

WEDNESDAY 12 OCTOBER 2022 AT 7.30 PM

Conference Room 1 - The Forum

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Membership

Councillor Beauchamp Councillor England Councillor Foster Councillor Harden (Chairman) Councillor P Hearn Councillor Riddick Councillor Rogers (Vice-Chairman) Councillor Stevens Councillor R Sutton Councillor Taylor Councillor Timmis Councillor Wilkie Councillor C Wyatt-Lowe

For further information, please contact Corporate and Democratic Support or 01442 228209

AGENDA

1. MINUTES (Pages 3 - 15)

To agree the minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. PUBLIC PARTICIPATION

- 5. CONSIDERATION OF ANY MATTER REFERRED TO THE COMMITTEE IN RELATION TO CALL-IN
- 6. Q1 FINANCIAL MONITORING REPORT (Pages 16 21)

- 7. EV STRATEGY APPROVAL (Pages 22 50)
- 8. INFRASTRUCTURE FUNDING STATEMENT DEVELOPER CONTRIBUTIONS UPDATE (Pages 51 - 64)
- 9. CHILTERNS BEECHWOODS MITIGATION STRATEGY (UPDATE) (Pages 65 129)
- **10.** WORK PROGRAMME (Pages 130 133)
- 11. PSPO ANNUAL REVIEW

Report to Follow

Agenda Item 1

Strategic Planning and Environment Overview and Scrutiny Minutes

DATE	21 September 2022
ATTENDEES:	Neil Harden (Chair)
	Mark Rogers
	Rosie Sutton
	Jane Timmis
	Rob Beauchamp
	Penny Hearn
	Nigel Taylor
	Garrick Stevens
	Anne Foster
	Adrian England
	Stewart Riddick
	Graham Barratt
	Alan Anderson
OFFICERS:	Ronan Leydon (Strategic Planning and regeneration team leader)
	Alex Robinson (Assistant Director)
	Richard LeBrun (Assistant Director)
APOLOGIES:	Cllr Wilkie , Cllr Wyatt-Lowe

1. Minutes of the last meeting

Cllr Harden noted minutes from meetings held on 14th June and 6th July.

Cllr England confirmed his concerns regarding minutes from the meeting held on 14th June were now resolved.

The minutes for the meetings held on 14th June and 6th July 2022 were formally approved.

2. Apologies for Absence

Apologies were noted from Cllr Wilkie and Cllr Wyatt- Lowe.

3. Declarations of Interest

No new declarations of interest were declared.

4. Public Participation

Cllr Harden confirmed there was no public participation, though they did have members of the public viewing the meeting virtually.

5. Consideration of any matter referred to the Committee

Cllr Harden confirmed that no matters had been referred to the Committee.

6. Environmental Services Performance Q1 Report

RLeBrun took the report as read, first noting that the Covid report was incorrectly listed as an appendix, and confirmed that the missing KPIs would be circulated once they had been correctly taken from the system.

RLeBrun provided an overview of services, advising that a full service has been maintained despite driver shortages. Agency member induction training has been conducted and it has been agreed that agency staff will be brought in early at weekends for training to ensure they can begin work immediately. Scheduled collections took place on Good Friday, the Great Compost Giveaway was successful, and the service caught up well after the spring bank holiday. It was also noted that special village collections and electrical compliance testing and fire risk assessments have also been carried out, and an asbestos audit was also carried out at Tring depot. Training has been carried out for Clean Safe Green with 4 staff members now trained for the grab lorry, and a new grab lorry will be arriving to help address fly-tipping. Work has been ongoing with the splash park as well as ensuring that football fields are ready for the football season, and grass cutting has taken place.

The service has had a number of vacancies though work is ongoing to fill these, including working with summer temps and helping move them to permanent positions, and exploring other options to fill vacancies to ensure more sustainable succession planning.

On open spaces, trees and woodlands, work is being carried out to assess viability at Bunkers Park for future projects, including the Chilterns Beechwood project. The tree planting for the Queen's Jubilee was a success, and there has been good attendance at the Herts Tree Officer Forum for discussions around procurement around the tree maintenance service. Work is ongoing to expand the Wild Flower Map. On educational awareness, 10 tons of compost were given away for free to residents. 320 volunteers took part in the Great British Spring Clean, taking 219 bags of rubbish and 167 bags of recycling, and work is ongoing with Street Champions and friends groups. 4,000 packets of wildflower seeds have been given to residents as part of Biodiversity Day. 96 new Street Champions have registered and numbers continue to increase. 2 primary school talks have also been given to help encourage participation. On resourcing and administration, there have been 8,993 service requests, Clean Safe and Green has had 1,202, and there were 1,237 requests for sharp box collections.

Cllr Timmis congratulated RLeBrun on the positive report. On planning for the Chilterns Beechwood project, Cllr Timmis asked for clarification on this. ARobinson advised that there would be a report further on the agenda.

Cllr Timmis noted that they have seen a substantial increase in fly-tipping in recent weeks in her area, of which 2-3 have had official-looking plastic square bags and asked if this could be followed up further. RLeBrun agreed to follow this up with Cllr Timmis and asked that the councillor forward on the photographs she has. Cllr Sutton commented that she has also seen large plastic bags in Chambersbury Lane.

Cllr Sutton commented on tree planting, noting that additional trees were to be planted in the orchard in North End and queried if this was continuing. RLeBrun agreed to speak to Luke Johnson, the team leader for Trees and Woodlands, and respond to Cllr Sutton with further information.

Cllr Hearn commented on the missing fence and gate, noting that this has been an issue since the beginning of the year and asked when this would be resolved. RLeBrun agreed to chase this up and confirmed that he would also follow up on communication.

Cllr Beauchamp noted his appreciation for the Clean Safe and Green team's action to clear away the rubble. Cllr Beauchamp referred to the 2 benches removed from the church grounds and asked where they had been relocated to. RLeBrun stated that he was unsure where they had been put and that he would check this with Rob Cassidy. RLeBrun added that he would be attending a meeting to discuss the churchyard tomorrow.

Cllr Taylor remarked that there was little reference in the report to street cleaning and concerns raised by residents over a lack of it. RLeBrun acknowledged that they were behind on street cleaning due to awaiting replacement of equipment, and though he believes they have now caught up, he noted the concerns. Cllr Taylor confirmed that he would email RLeBrun with particular areas of concern and it was agreed he would follow up on this.

Cllr England noted the growth in new Street Champions, though following the Great British Tidy Up, only half a bag was collected on average by each person, and he asked if they know what percentage of new Street Champions become established and what percentage of litter the initiative is dealing with. RLeBrun confirmed that he would take the action and look to provide accurate information. On active Street Champions, RLeBrun advised that it depends on how many collect equipment and how many they then hear from on training. Cllr England commented that he is part of the Facebook group and that a high profile member, Mr Watts, who has been passionate about being a Street Champion and recently did his last litter collection and had noted that he was disillusioned about it. Cllr England stated that the Street Champions programme is an initiative that allows people to work with the council and requires communication. RLeBrun agreed, stating that there is interaction with them and they can potentially reach out to the member to better understand the issues.

Cllr England commented that he was uncomfortable with how numbers are presented and the focus on the more positive numbers, adding that they should discuss the reality of the situation as the focus should be getting value as well as ensuring people see the council working with others. Cllr Barratt responded that they always report the active figures and that these figures are available. Cllr Barratt added that they should be focusing on the positive aspects of Street Champions rather than any negatives.

Cllr Rogers commended RLeBrun's report, noting its brevity, focus and relevant information, and asked that more reports follow this example.

Cllr Rogers noted the previous invitation for councillors to visit Cupid Green and stated that he would like to attend. It was agreed that this should be picked up again to help councillors better understand the facility.

Cllr Riddick extended his thanks to the team at Cupid Green for their work on St Albans Hill. On litterpicking, Cllr Riddick noted that one of the team was mowing ahead of litter-picking, though otherwise he commended the work that took place. RLeBrun noted the work completed by the team and thanked the councillor for his comments.

Cllr Foster noted her thanks for the new playground in Canal Fields, stating it has been well received by residents, and thanked the team for keeping it clean. RLeBrun thanked the councillor for the feedback.

Cllr Foster queried where the re-wilding areas are in Berkhamsted. RLeBrun confirmed that he would check the specific sites and that he would also feedback on future plans to help manage expectations.

Cllr Foster commented on street cleaning, noting the issue of blocked drains and the issue posed by on-street parking. RLeBrun confirmed that they attempt to coordinate efforts with HCC and that on-street parking has been an issue across the borough, particularly following Covid. Work is ongoing to coordinate with HCC.

Cllr Foster noted requests from residents to replace trees and that the response from Luke Johnson's team was that there is a 7-year waiting list to assess sites for trees. RLeBrun confirmed that this is being addressed and that they have looked at this with the new Deputy Chief Executive, and they are looking at what services can be brought in-house to respond to issues sooner through having a more flexible service in conjunction with contracts that will be renewed next year.

Cllr Beauchamp asked RLeBrun to ask Simon for his plans on maintenance of the river Gade in Gadebridge park, noting that there is now a risk of flooding in the southern and northern ends of the park if action isn't taken soon. RLeBrun confirmed that this would be raised.

Cllr England commented that he had spoken to a Clean Safe and Green litter picker in his local park, who was upset that fresh graffiti had appeared on the Co-op, and he thanked the team for addressing this.

Cllr England asked if it was possible to recap on the roles that are affected by the LGV driver shortage. RLeBrun confirmed that the shortage has not affected them as they took action last year, though the issue was needing to pull drivers from other areas to empty bins, which then effects the work that Clean Safe and Green can do. RLeBrun advised that the issue has been resolved, though they are looking to build up a pool of drivers to avoid the issue in future, though Clean Safe and Green is not affected by a lack of drivers currently. The focus is on waste collection and what the impact will be if there are shortages.

Cllr England commented on the paved footways on housing land in several areas are overgrown and asked if this was being addressed. RLeBrun explained that there has been an issue between the agreement between Clean Safe and Green and housing contractors, though this is now back in place and there is a catch up on work across other areas. RLeBrun confirmed that Chris Connelly has a priority list of areas they are inspecting and will work on these and, going forward, they will ensure they are identifying areas better to keep them maintained. Cllr England reassured the officer that they were not looking to criticise people involved and that they recognise a good system is required for the borough. RLeBrun agreed, noting that the majority of success is a result of the people involved and that they are putting a framework in place to ensure the systems work so they can manage expectations and allow successes to be noted on a more regular basis.

Cllr Harden noted the collection of over 1,000 paid-for bulk collection per annum and that the end of the report refers to 449 bulky-item requests in Q1, and asked if they have already achieved 50% in Q1. RLeBrun confirmed this was correct, though they don't have a target on this and bulky-item collections tend to be

seasonal so the number is expected to drop in Q2. Cllr Harden queried if the figures were normal for Q1, to which RLeBrun confirmed that they are.

Cllr Harden thanked the Committee for their interaction on the agenda point and the report was noted.

ACTION: Cllr Timmis to follow up fly-tipping issue with RLeBrun.

ACTION: RLeBrun to check on status of tree planting in the orchard in North End and report back to Cllr Sutton.

ACTION: RLeBrun to chase up missing fence and gate and report back to Cllr Hearn.

ACTION: RLeBrun to check where benches from the church are being stored or relocated to and report back to Cllr Beauchamp.

ACTION: Cllr Taylor to email RLeBrun about areas of concern regarding street cleaning to allow RLeBrun to follow this up further.

ACTION: RLeBrun to contact Mr Watts, if possible, regarding being a Street Champion and look to gain specific feedback.

ACTION: RLeBrun to check location of re-wilding sites in Berkhamsted and report back to Cllr Foster.

7. Planning, Development and Regeneration Performance Report Q1

ARobinson took the report as read and presented the following highlights. It was noted that Q1 planning income has increased, largely as a result of 2 specific planning applications, though planning applications are down overall due to restrictions currently in place. Whilst performance has improved since the last quarter, the service is still under considerable resourcing pressure. The Committee's attention was also drawn to section 2 of the report on the Q1 service highlights, including article directions to protect office space, ongoing work to support planning resilience work streams, work with the government to pilot a number of digital system reforms, and money collected as part of the Community Structure Levy.

Cllr Beauchamp referred to item 2.8 of the report, noting the commissioning and feasibility study on escooters, and asked if considerations also be given to pedestrians. Cllr Beauchamp noted an incident where a resident couldn't hear an e-scooter coming up behind them, and asked if they should be encouraging people to break the law by driving them on pavements. ARobinson agreed the user conflict is a key issue to address. On the legality point, ARobinson stated that the government are looking at if this can be decriminalised in the future, and the study will help them see if the scooter system can be run should it be made legal. ARobinson also noted that this is a small part of a larger transportation strategy.

Cllr Beauchamp asked if the responses to the consultation would be within the public domain. ARobinson advised that the results would feed into the wider transport strategy and could update members of the Committee on the findings of the report if this was requested.

Cllr England commented on a visit to Cambridge, an area with high bike usage, and that Dacorum is not a space for human-powered cycling, which has resulted in it becoming a pedestrianised town. Cllr England stated that if they would need sensible provision for people as well as learn as a community to coexist as an

increased use of bikes, e-bikes and scooters would help solve parking challenges that residents currently face.

Cllr England queried if there is a strategy for the use of CIL and Section 106. ARobinson advised that the position of the council is that it would not spend any CIL until the infrastructure delivery plan was in place. There has been a delay to the plan, and while the current decision is not to bring forward any spending of the core CIL funds, members have access to a portion of CIL that can be spent freely. ARobinson noted the ongoing conversation regarding the release of core funding and stated that the infrastructure commitments will be significant so CIL money needs to be spent correctly to maximise the impact it can have on the borough. A comment was raised, stating that they are yet to spend the core CIL money because they know they will not receive what is required and prioritisation will be required once the CIL money has been pooled. It was also noted that they may look to release a small part of the CIL money, though this will be as part of the prioritisation process and is further complicated that some parts of the area's infrastructure is handled by another council.

Cllr England countered the previous comment, stating that given the current state of inflation, CIL will reduce if not spend for several years and should therefore be considered. It was noted that they would not spend all the CIL to avoid it devaluing and that inflation is expected to improve.

Cllr Timmis commented on the use of acronyms within the report, noting item 2.7 of the report regarding ESRI pilots using GIS analytics, and asked if these could be explained further. ARobinson apologised for this and confirmed that the specific references for ESRI and GIS are regarding the software used for mapping and digitising data. The project uses ESRI who use a more interactive type of software and they are exploring if this would be a better system to use.

Cllr Stevens returned to the questions regarding e-scooters and urged some warning around pilots, referring to a pilot running in Canterbury where the portfolio holder pulled the pilot due to improper use of e-scooters and bikes on pavements and resulting in injuring a pedestrian.

Cllr Stevens referred to the comment in the report regarding planning resilience in section 2.3 and asked for further clarification on this. ARobinson explained that this is to recognise resourcing issues within the planning service, as there are across the country, and that they are exploring different ways to address this. There are a number of initiatives being explored, such as pooling resources with HCC and restructuring, as well as using IT differently and identifying efficiencies within existing processes. Cllr Stevens noted the report on mitigation strategies and assessments, and asked if this would add to the workload. ARobinson confirmed that it would and that they would look at this further.

Cllr Harden referred to section 3.10 of the report, noting the '100% defending planning appeals in Q1', and suggested that this be highlighted as a compliment to officers and Committee members in being able to successfully defend it. Cllr Harden commented that it was positive to see this figure increase from Q4 and asked that the Committee's appreciation be communicated to the team. Cllr Anderson advised that they have just lost an appeal, though he noted the hard work carried out by officers. Cllr Hearn echoed Cllr Harden's comments and noted the work done by the team. ARobinson thanked the Committee for the recognition, particularly during this period of significant challenges.

Cllr Hearn noted the difficulties in recruiting and asked for a further update. ARobinson advised that recruitment is an issue across Hertfordshire and task and finish groups are being set up by HCC to look at

this further. Recruitment campaigns are in place and they are struggling to recruit senior officers as they are moving into the private sector, therefore the strategy is to recruit more junior staff and attract younger candidates, though this means it will take longer to train these members of staff. ARobinson advised that this is a long-term issue and that they will need to reconsider who they are recruiting, training, and also looking creatively at how to work with joining authorities.

Cllr Hearn asked if junior officers are receiving the support and mentoring that they require. ARobinson confirmed that this has been recognised, and whilst there are benefits to working remotely, they are ensuring this it not to the detriment of those earlier in their careers. The balance is ensuring people have flexibility for officers whilst ensuring that those in more senior roles are accessible so they can develop their staff.

Cllr Beauchamp commended the current planning officers, commenting on how responsive they are and asked that this be passed on to the team. Cllr Beauchamp echoed Cllr Hearn's comments regarding mentoring, stating that this is key to bringing people up to the level of more experienced officers and that this has to be done in-person.

The Committee noted the report.

8. Chilterns Beechwood Mitigation Strategy (Draft)

RLeydon introduced himself to the Committee as the Strategic Planning and Regeneration Team Leader, noting that his main role is focused on the delivery of the local plan, resulting in the mitigation strategy that would be presented.

ARobinson began by noting that he would be presenting a draft document and asked the Committee to note the progress made on the development of the strategy.

ARobinson noted the restrictions introduced 6 months ago around granting planning consent as a result of the recreation impact on the Beechwoods, and that the team have developed the mitigation strategy for the area to allow restrictions to be lifted. The report provides an update on the 3 strands of the mitigation strategy being developed, (1) progress on the SAM tariff, (2) the identification of the SANG sites and preparation of these are compensation sites, and (3) the update on the Gateway Projects. ARobinson reiterated that this is an ongoing process and there are a number of unresolved issues still being worked on, though the mitigation strategy is at a position to be discussed with members.

Cllr Timmis stated that the purpose of the mitigation is to attract people away from Beechwoods and put alternatives in place, noting that the issue is SANGs can't replace the Chilterns Beechwood. ARobinson explained that the basis of the mitigation strategy is to take pressure away from the area somehow and the SAM tariff will help put mitigation measures in place. This will include a number of interventions, such as protection zones, though a lot will also be around education and having people on site to educate residents and visitors to use the site responsibly. ARobinson acknowledged that they could not replace Ashridge and that SANGs would help provide alternative spaces that people can use for dog-walking or running to help take pressure off Ashridge.

Cllr Timmis commented on the additional pressure that would be put on the area if they intend to proceed with housing plans and asked what measures are being put in place to address this. ARobinson advised that the focus of the report is on how to lift the moratorium. On the wider issue of the local plan, ARobinson noted the number of reforms to the planning system and housing numbers, and that the local plan will have to look at this. Cllr Timmis responded that the main challenge is the number of people and that the mitigation should include how to reduce the number of people, such as addressing the number of houses being built in the area. It was noted that that it had already been stated that they could not compete with Ashridge and instead the focus is to work with the National Trust to make Ashridge less attractive, which DBC can help with through the local plan. Cllr Timmis acknowledged the aim to encourage people elsewhere and that she felt they should look at housing as part of the mitigating actions to reduce the number of people visiting the area.

ARobinson agreed that further discussions are required regarding the impact of housing growth on the area and that this will form part of the local plan, and that the current focus is how to put a protection process in place to release some of the development that has been on hold for 6 months, which has had a significant economic impact. Cllr Timmis thanked the officer for his response and reiterated that mitigating effects must include the numbers of people they are moving into an area that they are also trying to protect. RLeydon responded that the mitigation strategy is a process being followed for the local adopted plan and national policy as applied today, and the same legal process will need to be applied to the local plan going forward, and the next step will be to consider this within the context of the new local plan and whether it is sufficient.

Cllr Beauchamp commended the document. Cllr Beauchamp advised that he had spoken to someone running a survey in Gadebridge Park and asked if they could receive the outcome of this survey. It was noted that a number of surveys are being run across different parks.

Cllr Beauchamp referred to interactive map on page 52 of the report and the avoidance zone on page 54, noting that both maps are the same. It was noted that the link was the same for both items. RLeydon advised that the link presents both zones on a single map. Cllr Beauchamp stated that the report implied it would show the 500m zone. RLeydon confirmed that the expectation is the map will be upgraded once the strategy is implemented.

Referring back to Cllr Beauchamp's comments on the surveys being conducted, ARobinson confirmed that this data would be made available and he noted item 3.13 in the report that identifies the 3 sites the council has identified as SANG sites. In addition to paying the SAM tariff, developers will also need to contribute towards SANG sites and the surveys are to help understand the capacity of these sites and what additional capacity these sites can serve. This will then allow the team to understand what current backlog of development, and it is estimated that around 2,500 homes are currently on hold, can be released once the moratorium is lifted.

Cllr England commented that he found it hard to engage with the report in its current form and stated that he would need to wait for Part B. ARobinson acknowledged that there is key information missing from the report, such as the overall tariff, which is subject to ongoing negotiations with the National Trust and other authorities, and they hope these discussions will be brought to a conclusion soon. On Part B, ARobinson stated that this will deal with the administration and processes, with the main items of the mitigation strategy looking at the overall figure, what this means per dwelling and how much capacity there will be on SANG sites. ARobinson noted that this information wasn't yet available and would be brought back to the Committee when it is. Cllr England asked when this was likely to be. ARobinson confirmed that capacity surveys should be concluded in early October, discussions regarding the overall tariff are ongoing though should be concluded within the coming weeks.

Cllr England noted the reference to Appendix A and explained that it was difficult to understand the clause in Part A without seeing the appendix, which will be part of Part B. ARobinson advised that Appendix A will be a more operational document. RLeydon agreed, explaining that Part B will set up the operational process.

Cllr England commented that they had been told that the Beechwoods are at risk and that so far he could to see how they get back to equilibrium and how much is on planning for the future. ARobinson stated that the document sets out how to get back to equilibrium and address the development currently within the system. The future local plan will be had throughout the local plan process, with the mitigation strategy already in place, though it will be regularly reviewed. Once the local plan is adopted, there will be one document that sets out the whole process, and the current document focuses on how to bring them back to equilibrium.

Cllr England noted the reference to 6 projects and that he was unable to see in the report what these are. RLeydon advised that the 6 projects are different types of interventions. Cllr England stated that he was unable to judge if the projects are good value and whether they are dealing with the core problem. It was noted that there is less parking available and that they would either see illegal parking or that it would deter people from visiting, that the focus needs to be on preventing the environmental impact by people deciding to visit the area regardless.

ARobinson commented on the viability of the strategy, stating that the mitigations don't end once the strategy has been published and that there will be ongoing monitoring and will be reviewed at least every 3 years to ensure the council understands the impact of the tariff and SANG sites. If the strategy is not working, further interventions can be requested. It was noted that it should be reviewed annually and that this could be relaxed if the strategy is found to have a positive impact, and that they should know when they have reached equilibrium.

Cllr Taylor asked when they plan to publish the full document with appendices. ARobinson referred back to his earlier comments, noting the ongoing discussions with the National Trust and other organisations on agreeing the exact figures, though these should be concluded in the coming weeks. Site surveys are close to being concluded and management plans need to be prepared for SANGs. ARobinson advised that they are still several weeks away from having all the information pulled together and that he hoped to present the final set of documents ready by late October or early November, subject to management plans being produced.

Cllr Taylor noted that the full document would set out a number of interventions and asked how long it would take for these to be put in place and the moratorium would be lifted. ARobinson explained that the lifted restrictions are likely to be geographically focused and parts of the borough will not have restrictions lifted. On the timetable, ARobinson stated that he hoped to start lifting restrictions within the next month, though this assumes that the current work already outlined are completed within this timeframe.

Cllr Taylor declared a potential interest, noting that he represents Berkhamsted Town Council on the Ashridge Estate Management Committee. Cllr Taylor asked if restrictions would be lifted on the outer areas. ARobinson confirmed that the 500m buffer area around Ashridge would effectively remain in perpetuity and they are unlikely to ever allow new residential development within that zone. The current intention is for 2 categories of development with smaller developments of 1-10 units and larger developments above 10 units. Smaller developments, subject to SANG capacity, capacity should be allocated to some of those sites across

the borough, meaning a 5-unit scheme in Tring could have allocated capacity at Chipperfield, though this could not be done for a larger development. ARobinson advised that they should therefore be able to lift restrictions in and around Hemel Hempstead as this is where the SANG sites are located, and on a limited basis for smaller developments elsewhere in the borough, though SANG capacity will be limited and not all restrictions will be lifted immediately. A protocol will therefore be developed on which sites will be released first and will depend on the capacity within the SANG sites.

Cllr Taylor voiced his concerns about a lack of information on the SANG sites and that he was unsure of when restrictions were likely to be lifted, adding that they also need to consider when the Committee can scrutinise proposals to ensure SANG sites will meet the required needs and attract people away from Ashridge. Cllr Taylor commented that a SANG site in Hemel Hempstead would be unlikely to deter people from Tring visiting Ashridge. ARobinson confirmed that that the report notes the 3 SANG sites as Bunker's Park, Gadebridge and Chipperfield, subject to capacity. Each of these sites will require a management plan, which are currently being prepared in-house in conjunction with Natural England and there is confidence that the management plans will be suitable. On the tariff, ARobinson noted the ongoing negotiations taking place, and whilst they will update the Committee on the conclusion of this, though once the tariff and SANG sites have been signed off by Natural England, this will be enough to discharge their legal function to protect Ashridge.

