden (to come forward with CFS6)	46
CFS6	Abbots Langley and Leavesden (to come forward with PCS21)	98
CFS7	Abbots Langley and Leavesden	20
NSS2	Bedmond	20
NSS6a	Bedmond	16
CFS56	Bedmond	102
NSS20	Kings Langley	100
ACFS8b	Kings Langley	10
NSS10	Kings Langley	10
NCFS20	Kings Langley	10
CFS47c	Sarratt	15

6.1.30 In respect of Suitable Alternative Natural Greenspace (SANG) to mitigate effect on the integrity of the SAC, this would need to be of sufficient size and quality to divert visitors away from the Chiltern Beechwoods and create a semi-natural experience. In quantitative terms, a ratio of 8 hectares per 1,000 new residents is often referred to as a generally considered start point requirement.

7.0 Baseline Position and Infrastructure Assessment: Transport Infrastructure

7.1 Introduction

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

7.1.2 In terms of travel patterns, the proximity of Hertfordshire to London and the important role the County plays as a commuting base for London is a key part of existing travel patterns; this includes significant flows between towns within Three Rivers District and London. For east-west travel, key travel patterns to/from Three Rivers are between towns in close proximity, including Watford, Amersham, and High Wycombe. Based on these travel patterns, the LTP4 has identified a series of key multimodal corridors for focusing improvements to improve connectivity and support growth. The identified corridors of most relevance to Three Rivers are as follows:

- Corridor 1, which connects Aylesbury, Watford, and London; and
- Corridor 5, which forms one of the primary east-west transport links across Hertfordshire, centred on the A414 and A405 roads and connects Hemel Hempstead, Watford, St Albans, and Harlow.

7.1.3 LTP4 states that as these corridors are well served by highways, road-based connectivity improvements will likely result in increased car use and traffic growth, undermining other LTP4 objectives and decarbonisation targets. Therefore, particular attention is required on enhancing the attraction of rail on these corridors (where existing services are available), and on improving passenger transport.

The LTP4 identifies corridor 5 as having deficiencies with regards to service levels and speeds. Connectivity improvements will also be achieved through better interchange between modes particularly at rail stations. For instance, this can be achieved through improvements to walking and cycling networks and facilities for accessing rail stations, as identified in various local strategies, such as the HCC Growth and Transport Plans (GTPs).

7.1.4 HCC has prepared GTPs which include a detailed approach to delivering the policies and objectives of the LTP4, covering geographical areas broadly aligned to where growth is predicted to occur. The majority of Three Rivers is covered in the South West Hertfordshire GTP, developed in 2019, which proposes a series of interventions for connectivity and transport in Three Rivers and nearby towns including Watford and St Albans.⁶⁸

7.1.5 While there is limited evidence of modal shift from cars to more sustainable modes in the County in recent years, there still remains significant potential for this. LTP4 identifies that over 25% of commuters travel fewer than five miles to their place of work, and 43% travel fewer than 10 miles. With the exception of trips to Central London, where most trips are undertaken by rail, car is the main mode of travel for trips in the County. For shorter trips, there is great potential for mode shift from private car to walking and cycling; LTP4 identified a series of towns in the County where there is a comparatively higher propensity to cycle and potentially greater yields from developing the existing cycle network, referred to as 'cycle infrastructure improvement towns', which included Rickmansworth.

7.1.6 In the time since the production of the LTP4 in 2018, there have been several shocks and key events that have changed both the approach to transport planning and how people travel in the County and Three Rivers District, including the Covid 19 pandemic and a growing focus on the climate emergency and transport decarbonisation. The Covid 19 pandemic and the subsequent change in work patterns resulting in a greater proportion of working from home has had an impact on all modes of transport. Additionally, at national level there is a key focus on decarbonisation and enabling and promoting walking, cycling and public transport, established through a series of strategies and plans, including Department for Transport's Gear Change and the Decarbonising Transport Plan. HCC declared a climate emergency in 2019 and set out a decarbonisation strategy in the Sustainable Hertfordshire Strategy.

⁶⁸ South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

7.1.7 Locally, the Three Rivers Climate Emergency and Sustainability Strategy⁶⁹ was developed, which outlines key actions pertaining to transport for the 2023-2027 period with the aim of improving air quality and accelerating decarbonisation of the transport network:

- Adopt the Local Cycling and Walking Infrastructure Plan;
- Support and promote the concept of 20 Minute Neighbourhoods;
- Support our partners in the development and promotion of strategic sustainable passenger transport and infrastructure;
- Promote and improve the public experience and perception of public transport;
- Work with the Hertfordshire Climate Change and Sustainability Partnership (HCCSP) to develop a county wide programme that supports a transition to low carbon private hire vehicles and taxis;
- Maximise opportunities via planning and development control to promote travel planning and increase sustainable low- and zero-carbon transport infrastructure;
- Ensure Air Quality Management Plans are successfully delivered;
- Encourage behaviour change on vehicle idling through education and partnership working; and
- Expand electric vehicle charging infrastructure within Three Rivers.

7.1.8 Based on the above, this IDP section discusses existing transport network provision and conditions, presents future growth scenarios and outlines interventions required to support forecast local growth. HCC confirmed in January 2026, that further development site scenario testing and transport modelling will be undertaken across the proposed growth sites to assess cumulative impacts on the wider transport network. Any additional transport mitigation or infrastructure identified through this work will be reflected within the Infrastructure Delivery Plan through subsequent updates.

7.1.9 This section considers the following transport infrastructure types:

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

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<https://moderngov.threerivers.gov.uk/documents/s11903/Appendix%202%20Climate%20Emergency%20and%20Sustainability%20Strategy.pdf>

7.2 Walking and Cycling Provision

Overview

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

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

7.2.3 Initially developed in partnership with Watford Borough Council (WBC) as a joint document - before being taken forwards separately - a new Local Cycling and Walking Infrastructure Plan⁷⁰ (LCWIP) was adopted in November 2025 by TRDC in partnership with HCC. The LCWIP aims to make walking and cycling the natural choice for shorter journeys or part of longer journeys. The LCWIP identifies a walking and cycling priority network for Three Rivers – integrated with a network identified for WBC – based on the routes with the greatest potential demand and where any changes would have the greatest benefits for local people.

7.2.4 The LCWIP was drafted with the intention to integrate its policies and proposed interventions with other local and regional policy positions outlined in LTP4, as well as other policy documents such as the County's Rights of Way Improvements Plan.

Existing provision and capacity

7.2.5 Three Rivers District is served by the Grand Union Canal, alongside which there are popular routes for walking or cycling. Five National Cycle Network (NCN) routes pass through the County – NCN 1, 6, 12, 57, and 61 – of which one, NCN 6, passes through TRDC. NCN 6 most notably routes through Rickmansworth within the District, as well as routing south towards Uxbridge, Slough, and beyond, and north towards Harpenden and Luton.

⁷⁰ Available at: <https://moderngov.threerivers.gov.uk/documents/s13679/Appendix+A++Local+Cycling+and+Walking+Infrastructure+Plan+including+appendices.pdf>

7.2.6 In the 2022 County Travel Survey, 20% of TRDC respondents reported that walking was their main mode of travel. It was also found that over 60% of journeys in Three Rivers are made by car, and that 17% of journeys under one mile in Three Rivers were made by car, a distance which can be easily walked or cycled.

7.2.7 The Three Rivers LCWIP (2025) identified three Core Walking Zones (CWZ) in the area, these are Rickmansworth Town Centre, Carpenders Park, and Chorleywood. The Carpenders Park area, located in South Oxhey, was identified as the priority walking zone, and five key walking routes around the Carpenders Park London Overground station were identified and prioritised for future walking provision improvements:

- Walking Route 1 – Carpenders Park Station to Hayling Road. Along Gosforth Lane (west of Carpenders Park station).
- Walking Route 2 – Carpenders Park Station to Watford Heath. Along the forested route to the east of Prestwick Road and Green Lane, crossing under the railway and connecting to the other side (north of Carpenders Park station).
- Walking Route 3 – Prestwick Road South to Greenfields School. Along Prestwick Road (south of Carpenders Park station).
- Walking Route 4 – Carpenders Park Station to Oxhey Lane. Along Carpenders Avenue (east of Carpenders Park station).
- Walking Route 5 – Prestwick Rd North to Hampermill Lane. Along Prestwick Road and Brookdene Avenue (north of Carpenders Park station).

7.2.8 Additionally, the Three Rivers LCWIP identified five priority cycling routes within the District, and proposed measures to improve the routes as follows:

- Cycling Route 2 – Rickmansworth to Watford A412. Proposed improvements: Two-way cycle tracks, improved crossings, public realm improvements and footpath widening.
- Cycling Route 3 – Rickmansworth to West. Proposed improvements: Traffic calming and speed reductions, junction upgrades, two-way cycle track and crossing improvements.
- Cycling Route 8 – Rickmansworth to Maple Cross (west). Proposed improvements: Traffic calming and speed reductions, widening of shared use path, two-way cycle track, modal filter.

- Cycling Route 14 – Shepherds Lane. Proposed improvements: Traffic calming and speed reductions, improved side road crossings, two-way cycle track (part), Quietway.
- Cycling Route 21 – Maple Cross South. Proposed improvements: Two-way cycle track, crossing improvements, low traffic route.

7.2.9 Two routes from the Watford Borough Council LCWIP also cross into the Three Rivers district. These are Route W6 – Along Green Lane and Prestwick Road towards Carpenders Park train station, and Route W17 – Along Old Mill Road, Lauderdale Road and Gallows Hill towards Kings Langley train station.

7.2.10 The Beryl Bike Share scheme now operates in Watford, providing 24/7 access to hire bike around the borough. The scheme was extended into Croxley Green in Three Rivers, with the Council announcing in October 2025 a further extension into Rickmansworth, Leavesden and South Oxhey.

Infrastructure to support growth

7.2.11 There is a need for enhanced active travel routes to encourage more sustainable travel patterns and behaviours in the District, particularly in new developments where there is more potential to enable short-distance trips to be made by walking, wheeling, or cycling. This will be a key challenge for the whole County to provide active travel connectivity in, from and within the Three Rivers area.

7.2.12 A list of potential improvements to the walking and cycling network and services has been identified with the aim to support the planned TRDC growth and mitigate any impacts of the on the surrounding transport networks. Potential active travel schemes have been identified from the South West Hertfordshire Growth and Transport Plan Prospectus (June 2019) and Three Rivers Local Cycling and Walking Infrastructure Plan (2025). The South West Hertfordshire Cycle Study (2013) also contained some walking and cycling improvements.

7.2.13 The prioritised, potential walking and cycle routes in the LCWIP focus on creating two-way cycle tracks, improving crossings, and implementing traffic calming measures. Lower priority cycle routes have been listed but lack specific improvement details. There is a specific focus on walking routes which aim to enhance connectivity around Carpenders Park station, with improved paths and crossings, which would support connectivity between the rail network and future growth sites at locations within the District including South Oxhey. The prioritised LCWIP walking and cycling schemes listed above would directly support the growth of sites in locations including Rickmansworth, across which the indicative

dwelling capacity is in the hundreds, as well as large sites in Maple Cross and Shepherds Lane where significant enhancements to active travel provision are required to support growth and to mitigate potential challenges around capacity and congestion particularly on the local highway network.

7.2.14 The South West Hertfordshire Growth and Transport Plan Prospectus (June 2019) contains potential projects that relate to walking and cycling connectivity along the strategic road network, to stations and employment sites. The proposed projects include upgrading the Ebury Way cycleway and creating new bus routes from Bushey and South Oxhey, as well as a new southern access to Watford and Croxley business parks from Tolpits Lane. Enhancements also include improving the Ebury Way for all-weather use, better connectivity to Riverside Park and King George V Playing Fields, and upgrading cycleways and pedestrian routes in Carpenders Park, Oxhey, and Rickmansworth. Additional improvements focus on simplifying road space at Western Gateway Business Park, providing safer crossings on the A412 and A404, and replacing zebra crossings with pedestrian and cycle crossings.

7.2.15 The potential active travel projects contained in the South West Hertfordshire Cycle Study (2013) include converting footbridges to shared use, adding cycle lanes both on and off-road, and improving surface quality and signage along routes. Some projects also aim to reallocate road space for cycle lanes and improved access to underpasses. Several of these projects are either partially completed or not yet completed as of Winter 2025.

7.2.16 The listed potential improvements in the Infrastructure Schedule to the active travel network in Three Rivers are expected to benefit all future sites, and improve walking and cycling connectivity, particularly to stations and employment sites.

7.2.17 Key stakeholders such as HCC and National Highways were engaged to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to provision for walking and cycling. There are no new walking and cycling schemes or interventions to note from the engagement beyond those contained in the documents detailed above.

7.3 Rail Services

Overview

7.3.1 Network Rail is responsible for the day-to-day maintenance and upgrade of the rail network across the UK. A new public body, Great British Railways (GBR) was announced by the government in May 2021 and will be responsible for integrating

the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables.

7.3.2 A total of 11 train operating companies (TOCs) provide services in Hertfordshire and are responsible for the management of 50 stations. Of these, Greater Anglia was transferred to transfer to public ownership on 12 October 2025, with others including Chiltern Railways (which serves London Marylebone to Aylesbury via Rickmansworth and Chorleywood) expected to transfer in 2026.

7.3.3 According to the HCC Rail Strategy, the use of the rail network is heavily dominated by commuting trips, accounting for 76% of all rail journeys, with the main destination being London. Rail plays a very important role in the Hertfordshire economy with over 60,000 people commuting out of the county every day, whilst also bringing over 12,000 workers into the County, with about 75% of these coming from Greater London⁷¹.

7.3.4 Network Rail's Control Period 7 (CP7) Delivery Plan for the North West and Central Region⁷², published in March 2024, sets out the priorities for the West Coast Main Line and associated routes serving Hertfordshire. The plan focuses on improving reliability and resilience, delivering digital and signally upgrades, and maintaining key assets to support high frequency commuter services to London and regional destinations. The investments aim to reduce delays, enhance passenger experience, and accommodate future growth in rail demand. At a local level, Hertfordshire County Council's 2020 Rail Strategy aligns with CP7 objectives, prioritising station accessibility improvements and sustainable travel connections, and sets the strategic framework against which decisions regarding future investment in infrastructure can be identified and prioritised⁷³.

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

⁷¹ Hertfordshire's Rail Strategy (December 2020)

⁷² <https://www.networkrail.co.uk/wp-content/uploads/2024/03/North-West-and-Central-CP7-Delivery-Plan.pdf>

⁷³ 2022 Delivery Plan Update Eastern Region (March 2022)

7.3.6 The 2020 HCC Rail Strategy sets out the aim to support and promote rail use in the County, especially in order to reduce car use, through working with the rail industry, other partners and stakeholders to seek improvements to train services (capacity, journey times, frequency, range of destinations), make rail travel attractive through improved fares and facilities and improved access, and ensure new rolling stock is comfortable, well equipped and fully accessible⁷⁴.

Existing provision and capacity

7.3.7 Three Rivers is well served by rail, notably by the Chiltern Main Line, the London Underground Metropolitan Line, and the West Coast Main Line.

7.3.8 Services on the Chiltern Main Line call at Rickmansworth station and Chorleywood station, with up to 4 trains per hours to London Marylebone and to Aylesbury to the north.

7.3.9 Metropolitan Line services are managed and operated by Transport for London; within the District, these services call at Moor Park station, Croxley station, Rickmansworth station, and Chorleywood station. Metropolitan Line services regularly call at these stations, providing connectivity throughout northwest London and beyond towards Baker Street and Aldgate in central London, as well as connections to Amersham, Chesham, and Watford.

7.3.10 The West Coast Main Line routes through the northeast of Three Rivers District, serving Kings Langley station. Frequent services are accessible from this station, providing connectivity to London Euston and Milton Keynes, as well as other destinations including Tring and Bletchley.

7.3.11 As noted above, north-south rail connectivity in Three Rivers is strong; however, east-west rail connections are lacking, therefore east-west regional connectivity and movement is dominated by the presence of the strategic highway links noted in section 7.1.

7.3.12 According to LTP4, there is significant travel demand by road and rail into London, resulting in capacity problems and overcrowding at peak hours.

7.3.13 The HCC rail strategy identifies additional issues with regards to rail services across the County, and these include issues with station and train facilities that affect the passenger experience, tension between the demand for ever-faster long-distance services and the need for an increase in capacity on commuter routes due to capacity concerns, and forecasts that a number of Hertfordshire's

⁷⁴ Hertfordshire's Rail Strategy (December 2020)

rail lines will be over capacity by 2031⁷⁵. The existing railway network within and surrounding TRDC is shown in Figure 8.1.

7.3.14 LTP4 states that the main priorities for the Aylesbury-Watford-London corridor (corridor 1), which encompasses much of TRDC, include improvements to passenger transport connections between urban centres along this corridor. The most relevant of these improvements to TRDC would include the previously proposed Metropolitan Line Extension (formerly known as the Croxley Rail Link), which would provide a direct rail link between the existing Croxley station and Watford Junction station, from which additional rail services are accessible including London Overground services. The Metropolitan Line Extension scheme would seek to strengthen east-west public transport connectivity in the area and support anticipated growth. HCC has been leading a group (including Watford Borough Council, Three Rivers District Council, Network Rail and Transport for London) to develop a successor scheme, the *Watford to Croxley Link* ('W2CL'). The latest published information on this is a Metropolitan Line Extension Alternatives report (June 2021), a feasibility study and develop proposals for innovative options suitable for the disused railway corridor.

⁷⁵ Hertfordshire's Rail Strategy (December 2020)

Figure 2: Extract of the National Rail All Stations Route Map for the Three Rivers area and surrounds⁷⁶



Infrastructure to support growth

7.3.15 No developed rail infrastructure proposals were identified in the drafting of this IDP. As stated above, the Metropolitan Line Extension scheme has not progressed since the Metropolitan Line Extension Alternatives study in June 2021. The Infrastructure Schedule does identify improvements to walking and cycling connections to existing stations, including Carpenders Park Station, Croxley Green Station and Rickmansworth Station, which will support growth through improved opportunities for residents to make best use of existing infrastructure.

7.3.16 Regional representatives from Network Rail were engaged as part of the IDP process to fully understand the infrastructure needs, requirements, deficits, and opportunities pertaining to rail provision, accessibility, and connectivity. A number of previous studies were discussed including the West Midlands & Chilterns Route Study (2017) and the West Coast South Strategic Advice (2023). These studies have informed the narrative of this chapter, however there were no new rail schemes to note. Also in the engagement, reference was made to the rail gap

⁷⁶ <https://www.nationalrail.co.uk/travel-information/maps-of-the-national-rail-network/>

between Watford and Aylesbury and it was noted that this gap is in the early stages of review by HCC to identify potential options for the Watford to Croxley link in the short- to medium-term.

7.4 Bus services

Overview

7.4.1 An extensive commercial bus network operates across the County. As discussed in LTP4, in addition to this network, HCC supports a relatively small proportion (around 6% by patronage) of local bus services. In addition to the bus network, there are a number of express coach services that operate commercially. These typically operate on a less than hourly frequency and connect local towns to London, regional centres, airports and with the national coach network⁷⁷.

7.4.2 In April 2020, HCC entered into an agreement with local bus operators to adopt the 'Intalink Enhanced Partnership', with the aim to improve local passenger transport services to encourage mode shift. The Intalink Partnership has taken on the roles of individual Quality Network Partnerships in Hertfordshire, providing a forum for councils and operators to work together in a proactive, structured, and co-ordinated fashion to enhance the network and improve the service to passengers. In addition, the partnership enables the facilitation and marketing of multi-operator ticketing which can be used across the network.

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

Existing provision and capacity

7.4.4 Bus services provide connections within TRDC between destinations including Rickmansworth, Croxley, Chorleywood, Abbots Langley, and Maple Cross. Local bus services also provide direct connections to Hertfordshire towns such as Watford, Hemel Hempstead, St Albans, and Welwyn as well as some direct connectivity to neighbouring regions such as Greater London (including a service to Heathrow Airport) and Essex.

7.4.5 Bus networks provide an important service in TRDC, particularly for more rural areas. However, in rural areas such routes often suffer from economic viability issues due to the low population density and therefore are not as frequent as users would like. And, as noted in the Three Rivers Local Plan Regulation 18 (2021), bus networks in the District are shrinking⁷⁸. Local bus services require support to maintain access to essential services for people without access to a car. Limited services between Abbots Langley and Watford General Hospital, and South Oxhey

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

⁷⁸ Three Rivers Local Plan Regulation 18 Preferred Options Consultation (June 2021)

and Watford General Hospital have also been identified as an issue for local communities.

7.4.6 There are complexities associated with providing viable and sustainable bus services in counties such as Hertfordshire, reflecting high car ownership (resulting in congestion issues particularly at peak times) and a large number of small towns surrounded by Green Belt, which do not create natural conditions for commercial bus operation.

7.4.7 HCC is keen to promote passenger transport across the County to encourage increased use of modes of travel other than by car. The need for improved bus links from rural to urban areas has been identified, stating that existing bus services in the County, including minibuses, taxi buses and community transport, are sometimes expensive, unreliable, infrequent and do not sufficiently provide an effective alternative to the car⁷⁹. The South West Hertfordshire GTP, published in 2019, sets out a series of proposed interventions that aim to improve bus services and infrastructure in the area, including⁸⁰:

- Watford Western Gateway Business Park Southern Access for buses, pedestrians, and cycles;
- Bus priority measures on the A41 (M25 J20 and J19); and
- Bus priority measures on Ascot Road (Holywell).

The Bus Service Improvement Plan (BSIP) was originally published in October 2021 and updated in June 2024. As part of the BSIP and Better Buses programme, new high quality bus shelters have been built across the county to encourage bus use.

Infrastructure required to support growth

7.4.8 There is a need for enhanced bus services to encourage more sustainable modes of travel. This will be a key challenge for the whole Hertfordshire area and has a strategic role to play in integrating the approach.

7.4.9 Potential bus projects identified in the South West Hertfordshire GTP (June 2019) include connections to employment sites and stations.

7.4.10 These comprise upgrading the Ebury Way cycleway from Tolpits Lane to the Electricity Transmission Station, and extending to Hampermill Lane near Bushey Cricket Club, to become a bus and cycle route. New or rerouted bus services from Bushey and South Oxhey areas are also considered. Other potential projects include:

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

⁸⁰ South West Hertfordshire Growth and Transport Plan (June 2019)

- A new southern access into Watford and Croxley business parks from Tolpits Lane for buses, pedestrians, and cyclists is included, with bus priority measures on approaches between M25 Junction 20 and Junction 19 spur.
- Enhancing local-express bus services between Hemel Hempstead and Watford, linking key employment sites such as Maylands Business Park, Hemel Hempstead Town Centre, Apsley, Abbots Langley, Leavesden, and Watford & Croxley business parks, is also included.
- Maintaining existing routes (500 and 320), and converting Ascot Road to a single carriageway with bus-only lanes are also listed in the South West Hertfordshire Growth and Transport Plan Prospectus.

7.4.11 To support future development, bus infrastructure must integrate with emerging rapid transit proposals such as the Hertfordshire Essex Rapid Transit (HERT) scheme. HERT is proposed as an east–west sustainable transport corridor linking Watford and Hemel Hempstead to Harlow, with an additional link from Watford to Croxley. This is designed to provide reliable, frequent services that are faster and more convenient than traditional buses. Land should be safeguarded for rapid transit stops and corridors, including interchange facilities with local bus routes, and space for mobility hubs connecting buses, cycling, and walking networks⁸¹. Public engagement has highlighted reliable journey times and service frequency as priorities, so infrastructure must be designed to meet these expectations and align with the TRDC Local Plan’s growth strategy.

⁸¹ <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/roadworks-and-road-closures/major-roadwork-projects/hert.aspx>

7.5 Highways

Overview

7.5.1 The road network in Hertfordshire is dominated by major north-south corridors. Major roads through the County are a key part of the national highway network, linking London to the rest of the country. Traffic levels in the County are high and there is a complex movement pattern both within the County and across the borders⁸².

7.5.2 Highways within TRDC are the responsibility of two organisations. National Highways manages the Strategic Road Network (SRN), comprising the M1 which runs in a north-south direction along the northeastern boundary of TRDC, and the M25, the London Orbital Motorway, which crosses through the full length of the District from Chandler's Cross in the northeast to Maple Cross in the southwest. The A41 Watford Road is part of the Major Road Network (MRN) and runs in a north-south direction to the west of Abbots Langley. Hertfordshire County Council manages the remainder of TRDC's A roads, as well as all B roads and unclassified roads.

7.5.3 Traffic levels in Three Rivers are forecast to grow 15.6% in the period 2017-2031⁸³, and there are existing congestion problems on the highway network. Despite high car ownership levels, there are still households without access to a car or van which can detrimentally affect access to services and amenities for some people, particularly those living in rural areas in the District. Prevalence of and dependence on the private car as means to stay connected in Three Rivers also has social, economic, and environmental consequences. TRDC has therefore recognised the need to promote and deliver access to sustainable transport modes to improve travel options, increase access to services, and reduce the environmental impacts of travel.

Existing provision and capacity

7.5.4 The M1, part of the SRN, provides strategic links to Luton, Milton Keynes, the Midlands, and onward connections to the north, and to London to the south. The M25 provides strategic links around London, and dominates the highway network within TRDC. The local road network is made up of key arterial routes through TRDC, including the A412 that runs in an east-west direction and provides connections between localities within the District, such as Rickmansworth and

⁸² South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)

⁸³ Three Rivers Local Plan, Regulation 18 (June 2021)

Croxley Green, as well as to the wider strategic road network and to Watford to the east. Other key routes through TRDC include the A404, which connects the District with Greater London as well as Amersham to the northwest.

7.5.5 Congestion at peak times is considered a key challenge to effective operation of the highway network. National Highways have indicated that parts of the SRN in the area experience significant congestion issues, with the majority of SRN junctions in the vicinity considered pinch points. With regards to the impact of the Covid19 pandemic across Hertfordshire, HCC has indicated that some of the key characteristics in post-Covid 19 travel patterns is peak spreading, which has resulted in more traffic over a longer period of time during the day on the highway network.

7.5.6 LTP4 indicates that around half of the commuters in Hertfordshire towns, including towns in the Three Rivers District, who live in the same town in which they work travel to work by car. Additionally, LTP4 states that there is a high volume of short distance interurban commuter travel in Hertfordshire, that could readily transfer to rail, bus, or car share. Congestion issues are identified on the key highway corridors through the TRDC, most notably the M25 corridor and junctions, which are also understood to link to poor air quality in the area⁸⁴.

Strategies and current plans for interventions

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

7.5.8 Highway schemes for TRDC identified within the South West Hertfordshire GTP include measures for capacity improvements to the M25 junction 20, as well as local highway schemes such as Western Gateway Southern Access

⁸⁴ Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

improvements, enhancements to Ebury Way in Rickmansworth, and a 20mph speed limit zone on Church Street in Rickmansworth. The majority of these highway works aim to improve facilities for people walking and cycling and for bus movements.

7.5.9 HCC has developed a multimodal Countywide Model of Transport (COMET) to enable testing of the cumulative impact of development across the County, thus enabling HCC to identify the locations requiring mitigation and allowing the testing of further interventions. The model can be used by developers to commission their own standalone tests. The model runs are undertaken on an annual basis with the current base year representing 2023 and the main forecast year corresponding to 204336.

7.5.10 The Draft Road Investment Strategy 3 was published in August 2025, setting out the priorities for the SRN from 2026-2031. The draft reinforces a significant shift toward managing, maintaining, and renewing ageing SRN assets, rather than large-scale expansion. It notes that much of the SRN is over 50 years old and needs increased investment to remain safe, resilient, and serviceable.

7.5.11 The South West Hertfordshire GTP identifies the proposed M25 junction 20 works mentioned above as the main intervention to the SRN within the District; however, improvements and changes to the M25 junction 21, M1 junction 8, and the M1 junction 9 are all likely to have some impact on the traffic and highway network in TRDC.

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

7.5.13 With regard to car parking, TRDC's Parking Service covers the management of Council owned car parks and the enforcement of Controlled Parking Zones on-street, and the enforcement of parking in car parks (off-street). In the Parking Annual Report (2023-24) the Council confirms that it will maintain its Parking Management Programme and progress the larger parking management schemes in West Rickmansworth and Chorleywood that evolved during 2023/24. The report also highlights completion of key car-park improvements (such as LED lighting and resurfacing) and the continued roll-out of electric-vehicle charging

infrastructure in its car parks, including visitor-destination sites across the District⁸⁵.

Infrastructure required to support growth

- 7.5.14 Relevant officers from National Highways were engaged as part of the IDP process, alongside transport and planning officers representing HCC (the local highway authority), to understand infrastructure needs, requirements, deficits and opportunities relating to highways provision and other road-based infrastructure such as car parking.
- 7.5.15 To date, National Highways' involvement has focused on reviewing the calibration and validation of the baseline COMET highway model in December 2025. In the absence of agreed and accepted development forecast modelling outputs, National Highways is not currently in a position to conclude whether mitigation measures on the SRN are required or to provide advice on the implications of the preferred growth scenario for the operation or safety of the SRN.
- 7.5.16 The need for any new or improved SRN infrastructure would depend on the scale, location and cumulative impact of proposed growth and would need to be informed by appropriate transport evidence and modelling. Further engagement with National Highways will be undertaken once the forecast modelling is available to determine whether development would result in material impacts on the operation or safety of the SRN and, where necessary, to inform the nature, scale and timing of any mitigation through the plan-making process and subsequent development-specific assessments.
- 7.5.17 There are a series of proposed highway improvements that will likely be necessary to accommodate growth in the region (including growth in the Three Rivers District) such as improvements to the A414 and M25 junction 20, however, requirements for highway infrastructure enhancements are not closely linked to the growth in Three Rivers but instead are more broadly required to support regional growth by addressing regional transport connectivity and capacity constraints, as noted above in this chapter.

⁸⁵ <https://cdn.threerivers.gov.uk/files/2024/09/08f8ccb0-6f4e-11ef-9e8b-85f97a2f6b0b-Annual%20Parking%20Report%202023-2024.pdf>

8.0 Baseline Position and Infrastructure Assessment: Physical infrastructure

8.1 Energy and utilities

Potable water

Overview

8.1.1 Potable water in the Three Rivers District is supplied by Affinity Water. Affinity Water's water supply is sourced predominantly from groundwater sources but also four river intakes on the River Thames, one impounding reservoir and 12 bulk supply imports from neighbouring water companies.

8.1.2 Under the Water Industry Act 1991, water providers have a statutory duty to provide water to residential premises. The Act also recognises the impact of new developments on the existing water supply network and allows water companies to make an infrastructure charge for each property connected to the water supply. This charge is separate to the cost that is charged to developers for the requisition of new mains which is based on the total cost of the mains off-site pipework and any necessary upgrades downstream.

8.1.3 Where strategic infrastructure upgrades are required, these are outlined in the Affinity Water Business Plan⁸⁶ and funded by customer bills. The investment plans of water companies are based on a five year cycle with the current cycle running from 2025 to 2030. Due to this funding mechanism, there is little certainty regarding funding of infrastructure upgrade projects beyond the business plan cycle. This business plan cycle does not include business-as-usual infrastructure development such as mains replacement.

Existing provision and capacity

8.1.4 The Hertfordshire Water Cycle Study⁸⁷ (Arcadis, HCC, 2017) states the availability of water resources in Three Rivers was largely sufficient in 2021. Generally, however, water supply will be a main constraint to future growth within Three

⁸⁶ <https://www.affinitywater.co.uk/corporate/plans/business-plan>

⁸⁷ <https://www.hertsmere.gov.uk/Documents/09-Planning--Building-Control/Planning-Policy/Local-Plan/Hertfordshire-Water-Study-2017-.pdf>

Rivers, as it is across the entire South West Hertfordshire area due to it being classified as a water stressed catchment.

- 8.1.5 The Affinity Water 'Water Resource Management Plan'⁸⁸ (2024) outlines the strategies proposed to ensure a resilient supply can be provided for projected future growth.
- 8.1.6 Taking into consideration the proposed strategies outlined in the Water Resource Management Plan, Affinity Water has indicated that there are currently no known constraints to meeting the legal requirement to supply water to new residential developments. However, the programme of development may be impacted where growth is concentrated and where there is proposed growth in neighbouring local authorities. It is important that engagement with Affinity Water happens early in the development process for water to not be a constraint to the proposed programme of growth.
- 8.1.7 The Water Resource Management Plan outlines six Strategic Resources Options for meeting future supply deficit. The two that will benefit future supply within Three Rivers will be the Grand Union Canal and the Thames to Affinity Transfer.
- 8.1.8 In addition to water infrastructure and supply investment, water demand reduction measures will help to alleviate the stress on water supply due to growth. Engagement undertaken to inform the South West Hertfordshire Joint Strategic Infrastructure Baseline Study⁸⁹ (Arup, 2023) indicated that water consumption will have to be reduced to 110 L per day per head across Three Rivers over the next plan period. This is in line with the Building Regulations part G. The final Affinity Water 'Water Resource Management Plan' adopts this target meaning that additional water efficiency conditions should be imposed on new developments..
- 8.1.9 Affinity Water has proposed demand reduction measures in its Water Resource Management Plan for the next investment period. These include smart metering, mains replacement, and water efficiency checks. All new homes will be required to be metered.

Infrastructure to support growth

- 8.1.10 During stakeholder engagement, Affinity Water assessed the performance of their supply network for proposed future demands (including future developments in AW records and Three River District Council sites). The results of the simulation concluded that there is sufficient water supply in the region. However, pressures at the critical points in the network due to the new developments are such that

⁸⁸ <https://www.affinitywater.co.uk/corporate/plans/water-resources-plan>

⁸⁹ <https://www.swhertsplan.com/18515/widgets/53801/documents/52673>

major reinforcements in the network in the Three River District Council area will be required. This normally means new pipelines although in some cases new pumping stations will also be required. Specific reinforcement projects required cannot be determined until planning permission has been granted for developments. It is recommended that developers liaise with Affinity Water at the earliest opportunity so that any reinforcements required do not affect the programme of the development. An initial capacity check can be carried out by Affinity Water prior to planning permission being granted, and a detailed modelling study will be carried out once planning permission has been granted.

8.1.11 Any network reinforcements required to facilitate development at proposed sites will be carried out by Affinity Water. Water companies have a duty to supply water for domestic purposes to customers under Section 52 of the Water Industry Act 1991 and are hence obliged to connect developments to the network once planning permission has been granted. Any localised upgrades to existing supply networks are likely to be funded from the usual water developer requisitions and investment processes. It is recommended that developers and the Local Planning Authority liaise with Affinity Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future developments.

8.1.12 During stakeholder engagement, Affinity Water highlighted multiple proposed development sites as being located within an Environment Agency defined groundwater Source Protection Zone (SPZ) corresponding to groundwater abstraction locations and Pumping Stations. When considering plans for new developments which are within SPZ1s, it is likely that Affinity Water will request for conditions to be imposed on planning permissions to minimise risks to public water supply. This could include risks from actions such as construction works causing contamination including turbidity, or changes to surface water infiltration. It is encouraged that developers engage with Affinity Water in the early stages of development on sites located within SPZ1 to ensure there is no impact on public water supply. The following sites are located within SPZ1:

- AB39 Rosehill Garden Garages
- ACFS8B Flowerhouse, Kings Langley
- CFS3 Land adjacent to Fraser Crescent and Woodside Road
- CFS4 Land at Warren Court, Woodside Road

- CFS59 Land at London Road
- CFS6 Land at Mansion House Equestrian Centre
- CFS65 Land North of Bucknalls Lane
- EOS12.2 Land west & south Maple Cross
- EOS7.0 Land to the south of Shepherds Lane & west of M25
- H15 Garages rear of Drillyard, West Way
- H18 Royal British Legion, Ebury Road
- H22a Depot Stockers Farm Road
- H24 The Fairway, Green Lane, Oxhey Hall
- MC11 40-42 Longcroft Road
- NSS10 Land at Mill Place, Hunton Bridge
- NSS2 56 High Street, Bedmond
- NSS6a North Cott East Lane
- P33 Chiltern Drive
- P38 Garages at Whitfield Way
- P39 The Queens Drive, Mil End
- P4A Quickwood Close Garages – Larger Site
- PCS16 Vivian Gardens, Oxhey Hall
- PCS21 Land at Love Lane
- RW31 Garden land off of Uxbridge Road

8.1.13 Additionally, Affinity Water identified several areas where water mains apparatus intersects sites for potential allocation. This may affect development potential in some cases, as no development will be permitted within a specified distance of these services. The impact of development sites should be considered and discussed with AW at the earliest possible stage. The following sites have been highlighted as having significant mains apparatus within site:

- EOS12_4
- EOS7_0
- PCS21
- H6
- CG47
- CFS18.

Wastewater

Overview

8.1.14 Thames Water Utilities Ltd (TWU) is the statutory undertaker responsible for wastewater services for Three Rivers District and, under the Water Industry Act, has a duty to ensure that adequate sewer and treatment capacity is in place to accommodate development.

8.1.15 The investment plans of water companies are based on a five year cycle, with the current cycle running from 2025 to 2030. In general, Thames Water infrastructure funding comes from investment through the business plan process whereby Ofwat sets customers' bills. Due to the funding mechanism, there is little certainty regarding funding of projects beyond the business plan cycle.

8.1.16 Water companies are required to produce Drainage and Wastewater Management Plans (DWMPs) as long-term plans for organisations to work together to ensure that there is a resilient and sustainable wastewater service for the next 25 years and beyond. Thames Water published its DWMP in May 2023⁹⁰. The DWMP covers the period 2025 – 2050. The DWMP process is iterative and will be repeated every 5 years. Thames Water's next DWMP will be published for consultation in 2027.

Existing provision and capacity

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

8.1.18 All of the District's sewage drains to Maple Lodge Wastewater Treatment Works (WwTW) (located in the District). This WwTW also serves the majority of Watford, Dacorum, St Albans, and Welwyn Hatfield Council areas. Maple Lodge Wastewater Treatment Works is already operating at close to capacity and sometimes gets overwhelmed resulting in overflows. The Maple Lodge catchment is very large and covers multiple local authorities. Therefore, it is important that proposed growth in Three Rivers District is considered alongside proposed growth within neighbouring local authorities in the rest of the catchment area to avoid worsening capacity issues at the WwTW.

⁹⁰ <https://www.thameswater.co.uk/about-us/regulation/drainage-and-wastewater-management/dwmp23>

8.1.19 The Three Rivers District drains to a trunk sewer which serves a number of other local authority areas upstream before passing through Three Rivers District along the valley of the River Colne. Upstream of Three Rivers District, facilities exist to divert part of the existing flow to Blackbirds WwTW. The rest of the wastewater continues through the trunk sewer network for treatment at Maple Lodge WwTW and subsequent discharge to the Grand Union Canal.

Infrastructure to support growth

8.1.20 Work is currently progressing with the design of upgrades to the wastewater treatment works with anticipated delivery around the end of AMP8 (2025-2030). The capacity of Maple Lodge WwTW to accommodate the increase in wastewater from development in Three Rivers will be severely constrained by how much growth from the upstream local authorities is allocated to the Maple Lodge catchment and how much of this is diverted to Blackbirds WwTW or another WwTW. This will partially determine any upgrades that may be necessary for the next investment period which will be determined in the AMP9 Business Plan in 2029. However, the proposals for AMP9 informing the business plan, including proposals related to growth, will be based on the best understanding of likely growth in advance of 2029. Costs for upgrades are covered by customer bills and delivered by Thames Water.

8.1.21 During stakeholder engagement, Thames Water indicated that the majority of proposed development sites are not likely to cause significant infrastructure concerns regarding the wastewater network or wastewater treatment infrastructure capability. Therefore, capacity is expected to be available to support the growth. However, all sites should engage with Thames Water as early as possible to ensure that if upgrades to the network are required, these do not affect development programme.

8.1.22 This is based on foul flows connecting to the public sewer by gravity (not pumped) and no surface water flows being discharged to the public sewer. Any network reinforcements required to facilitate development at proposed sites are funded through the infrastructure charge and will be delivered by Thames Water. It is recommended that developers and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. Phasing conditions may be necessary to prevent occupation until any necessary upgrades have been delivered.

8.1.23 During stakeholder engagement, Thames Water stressed that groundwater entering the sewer network has a significant impact in the Maple Lodge catchment

in this area. The scale of the proposed development doesn't materially affect the sewer network; however, care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. Thames Water, along with other partners, have produced Groundwater Impacted System Management Plan documents to explain the short, medium and long term plans to reduce infiltration of groundwater entering the sewer networks⁹¹.

8.1.24 Upgrades to Blackbirds WwTW have been proposed in the Thames Water DWMP, but this is yet to be confirmed by Thames Water. Investment by Thames Water to increase the capacity of Blackbirds WwTW could relieve pressure due to growth on Maple Lodge WwTW. Costs for upgrades are covered by customer bills and delivered by Thames Water.

Gas Supply

Overview

8.1.25 National Gas owns and operates the high-pressure gas transmission system across Great Britain and remains responsible for its day-to-day operation and maintenance. Strategic planning for the long-term needs of the network and customers is now carried out by the National Energy System Operator (NESO), while National Gas continues as the Transmission Owner, delivering new infrastructure when required to meet demand and changes in supply patterns. Long-term customer needs are articulated within NESO Future Energy Scenarios (FES)⁹². The FES are produced annually to identify a range of credible future scenarios to 2050. The most recent FES report was published in 2025.

8.1.26 The FES form the base of the Gas Ten Year Statement (GTYS)⁹³, which National Gas publish annually to provide a better understanding of how they intend to operate and plan for the gas National Transmission System (NTS) over the next ten years. The document outlines drivers of change, network capability and resilience and development. The most recent version was published in 2024 and covers the period to 2034. Decarbonisation of the country's energy supply remains a primary focus. The report reflects the evolving FES framework, which now uses pathways rather than scenarios. With the creation of NESO, a number of elements of the GTYS have now been superseded and will be found in the Gas Network Capability Needs Report (GNCNR) as required by NESO. The report also includes

⁹¹ <https://www.thameswater.co.uk/about-us/regulation/drainage-plans>

⁹² Future Energy Scenarios 2025: Pathways to Net Zero

⁹³ 17521 NGT GTYS 2024 AW07b INTERACTIVE.pdf

an expanded section on the resilience of National Gas's assets in comparison to previous years.

8.1.27 The Gas Network Capability Needs Report (GNCNR)⁹⁴, published by the National Energy System Operator, confirms that the national gas transmission system has sufficient capacity to meet demand over the next decade, with no constraints identified for the east of England. Longer-term uncertainties beyond 2035, such as decarbonisation and potential hydrogen conversion, are national considerations and are not expected to impact local supply in the short to medium term.

8.1.28 Cadent is the regional distribution network operator (DNO) for the East of England gas network which includes the East Anglia local distribution zone covering Three Rivers. Upgrades to existing gas supply infrastructure are planned for and delivered through the submission of business plans to Ofgem to secure funding. This is supplemented annually by the Long-Term Network Development Plan (LTDP), the most recent of which was published in 2025⁹⁵. This outlines projections for the future and the evolution of the network, including required investments to maintain secure supplies.

8.1.29 Ofgem requires DNOs to submit a business plan which sets out their strategy covering a 5-year period, detailing their intended approach and the outcomes they expect to achieve through their actions. Cadent's most recent business plan sets out the proposed strategy for the RIIO-3 period (2026–2031)⁹⁶, outlining how the company will deliver a future-ready gas network. RIIO-3 focuses on accelerating the transition to low-carbon energy by preparing infrastructure for hydrogen and biomethane, enhancing digital capabilities for leakage management, and continuing the replacement of ageing metallic mains. The plan also prioritises resilience, affordability, and decarbonisation of operations, ensuring the network supports net zero goals.

Existing provision and capacity

8.1.30 Cadent's LTDP (2025)⁹⁷ indicates that peak gas demand is expected to remain relatively stable over the ten-year forecast period. Annual gas demand increased in 2024/25 following earlier declines between April 2021 and April 2024 caused by high energy prices. Over the longer term, demand is projected to gradually

⁹⁴ [Gas Network Capability Needs Report \(GNCNR\) | National Energy System Operator](#)

⁹⁵ [Cadent-Long-Term-Development-Plan-2025-Final.pdf](#)

⁹⁶ [Cadent Business Plan 2026-2031 - Cadent Gas Ltd](#)

⁹⁷ [Cadent-Long-Term-Development-Plan-2025-Final.pdf](#)

decrease due to energy efficiency measures and the adoption of alternative technologies such as heat pumps and hybrid appliances.

8.1.31 It is important to note that energy prices are not the only factor influencing demand trends; low temperatures and prolonged winters can also cause spikes in demand.

8.1.32 The LTDP notes that Cadent have 192 power generation sites connected, generating 2,300 MW, with 27 additional projects accepted for future design and build. New housing connections have fallen by 16.8 percent due to high energy costs and uncertainty over gas boilers in new homes.

8.1.33 Cadent's RIIO-3 Business Plan (2026–2031)⁹⁸, confirmed in Ofgem's Final Determinations⁹⁹ prioritises completing the Iron Mains Risk Reduction Programme (IMRRP) ahead of the statutory 2032 deadline. For the East of England network, which includes the Three Rivers area, Cadent is funded to decommission approximately 2,723 km of Tier 1 iron mains during RIIO-3. This work will replace ageing metallic mains with hydrogen-ready polyethylene pipes, improving safety and reducing methane leakage. Cadent's shrinkage reduction target for RIIO-3 is 16%, supported by these innovations. These polyethylene pipelines are designed to be hydrogen-ready, ensuring future compatibility with green gases. By 2032, Cadent expects its network to be 95% polyethylene, positioning it for potential hydrogen distribution.

8.1.34 Cadent have also produced a specific digitalisation strategy¹⁰⁰ as they enter RIIO-3. The plan launches an open data portal to enable stakeholders to access and self-serve Cadent's data assets potentially replacing current communication methods. Within the new digitalisation strategy Cadent Gas have also been awarded £5.1 million from Ofgem for Cadent's Digital Platform for Leakage Analytics, which will enable real-time monitoring of gas escapes, improve detection accuracy and optimise repair scheduling.

8.1.35 Cadent and National Gas are actively developing strategies to support the UK's transition to net zero, including the integration of low-carbon gases such as biomethane¹⁰¹, the introduction of hydrogen blending by 2027¹⁰². Cadent is also promoting hybrid gas-electric heating systems as a pathway to decarbonising homes¹⁰³. These initiatives represent longer-term changes to the energy system

⁹⁸ [Cadent Business Plan 2026-2031 - Cadent Gas Ltd](#)

⁹⁹ [RIIO-3 Final Determinations – Gas Distribution](#)

¹⁰⁰ [Digitalisation Strategy and Action Plan - Cadent Gas Ltd](#)

¹⁰¹ [Cadent Accelerating-Biomethane-in-the-UK.pdf](#)

¹⁰² [Project Union – Energising Britain | National Gas](#)

¹⁰³ [The-Future-of-the-Gas-Network Recommendations-for-Hybrid-Heating 210mm-x-297mm V4.pdf](#)

and will inform future infrastructure planning, although they do not present immediate capacity constraints for the Three Rivers area.