RLeydon clarified that the 3 SANG sites are the first 3 being looked at, and while they should assist with the moratorium being lifted, they will not solve all issues. RLeydon noted that they are the start of the process and they will look at other land in the borough in future, applicants can propose their own SANG sites, and they could look to have up to 10 SANG sites in a year's time.

Cllr Taylor acknowledged the comments and asked if planning permission could be granted without the Committee scrutinising the final strategy. ARobinson advised that the restrictions were put in place without Committee involvement, and when a developer submits a planning application, they have a duty to discharge the Habitats Regulation, and once the document is sufficiently developed, the planning authority can state they are comfortable that the mitigation is in place and can grant planning consent. ARobinson stated that this is a process rather than a decision and therefore there is a limited interface with the Committee. It was noted that a separate conversation needs to be had on the timetable around lifting restrictions and how this aligns with future SPAE meetings, adding that he would have concerns around publishing the document without a meeting taking place.

Cllr Harden asked if the document would go to Cabinet and Council for approval. ARobinson advised that this is a separate legal process that the council performs as a planning authority and therefore doesn't necessarily require a Cabinet decision. Other authorities are not taking this to Cabinet once signed off.

Cllr Harden asked if Committee members with pending concerns would have the opportunity to look at a final draft scenario. Cllr Anderson suggested that this become a standing verbal item at the next two meetings to allow officers to provide a verbal update on progress. Cllr Taylor noted that a large number of Berkhamsted and Tring residents use Ashridge, and if sufficient alternatives in this area are not made available, they will continue to visit Ashridge, and the Committee member stated that he wanted to see what mitigations would be in the area before developments proceed to ensure that the problem is genuinely being addressed. It was noted that the moratorium would not be lifted across the whole borough immediately and that all available information had been brought to the Committee.

Cllr Harden noted ARobinson's comments, stating that whilst they can scrutinise the document, he queried what else they could contribute to the strategy that isn't within the legal framework. ARobinson noted that some items will be handled by Natural England and the National Trust, and the council's involvement is around SANG sites, though there is limited flexibility in coming up with these. ARobinson advised that there is a balance between getting the Committee involved and allowing officers to progressing the strategy quickly to get the moratorium lifted, noting that they could look at verbal updates and suggested that they consider this further offline.

Cllr Rogers referred item 2.4 on page 31 of the report and the statement that the majority of people who visit Ashridge are local. Cllr Rogers if research supports this. It was noted that this was based on distance from the site. Cllr Rogers commented that this was a note of concern as that the price of houses would go up with everybody in the area paying more for new houses if those using Ashridge is diminished. Cllr Rogers added that it will depend on how the National Trust markets Ashridge outside of the local area and that they may be paying for the improvement of facilities through an increase in house prices. ARobinson noted the data within the footprint ecology report and that around 75% of those who use Ashridge live within Dacorum, though a number of people from outside the borough also use the site. On cost, ARobinson advised that there would be an inevitable increase in development costs, though that will come off the land in the medium term and those currently in the system will need to pay a per-dwelling amount as per the mitigation.

Cllr Stevens commented on safeguarding SANG sites for 80 years and asked how they safeguard ownership over this time. ARobinson confirmed that the current strategy focuses on Ashridge and their own land, though there will be developers who come forward that will provide on-site SANG and they need to ensure that the long-term management of this is in place. There may be step-in rights for the council in future years and there will be a wider conversation on the council's role in stewardship, which is being looked at currently. ARobinson advised that any SANG has to be in place in the long-term and guidelines around this will be in place. RLeydon referred to items 3.5.3 and 3.5.6 on what is required to secure a SANG, including an agreement with the landowner that the site will be secured and kept in perpetuity. The management plan will include costs for at least 80 years.

Cllr Stevens stated that they have a poor history of monitoring and asked how they could ensure this process would persist. ARobinson advised that they have a legal obligation. Cllr Stevens countered that legal obligations can be changed. ARobinson stated that the current legal obligations, which are unlikely to change soon as the protection of the site is enshrined within international law, state that the site will be protected and a legal framework is in place to ensure this. One requirement of this framework is for ongoing monitoring and a governance process will be in place to monitor SANGs and National Trust reports.

Cllr England referred to item 5.2 and the suggestion that a review will take place in 3 years. Cllr England asked if this had been agreed between authorities or could be changed. RLeydon advised that this was proposed by authorities in response to Natural England's experience elsewhere. The normal process is that the mitigation process is that they be reviewed every 5 years and it was felt this should be updated to 3 to align with other new local plans being prepared across authorities. Looking at 4.2.2, RLeydon noted that it states future reviews can be brought forward if required, and some key indicators within the monitoring process could bring forward the review. Cllr England commented that he would prefer the first review to take place within a year. Cllr Harden noted the comment and asked that officers consider this. ARobinson confirmed that this could be discussed further with Natural England, though they need to allow time for

interventions to take effect and a number of visitor surveys need to be commissioned, and while 1 year may not be enough, this will be discussed further.

Cllr Foster noted her concern about the report not coming back to the Committee and asked if the catchment area includes both local and SANG sites where they expect people to visit from further away. ARobinson confirmed that they would consider the involvement of SPAE further. On the catchment areas, ARobinson stated that the radius of influence depends on the size of the SANG. Cllr Foster noted that there could be development within the SANG catchment area but no facilities and asked if this would count. RLeydon advised that there is an expectation that larger developments will deliver their own SANGs, and while there may be some facility provision, such as car parking, it won't be for the whole development.

Cllr Foster asked if a SANG on another development would count. ARobinson stated that some developers would provide a SANG to fulfil their own needs, and if a development is within 1-10 dwellings then the SANG does not need to be within the catchment area.

Cllr Foster commented on the intention of the strategy to bring back equilibrium, stating that every development site would have an impact on Ashridge, and if they want to deter people from Berkhamsted and Tring away from the area then they will need to create a gateway site. ARobinson explained that parts of the borough will have no immediate SANG solution, and current indications are that the Hemel Hempstead area will be covered, and they will need to ensure there is a continual stream of SANG sites coming forward to free up restrictions elsewhere.

Cllr Foster commented on monitoring, noting that the footprint report stated there should be ongoing monitoring with a survey conducted every 3 years and asked if this monitoring would be in place. ARobinson confirmed that there is a governance structure in place, which is in agreement with the other authorities, to monitor the implementation of SANG and SAM and they will report back on progress. In addition to that, footprint surveys will take place every 3 years, and this will allow them to assess the impact the measures are having on Ashridge. Cllr Foster asked if they could therefore have another moratorium in 3 years' time. ARobinson advised that there is also the potential that the restrictions are removed completely and that they could only speculate at this time, though he suggested the mitigations should allow them to ease restrictions in future.

Cllr Sutton asked how Bunker's Park could be improved upon. ARobinson noted that they need to find a balance for all sites to ensure sites aren't overused and degraded, adding that for the SANGs they are proposing, a considerable amount of new investment will be going into these sites.

Cllr Timmis referred to the monitoring, stating that if this is reported back to the Committee then scrutiny can take place. ARobinson advised that they could look at introducing KPIs to the quarterly report, measuring the income received for developers, and could report other items on an annual basis, such as progress the National Trust are having with intervention projects.

Cllr Harden thanked the Committee for their comments. The Committee thanked the officers for their work, noting the amount of time and resource spent on it.

ACTION: Cllr Harden, Cllr Anderson and ARobinson to discuss how to proceed with updates for the Committee.

ACTION: ARobinson to discuss review period with Natural England and report back to the Committee on any updates.

9. Work Programme

Cllr Harden noted the work programme.

Cllr Timmis stated that there is little on climate change and asked that this be included, given the recent drought and concerns around flooding. Cllr Harden confirmed that this could be checked with officers. Cllr Harden queried if departments should come to the SPAE for the Committee to scrutinise their roles.

Cllr Timmis referred to the recent application passed by Luton Borough Council for Luton Airport as well as the larger planning expansion, and that she would report back on this.

There being no further business, Cllr Harden formally closed the meeting.



Finance and Deca



Finance and Resources

Overview and Scrutiny Committee

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Title of report:	Budget Monitoring Quarter 1 2022/23
Date:	12 October 2022
Report on behalf of:	Cllr Graeme Elliot, Portfolio Holder for Corporate Services
Part:	1
If Part II, reason:	N/A
Appendices:	Appendix A – General Fund Forecast Outturn Position
	Appendix B – Projected Capital Outturn
Background papers:	None.
Glossary of	GF – General Fund
acronyms and any	HRA – Housing Revenue Account
other abbreviations	
used in this report:	

Report Author

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Corporate Priorities	A clean, safe and enjoyable environment
	Building strong and vibrant communities
	Ensuring economic growth and prosperity
	Providing good quality affordable homes, in particular for
	those most in need

	Ensuring efficient, effective and modern service delivery
	Climate and ecological emergency
Wards affected	All
Purpose of the report:	1. To provide details of the projected outturn
	2022-23 as at quarter 1 for the:
	General Fund
	Capital Programme
Recommendation (s) to the decision maker (s):	1. That Committee note the financial position for
	2022-23 as at Quarter 1.
Period for post policy/project review:	The Council's financial position is reported to committee
	on an ongoing, quarterly basis.

1 Introduction:

- **1.1** This report presents the Council's forecast outturn for 2022/23 as at the 30 June 2022. The report covers the following budgets with associated appendices:
 - General Fund Appendix A. A pressure against budget of £0.872m is forecast.
 - Capital Programme Appendix B. SPaE General Fund capital projects are forecast on budget.

2 General Fund Position – all Scrutiny Committee Areas

- **2.1** Appendix A provides an overview of the General Fund forecast outturn position.
- **2.2** The table below provides an overview by Scrutiny area of the provisional outturn for controllable budgets within the General Fund.

Table 1	Current Budget	Forecast Outturn	Variance		
Scrutiny Committee	£m	£m	£m	%	
Finance & Resources	7.556	8.033	0.477	6.3%	
Strategic Planning and Environment	10.987	11.746	0.759	6.9%	
Housing and Community	1.949	2.002	0.053	2.7%	
Total Operating Cost	20.492	21.781	1.289	6.3%	
Core Funding	(20.493)	(20.910)	(0.417)	2.0%	
(Surplus)/ Deficit	(0.001)	0.871	0.872		

3 General Fund Position- Strategic Planning and Environment

Table 2 – Strategic Planning and Environment Quarter 1	Current Budget	Forecast Outturn	Variance	
	£m	£m	£m	%
Resident Services	10.688	11.417	0.729	6.8%
People & Transformation	(0.114)	(0.113)	0.001	(0.9%)
Place	0.411	0.439	0.028	6.8%
Total Operating Cost	10.987	11.746	0.758	6.9%

3.1 Key variances against Strategic Planning and Environment service areas (greater than £0.100m) are outlined below.

3.2 Resident Services – pressure of £0.729m

Waste Services is continuing to experience significant budgetary pressures with employee costs circa ± 0.700 m and fuel costs circa ± 0.150 m, combined with a commercial waste shortfall of ± 0.100 m are causing a pressure on budgets of ± 0.925 m. This is offset by ± 0.300 m by the high prices we are receiving for recyclables.

4 Capital Programme

4.1 Appendix B shows the projected capital provisional outturn in detail by scheme.

The table below summarises the overall capital outturn position by Scrutiny committee area.

The current budget is the original budget approved by Cabinet in February 2022, plus approved amendments.

The 'rephasing' column refers to projects where expenditure is still expected to be incurred but will now be in 2023/24 rather than 2022/23 ('slippage'), or conversely, where expenditure planned initially for 2023/24 has been incurred in 2022/23 ('accelerated spend').

The 'Variance' column refers to projects which are expected to come in under or over budget and projects which are no longer required.

Table 3 - Capital Outturn 2022-23	Current Budget £m	Re-phasing (To)/from future years £m	Revised Budget £0m	Forecast Outturn £m	Vari £m	ance %
Strategic Planning & Environment	4.520	0.000	4.520	4.520	0	0.0%

5 Equalities, Community Impact and Human Rights

5.1 Community Impact Assessments on Council activities are carried out by relevant services with responsibility for those activities. A separate Community Impact Assessment has not been carried out in respect of this report.

5.2 There are no Human Rights Implications arising from this report.

6 Sustainability implications

6.1 There are no specific sustainability implications arising from this report.

7 Council infrastructure

7.1 The content of this report sets out the implications of the Council's activities for its financial resources for 2022-23.

8 Conclusions

- **8.1** A forecasted outturn for 2022-23 at quarter 1, there is a pressure of £0.872m against Council General Fund budgets.
- 8.2 A forecasted outturn 2021-22 at Quarter 1, SPaE General Fund capital projects are forecast on budget.



Dacorum Borough Council

Revenue Budget Monitoring Report for June 2022 (Cost of Services Analysis By Scrutiny Committee)

	Month		Year-to-Date			Full Year			
	Budget £000	Actuals £000	Variance £000	Budget £000	Actuals £000	Variance £000	Budget £000	Forecast Outturn £000	Variance £000
Cost of Services									
Finance and Resources Housing and Community Strategic Planning and Environment Net Cost of Services	563 276 685 1,524	1,448 (199) 420 1,669	885 (475) (265) 145	3,123 480 2,483 6,086	12,804 (597) 1,995 14,202	9,681 (1,077) (488) 8,116	7,556 1,949 10,987 20,492	7,608 2,427 11,746 21,781	52 478 759 1,289
Other Items									
Investment Income Interest Payments and MRP Path Precept Payments Government Grants Takeion (Council Tax and Business Rates) Surplus / Deficit on Provision of Services Transfers between Reserves / Funds	(25) 86 0 (136) (1,279) (1,492)	(61) 0 (428) 2,061 1,462	(36) (86) 0 (292) 3,340 2,954	(75) 257 1,034 (409) (3,837) (4,810)	(67) 0 1,015 (1,883) 6,183 3,009	8 (257) (19) (1,474) 10,020 7,819	(300) 1,029 1,034 (1,638) (15,347) (15,222)	(530) 1,029 1,034 (1,638) (15,347) (15,452)	(230) 0 0 0 (230)
Net Recharge to the HRA Net Movement on General Fund Working Balance	(439) (543)	(29) 3,102	410 3,645	(1,318) (449)	219 17,430	1,537 17,879	(5,271) (1)	<mark>(5,458)</mark> 871	<mark>(187)</mark> 872

CAPITAL PROGRAMME MONITORING BY SCRUTINY COMMITTEE FOR JUNE 2022

Scheme	Original Budget	Prior Year Slippage	Adj's, Supps, Virements	•	In-Year Adjustments	Curre Budg	YTD Snond	Projected Outturn	Forecast Slippage	Projected Over / (Under)
General Fund										
Strategic Planning and Environment										
AD Place, Community and Enterprise										
140 Urban Park/Education Centre (Durrants Lakes)	0	134,015	0	0	0	134,01	5 0	134,015	0	0
141 The Bury - Conversion into Museum and Gallery	0	53,150	0	0	0	53,15	D 0	53,150	0	0
	0	187,165	0	0	0	187,16	50	187,165	0	0
Head of Environmental Services										
145 Waste Services IT upgrade	80,000	0	0	0	0	80,00	o 0	80,000	0	0
145 Waste Services in upgrade 146 Wheeled Bins & Boxes for New Properties	100,000	0	0	0	0	100.00		100,000	0	0
146 Wheeled Bins & Boxes for New Properties 147 Litter Bin Upgrade	40,000	0	0	0	0	40.00	,	40,000	0	0
147 Litter Bin Opgrade 148 Play Areas & Open Spaces - replace equipment	250,000	0	0	0	0	250,00		250,000	0	0
	· · · ·	60.000	0	0	0	250,00	• •		0	0
149 Resurfacing Works and Building Improvement to Depot	0	,	0	0	0	,	• •	60,000	0	0
150 Chipperfield Common Car Park Resurfacing	-	200,000	-	•	0	200,00	• •	200,000	0	0
151 Gadebridge Park Walled Garden Pathway Improvements	30,000	0	0	0	0	30,00	• •	30,000	· · · · ·	0
152 Improvements to Sport Pitches	35,000	0	0	0	0	35,00		35,000	0	0
153 Waste Transfer Site Upgrade Works	400,000	0	0	0	0	400,00		400,000	0	0
154 Fleet Replacement Programme	919,988	1,943,640	0	0	0	2,863,62	,	2,863,628	0	0
155 Fleet Services Renew Plant & Equipment	0	0	0	0	0		0 (6,397)	0	0	0
	1,854,988	2,203,640	0	0	0	4,058,62	8 175,871	4,058,628	0	0
ູ້										
Head of Property Services										
17 Boxmoor War Memorial Structural Improvements	40,000	(500)	0	0	0	39.50	0 1,500	39,500	0	0
160 Gadebridge Park Roadway Improvements	110,000	0	0	0	0	110,00	- ,	110,000	0	0
1 Allotment Improvement Programme	40,000	16,750	0	0	0	56,75	- ,	56,750	0	0
162 Stone Works to Charter Tower	0	18,000	0	0	0	18.00		18,000	0	0
163 Nickey Line Bridge Refurbishment	0	50,000	0	0	0	50,00		50,000	0	0
, <u></u>	190.000	84,250	0	0	0	274,25		274,250	0	0
		0.,200		•			,500	,	ľ – ľ	
			-	-						
Totals: Strategic Planning and Environment	2,044,988	2,475,055	0	0	0	4,520,04	3 218,461	4,520,043	0	0

APPENDIX B



Strategic Planning & Environment Overview and Scrutiny Committee f

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Report for:	Strategic Planning & Environment Overview and Scrutiny Committee
Title of report:	Electric Vehicle Strategy
Date:	12 October 2022
Report on behalf of:	
Part:	I
If Part II, reason:	N/A
Appendices:	Appendix 1 – Electric Vehicle Strategy
Background papers:	N/A
Glossary of	CEE - Climate and Ecological Emergency
acronyms and any	EV – Electric Vehicle
other abbreviations	
used in this report:	

Report Author / Responsible Officer

 \times

Aidan Wilkie, Strategic Director (People and Transformation)

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Corporate Priorities	- Building strong and vibrant communities
	- Ensuring economic growth and prosperity
	- Climate and ecological emergency
Wards affected	All
Purpose of the report:	1. To introduce the Electric Vehicle Strategy draft
Recommendation (s) to the decision maker (s):	1. To note the contents of the Electric Vehicle
	Strategy
	2. To review the Electric Vehicle Strategy and
	confirm it can proceed to Cabinet for approval
Period for post policy/project review:	N/A

1 Background:

In Dacorum, transport is responsible for around 45% of the borough's total greenhouse gas emissions, with cars being responsible for a third of these emissions. As such 'Sustainable Transport' is one of the four key strands of the Council's Climate and Ecological Emergency (CEE) Strategy.

There are two main focuses to this theme;

- Encouraging and enabling an increase in active travel
- Encouraging and enabling the uptake of electric vehicles (EV)

The production of an EV Strategy was referred to as one of the actions in the CEE Strategy.

Within the Council's Corporate Plan 2020-2025 this EV work is summarised by a commitment to:

"Install more publicly accessible electric vehicle chargepoints, and work to encourage more organisations to install these throughout the borough."

The government have introduced legislation, banning the sale of new petrol and diesel vehicles by 2030. It has been estimated that by 2030, there will be at least 30,000 EVs in Dacorum. At least a third of Dacorum's residents will be unable to charge at home and will rely on public charging infrastructure.

Due to EVs being a new and developing field of technology, it has become necessary to create an EV strategy in order to research and understand the direct and indirect actions required by the Council. Additionally, the Council receives a high level of queries from residents, local organisations, colleagues and Members, regarding EVs, and what the Council are planning to do. To address the above commitments and queries, as well as meet the current and future needs of our residents in light of upcoming industry changes, it was decided to develop a public-facing EV Strategy which could be signposted and referred to.

The intention of the document is to:

- Provide a background to EVs and their importance environmentally
- Provide key background knowledge, including national and local policy and legislation
- Explain EV terms and technology
- Provide an insight into the work that the Council has done and the information that has been gathered
- Provide a high level overview into the work the Council will be intending to do locally and outline the proposed approach and objectives to encourage and enable the transition to EVs locally.

2 Proposal:

The proposal is for the EV Strategy to be reviewed, before being sent to Cabinet for approval and then published.

In terms of delivery of the EV strategy, actions have been captured in an EV Work Programme, which forms part of the overall CEE Work Programme. There are CEE sub-groups to support with the delivery of this work programme, which includes a dedicated EV sub-group, though various actions will fall under other CEE subgroups, which are ultimately monitored by the CEE Board.

3 Options and alternatives considered

The options are to send to Cabinet as the strategy is, or to provide feedback for any required changes.

4 Consultation

The EV work was agreed as part of the Climate and Ecological Emergency draft strategy that was approved by Cabinet in November 2021, which had been subject to all necessary consultation.

The draft EV Strategy has been reviewed by officers spanning a range of departments for comments and feedback which has all been incorporated into this final draft.

5 Financial and value for money implications:

The EV Strategy as a document does not have any financial implications itself.

The work programme that will be shaped and delivered ultimately will do, but the EV Strategy itself does not commit to any spending.

6 Legal Implications

The EV Strategy has been reviewed by the Council's Legal department, who commented that the strategy document has identified the relevant legislation and Government targets in relation to electric vehicles to 2030 and 2035. There are no direct legal implications on the Council.

7 Risk implications:

Failure to implement the EV Strategy could have serious consequences for not reaching the Council's climate and ecological emergency net zero emissions targets – which in itself carries a high level of risk due to the nature of the issue.

Not publishing the EV strategy carries a risk of not showing a clear intention for improving, and achieving commitments to the Climate Emergency work and Corporate Plan.

8 Equalities, Community Impact and Human Rights:

Community Impact Assessment – a CIA has not been carried out for the EV strategy itself as the projects which are progressed in the future would need this on an individual basis as and when necessary.

There are no Human Rights Implications arising from this report.

9 Sustainability implications (including climate change, health and wellbeing, community safety)

The sustainability implications are high. As aforementioned, transport is responsible for around 45% of the borough's total greenhouse gas emissions. As such transport is a major contributor to both the climate emergency problem and future solutions. EVs symbolise this solution and this strategy outlines all of the direct and indirect ways that the Council can support with this transition and support our climate and ecological emergency targets.

10 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

It has been estimated that by 2030, there will be at least 30,000 EVs in Dacorum. At least a third of Dacorum's residents will be unable to charge at home and will be reliant on the public charging infrastructure.

The EV strategy outlines the importance for implementing and supporting sufficient EV charging infrastructure throughout the borough in order to meet future demand of residents.

11 Conclusions:

EVs are a fast-moving new technology that will help to drastically lower carbon emissions - which is crucial in order to address the climate emergency and achieve net zero targets.

The EV Strategy provides a high-level overview of the direct and indirect actions that the Council are able to take in order to support the transition to EVs locally.

By approving and publishing this EV Strategy, the Council will be showing its clear intention to support this important work which aligns with the Council's CEE objectives, as well as commitments made in the Corporate Plan.



Dacorum Borough Council's ELECTRIC VEHICLE STRATEGY

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Background Information

Corporate Priority - Climate and Ecological Emergency

Tackling the Climate and Ecological Emergency (CEE) is one of Dacorum's six Corporate Priorities. One of the key pledges and objectives from this work is: "Support the borough in reducing its emissions and reaching net-zero as quickly as possible."

In Dacorum, transport is responsible for around 45% of the borough's total greenhouse gas emissions (Figure 1), with cars being responsible for a third of these emissions. As such 'Sustainable Transport' is one of the four key strands of Dacorum's Climate and Ecological Emergency Strategy and within this document we outline a number of commitments.

There are two main focuses to this theme;

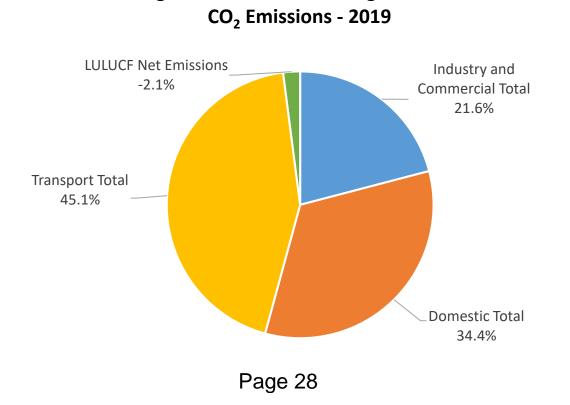
- Encouraging and enabling an increase in active travel
- Encouraging and enabling the uptake of EVs

The 'Comparing Carbon Emissions of Travel Methods' graph (Figure 2) shows the significant difference in CO₂e emissions between using EVs compared to other forms of transport.