Infrastructure to support growth

8.1.36 In previous discussions with Cadent about growth in Hertfordshire, it was noted that government decarbonisation policies will significantly impact gas demand. A key policy in this regard is the UK Government's Future Homes and Buildings Standard, which will take effect in 2025. According to the 2023 UK Government consultation, this policy will ban the installation of natural gas boilers in new homes. As a result, gas demand in new homes will reduce substantially, potentially reducing the need for reinforcement of gas infrastructure.

8.1.37 It is noted that submitting a gas connection application to Cadent, including details on the scale, phasing, and location of developments at Three Rivers, will be crucial to ensure timely provision of gas supply to meet demand. Gas DNOs will not install infrastructure on a speculative basis to serve potential developments. The provision of up-to-meter gas distribution remains the responsibility of the DNO, while all customer-side infrastructure beyond the gas meter is the responsibility of the developer. There are currently no planned changes to the way gas supply infrastructure is delivered."

Electricity Supply

Overview

8.1.38 The National Energy System Operator (NESO), formerly National Grid ESO, is an independent public corporation responsible for planning and operating Great Britain's electricity transmission system and supporting the transition to net zero by 2050. NESO publishes Future Energy Scenarios (FES)¹⁰⁴ annually to outline credible pathways for decarbonisation, covering electricity demand, flexibility, hydrogen integration, and negative emissions.

8.1.39 NESO publishes the Electricity Ten Year Statement (ETYS)¹⁰⁵ annually, providing a view of transmission requirements and capabilities over the next decade. ETYS is informed by the latest FES and outlines drivers of change, network capability, and reinforcement needs. The 2024 edition reflects the transition to a whole-system approach, incorporating insights from the Clean Power 2030 report and the Beyond 2030 plan, which aim to deliver clean power by 2030 and net zero by 2050. ETYS 2024 highlights a rising electricity demand of up to 15% by 2030 and

¹⁰⁴ [Future Energy Scenarios 2025: Pathways to Net Zero](#)

¹⁰⁵ [Electricity Ten Year Statement \(ETYS\) | National Energy System Operator](#)

40% by 2035 driven by electrification of heat and transport. The report identifies urgent requirements for network reinforcement, voltage management, and stability services. It also sets the stage for the upcoming Centralised Strategic Network Plan (CSNP), expected in 2027, which will integrate offshore design and system needs into a single network plan. Three Rivers falls within UK Power Networks (UKPN) Eastern Network region. As the Distribution Network Operator (DNO), UKPN's responsibility is to transfer electricity from the transmission network and distribute it safely to consumers. The current transmission and distribution networks face challenges due to the evolving nature of large-scale energy generation and increasing electricity demand.

8.1.40 On April 1, 2023, the Ofgem Significant Code Review (SCR) introduced new rules regarding the connections charging boundary. These rules define the costs a connecting customer must cover, with the remainder being recovered from all customers through Distribution Use of System (DUoS) charges. Key points to consider:

- The customer is responsible for 100% of the costs related to network extension assets at the connection voltage.
- The Distribution Network Operator (DNO) fully funds the costs for reinforcement assets at the connection voltage.
- The DNO also fully funds the costs for reinforcement assets at one voltage level above the connection voltage.

8.1.41 Exceptions to this are assessed under the High-Cost Cap (HCC). Reinforcement costs below this threshold are fully covered by the DNO, including those at one voltage level above the Point of Connection (POC). The HCC threshold for demand connections is set at £1,720 per kVA.

8.1.42 Long-term planning for the distribution network is detailed in UKPN's Long Term Development Statement (LTDS) and Network Development Plan (NDP)¹⁰⁶. The LTDS, published at the end of May and November each year, provides a forward-looking view of load forecasts and network developments for the next five years. The NDP is based on findings from the latest LTDS and outlines UKPN's best-view plan for the next ten years, considering unused substation capacity. UK DNO's are required to publish a Network Headroom Report as part of the NDP. The dataset produced for the Network Headroom report shows unused network capacity, or 'headroom,' for larger substations over time. The NDP indicates unused network

¹⁰⁶ [Long Term Development Statement and Network Development Plan — UK Power Networks](#)

capacity for demand and generation up to 2050 at Bulk Supply Points and Primary substations, highlighting where further reinforcement or procurement of flexibility services may be required. The full NDP report is updated every two years, with the Network Scenario Headroom Report tables updated by May 1 each year. The latest LTDS and full NDP reports were published in May 2024.

Existing provision and capacity

8.1.43 There are 15 primary 11kV substations which supply the 11kV network in the area. These are supplied by 3 grid supply points (GSP). Table 34 below lists these primary substations and their corresponding GSPs.

Table 34: Primary substations and the respective GSPs in Three Rivers¹⁰⁷

Primary Substation	GSP
Bois Ln Primary 11kV	
Hemel East Primary 11kV	
Amersham Primary 11kV	
Grove Mill Primary 11kV	
Abbots Central Primary 11kV	
Lye Grn Primary 11kV	Elstree 1&2 and 8&9 and Watford South 3A&3B
Bushey Mill Grid 11kV	
Hatch End Primary 11kV	
Merryhill Primary 11kV	
Rickmansworth Grid 11kV	
Pinner Grn Primary 11kV	
Westbury Primary 11kV	
Kings Langley Primary 11kV	Watford South 2 and 4
Holywell Grid 11kV	
Park St Primary 11kV	Elstree 3&4

Source: UKPN Open Data Portal (Accessed November 2025) – Primary substation distribution areas dataset (list of primary substations in Three Rivers)¹⁰⁸ and Eastern Power Network Development Report (GSPs)

8.1.44 UKPN's Service Area dataset assigns a Red, Amber, or Green (RAG) status to each service area based on the primary substation's demand headroom. Demand headroom indicates the available spare capacity to accommodate demand without the need for additional reinforcement. Figure 6 illustrates the areas served by each primary substation, with shading denoting the assigned RAG status, as follows:

- Red: Indicates the primary substation serving the area is above 5% overloaded.

¹⁰⁷

https://ukpowernetworks.sharepoint.com/:s/OpenDataPortalLibrary/EWKIWUU3oX1LquTJx4uuYWI_B8SA490PiSmflfALFXzjZoQ?rtime=1Wh7Q9yG3Eg (Accessed November 2025)

¹⁰⁸

https://ukpowernetworks.opendatasoft.com/explore/dataset/ukpn_primary_postcode_area/information/ (Accessed November 2025)

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

8.1.45 All primary substations listed in Table 34 have been assigned a green status, which indicates there is capacity to accommodate current demand. However, UKPN's Network Infrastructure and Usage (NIU) Map¹⁰⁹ pinpoints Rickmansworth as a site for reinforcement. Under the constraint description, the site is expected to be overloaded due to limited transformer capacity. To unlock capacity, the proposed solution is to remove the existing 33/11kV transformer and install a second 132/11kV transformer. The project to replace the 132kV oil-filled cable supplying Rickmansworth Grid was successfully completed in 2025, and additional ducts were installed to facilitate the future installation of the second transformer and associated works during the ED3 regulatory period (subject to regulatory approval). It is the responsibility of UKPN to bear the cost of this reinforcement as part of its wider capital programme.

8.1.46 Whilst headroom provides an indication of available 11kV network capacity, it is important to note that constraints could emerge both upstream and downstream of primary substations. Upstream constraints refer to limitations in capacity that arise at higher voltage levels, which can subsequently impact the operation of lower voltage networks. Conversely, downstream constraints refer to limitations in capacity that occur at lower voltage levels.

8.1.47 The Eastern Power networks LTDS Development Proposals report (May 2025)¹¹⁰ does not detail any reinforcement or projects for the GSPs supply electricity to Three Rivers.

8.1.48 Following consultation with UKPN, they confirmed that no significant issues are anticipated in meeting the projected power demand arising from forthcoming development. This assessment reflects UKPN's visibility of both the pipeline of projects competing for capacity and planned network reinforcement and upgrade works. Arup has reviewed the available headroom at HV substations in the Three Rivers area using open-source UKPN maps. This represents a snapshot of the

¹⁰⁹ <https://ukpowernetworks.opendatasoft.com/pages/network-infrastructure-usage-map/> (Accessed November 2025)

¹¹⁰ [Open Data Portal Library - EPN Development Proposals May 2025.pdf - All Documents](#) (Accessed November 2025)

current situation and does not account for users who may have already secured future supply. Based on this review, the neighbouring substations currently show an estimated total available headroom of >260 MVA which appears sufficient to accommodate Three Rivers new developments."

Infrastructure required to support growth

8.1.49 Based on the small-scale development and allocations provided, there are no significant challenges anticipated in meeting the growth targets. UKPN should be kept informed if details on target trajectories become available, as this would be helpful for future planning.

8.2 Waste Management Facilities

Overview

8.2.1 HCC is the waste planning authority and waste disposal authority for Hertfordshire. TRDC is the waste collection authority for the district and has a statutory responsibility to provide a waste collection service to homes and local businesses.

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

8.2.3 As housing growth continues within Hertfordshire, the amount of local authority collected waste and waste generated from RCs will also increase. The need to further segregate waste types to enable their efficient processing and recycling means that an increase in strategically placed bulking capacity is required. A network of waste transfer stations (WTSs) are therefore needed to increase capacity and enable the proximate bulking and segregation of waste prior to processing, treatment or disposal and to meet the government's Resources and Waste Strategy which increases the need to segregate different waste types so that material resources can be reserved and the country can move towards a circular economy.

8.2.4 Within Hertfordshire, the RCs are managed and operated by HCC while the WTSs are managed by a contractor on behalf of HCC.

8.2.5 The current Hertfordshire Waste Development Framework covers the period from 2011 to 2026 and is compiled of two development plan documents. The 2012 Waste Core Strategy & Development Management Policies Development Plan Document (DPD), provides waste management strategic objectives and policies

for Hertfordshire.¹¹¹ Appendix A of the core strategy includes a ‘key diagram’ map showing broad locations for new facilities; and the 2014 Waste Site Allocations DPD identifies sites for waste management facilities.¹¹²

8.2.6 The Hertfordshire Waste Development Framework is currently under review. HCC consulted on a Draft Minerals and Waste Local Plan¹¹³ between July and October 2022. An associated Waste Needs Assessment (2022)¹¹⁴ was also conducted, along with an Addendum in 2024, assessing the county’s present and planned waste management capacity to meet likely future need. As of August 2024, the Minerals and Waste Local Plan, Proposed Submission (Regulation 19) Plan is on pause pending the outcome of an appeal into the refusal of planning permission for mineral extraction on one of the allocated sites.¹¹⁵ As of January 2026, the Minerals and Waste Local Plan is still being prepared.¹¹⁶

8.2.7 In 2021, HCC also prepared a Local Authority Collected Waste Spatial Strategy¹¹⁷ which sets out an assessment of desirable new and improved waste management facilities required across Hertfordshire over the period to 2031, to better enable the management and disposal of LACW. An annex to this strategy has also been produced and updated in 2022, assessing the suitability of the existing RCs for future development and/or expansion.¹¹⁸

8.2.8 In 2022/23, TRDC residents recycled, composted and reused 61.5% of their waste – the second highest proportion of waste recycled, composted or reused in England.

¹¹¹ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning-in-hertfordshire/waste-local-plan/waste-core-strategy-and-development-management-policies-document.pdf>

¹¹² Available at: <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning-in-hertfordshire/waste-local-plan/the-waste-site-allocations-document-2.pdf>

¹¹³ Available at <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/core-documents/cd-01-minerals-and-waste-local-plan-draft-plan-jul-2022.pdf>

¹¹⁴ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/primary-evidence/pe-03-waste-needs-assessment-jun-2022.pdf>

¹¹⁵ Engagement with Christopher Stanek, Team Leader, Minerals and Waste Planning and Policy, HCC

¹¹⁶ Available at: <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/minerals-and-waste-planning/local-plan.aspx>

¹¹⁷ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/spatial-strategy/collected-waste-spatial-strategy-2021.pdf>

¹¹⁸ Available at: <https://www.hertfordshire.gov.uk/media-library/documents/waste/spatial-strategy/hertfordshire-county-council-spatial-strategy-recycling-centre-annex-update-april-2022-002.pdf>

Existing provision and capacity

8.2.9 HCC manages the RCs in TRDC. These include Rickmansworth RC and Waterdale RC which has a re-use facility as well. There are several smaller recycling locations in the district, which HCC does not manage. HCC also manages Waterdale WTS in TRDC which receives waste from other districts. This site has capacity issues.¹¹⁹

8.2.10 There is sufficient waste management capacity within Hertfordshire with respect to most waste streams, with the exception of organic waste processing facilities, especially open window composting and anaerobic digestion for food waste. HCC is actively promoting the need for these facilities in the west Hertfordshire area. There is a projected shortfall in inert recovery capacity, however this is anticipated to be accommodated through the void space created by mineral extraction over the plan period. There is also a projected shortfall in non-hazardous waste capacity, however this will largely be managed through contracts with waste management companies located outside of Hertfordshire, until around 2039.¹²⁰

8.2.11 The focus of HCC's waste disposal function is to secure sufficient treatment and disposal capacity to manage anticipated household waste growth over the plan period.

8.2.12 In March 2024, several long-term disposal contracts were replaced by new arrangements that endeavour to support HCC's ambition to send zero waste to landfill directing greater levels of waste away from landfill in favour of Energy Recovery Facilities (ERFs).

Infrastructure to support growth

8.2.13 As housing growth continues within Hertfordshire, the amount of local authority collected waste and waste deposited at RCs, will also increase. As per the RC Annex updated April 2022, capacity at both Rickmansworth and Waterdale RC has been forecasted until 2037 using projected population growth within each of the RCs catchment areas.

8.2.14 The population in the catchment for Rickmansworth RC and Waterdale RC are expected to grow by 13.07% and 17.32% respectively by 2037. With these levels of growth there will be sufficient capacity at both these RCs. A proportion of 66% of all Hertfordshire's residual LACW is bulked and segregated prior to processing, treatment or disposal at Waterdale WTS. The WTS receives residual LACW from

¹¹⁹ Consultation with HCC waste management representative, 17 July 2024

¹²⁰ Waste Needs Assessment Addendum Report (January 2024), pp.16, 17; available at:

<https://www.hertfordshire.gov.uk/media-library/documents/waste/mwlp/core-document-library/primary-evidence/pe-03a-waste-needs-assessment-addendum-jan-2024.pdf>

TRDC, Watford Borough Council (BC), Dacorum BC, St Albans City and District Council, Welwyn & Hatfield BC and Broxbourne BC. Waterdale WTS is currently at full capacity and unable to meet current demand.

8.2.15 To improve resilience, increase capacity and assist with the efficient management of HCC's residual LACW, plans are in progress to improve the infrastructure at Waterdale WTS to:

- Add a new shredding facility to deal with bulky waste such electrical appliances, mattresses and sofas etc. This has now been completed.
- Expand the main building and create extra bays. This is due to be delivered by 2027.

8.2.16 The total cost of these projects is projected to be £27,719,000.¹²¹ It has been forward funded by HCC.

8.2.17 With regard to waste collection, the predicted growth is likely to have a significant impact as there is not currently capacity in the existing system and collection infrastructure to accommodate this increase.¹²²

¹²¹ Consultation with HCC dated 18/12/2025

¹²² Consultation with TRDC dated 04/12/2025

8.3 Flood Management

Overview

8.3.1 Flood risk from surface water, ordinary watercourses and groundwater in Three Rivers District is managed by the Hertfordshire Lead Local Flood Authority (LLFA). Fluvial flood risk is managed by the Environment Agency (EA). Additionally, as the statutory sewer undertaker for the district, Thames Water manage the surface water and combined sewer networks which perform a critical role in flood risk management. These organisations work together to ensure that necessary planning is undertaken to help manage future flood events.

8.3.2 The previous Three Rivers District Council Strategic Flood Risk Assessment (SFRA) for Flood Risk Sites was published in 2012. However, as this document is over 12 years old, the information within it is likely out of date. The Three Rivers District Council Level 2 SFRA (Draft) (2021)¹²³ and Three Rivers Level 2 SFRA Addendum (Draft) (2020)¹²⁴ assess the flood risks for potential allocation sites in the new local plan, inform the Sequential Test and help guide the Exception Test. They also assess residual flood risk and climate change, model flood risk and use policy to inform water management methods to reduce flood risk through new developments. The addendum report covers these topics for sites which came forward from the Strategic Housing & Employment Land Availability Assessment (SHELAA). A new SFRA is being prepared and is expected to be issued in August 2026.

8.3.3 A combined SFRA for Southwest Hertfordshire was published in 2018 as a joint commission as part of Three Rivers Local Plan evidence. A Surface Water Management Plan (SWMP) for Three Rivers District was prepared following recommendations in the SFRA. The LLFA assess, prioritise, and makes recommendations for the management of local flood risk through SWMPs for each district authority in Hertfordshire. The latest SWMP for Three Rivers was published in 2021¹²⁵.

8.3.4 A SFRA was published by Hertfordshire County Council in July 2022 to support the Minerals and Waste Local Plan. The SFRA looks at fluvial flood risk, surface water flood risk, groundwater flood risk, as well as sewer flooding. The SFRA is primarily a desk-based study that identifies areas of flood risk within Hertfordshire.

¹²³ Available at: [https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20\(1\).pdf](https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20(1).pdf)

¹²⁴ Available at: [https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/c8c51eb0-9e74-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-fn-z-0001-s3-p01-addendum_cover_report%20\(1\).pdf](https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/c8c51eb0-9e74-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-fn-z-0001-s3-p01-addendum_cover_report%20(1).pdf)

¹²⁵ Available on request from the LLFA

The information within the SFRA can be used to apply the ‘Sequential Test’ when assessing potential sites, which is recommended by the EA.

8.3.5 The Local Flood Risk Management Strategy for Hertfordshire was published in 2019. This is a statutory responsibility of the LLFA under the Flood and Water Management Act (FWMA) 2010 and helps the LLFA provide an understanding of local flood risk in Hertfordshire and the actions that will be taken to manage it most appropriately within available resources.

Existing provision and capacity

8.3.6 The South West Hertfordshire Level 1 SFRA (2018) provides an overview of flood risk and flood defence infrastructure within Three Rivers District. Appendix A of the SFRA comprises a high-level flood risk map. Additionally, the Three Rivers District Council Level 2 SFRA (Draft) (2021)¹²⁶ and Three Rivers Level 2 SFRA Addendum (Draft) (2020)¹²⁷ gives a more detailed picture of flood risk in specific areas of the district.

8.3.7 The South West Hertfordshire Level 1 SFRA showed that a Level 2 assessment was required at several sites in Three Rivers District. Level 2 assessments are undertaken at sites identified as ‘at risk’ of flood, which may be carried forward in the Local Plan. The aim of the Level 2 assessment is to evaluate whether it is safe to develop sites found to be at risk of flood.¹²⁸

8.3.8 The Three Rivers District Level 2 SFRA and Addendum (Draft) assessment contains detailed assessments of the potential site allocations, including:

- an assessment of the highest risk flooding mechanism and most likely flooding source for each site.
- an assessment of all sources of flooding, including fluvial flooding, surface water flooding, groundwater flooding, reservoir flooding, mapping of the functional floodplain and the potential increase in fluvial and surface water flood risk due to climate change.
- an assessment of existing flood warnings at the sites, including whether there is safe access and egress during extreme events.

¹²⁶ Available at: [https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20\(1\).pdf](https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20(1).pdf)

¹²⁷ Available at: [https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/c8c51eb0-9e74-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-fn-z-0001-s3-p01-addendum_cover_report%20\(1\).pdf](https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/c8c51eb0-9e74-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-fn-z-0001-s3-p01-addendum_cover_report%20(1).pdf)

¹²⁸ <https://www.threerivers.gov.uk/services/planning/planning-policy/new-local-plan#Evidence%20base>

- advice and recommendations on the likely suitability of Sustainable Drainage Systems for managing surface water run-off.¹²⁹

8.3.9 The list below also indicates broad opportunities for flood betterment alongside sustainable development, partially taken from the Level 2 draft assessment:

- All developments should comply with the National Standards for SuDS 2025 and take the opportunity to implement exemplar SuDS design, delivering multiple benefits for the development (water quality, biodiversity, amenity and green infrastructure).
- Opportunities for developer contributions should be maximised to help fund flood mitigation options under consideration by organisations such as HCC or the EA.
- All existing watercourses on sites should remain as open channels as there is a presumption against the culverting of watercourses. In addition, any other structures encountered on the site which may restrict the flow of water should be removed to allow better management of flood risk, provide amenity and improve habitats.
- Any proposed river crossings on the sites must ensure they are clear span in design and allow sufficient clearance of flood flows to prevent future risk of blockage and backing up.
- Opportunities for mitigation of surface water flow routes to improve flood risk on adjoining land – particularly to public buildings such as hospitals and schools.¹³⁰
- Opportunities to naturalise/improve ordinary watercourses should also be identified and taken.

8.3.10 It should be noted that a detailed investigation into flood risk of all types should be done for each specific site and a Flood Risk Assessment and Drainage Strategy should be completed as part of the planning application process.

Fluvial Flood Risk

8.3.11 Figure 9.1 shows areas with the Three Rivers District that fall within Flood Zones 2 or 3. It can be seen that fluvial flooding is mainly located along the River Colne near Rickmansworth, the upstream section of the River Chess, and along the River Gade.

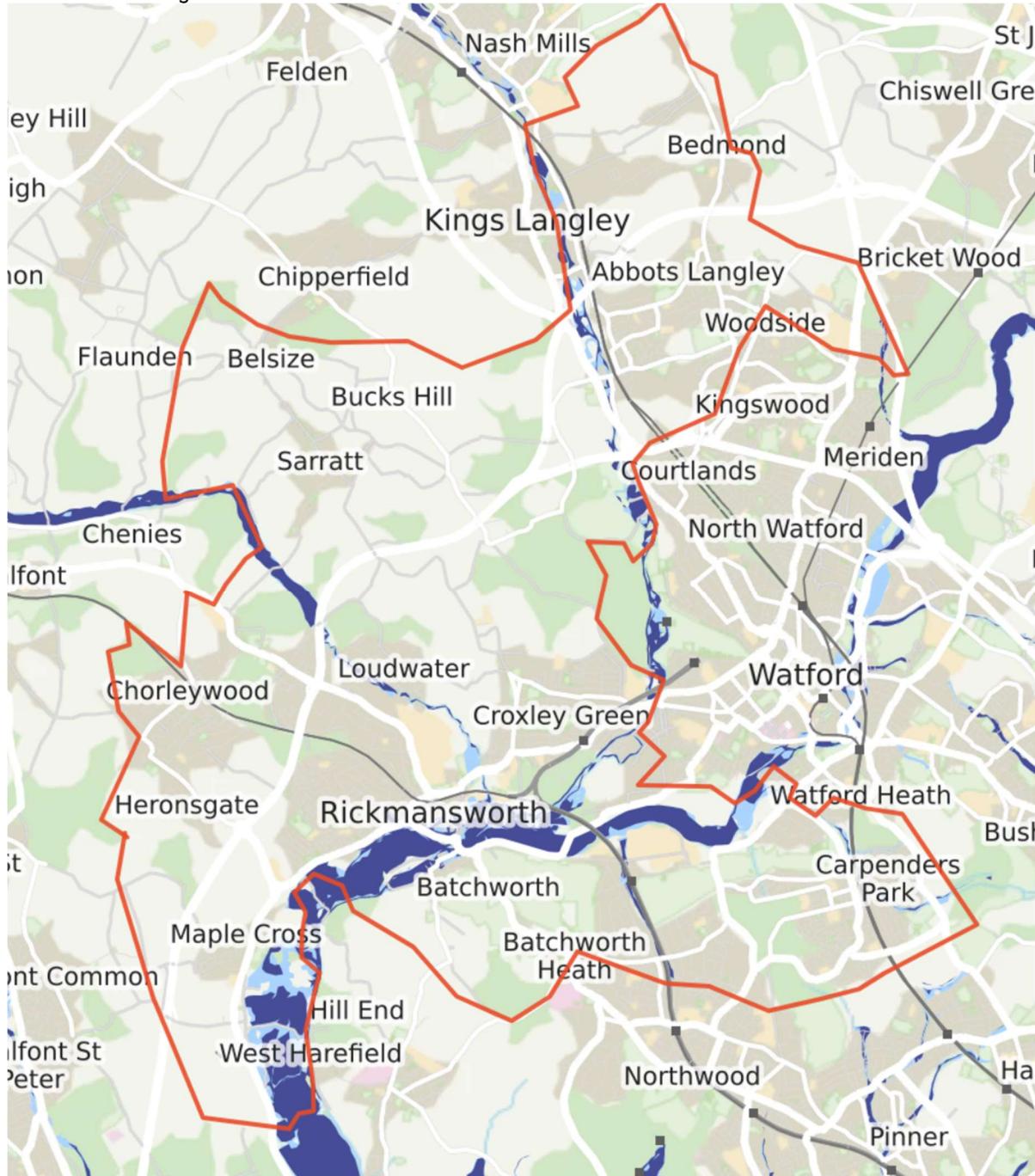
¹²⁹ <https://www.threerivers.gov.uk/services/planning/planning-policy/new-local-plan#Evidence%20base>

¹³⁰ Available at: [https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20\(1\).pdfhis](https://cdn-trdc.prod.trdc.blazecms.app/files/2023/01/d431bb10-9e73-11ed-8d80-6dc425ce7e94-aze-jbau-xx-xx-rp-0008-s3-p03-l2_sfra_summary_report-1%20(1).pdfhis)

8.3.12 Flood Zones 2 and 3 are defined as the following:

- Zone 2 - Medium Probability - Land having between a 1% and 0.1% annual probability of river flooding. (Land shown in light blue on the Flood Map)
- Zone 3 - High Probability - Land having a 1% or greater annual probability of river flooding. (Land shown in dark blue on the Flood Map)

Figure 2: Areas with the Three Rivers District that fall within Flood Zones 2 or 3



8.3.13 Table 35 below gives an overview of the main rivers / ordinary watercourses that are located within the Three Rivers District and associated historical flooding.

Table 35: Overview of the main rivers / ordinary watercourses that are located within the Three Rivers District and associated historical flooding

Main River / Ordinary Watercourse	Historical flooding information from South West Hertfordshire SFRA (2019)
River Chess	The River Chess is a chalk stream located within Buckinghamshire and Three Rivers District. Within Three Rivers, historical flooding has been recorded on the River Chess at the confluence with the River Colne in Rickmansworth.
River Colne	Along its 18km reach there are numerous tributaries that confluence with the river, until it flows into the River Thames. The areas most commonly impacted are within the upper reaches of the Colne, outside of the Three Rivers District.
River Gade	No comments on common historical flooding.
Oxhey Brook	The Oxhey Brook is located within the suburban area of Watford within the Three Rivers District. There has been recorded flooding along this reach due to heavy short duration of rainfall.
Hartsbourne Brook	The Hartsbourne Brook rises within the Hartsbourne Country Club and flows westerly towards Carpenders Park. There has been reported flooding in Carpenders Park area on a regular occurrence where in severe flooding, over 20 properties and 30 hectares of land have been inundated.

8.3.14 During stakeholder engagement, the Environment Agency provided a list of communities they have identified as at risk of fluvial flooding. The below list identifies the parts of Three Rivers that are located within one of the “*communities at risk of flooding*” as highlighted by the EA:

- Garston
- Langleybury
- Maple Cross
- Mill End
- Rickmansworth

Pluvial Flood Risk

8.3.15 The South West Hertfordshire SFRA (2019) states, in general, the risk of flooding from Surface Water shows that surface water predominantly follows topographical

flow paths of existing watercourses or dry valleys, and ponds in low-lying areas, such as the fluvial floodplains.

8.3.16 The SWMP specifically reviews Chorleywood and South Oxhey as hotspot areas where surface water flooding is a prevalent risk. Various flood mitigation measures are proposed such as SuDS retrofit. Several sites are proposed in these areas, and surface water flood risk should be reviewed on a site by site basis to ensure surface water flood risk is managed effectively and does not negatively impact surrounding areas.

Sewer Flooding

8.3.17 Often, surface water is captured and discharged to the public sewers, which can be combined or separated into foul and surface water systems. Overloading of the sewers, through foul discharges or surface water runoff can be a cause of flooding. Therefore, the public sewer network is a critical piece of infrastructure for managing pluvial flood risk and can also be a source of flooding itself.

8.3.18 During stakeholder engagement, the LLFA highlighted that there are growing concerns around sewer capacity to accommodate new development. Increasingly, Thames Water advise that some surface water networks do not have capacity to serve new development catchments at a local sewer and sewage treatment works level. This is a risk, considering the Right to Connect to sewers and uncertainty around investment/improvements to sewer infrastructure. Investment is decided through the Business Planning process of water companies and regulated by Ofwat and paid for through customer bills.

Groundwater Flood Risk

8.3.19 The South West Hertfordshire SFRA (2019) states that the highest levels of groundwater flood risk identified within the Three Rivers District are in the chalk valleys of the Rivers Gade and Colne. Isolated groundwater flooding incidents have been recorded in the Carpenders Park area of Watford and Three Rivers.

Flood mitigation infrastructure

8.3.20 There are a number of formal flood defences within Three Rivers District. Table 36 below summarises these as outlined in the South West Hertfordshire SFRA (2019).

Table 36: Formal flood defences in Three Rivers District

Definitions of asset condition rating:

2 - *Good* - Minor defects that will not reduce the overall performance of the asset.
 3 - *Fair* - Defects that could reduce the performance of the asset.

Defence	Location	Level of protection	Areas benefitting from defence	Current condition
Hartsbourne Stream Flood Storage Area	Length of the Hartsbourne Stream to confluence with the River Colne	1 in 200- years	Carpenters Park South Oxhey	FSA embankments 2 – Good
Chess Wall	North of Batchworth on River Chess	1 in 100- years	Rickmansworth	2– Good, on River Chess 3 – Fair, upstream of Town Ditch
Lower Colne Improvement Scheme	River Colne from Rickmansworth to Stains	1 in 100- years	Rickmansworth	2 – Good to 3 – Fair

8.3.21 In its role as Lead Local Flood Authority, under Section 21 of the Flood and Water Management Act, Hertfordshire County Council is required to produce and maintain a register of assets in the County which are deemed to have a significant impact on flood risk. The significant flood risk assets identified in the Asset Register are shown in Table 37 below.

Table 37: Significant flood risk assets in in Three Rivers District within HCC's Asset Register

Asset ID	Location	Asset type
03TRDC	In grounds of St Mary's School	Headwall
04TRDC	Just off Stockers Farm Road	Outfall

8.3.22 Additionally, Table 38 below (provided by the EA during stakeholder engagement) outlines the existing flood defences within the Three Rivers District, their condition, and the areas benefitting from them. The Environment Agency is not aware of any recently completed or planned capital flood management projects in the Three Rivers Area.

Herts County Council (HCC) have completed a Natural Flood Management (NFM) project in South Oxhey woods which may benefit the South Oxhey area in the growth strategy for the Three Rivers IDP.

Table 38: Table provided by the EA outlining the formal flood defences located within Three Rivers

Defence	Location	Level of Protection	Areas benefitting from defence	Current Condition
Hartsbourne Stream Flood Storage Area	Length of the Hartsbourne Stream to confluence with the River Colne	1 in 200 years	Carpenders Park South Oakley	FSA Embankments = 2 (Good)
Chess Wall	North of Bathworth on River Chess	1 in 100 years	Rickmansworth	River Chess = 2 (Good) Upstream of Town Ditch = 3 (Fair)
Lower Colne Improvement Scheme	River Colne from Rickmansworth to Stains	1 in 100 years	Rickmansworth	= 2 (Good) to 3 (Fair)

Infrastructure to support growth

8.3.23 To support growth, development should avoid sites with significant flood risk from all sources. An up-to-date Strategic Flood Risk Assessment (SFRA) must inform decisions, and the sequential approach should steer development to areas of lowest risk, with the most vulnerable uses located in the safest zones. The proposed sites in the Local Plan have been developed taking into consideration the Level 2 SFRA. The sequential test was carried out for potential sites, mitigation in the SFRA has been considered and high risk areas have been avoided.

8.3.24 It is the developer's responsibility to manage all types of flood risk on the site and ensure development does not impact flood risk elsewhere. A detailed investigation into flood risk of all types should be done for each specific site and a Flood Risk Assessment and Drainage Strategy should be completed as part of the planning application process.

8.3.25 Developments should identify opportunities for contributions where wider community flood risk betterment may be achievable. The Environment Agency funds strategic flood schemes based on the number of homes protected; therefore, new development can strengthen the business case for bringing schemes forward.

8.3.26 New development should align with Three Rivers District Council's ambition, in partnership with Hertfordshire County Council and environmental bodies, to prioritise natural flood management (NFM).

8.3.27 Additionally, the National Standard for SuDS must be used when designing surface water drainage for sites. This is especially pertinent in Three Rivers as

during stakeholder engagement it was expressed that sewer capacity could be overwhelmed. Ordinary watercourses must be protected from additional volumes of water and pollution. This can be achieved through good SuDS design.

8.4 Digital Connectivity

Overview

8.4.1 Digital Hertfordshire, initially launched as 'Connected Counties', is a county-wide initiative led by HCC and the Hertfordshire Growth Board to improve digital infrastructure, boost digital skills and drive innovation across the region. This covers broadband infrastructure, mobile coverage, digital inclusion and advanced technology research.

8.4.2 The Hertfordshire Digital Infrastructure and Inclusion Strategy is currently being prepared, and is planned for adoption in 2026.

Broadband and wired communication

8.4.3 HCC is not the infrastructure provider - broadband and wired communication services are provided across the UK by a range of internet service providers on a commercial basis. The main providers of infrastructure within TRDC are:

- Openreach, which is currently the principal provider of infrastructure. Openreach operates as a wholly owned subsidiary of British Telecom (BT), providing the network through which other commercial providers can offer services.
- Hyperoptic, which operates its own fibre network and focuses on delivering full Fibre to the Premises (FTTP) to new-builds and larger dwelling sites.
- Virgin Media, which owns a fibre cable system which has wide coverage in Hertfordshire, but is not actively being extended.

8.4.4 In addition, other providers such as Gigaclear and Grain Connect also deliver access to superfast broadband infrastructure in TRDC and Hertfordshire.

Mobile communications

8.4.5 The Future Telecoms Infrastructure Review in 2018¹³¹ sets out targets for the majority of the UK population to be covered by a 5G signal by 2027.

8.4.6 In March 2020, the Government announced that it had entered into an agreement with the four mobile operators to provide grant funding to deliver a 'Shared Rural Network'.¹³² This will deliver 4G coverage to 95% of the UK, enabling rural businesses and communities to thrive.

¹³¹ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/732496/Future_Telecoms_Infrastructure_Review.pdf

¹³² Available at: <https://srn.org.uk/about/>

8.4.7 The UK Wireless Infrastructure Strategy¹³³ (2023) and 10-Year Infrastructure Strategy¹³⁴ (2025) reaffirm these targets, continuing the rollout of the Shared Rural Network and Project Gigabit.

Existing provision and capacity

Broadband and wired communication

8.4.8 As the regulator of broadband delivery, Ofcom oversees the delivery of broadband infrastructure. Following the implementation of the Universal Service Obligation at the end of 2019, every homeowner and business in the UK will have the right to request a decent and affordable broadband connection. A decent broadband connection is defined as 10Mbit/s download speed and a 1Mbit/s upload speed.

8.4.9 HCC's Digital and Technology Strategy covering the period of 2023-2027¹³⁵ states that in order to enable 'digital citizens', there is the need to improve connectivity and superfast broadband rollout, and that there are aims to improve availability and access to full fibre and gigabit capable infrastructure. This includes investment in hard-to-reach areas as part of Project Gigabit, which is the government's flagship £5 billion programme targeting homes and businesses that are not included in broadband supplier's plans, reaching parts of the UK that might otherwise miss out on getting the digital connectivity needed.

8.4.10 At the time of writing, Three Rivers has 92.81% gigabit coverage and 86.70% full fibre coverage. Though Project Gigabit is in delivery, this will only have an impact of up to 0.1% on the district by 2032. This is additional to any commercial coverage taking place in the area. HCC are currently investigating how to reach at least 99% coverage in every district by 2032.¹³⁶

8.4.11 Through the Connected Counties¹³⁷ superfast broadband programme, between 2013 and 2021, Hertfordshire delivered more than 50,000 superfast connections (24mbps and above) as part of a joint project with Buckinghamshire, the Hertfordshire LEP, Openreach and the Department for Digital, Culture, Media and Sport. This meant that over 98.5% of residents and businesses in the county were able to order a superfast connection.

¹³³ Available at: [UK Wireless Infrastructure Strategy - GOV.UK](https://www.gov.uk/government/policies/uk-wireless-infrastructure-strategy)

¹³⁴ Available at: [CP 1344 – UK Infrastructure: A 10 Year Strategy](https://www.gov.uk/government/publications/uk-infrastructure-strategy-2025)

¹³⁵ Available at: <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/digital-and-technology-strategy-2023-27.aspx>

¹³⁶ Engagement with HCC dated 22 December 2025

¹³⁷ Available at: <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/broadband-in-hertfordshire/broadband-in-hertfordshire.aspx>

8.4.12 In early 2019, Openreach was successful in bidding for a £900,000 contract to deliver an additional 400 superfast Fibre to the Premise (FTTP) connections across Hertfordshire. This included nearly 200 business premises, under the Rural Development Programme for England as part of a Department for Environment, Food and Rural Affairs funded rollout.

8.4.13 Hyperoptic has coverage throughout TRDC and everywhere in the district can be reached with fibre optic. Regarding digital inclusion, there's good connectivity across the district for most providers. Hyperoptic confirmed that the existing infrastructure has capacity for the proposed levels of growth within the existing network.

8.4.14 For wired development, there is a theoretic limit to capacity, but it is unlikely to be reached with the proposed levels of growth set out in the preferred growth strategy for TRDC.

Mobile communications

8.4.15 There is a large section of poor coverage across all Mobile Network Operators (MNOs) to the north east of Three Rivers. Any planning for this area must include new mobile infrastructure plans. HCC currently have a mobile coverage map which is available until February 2026.

8.4.16 Currently an action plan is being developed to improve mobile coverage. This will require local community support as providers will only invest in areas with the community's interest.¹³⁸

Infrastructure to support growth

8.4.17 Ensuring sufficient digital connectivity for development sites is a regulatory requirement and crucial for the functionality of new homes and commercial properties. Early engagement with network operators and integrating physical infrastructure into the development plans is essential.

8.4.18 Both Openreach and Hyperoptic have mechanisms in conjunction with developers to deliver the necessary infrastructure to new projects. TRDC is well positioned for full fibre infrastructure, and many of the key locations already have multiple live projects. Hyperoptic consider that servicing future growth will be achievable with little to no additional network expansion beyond the final metres to service new development sites.

¹³⁸ Engagement with HCC dated 22 December 2025

9.0 Infrastructure Schedule

9.1.1 Appendix E presents the Infrastructure Schedule which lists all infrastructure items identified as being currently required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within the site allocations in the emerging Local Plan. This has been informed through engagement with infrastructure providers and stakeholders. Where there are multiple proposed site allocations recommended to be contributing towards the delivery of an infrastructure item, the item has been separated into the relevant S106 developer contributions required from each site.

9.1.2 Based on the emerging Local Plan's housing trajectory, the Schedule identifies the five-year period within which an infrastructure item is expected to be either delivered or funded. In some instances, an infrastructure item receiving contributions from multiple sites may need to be completed to support the needs of other sites in advance of the delivery of houses on a specific allocation. In this situation, the Infrastructure Schedule will outline when the shared infrastructure item will be delivered, however it is accepted that S106 contributions from the site may be provided at a later date. The Council will work with Hertfordshire County Council to identify where infrastructure funding shortfalls may occur as a result of differing housing trajectories, and will seek to ensure that additional funding can be identified to address any identified funding shortfalls.

9.1.3 The Infrastructure Schedule prioritises each identified infrastructure project based on the following approach:

- Critical - Infrastructure that must happen for development to proceed. It generally includes connections to transport and utilities networks, and will be triggered by the commencement of development activity.
- Essential – Infrastructure that will mitigate impacts arising from development. It is generally generated by demand from new residents, and will be triggered upon occupation of a development site (or part of a site).
- Important – Infrastructure that is required to achieve sustainable growth and deliver good place making objectives. It will improve operational infrastructure capacity and/or deliver wider benefits.

10.0 Conclusions

10.1.1 As already noted, this is a working draft version of the IDP which requires further refinement. A final version of the 2026 IDP will be published by the Council in due course. The IDP's conclusions will be outlined here once the IDP is in its final form.

10.2 Infrastructure funding gap

10.2.1 xxx

10.3 Infrastructure improvements to support growth in the District

10.3.1 xxx

10.4 Next steps

10.4.1 As outlined earlier in the document, IDPs should be treated as 'live documents' which provide a snapshot at a point in time and will need to be updated as development proposals and other circumstances across the District change. This document will therefore form the basis for further updates as the new Local Plan progresses through its final stages of preparation including considering financial viability and deliverability of sites and subsequently the Plan's examination and adoption.

10.4.2 The Council will continue to work with infrastructure providers, relevant stakeholders, and developers associated with sites proposed for allocation in the emerging Local Plan, to update, expand and improve the information contained within the IDP.

Appendix A

Documents which have informed the production of this IDP include:

National Policy Context

- National Planning Policy Framework (2024)
- National Planning Practice Guidance - Plan-making (2025)
- National Planning Practice Guidance - Community Infrastructure Levy (2024)
- The Community Infrastructure Levy (Amendment) (England) Regulations (2019)

Regional Policy Context

- Waste Core Strategy and Development Management Policies Development Plan Document (2012) (Hertfordshire County Council)
- Waste Site Allocations Development Plan Document (2014) (Hertfordshire County Council)
- Hertfordshire Minerals Local Plan (2007) (Hertfordshire County Council)
- Employment Land Areas of Search Supplementary Planning Document (2015) (Hertfordshire County Council)
- Local Transport Plan (2018 – 2031) (Hertfordshire County Council)
- Hertfordshire Infrastructure & Funding Prospectus (2018-2031) (Hertfordshire County Council)
- Hertfordshire Guide to Developer Infrastructure Contributions (2024) (Hertfordshire County Council)
- Hertfordshire Infrastructure Funding Statement (2025) (Hertfordshire County Council)
- Digital and Technology Strategy (2023-27) (Hertfordshire County Council)
- Materials in relation to the emerging South West Hertfordshire Joint Strategic Plan

Local Policy Context

- Three Rivers Corporate Framework (2023 – 2026)
- Three Rivers Community Strategy (2023-2028)
- Three Rivers Core Strategy (2011)
- Three Rivers Development Management Policies Local Development Document (2013)
- Site Allocations Local Development Document (2014)
- Batchworth Neighbourhood Plan (2025)

Croxley Green Neighbourhood Plan (2018)
Chorleywood Neighbourhood Plan (2021)
Sarratt Neighbourhood Plan (2025)
Community Infrastructure Levy Charging Schedule (2015)

Transport

Hertfordshire Traffic and Transport Data Report (2023)
Hertfordshire Traffic and Transport Data Report (2018)
An Active Travel Strategy for Hertfordshire
Climate Change Emergency and Sustainability Strategy (2021) (TRDC)
Local Air Quality Management Reports
South West Hertfordshire Growth and Transport Plan Prospectus (June 2019)
Three Rivers District Council Parking Annual Report 2022-23 (Three Rivers District Council)
Three Rivers Local Plan Regulation 18 Preferred Options Consultation (June 2021) (Three Rivers District Council)
Watford Borough Council & Three Rivers District Council Local Cycling and Walking Infrastructure Plan (April 2023)
Hertfordshire's Local Transport Plan 2018-2031 (May 2018) (Hertfordshire County Council)
Hertfordshire's Rail Strategy (December 2020) (Hertfordshire County Council)
Three Rivers Local Plan, Regulation 18 (June 2021) (Three Rivers District Council)
2022 Delivery Plan Update Eastern Region (March 2022)

Water and Wastewater

Affinity Water draft PR24 Business Plan (2023)
The Hertfordshire Water Cycle Study (2017)
Revised Draft Affinity Water 'Water Resource Management Plan' (2024)
South West Hertfordshire Joint Strategic Infrastructure Baseline Study (Arup, 2023)
Thames Water Drainage and Wastewater Management Plans (2023)

Flooding

Three Rivers District Council Strategic Flood Risk Assessment for Flood Risk Sites (2012)
Strategic Flood Risk Assessment (SFRA) for Southwest Hertfordshire (2016)
Local Flood Risk Management Strategy for Hertfordshire (2019)

Hertfordshire County Council Strategic Flood Risk Assessment Level 1 (Hertfordshire Minerals and Waste Local Plan 2040) (2022)

Gas supply

National Gas Transmission's Gas Ten Year Statement (2024)

Cadent's Long Term Development Plan (2025)

National Energy System Operator Future Energy Scenarios (2025)

Cadent's Business plan (2026-2031) NESO Gas Network Capability Needs Report (2024)

Cadent's Digitalisation Strategy (2024)

RIIO-3 Final Determinations – Gas Distribution Ofgem (2025)

Cadent Accelerating Biomethane in the UK (2025)

The Future of the Gas Networks Recommendations for Hybrid Heating (2025)

Electricity supply

National Energy System Operator Future Energy Scenarios (2025)

National Energy System Operator Electricity Ten Year Statement (2024)

Ofgem Significant Code Review Guidance (2022)

UKPN's Long-term Development Statement (May 2025)

UKPN's Network Development Plan (May 2025)

UKPN's Network Infrastructure Usage Map (Accessed November 2025)

Education

The Hertfordshire Childcare Sufficiency Annual Report

Summer 2025 Primary Place Forecast (HCC)

Summer 2025 Secondary Place Forecast (HCC)

Interim Local and Joint Strategic Plans Engagement Document 2024 (HCC)

Hertfordshire SEND Strategy (2022-2025)

SEND Special School Place Planning Strategy (2020-2023)

Community Facilities

Sport England Planning for Sport Guidance (2019)

TRDC Sport and Physical Activity Strategy (2022-25) "Active People, Active Places, Active Together"

Herts Sport and Physical Activity Partnership Strategic Plan (2022– 2027)

Leisure and Landscapes Service Plan (2022-25)

Watersmeet Business Plan (2024-2027)

TRDC Indoor Leisure Facilities Needs Assessment (2019)