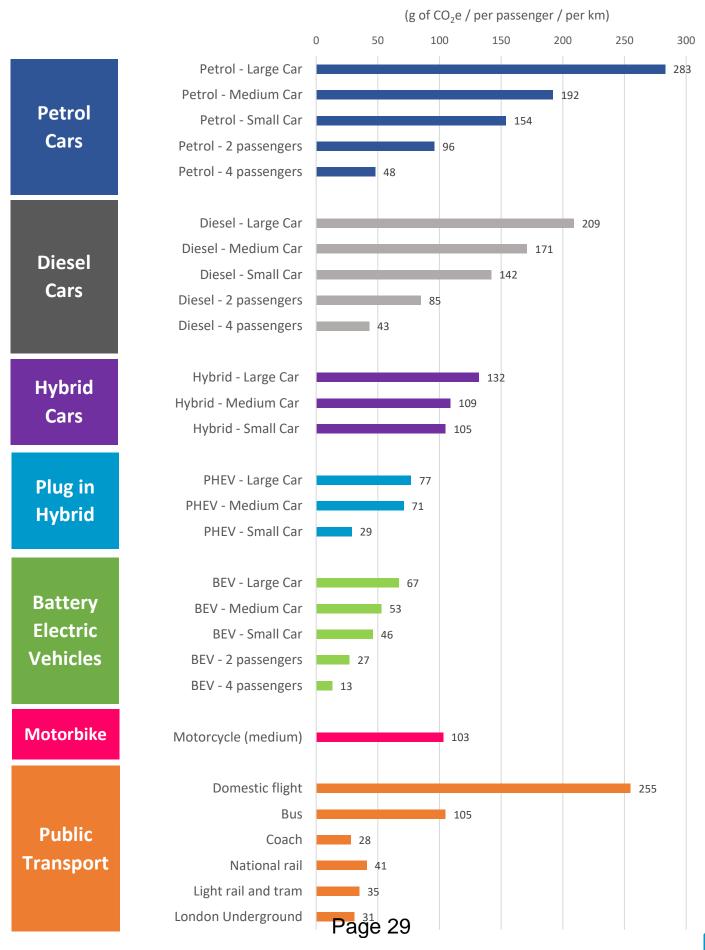
Within Dacorum's Corporate Plan 2020-2025 this EV work is summarised by our commitment to: *"Install more publicly accessible electric vehicle chargepoints, and work to encourage more organisations to install these throughout the borough."*

To address the above commitments, as well as meet the current and future needs of our residents in light of upcoming industry changes, Dacorum have developed an EV Work Programme (EVWP); the aims and objectives of which are outlined and explained within this strategy, along with background and industry knowledge.

Figure 1 - Dacorum Borough Council



Comparing Carbon Emissions of Travel Methods per passenger, per kilometre (2018)



National Policy and Changes

Transport is the UK's largest emitting domestic sector and 91% of UK transport emissions come from road transport. The government has pledged to achieve net zero emissions in the UK by 2050, to achieve this, it has to decarbonise road transport.

At a national level, the UK's commitment to decarbonise transport is outlined through a series of published acts, strategies and guidance.

The introduction of the Climate Change Act 2008 saw carbon emissions from the UK energy sector more than halve, yet transport emissions did not decrease.



Figure 3 - 2020 UK greenhouse gas emissions by sector

In 2017 the Transport sector became the UK's biggest source of greenhouse gases – accounting for around a quarter of all domestic emissions. The most recent 2020 emissions data (Figure 3) shows a slight decrease, but this decline is widely attributed to the COVID pandemic travel restrictions.

Ultra-Low Emission Vehicles (ULEVs) have a significant role to play in meeting targets to reduce greenhouse gases and improve local air quality – especially electric vehicles (EVs). To address this, the UK Government released the 'Road to Zero' strategy in 2018, pledging to end the sale of new petrol and diesel vehicles by 2040 and implementing The Automated and Electric Vehicle Act 2018. This was adopted into the UK's wider Industrial Strategy, emphasising the importance of zero-carbon mobility not just to the environment but to the long-term economic prosperity of the UK. This was later reinforced by the Future of Mobility: Urban Strategy in 2019.

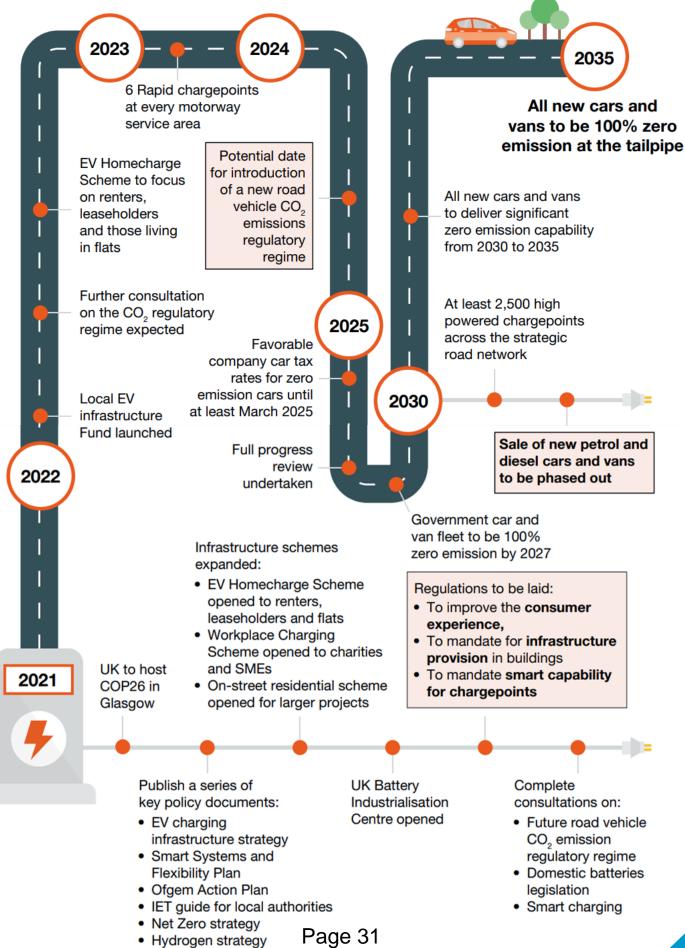
In 2019, the Climate Change Act was amended to commit the UK to becoming net-zero carbon by 2050. To address this, the UK Government announced in its 'Ten Point Plan for a Green Industrial Revolution' that the sale of new petrol and diesel vehicles would be banned by 2030, with hybrids permitted until 2035. In 2020, the Transport Decarbonisation Plan was released alongside the 2035 Delivery Plan which provided a roadmap for how the transport sector will decarbonise (Figure 4). A £2.8 billion package of funding was pledged to support this transition.

In March 2022, the government released the UK electric vehicle infrastructure strategy, which set out their vision, commitments and action plan for the rollout of EV charging infrastructure in the UK, ahead of the planned phase out dates.

From June 2022, new legislation was brought in stating that all new developments, including homes, workplaces and supermarkets, as well as existing buildings undergoing large scale renovations, will all be required to install EV chargepoints (EVCPs).

As a result of these and other steps (e.g. congestion and ULEZ exemption, parking) EV sales are rapidly growing.

Road to 2035: Timeline of key deliverables



Hertfordshire County Council

Hertfordshire County Council (HCC) are the Local Transport Authority and as such have responsibility for the development of the Local Transport Plan 2018-2031. They also have a Sustainability Strategy. Within these documents, they have a range of objectives which are outlined in Table 1 below.

HCC Strategy	Objectives				
	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				
Local Transport Plan 4	Enhance the quality and viability of town centres				
	Preserve the character and quality of the Hertfordshire environment				
	Reduce carbon emissions				
	Make journeys and their impact safer and healthier				
	Improve the access and enable participation in everyday life through				
	transport Deliver net zero carbon emissions for local authority transport				
	operations by 2030				
Sustainability Strategy	Work towards zero carbon emissions for Hertfordshire's transport network by 2050				
The Hertfordshire Climate Change and Sustainability Partnership has set out a range of	Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision				
	Only support new developments where they will have full sustainable transport access				
transport objectives	Systematically pursue opportunities for active travel in everything we do				
which are being used as a basis for the	Look to reduce air pollution arising from local transport sources				
development of HCCs positions on EV charging	Promote a shift to active travel and public transport through behaviour change campaigns and infrastructure improvements				
infrastructure	Facilitate a move to BEV for taxis across the county				
	Facilitate appropriate EV charging networks across Hertfordshire and complement what is already there.				

Table 1 – HCC Policy Context

HCC are in the process of developing their own EV Strategy. In the meantime, their HCC EV webpage provides the latest information on their position. Currently, HCC are not planning a large scale rollout of on-street EVCPs, but will instead consider the potential installation of fast chargepoints under a limited number of circumstances. A full table of rules and criteria have been drafted for consideration, some of which include:

- If residents do not have their own off-street parking and are not within reasonable walking distance of a current or planned public chargepoint.
- If residents only have allocated on-street parking spaces
- If residents have specific accessibility needs
- For public transport and taxis in destinations without off-street chargepoints.

HCC are undertaking work using their newly developed EV mapping tool, to identify locations which might meet these criteria and plan to work with boroughs and districts to develop a process to enable the deployment of chargers in suitable locations. HCC will also be looking at suitable land for off-street charging hubs. Provision for specialist zero-emission buses is being investigated through other HCC programmes of work.

HCC are currently not allowing residents to trail cables across pavements, use cable covers or install cable gullies. The majority of lamp posts in Dacorum that are situated by roads are owned by HCC and they do not currently have any existing plans to convert these into chargepoints.

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Funding

Government grants and private investment from a range of specialist companies are funding the majority of EV infrastructure being implemented throughout the UK. Forming commercial partnerships to support the roll out of sufficient EVCP infrastructure locally within Dacorum will be key, as well as accessing and promoting available funding such as:

- The On-street Residential Chargepoint Scheme (ORCS) provides funding for local authorities to install residential EVCPs. Dacorum will plan to utilise this funding where possible throughout the borough. One key barrier to using this funding is land ownership as a Council, Dacorum does not own a large amount of land.
- The Workplace Charging Scheme (WCS) is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle chargepoints. Businesses, charities and public sector organisations are all eligible for this funding.
- The Electric Vehicle Homecharge Scheme (EVHS) historically provided residents with support in installing EVCPs at home. From April 2022, the EVHS closed to homeowners who live in single-unit properties (such as bungalows and detached, semi-detached or terraced housing). The scheme will remain open to those who live in flats; and people in rental accommodation. The grant covers up to 75% of the cost to buy and install a chargepoint socket, up to £350 per grant.
- The Local EV Infrastructure Fund (LEVI Fund) is a £450 million scheme currently being trialled throughout 2022-2023. After the trial, the fund will be launched more widely to help local authorities leverage private sector investment into their local charging networks and put in place long-term, sustainable charging infrastructure.
- The Rapid Charging Fund (RCF) is a £950 million fund to future-proof electrical capacity at motorway and major A road service areas to prepare the network for 100% electric vehicles.
- The Plug-in Vehicle Grant this is a discount which is automatically applied by the supplier. The grant for cars ended in June 2022, but other vehicles such as motorbikes, taxis and vans are still eligible.

Guidance

The Local Government Support Programme helps local authorities decarbonise transport, improve air quality and increase electric vehicle adoption. The programme is fully funded by the Department for Transport and available to all local authorities across England.

Energy Saving Trust has several resources and best practice guides, such as procurement guides, design guides, etc. These contain practical advice and informative case studies, providing a useful reference for local authorities on different aspects of planning, delivering and operating public EV charging infrastructure.

The government released several Local Authority transport decarbonisation toolkits in 2022 providing guidance on a range of areas. There is also a government EV local authority support page with specific information which is kept up to date with useful industry information. The WWF provide specific guidance for how to charge EVs with renewable energy.



Electric Vehicles Explained

What are Electric Vehicles (EVs)

Ultra Low Emission Vehicles (ULEVs) is a term used to describe any vehicle that uses low carbon technologies; and emits less than 50g of CO_2/km from the tailpipe.

Electric vehicles (EVs) are the primary type of ULEV. There are two main types of EV available:

Battery (BEVs) - A vehicle powered only by electricity, also known as a 'pure' or 100% electric car. The vehicle is charged by an external power source, such as a chargepoint. These vehicles do not produce any tailpipe emissions. Almost all manufacturers offer pure electric cars. Most BEVs have a real-world range of 100-300 miles on a single charge – though this is improving as newer models come onto the market with some reaching over 500 miles.

Plug-in Hybrid (PHEVs) - This is a vehicle that has a battery, electric drive motor and an internal combustion engine (ICE). It can be driven using the ICE, the electric drive motor, or both, and can be recharged from an external power source. Typical PHEVs will have a pure-electric range of up to 50 miles. Once the electric battery is depleted, journeys can continue in hybrid mode.

As BEVs have zero tailpipe emissions, this makes them better not only for drastically helping to reduce emissions in comparison to fossil-fuel powered cars, but they have a number of additional benefits:

- Lower running costs; which often can offset the initial cost of the vehicle
- Zero rate of vehicle excise duty
- Qualify for various ULEZ and Congestion Charge discounts
- Improvement in local air quality and pollution, through reductions in the emission of nitrogen dioxide and particulate matter as a result of fewer exhaust pipe emissions.

Electric Vehicle Uptake

The uptake of EVs is accelerating rapidly. For the first time, more battery EV cars (64,000) were registered in the UK during 2022 Quarter 1 than diesel cars (34,000), following a 102% increase in BEV cars compared to 2021 Quarter 1. By contrast, over the same period there were falls of 11% and 52% for petrol and diesel cars respectively.

It is anticipated that by 2030, there will be up to 10 million EVs on the road, requiring a minimum of 300,000 public chargepoints.

Electric Vehicle Chargepoints (EVCPs)

One of the key challenges for transitioning to EVs is the availability of charging infrastructure.

EV charging points (EVCPs) are primarily defined by the power (in kW) they can produce and therefore what speed they are capable of charging an EV.

There are three main categories of EVCPs - each have varying pros and cons and charging connections, as outlined in Table 2.

Туре	Capacity (kW)	Charge Time (From empty to 80% charge of a 60kWh battery).	Suitable Dwell Time	Estimated range added in 15 minutes	Suitable at
Slow	3	16 hours	7 hours +	3 miles	Residential
Fast	7 – 22	2 - 7 hours	1 – 7 hours	7 - 20 miles	Residential, destinations, charging hubs or workplaces and en route charging.
Rapid / Ultra Rapid	50 – 350	Up to 1 hour	Less than 1 hour	45 – 325 miles	Destinations, charging hubs, taxi ranks, en route charging, and fleet/commercial use.

Table 2 – Comparison of charger speeds

The estimated time to achieve a full charge is shown in the below formula. For example, a 40kWhbattery on a 7kW EVCP would take between 5-6 hours to fully charge.

Battery Size / Charging Speed = Time to full charge.

Slow and Fast chargers are best suited for overnight charging, which is good for the longevity of the EV battery, more cost-effective for the user, as well as being beneficial for the National Grid too.

Rapid EVCPs speeds are often more convenient, but also are more expensive to install and use, require lots of electrical capacity from local sub-stations, often requiring costly upgrades; and when used long-term are likely to reduce the longevity of the EV battery.

Currently, not all EVs on the market are able to rapid charge, but this technology rapidly evolving.

Electric Vehicle Connectors

There are a range of different EV connector types, depending on the model – as shown in Table 3. Most EVs will either be Type 1 or Type 2.

8				
3 Pin	Type 1	Type 2	CHAdeMO	CCS
AC	AC	AC/DC	DC	DC
2.3 - 3kW	3 - 7kW	7 – 43kW	25-100kW	50 - 350kW

Table 3 – Comparison of charger types

Electric Vehicle Charging Hierarchy

EVCP access follows a hierarchy (Figure 5) that is based on both behaviour, infrastructure and ownership.

Public chargepoints will be essential for those who do not have the private options available to them. How and when people charge matters for both individual drivers and the management of the National Grid.

Smart charging allows EVs to be charged when it is most efficient for the balance of supply and demand across the National Grid. This means shifting charging to periods of lower overall demand for electricity (for example, overnight) or high renewable generation (for example, particularly windy or sunny weather). Speed & cost of chargers Speed Market Speed & Cost of Chargers

Figure 5 – EV Charging Hierarchy

This hierarchy will be considered when developing our aims and objectives to ensure that we are planning actions that can support all of these charging methods.

- Home driveway (*private*): Around two-thirds of residents will have the ability to charge their EVs at home either at home or on a driveway this will be preferred as it is cheaper and more convenient. These will suit slow fast EVCPs and will make up the majority of EVCPs.
- Home on-street (private / public): Where feasible, on-street chargepoints will allow those without driveways to charge their vehicles overnight and benefit from convenience and cheaper energy tariffs. These will suit fast EVCPs and there will need to be a sufficient amount for meeting residents' needs depending on the population density and nearby parking pressures.
- Destination regular (*private*): This will typically be provided by workplaces. Businesses and
 organisations will play an important role for providing chargepoints for their staff who may
 not be able to access convenient chargepoints otherwise. These will suit fast-rapid EVCPs.
 It would be highly beneficial for all workplaces with staff car parks to consider installing these.
- **Destination occasional (***public***):** Locations such as supermarkets, shopping centres and other visitor locations are ideal for providing quick and convenient top-up charges for users. These will suit rapid ultra-rapid.
- Emergency or en-route (*public*): It will be important to ensure that residents are able to get a guaranteed charge quickly when needed e.g. in busy areas, on motorways and A-roads.
 Rapid Ultra-rapid EVCP hubs with numerous connections will be established along or nearby to key roads.

Using a Public EVCP in the UK

There are currently over 32,000 public EVCPs available in the UK and the network is constantly growing.

Websites such as Zap-Map provide EV users with a quick, easy and free map to find the nearest chargepoints.

When using a public charger, payment and access will depend on who the provider is, as there is a growing range of UK-wide networks and regional operators. Some will be pay-as-you go, others will require users to have their own cable or RFID card, or require an app.

Public EVCP numbers rose by 82% between 2019 and 2021, but the number of electric cars during the same period rose 600%. Industry experts are highlighting that this rate of growth is not fast enough.

Figure 6 of the UK national EVCP league table shows a snapshot of the total number of devices per 100,000 people throughout the UK, broken down into local authorities and ranked into the best performing percentiles. The map shows that there are inconsistencies throughout the UK. Dacorum is currently in the bottom 20%.

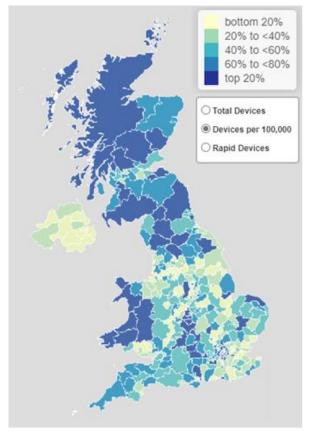


Figure 6 – EVCPs by local authority, per 100,000

Understanding the Scale of the Challenge

As the world of EVs is a new and fast-developing technology, it has been necessary to spend time gathering data to help understand the scale of the challenge and guide the development of Dacorum's aims, objectives and work programme.

Overview of Current EV Charging Infrastructure

In Dacorum there are currently 13 publicly accessible EVCPs. Of these, five are commercially owned and eight are Council-owned. Of our 25 public Council-managed car parks, we currently have EVCPs at 6 of these sites (24%).

This heat-map (Figure 7) shows a <u>National Ranking of EV</u> <u>Charge Point Coverage</u>. It was created by Field Dynamics using Zap-map data, and provides useful information and a straightforward demonstration of public EVCP coverage by local authority in terms of how many devices are within a 5 minute walk of households with no off-street parking. As shown, EVCP coverage is exceptionally high in London, with vast improvement required across much of England.

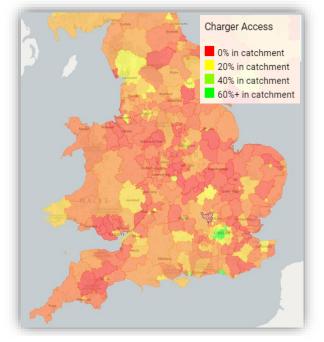


Figure 7 – EVCPs by local authority, within 5 min walking distance

Table 4 below shows a comparison of Hertfordshire local authorities and their current EV infrastructure and how this relates to their resident populations and needs.

The Dacorum data shows that 6.7% (1,671) of the households who do not have access to a driveway or garage to park their car are within a 5 minute walking distance from a publicly available EVCP. This is slightly below the Hertfordshire average of 9%.

Hertfordshire Local Authority	Households relying on on-street parking?	% of pop'n	On-street households within 5 min walking distance of EVCP	% of pop'n	Charging sites per 1,000 on-street households
Herts Average	19,223	39%	1795.7	<u>9%</u>	0.65
Broxbourne	14,715	36%	886	6%	0.4
Dacorum	24,791	39%	1671	6.7%	0.6
East Herts	23,298	37%	1511	6.5%	0.4
Hertsmere	16,745	38%	1296	7.7%	0.6
North Herts	21,139	37%	1605	7.6%	0.7
St Albans	22,335	37%	3569	16%	0.9
Stevenage	16,587	44%	1153	7%	0.3
Three Rivers	11,673	31%	641	5.5%	0.8
Watford	20,180	51%	4294	21%	1.2
Welwyn Hatfield	20,769	42%	1331	6.4%	0.6

Table 4 – Comparison of public EVCPs and their walking distance in Hertfordshire local authorities

Modelling EVCP Demand in Dacorum

As a borough, Dacorum has a variety of differing urban and rural areas, as well as demographics. We invited Field Dynamics, as specialist EV consultants, to create a report specifically for Dacorum to model our future EVCP demand. Dacorum was one of the first authorities in the UK to benefit from their new 'Jumpstart' programme which provides support around this type of modelling.

An uptake curve (Figure 8) developed by Department for Transport '*National Grid: Future Energy Scenarios – Consumer Transformation*' was applied to understand the number of EVs that there will be in the borough by our selected year of 2030.

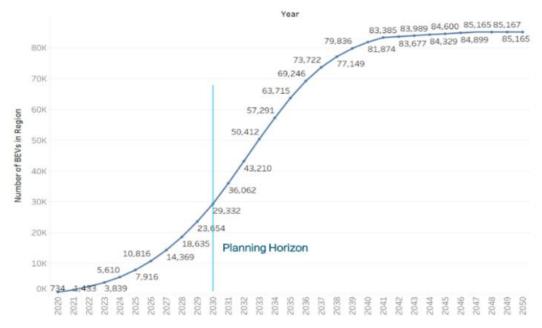


Figure 8 – EV Uptake Curve Model

The borough was then modelled and split into zones to help us understand demand further (Figure 9):

- Commercial Zones where residents will be able to rely on commercially provided chargers
- **Public Need** These zones have a high level of residents who will be reliant on public charging
- Off-Street These zones have a high level of residents who will be able to charge at home
- Visitor Zones where non-residents will make a up a high level of charging
- **Minimum need** Zones where there is a minimum need for public charging



Figure 9 – Map of Dacorum with EVCP zoning

The key outcomes of this work were that:

- By 2030, we are likely to have over approximately 30,000 BEVs in Dacorum. This does not take into account PHEVs, who will also be using charging infrastructure.
- Approximately 2 in 5 households, (equivalent to ~25,000 households) do not have a driveway or garage to install home chargepoints. These are symbolised by blue dots on the map (Figure 10).
- The borough is estimated to need around 700 publicly available EVCPs by 2030 to meet demand. Achieving this will need a collaborative effort between all land-owners, businesses and organisations.

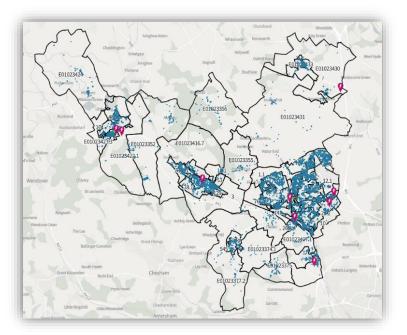


Figure 10 – Map of Dacorum showing the households (blue dots) who cannot charge at home.

Using specialist software, it is possible to calculate approximately how many households would be within a 5 minute walk of a potential EVCP location – as demonstrated in Figure 11. Dacorum will use this and other similar software and technology when planning where to install EVCPs.

Figure 12 shows the catchment achieved in Hemel Hempstead by putting EVCPs into all of our council-owned car parks. As demonstrated by the map, implementing EVCPs in these areas will not be sufficient on their own to meet the future needs of the borough. As such we will need to explore a range of additional options to work alongside our car parks to ensure that demands will be met.



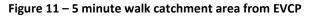




Figure 12 – 5 minute walk catchment area from EVCP

Public EVCPs in Hertfordshire

Table 5 below compares the total number of public EVCPs throughout Hertfordshire and the percentage that they have increased from July 2020 to 2022.

The data shows that the average number of public EVCPs per 100,000 population is 40.7, with a minimum of 11.6 (Dacorum) and a maximum of 83.9 – this highlights that there is a great deal of inconsistency between Hertfordshire's boroughs, and that Dacorum is currently the lowest performing borough. As aforementioned, this inconsistency is a national issue.

To address this, and using the information from the Field Dynamics research, we are currently progressing a large-scale EVCP roll out within Dacorum's car parks, over 100 EVCPs are expected to be installed (both fast and rapid) in the first phase – over a 500% increase. Additional phases will follow, which will be dependent on the uptake and usage from the first phase.

Once the first phase of this project is completed in early 2023, this will result in Dacorum becoming the borough with the highest amount of chargepoints in Hertfordshire and also move us into the top 20% of the national table. However, as highlighted from our data modelling work, a lot more work will still be required throughout the borough in order to meet future infrastructure demand.

	Jul-20		Jul-22			
Local Authority / Region Name	Total public EVCP devices	per 100,000 population	Total public EVCP devices	per 100,000 population	# Increase	% Increase
Hertfordshire	230	19. 3	477	39.9	247	107%
Broxbourne	6	6.2	30	30.7	24	400%
Dacorum	16	10.3	18	11.6	2	13%
East Hertfordshire	15	10.0	71	46.8	56	373%
Hertsmere	25	23.8	40	37.9	15	60%
North Hertfordshire	18	13.5	36	27.0	18	100%
St Albans	31	20.9	48	32.1	17	55%
Stevenage	6	6.8	15	17.0	9	150%
Three Rivers	57	61.1	61	64.9	4	7%
Watford	38	39.3	54	55.9	16	42%
Welwyn Hatfield	18	14.6	104	83.9	86	478%

Table 5 – EV Charging Device Statistics: July 2022

Dacorum's EV Resident Survey

An ongoing Electric Vehicle Residents Survey was launched in February 2020 to help us proactively obtain and collate local EV information from our residents regarding charging infrastructure demand, likely speed of uptake; and to help us predict future need.

Thousands of residents have already taken part in this short survey, which takes less than five minutes to complete. The information provided will help to support future funding applications, such as ORCS, and aid conversations with commercial partners.

Key insights so far:

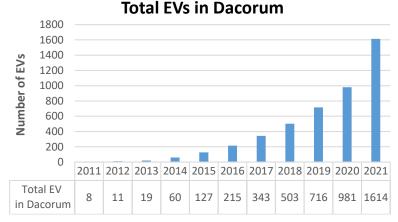
- Over 63% of respondents plan on buying an EV within the next five years, or already own one.
- The two main motives for people switching to electric vehicles are; to help mitigate the climate emergency; and to help improve air quality.
- Availability of charging points is the primary concern for switching to EVs.
- 65% of respondents would be encouraged to buy an EV sooner if more chargepoints were installed in their local area.
- 58% of respondents would only want to walk 1 3 minutes to a chargepoint.
 28% would be happy with a 4 6 minute walk.
 Only 14% said they would be happy with over a 7 minute walk.

This data will be used to help support us in meeting resident needs.

Current EV Ownership in Dacorum

Using 2022 Department for Transport (DfT) statistics and data tables, we are able to see that EV ownership within Dacorum is rising rapidly– with nearly 1,900 EVs in Dacorum registered by the end of March 2022 (Figure 13)

This trend is in line with the predicted 'S-curve' uptake model which the DfT forecasts (Figure 14)



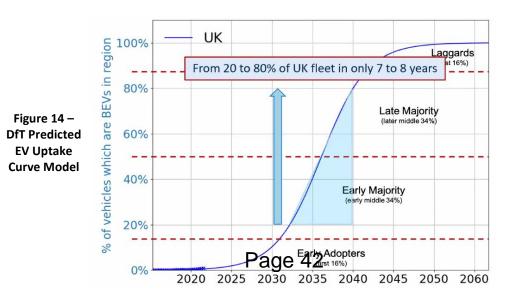


Figure 13 – EV Ownership in Dacorum

Developing the EV Work Programme (EVWP)

Spheres of Influence

Dacorum is able to have a larger, more meaningful impact on reaching net-zero targets, by utilising our 'Spheres of Influence' and working throughout a range of other areas.

Whilst shaping our aims and objectives we have considered how we can use our spheres of influence to engage, enable, encourage and educate wherever possible through:

- Direct Influence
- Indirect local and national influence through funding, policy, partnerships, initiatives, advice, lobbying and leadership

These will consistently be reflected by the actions which are added into our EV Work Programme (EVWP).

National Influence

When planning and implementing the EVWP it is important to note that the EV industry is evolving quickly. Due to national influence such as new government policy or funding, EV manufacturers and EVCP providers, etc, actions may be added or removed in to the EVWP at any time.

Partnership Working and Local Influence

In order to successfully support the transition to EVs locally it will be necessary to work with a wide range of partners and key stakeholders – especially local businesses and organisations. Forming good relationships with commercial EVCP providers will be essential to the viability of rolling out EVCPs.

In November 2020, Dacorum adopted a Parking Standards Supplementary Planning Document (SPD), which provides information regarding the number of EV charge points that should be installed per development, alongside future cabling provision to allow for an increase in future demand. The New Dacorum Local Plan will support the delivery of EVCP infrastructure. Work is also taking place to address air quality issues locally, which also has synergies with the EVWP.

One of our main partners will be HCC – we are currently supporting them in the development of their own EV strategy and work programme. The outcome of this will have a local influence on the actions we are able to take. HCC can also have additional influence through Green Travel Plans, which are a routine planning requirement for developments of sufficient scale.

The Hertfordshire Climate Change and Sustainability Partnership (HCCSP) is a group that can be used to support the sharing of best practice and guidance between Hertfordshire local authorities. Transport is one of its main priorities.

We will support Local Town and Parish councils in the installation of EVCPs on their own land and also plan to feed into the development of the Hemel Garden Communities project.

Timeframes

The actions from the EVWP will be broken down into deliverable time-frames:

Short (2022 – 2024)	Medium (2025 – 2027)	Long-term (2028 – 2030)	Ongoing
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Aim and Objectives

Our strategic aim is to: 'Support the uptake of electric vehicles and the implementation of appropriate charging infrastructure throughout Dacorum.'

Based upon the information outlined in this strategy, we have developed ten key objectives to help meet our strategic aim – which are developed primarily with the EV charging hierarchy in mind.

EV-1: Data Gathering

Gather data from various sources to guide best practice and ensure evidence-based decision making when designing the EV work programme.

EV-2: Rapid Charging Hubs

Support the development of dedicated rapid charging hubs within the borough.

EV-3: Destination Charging

Enable and encourage destination charging throughout the borough.

EV-4: Workplace Charging

Work alongside local businesses and organisations to enable and encourage workplace charging throughout the borough.

EV-5: On-Street Charging

Enable and encourage on-street charging for residents who are unable to charge at home.

EV-6: Home Charging

Support the uptake of home charging throughout the borough.

EV-7: EV Car Clubs

Support the development of a range of EV car clubs throughout the borough.

EV-8: EV Fleet

Lead by example by transitioning to an EV fleet

EV-9: Communication, Engagement and Guidance

Communicate and engage with local residents and organisations to provide guidance, advice and support on all areas of the transition to EV.

EV-10: Policies and Key Documents

Ensure that the work is supported by and referred to in relevant documents and policies.

Under each of these objectives, a number of potential actions will be proposed and captured in the EVWP. Some of these actions are already underway, or have been completed – such as data gathering. The EVWP will remain a 'live' document – meaning that it will be under constant review and development and be updated regularly to reflect the progression of projects and initiatives, as well as national and local influence.

Potential actions will all be explored and implemented wherever possible, however depending on feasibility, evolving technology and best practice, and other external factors – after initial exploration some proposed actions may not become viable.

From a legal perspective, this strategy has identified the relevant legislation and Government targets in relation to EVs to 2035. There are no direct legal implications on Dacorum Borough Council. Full legal title reports would be carried out before installing any EVCPs on Council-owned land.

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EV 1: Data Gathering

EVs and all of their associated infrastructure make up a complex new industry, which in turn will lead to a range of new societal behaviours. Supporting this paradigm shift will be crucial for reducing greenhouse gas emissions and in addition to this, there is a relatively small timeframe to make meaningful changes. As such, it is essential that the decisions we make are the right ones and will be successful in driving the transition to EVs, not obstructing progress.

Good progress has already been made in this area with the information that has been collected and has shaped this strategy so far. To ensure that we continue to make appropriate, evidence-based decisions, it is necessary to have an ongoing objective of data gathering. This will ensure that we will be well-informed on the latest industry information, which will help guide best practice and shape the actions which continue to be added into the EVWP.

Ensuring that we share this information and engage with key stakeholders will also be a key component – this feeds into Objective EV 9 – 'Communication, Engagement and Guidance'.

EV 2: Rapid Charging Hubs

Rapid charging hubs will be the part of the EV charging hierarchy that is most similar to fuel stations. The provision and roll out of these rapid charging hubs is a very new field. The first replacement of a petrol station with a rapid charging hub in the UK took place in January 2022 – symbolising an important milestone for the transition to EVs.

These hubs will be a crucial part of the charging hierarchy as they will provide the confidence and reassurance that many will need to encourage them to purchase an EV. The hubs will enable emergency en-route charging; charging for those who have a high-mileage lifestyle (e.g. a delivery driver); and provide an EVCP option for those who do not yet have them conveniently located nearby. However, out of all EVCPs, these hubs will be the most expensive to install and use and therefore will not be suitable as a primary charging source.

For rapid/ultra-rapid chargepoints, capacity issues and costs can be mitigated by placing in close proximity to existing substations (with enough capacity). HCC have liaised with UK Power Networks (UKPN) to overlay substation location data onto their EV mapping tool which will enable Dacorum to make more informed decisions about the placement of future rapid/ultra-rapid charge-points in the future.

These hubs will need to be installed in specific locations – in urban areas of high population, next to destination facilities and close to main arterial roads (M1, A41 and A414). We will need to rely on commercial partners installing these and as such their implementation will be driven by the speed of EV ownership locally.

We aim to have our first rapid charging hub up and running in Dacorum in 2023.

EV 3: Destination Charging

The primary focus of our short-term actions will be on fast and rapid destination charging. Whilst EV ownership is still in its early stages, these types of EVCPs will provide firm foundations for local charging infrastructure, allowing us to build on this as ownership levels increase.

We plan to install EVCPs in Council-owned car parks and other destination areas where we own land. However, there will also be a reliance on other key destination organisations to install EVCPs. We will need to engage with key stakeholders (e.g. supermarkets, visitor destinations, shopping centres, car parks) to encourage them to install these.

Potential locations will need to undergo feasibility studies to ensure they are fit for purpose, have sufficient grid capacity, meet current and future demand from residents, businesses, and visitors, fill in gaps in the charging network, and have good access.

Dacorum will need to rely on commercial partners and/or government funding to install EVCPs on council-owned land. This programme of work will need to be developed and delivered over several phases. The aim would be for every urban area with a population over 10,000 in DBC to have at least three Rapid public EVCPs by the end of 2023.

EV 4: Workplace Charging

A fundamental aspect of the charging hierarchy will be the provision of EVCPs in workplaces. This objective carries a range of benefits for organisations throughout Dacorum:

- Supports staff who do not have convenient access to an EVCP at home
- Provides an attractive incentive for new and existing customers and visitors
- Can allow a company to transition to an EV fleet where feasible.
 - This ties in specifically with Objective EV 8 'EV Fleet'.
- Can provide an additional income by making EVCPs available to the public outside of core hours where feasible.

Dacorum will carry out feasibility studies to understand which of its existing work places it can install EVCPs into for staff, and potentially public use.

Research from Zap-Map suggests 30% of businesses are willing to share their work charge points with the public. Promoting this type of action (e.g. Zap-Work) could significantly increase the public charge point network.

Although Dacorum will have limited direct influence, besides within our own organisation, there are several actions we will be able to take to encourage businesses and organisations to install EVCPs. A two year ULEV Experience project identified this as one of its key lessons learned. This feeds into Objective EV 9 – 'Communication, Engagement and Guidance'.

EV 5: On-Street Charging

With over a third of our residents in the borough not having the ability to charge at home, there will be a need to provide on-street charging for pockets of high population density of households who need support and have no sufficient EVCP infrastructure nearby. This will be especially important near large blocks of flats where parking pressures may already be an existing issue.

Areas will need to be assessed on a case-by-case basis to determine what infrastructure is suitable.

As HCC typically owns the majority of the highways land, it will be necessary to collaborate with them in instances where Dacorum is not the landowner.

Dacorum already has a road-verge hardening project in progress which we aim to be able to tie together with EVCP installation on Dacorum-owned land.

As this type of charging infrastructure is more specifically tailored, and will be dependent on a rise in EV ownership to make it viable, installing on-street charging will be more of a medium-term priority. However, in the short-term we will need to be gathering initial area information for where there is likely to be a need and what infrastructure is feasible in each location. This feeds into Objective EV 1 – 'Data Gathering'.

EV 6: Home Charging

Home-chargers will form the most essential part of the EV charging hierarchy and are the cheapest and most convenient method of charging EVs.

Approximately two thirds of households in Dacorum will be able to install an EVCP at home. By doing so, there will be less pressure on both public chargepoints and the National Grid as home chargers will enable users to charge at off-peak times such as overnight by using Smart Charging.

Research from ZapMap suggests 50% of EV drivers are willing to share their home charge point with others. There are several peer-to-peer platforms that now encourage this (e.g. <u>Zap-Home</u>), and promoting this type of action could significantly increase the public charge point network.

Future policy will need to be agreed regarding the use of cables crossing footpaths – e.g. specialised cable gullies, as this would enable more residents to install wall-mounted EVCPs, reducing the demand for public EVCPs. This could be managed in a similar way to residents applying for dropped kerbs. Permission would need to be provided by HCC, who are currently opposed to this, but are monitoring trials in other parts of the UK and may change their stance on this as technology evolves.

New development provides the best opportunity to accelerate the scale of provision for EVs and should include charging provision for EV use as standard, as outlined in Dacorum's aforementioned newly adopted parking standards SPD. From June 2022, new government legislation came into force requiring all new-build and retrofit homes and commercial buildings in England to be installed with EVCPs. Dacorum's Housing Development team have already been making progress with this before legislation was brought in.

As a Council, Dacorum owns over 10,000 homes – a percentage of these will be suitable for the installation of home-chargers. As such, work will need to be carried out to decide how best to roll this out to eligible properties.

Dacorum will also play an important role in encouraging home owners and landlords to install EVCPs and utilise available funding such as the EVHS – this will feed heavily into Objective EV 9 – 'Communication, Engagement and Guidance'.

EV 7: EV Car Club

EV car clubs are a <u>government recommended measure</u>, which allow users to access an EV without owning one and can offer a flexible, convenient alternative to private car ownership or leasing. Providing EV car clubs allows users to hire EVs for as little as an hour at a time. This method of shortterm hiring can help overcome a range of barriers and encourage more people to use EVs.

By providing an alternative to driving a private car, car clubs reduce carbon emissions, air pollution, parking pressure and congestion, while supporting the shift to lower carbon forms of travel.

Local authorities have an essential role to play in this area as they are able to provide access to parking. In Dacorum, we already have provision for an electric car club in our off-street road Traffic Regulation Order, which means that car clubs are permitted to be sited in our council car parks.

Our EV Residents survey showed that 70% of respondents would use an EV car club if it were available, with over 15% telling us that they would use it frequently.

Currently the cost of EVs are relatively high; a cost which will fall over the coming years once more are being manufactured and technology around this improves. The high cost of living is currently a limiting factor for people to purchase an EV – with over 90% of respondents to our EV Residents Survey telling us that this was an important concern (it is worth noting that many of these responses were collected *before* the cost of living crisis).

Furthermore, a key ethos of sustainability is sharing resources. People have a natural tendency to have a 'fear of the unknown' and as such early actions to help encourage the use of new technology will also encourage uptake.

EV car clubs address all of these barriers and Dacorum will play a role in establishing one of these for both staff and public use.

EV car clubs can be procured for use by council staff as an alternative to grey fleet mileage (personal cars used for work purposes) and to complement pool cars. These vehicles may be for the sole use of council employees or shared with the public at specific times or days. Sharing use can increase vehicle utilisation rates and improve the financial viability for operators.

Several Hertfordshire local authorities have adopted an early model which allows an EV car club to be used by staff during office hours and then be available to the public during evenings and weekends. Once demand increases, the pool can increase and hours of availability and locations can be adapted accordingly.

Making e-bikes available for staff and public can also help support a transition to alternative electric travel methods. Hire schemes can support residents who want to trial an e-bike before investing in one.

Dacorum can explore making use of section 106 obligations to <u>require developers to establish a car</u> <u>club</u>, either as a direct contribution towards car club set-up and operating costs, via a contribution to the local authority for sustainable transport initiatives. This may include car club provision, or to directly cover the costs of a TRO for a car club bay. Community Infrastructure Levy funds can also be used.

Dacorum can also work with local businesses and organisations to encourage the uptake of additional EV car pools throughout the borough - this will feed into Objective EV 9 – 'Communication, Engagement and Guidance'.

EV 8: Fleet

The early adoption by businesses and organisations of having their own fleet of EV vehicles will be important for driving the EV market forward. As these groups often purchase new vehicles ordinarily, not only are they in a situation to typically be able to afford this whilst EV prices are relatively higher, but by doing so they will ultimately help to provide more affordable second-hand EVs for the public.

Dacorum will work to lead by example and transition its own fleet to EV. The current fleet is made up of around 100 vehicles, with approximately 60% light vehicles, and 40% heavy vehicles. There are also a number of ride-on mowers and other plant machinery.

The heavy vehicles (typically waste collection trucks) and specialised grounds maintenance mowers will take longer to replace due to technology still evolving in these industries making this a more complicated challenge. It is anticipated that technologies such as hydrogen may develop further in this area, but the pathway to this is still unclear.

As the majority of the waste trucks still have a useful life span of around 5 years, procurement for these vehicles will be explored as a medium-term action, to allow technology the opportunity to develop. In the meantime we will initially focus on installing charge points in our work places, replacing our light vehicles where this will be more straightforward as the necessary technology already exists and carrying out trials of EV waste trucks. Dacorum will also be working to optimise the routes taken by our fleet in order to further reduce the emissions from our vehicles.

Guidance will be provided to local businesses and organisations to encourage them to also make this transition and to make the most of free support, e.g. the Energy Saving Trust's free <u>Fleet Advice</u> scheme and <u>Fleet Management Toolkit</u>. '<u>Try before you buy</u>' hire schemes and other similar initiatives can support local orgs purchasing EVs – taxis especially (e.g. <u>Nottinghamshire's wireless</u> charging taxi trial). These types of actions will feed into Objective EV 9.

EV 9: Communication, Engagement and Guidance

Communication and engagement with local stakeholders – especially residents and organisations – through the provision of advice, guidance and support, will be a fundamental part of Dacorum's role in supporting the transition to EVs. This will be especially important as EVs are such a fast evolving technology and people requiring updates and information from a reliable, trustworthy source.

Dacorum is able to support other organisations transition to EV in various ways. The government suggests that <u>local authorities provide support to organisations</u> through methods such as engagement events, 'try before you buy' schemes, charging infrastructure, supporting last mile delivery for organisations and raising awareness of funding such as the Workplace Charging Scheme.

All of the aforementioned objectives EV1-8 will require communication, engagement and guidance to some extent – whether it is through large-scale initiatives, informative social media campaigns, website content, guidance documents, community talks, and so on. Demystifying EVs will help encourage people to transition more quickly. Information will need to be provided around EV benefits, where people can charge conveniently, various funding streams and incentives available.

Dacorum will be working with other local authorities in Hertfordshire through the HCCSP on joint initiatives to encourage residents and organisations to transition to EVs. One element currently being explored is a Taxi Vehicle Licensing Policy to support the accelerated uptake of EV taxis.

EV 10: Policies and Key Documents

Dacorum will ensure that all related EV work is sufficiently supported by, and incorporated into relevant policies and key documents, such as the Local Place a 49 ort Plans and other emerging documents.

Glossary

- AC alternating current
- BEIS Business, energy and industrial strategy UK government department
- BEV battery electric vehicle
- CEE climate and ecological emergency
- CHAdeMO charge for moving
- CO₂ carbon dioxide
- CO₂e carbon dioxide equivalent
- COP26 most recent climate change conference of parties
- CCS Combined Charging System
- DC direct current
- DfT Department for Transport
- EV electric vehicle
- EVCP electric vehicle chargepoint
- EVHS electric vehicle home-charge scheme
- HCC Hertfordshire County Council
- HCCSP Hertfordshire Climate Change and Sustainability Partnership
- ICE internal combustion engine
- kW kilowatt
- ORCS on-street residential chargepoint scheme
- PHEV plug-in hybrid vehicle
- TDP Transport Decarbonisation Plan
- UKPN UK Power Networks
- ULEV ultra-low emission vehicles
- WCS workplace charging scheme

Useful Links

- 2020 UK Greenhouse Gas Emissions BEIS
- Road to Zero BEIS
- Zap-map
- Transport Decarbonisation Plan BEIS
- Transitioning to zero emission cars and vans: 2035 delivery plan BEIS
- On-street Residential Chargepoint Scheme
- Workplace Charging Scheme
- Electric Vehicle Homecharge Scheme
- On Street Charging (acceleratedinsightplatform.com)
- Hertfordshire County Council EV info
- Hertfordshire Climate Change and Sustainability Partnership (HCCSP)
- Dacorum EV Residents Survey
- Dacorum Climate and Ecological Emergency Strategy
- Carbon footprint of travel per kilometre
- Energy Saving Trust EV advice
- Energy Saving Trust EV Fleet Advice
- ULEV Experience Lessons Learned



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Strategic Planning and Environment

Overview and Scrutiny Committee

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Title of report:	Annual Infrastructure Funding Statement
Date:	12 October 2022
Report on behalf of:	Councillor Alan Anderson, Portfolio Holder for Place
Part:	1
If Part II, reason:	N/A
Appendices:	Appendix 1 – Infrastructure Funding statement 2021-22
Background papers:	
Glossary of	CIL - Community Infrastructure Levy
acronyms and any	DBC – Dacorum Borough Council HCC – Hertfordshire County Council
other abbreviations	IAG – Infrastructure Advisory Group
used in this report:	IDP – Infrastructure Delivery Plan IFS – Infrastructure Funding Statement
	POS – Planning Officer Society
	S106 – Section 106
	SPEOSC – Strategic Planning and Environment Overview and Scrutiny Committee.

Report Author / Responsible Officer

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Corporate Priorities	A clean, safe and enjoyable environment
	Building strong and vibrant communities
	Ensuring economic growth and prosperity
	Providing good quality affordable homes, in particular for
	those most in need
	Ensuring efficient, effective and modern service delivery
	Climate and ecological emergency

Wards affected	All
Purpose of the report:	That the Infrastructure Funding Statement for 2021/2022, which is a statutory report, is noted.
Recommendation (s) to the decision maker (s):	That the report is noted.
Period for post policy/project review:	

1. Introduction

- 1.1 This report seeks to bring the Infrastructure Funding Statement 2021/2022 to the attention of Members.
- 1.2 The Infrastructure Funding Statement (IFS) is a statutory report that must be prepared by Community Infrastructure Levy collecting authorities, and published on their website no later than the 31 December.
- 1.3 The contents of the IFS are set out in Part 2 of the Community Infrastructure Regulations 2010 (as amended) and include totals for the previous financial year relating to CIL and Section 106 (S106).
- 1.4 Authorities are required to include details of any receipt or spend of funds by either the Local Authority or, where appropriate, Town and Parish Councils and information for the following year on CIL priorities.

2. CIL Collection and Expenditure

- 2.1. The Community Infrastructure Levy is one of the primary mechanisms for collecting financial contributions from new developments to help fund provision of infrastructure required to support housing and commercial growth in the Borough.
- 2.2. The headlines totals in regard to CIL held by the Council are:-

Total CIL held at the end of the reporting period of 31 March 2022	£18,849,892
Total CIL collected within the reporting period	£7,475,436
Total value of demand notices issued within the reporting period	£5,733,360

- 2.3. The Council has not yet spent any of its CIL Core funds. This is because the Council wanted to wait until the new Local Plan was in place with a definitive list of infrastructure needs set out in the accompanying Infrastructure Delivery Plan (IDP). However, due to delays to the new Local Plan, DBC is considering options to release a proportion of the CIL core funds to support the delivery of infrastructure to growth that has come forward or is coming forward in the near future.
- 2.4. During the reporting period Tring Town Council granted £20,000 of Neighbourhood CIL to the Wendover Canal Restoration Project, this project seeks to remove 5,500 cubic metres of household waste so the area

can be relined and rewatered. Boxmoor Councillors also allocated £35,000 of their neighbourhood CIL towards the cost of a pedestrian crossing on Fishery Road, Boxmoor.

3. Section 106 Collection and Expenditure

- 3.1. In addition to CIL the Council continues to secure affordable housing and site specific infrastructure items and undertakings which are both financial and non-financial in nature through the use of legal agreements under S106 of the Town and Country Planning Act 1990 (as amended).
- 3.2. The headline totals in regard to S106 funds held by the Council are: -

Total S106 funds received within reporting period	£3,133,624
Total S106 funds spent within reporting period	£2,049,295
Total S106 funds unallocated as at the end of the reporting period of 31 March 2022	£1,117,050

3.3. Non-monetary contributions towards local infrastructure agreed within the reported year are as follows:

Covenant Type/Service	Deed Signed	Planning Application
Affordable Housing Provision	14/06/2021	20/01754/MFA
Affordable Housing Provision	02/12/2021	4/03266/18/MFA
Affordable Housing Provision	21/01/2022	20/03950/MFA
Affordable Housing Provision	09/03/2022	20/00706/MFA
Affordable Housing Provision	05/10/2021	20/03938/MFA
Community Outdoor Space	02/12/2021	4/03266/18/MFA
Community Building	02/12/2021	4/03266/18/MFA
Local Retail Facilities	02/12/2021	4/03266/18/MFA
Gypsy and Travellers' Site	02/12/2021	4/03266/18/MFA

3.4 The items of infrastructure funded or part funded by S106 contributions in the reported year is as follows:

Infrastructure	Spent	Spend Description
Nickey Line improvements	£36,656	Enhancement of public access and improvement of habitat diversity (Year 3 of 4)
Grovehill APG sports pitch CCTV	£25,000	New entry and monitoring system
Community hall proposal Tring Town Council	£13,514	Transferred for third party spending
Pitch improvements at Cupid Green Playing Fields	£11,650	Raise pitch standard from 'poor' to 'community' (Year 2 of 3)
Ecological improvements by Boxmooor Trust	£8,570	Transferred for third party spending
Tree management at land around former Beehive Pub	£5,853	Tree works to address safety concerns and reduce light loss to properties
Spencer's Park Phase 1, Three Cherry Trees Lane - Security & Safety	£3,046	Year 2 of 10 CCTV monitoring funding
Allotment management	£967	Works at Chaulden Lane, Gravel Hill & Bennetts End Road allotments
Coniston Road, Kings Langley Affordable Housing	£869,790	Partial funding of 10 new Social Rent homes
Eastwick Row Affordable Housing	£373,639	Partial funding of 36 new Social Rent homes
Paradise Fields, Hemel Affordable Housing	£243,224	Partial funding of 58 new Social Rent homes
Paradise Depot Affordable Housing	£105,250	Partial funding of proposed 56 new Social Rent homes
Stoneycroft and Great Sturgess Affordable Housing	£102,295	Partial funding of proposed 25 new Social Rent homes
Marchmont Fields Affordable Housing	£90,136	Partial funding of proposed 32 new Social Rent homes
Wilstone Affordable Housing	£70,086	Partial funding of 6 new Social Rent homes
Stationers Place/ Apsley Paper Mill Affordable Housing	£58,620	Partial funding of 29 new Social Rent homes
Bulbourne Affordable Housing	£31,000	Partial funding of proposed 10 new Social Rent homes

Further details and photos of several of the above projects can be found <u>here</u>.