TRDC Leisure Facilities Strategy (2019)

Playing Pitch Strategy Assessment Report (2019)

TRDC Playing Pitch Strategy and Action Plan (2019)

Football Foundation and TRDC Three Rivers Local Football Facilities Plan (2025)

Playing Pitch Strategy Developer Contributions Toolkit

Report to TRDC Policy and Resources Committee (November 2023)

TRDC Open Space Assessment (2019)

Sport England Sport Facilities Calculator

Sport England Playing Pitch Calculator

Department for Culture, Media and Sport Statutory Guidance for Local Authorities on Services to Improve Young People's Well-being (2023)

TRDC Play Strategy (2025)

TRDC Inspiring Libraries: My Place (2022-2032)

Healthcare

Hertfordshire and West Essex ICP's Hertfordshire and West Essex Integrated Care Strategy (2023)

Hertfordshire Health and Wellbeing Strategy 2022-26

Herts Valley CCG Annual Report 2022/23

Hertfordshire Public Health Service Strategy 2022-2027

NHS Long Term Plan 2019

West Hertfordshire Hospitals NHS Trust Strategy 2020-2025

HCC Adult Care Services Plan 2021-2025

10 Year Supported Accommodation Strategy (2017-2027)

South West Herts Local Housing Needs Assessment (LHNA)

Emergency Services

Hertfordshire Police and Crime Plan (2025-29)

Three Rivers Safeguarding and Managing Crime Plan (2021-24)

Hertfordshire Fire and Rescue Service's 'Our plan for a safer and more resilient Hertfordshire 2024-2028'

Hertfordshire Fire and Rescue Service Integrated Risk Management Plan (2019-2023)

Hertfordshire Fire and Rescue Service Community Risk Management Plan (2024-2028)

Three Rivers Community Safety Partnership Safeguarding and Managing Crime Plan (2021/24)

East of England Ambulance Service NHS Trust Corporate Strategy (2020-25)

Green Infrastructure

Open Space Assessment Report and Open Space Standards Paper (2019) (TRDC)

Three Rivers Nature Recovery Strategy 2023-2028 (2023)

TRDC Tree Strategy (2022-2027)

TRDC Climate Change Emergency and Sustainability Strategy (2021)

Chilterns Beechwoods SAC Mitigation Strategy (2022)

Herts & Middlesex Wildlife Trust State of Nature Report (2020)

Hertfordshire Climate Change and Sustainability Partnership biodiversity baseline for Hertfordshire

Hertfordshire Environmental Records Centre wildlife data

Hertfordshire Climate Change and Sustainability Partnership Strategic Action Plan for Biodiversity Interim Version 1.3 (July 2023)

The Hertfordshire Nature Partnership Draft Local Nature

Recovery Strategy for Hertfordshire (2025)

Hertfordshire Green Infrastructure Strategy (2022)

Standards Framework 2.0, Building with Nature

Natural England National Green Infrastructure Framework (2023)

Fields in Trust Guidance

Digital Connectivity

Future Telecoms Infrastructure Review 2018

UK Wireless Infrastructure Strategy 2023

10-Year Infrastructure Strategy 2025

Appendix B

Series of maps outlining the location of site allocations in the emerging Three Rivers District Regulation 19 Local Plan

Figure 3: Emerging Local Plan Growth Strategy

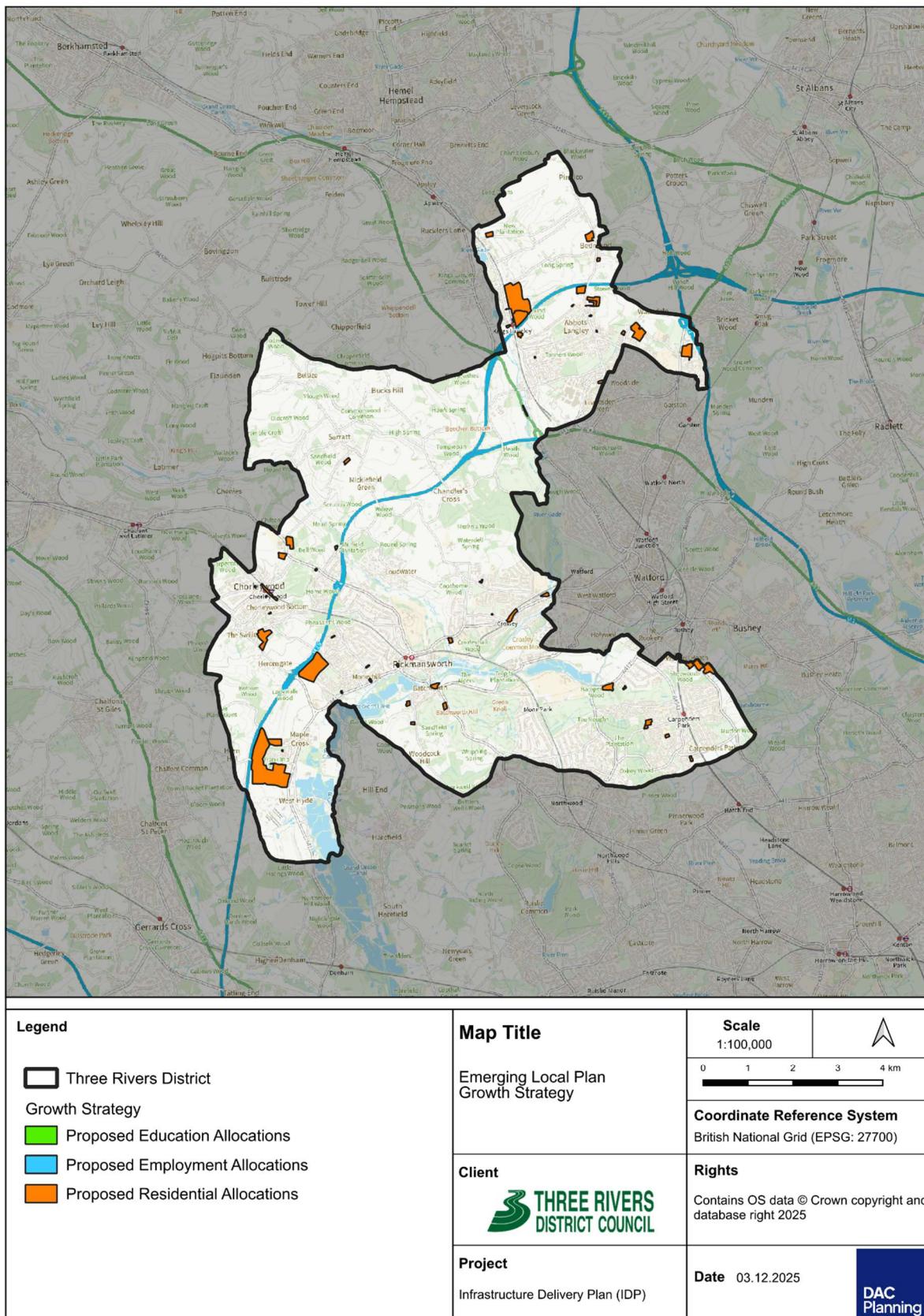


Figure 4: Emerging Local Plan Growth Strategy (Abbots Langley & Bedmond / Leavesden / Gade Valley)

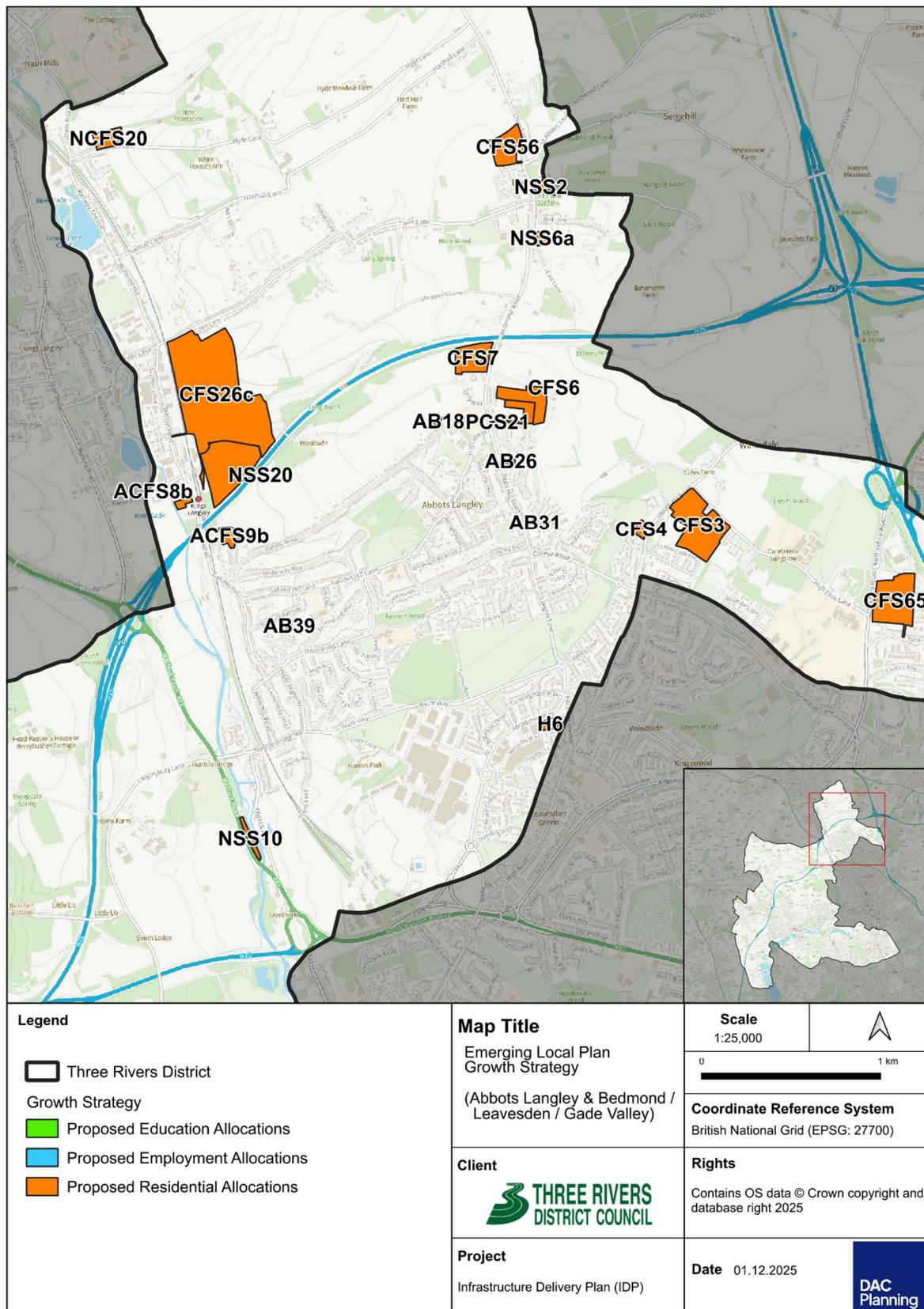


Figure 5: Emerging Local Plan Growth Strategy (Chorleywood South & Maple Cross)

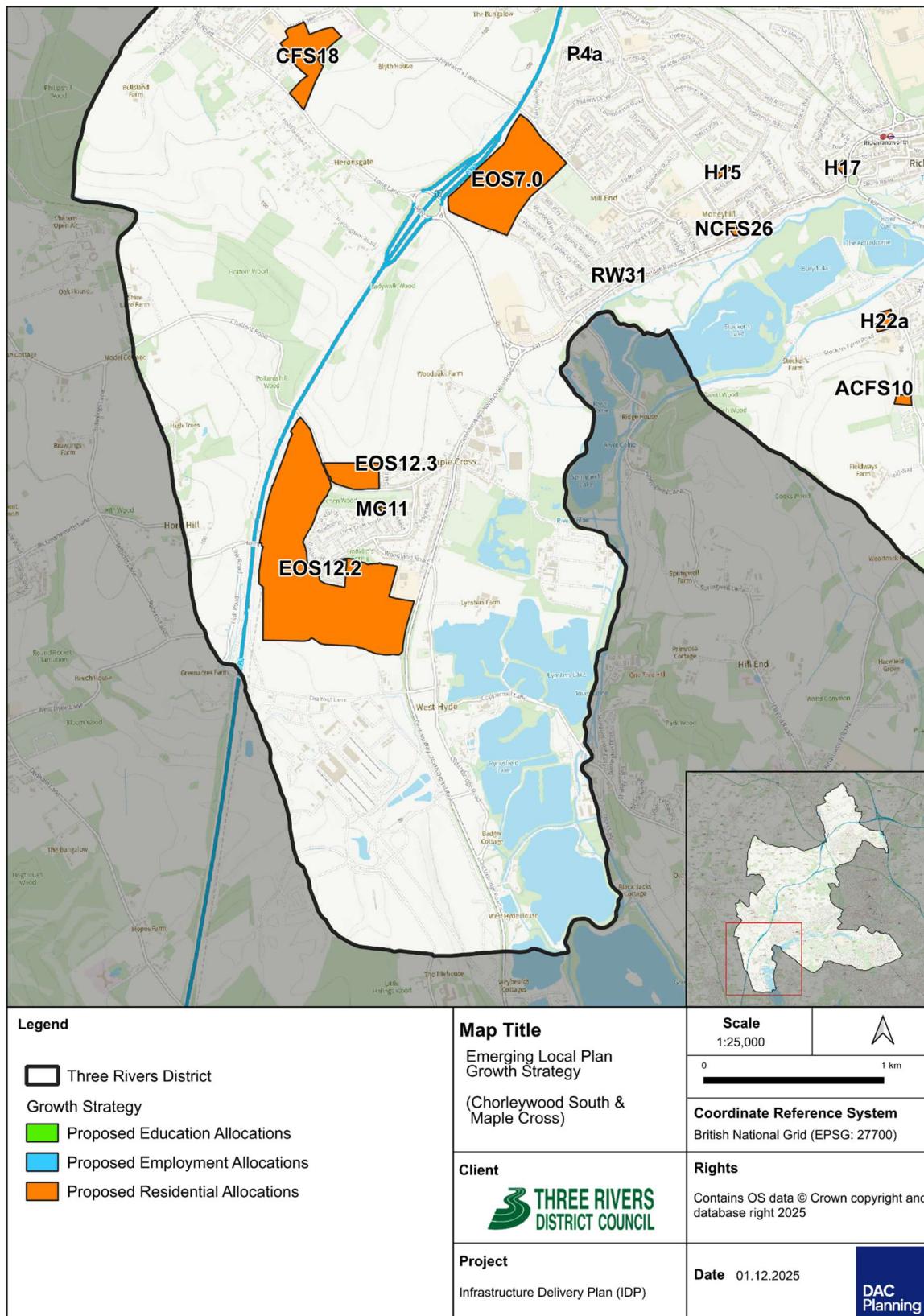


Figure 6: Emerging Local Plan Growth Strategy (Chorleywood North & Sarratt 1)

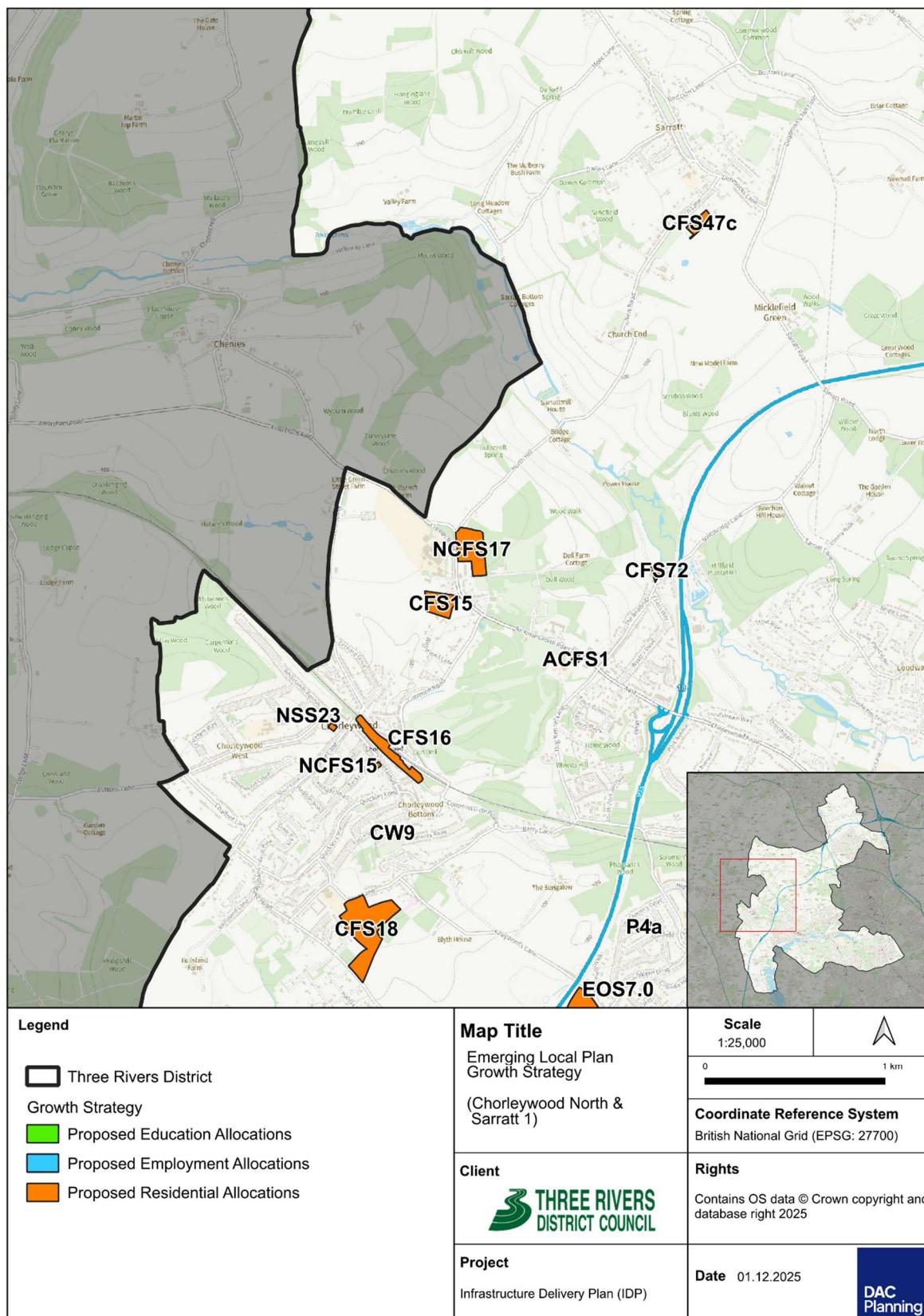


Figure 7: Emerging Local Plan Growth Strategy (Chorleywood North & Sarratt 2 / Croxley Green)

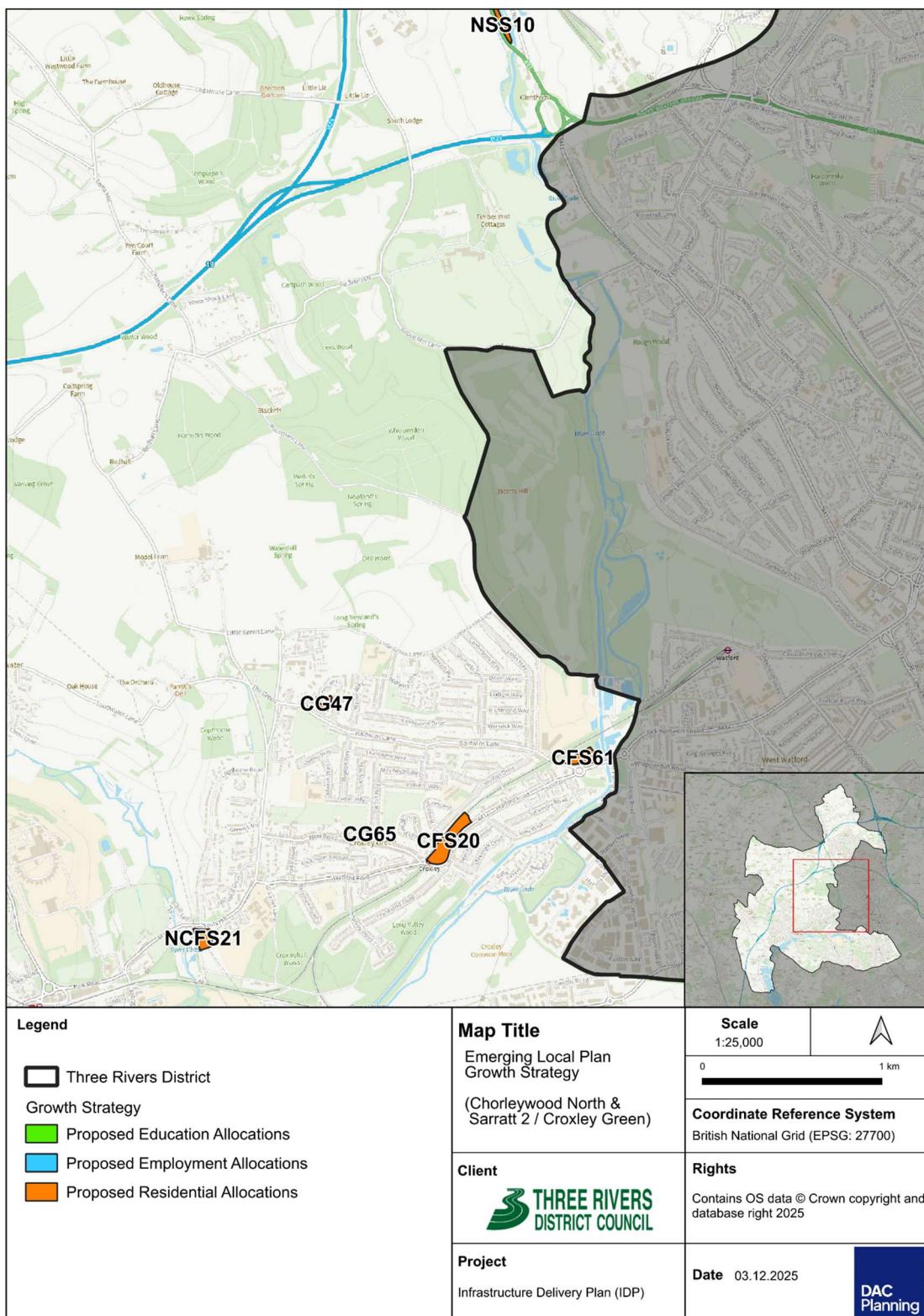


Figure 8: Emerging Local Plan Growth Strategy (Rickmansworth & Mill End)

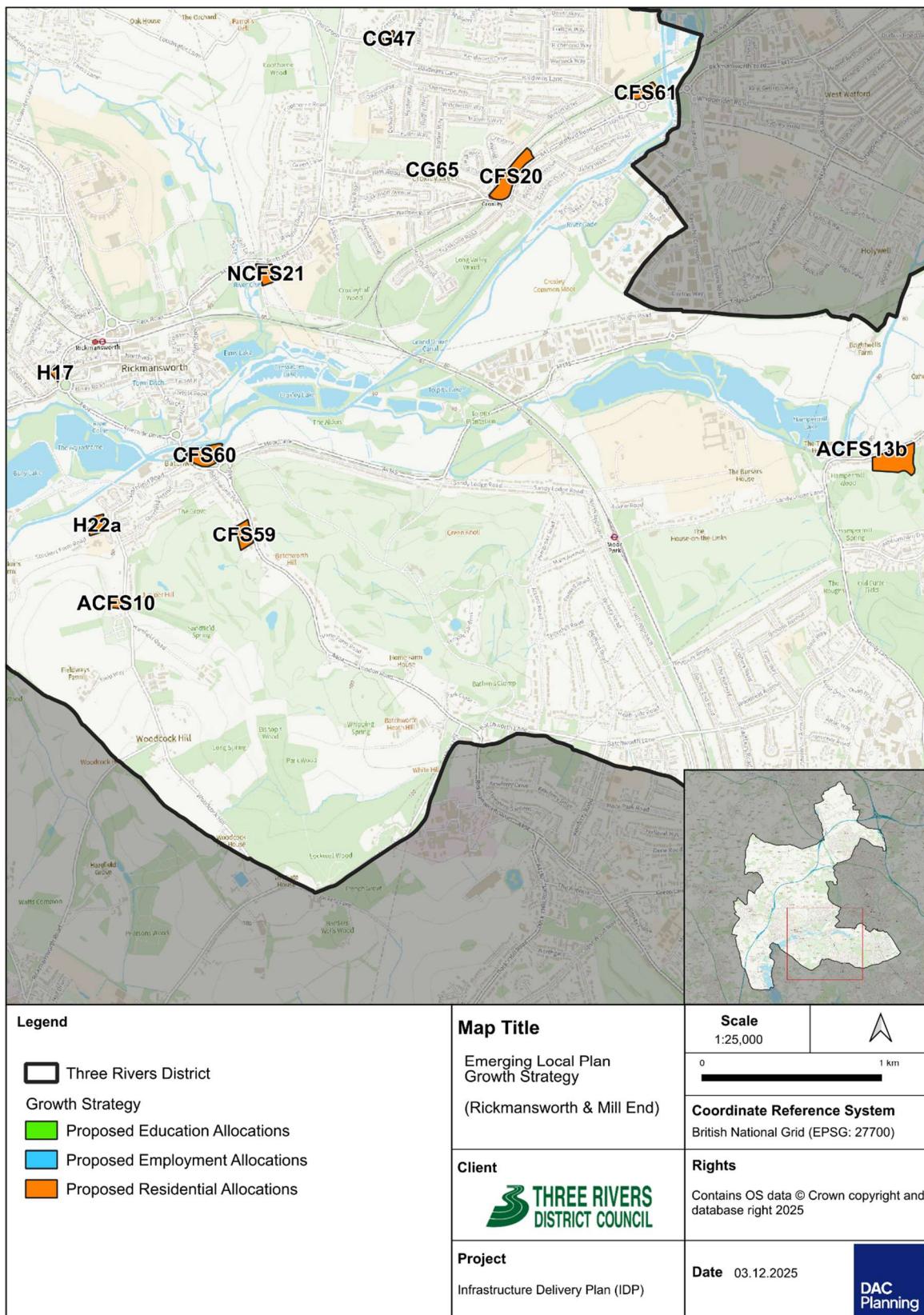
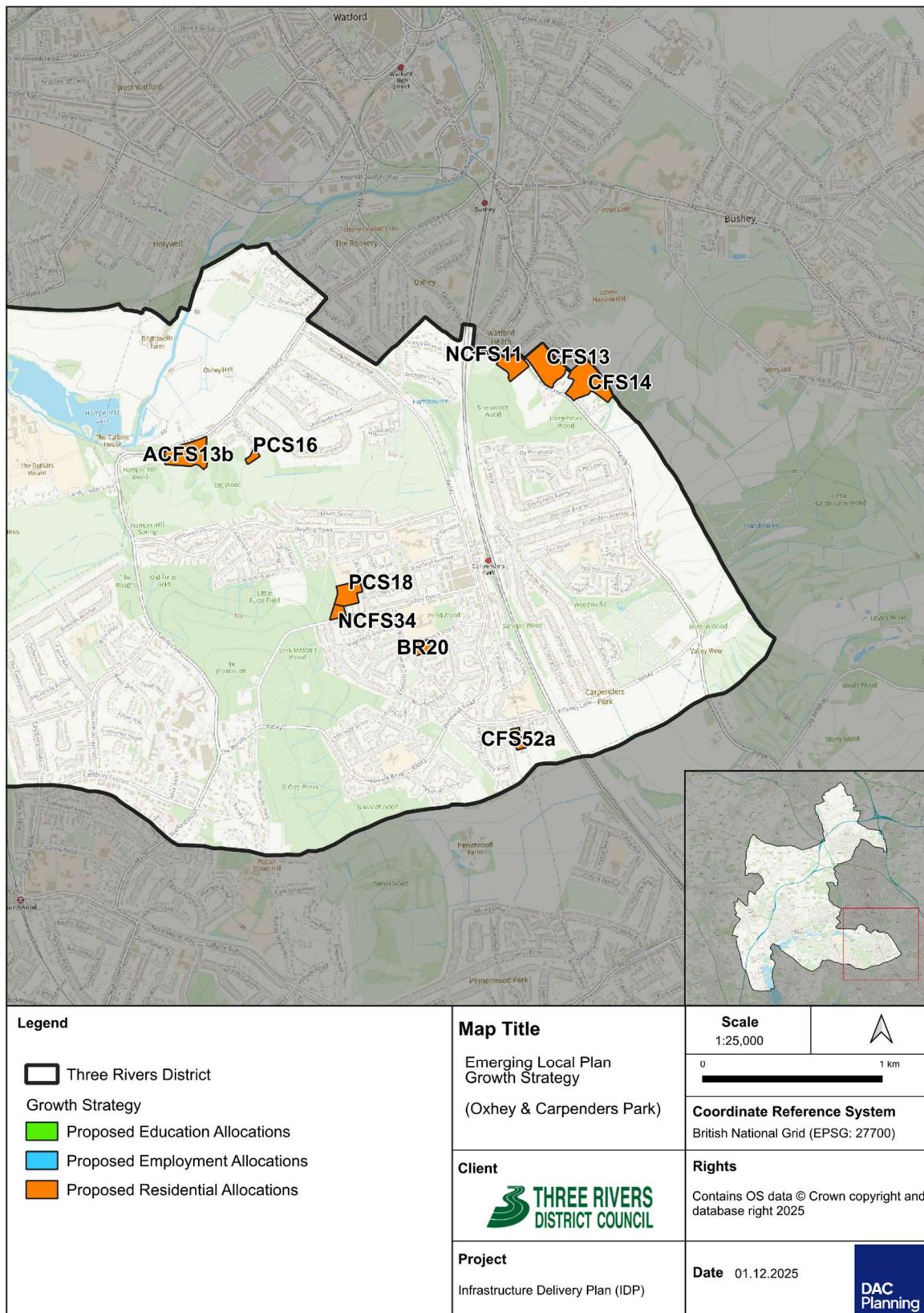


Figure 9: Emerging Local Plan Growth Strategy (Oxhey & Carpenders Park)



Appendix C – Indoor Sports Facilities and Playing Pitch Infrastructure

Table 39: Proposed contributions for additional indoor sports infrastructure from sites proposed for allocation in the Local Plan

Site Reference and Location		Number of dwellings	Population increase	Swimming Pools	Sports Halls	Indoor bowls	Total estimated indoor sports contribution
Abbots Langley and Leavesden							
ACFS9b	Little How Croft	35	81	£21,301	£16,399	£673	£38,373
AB18	Garages Courts Parsonage Close	5	12	£3,156	£2,430	£100	£5,686
AB31	Garages Jacketts Field	9	21	£5,523	£4,252	£175	£9,950
AB39	Garages Rosehill Gardens	6	14	£3,682	£2,834	£116	£6,632
AB26	Garages Tibbs Hill Road	5	12	£3,156	£2,430	£100	£5,686
H6	Hill Farm Industrial Estate	60	138	£36,291	£27,940	£1,147	£65,378
CFS3	Land adjacent to Fraser Crescent and Woodside Road	249	573	£150,687	£116,010	£4,763	£271,460
PCS21	Land at Love Lane	46	106	£27,876	£21,461	£881	£50,218
CFS6	Land at Mansion House Equestrian Centre	98	225	£59,170	£45,554	£1,870	£106,594
CFS4	Land at Warren Court, Woodside Road	19	44	£11,571	£8,908	£366	£20,845
CFS26c	West of the Kings Langley Estate	400	920	£241,941	£186,265	£7,647	£435,853
CFS7	Land south of M25 (South of Toms Lane, North of Abbots Langley)	20	46	£12,097	£9,313	£382	£21,792
Bedmond							
NSS2	56 High Street	20	46	£12,097	£9,313	£382	£21,792
CFS56	Church Hill Road	102	235	£61,800	£47,578	£1,953	£111,331

Site Reference and Location		Number of dwellings	Population increase	Swimming Pools	Sports Halls	Indoor bowls	Total estimated indoor sports contribution
NSS6a	North Cott, East Lane	16	37	£9,730	£7,491	£308	£17,529
Carpenders Park							
NCFS11	Grange Wood	50	115	£30,243	£23,283	£956	£54,482
CFS13	Land at Oxhey Lane, Watford Heath	98	225	£59,170	£45,554	£1,870	£106,594
CFS14	Land North of Oxhey Lane	96	221	£58,119	£44,744	£1,837	£104,700
Chorleywood							
CFS15	Alabama and Waverley, Chenies Road	10	23	£6,049	£4,657	£191	£10,897
NCFS15	Chorleywood Library	5	12	£3,156	£2,430	£100	£5,686
NSS23	Chorleywood Telephone Exchange, Shire Lane	10	23	£6,049	£4,657	£191	£10,897
CW9	Garages at Copmans Wick	5	12	£3,156	£2,430	£100	£5,686
ACFS1	Heath House, Rickmansworth Road	5	12	£3,156	£2,430	£100	£5,686
CFS18	Hill Farm, Stag Lane	100	230	£60,485	£46,566	£1,912	£108,963
CFS16	Land at Chorleywood Station	81	186	£48,914	£37,658	£1,546	£88,118
CFS72	Land off Solesbridge Lane	14	32	£8,415	£6,479	£266	£15,160
NCFS17	North Hill Farm	57	131	£34,450	£26,522	£1,089	£62,061
Croxley Green							
NCFS21	Land south of Scots Hill	30	69	£18,146	£13,970	£574	£32,690
CG65	British Red Cross, Community Way	8	18	£4,734	£3,644	£150	£8,528
CFS61	Cinnamon House	80	184	£48,388	£37,253	£1,529	£87,170
CG47	Garages off Grove Crescent	19	44	£11,571	£8,908	£366	£20,845
CFS20	Land at Croxley Station, Watford Road	163	375	£98,617	£75,923	£3,117	£177,657
Garston							

Site Reference and Location		Number of dwellings	Population increase	Swimming Pools	Sports Halls	Indoor bowls	Total estimated indoor sports contribution
CFS65	Land North of Bucknalls Lane	144	331	£87,046	£67,015	£2,751	£156,812
Kings Langley							
ACFS8b	Flower House 2-3 Station Road	10	23	£6,049	£4,657	£191	£10,897
NSS20	Land adj. RES site, Egg Farm Lane	100	230	£60,485	£46,566	£1,912	£108,963
NSS10	Land at Mill Place	10	23	£6,049	£4,657	£191	£10,897
NCFS20	Lonsdale, Hyde Lane	10	23	£6,049	£4,657	£191	£10,897
Maple Cross							
MC11	Garages rear of Longcroft Road	5	12	£3,156	£2,430	£100	£5,686
EOS12.3	Land to the North of Chalfont Lane	130	299	£78,631	£60,536	£2,485	£141,652
EOS12.2	Land to the West and South of Maple Cross	1500	3450	£907,280	£698,492	£28,678	£1,634,450
Mill End							
H15	Garages rear of Drillyard, West Way	6	14	£3,682	£2,834	£116	£6,632
RW31	Garden land off Uxbridge Road	6	14	£3,682	£2,834	£116	£6,632
EOS7.0	Land to the south of Shepherds Lane and east of the M25	520	1196	£314,524	£242,144	£9,942	£566,610
NCFS26	Meresworth	40	92	£24,194	£18,626	£765	£43,585
P4a	Quickwood Close Garages	16	37	£9,730	£7,491	£308	£17,529
Oxhey Hall							
ACFS13 b	Land at Hampermill Lane	100	230	£60,485	£46,566	£1,912	£108,963
PCS16	Vivian Gardens	8	18	£4,734	£3,644	£150	£8,528
Rickmansworth							
CFS60	Affinity Water Depot, Church Street	75	173	£45,496	£35,026	£1,438	£81,960
ACFS10	Andrews Ley Farm, Harefield Rd	18	41	£10,782	£8,301	£341	£19,424
H22a	Depot, Stockers Farm Rd	40	92	£24,194	£18,626	£765	£43,585

Site Reference and Location		Number of dwellings	Population increase	Swimming Pools	Sports Halls	Indoor bowls	Total estimated indoor sports contribution
H17	Former Police Station, Rectory Road	18	41	£10,782	£8,301	£341	£19,424
CFS59	Land on London Road (care home)	40	92	£24,194	£18,626	£765	£43,585
Sarratt							
CFS47c	Adams Nurseries, Church Lane	15	35	£9,204	£7,086	£291	£16,581
South Oxhey							
CFS52a	Former Sir James Altham School	30	69	£18,146	£13,970	£574	£32,690
PCS18	Land South of St Joseph's	80	184	£48,388	£37,253	£1,529	£87,170
BR20	Northwick Day Centre	50	115	£30,243	£23,283	£956	£54,482
NCFS34	Pinewood Lodge	40	92	£24,194	£18,626	£765	£43,585
Total		4,932	11,344	£2,984,295	£2,297,533	£94,330	£5,376,158

Table 40: Projected future demand for playing pitches associated with growth from the Local Plan site allocations, calculated using the Sport England Playing Pitch Calculator

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
Abbots Langley and Leavesden												
ACFS9b Little How Croft	0.01	£1,346	0.20	£18,774	0.09	£7,105	0.00	£959	0.01	£3,459	0.10	£7,251
AB18 Garages Courts Parsonage Close	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068
AB31 Garages Jacketts Field	0.00	£349	0.02	£4,872	0.02	£1,846	0.00	£248	0.00	£897	0.00	£1,881
AB39 Garages Rosehill Gardens	0.00	£233	0.01	£3,263	0.01	£1,238	0.00	£166	0.00	£601	0.00	£1,258
AB26 Garages Tibbs Hill Road	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068
H6 Hill Farm Industrial Estate	0.02	£2,294	0.17	£31,964	0.14	£12,101	0.01	£1,632	0.01	£5,887	0.01	£12,344
CFS3 Land adjacent to Fraser Crescent and Woodside Road	0.08	£9,524	0.72	£132,786	0.58	£50,266	0.04	£6,784	0.06	£24,459	0.04	£51,277
PCS21 Land at Love Lane	0.01	£1,762	0.14	£24,567	0.11	£9,297	0.01	£1,255	0.01	£4,528	0.01	£9,487
CFS6 Land at Mansion House Equestrian Centre	0.03	£3,740	0.28	£52,154	0.23	£19,742	0.01	£2,667	0.02	£9,608	0.02	£20,137
CFS4	0.01	£11,571	0.04	£10,196	0.04	£3,860	0.00	£521	0.00	£1,878	0.00	£3,937

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
Land at Warren Court, Woodside Road												
CFS26c West of the Kings Langley Estate	0.12	£15,292	1.16	£213,215	0.94	£80,717	0.06	£10,892	0.10	£39,269	0.06	£82,337
CFS7 Land south of M25 (South of Toms Lane, North of Abbots Langley)	0.01	£765	0.05	£10,655	0.05	£4,035	0.00	£545	0.00	£1,963	0.00	£4,112
Bedmond												
NSS2 56 High Street	0.01	£765	0.05	£10,655	0.05	£4,035	0.00	£545	0.00	£1,963	0.00	£4,112
CFS56 Church Hill Road	0.03	£3,906	0.30	£54,466	0.24	£20,619	0.01	£2,781	0.03	£10,031	0.02	£21,035
NSS6a North Cott, East Lane	0.00	£615	0.04	£8,569	0.04	£3,246	0.00	£438	0.00	£1,577	0.00	£3,308
Carpenters Park												
NCFS11 Grange Wood	0.02	£1,911	0.15	£26,688	0.12	£10,107	0.01	£1,363	0.01	£4,913	0.01	£10,305
CFS13 Land at Oxhey Lane, Watford Heath	0.03	£3,740	0.28	£52,154	0.23	£19,742	0.01	£2,667	0.02	£9,608	0.02	£20,137
CFS14 Land North of Oxhey Lane	0.03	£3,673	0.27	£51,244	0.22	£19,403	0.01	£2,618	0.02	£9,436	0.02	£19,787
Chorleywood												
CFS15	0.00	£382	0.03	£5,317	0.03	£2,011	0.00	£272	0.00	£978	0.00	£2,056

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
Alabama and Waverley, Chenies Road												
NCFS15 Chorleywood Library	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068
NSS23 Chorleywood Telephone Exchange, Shire Lane	0.00	£382	0.03	£5,317	0.03	£2,011	0.00	£272	0.00	£978	0.00	£2,056
CW9 Garages at Copmans Wick	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068
ACFS1 Heath House, Rickmansworth Road	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068
CFS18 Hill Farm, Stag Lane	0.03	£3,823	0.28	£53,310	0.23	£20,183	0.01	£2,723	0.02	£9,819	0.02	£20,585
CFS16 Land at Chorleywood Station	0.02	£3,092	0.22	£43,135	0.18	£16,328	0.01	£2,203	0.02	£7,945	0.01	£16,659
CFS72 Land off Solesbridge Lane	0.00	£532	0.03	£7,421	0.03	£2,809	0.00	£379	0.00	£1,367	0.00	£2,866
NCFS17 North Hill Farm	0.02	£2,177	0.16	£30,379	0.13	£11,502	0.01	£1,553	0.01	£5,595	0.01	£11,729
Croxley Green												
NCFS21 Land south of Scots Hill	0.01	£1,147	0.08	£16,014	0.07	£6,064	0.00	£820	0.01	£2,950	0.00	£6,180

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
CG65 British Red Cross, Community Way	0.00	£299	0.02	£4,206	0.02	£1,596	0.00	£215	0.00	£773	0.00	£1,622
CFS61 Cinnamon House	0.02	£3,058	0.22	£35,549	0.18	£16,144	0.01	£2,180	0.02	£755	0.01	£16,470
CG47 Garages off Grove Crescent	0.01	£731	0.04	£10,196	0.04	£3,860	0.00	£521	0.00	£1,878	0.00	£3,937
CFS20 Land at Croxley Station, Watford Road	0.05	£6,233	0.48	£86,916	0.39	£32,904	0.02	£4,441	0.04	£16,008	0.03	£33,563
Garston												
CFS65 Land North of Bucknalls Lane	0.04	£5,502	0.42	£76,702	0.34	£29,038	0.02	£3,919	0.04	£14,128	0.02	£29,617
Kings Langley												
ACFS8b Flower House 2-3 Station Road	0.00	£382	0.03	£5,317	0.03	£2,011	0.00	£272	0.00	£978	0.00	£2,056
NSS20 Land adj. RES site, Egg Farm Lane	0.03	£3,823	0.28	£53,310	0.23	£20,183	0.01	£2,723	0.02	£9,819	0.02	£20,585
NSS10 Land at Mill Place	0.00	£382	0.03	£5,317	0.03	£2,011	0.00	£272	0.00	£978	0.00	£2,056
NCFS20 Lonsdale, Hyde Lane	0.00	£382	0.03	£5,317	0.03	£2,011	0.00	£272	0.00	£978	0.00	£2,056
Maple Cross												
MC11	0.00	£199	0.01	£2,765	0.01	£1,047	0.00	£141	0.00	£509	0.00	£1,068

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
Garages rear of Longcroft Road												
EOS12.3 Land to the North of Chalfont Lane	0.04	£4,970	0.38	£69,286	0.31	£26,228	0.02	£3,540	0.03	£12,762	0.02	£26,756
EOS12.2 Land to the West and South of Maple Cross	0.45	£57,345	4.34	£799,570	3.52	£302,689	0.21	£40,842	0.37	£147,259	0.24	£308,780
Mill End												
H15 Garages rear of Drillyard, West Way	0.00	£233	0.01	£3,263	0.01	£1,238	0.00	£166	0.00	£601	0.00	£1,258
RW31 Garden land off Uxbridge Road	0.00	£233	0.01	£3,263	0.01	£1,238	0.00	£166	0.00	£601	0.00	£1,258
EOS7.0 Land to the south of Shepherds Lane and east of the M25	0.16	£19,879	1.50	£277,173	1.22	£104,932	0.07	£14,157	0.13	£51,045	0.08	£107,039
NCFS26 Meresworth	0.01	£1,529	0.12	£21,323	0.09	£8,072	0.01	£1,089	0.01	£3,929	0.01	£8,233
P4a Quickwood Close Garages	0.00	£615	0.04	£8,569	0.04	£3,246	0.00	£438	0.00	£1,577	0.00	£3,308
Oxhey Hall												
ACFS13b Land at Hampermill Lane	0.03	£3,823	0.28	£53,310	0.23	£20,183	0.01	£2,723	0.02	£9,819	0.02	£20,585

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
PCS16 Vivian Gardens	0.00	£299	0.02	£4,206	0.02	£1,596	0.00	£215	0.00	£773	0.00	£1,622
Rickmansworth												
CFS60 Affinity Water Depot, Church Street	0.02	£2,876	0.22	£40,082	0.18	£15,174	0.01	£2,046	0.02	£7,381	0.01	£15,481
ACFS10 Andrews Ley Farm, Harefield Rd	0.01	£681	0.04	£9,504	0.04	£3,598	0.00	£485	0.00	£1,749	0.00	£3,672
H22a Depot, Stockers Farm Rd	0.01	£1,529	0.12	£21,323	0.09	£8,072	0.01	£1,089	0.01	£3,929	0.01	£8,233
H17 Former Police Station, Rectory Road	0.01	£681	0.04	£9,504	0.04	£3,598	0.00	£485	0.00	£1,749	0.00	£3,672
CFS59 Land on London Road (care home)	0.01	£1,529	0.12	£21,323	0.09	£8,072	0.01	£1,089	0.01	£3,929	0.01	£8,233
Sarratt												
CFS47c Adams Nurseries, Church Lane	0.00	£582	0.04	£8,117	0.04	£3,076	0.00	£413	0.00	£1,492	0.00	£3,136
South Oxhey												
CFS52a Former Sir James Altham School	0.01	£1,147	0.08	£16,014	0.07	£6,064	0.00	£820	0.01	£2,950	0.00	£6,180
PCS18	0.02	£3,058	0.22	£35,549	0.18	£16,144	0.01	£2,180	0.02	£755	0.01	£16,470

Site Reference and Location	Tennis		Total pitch requirement	Total est. Sports Playing Pitch Contributions	Natural Grass Adult & Youth Football / Mini Soccer		Rugby Union		Cricket		Artificial Grass Pitches (Sand based / 3G)	
	No. of courts	Capital Cost			No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost	No. of pitches	Capital Cost
Land South of St Joseph's												
BR20 Northwick Day Centre	0.02	£1,911	0.15	£26,688	0.12	£10,107	0.01	£1,363	0.01	£4,913	0.01	£10,305
NCFS34 Pinewood Lodge	0.01	£1,529	0.12	£21,323	0.09	£8,072	0.01	£1,089	0.01	£3,929	0.01	£8,233
TOTAL	1.45	£199,456	14.17	£2,615,925								