4. Financial and value for money implications:

4.1 The Council continues to deliver a cost neutral CIL service. The costs of the long term delivery of CIL services are funded from the allocation of administrative costs applied under Regulation 61 of the CIL Regulations 2010 (as amended). This allows the Charging Authority to use up to 5% of the total receipts to cover administrative expenses including staff, training, software and subscriptions. The ability of the Council to maintain a cost neutral CIL service is dependent on increasing housing delivery and legislation. Further CIL and S106 financial information is provided within the report.

5. Legal Implications

5.1 The Infrastructure Funding Statement (Appendix 1) has been completed in accordance with the Community Infrastructure Levy Regulation 2010 (as amended).

6. Risk implications:

6.1 None arising from this report.

7. Equalities, Community Impact and Human Rights:

- 7.1 Community Impact Assessment Not applicable for this report.
- 7.2 Human Rights There are no Human Rights implications arising from this report.

8. Sustainability implications (including climate change, health and wellbeing, community safety)

8.1 A number of the projects funded through CIL and S106 contributions support sustainability improvements including climate change, health and wellbeing and community safety improvements as well as providing affordable housing for local communities.

9. Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

9.1 None arising from this report.

10. Conclusions:

10.1 This report is for information only.



Dacorum Borough Council DRAFT Annual Infrastructure Funding Statement

For

Community Infrastructure Levy and Section 106

Reporting Period: From 01 April 2021 to 31 March 2022

Community Infrastructure Levy Matters

Community Infrastructure Levy Regulations (2019 Amendment) Regulation 121A Schedule 2 Section 1

a) The total value of demand notices issued in the reported period is £5,733,360.05. This value is of demand notices issued within the reported period that have not been suspended or superseded by new demand notices outside of the reported period.

Of total value the amount from Liability Notices (liable floorspace after any relief that has been granted) is £5,666,182.58. The total value is from surcharges imposed due to breaches of the Community Infrastructure Levy Regulations is £67,177.47 and the total value of the late payment interest accrued is £0.00.

- b) The total amount of CIL collected within the reported period totals £7,475,436.22.
- c) The amount of CIL collected prior to the reported period totals £11,410,456.06. Of this total the following amount was collected in Cash and as Land Transactions (including payments in kind and infrastructure payments) and the following amounts remain unallocated:

Type	Received	Unallocated
Cash	£11,374,456.06	£8,670,770.91
Land Payment	£36,000.00	£36,000.00

- d) The total amount of CIL collected prior to the reported period allocated in the reported period in relation to cash received is £1,464,633.45 and in relation to land payments (including payments in kind and infrastructure payments) is £0.00.
- e) The total CIL expenditure recorded for the reported period is as follows:

Туре	Expenditure
Admin CIL	£373,771.81
Neighbourhood CIL	£39,156.50
CIL Land Payments	£0.00
Other CIL Cash	£0.00
Total Value	£412,928.31

f) The total amount of CIL allocated and not spent during the reported period is as follows, this does not include allocations made within the reported year that have been fully spent:

Туре	Allocated	Spent	Remaining
Admin CIL	£373,771.81	£373,771.81	£0.00
Neighbourhood CIL	£865,279.89	£2,170.00	£863,109.89
CIL Land Payments	£0.00	£0.00	£0.00
Other CIL Cash	£0.00	£0.00	£0.00

g) i) The items of infrastructure on which CIL (including land payments) has been spent within the reported year, and the amount of CIL spent on each item is as follows:



Of this money spent within the reported year, the number of affordable housing units provisioned via the spend of CIL money is 0.

Of this money spent within the reported year, the following number of education places have been provisioned:

Education Type	Number of school places

ii) The amount of CIL spent on repaying money borrowed, including any interest, and details of the items of infrastructure which that money was used to provide (wholly or in part) is as follows:

Date	Amount Used	Loan/Interest	Infrastructure Funded

iii) The amount of CIL collected towards administration expenses is £373,771.81.This was 5% of the total CIL receipts collected (£7,475,436.22) in the reported period.

Dacorum Borough Council has set a collection percentage of 5.00%. The percentage taken may differ due to Land payments (including payments in kind and infrastructure payments) not being allocated to administration expenses and Surcharges not being split with Neighbourhood Areas.

The amount of CIL spent on administration expenses during the reported year was £373,771.81. This was 5% of the total CIL collected within the reported year.

h) Regarding CIL collected and allocated within the reported year that has not been spent, summary details of what has been allocated, is remaining to be spent and what it has been allocated towards is as follows:

Infrastructure	Amount Allocated	Amount Unspent	Allocation Dated

 i) The total amount of CIL passed to a neighbourhood zone under Regulation 59A (collected on behalf of the neighbourhood zone in cash), cash collected and allocated towards Neighbourhood CIL, and 59B (cash provided by the Charging Authority to Neighbourhood Zones equivalent to what they would have received on a payment in kind), are as follows:

Zone	Date	Amount Passed
Berkhamsted Town Council	31 March 2022	£30,353.35
Bovingdon Parish Council	31 March 2022	£38,563.07
Boxmoor	17 February 2022	£35,000.00

Zone	Date	Amount Passed
Chipperfield Parish Council	31 March 2022	£46,993.21
Flamstead Parish Council	31 March 2022	£11,991.52
Flaunden Parish Council	31 March 2022	£6,308.33
Great Gaddesden Parish	31 March 2022	£850.43
Council		
Kings Langley Parish	31 March 2022	£67,419.60
Council		
Nash Mills Parish Council	31 March 2022	£858.90
Northchurch Parish	31 March 2022	£162,083.79
Council		
Tring Rural Parish Council	31 March 2022	£12,278.56
Tring Town Council	31 March 2022	£458,641.54

The following amounts were allocated towards neighbourhood zones under Regulation 59B, cash provided by the Charging Authority to Neighbourhood Zones equivalent to what they would have received on a payment in kind, during the reported year:

Zone	Amount	Date	Re-allocated from

ii) The following spends within the reported year have been passed to a third party to spend on the provision, improvement, replacement, operation or maintenance of infrastructure under Regulation 59(4):

Infrastructure	Amount	Date	Spend Description
Tring Town	£20,000.00	31 March 2022	Wendover Canal restoration
Council			project

 j) i) The total collected by Dacorum Borough Council for the reported year under Regulation 59E (CIL returned to the Charging Authority after 5 years if not spent) was £0.00 and under Regulation 59F, CIL collected and retained by the Charging Authority for areas that are not designated Neighbourhood Zones, was £284,891.89.

ii) The amount of CIL allocated during the reported year under Regulation 59E, CIL returned to the Charging Authority that had been passed to a Neighbourhood Zone and had not been applied to infrastructure after a 5 year period, during the reported year is as follows:

Infrastructure	Neighbourhood Zone	Amount	Date	

The amount of CIL spent under Regulation 59E during the reported year is as follows:

Infrastructure	Amount	Date	Spend Description

The amount of CIL allocated during the reported year under Regulation 59F during the reported year is as follows:

Neighbourhood Zone Amount

Date

The amount of CIL spent under Regulation 59F during the reported year is as follows:

Infrastructure Amoun	Date	Spend Description
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k) i) The amount of CIL requested under Regulation 59E for the reported year is as follows per neighbourhood zone:

Neighbourhood Zone Amount Requested

ii) The amount of CIL still outstanding for recovery under Regulation 59E at the end of the reported year for all years is as follows for each neighbourhood zone:

Neighbourhood Zone Amount Outstanding

 i) The amount of CIL collected, not assigned for Neighbourhood CIL or CIL Administration, for the reported year and that had not been spent is £5,986,492.62.

ii) The amount of CIL collected, not assigned for Neighbourhood CIL or CIL Administration, from 01 July 2015 to the end of the reported year that had not been spent is £15,137,594.67.

iii) The amount CIL collected and that had not been spent under Regulations 59E and 59F during the reported year are as follows:

Туре	Retained
Regulation 59E	£0.00
Regulation 59F	£284,891.89

iv) The amount of CIL collected from 01 July 2015 to the end of the reported year under Regulations 59E and 59F that has not been spent is as follows:

Туре	Retained
Regulation 59E	£0.00
Regulation 59F	£1,079,987.47

Section 106 Matters

Community Infrastructure Levy Regulations (2019 Amendment) Regulation 121A Schedule 2 Section 3

- a) The total amount of money to be provided under any planning obligations which were entered during the reported year is £11,518,152.60 (including those obligations due to Hertfordshire County Council). Of these total obligations £1,115,147.60 is due to Dacorum Borough Council¹. This figure does not consider indexation (inflation/deflation) that may be applied when the money becomes due.
- b) The total amount of money received from planning obligations during the reported year was £3,133,623.99.
- c) The total amount of money received prior to the reported year that has not been allocated is £602,731.96.
- d) During the reported year the following non-monetary contributions have been agreed under planning obligations:

i) The total number of affordable housing units to be provided as on-site provision agreed under planning obligations is 252.

Summary details of all non-monetary obligations agreed within the reported year are as follows:

Covenant Type/Service	Deed Signed	Planning Application
Affordable Housing Provision	14/06/2021	20/01754/MFA
Affordable Housing Provision	02/12/2021	4/03266/18/MFA
Affordable Housing Provision	21/01/2022	20/03950/MFA
Affordable Housing Provision	09/03/2022	20/00706/MFA
Affordable Housing Provision	05/10/2021	20/03938/MFA
Community Outdoor Space	02/12/2021	4/03266/18/MFA
Community Building	02/12/2021	4/03266/18/MFA
Local Retail Facilities	02/12/2021	4/03266/18/MFA
Gypsy and Travellers' Site	02/12/2021	4/03266/18/MFA

¹ It should be noted that Section 106 agreements with financial obligations are almost always linked to planning applications – but not all sites granted planning permission are developed immediately or indeed at all, and there may be several planning applications for the same site. Therefore this represents a maximum figure which is greater than will be received in reality.

- e) The total amount of money from planning obligations allocated towards infrastructure during the reported year was £3,293,106.54. Of this amount £1,303,733.52 was not spent during the reported year.
- f) The total amount of money from planning obligations spent during the reported year was £2,049,295.35. Of this amount £22,084.17 was spent by a third party on behalf of Dacorum Borough Council.
- g) The following items have had money allocated towards them during the reported year with unspent allocations:

Infrastructure	Allocated	Date Allocated	Unspent
Eastwick Row Affordable Housing (Social Rent)	£1,133,127.74	24 March 2022	£759,488.70
Affordable Housing Programme	£300,000.00	24 March 2022	£300,000.00
Empty Homes Project	£151,500.00	02 September 2021	£151,500.00
Cycle path River Gade, Hemel	£70,661.42	05 May 2021	£70,661.42
Nickey Line Resurfacing	£20,788.35	31 March 2022	£20,788.35
Markyate pedestrian & cycle path repairs	£1,295.05	04 February 2022	£1,295.05

h) In relation to money which was spent by Dacorum Borough Council during the reported year:

i) The items of infrastructure that planning obligation money has been spent on and the amount spent are as follows:

Infrastructure	Spent	Date Spent	Spend Description
Nickey Line Improvements	£36,656.25	31 March 2022	Enhancement of public access and improvement of habitat diversity (Year 3 of 4)
Grovehill APG sports pitch CCTV	£25,000.00	31 March 2022	New entry and monitoring system
Community Hall proposal Tring Town Council	£13,514.17	31 March 2022	Transferred for third party spending
Pitch Improvements at Cupid Green Playing Fields	£11,650.00	31 March 2022	Raise pitch standard from 'poor' to 'community' (Year 2 of 3)
Ecological improvements by Boxmooor Trust	£8,570.00	31 March 2022	Transferred for third party spending
Tree Management at land around former Beehive Pub	£5,852.68	31 March 2022	Tree works to address safety concerns and reduce light loss to properties

Infrastructure	Spent	Date Spent	Spend Description
Spencer's Park Phase 1, Three Cherry Trees Lane - Security & Safety	£3,046.08	31 March 2022	Year 2 of 10 CCTV monitoring funding
Allotment management	£967.20	31 March 2022	Works at Chaulden Lane, Gravel Hill & Bennetts End Road allotments
Coniston Road, Kings Langley Affordable Housing	£869,790.30	31 March 2022	Partial funding of 10 new Social Rent homes
Eastwick Row Affordable Housing	£373,639.04	31 March 2022	Partial funding of 36 new Social Rent homes
Paradise Fields, Hemel Affordable Housing	£243,223.90	31 March 2022	Partial funding of 58 new Social Rent homes
Paradise Depot Affordable Housing	£105,249.67	31 March 2022	Partial funding of proposed 56 new Social Rent homes
Stoneycroft and Great Sturgess Affordable Housing	£102,294.78	31 March 2022	Partial funding of proposed 25 new Social Rent homes
Marchmont Fields Affordable Housing	£90,135.53	31 March 2022	Partial funding of proposed 32 new Social Rent homes
Wilstone Affordable Housing	£70,086.25	31 March 2022	Partial funding of 6 new Social Rent homes
Stationers Place/ Apsley Paper Mill Affordable Housing	£58,619.50	31 March 2022	Partial funding of 29 new Social Rent homes
Bulbourne Affordable Housing	£31,000.00	31 March 2022	Partial funding of proposed 10 new Social Rent homes

ii) The amount of planning obligation money spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide are as follows:

Date	Amount Used	Loan/Interest	Infrastructure Funded
n/a	n/a	n/a	n/a

iii) The amount of planning obligation money spent in respect of administration of planning obligations and monitoring in relation to the delivery of planning obligations during the reported year was £13,270.63.

i) The total amount of money retained at the end of the reported year is £1,117,049.72. Of this amount retained an amount of £0.00 has been retained for long term maintenance.

Community Infrastructure Levy Regulations (2019 Amendment) Regulation 121A

The Infrastructure List

A statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL.

A report to Cabinet in November 2016 detailed the following themes that the Infrastructure Advisory Group identified as priorities for funding:

- Transport Infrastructure
- Infrastructure for East Hemel Hempstead

The Council is currently preparing its revised Infrastructure Delivery Plan (IDP) alongside the revised new Local Plan. When completed the IDP will provide a more detailed list of infrastructure priorities which will require funding, this will be reflected in future updates to the Infrastructure Funding Statement.



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Strategic Planning and Environment

Overview and Scrutiny Committee

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee		
Title of report:	Chilterns Beechwoods Special Area of Conservation: Draft SANG Management Plans		
Date:	12 October 2022		
Report on behalf of:	Cllr Alan Anderson, Portfolio Holder for Place		
Part:	1		
If Part II, reason:	N/A		
Appendices:	Appendix A – Bunkers Park Draft SANG Management Plan		
	Appendix B – Chipperfield Common Draft SANG Management Plan		
Background papers:			
Glossary of	- Appropriate Assessment (AA)		
acronyms and any	- Chilterns Beechwoods Special Area of Conservation (SAC)		
other abbreviations	- Easy Access Route (EAR)		
used in this report:	 Suitable Alternative Natural Greenspace (SANG) 		
used in this report:	 Suitable Alternative Natural Greenspace (SANG) Site of Special Scientific Interest (SSSI) 		

Report Author / Responsible Officer

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Corporate Priorities	 A clean, safe and enjoyable environment Building strong and vibrant communities Ensuring economic growth and prosperity Providing good quality affordable homes, in

	 particular for those most in need Ensuring efficient, effective and modern service delivery Climate and ecological emergency
Wards affected	All
Purpose of the report:	1. To update the Committee on the emerging Management Plans for Chipperfield Common and Bunkers Park which are proposed to be used for SANG.
Recommendation (s) to the decision maker (s):	1. That Committee notes the emerging Management Plans.
Period for post policy/project review:	

1. Introduction

1.1 This report presents emerging information on the draft Management Plans for two sites (Chipperfield Common and Bunkers Park) which are proposed to be used by the Council as Suitable Alternative Natural Greenspace (SANG). This report provides an overview of the principles and broad measures that are proposed on the sites, with more details provided at Appendix A and B.

2. Background

- 2.1 Since the publication of the Footprint Ecology Report¹ on 14 March 2022 and receipt of revised guidance from Natural England the Council has been unable to issue planning permission for applications for residential development. These restrictions have also impacted applications which have been permitted but where outstanding conditions 'that go to the heart' of the original permission have not been determined. This position will remain in effect until an appropriate mitigation strategy and associated processes are in place by the Council to satisfy the Habitats Directive requirements.
- 2.2 Further background on the particular issues affecting the Chilterns Beechwoods SAC at Ashridge Commons and Woods Site of Special Scientific Interest (SSSI) and an overview of the legislative requirements can be found in the report that went to the 21 September 2022 meeting of Strategic Planning & Environment Overview & Scrutiny². The report set out the work that the Council has been doing with Natural England, the National Trust and a number of adjoining local authorities³, who are also impacted by the restrictions, to prepare the Mitigation Strategy.
- 2.3 The Mitigation Strategy is needed to avoid adverse public access and disturbance impacts from development on the integrity of the SAC and covers Strategic Access Management and Monitoring (SAMM), Suitable Alternative Natural Greenspace (SANG) and Gateway Projects.
- 2.4 The purpose of this report is to provide an update on the SANG proposals.

Suitable Alternative Natural Greenspace (SANG)

¹ Available to view and download at <u>www.dacorum.gov.uk/sac</u>

² Agenda for Strategic Planning & Environment Overview & Scrutiny on Wednesday, 21st September, 2022, 7.30 pm (dacorum.gov.uk)

³ Buckinghamshire Council, Central Bedfordshire Council and St. Albans City and District Council.

- 2.5 Suitable Alternative Natural Greenspace, or "SANG", is the term given to greenspaces that are created or enhanced with the specific purpose of absorbing recreation pressure that would otherwise occur at National Sites, such as the Chilterns Beechwoods SAC at Ashridge Commons and Woods SSSI. New SANGs can be created, or existing greenspaces enhanced to create a SANG, in order to absorb the level of additional recreation pressure associated with new development.
- 2.6 All new residential development within the zone of influence must contribute towards either:
 - a. a new (bespoke) SANG, or
 - b. contribute towards suitable SANG projects elsewhere, including Council-led Strategic SANG.

This is in addition to the SAMM contributions which was discussed at the previous meeting of Strategic Planning & Environment Overview & Scrutiny.

- 2.7 Any development seeking to deliver 10 or more net new residential dwellings (or equivalent) must be located within (or on the edge of) the catchment of a SANG project. That SANG must have existing capacity, and meet any further criteria necessary to accommodate the proposed scheme.
- 2.8 Smaller development proposals for up to 9 net new residential dwellings (or equivalent) are not restricted to catchment areas of SANG. If such a development is not within the catchment area of a SANG with sufficient capacity, it can contribute towards an existing SANG elsewhere.
- 2.9 The Council recognises that not all development sites will be able to provide a SANG site and so the Council is proposing to bring forward the following Council owned sites that can provide some Strategic SANG capacity:
 - 1. Bunkers Park;
 - 2. Chipperfield Common; and
 - 3. Part of Gadebridge Park.
- 2.10 In order for these sites to be utilised as SANG they must have capacity to accommodate additional visits and there must be a Management Plan in place setting out the improvements that will be made. The improvements proposed will depend on a range of factors including existing levels of use of the site, the site's particular characteristics and other existing ecological objectives.

3. Bunkers Park and Chipperfield Common Draft Management Plans

- 3.1 The Draft SANG Management Plans for Bunkers Park and Chipperfield Common are included as Appendices to this report. It is important to note that the Management Plans are currently work in progress and still to be reviewed by Natural England who will advise the Council on whether the measures sufficiently meet the specific criteria for delivering these sites as SANG.
- 3.2 The enhancement measures within the Bunkers Park and Chipperfield Draft Management Plans were identified through desktop and on-site assessments of the open spaces against the SANG criteria set out in the draft Mitigation Strategy.
- 3.3 The interventions to these sites to become SANG aim to replicate features which have been found to draw visitors to the Chilterns Beechwoods SAC at Ashridge Commons and Woods SSSI and improve access, alongside the enhancement of the site's natural qualities.

- 3.4 For Bunkers Park and Chipperfield Common, the proposed works are in addition to, or bring forward, existing management actions identified through their existing Green Flag management plans.
- 3.5 There are a number of interventions proposed for both areas. As noted earlier in this section, these are still in draft and a short summary of the types of projects expected are presented below.

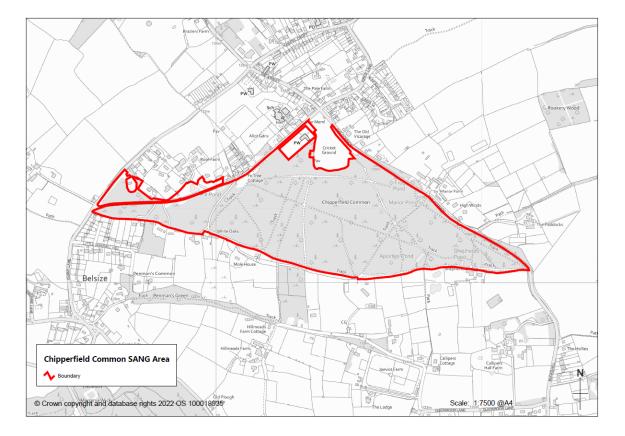
Bunkers Park

- Paths
 - \circ $\;$ New and enhanced signage and interpretation boards across the site.
 - o Surfaced routes in areas liable to surface water flooding.
 - Tree surveys and subsequent works to ensure paths remain safe.
 - Replacement steps at access points along the Mattens.
- Parking
 - Access road improved.
 - Car park upgraded.
 - Cycle racks to be installed.
- Access
 - o Replacement gates at key points to allow enhanced accessibility to the site.
 - \circ $\;$ New fingerposts at path intersections and key points.
 - New benches and bins.
 - \circ $\;$ Range of routes of different lengths identified on the site plan and waymarked.
 - o Drainage works to the area around the existing car park.
 - o Improved access to the mature woodland.
 - \circ $\;$ Informal routes through Chambersbury Wood to be widened.
- Character of Space
 - New rewilding areas.
 - o Specimen trees to be planted to allow for better waymarking.
 - New fencing around the Mattens to allow it to continue to be grazed.
 - Thinning of Chambersbury Wood to enable it to mature successfully.
 - Hedge laying at specific locations to provide natural barriers.



Chipperfield Common

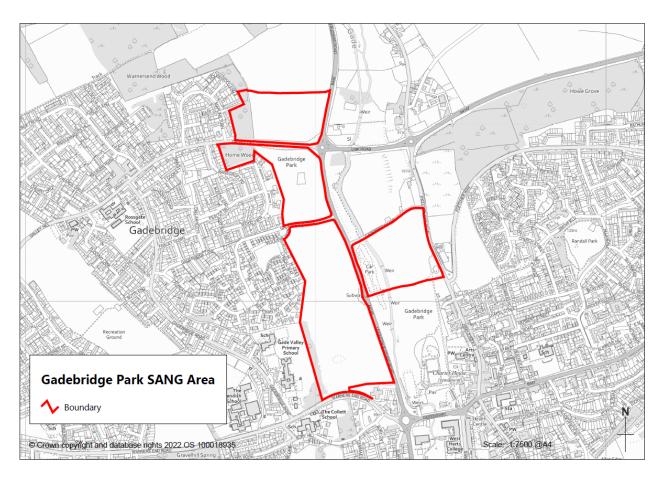
- Paths
 - New and enhanced signage and interpretation boards across the site to provide information on footpath routes and the history of Chipperfield Common.
 - o Resurfacing of the Easy Access Route to improve accessibility.
 - Additional surfaced links, including the Spanish Chestnut Path.
 - Improvements to the areas around the sweet chestnuts.
 - Tree surveys and subsequent works to ensure paths remain safe.
 - New surfaced footpath sections and steps in areas of steep and slippery terrain.
 - o Barrows protected with further measures including new information boards.
- Parking
 - Resurfacing of car parks to aid year-round use.
- Access
 - Repurposed section of Cricket Ground Car Park into new visitor arrival area.
 - \circ $\;$ Easy Access Route extended to the car park and cycle parking added.
 - New or replacement fingerposts added throughout site at key intersections and routes.
 - Range of routes of different lengths identified on the site plan and waymarked.
 - New benches and bins.
 - Surfacing the area from the Easy Access Route to the picnic benches to aid use.
- Character of Space
 - Works to ponds in consultation with Chipperfield Parish Council.
 - Removal of fencing in some areas to provide improved open access.
 - Glade management to control regrowth of birch, bracken and scrub.
 - Vegetation clearance works and management around Apostles Pond to ensure the continuity of the Lime 'Apostles' heritage feature.