Appendix D – Indicative Green Infrastructure & Open Space Requirements

Table 41: Local green infrastructure indicative & open space requirements by site calculated using the District's 2019 Open Space Study Standards Paper

	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
Local standard from the District's 2019 Open Space Study Standards Paper (Ha per 1,000 population):	0.21	9.39	1.6	0.13		0.08

Site Reference and Location	Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
Abbots Langley and Leavesden								
ACFS9b	Little How Croft	35	81	0.017	0.756	0.129	0.010	£65,858.43
AB18	Garages Courts Parsonage Close	5	12	0.002	0.108	0.018	0.001	£9,408.35
AB31	Garages Jacketts Field	9	21	0.004	0.194	0.033	0.003	£16,935.02
AB39	Garages Rosehill Gardens	6	14	0.003	0.130	0.022	0.002	£11,290.02

Site Reference and Location		Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
AB26	Garages Tibbs Hill Road	5	12	0.002	0.108	0.018	0.001	£9,408.35	0.001
H6	Hill Farm Industrial Estate	60	138	0.029	1.296	0.221	0.018	£112,900.16	0.011
CFS3	Land adjacent to Fraser Crescent and Woodside Road	249	573	0.120	5.378	0.916	0.074	£468,535.68	0.046
PCS21	Land at Love Lane	46	106	0.022	0.993	0.169	0.014	£86,556.79	0.008
CFS6	Land at Mansion House Equestrian Centre	98	225	0.047	2.117	0.361	0.029	£184,403.60	0.018
CFS4	Land at Warren Court, Woodside Road	19	44	0.009	0.410	0.070	0.006	£35,751.72	0.003
CFS26c	West of the Kings Langley Estate	400	920	0.193	8.639	1.472	0.120	£752,667.76	0.074
CFS7	Land south of M25 (South of Toms Lane, North of Abbots Langley)	20	46	0.010	0.432	0.074	0.006	£37,633.39	0.004
Bedmond									
NSS2	56 High Street	20	46	0.010	0.432	0.074	0.006	£37,633.39	0.004
CFS56	Church Hill Road	102	235	0.049	2.203	0.375	0.030	£191,930.28	0.019
NSS6a	North Cott, East Lane	16	37	0.008	0.346	0.059	0.005	£30,106.71	0.003
Carpenders Park									
NCFS11	Grange Wood	50	115	0.024	1.080	0.184	0.015	£94,083.47	0.009

Site Reference and Location		Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
CFS13	Land at Oxhey Lane, Watford Heath	98	225	0.047	2.117	0.361	0.029	£184,403.60	0.018
CFS14	Land North of Oxhey Lane	96	221	0.046	2.073	0.353	0.029	£180,640.26	0.018
Chorleywood									
CFS15	Alabama and Waverley, Chenies Road	10	23	0.005	0.216	0.037	0.003	£18,816.69	0.002
NCFS15	Chorleywood Library	5	12	0.002	0.108	0.018	0.001	£9,408.35	0.001
NSS23	Chorleywood Telephone Exchange, Shire Lane	10	23	0.005	0.216	0.037	0.003	£18,816.69	0.002
CW9	Garages at Copmans Wick	5	12	0.002	0.108	0.018	0.001	£9,408.35	0.001
ACFS1	Heath House, Rickmansworth Road	5	12	0.002	0.108	0.018	0.001	£9,408.35	0.001
CFS18	Hill Farm, Stag Lane	100	230	0.048	2.160	0.368	0.030	£188,166.94	0.018
CFS16	Land at Chorleywood Station	81	186	0.039	1.749	0.298	0.024	£152,415.22	0.015
CFS72	Land off Solesbridge Lane	14	32	0.007	0.302	0.052	0.004	£26,343.37	0.003
NCFS17	North Hill Farm	57	131	0.028	1.231	0.210	0.017	£107,255.16	0.010
Croxley Green									
NCFS21	Land south of Scots Hill	30	69	0.014	0.648	0.110	0.009	£56,450.08	0.006

Site Reference and Location		Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
CG65	British Red Cross, Community Way	8	18	0.004	0.173	0.029	0.002	£15,053.36	0.001
CFS61	Cinnamond House	80	184	0.039	1.728	0.294	0.024	£150,533.55	0.015
CG47	Garages off Grove Crescent	19	44	0.009	0.410	0.070	0.006	£35,751.72	0.003
CFS20	Land at Croxley Station, Watford Road	163	375	0.079	3.520	0.600	0.049	£306,712.11	0.030
Garston									
CFS65	Land North of Bucknalls Lane	144	331	0.070	3.110	0.530	0.043	£270,960.39	0.026
Kings Langley									
ACFS8b	Flower House 2-3 Station Road	10	23	0.005	0.216	0.037	0.003	£18,816.69	0.002
NSS20	Land adj. RES site, Egg Farm Lane	100	230	0.048	2.160	0.368	0.030	£188,166.94	0.018
NSS10	Land at Mill Place	10	23	0.005	0.216	0.037	0.003	£18,816.69	0.002
NCFS20	Lonsdale, Hyde Lane	10	23	0.005	0.216	0.037	0.003	£18,816.69	0.002
Maple Cross									
MC11	Garages rear of Longcroft Road	5	12	0.002	0.108	0.018	0.001	£9,408.35	0.001
EOS12.3	Land to the North of Chalfont Lane	130	299	0.063	2.808	0.478	0.039	£244,617.02	0.024
EOS12.2	Land to the West and South of Maple Cross	1500	3450	0.725	32.396	5.520	0.449	£2,822,504.10	0.276

Site Reference and Location		Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
Mill End									
H15	Garages rear of Drillyard, West Way	6	14	0.003	0.130	0.022	0.002	£11,290.02	0.001
RW31	Garden land off Uxbridge Road	6	14	0.003	0.130	0.022	0.002	£11,290.02	0.001
EOS7.0	Land to the south of Shepherds Lane and east of the M25	520	1196	0.251	11.230	1.914	0.155	£978,468.09	0.096
NCFS26	Meresworth	40	92	0.019	0.864	0.147	0.012	£75,266.78	0.007
P4a	Quickwood Close Garages	16	37	0.008	0.346	0.059	0.005	£30,106.71	0.003
Oxhey Hall									
ACFS13 b	Land at Hampermill Lane	100	230	0.048	2.160	0.368	0.030	£188,166.94	0.018
PCS16	Vivian Gardens	8	18	0.004	0.173	0.029	0.002	£15,053.36	0.001
Rickmansworth									
CFS60	Affinity Water Depot, Church Street	75	173	0.036	1.620	0.276	0.022	£141,125.20	0.014
ACFS10	Andrews Ley Farm, Harefield Rd	18	41	0.009	0.389	0.066	0.005	£33,870.05	0.003
H22a	Depot, Stockers Farm Rd	40	92	0.019	0.864	0.147	0.012	£75,266.78	0.007
H17	Former Police Station, Rectory Road	18	41	0.009	0.389	0.066	0.005	£33,870.05	0.003
CFS59	Land on London Road (care home)	40	92	0.019	0.864	0.147	0.012	£75,266.78	0.007

Site Reference and Location		Number of dwellings	Population increase (2.3 household size)	Parks & Gardens (Ha)	Natural and Semi-natural Green space (Ha)	Amenity Green space (Ha)	Allotments (Ha)	Total open space costs (£)	Provision for Children & Young People (Ha)
Sarratt									
CFS47c	Adams Nurseries, Church Lane	15	35	0.007	0.324	0.055	0.004	£28,225.04	0.003
South Oxhey									
CFS52a	Former Sir James Altham School	30	69	0.014	0.648	0.110	0.009	£56,450.08	0.006
PCS18	Land South of St Joseph's	80	184	0.039	1.728	0.294	0.024	£150,533.55	0.015
BR20D	Northwick Day Centre	50	115	0.024	1.080	0.184	0.015	£94,083.47	0.009
NCFS34	Pinewood Lodge	40	92	0.019	0.864	0.147	0.012	£75,266.78	0.007
Total		4932	11343.60	2.382156	106.516404	18.14976	1.474668	£9,280,393.48	0.907488

Appendix E – Draft Infrastructure Schedule

Ref	Topic	Sub Topic	Project Name	Project Description	Location / Settlement / Corridor	On-site/Off-site	Site	Infrastructure Provider	Delivery Period	Funding		Priority	Notes	Source		
										Est. Cost	Identified Funding					
1	Education	Early years and childcare	Childcare setting at Land West and South of Maple Cross (EOS12.2)	1 x 50 place childcare setting at Land west and south of Maple Cross (EOS12.2)	Maple Cross	On-site	EOS12.2	Hertfordshire County Council	2026-41	TBC	Developers		\$106/CIL	Essential	HCC assume a cost per place for children under 2 years old to be £9,741, and for children aged 2 to be £6,956 (Q1 2024). It is not yet known what the split will be for the 50 place setting, and therefore no overall cost can be identified. Developers and TRDO will be required to engage with HCC as sites progress. Where delivering increased capacity requires building work, the county council will seek financial contributions to cover building and resource costs. In other instances, the county council will seek resource costs to expand existing provisions.	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed in 2026.
2	Education	Early years and childcare	Childcare setting at Woodside Road (S(c))	1 x 50 childcare setting to be included in the potential new primary school at Woodside Road (S(c))	Abbots Langley & Leavesden	On-site	Woodside Road (S(c))	Hertfordshire County Council	2026-41	TBC	Developers		\$106/CIL	Essential	HCC assume a cost per place for children under 2 years old to be £9,741, and for children aged 2 to be £6,956 (Q1 2024). It is not yet known what the split will be for the 50 place setting, and therefore no overall cost can be identified. Developers and TRDO will be required to engage with HCC as sites progress. Where delivering increased capacity requires building work, the county council will seek financial contributions to cover building and resource costs. In other instances, the county council will seek resource costs to expand existing provisions.	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed in 2026.
3	Education	Early years and childcare	Additional childcare setting expansion	Any identified need to increase childcare capacity will either be done through: - a new on-site childcare setting, or - financial contributions from developers to increase capacity at existing setting	District-wide	On-site / Off-site	N/A	Hertfordshire County Council	2026-41	TBC	Developers		\$106/CIL	Essential	HCC assume a cost per place for children under 2 years old to be £9,741, and for children aged 2 to be £6,956 (Q1 2024). It is not yet known what the split will be for the 50 place setting, and therefore no overall cost can be identified. Developers and TRDO will be required to engage with HCC as sites progress. Where delivering increased capacity requires building work, the county council will seek financial contributions to cover building and resource costs. In other instances, the county council will seek resource costs to expand existing provisions.	Stakeholder engagement with Hertfordshire County Council 2026.
4	Education	Primary Education	Primary School at Woodside Road (S(c))	New 2FE Primary School, including nursery provision, to be delivered on a standalone allocation at Woodside Road (S(c))	Abbots Langley & Leavesden	On-site	Woodside Road (S(c))	Hertfordshire County Council	2026-41	£12,085,920	Developers		\$106/CIL	Essential	The estimated cost provided includes 2FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed and cost estimate provided in 2026.
5	Education	Primary Education	Primary School at Land South of Shepherds Lane and west of M25 (EOS7.0)	New 2FE (2.03ha) primary school at Land to the south of Shepherds Lane and west of M25 (EOS7.0), including nursery provision	Mill End	On-site	EOS7.0	Hertfordshire County Council	2026-41	£12,085,920	Developers		\$106/CIL	Essential	The estimated cost provided includes 2FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed and cost estimate provided in 2026.
6	Education	Primary Education	New primary school provision at Land West and South of Maple Cross (EOS12.2)	HCC are considering the requirement for additional primary school provision at Land West and South of Maple Cross (EOS12.2), including nursery provision. This will either take the form of a new primary school 3FE (2.92ha), or a new primary school 3FE (2.92ha) in addition to expansion of Maple Cross JMI. This would need to include SEND places.	Maple Cross	On-site / Off-site	EOS12.2	Hertfordshire County Council	2026-41	£18,672,746	Developers		\$106/CIL	Essential	The estimated cost provided includes 3FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2026.
7	Education	Secondary Education	Secondary school provision at Reach Free School at Long Lane, Mill End	Potential expansion at Reach Free School to accommodate 4FE of secondary provision to meet demand arising from growth across Chorleywood, Maple Cross and Rickmansworth.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	2026-41	£23,681,690	Developers		\$106/CIL	Essential	The estimated cost provided includes 4FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed and cost estimate provided in 2026.
8	Education	Secondary Education	Secondary school provision at Croxley Danes	Potential expansion at Croxley Danes to accommodate 2FE of secondary provision, including SEND places	Croxley Green	Off-site	N/A	Hertfordshire County Council	2026-41	£11,880,845	Developers		\$106/CIL	Essential	The estimated cost provided includes 2FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2026.
9	Education	Secondary Education	Secondary school provision at Carpenders Park Farm, Oxhey Lane (CFS11)	Standalone secondary school with delivery planned for the mid- to late-plan period. Further studies regarding Green Belt considerations will need to be undertaken by HCC to help define the strategic case for this school	Carpenders Park	On-site	Carpenders Park Farm, Oxhey Lane (CFS11)	Hertfordshire County Council	2026-41	£62,470,848	Developers		\$106/CIL	Essential	The estimated cost provided includes up to 10FE (Q1 2024)	Stakeholder engagement with Hertfordshire County Council 2024. Confirmed and cost estimate provided in 2026.
10	Education	SEND	SEND provision	Additional SEND provision should be provided throughout the catchment area, including at Shakespeare school.	District-wide	Off-site	N/A	Hertfordshire County Council	2026-41	TBC	Developers		\$106/CIL	Essential	HCC assume a cost per place for SEND provision. Primary costs have been assumed at £820.53 for a house, and £335.82 for a flat, and secondary costs have been assumed at £1,128.35 for a house, and £332.87 for a flat (Q1 2024).	Stakeholder engagement with Hertfordshire County Council 2026.
11	Healthcare	Adult Social Care	Housing with support	In order to meet additional need arising from Local Plan growth, HCC recommend a total of 9 self-contained supported housing units delivered across all housing allocations. These should be delivered in blocks of 4-6 self-contained units.	District wide	Off-site	N/A	Developer	2026-2041	N/A	N/A	N/A	Developer delivered	Essential		Iceni Projects Older Persons and Adult Disability Care Housing Need, HCC representations on the Regulation 18 Local Plan, and verified through engagement with HCC in January 2026.
12	Healthcare	Adult Social Care	Housing with care and extra care to support Land to the West and South of Maple Cross (EOS12.2)	In order to support growth arising from Land to the West and South of Maple Cross (EOS12.2), there is a requirement for the provision of two housing with care settings and one nursing home setting.	Maple Cross	On-site	EOS12.2	Developer	2026-2041	N/A	N/A	N/A	Developer delivered	Essential		Iceni Projects Older Persons and Adult Disability Care Housing Need, HCC representations on the Regulation 18 Local Plan, and verified through engagement with HCC in January 2026.
13	Healthcare	Adult Social Care	Housing with care to support Land to the south of Shepherds Lane and east of the M25 (EOS7.0)	In order to support growth arising from Land to the south of Shepherds Lane and east of the M25 (EOS7.0), there is a requirement for the provision of one housing with care setting.	Mill End	On-site	EOS7.0	Developer	2026-2041	N/A	N/A	N/A	Developer delivered	Essential		Iceni Projects Older Persons and Adult Disability Care Housing Need, HCC representations on the Regulation 18 Local Plan, and verified through engagement with HCC in January 2026.
14	Healthcare	Adult Social Care	Care Home at Land on London Road (CFS59)	Care home provision at Land on London Road (CFS59), providing for 75 bedrooms.	Rickmansworth	On-site	CFS59	Developer	2026-2041	N/A	N/A	N/A	Developer delivered	Essential		HCC representations on the Regulation 18 Local Plan, and verified through engagement with HCC in January 2026.
15	Healthcare	Adult Social Care	Housing with care provision at Former Sir James Altham School (CFS52a)	The Former Sir James Altham School (CFS52a) in South Oxhey is expected to deliver approximately 60+ units of affordable housing with care which will meet the affordable need up to 2032. HCC recommend the provision of a new day centre and Extra Care Housing on this site.	South Oxhey	On-site	Former Sir James Altham School (CFS52a)	Developer	2026-2041	N/A	N/A	N/A	Developer delivered	Essential		Engagement with HCC in January 2026.
16	Healthcare	Primary Healthcare	Kings Langley Surgery	Their current building is dated and insufficient in size. The HWE ICB had approved the practice's Outline Business Case to extend and reconfigure the building as proposed by the landlord. Unfortunately, the landlord subsequently decided not to proceed and the practice is now exploring options to relocate to a new, purpose built facility.	District-wide	Off-site	N/A	HWE ICB	2025-30	£5,950,000.00		£5,950,000.00	TBC	Essential	This provision is looking at addressing existing capacity issues and to help mitigate future growth	Consultation with ICB NHS August 2024, verified in January 2026.
17	Healthcare	Primary Healthcare	Vine House Surgery	The HWE ICB has given its approval in principle to the practice's Project Initiation Document (PID) for the relocation to a new, purpose-built premises. The practice is currently searching for a suitable site. There is also a possibility of reconfiguring and extending the existing premises. Cost of the project will vary depending on which option the practice will choose. Estimation is for a relocation.	District-wide	Off-site	N/A	HWE ICB	2027-32	£5,600,000.00		£5,600,000.00	TBC	Essential	This provision is looking at addressing existing capacity issues and to help mitigate future growth	Consultation with ICB NHS August 2024, verified in January 2026.
18	Healthcare	Primary Healthcare	Gade House Surgery	The HWE ICB has given its approval in principle to the Practice's Project Initiation Document (PID) for the relocation to a new, purpose-built premises. The practice is currently searching for a suitable site.	Rickmansworth	Off-site	N/A	HWE ICB	Dependent on Maple Cross/Mill End timelines	£5,760,000.00		£5,760,000.00	TBC	Essential	This provision is looking at addressing existing capacity issues and to help mitigate future growth. This includes growth in Rickmansworth, Mill End and Maple Cross. Likely to be relocation to either Mill End or Maple Cross new developments and included in the below lines 65 and 66.	Consultation with ICB NHS August 2024, verified in January 2026.
19	Healthcare	Primary Healthcare	New Road Surgery	This practice has a branch surgery on Baldwins Lane and in Sarratt. Planning permission granted for a replacement branch surgery in Sarratt as a part of the residential development. This would address short to medium term capacity constraint, however, there is still a need to co-locate the practice's main surgery on New Road and Baldwins Lane branch from constrained converted residential buildings to a purpose-built premises. The practice is currently searching for a suitable site.	Croxley Green	Off-site	N/A	HWE ICB	Dependent on site availability	£5,950,000.00		£5,950,000.00	TBC	Essential	This provision is looking at addressing existing capacity issues and to help mitigate future growth	Consultation with ICB NHS August 2024, verified in January 2026.
20	Healthcare	Primary Healthcare	Maple Cross Medical centre	Provision of an on-site medical centre at Maple Cross. This is as part site specific requirement to deliver a local centre to include GP surgery, community facilities, open space and play space amongst other uses.	Rickmansworth	On-site	EOS12.2 Land West and South of Maple Cross	HWE ICB	TBC	£5,760,000.00		£5,760,000.00	TBC	Essential	This is Gade House Surgery relocation which includes provision for existing patients, plus growth in Rickmansworth, Mill End and Maple Cross. On site facility in either Mill End or Maple Cross, not both.	Consultation with ICB NHS August 2024, verified in January 2026.

21	Healthcare	Primary Healthcare	Mill End Medical Centre	Provision of an on-site medical centre at Mill End.	Rickmansworth	On-site	CFSS2a	HWE ICB	TBC	£5,760,000.00		£5,760,000.00	TBC	Essential	This is Gade House Surgery relocation which includes provision for existing patients, plus growth in Rickmansworth, Mill End and Maple Cross. On site facility in either Mill End or Maple Cross, not both.	Consultation with ICB NHS August 2024, verified in January 2026.
22	Healthcare	Primary Healthcare	Abbotswood Medical Centre	If no solution identified, direct contribution towards Vine House Health Centre as they are in the same neighbourhood and PCN.	Abbots Langley	Off-site	N/A	HWE ICB	2025-2041	£448,096.00		£448,096	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
23	Healthcare	Primary Healthcare	Attenborough Surgery/ Manor View Practices expansion / reconfiguration	Contribution towards expansion / reconfiguration on any of the sites, which will create additional capacity at the main site.	Multiple sites	Off-site	N/A	HWE ICB	2025-2041	£247,456.00		£247,456	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
24	Healthcare	Primary Healthcare	Bridgewater House Surgery additional capacity	Contribution towards additional capacity on existing site.	Watford	Off-site	N/A	HWE ICB	2025-2041	£142,120.00		£142,120	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
25	Healthcare	Primary Healthcare	Carpenters Park Surgery expansion	Contribution towards expansion on existing site.	South Oxhey	Off-site	N/A	HWE ICB	2025-2041	£160,512.00		£160,512	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
26	Healthcare	Primary Healthcare	Gade House (now Gade and Chorleywood Health Centres) / The Colne Practice relocation	Contribution towards potential relocation of Gade House to a new purpose built premises, which will create capacity for Rickmansworth and Chorleywood as one practice.	Rickmansworth	Off-site	N/A	HWE ICB	2025-2041	£4,036,208.00		£4,036,208	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
27	Healthcare	Primary Healthcare	Chorleywood Health Centre (now Gade and Chorleywood Health Centres)	Contribution towards the above as both are now the same practice.	Chorleywood	Off-site	N/A	HWE ICB	2025-2041	£471,504.00		£471,504	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
28	Healthcare	Primary Healthcare	Garston MC expansion	Contribution towards expansion on existing site.	Garston	Off-site	N/A	HWE ICB	2025-2041	£240,768.00		£240,768	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
29	Healthcare	Primary Healthcare	The Kings Langley Surgery and Longmeadow Surgery potential relocation	Contribution towards potential relocation of Kings Langley Surgery to a new purpose built premises, which will create capacity for Kings Langley and Bovingdon.	Kings Langley/Hemel Hempstead	Off-site	N/A	HWE ICB	2025-2041	£260,832.00		£260,832	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
30	Healthcare	Primary Healthcare	New Road Surgery relocation	Contribution towards relocation to a new purpose built facility.	Rickmansworth	Off-site	N/A	HWE ICB	2025-2041	£392,920.00		£392,920	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
31	Healthcare	Primary Healthcare	Sheepcot Medical Centre additional capacity	Contribution towards additional capacity on existing site.	Watford	Off-site	N/A	HWE ICB	2025-2041	£100,320.00		£100,320	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
32	Healthcare	Primary Healthcare	South Oxhey Surgery additional capacity	Contribution towards increasing capacity at practices based at South Oxhey Clinic.	South Oxhey	Off-site	N/A	HWE ICB	2025-2041	£514,976.00		£514,976	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
33	Healthcare	Secondary Healthcare	Northwick Day Centre	The Northwick Day Centre Site in South Oxhey has been identified as a site allocation in the emerging Local Plan and is required to re-provide the Day Centre on site providing people with physical disabilities, learning disabilities, mental health.	South Oxhey	On-site	Northwick Day Centre	HWE ICB	TBC	TBC		TBC	Essential	This provision is looking at addressing existing capacity issues and to help mitigate future growth	Site allocation in the emerging Local Plan	
34	Healthcare	Primary Healthcare	Vine House Health Centre expansion / relocation	Contribution towards potential expansion on existing site or relocation.	Abbots Langley	Off-site	N/A	HWE ICB	2025-2041	£1,230,592.00		£1,230,592	Developer contributions	Essential	This provision is looking to help mitigate future growth.	Consultation with ICB NHS January 2026.
35	Community	Libraries	Reconfiguration of Abbots Langley Library	Reconfiguration of Abbots Langley Library to account for additional demands on the Service.	Abbots Langley	Off-site	N/A	Hertfordshire County Council	2033	£50,000.00	Unknown	Unknown	S106 / CIL	Important		HCC response to draft IDP
36	Community	Libraries	Reconfiguration of Rickmansworth Library	Reconfiguration of Rickmansworth Library to account for additional demands on the Service.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	2033	£50,000.00	Unknown	Unknown	S106 / CIL	Important		HCC response to draft IDP
37	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	ACFS9b	Hertfordshire County Council	0-5 years	£3,428.50	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)
38	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	AB18	Hertfordshire County Council	11-15 years	£489.79	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)
39	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	AB31	Hertfordshire County Council	0-5 years	£881.61	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)
40	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	AB39	Hertfordshire County Council	0-5 years	£587.74	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)
41	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	AB26	Hertfordshire County Council	11-15 years	£489.79	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)
42	Community	Libraries	Library resource contributions	Library resource contribution to account for additional demands on the Service.	Abbots Langley and Leavesden	Off-site	H6	Hertfordshire County Council	0-5 years	£5,877.42	Unknown	Unknown	S106 / CIL	Important	Technical Appendix 6 to the County's Guide to Developer Infrastructure Contributions outlines the basis on which contributions will be sought. The Guide provides indicative costs for increasing resources at £42.50 per person. Figures provided based on the assumption of 2.3 people per new dwelling.	HCC Guide to Developer Infrastructure Contributions (2024)