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4. Gadebridge Park Management Plan

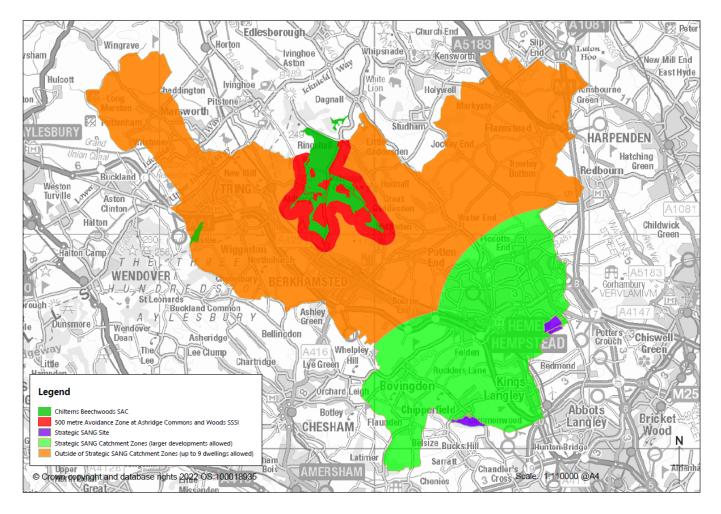
4.1 Work continues to progress on the visitor surveys and development of the management plan for Gadebridge Park. Work on the identification of SANG at Gadebridge Park is focussed predominantly on the more natural open spaces to the west of Leighton Buzzard Road, as shown in the map below.



4.2 There is an aspiration for Gadebridge Park to be a focal point for a wider network of SANG in due course, which could include enhanced links to Howe Grove, Margaret Lloyd Park and land that forms part of Hemel Garden Communities to the north-east.

5. Strategic SANG capacity and their catchments

- 5.1 Although subject to some final validation checks to ensure survey results are accurate, initial results indicate that the acceptance of both Bunkers Park and Chipperfield Common as Strategic SANG will enable the Council to support the delivery of approximately 4,000 homes.
- 5.2 These sites will allow developments of up to 9 dwellings to come forward anywhere in the borough, provided applicants agree to make contributions towards both SAMM and the Strategic SANG. This is consistent with the advice provided by Natural England and the approach used by authorities in similar situations elsewhere in the country.
- 5.3 Larger scale developments may also progress where these are located within the five kilometre catchments of Bunkers Park and Chipperfield Common. The map below presents the area to which such schemes can be considered. This includes the majority of Hemel Hempstead, Kings Langley and Bovingdon, and covers approximately 30% of the whole of the borough.



5.4 Strategic SANG capacity is a finite resource. It is important that this capacity is allocated appropriately and in accordance with the Council's planning and development aspirations. It is also important that the enhancements to these sites are delivered to reduce the recreational pressure on Ashridge Commons and Woods SSSI. The Council will be setting its principles to direct the allocation of SANG to new developments.

6. Monitoring and Review

- 6.1 Strategic SANG will be subject to regular monitoring to ensure that measures are implemented in a timely manner alongside future growth. Contributions will support the delivery of a new team dedicated to the delivery of SANG measures across these sites and any future SANG sites that may come forward.
- 6.2 As with the new SAMM measures coming forward at Ashridge Commons and Woods SSSI, Management Plans for new SANG sites will be prepared cover a period of at least 80 years and will be costed appropriately.
- 6.3 The capturing of contributions for SANG will be monitored by a dedicated officer within Strategic Planning and Regeneration. The monitoring of projects for the Council's Strategic SANG sites will be undertaken by the new team responsible for its implementation, working closely with Strategic Planning and Regeneration as part of this process.

7. Options and alternatives considered

7.1 If the Council decided not to bring forward its own land to be used as SANG then housing development in Dacorum would be on hold indefinitely until a third party could bring forward SANG. It is considered highly

unlikely that such a solution would come forward in the short to medium term and the consequences for housing delivery in the Borough would be severe.

8. Consultation

- 8.1 James Doe Strategic Director (Place)
- 8.2 Simon Coultas Operations Manager (Clean, Safe and Green)

9. Financial and value for money implications:

<u>Financial</u>

9.1 The measures contained in the Management Plans would be funded by developers wishing to benefit from the capacity provided.

Value for Money

9.2 None arising from this report.

10. Legal Implications

10.1 The Council needs to ensure a robust Mitigation Strategy is in place before allowing development to proceed. Failure to do this could increase the risk of legal challenge.

11. Risk implications:

- 11.1 None arising from this report. Risks addressed through service level risk register.
- 12. Equalities, Community Impact and Human Rights:
- 12.1 Community Impact Assessment Not applicable for this report.
- 12.2 Human Rights There are no Human Rights Implications arising from this report.

13. Sustainability implications (including climate change, health and wellbeing, community safety)

- 13.1 None arising from this report.
- 14. Council infrastructure (including Health and Safety, HR/OD, assets and other resources)
- 14.1 None arising from this report.

15. Conclusions:

15.1 Not applicable

Appendix A – Draft Management Plan for Bunkers Park

Appendix B – Draft Management Plan for Chipperfield Common



Bunkers Park Draft Suitable Alternative Natural Greenspace Management Plan for chilterns Beechwoods Special Area o

Chilterns Beechwoods Special Area of Conservation Mitigation Works



Bunkers Park, 2022

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1 Introduction

1.1 Chilterns Beechwoods Special Area of Conservation (SAC)

The Chilterns Beechwoods Special Area of Conservation (CBSAC) supports the most extensive area of native beech forest in England, set within a mosaic of grassland, scrub and woodland habitats. The CBSAC is internationally recognised and within the top-tier of nature conservation sites nationally. The CBSAC includes two sites in Dacorum Borough:

- Ashridge Commons and Woods SSSI (which includes the Ashridge Estate); and
- Tring Woodlands SSSI.

The site is designated to protect the beech forest, species rich chalk grasslands and the stag beetle, which is found in decaying tree stumps and fallen timber.

Dacorum Borough Council is legally obliged to make sure that no adverse effect on the integrity of the CBSAC will arise from new development within Dacorum. As a result, the Council is preparing a Recreation Pressure Mitigation Strategy that will address the identified impacts. The strategy will comprise

- Provision of Suitable Alternative Natural Greenspace (SANG) to attract people away from the CBSAC and therefore reduce pressure on it;
- Access management and monitoring measures on, and monitoring of the CBSAC to reduce the effect of visitors; and
- Habitat management on the CBSAC.

Suitable Alternative Natural Greenspace (SANG) is one of the measures contributing to the Mitigation Strategy. SANG is the term given to greenspaces that are created or enhanced with the specific purpose of absorbing recreation pressure that would otherwise occur at European wildlife sites, such as Ashridge Common and Woods SSSI. New SANGs can be created, or existing greenspaces enhanced to create a SANG, in order to absorb the level of additional recreation pressure associated with new development.

1.2 Suitable Alternative Greenspace Plans

This Suitable Alternative Natural Greenspace Plan (SANG plan) deals solely with the enhancement of Bunkers Park – an existing area of open space managed by the Council. It provides a detailed assessment of the site pre-enhancement and costed interventions needed for the site to become SANG based on the requirements set out in the Mitigation Strategy.

1.3 Identification of Suitable Alternative Natural Greenspace

The Council undertook an extensive site search, screening and assessment process to identify areas of open space as suitable alternatives to the CBSAC. This drew upon the Visitor survey, recreational impact assessment and mitigation requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan (March 2022) and Natural England guidance on creating a SANG.

From this, formal open spaces such as sports grounds, playing fields or some children's play areas (i.e. those not constructed from natural materials, such as wood) were excluded from the SANG assessment as they are unlikely to meet the criteria. Where such features are present on a considered site they are not counted towards the overall area and capacity of SANG.

This plan provides more detailed costs on how Bunkers Park could be brought up to a suitable standard to provide an alternative to CBSAC.

1.4 Bunkers Park as an alternative to CBSAC

Bunkers Park is popular with dog walkers many of whom arrive by car. The site is suitable as SANG as it provides a number of walking route options leading through a range of habitats and providing attractive views into open countryside from its edge of town location. Enhancements including new waymarking and signage, and making footpaths accessible year-round during wet winter conditions, will attract more visitor use. Route selection and educational information will aim to deter off-lead dog walking in the more sensitive locations.

The SANGs assessment checklist is used in section 5 to demonstrate how Bunkers Park is suitable as an alternative to CBSAC and how enhancements will enable its used as such.

1.5 Relationship with Bunkers Park Management Plan (Green Flag) 2020-2025

Bunkers Park has an existing management plan prepared to support its submission into the Green Flag Award Scheme, the accredited benchmark standard for the management of parks and open spaces across the UK. Bunkers Park Management Plan (Green Flag) is based around the standard's criteria set out in eight areas (a welcoming place; healthy, safe and secure; well maintained and clean; environmental management; biodiversity, landscape and heritage; community involvement; marketing and communication; and management) and was prepared with partners including Nash Mills Parish Council, Leverstock Green Village Association and the Friends of Bunkers Park.

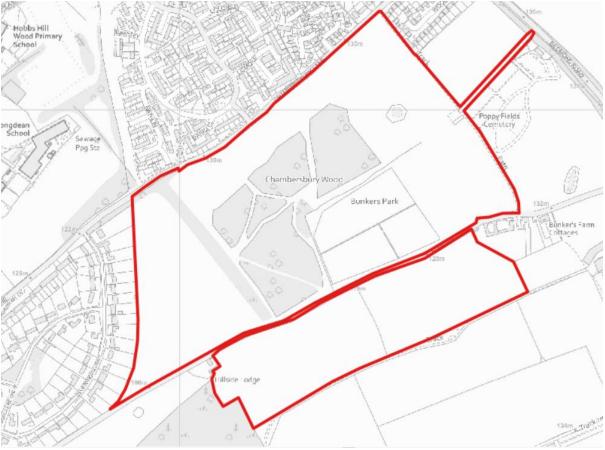
The proposed enhancement works for Bunkers Park to become SANG are in addition to existing management activities and actions, and recognise that in order for the site to appeal to more visitors, more infrastructure and informal recreational features are needed to support the increased use of the site and to ensure any sensitive areas of biodiversity are protected. The SANG Management Plan will also will also deliver opportunities to improve visitor experience and biodiversity raised through the Green Flag management plan where funding has not been available for delivery where these are appropriate features for SANG.

2 Site Management Statement

2.1 Introduction, site description and location

Bunkers Park is a 47.82 Ha country park situated at the south-east corner of Hemel Hempstead between the two Borough Wards of Nash Mills and Leverstock Green. The OS grid reference (car park) is TL086059.

Dacorum Borough Council (DBC) acquired the freehold ownership in 1995 as replacement open space for that lost when nearby Jarman Park was developed into a commercial centre. The former farmland had originally been acquired by English Partnerships (formally the Commission for the New Towns).



The site boundary and location is shown below in Map 1.

Map 1: Bunkers Park Boundary and Location

From 1996 onwards Bunkers Park was transformed from farmland into a country park with a mixture of short amenity grass, wildflower meadows, new hedgerows, woodlands and a large area of hazel coppice. Key stages of the Park's establishment included:

- 1996, areas intended to be traditional meadows were sown with a mixture of grass and wildflowers, all apart from Pond Field which was allowed to develop naturally.
- 1997/98 planting of community woodland;
- 1998 planting of a large area of hazel and development of a wet area into a pond.
- 1998/99 construction of car park, hedges planted and gates installed.

The site is mainly used by dog-walkers who enjoy the feeling of being in the countryside.

2.2 Adjoining Uses

The area to the east of Bunkers Park is being developed into the new Poppy Fields cemetery with an adjacent crematorium. The area north of the access road remains as an open field with future uses yet to be determined.

To the north and west of Bunkers Park are residential areas. The southern section across Bunkers Lane leads directly into Long Deans Nature Reserve to the south-west. Both Long Deans and the southern section of Bunkers Park are adjacent to open farmland.

The northern edge of Bunkers Park is within 400m of Leverstock Green village centre.

2.3 Accessibility

Users of Bunkers Park can arrive by vehicle, bicycle, horse or on foot. There is one car park in Bunkers Park with room for approximately 15 cars, accessed from Bedmond Road. The roadway is owned and managed by the Council, although not as part of Bunkers Park itself. The access road is tarmacked up to the entrance to Poppy Fields Cemetery car park, and is then compacted type 1 material up to and including the car park (approximately 150m distance). Informal parking also occurs along the access road, where there is space for around 25 more vehicles. The access road becomes pot holed through use and requires regular maintenance.

A Public Row of Way (PROW), a designated byway open to all traffic, leads across the site from Chambersbury Lane to Bunkers Lane, and crosses the access road.

Walkers may enter the park from numerous access points along the two public roads that border the site. From Chambersbury Lane there are four pedestrian gates into the main part of the site, and two from Bunkers Lane, in addition to the PROW. There is one pedestrian entrance into Pond Field from Bunkers Lane, Long Saunders is accessed from Pond Field or neighbouring Long Deans Nature Reserve, which has gates into the meadow at both ends, with the northern entrance close to a gate leading into Bottom Field.

2.4 Topography

Across Bunkers Park there are a range of gentle and steeper gradients. The northern most sections of the site have the gentler gradients, which gradually lead down towards Bunkers Lane and the Firs woodland strip. After the Firs, the gradient increases in a south-westerly direction along Bottom Field. To the south of Bunkers Lane on Mattens and Pond Field the land rises again to the south and forms a shallow valley dropping from north-east to south-west, leading towards the bottom of the river valley beyond the site. The change of levels is approximately 35 m across the site.

2.5 Legal / designations

Both Bunkers Park and the adjacent Long Deans Nature Reserve are located in the Green Belt. Long Deans Nature Reserve is designated as a County Wildlife Site and its woodland is subject to a tree preservation order. The Council's Byelaws for Pleasure Grounds, Public Walks and Open Spaces apply to Bunkers Park and can be found on the Council's website at https://www.dacorum.gov.uk/docs/default-source/leisure-culture/byelaws-for-pleasure-grounds-public-walks-and-open-spaces.pdf?sfvrsn=4636009e_4.

2.6 Recreational routes

A number of paths and one Public Right of Way (PROW) provide easy access within the site. The pedestrian entrances from Chambersbury Lane and Bunkers Lane lead to the

network of internal unsurfaced footpaths. The PROW byway crossing the northern end of the site between Chambersbury Lane and Bunkers Lane is the only statutory route.

There are currently two waymarked paths; one short walk (1 km) with a number of benches along the route, and another one slightly longer (2.2 km).

While the long grass of the meadow areas and denser areas of woodlands may deter some use of these compartments, walkers are free to access all areas and a number of informal routes have formed along desire lines and through the woodland compartments.

Over the winter period, a number of areas become wet, muddy and difficult to access. These are:

- the area immediately surrounding the car park;
- section of footpath along the northern boundary of Mattens adjacent to Chambersbury Wood;
- entrance points into Top Field and Pond Field by the crossing point on Bunkers Lake

In addition, there are exposed roots on the two footpath links that cross through the Firs, these routes also become slippery and muddy over the winter period.

The external boundary of Bunkers Park marks the position of the permissive bridleway. This waymarked trail links to surrounding areas and provides a pleasant environment for horse riders using Bunkers Park.



Map 2: Bunkers Park Access Plan

2.7 Site signage, information and interpretation

Highway signage on Bedmond Road indicates the entrance to the access road to Bunkers Park, which also has street name plates. Three metal (1.2 metre medium mobility) gates on

the Chambersbury Lane boundary allow access to the park for those with mobility issues, whilst being harder to vandalise and more restrictive for moped and motorbike users.

The permissive bridleway and two circular walks are waymarked with wooden posts and finger boards.

Interpretive information boards can be found at two of the main entrances (car park and western entrance from Bunkers Lane into Bottom Field) which explain the history and management of Bunkers Park and how the park may be used and enjoyed. The panel of a third interpretation sign by the western entrance from Chambersbury Lane (Cattsdell Bottom) has been removed due to vandalism, though the frame remains in situ. Similarly, a sign specific to hazel coppicing located adjacent to the entrance to the coppice from the car park was removed due to vandalism.

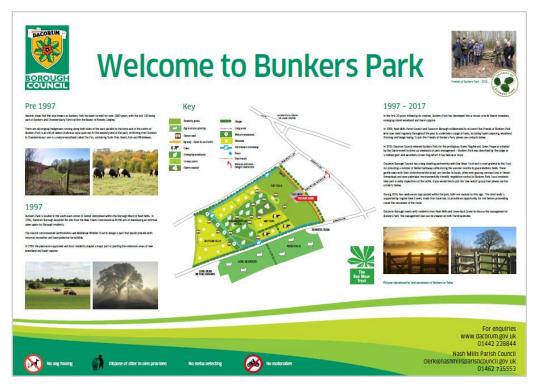


Figure 1: Example of Information Board Information

A notice board can be found close to the car park, information on the board is maintained by the Friends of Bunkers Park and the Council.



Figure 2: Bunkers Park notice board containing site information

Local publications created by Nash Mills Parish Council and Leverstock Green Village Association promote activities on the site and the role and actions of the Friends group. Dacorum Digest, a magazine produced by the Borough Council in May and October each year in both physical and digital formats, promotes the Council's parks and open spaces.

The Bunkers Park (Green Flag) Management Plan is published on the Borough Council's website. Information about the site and its use is also available to view through the Borough and Parish Council and Village Association websites.

Visitors to the site can record views or observations via the Council's website enquiry service.

2.8 Site furniture

The shorter circular walk across fairly level terrain aims to provide the opportunity of access for all without detracting from the natural appearance of the site. Benches are located along both marked routes to provide stopping and rest points, these comprise 15 bench seats and three sculpture log seats. There are no picnic benches on site and visitors have been seen picnicking on the amenity grassland around the car park and in the shade towards the pond.

There are currently two litter bins and four dog waste bins within Bunkers Park. There is evidence of dog fouling within the site.

Map 3 displays non-natural site features.



Map 3: Non-natural features of Bunkers Park

2.9 Biodiversity, Landscape and Heritage

Habitat Description

The park consists of a large amenity grassland and several distinct meadow compartments, shown on map. The pond on Top Field was not naturally formed and is only occasionally wet for any length of time. The central part of the site contains emerging woodland and hazel coppice. A mature woodland strip (the Firs) bisects the park with further meadow forming the southern section of the site. On the southern side of Bunkers Lane are two further fields.

Map 4 displays natural site features.



Map 4: Natural Features of Bunkers Park

Top Field

- Large expanse of short amenity grass for walking and informal games. An occasional pond fills in winters of prolonged rainfall (e.g. 2013/14 and 2019/20).
- New native copse including species such as Hornbeam, Hawthorn, Field Maple and Holly planted to screen access structures from the majority of views. New orchard of 17 fruit trees planted close to the existing hazel coppice, including traditional varieties of Victorian apple, Perry pear and plum. Both areas planted by the Friends in 2022.

The Mattens

• Three fields surrounded by stock fencing, each with a water supply. In some years the Box Moor Trust graze cattle and occasionally sheep. Otherwise a hay crop is taken.

Chambersbury Lane meadow

• Meadow area divided by grassy paths. Yellow rattle was established here and now flourishes alongside birds foot trefoil, knapweed and scabious.

Bottom Field

• Meadow maintained for butterfly interest with mown (10m wide) and unmown (3m wide) strips to allow Common Blue butterflies to lay second brood of eggs in late summer. Meadow contains mainly Ox-Eye daisies and small areas of Thyme. In recent years, Pyramidal Orchid has also started to appear.

The Firs

• Strip of mature woodland consisting largely of Scots Pine, Beech, Oak and Whitebeam.

Chambersbury Wood

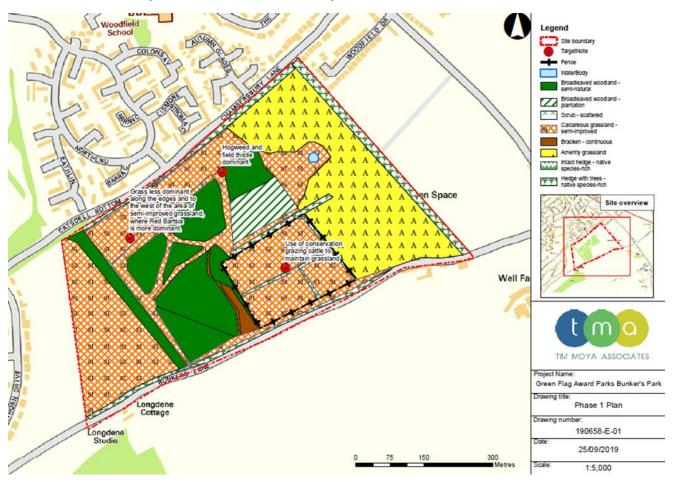
- Six areas of new woodland containing a mixture of oak, beech, ash, hornbeam, field maple, native cherry, rowan and willow. The trees were planted in the late 1990's at three metre spacing. The planting achieved a high survival rates and many crowns are now touching.
- Also planted at that time was one of the largest hazel coppices in the County. Again, survival rates from the original plantings are high. The hazel is coppiced on rotation. Some of the cut material is used by the Box Moor Trust as material for watercourse restoration on their sites.

Pond Field and Long Saunders

• Two fields previously leased to a local farmer as grazing pastures and recently returned to direct management by the Council.

2.10 Biodiversity

An Extended Phase One Habitat Assessment of the main site took place in September 2019, the habitat compartments are shown on map 5.



Map 5: Bunkers Park Habitat Components

Habitats within the site are considered to have moderate-high biodiversity value, comprising areas of semi-improved grassland, woodland and hazel coppice. Significant areas of amenity grassland are present throughout the site. The site survey included an assessment of the habitats found within the site, with particular focus on habitats of ecological value and protected and notable species. The site contains suitable habitat for the following protected and notable species; nesting birds, badgers, reptiles, bats and a number of butterfly species.

The Phase One report's key recommendations were;

- Deepening the pond could increase its ecological value, but regular use of the site by dog walkers will result in disturbance and damage.
- Woodland management should focus on the health and diversity of the woodland itself.
- Semi-improved grassland management should seek to maintain and enhance its ecological value.

It was noted that there was good potential for reptiles including Great Crested Newts, bats, birds, badgers, other mammals, and invertebrates such as Stag Beetles.

The report concluded that further survey should be carried out to assess butterfly, moth, bird and botanical species. The installation of bat and bird boxes was suggested, together with the creation of further log piles.

The Dacorum Borough Nature Conservation Strategy – a Local Biodiversity Action Plan (2001) also listed species that may be found in or close to Bunkers Park including, Great Crested Newt, Tree Sparrow, Bullfinch, Song Thrush, Barn Owl, Pipistrelle & Natterers Bat and Dormouse.

Further habitat surveys of Pond Field and Long Saunders will take place in autumn 2022. The recommendations from these surveys will be added to subsequent versions of the Bunkers Park SANG Management Plan.

2.11 Landscape

From the high point of Bottom Field there are extensive and attractive views over Long Deans Nature Reserve towards the valley bottom. Elsewhere the openness of the site provides the feeling of being in a large-scale landscape. Chambersbury Wood acts as a prominent feature visible from various locations within the northern part of the site. The Mattens is largely screened by woodland and hedgerows and is not immediately visible to visitors. Long Saunders and Pond Field are disconnected from the main site by Bunkers Lane and hedgerow planting and have a more secluded feel.

2.12 Heritage

Within Bunkers Park there is a marl pit where chalk was once excavated. It is often the location of unauthorised camping and frequent littering, due to its secluded nature and level ground. A more detailed inspection of trees around and within the Marl Pit is being conducted in 2022/23 and will inform future management.

2.13 Management/maintenance of site

Bunkers Park is directly managed by the Council's Trees and Woodlands team in accordance with best management practices. The Team is responsible for managing woodlands and nature conservation sites in Dacorum including Bunkers Park, and sits within Clean Safe & Green, the Council's grounds maintenance and street cleansing department.

Mature trees and woodlands are maintained primarily through the use of approved external contractors. The Council's Clean Safe & Green team undertakes routine grass and meadow cutting, and clear the site's litter bins and any reported fly-tipping / graffiti.

The Friends of Bunkers Park assist with the management of the site, undertaking project days each year, usually spent coppicing hazel, thinning out new woodland, litter picking and, in summer, controlling ragwort.

The site is inspected regularly by the Council's Trees & Woodlands Officers. The local community are also vigilant and often report issues of concern such as stray horses or overnight camping. The local 'Cow Watch' group, on behalf of Box Moor Trust, undertake regular inspections of livestock in the Mattens fields when they are being grazed.

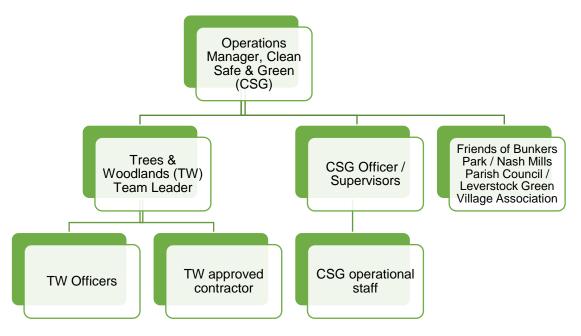


Figure 3: Operational Structure, Clean Safe and Green

Works planned by the Trees and Woodlands team for delivery over autumn/winter 2022/23 include:

- Works to hedge by gate entrance to Pond Field from Bunkers Lane to aid entrance visibility and safety for visitors.
- Installation of bollards at Chambersbury Lane end of PROW, to be followed by removal of vehicular gates.
- Installation of new pedestrian and vehicular gates in a mirror-image configuration either side of Bunkers Lane to allow pedestrians and maintenance vehicles to cross safely into Pond Field and Long Saunders.

2.14 Evaluation

The site is highly rated by dog walkers who enjoy the convenient location on the edge of Hemel Hempstead, its peacefulness and attractive scenery, with the wildflower displays in spring and summer being a particular highlight. It also performs an important biodiversity function and includes one of the largest hazel coppices in Hertfordshire.

Potential SANG sites are likely to have additional capacity where average visitor use is less than 1 person per ha per hour. Visitor surveys of Bunkers Park were carried out in 2022 as part of the Chilterns Beechwoods SAC Mitigation Strategy. From this visitor surveying data, the available capacity at Bunkers Park is in the order of 2,111 new dwellings.

An assessment of Bunkers Park against the Council's SANG criteria can be found in table 5.1 of section 5.

2.15 Constraints and Issues

- The access road and car park regularly become rutted through use and require a solution to ensure visitors are not deterred.
- Over the winter period sections of the waymarked routes and around the car park become very muddy and difficult for walkers to access.
- The limited number of car parking spaces combined with the access issues above restricts visitors arriving by car.

2.16 Management Objectives

The objective of this plan is to enhance Bunkers Park as a Suitable Alternative Natural Greenspace to provide an attractive alternative to visitors who may otherwise have visited the CBSAC.

3. Site Proposals for CBSAC Mitigation

The enhancement measures within this plan were identified through desk top and on-site assessments of Bunkers Park against the SANG criteria set out in section 3.5 of the Mitigation Strategy. The detailed assessment is shown in section 5 of this plan and comprises criteria that are either essential or desirable in achieving the primary objective of providing an alternative visitor destination to draw potential users away from the CBSAC.

As a result, the proposed works are in addition to, or bring forward, existing management actions identified through the Bunkers Park Green Flag management plan. The interventions to this site for it to become SANG aim to replicate features which have been found to draw visitors to the CBSAC and improve access, alongside the enhancement of the site's natural qualities.

These interventions are described below and shown on an annotated site map (section 4). In section 5 how Bunkers Park performs against the Council's SANG criteria is assessed before and after the enhancements are delivered. The measures are then listed in a costed summary in section 6. The proposed works are as follows.

3.1 Paths

- Highway signs installed on Bunkers Lane to warn drivers that pedestrians may be crossing.
- Further discussion to take place with Hertfordshire County Council regarding further highway crossing improvements for pedestrian access.
- Renewed interpretation signs at three existing locations, plus four new boards added to welcome visitors and provide information on footpath routes and the history of Bunkers Park.
- Surfaced routes provided to improve access during wet weather conditions and provide some access into the site for those with limited mobility. New Easy Access Route to be provided in Top Field, and also surfaced routes across Top Field to and from the car park, adjacent to the Mattens and two links through The Firs. Compacted material to be used to create a surface that is accessible all-year round.
- Further tree surveying and necessary works for safety along new routes marked with wayfinding
- Replacement steps provided to access The Mattens from Chambersbury Wood (midway along the largest compartment of The Mattens), plus the north-eastern access into The Mattens.
- New steps installed through The Firs by Cattsdell Bottom to improve a route through a steep section with exposed tree roots that can be difficult to pass over the winter period.

3.2 Parking

- Works to access road and car park.
- Cycle racks installed in car park to provide safe and secure storage facility.

3.3 Access

- Replacement of 3 existing gates with upgraded medium mobility compliant units at entrances to the site.
- New or replacement finger posts added to all footpath intersections and key points along routes (40 in total).
- New benches (10) and bins (5) added throughout site, including at resting points on routes with longer sections of steep slopes and at viewpoints.
- Informal routes through Chambersbury Wood widened to create accessible meandering routes through the trees.
- Range of routes of different lengths and difficulties identified on the site plan and waymarked.
- Picnic benches (6) added in Top Field in the area accessible from the car park and in the shade towards the pond.
- Drainage works undertaken to area around car park.
- Improved existing access through mature woodland (three routes included under paths section above)
- Width of paths through Bottom Field widened to aid access for dogs off lead.

3.4 Character of Space

- New rewilding areas added along north, eastern and southern boundaries of Top Field to add more diverse habitats to this open and exposed part of the site.
- Specimen trees (20) added to Top Field, Pond Field and Long Saunders as waymarking points and to add further visual interest.
- Fencing around The Mattens renewed enabling the compartments to continue to be grazed and maintaining a range of habitats on-site.
- Thinning undertaken through Chambersbury Wood to help woodland habitat mature successfully.
- Marl pit boundary marked by fencing and brought into the Mattens to aid management and maintenance.
- Meadow management side of Chambersbury Wood to be guided by phase 1 habitat survey, and include smaller tree and scrub management.
- Hedge laying to provide natural barriers, reducing the need for fencing on-site. Mattens, plus one that intrudes into Top Field and hedge along BOAT, all being laid, plus new hedges once established in Long Saunders and Pond Field
- Habitat management at Long Saunders and Pond Field to be guided by phase 1 habitat survey.

3.5 Funding

Funding for the proposed works will come from new residential development within the Borough that is likely to have an adverse effect on the CBSAC, as set out in the Mitigation Strategy. This states that legal obligations under Section 106 of the Town and Country Planning Act will be entered into before a planning application is determined. A proportion of the total amount payable under this agreement will go towards SANG enhancement measures and on-going management of these measures as detailed in this SANG plan. These enhancement measures will ensure the site is suitable as an alternative to the Chilterns Beechwoods and will attract new residents away from the SAC.

3.6 **Prioritisation and Phasing of Works**

The implementation of the proposed works will be prioritised in the following order (unless an item is unable to proceed due to other site works going on at that time or is restricted to a particular season):

Phase One

- New easy access route and surfaced footpath sections through poorly draining areas
- Hedge laying (part)
- Specimen tree planting in Top Field, Long Saunders and Pond Field
- New litter bins and dog bins
- New and replacement information boards
- New and replacement entrance signage
- New medium mobility compliant gates
- Highway directional signage
- Tree works

Phase Two

- Resurfacing of access road and car park
- Hedge laying (part)
- New picnic tables
- New benches
- Wayfinding and route marking
- Tree information signage
- Rewilding area in Top Field with protective fencing and maintenance gates (part)
- Tree works

Phase Three

- Hedge laying (part)
- New picnic tables
- New benches
- New visitor information leaflet on Bunkers Park
- Tree works

Phase Four

- Hedge laying (part)
- Rewilding area in Top Field with protective fencing and maintenance gates (part)
- Tree works

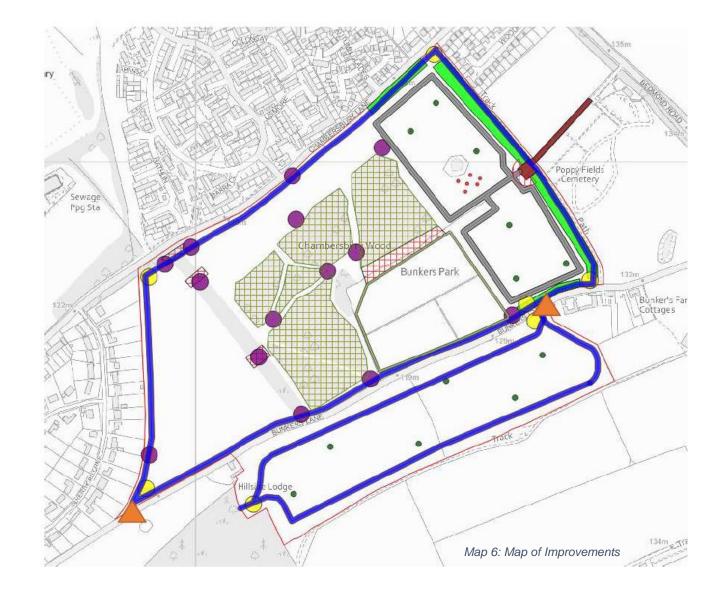
4. Site Plan of Enhancements

Map of improvements.

Legend



Fingerposts Information points (EAR) Easy Access Route Rewilding area Routes Fencing New Steps and pathway improvements Woodland thinning and informal route widening Tree planting Picnic area Drainage area Access road and car park improvements Highway signs



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5. Quality – SANGs Criteria Checklist

The enhancements identified in section 3 aim to encourage more visitors to Bunkers Park. This will be achieved by enabling year-round access by creating all weather routes, and by providing accessible and compliant footpath gates, safe crossing points between compartments, areas where dogs can be off-lead, plus interpretation, route marking and promotion of sites. Delivery of enhancements must be undertaken before new residents move into development so that people do not develop a habitat of visiting other sites.

Table 5.1 provides an assessment of Bunkers Park against the SANG criteria checklist, both before and after the implementation of the enhancement measures described in section 3. The criteria are drawn from section 3.5 of the Mitigation Strategy that provides the Council's guidance on the components of SANG.

Category	Criteria	Expected Desirable	Before	After
Paths	A minimum circular walk of 2.3-2.5 kilometres to be provided.	Expected	Open access across the site, with routes of 1 km and 2.2 km, and the permissive bridleway waymarked by wooden posts and fingerposts.	New surfaced EAR around Top Field (1.5km), new paths around Pond Field/Long Saunders (1.5km), route from car park around site boundaries and including Pond Field and Long Saunders (4km) waymarked through site providing visitors with a range of options to suit their needs.
	Paths easily used and well maintained but mostly unsurfaced.	Expected	On the existing shorter route there is a section along Mattens which is difficult to access during wet winter conditions. On the longer route there are exposed roots on the two footpath links that cross through the Firs, these routes also become slippery and muddy over the winter period.	Routes mostly unsurfaced, with short sections of compacted material added to areas prone to become difficult to access during wet weather conditions. Two surfaced routes created through The Firs to provide year-round access, and steps or boardwalk to a third steeper route.
	Where parking is provided, circular path should start and finish at that location.	Expected	The existing marked routes start and finish from the car park, however the area around the car park becomes wet, muddy and	New routes to start and finish at the car park. Drainage and surfacing work undertaken to the amenity grass around the car park area to improve access

Table 5.1: Site Assessment against SANG Criteria

			difficult to access over the winter period.	over the winter period. New surfaced (compacted material) section of footpath added leading from the car park.
	Paths should be safe, easily identifiable and kept clear of obstructions, such as scrub cover for example.	Expected	Existing marked routes cross open fields with small sections through woodland compartments. Along some areas, paths are narrowed through encroaching vegetation.	New routes, wayfinding, finger posts and surfacing added to improve safety and help routes to be identified. Graded edges and scrub regularly maintained to ensure routes are clear of obstructions.
	Information boards and/or signage at access points outlining the layout of the site and routes available to visitors.	Desirable	The two existing routes are shown on a layout of the site map on the information boards at the car park and Bottom Field at Bunkers Lane. The information board by the Cattsdell Bottom entrance removed following vandalism.	New site entrance signs with interpretive panels. Directional signs waymarking identified routes for walkers, horse riders and cyclists.
Parking	Parking to be provided on sites larger than four hectares, unless the site is solely intended for residents within 500 metres only.	Expected	Car park constructed from compacted material with around 15 spaces, plus informal parking along access road.	Car park surface to be improved, cycle racks to be added.
	Parking areas to be easily and safely accessible by car and to be clearly sign posted.	Expected	Highway signage on Bedmond Road indicates the entrance to the access road to Bunkers Park, which also has street name plates.	No change.
	Visitor to be able to take dogs from the car park to the site safely off the lead	Desirable	Car park is within the site.	No change.
Access	Access points to be provided based on the intended visitors of the SANG.	Expected	Vehicle entrance from Bedmond Road, two separate entrances for byway users. Additional pedestrian access from surrounding road network with entrances on Bunkers	New gates added (2) to direct users to correct routes.

	Safe access route on foot from nearest car park and/or footpath.	Expected	Lane (2) and Chambersbury Lane (4). One entrance to fields south of Bunkers Lane, plus access via Long Deans Nature Reserve. Open access across the site and onto two marked routes from car park. Area around car park difficult to access during wet weather conditions.	Improved site information and signage at car park indicating routes. Drainage of grassed area around car park improved, informal surfaced footpath added leading from car park.
	Access should be unrestricted within the site, with plenty of space for dogs to exercise freely and safely off the lead.	Expected	Fencing only present around compartments which are grazed. Park enclosed by hedgerows. Gate into Bottom Field from Bunkers Lane can be left open by visitors, as a result dogs need to be kept on a lead in this area.	Gates replaced with medium mobility compliant units that provide greater security for dog walkers.
Character of space	Needs to be semi-natural, or perceived as such where close to existing development.	Expected	Timber frames and posts used for interpretation boards and waymarking. Benches all timber, and include seating carved from large fallen trees.	Materials for new benches, signage and waymarking to be in keeping with environment.
	If the site is larger than 12 hectares, a range of habitats should be present.	Expected	Large areas of open space, wildflower meadows, woodland compartments, mature woodland belt and hedgerows.	Range of habitats secured through woodland management, fencing to allow grazing of The Mattens to continue, plus new rewilding areas to Top Field added.
	No unnatural intrusions (e.g. odour from sewage treatment works, noise from busy roads).	Expected	No unpleasant intrusions.	No change.
	There should be little intrusion of built structures such as dwellings, buildings, metal boundary fencing, etc.	Expected	Fencing only present around compartments which are grazed. Park enclosed by hedgerows. Cemetery development screened by hedgerow. Development to east of Bottom Field softened by	Hedge laying to be used where possible to provide natural barrier.

Naturalistic space with areas of open countryside with dense and scattered trees and shrubs.	Desirable	boundary screening and estate planting. Mix of large areas of open space, dense woodland compartments and meadow. Some scattered	Further specimen tree planting on areas of open space and hedge laying.
Gentle undulating topography. Steep slopes are likely to deter visitors.	Desirable	trees to open areas. Range of gentle and steeper gradients. Steeper sections found on Bottom Field, Pond Field and Long Saunders.	Benches added to Bottom Field (Bunkers Lane side), Pond Field and Long Saunders to provide resting points. Steeper sections of footpath routes marked on interpretation boards.
Focal point such as a viewpoint or monument within the site.	Desirable	From the high point of Bottom Field there are extensive and attractive views over Long Deans Nature Reserve towards the valley bottom. Across the large areas of open space there are long views across the Park providing a rural feel.	Viewpoints marked on interpretation boards and new seating provided in these locations.
Provision of open water, however large areas of open water cannot count towards SANG capacity.	Desirable	Pond on Top Field was not naturally formed and is only occasionally wet for any length of time.	No change, pond area is located at a higher level on the site and the current level of rainfall is unlikely to result in the pond naturally filling on a regular basis.

6. Management, maintenance and monitoring

Alongside the delivery of the enhancements required to upgrade Bunkers Park to SANG standard, additional management and maintenance operations are needed to maintain the site at a desirable level. This will calculated on the basis of 80 years as set out in the Mitigation Strategy and will be applied as necessary in order to maintain the standard of the site and keep it functioning as SANG. Over time, there will be an increased need to repair and maintain the older enhancements on the site as well as potential for unexpected damage or breakages. As a result it will be necessary to alter annual expenditure of the in perpetuity maintenance fund to respond to the needs of the site at a particular time. Therefore expenditure may be higher in some years than in others.

Table 6.1 below describes the change and uplift in management and maintenance operations for Bunkers Park.

Compartment/habitat type	Existing management and maintenance operations	Proposed management and maintenance operations for SANG
Top Field	 Short amenity grass cut every six weeks spring to autumn. The pond is managed as an occasional wetland feature within a larger area of meadow. Longer grass at the field edges, provides further habitat for mammals, birds and invertebrates. A small meadow area (between the pond, hazel coppice and a hedgerow) is being developed into meadow with annual cut and clearance. Newly planted orchard (2022) maintained by FoBP. New copse of Hornbeam, Hawthorn, Field Maple and Holly by Bunkers Lane maintained by FoBP. 	New rewilding areas to be maintained on agreed rota of between 3 and 9 years, to be defined by external advice from habitat consultant. Rewilding areas to be fenced where appropriate. Increase in number of orchard trees to be assessed and progressed by DBC/FoBP.
Chambersbury Lane Meadow	Minimal management throughout the year. Meadow grass cut and collected in September. Several pathways are cut across the meadow to provide access to Chambersbury Lane and its perimeter is	Scrub species to be allowed to develop and managed by sub-dividing the meadow with each section managed at a different progression of scrub growth.

Table 6.1 Management and Maintenance Operations

	mown to maintain a main path and the boundary edge permissive bridleway.	
The Mattens	Three fields grazed in conjunction with the Box Moor Trust. In years when the fields are not grazed, they are cut and cleared annually. Cows monitored with help of local community 'cow watch' group. Gates, fences and water supply inspected annually.	Fence/gate replacement programme to be progressed in conjunction with The Box Moor Trust. Expansion of grazing at The Mattens into the Marl Pit to be progressed at the same time as fence replacement, with accompanying tree works in and around the pit area.
Chambersbury Wood	One out of eight hazel coppice coupes worked on each year. Adjacent coupes not worked on in following year to minimise impact of works on wildlife. Thinning works to six compartments of new woodland containing mix of oak, beech, ash, hornbeam, field maple, native cherry, rowan and willow, planted in 1990s, subject to budget.	Coppicing to continue by FoBP. The Box Moor Trust volunteers to assist with coppicing in connection with the creation of materials for their river bank management programme. Thinning operations to be carried out annually by approved contractor, managed by T&W officers.
The Firs	Mature woodland consisting largely of Scots Pine, Beech, Oak and Whitebeam. Site safety work only, woodland left to evolve naturally.	Safety inspection to occur by independent consultant, safety works to be carried out by approved contractor.
Marl Pit	No maintenance	To be cleared of undergrowth and hazardous trees by approved contractors, and boundary fencing installed that will incorporate the pit area into The Mattens grazing fields.
Bottom Field	Meadow grass cut and collected in September.	Grassed pathways to be increased in width (via additional mowing). Dead / diseased trees to be removed.
Pond Field	No maintenance as under licence to farmer.	Trees and whips to be planted to improve the amenity value and mosaic habitat design of Pond Field in support of local wildlife and

Long Saunders	No maintenance as under licence to farmer.	public engagement with nature. Planting locations to be agreed following consultation with FoBP, Nash Mills Parish Council and Leverstock Green Village Association. FoBP to plant whips, contractors to plant standard trees. As with Pond Field, new planting to be
Long Saunders		progressed. Installation of new medium mobility gate on Long Deans boundary by approved contractor.
Hedgerows (along BOAT and The Mattens)	Hedgerows laid by the Friends group, using traditional techniques under instruction from a qualified practitioner.	Hedge laying training session by qualified practitioner to be arranged for current members of FoBP. Friends group to lay sections of hedges over subsequent years, maintaining the structural viability of the hedges for livestock control whilst providing adequate shelter / screening.
Trees	Trees adjacent to paths inspected for safety by the Trees & Woodlands team, along with a general visual inspection of trees throughout the site. Any defective tree that is considered a risk to the safety of visitors is either made safe or removed as soon as possible.	More detailed tree safety survey to be completed incorporating GPS data. Programme of remedial works to be completed by approved contractor.
Ride/edge Management	Graded edge and scallops along rides and woodlands maintained through rotational mowing to create range of grass lengths.	Rides and edges to be increased in size by selected tree removal and additional mowing. The increase in size will promote the more even usage of pathways across the site.
Boundary Management	Old boundary wood banks and hedges are maintained for safety purposes, but allowed to naturally evolve wherever possible. Vegetation along newly constructed earth bund along Bunkers Lane managed to	More detailed tree safety survey to be completed incorporating GPS data. Due to boundary areas contain a high number of mature Ash trees in proximity to roads, the presence and extent of Ash Dieback disease

	provide a windbreak and screening for the site amenity grassland area and also to prevent vehicular access.	will be noted and monitored annually. Programme of remedial works to be completed by approved contractor.
Other	Shrubby growth, saplings and smaller trees maintained by the Friends group.	No change.
General		
Car Park and access road	Car park and access road inspected quarterly and maintenance arranged as and when needed. Access road managed as part of the cemetery and crematorium development.	Works to access road and car park. New height barrier to be installed on upgraded park access.
Litter and Waste Management	Litter and dog waste bins emptied twice per week throughout the year, increasing to three visits per week during the summer. Occasional litter picks by volunteers and Friends of Bunkers Park.	Five additional bins for litter and dog waste, (currently two litter bins and four dog waste bins on site).
Footpath Routes	Grassed pathways cut every 12 weeks, footpaths inspected twice per annum.	Surfaced footpath route to be inspected twice per annum. Surface maintenance to be carried out in accordance with inspection recommendations by approved contractor.
Site furniture and structures	Gates, steps and fencing inspected annually and maintained and replaced as required by DBC, contractors or the FoBP.	More detailed survey of furniture and structures to be completed incorporating GPS data. Replacement or repairs to be carried out by DBC, contractors or the FoBP. Where appropriate, furniture and structures to be replaced with an approved design / type, in accordance with site requirements.
Habitat Monitoring	Phase one habitat survey of main site in 2019 and Long Saunders and Pond Field in 2022. Surveys of butterflies, moths, birds and plant species every three years.	Repeat Phase one survey every five years, incorporating both sections of the site into the same survey cycle.
Visitor survey	Not previously undertaken	Undertaken in 2022 to prepare SANG management plan.

6.1 Monitoring

All net new homes granted permission will be required to secure or make proportionate contributions towards the delivery of SANG. These will be expected to be monitored by the Council through the following processes.

- Monitoring of Section 106/Unilateral Undertakings SANG contributions will become due to Dacorum Borough Council, at the point of commencement. Although developers will be expected to notify the Council of commencement, this cannot be relied upon and it will be necessary for the Infrastructure Team to closely monitor sites.
- SANG contributions may also be collected through a simplified Unilateral Undertaking or Section 111 process (to be determined), where it would be expected that payments would need to be confirmed prior to the grant of planning permission.
- In cases where SANG measures are intended to be provided on site, monitoring of the delivery of these measures will be required, alongside evidence provided by Clean, Safe and Green.
- Robust reporting on SANG contributions received, allocated and spent will be provided on an annual basis through the Infrastructure Funding Statement.
- Ongoing monitoring of effectiveness of measures on site will be implemented.
- There will be a monitoring/administration fee associated with this process.

7. Costs

Table of improvement costs for Bunkers Park to follow.





Chipperfield Common Draft Suitable Alternative Natural Greenspace Management Plan

for

Chilterns Beechwoods Special Area of Conservation Mitigation Works



Chipperfield Common, 2022

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1. Introduction

1.1 Chilterns Beechwoods Special Area of Conservation

The Chilterns Beechwoods Special Area of Conservation (CBSAC) supports the most extensive area of native beech forest in England, set within a mosaic of grassland, scrub and woodland habitats. The CBSAC is internationally recognised and within the top-tier of nature conservation sites nationally. The CBSAC includes two sites in Dacorum Borough:

- Ashridge Commons and Woods SSSI (which includes the Ashridge Estate); and
- Tring Woodlands SSSI.

The site is designated to protect the beech forest, species rich chalk grasslands and the stag beetle, which is found in decaying tree stumps and fallen timber.

Dacorum Borough Council is legally obliged to make sure that no adverse effect on the integrity of the CBSAC will arise from new development within Dacorum. As a result, the Council is preparing a Mitigation Strategy that will address the identified impacts. The strategy will comprise:

- Provision of Suitable Alternative Natural Greenspace (SANG) to attract people away from the CBSAC and therefore reduce pressure on it;
- Access management and monitoring measures on, and monitoring of the CPSAC to reduce the effect of visitors; and
- Habitat management on the SPA.

Suitable Alternative Natural Greenspace (SANG) is one of the measures contributing to the Mitigation Strategy. SANG is the term given to greenspaces that are created or enhanced with the specific purpose of absorbing recreation pressure that would otherwise occur at European wildlife sites, such as Ashridge Common and Woods SSSI. New SANGs can be created, or existing greenspaces enhanced to create a SANG, in order to absorb the level of additional recreation pressure associated with new development.

1.2 Suitable Alternative Greenspace Plans

This Suitable Alternative Natural Greenspace Plan (SANG plan) deals solely with the enhancement of Chipperfield Common – an existing area of open space managed by the Council. It provides a detailed assessment of the site pre-enhancement and costed interventions needed for the site to become SANG, based on the requirements set out in the Mitigation Strategy.