389	Emergency Services	Ambulance Services	West Hertfordshire (Hub) - Maxted Road - Ambulance Station relocation and expansion	The West Hertfordshire (Hub) needs to be relocated and expanded. It would ideally be located as close to a hospital as possible and have access to good road links. This facility is on EAEST's list to replace but requires capital funding of around £20 million plus land. A building of at least 2200m ² is required, this would be estimated to have a 30-year lifespan. The facility would be required to house 35 ambulances and four rapid response vehicles, with full EV charging infrastructure, parking for 225 staff vehicles and office accommodation.	Watford	Off-site	N/A	East of England Ambulance Service NHS Trust	2025-2041	£20,000,000.00	Unknown	Unknown	NHS capital investment / s106 / CL	Essential	Costs are approximate and include some allocation for land but may change depending on land costs.	Consultation with East of England Ambulance Service NHS Trust (December, 2025)
390	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	ACFS9b	Developer/TRDC	0-5 years	£4,437.31	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
391	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	AB18	Developer/TRDC	11-15 years	£633.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
392	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	AB31	Developer/TRDC	0-5 years	£1,141.02	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
393	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	AB39	Developer/TRDC	0-5 years	£760.68	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
394	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	AB26	Developer/TRDC	11-15 years	£633.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
395	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	H6	Developer/TRDC	0-5 years	£7,606.82	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
396	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	CFS3	Developer/TRDC	0-10 years	£31,568.28	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
397	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	PCS21	Developer/TRDC	0-5 years	£5,831.89	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
398	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	CFS6	Developer/TRDC	0-10 years	£12,424.46	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
399	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	CFS4	Developer/TRDC	0-5 years	£2,408.82	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
400	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	CFS26c	Developer/TRDC	6-15 years	£50,712.10	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
401	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Abbots Langley and Leavesden	Off-site	CFS7	Developer/TRDC	0-10 years	£2,535.61	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
402	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Bedmond	Off-site	NSS2	Developer/TRDC	0-10 years	£2,535.61	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
403	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Bedmond	Off-site	CFS56	Developer/TRDC	0-5 years	£12,931.59	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
404	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Bedmond	Off-site	NSS6a	Developer/TRDC	0-10 years	£2,028.48	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
405	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Carpenders Park	Off-site	NCFS11	Developer/TRDC	0-5 years	£6,339.01	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
406	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Carpenders Park	Off-site	CFS13	Developer/TRDC	0-5 years	£12,424.46	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
407	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Carpenders Park	Off-site	CFS14	Developer/TRDC	0-5 years	£12,170.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
408	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	CFS15	Developer/TRDC	0-5 years	£1,267.80	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
409	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	NCFS15	Developer/TRDC	0-5 years	£633.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
410	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	NSS23	Developer/TRDC	6-10 years	£1,267.80	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
411	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	CW9	Developer/TRDC	11-15 years	£633.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
412	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	ACFS1	Developer/TRDC	0-5 years	£633.90	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
413	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	CFS18	Developer/TRDC	0-10 years	£12,678.03	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
414	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	CFS16	Developer/TRDC	6-10 years	£10,269.20	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
415	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	CFS72	Developer/TRDC	0-5 years	£1,774.92	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects
416	Green Infrastructure	Parks and Gardens	Parks and Gardens	Contributions towards parks and & gardens.	Chorleywood	Off-site	NCFS17	Developer/TRDC	0-5 years	£7,226.47	Unknown	Unknown	S106 / CL	Essential		Local standard from the District's 2019 Open Space Study Standards Paper Building Cost Information Service (BCIS) estimates (2017-2021) adjusted reflecting experience of live projects

622	Green Infrastructure	SAC Mitigation	Chiltern Beechwood SAC Mitigation	Suitable mitigation and / or avoidance measures	Kings Langley	Off-site	PCS21	Developer	0-5 years	Unknown	Unknown	Unknown	S106	Essential	To come forward with CFS6	Emerging Local Plan HRA Chiltern Beechwood SAC Mitigation Strategy	
623	Energy and Utilities	Electricity Supply	Rickmansworth Grid reinforcement	The works will fully include the replacement of the existing 11,000 Volt (11kV) switchgear with new switchgear to facilitate connection of a new 132kV/11kV transformer, and establishment of a second 132kV cable circuit to the existing overhead line assets which connect to Watford South Grid Supply Point (GSP). The project to replace the 132kV oil-filled cable supplying Rickmansworth Grid was successfully completed 2025, and additional ducts were installed to support the future installation of the second transformer and associated works. These reinforcement works are expected to be delivered within the ED3 regulatory period (subject to regulatory approval) to maintain network resilience and meet future load growth.	Rickmansworth	Off-site	N/A	UKPN	R10-ED3 (Post 2028)	N/A - Cost met in full by UKPN		£0.00	UK Power Networks (R10-ED3 Business Plan subject to Open approval)	Critical	UKPN fully funds reinforcement assets at the connection voltage and one voltage level above. Cable replacement completed in 2025; ducts installed for second transformer; reinforcement planned for ED3 subject to regulatory approval		
624	Waste management facilities	Waste management facilities	Waterdale Waste Transfer Centre	Waterdale WTS is currently at full capacity and unable to meet current demand. To improve resilience, increase capacity and assist with the efficient management of HCC's residual LACW, plans are in progress to improve the infrastructure at Waterdale WTS. -Add a new shredding facility to deal with bulky waste such electrical appliances, mattresses and sofas etc. This has now been completed -Expand the main building and create extra bays. This is due to be delivered by 2027. The total cost of these projects is projected to be £27,719,000. It has been forward funded by HCC.	Waterdale, Watford	Off-site	N/A			The expansion is due for completion in 2026.	£27,719,000	HCC forward funding	Unknown	Funding sources include: HCC Capital Funding and Capital borrowing.	Essential	Cost is for the total project including completed and incomplete elements.	Engagement with HCC in 2024, verified December 2025.
625	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 2 - Rickmansworth to Watford	Prioritised cycle route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #2 priority cycle route. Rickmansworth to Watford A412. Proposed improvements: Two-way cycle tracks, improved crossings, public realm improvements and footpath widening.	Rickmansworth to Watford	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
626	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 3 - Rickmansworth to West	Prioritised cycle route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #2 priority cycle route. Rickmansworth to West. Proposed improvements: Traffic calming and speed reductions, junction upgrades, two-way cycle track and crossing improvements.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
627	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 8 - Rickmansworth to Chorleywood	Prioritised cycle route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #5 priority cycle route. Rickmansworth to Maple Cross (west). Proposed improvements: Traffic calming and speed reductions, widening of shared use path, two-way cycle track, modal filter.	Rickmansworth to Chorleywood	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
628	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 14 - Shepherds Lane	Prioritised cycle route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #4 priority cycle route. Shepherds Lane. Proposed improvements: Traffic calming and speed reductions, improved side road crossings, two-way cycle track (part), Quietway.	Mill End / Chorleywood	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
629	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 21 - Maple Cross South	Prioritised cycle route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #3 priority cycle route. Maple Cross South. Proposed improvements: Two-way cycle track, crossing improvements, low traffic route.	Maple Cross	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
630	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 4 - A404 Rickmansworth	Lower priority cycle route: #2 priority cycle route of the lower priority routes.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
631	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 5 - South Way	Lower priority cycle route: #3 priority cycle route of the lower priority routes.		Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
632	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 6 - Rickmansworth - Bushey	Lower priority cycle route: #4 priority cycle route of the lower priority routes.	Rickmansworth - Bushey	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
633	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 7 - Chorleywood connection	Lower priority cycle route: #5 priority cycle route of the lower priority routes.	Chorleywood	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
634	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 9 - Carpenters Park link	Lower priority cycle route: #6 priority cycle route of the lower priority routes.	Carpenters Park	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
635	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 10 - Abbots Langley (Horseshoe Lane)	Lower priority cycle route: #7 priority cycle route of the lower priority routes.	Abbots Langley	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
636	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 11 - Toms Lane	Lower priority cycle route: #8 priority cycle route of the lower priority routes.	Abbots Langley	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
637	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 12 - Bedford Road	Lower priority cycle route: #9 priority cycle route of the lower priority routes.	Abbots Langley	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
638	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 13 - A4125 South Oxhey	Lower priority cycle route: #10 priority cycle route of the lower priority routes.	South Oxhey	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
639	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 15 - M25 Verge	Lower priority cycle route: #11 priority cycle route of the lower priority routes.	M25	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
640	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 16 - Tolpits Lane connection	Lower priority cycle route: #12 priority cycle route of the lower priority routes.	Watford	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
641	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 17 - Oxhey Drive	Lower priority cycle route: #13 priority cycle route of the lower priority routes.	Carpenters Park	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
642	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 18 - Baldwin's Lane	Lower priority cycle route: #14 priority cycle route of the lower priority routes.	Croxley Green	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
643	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 19 - Harefield Road	Lower priority cycle route: #15 priority cycle route of the lower priority routes.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
644	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 20 - Rousham Lane	Lower priority cycle route: #16 priority cycle route of the lower priority routes.	Chandler's Cross	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
645	Transport	Walking and Cycling (LCWIP)	LCWIP Cycle Route 22 - Moor Park Lane	Lower priority cycle route: #17 priority cycle route of the lower priority routes.	Moor Park	Off-site	N/A	Hertfordshire County Council	TBC	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
646	Transport	Walking and Cycling (LCWIP)	LCWIP Walking Route 1 - Carpenters Park Station to Hayling Road	Prioritised walking route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #1 priority cycle route. Carpenters Park Station to Hayling Road. Along Gostling Lane (west of Carpenters Park station).	Carpenters Park	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
647	Transport	Walking and Cycling (LCWIP)	LCWIP Walking Route 2 - Carpenters Park Station to Watford Heath	Prioritised walking route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #2 priority cycle route. Carpenters Park Station to Watford Heath. Along the forested route to the east of Prestwick Road and Green Lane, crossing under the railway and connecting to the other side (north of Carpenters Park station).	Carpenters Park	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
648	Transport	Walking and Cycling (LCWIP)	LCWIP Walking Route 3 - Prestwick Road (South) - Carpenters Park Station to Greenfields School	Prioritised walking route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #3 priority cycle route. Prestwick Road South to Greenfields School. Along Prestwick Road (south of Carpenters Park station).	Carpenters Park	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
649	Transport	Walking and Cycling (LCWIP)	LCWIP Walking Route 4 - Carpenters Park Station to Oxhey Lane	Prioritised walking route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #4 priority cycle route. Carpenters Park Station to Oxhey Lane. Along Carpenters Avenue (east of Carpenters Park station).	Carpenters Park	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
650	Transport	Walking and Cycling (LCWIP)	LCWIP Walking Route 5 - Prestwick Road - (North) - Carpenters Park Station to Hampstead Lane	Prioritised walking route as per Route Prioritisation Tool used in the 2023 LCWIP for Three Rivers: #5 priority cycle route. Prestwick Rd North to Hampstead Lane. Along Prestwick Road and Brodsmill Avenue (north of Carpenters Park station).	Carpenters Park	Off-site	N/A	Hertfordshire County Council	2025-2035	TBC	no funding identified in LCWIP	n/a	LCWIP	Essential		Three Rivers Local Cycling and Walking Infrastructure Plan (2023). As verified by stakeholder engagement January 2026	
651	Transport	Walking and Cycling	A405/A41 junction (Watford) - walking and cycling improvements	W1 - A405/A41 junction (Watford). Convert current footbridge to shared use. Not completed as of Summer 2023.	Watford	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.	

652	Transport	Walking and Cycling	A41 from Leggatts Rise to Roundabout - walking and cycling improvements	W2 - A41 from Leggatts Rise to Roundabout. Consider cycle lane on or off road, potential for toucans and off carriageway cycle lanes. Part completed as of Summer 2023.	Watford	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.
653	Transport	Walking and Cycling	Hunton Bridge link to existing bridleways and The Grove - walking and cycling improvements	TR14 - Hunton Bridge link to existing bridleways and The Grove. Surface quality and signage along canal route would need improving. Not completed as of Summer 2023.	Hunton Bridge	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.
654	Transport	Walking and Cycling	Hempstead Road - walking and cycling improvements	W13 - Hempstead Road. Redistribute road space to cycle lanes, improve access to underpass to access town centre from road/ potential contra flow lane and Toucan upgrade to access directly. Part completed as of Summer 2023.	Hempstead Road	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.
655	Transport	Walking and Cycling	A412 Watford to Croxley Green station - walking and cycling improvements	TR7 - A412 Watford to Croxley Green station. Improve cyclist facilities between Watford and Croxley Green. Not completed as of Summer 2023.	Watford to Croxley Green	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.
656	Transport	Walking and Cycling	A412 Watford to Croxley Green Station - walking and cycling improvements	TR8 - A412 Rickmansworth to Croxley Green Station. Improve cyclist facilities between Rickmansworth and Croxley Green. Not completed as of Summer 2023.	Rickmansworth to Croxley Green	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown	n/a	Developer Contributions / Active Travel Funding	Essential	Found via LCWIP.	South West Hertfordshire Cycle Study 2013. Verified by stakeholder engagement January 2026.
657	Transport	Walking and Cycling / Bus	Holywell to South Oxhey Cross-Coupe Sustainable Link (cycle and bus only)	Explore opportunity to upgrade the Ebury Way cycleway from Tolpits Lane to adjacent to Electricity Transmission Station and cyclable section running to Hampmill Lane alongside Bushey Cricket Club, to become a bus and cycle route. New/reouted bus services from Bushey and South Oxhey areas.	Oshey	Off-site	N/A	Hertfordshire County Council	5-10 years.	£7,500,000.00	unknown	£7,500,000.00	Developer Contributions / Active Travel Funding	Essential	Ref SM12b. Timescale if delivered in isolation: 5-10 years. Medium likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
658	Transport	Park and Ride	A41 Kings Langley Station Park and Ride	Construction of Park and Ride transport hub close to Kings Langley station. New link road connecting to A4251 and onwards to M25 J20. Served by improved bus links between Hemel, Watford and Western Gateway business parks, 500/501 bus service and walk-link to Kings Langley station. Comprehensive review of town parking and wider transport needs required to inform any P&R scheme.	Kings Langley	Off-site	Park and Ride Transport Hub	Hertfordshire County Council	5-10 years.	£7,500,000.00	unknown	£7,500,000.00	Developer Contributions	Essential	Ref SM19a. Timescale if delivered in isolation: 5-10 years. Medium likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
659	Transport	Walking and Cycling / Bus	Western Gateway Southern Access: Buses, pedestrians and cycles only	A new southern access into the Watford & Croxley business parks area from Tolpits Lane for buses, pedestrians and cyclists only (bus services use existing roads to Moor Park, Northwood etc.).	Watford & Croxley	Off-site	N/A	Hertfordshire County Council	2-5 years	£3,750,000.00	unknown	£3,750,000.00	Developer Contributions / Active Travel Funding	Essential	Ref SM28a. Timescale if delivered in isolation: 2-5 years. High likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
660	Transport	Bus	A41 (M25 J20 and J19) Bus Priority measures	Bus priority on some approaches, and at between M25 J20 and M25 J19 spur (Hemel Hempstead Roundabout), including consideration of potential for bus lanes with bus priority signals.	Hunton Bridge	Off-site	N/A	Hertfordshire County Council	5-10 years.	£3,750,000.00	unknown	£3,750,000.00	Developer Contributions	Essential	Ref SM30. Timescale if delivered in isolation: 5-10 years. Low likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
661	Transport	Bus	Enhanced Watford-Hemel Bus Services	Work with operators to explore enhancing local-express bus service(s) between Hemel Hempstead and Watford - specifically linking Maylands, Hemel Hempstead Town Centre, Apsley, Abbots Langley, Leaheads and Watford & Croxley business parks. Maintaining and enhancing existing routes including 500 and 520, to better serve trips to key workplace destinations at Maylands and Watford & Croxley Business Parks.	Hemel Hempstead	Off-site	N/A	Hertfordshire County Council	2-5 years	£3,750,000.00	unknown	£3,750,000.00	Developer Contributions	Essential	Ref SM31. Timescale if delivered in isolation: 2-5 years. Medium likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
662	Transport	Walking and Cycling	Ebury Way improvements	Enhance existing Ebury Way for walking and cycling including improved surface for all weather use, and better links onto wider network, including at Riverside Park, to King George V Playing Fields, and formalised access to Dwight Road and the Vale Industrial Park & Olds Approach Industrial Estate.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	2-5 years	£1,750,000.00	unknown	£1,750,000.00	Developer Contributions / Active Travel Funding	Essential	Ref SM35. Timescale if delivered in isolation: 2-5 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
663	Transport	General	Bushey Arches and nearby network - All modes traffic movement study	A study to investigate the movement of traffic on the highway network through Bushey Arches and the nearby network including Dalton Way, Thomas Sawyer Way, Eastbury Road, Deacons Hill and Wiggenhall Road. The study should identify potential improvements for all modes (including bus, cycle and pedestrians	Bushey	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions	Essential	Ref SM36. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
664	Transport	Walking and Cycling	By-the-Wood -Oxhey Lane Merry Hill greenway cycle link	Enhance existing cycleway provision from By-the-Wood (Carpenters Park), along a section of A4008 Oxhey Lane and linking to the existing Greenway to Merry Hill Road.	Carpenters Park	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions / Active Travel Funding	Essential	Ref PR110. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
665	Transport	General	Improved South Oxhey- Carpenters Park link	Enhanced road, cycle and pedestrian links over the railway line linking South Oxhey and Carpenters Park areas. To address current constrained and limited linkages and tie into improved Station Square.	Carpenters Park	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions	Essential	Ref PR40. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
666	Transport	Walking and Cycling	Anthony Close, The Pathway, Watford Heath	Enhance the routes leading to the existing footbridge over the West Coast Main Line (along Anthony Close/The Pathway west of the railway line, and Watford Heath east of the railway line).	Oshey	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions / Active Travel Funding	Essential	Ref PR102. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
667	Transport	Bus	Delta Gain (South Oxhey- Carpenters Park)	Reduce Ascot Road (main entrance link road) from dual carriageway to a single carriageway, with a lane converted to bus only lane in each direction.	South Oxhey-Carpenters Park	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions	Essential	Ref PR103. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
668	Transport	Bus	Ascot Road bus priority	Reduce Ascot Road (main entrance link road) from dual carriageway to a single carriageway, with a lane converted to bus only lane in each direction.	Watford	Off-site	N/A	Hertfordshire County Council	2-5 years	£7,500,000.00	unknown	£7,500,000.00	Developer Contributions	Essential	Ref PR45. Timescale if delivered in isolation: 2-5 years. High likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
669	Transport	Walking, bus	Ascot Road -Whippendell Road Rickmansworth Road junction improvements	Simplification of some road space at the Western Gateway Business Park access junctions including reduction in lanes approaching roundabouts and enhanced provisions for pedestrians on Ascot Road (linked to bus priority scheme PR45).	Rickmansworth	Off-site	N/A	Hertfordshire County Council	2-5 years	£1,750,000.00	unknown	£1,750,000.00	Developer Contributions	Essential	Ref PR85. Timescale if delivered in isolation: 2-5 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
670	Transport	Highways	Ebury Way access enhancements, Rickmansworth	Ebury Way access enhancements, Rickmansworth Improvements to the cycleway including junction treatments between Ebury Way and Church Street via Skidmore Way, Rickmansworth.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	0-2 years	£750,000.00	unknown	£750,000.00	Developer Contributions	Essential	Ref PR80. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
671	Transport	Highways	Church Street 20mph Zone, Rickmansworth	20mph zone introduced on Church Street, Rickmansworth - between High Street and A404 to help facilitate potentially safer journeys by bike and on foot.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions	Essential	Ref PR81. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
672	Transport	Bus	Homestead Road Rickmansworth Station bus stop linkage	Improved pedestrian linkage from bus Stop C on Homestead Road and the railway station.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions	Essential	Ref PR82. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
673	Transport	Walking and Cycling	Enhanced linkage between Homestead Rd (Rickmansworth Station) and Victoria Close	Provide an at-grade (surface level) crossing on the A412 between Homestead Rd (Rickmansworth Station) and Victoria Close.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions / Active Travel Funding	Essential	Ref PR83. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
674	Transport	Walking and Cycling	A404 Riverside Drive, Church Street Roundabout minor enhancements	A404 Riverside Drive, Church Street Roundabout partial signalisation or spiral markings to improve efficiency of traffic throughput incorporating better cycle crossing facilities linking the River Chess and Church Street.	Moor Park	Off-site	N/A	Hertfordshire County Council	0-2 years	£500,000.00	unknown	£500,000.00	Developer Contributions / Active Travel Funding	Essential	Ref PR86. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Low risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.
675	Transport	Walking and Cycling	A412-A404 Riverside Drive, Uxbridge Road Roundabout Cycle Crossings, Rickmansworth	Replacement of existing zebra crossings with pedestrian and cycle crossings on southern and western arms. Link to the quieter streets and existing signed route to Mill End via Nightingale Road.	Rickmansworth	Off-site	N/A	Hertfordshire County Council	0-2 years	£750,000.00	unknown	£750,000.00	Developer Contributions / Active Travel Funding	Essential	Ref PR87. Timescale if delivered in isolation: 0-2 years. Medium likelihood of funding (as of 2019). Medium risk. Costs correct as of 2019 and would therefore need to be updated in line with inflation and other factors.	South West Hertfordshire Growth and Transport Plan Prospectus (June 2019). Verified by stakeholder engagement January 2026.

676	Transport	Bus	Hertfordshire Essex Rapid Transit (HERT)	Rapid Transit route from Hemel Hempstead and West Watford to Harlow in the East. Runs mostly along A414 corridor. Watford to Croxley Link also identified as an alternative use for the disused railway line. This would be supported with active travel infrastructure.	Watford	Off-site	N/A	Hertfordshire County Council	TBC	TBC	unknown			Essential		Verified by stakeholder engagement January 2026.
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