1.3 Identification of Suitable Alternative Natural Greenspace

The Council undertook an extensive site search, screening and assessment process to identify areas of open space as suitable alternatives to the CBSAC. This drew upon the Visitor survey, recreational impact assessment and mitigation requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan (March 2022) and Natural England guidance on creating a SANG.

From this, formal open spaces such as sports grounds, playing fields or some children's play areas (i.e. those not constructed from natural materials, such as wood) were excluded from the SANG assessment as they are unlikely to meet the criteria. Where such features are present on a considered site they are not counted towards the overall area and capacity of SANG.

This plan provides more detailed costs on how Chipperfield Common could be brought up to a suitable standard to provide an alternative to CBSAC.

1.4 Chipperfield Common as an alternative to CBSAC

Chipperfield Common is an excellent resource for informal and passive recreation. Visitors enjoy walking, horse riding, taking the dog for a walk or simply spending time in a natural environment with friends and family. Chipperfield Common is suitable as SANG as it provides numerous routes through attractive woodland in a peaceful setting where visitors can encounter points of heritage and biodiversity interest. Enhancements including new way marking and signage, works to steep and slippery sections of footpaths, and an extension to the Easy Access Route, will improve all year round accessibility of the site, while new fencing will protect its vulnerable features.

The SANGs assessment checklist is used in section 5 to demonstrate how Chipperfield Common is suitable as an alternative to CBSAC and how enhancements will enable its use as such.

1.5 Relationship with Green Flag Management Plan 2020-2025

Chipperfield Common has an existing management plan prepared to support its submission into the Green Flag Award Scheme, the accredited benchmark standard for the management of parks and open spaces across the UK. The Chipperfield Common Management Plan (Green Flag) is based around the standard's criteria set out in eight areas (a welcoming place; healthy, safe and secure; well maintained and clean; environmental management; biodiversity, landscape and heritage; community involvement; marketing and communication; and management) and was prepared with partners including Chipperfield Parish Council and the Friends of Chipperfield Common.

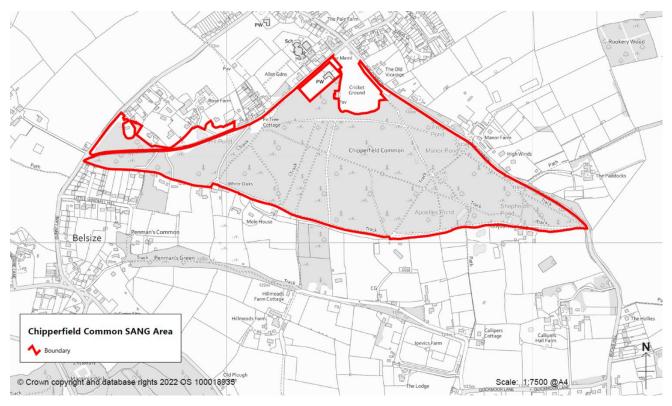
The proposed enhancement works for Chipperfield Common to become SANG are in addition to existing management activities and actions, and recognise that in order for the site to appeal to more visitors, more infrastructure and informal recreational features are needed to support the increased use of the site and to ensure any sensitive areas of biodiversity are protected. The SANG Management Plan will also will also deliver opportunities to improve visitor experience and biodiversity raised through the Green Flag management plan where funding has not been available for delivery where these are appropriate for SANG.

2. Site Management Statement

2.1 Introduction, site description and location

Chipperfield Common is situated in the village of Chipperfield on the southern boundary of the Borough of Dacorum in West Hertfordshire, approximately 5 miles north-west of Watford / south west of Hemel Hempstead. It is located on the southern edge of the village and forms a significant feature in the local landscape. The woodland's relatively low elevation disguises its size and makes it less prominent than it otherwise would be. Whilst originally open heathland, the site is now largely covered by woodland, forming the largest contiguous woodland managed by the Council.

The SANG management plan boundary is shown on map 1 and comprises an area of 40.78 hectares. It excludes areas of common land which are in uses that are incompatible as SANG – the cricket field and pavilion, war memorial and green – and focuses on the woodland areas. The OS grid reference (by the entrance to the Easy Access Route from the Cricket Club Car Park) is TL045014.



Map 1: SANG boundary map Chipperfield Common

The Common consists predominantly of secondary woodland that has gradually regenerated as traditional grazing practices have ceased. The age of the woodland varies across the site from approximately 40 to 200 years old. The Common contains a number of significant historical landscape features including five ponds, eight veteran sweet chestnuts estimated to date back to the 1600's and two early bronze age burial mounds.

Chipperfield Common is well used for informal recreation, dog walking and horse riding.

2.2 Adjoining uses

The Common (road) runs along its north flank and the site is also visible from Windmill Hill that runs directly through the Common's western end, and from Bucks Hill to the east. To the

south, the Common adjoins open farmland with scattered individual houses, many of which are accessed via lanes that run through the Common. The Common is located within the centre of the village, close to pubs, amenities and local cafés.

2.3 Accessibility

The site is accessible on foot from several directions and six car parks provide parking for visitors travelling to the site by car. Of the six car parks at Chipperfield Common the largest, Cricket Ground Car Park, has a stone surface, the Windmill, Blackwells and Church Car Parks, have tarmac surfaces. There are two further small car parks, The Common and Pill Pond Car Parks with stone surfaces. The car parks are bordered by low level wooden fences or posts where measures are needed to protect the Common from parking encroachment. In 2020 the Trees & Woodlands team successfully bid for funding to relay the car parks hard surfaces with works to be implemented in 2022-24. The total capacity of the car parks is currently approximately 100 cars.

The Common is open access within Dacorum Borough. On the southern boundary with Three Rivers District Council area there are gates marking the exit of two public footpaths leading from Sarratt into the Common and Dacorum Borough. To the south east a bridleway in Three Rivers District links to the permissive bridleway around the Common.

2.4 Topography

Chipperfield Common has a mainly level terrain with the site elevation ranging between 125 and 130 metres above sea level. The exception is to the far west of the site, where the land dips down steeply to meet Windmill Hill near the junction of Dunny Lane, and back through the Dunny Lane compartment up to Windmill Hill to join the main section of the Common by FP3.

2.5 Legal / designations

Chipperfield Common is within the Chipperfield Conservation Area and the Green Belt. The site is registered as a Common under the Commons Register with no Commoners rights.

The Common is designated as a Local Wildlife Site comprising secondary broadleaved woodland on former acid heath.

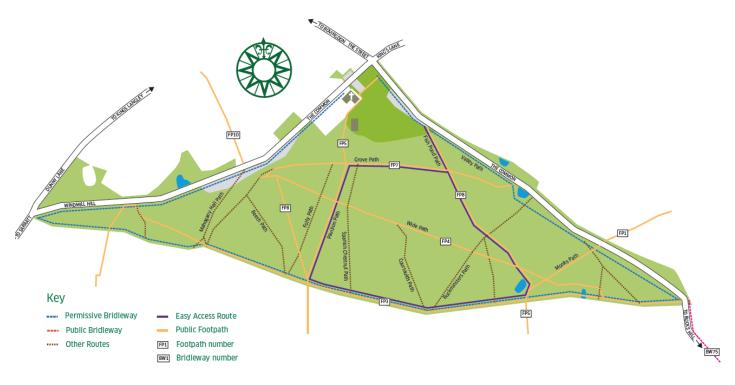
The two burial mounds within the site are Scheduled Monuments and protected under the Ancient Monuments and Archaeological Areas Act 1979.

Chipperfield Common is in the Freehold ownership of Dacorum Borough Council. The Common was gifted to Hemel Hempstead Rural District Council, for a fee of 10 shillings, in 1936 "for the use or purpose of a public open space". A covenant attached to the sale of the Common states "Consult local feeling as to the management of the Common where reasonable".

The Council's Byelaws for Pleasure Grounds, Public Walks and Open Spaces apply to Chipperfield Common and can be found on the Council's website at https://www.dacorum.gov.uk/docs/default-source/leisure-culture/byelaws-for-pleasure-grounds-public-walks-and-open-spaces.pdf?sfvrsn=4636009e_4.

2.6 Recreational routes

Chipperfield Common plays an important role in providing countryside access opportunities to walkers and horse riders.



Map 2: Access routes with Chipperfield Common

Map 2 shows the location of the Easy Access Route (EAR), a circular route of wider paths with a firm and level surface. Chipperfield Common has been classified as an Urban Fringe and Managed Landscapes as defined by the Countryside for All Charter. The circular EAR of I mile through the woodland was developed in the spring of 2007, as part of Hertfordshire County Council's Rights of Way Policy to provide a minimum of one route in each district. The route through the Common was the first to be developed in Dacorum. The intention of the EAR was to provide the opportunity of access for all without detracting from the semi natural environment enjoyed by visitors to Chipperfield Common.

The Easy Access Route is narrow in places due to overgrown vegetation. A spur from the Easy Access Route provides a surfaced route to one of the veteran sweet chestnut trees. This does not continue to re-join the main Easy Access Route, requiring visitors who need a surfaced route to double back to the point where they entered.

The Common contains multiple (Public) Rights of Way that cross the Common in both northsouth and east-west directions. Six further undesignated paths add more links between the rights of way and key features such as veteran sweet chestnuts. Many other unrecorded and narrower informal routes exist that meander through the woodland. These change over time as vegetation growth and fallen timber block routes.

A permissive bridleway around much of the boundary of the Common provides links to surrounding areas and a pleasant environment for the significant horse riding interest in Chipperfield and nearby villages.

The Easy Access Route along part of the southern boundary also forms part of the permissive bridleway, with the potential to cause a conflict of use if a large party of horse

riders pass through. Horse riders sometimes use the area along the edge of the surfaced path preferring the softer ground. This extends the width and degrades the surfacing of the easy access route. A pinch point along the bridleway brings all users into the same point causing further conflict and damage.

In addition there are exposed roots on the two footpath links that cross the compartment between Windmill Hill and Dunny Lane. These routes also become slippery and muddy over the winter period, plus there are exposed raised manhole covers that could form a trip hazard.

There is a steep section of path leading towards this compartment from the main part of the Common (down towards Windmill Hill near to the Dunny Lane junction) that is without warning signage to visitors that it may be difficult to access.

Various routes pass close to important features of the Common. While these form destination points for visitors, tramping around the area of the veteran sweet chestnuts can cause compaction above the roots plus footpaths near to the trees can encourage visitors to climb onto branches risking damage to these irreplaceable specimens. Walking routes near to or over the burial mounds can cause degradation to the scheduled monuments.

2.7 Site signage, interpretation and information

The Common is not signed from the main roads or surrounding areas.

There is an interpretive board containing a map, routes and information about the Common in Cricket Ground Car Park. Further signs within the wood mark the public footpaths. There is another interpretive sign adjacent to one of the burial mounds explaining its history and significance.

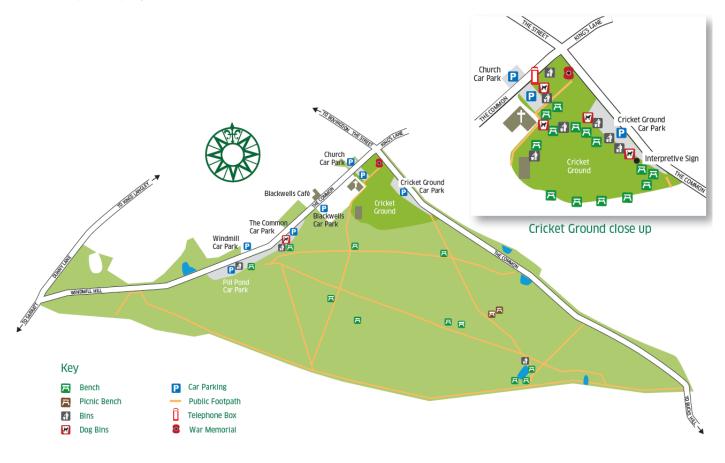
The monthly parish magazine Chipperfield News is the main publication used to inform residents of developments at Chipperfield Common and to generate interest and involvement in the site. Chipperfield News is distributed to each household within the village and is available at the local post office, Blackwells Cafe and pubs.

The Parish Council contributes to the Chipperfield Village website which includes a section dedicated to the Common. The Common is also mentioned in various Hertfordshire websites.

2.8 Site furniture

There are 9 litter bins (adapted to a specific fox proof design), 6 dog waste bins and 2 easy access picnic benches at Chipperfield Common, which are identified on Map 3. Scattered throughout the site are multiple benches, including several memorial benches.

Map 3 displays non-natural site features.



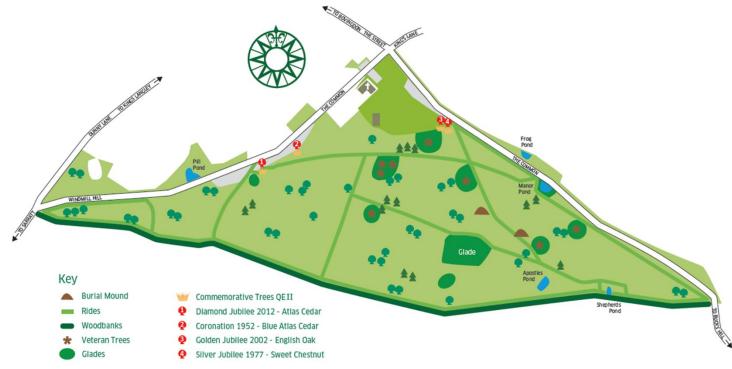
Map 3: Non-natural site features within Chipperfield Common

2.9 Biodiversity, Landscape and Heritage

Habitat Description

Chipperfield Common comprises mainly of secondary Semi Natural Woodland at different stages of development with small areas of heath on the fringes of the woodland and within a few woodland glades. There are five ponds at Chipperfield Common within the woodland and eight veteran sweet chestnut trees.

Map 4 displays natural site features.



Map 4: Natural site features within Chipperfield Common

Semi-Natural Woodland

- The woodland has a varied character that changes distinctly from east to west. Approximately two thirds of the woodland consists primarily of mature oak and beech woodland with significant stands of introduced Scots pine and established thickets of holly.
- The oak trees are likely to have arisen from old coppice stools and grazed seedlings and estimations of their age vary from between 80 and 200 years.
- The beech trees are estimated to be around 140 years old and the Scots pine 80 to 100 years.
- The western section of the Common is developing birch woodland that has arisen as a result of natural regeneration.

Veteran, Commemorative and Memorial Trees

- The eight veteran sweet chestnut trees are scattered within the wooded area of the Common and have been dated to between 1600 and 1620.
- There are two veteran limes around Apostles Pond that remain out of the 12 originally planted to mark the Apostles (the other lime trees around the pond are later replacements).
- Commemorative trees mark Queen Elizabeth II's coronation, Silver Jubilee and Diamond Jubilee.

Lowland Heath and Open Ground

- Pockets of lowland heath remain from when the majority of Chipperfield Common was grazing land.
- A large opening was created by a storm in 1990 and planted with heather seed.
- Further glades have been created around each veteran sweet chestnut, around each pond where this has been possible, and there are two further glades in the woodland.

Boundaries

- The traditional ditch and bank boundary is intact along most of the southern boundary.
- A number of beech, oak, ash and hornbeam are established on top of the bank and all pre-date the current woodland.

Ponds

- There are five, long established ponds Apostles, Shepherds, and Manor Ponds being located within the main woodland.
- The locally named Frog Pond is next to the Manor House on the north side of The Common (road).
- Pill Pond is situated to the north of Windmill Hill, adjacent to the road, and is seasonal due to an inconsistent water supply.

2.10 Landscape

Chipperfield Common offers woodland walks on a level terrain, with the focus being on features within the site rather than exterior views. There are glimpses of views of open farmland from the footpath along the southern boundary. Key features such as the sweet chestnuts, barrows and ponds are revealed as visitors' journey through the Common.

2.11 Biodiversity

In September 2019, the Borough Council engaged the services of an environmental consultancy to complete an Extended Phase One Habitat Assessment of Chipperfield Common.

The assessment found that overall the habitats within the site are considered to be of high ecological value, comprising mainly broadleaved and mixed woodland, which provides habitat for a number of species, particularly small mammals and nesting birds. Current management has allowed for standing dead wood to persist in areas where they are not considered to pose a health and safety risk, to provide optimal habitat for a number of invertebrate species.

The Phase One report's key recommendations were;

- Woodland glade restoration to re-establish open grassland habitat and reduce scrub encroachment.
- Structural management of woodland and rides to increase shrub and ground field layer diversity.
- Pond management of aquatic vegetation and invasive species, pruning of nearby trees to allow greater light penetration, and limiting dog use to a single pond across the entire site.
- Woodland management to support wildlife including the introduction of additional bat boxes and the creation log piles to encourage invertebrates.

It was noted that there was good potential for reptiles including great crested newts, bats, birds, badgers, other mammals, and invertebrates.

The Dacorum Borough Nature Conservation Strategy – a Local Biodiversity Action Plan (2001) listed species that may be found in or close to Chipperfield Common include, Great Crested Newt, Tree Sparrow, Bullfinch, Song Thrush, Barn Owl, Pipistrelle & Natterers Bat and Dormouse.

2.12 Heritage

As part of the Manor of Kings Langley, Chipperfield Common was in royal ownership from 1066.

When Edward II built the Kings Langley Priory for the Dominican Black Friars he gave them land close to the Palace in Kings Langley. In 1316, he granted the Manor House of Langley including Chipperfield to the Dominican Brotherhood. There is a strong tradition that Apostles Pond was a monastic fish pond belonging to the Dominican Priory as Edward II gave the friars permission to coppice wood and take fish from the pond. This practice continued until the 16th century. It is believed that John and Mary Marriott planted 12 lime trees around the pond in 1714 and because of this, the pond is known as the "Apostles Pond". Most of what must have been secondary limes planting at Apostles Pond have now given way to age and decay and there are now a mix of 13 old and young limes. The Marriots also planted oak, beech and pine on the Common in groups of five.

In 1630, Chipperfield Common was sold to the City of London to pay the debts of King Charles I. The Manor was conveyed to Thomas Houlker of Middle Temple and stayed in private ownership until 1936, when the Blackwell family gifted the Common to Hemel Rural District Council.

The original woodland was cleared for grazing centuries ago, creating an open heathland with relatively few scattered trees. A census taken in 1608 established that there were only 512 trees on the Common at that time. With the cessation of grazing in 1930, trees have naturally regenerated to the secondary woodland seen today.

The two round burial mounds within the woodland probably date from the early Bronze Age (c.2300-c.1400BC). These burial grounds usually contain the ashes of a single cremation often in a pottery vessel and sometimes accompanied by objects intended for use in the next world. Ditches originally surrounded the barrows but these have been filled in over time, mainly with earth eroded from the mounds.

2.13 Management/maintenance

Dacorum Borough Council (DBC) manages the site in partnership with Chipperfield Parish Council (CPC). Chipperfield Common is managed by the Trees and Woodland section of the Clean, Safe & Green team of the Council. Clean, Safe & Green is a division of Environmental Services.



Figure 1: Operational structure, Clean Safe and Green

The Parish Council provides a Woodland Ranger and a Village Warden on a part time basis. The 'Friends of Chipperfield Common' meet on a regular basis and carry out practical work such as pond clearance and glade creation. Ad hoc volunteer groups also undertake work on the Common.

2.14 Evaluation

Chipperfield Common is an important site to its local community and the village, and its' attractive woodland routes are regularly used by dog walkers, walkers and horse riders. It is of high importance to nature conservation and heritage.

Potential SANG sites are likely to have additional capacity where average visitor use is less than 1 person per ha per hour. Visitor surveys of Chipperfield Common were carried out in 2022 as part of the Chilterns Beechwoods SAC Mitigation Strategy. From this visitor surveying data, the available capacity at Chipperfield Common is in the order of 1,671 new dwellings.

An assessment of Chipperfield Common against the Council's SANG criteria can be found in table 5.1 of section 5.

2.15 Constraints and Issues

- The car parks around Chipperfield Common are shared with other village uses and cannot be secured solely for visitors to the Common.
- The barrows have scheduled monuments status, which gives the preservation of these features priority over other uses.
- Chipperfield Common's registration as common land restricts works that prevent or impede access to or over the land and controls development.

2.16 Management Objectives

The objective of this plan is to enhance Chipperfield Common as a Suitable Alternative Natural Greenspace to provide an attractive alternative to visitors who may otherwise have visited the CBSAC.

3. Site Proposals for CBSAC Mitigation

The enhancement measures within this plan were identified through desk top and on-site assessments of Chipperfield Common against the SANG criteria set out in section 3.5 of the Mitigation Strategy. The detailed assessment is shown in section 5 of this plan and comprises criteria that are either expected or desirable in achieving the primary objective of providing an alternative visitor destination to draw potential users away from the CBSAC.

As a result, the proposed works are in addition to, or bring forward, existing management actions identified through the Chipperfield Common (Green Flag) management plan. The interventions to this site for it to become SANG aim to replicate features which have been found to draw visitors to the CBSAC and improve access, alongside the enhancement of the site's natural qualities.

These interventions are described below and listed in a costed summary in section 6. The works are also shown on an annotated site map (section 4). The proposed works are as follows.

3.1 Paths

- New interpretation signs at key car parks to welcome visitors and provide information on footpath routes and the history of Chipperfield Common.
- Resurfacing of the Easy Access Route to improve accessibility.
- Additional surfaced link from the Spanish Chestnut Path back to the Easy Access Route, to continue the circular route without need to double back from the destination point.
- Two new surfaced links added to FP7 and the Easy Access Route one from the Church car park and another from The Common (road west) by the churchyard and Blackwell's café area.
- Improvements to the areas around the sweet chestnuts along the Easy Access Route to enhance these as destination points and to protect the veteran trees, to include:-surfacing around the trees; propping vulnerable limbs; installing fences to restrict access; adding benches and information boards.
- Further tree surveying and necessary works for safety along routes where improvements to waymarking are planned.
- Access improvements in areas of steep and slippery terrain to the far west of the site around the junction of Windmill Hill and Dunny Lane.
- Barrows protected with further measures and new or renewed interpretation signage added.

3.2 Parking

• Resurfacing of remaining car parks to aid year round use.

3.3 Access

- Repurpose eastern section of Cricket Ground Car Park after bollards into new visitor arrival area with new interpretation and wayfinding signage, and an extended EAR to the car park and cycle parking.
- New or replacement finger or waymarking posts added throughout site at key footpath intersections and points along routes.
- Range of routes of different lengths and difficulties identified on the site plan and waymarked, including naming of routes and paths to aid orientation.
- New benches and bins added throughout site.

• Surfacing extended from the EAR to the easy access picnic benches to aid use.

3.4 Character of Space

- Works to ponds to follow an assessment of their condition and ecology by Herts & Middlesex Wildlife Trust, in consultation with Chipperfield Parish Council.
- Removal of fencing in compartment between Windmill Hill and Dunny Lane to provide open access, thinning operations by FoCC and approved contractor.
- Glade management to control regrowth of birch, bracken and scrub.
- Vegetation clearance works around Apostles Pond to ensure the continuity of the Lime 'Apostles' heritage feature.
- Pond management at Apostles Pond to be guided by further survey work.

3.5 Funding

Funding for the proposed works will come from new residential development within the Borough that is likely to have an adverse effect on the CBSAC, as set out in the Mitigation Strategy. This states that legal obligations under Section 106 of the Town and Country Planning Act will be entered into before a planning application is determined. A proportion of the total amount payable under this agreement will go towards SANG enhancement measures and on-going management of these measures as detailed in this SANG plan. These enhancement measures will ensure the site is suitable as an alternative to the Chilterns Beechwoods and will attract new residents away from the SAC.

3.6 Prioritising and Phasing of Works

The implementation of the proposed works will be prioritised in the following order (unless an item is unable to proceed due to other site works going on at that time or is restricted to a particular season):

- 1. Car park resurfacing.
- 2. Site information, interpretation boards, waymarking.
- 3. Resurfacing of EAR and completion of additional loop via Spanish Chestnut Path.
- 4. New steps to steep sections of footpath at far west of site.
- 5. Improvements to informal paths including regrading where needed.

4. Site Plan of Enhancements

Map of improvements to follow.

5. Quality – SANGs Criteria Checklist

The enhancements identified in section 3 aim to encourage more visitors to Chipperfield Common. This will be achieved by x, y and z.

Table 5.1 provides an assessment of Chipperfield Common against the SANG criteria checklist, both before and after the implementation of the enhancement measures described in section 3. The criteria are drawn from section 3.5 of the Mitigation Strategy that provides the Council's guidance on the components of SANG.

Category	Criteria	Expected Desirable	Before	After
Paths	A minimum circular walk of 2.3-2.5 kilometres to be provided.	Expected	Waymarked EAR of 1.8 km. No further circular routes are indicated along the network of footpaths.	Additional 1.3km of EAR routes added to path network and waymarked through the site providing visitors with a range of options to suit their needs. Annual maintenance of path network to ensure access for all.
	Paths easily used and well maintained but mostly unsurfaced.	Expected	Paths are mostly level and easily used. The EAR is the only surfaced route.	Routes mostly unsurfaced. EAR extended to provide alternative loop along Spanish Chestnut Path to provide an alternative link to shared route with bridleway. EAR also extended to provide links to Church car park, The Common (in the proximity of Blackwells cafe) and around the cemetery. EAR widened to include areas where picnic benches are provided for wheelchair users.
	Where parking is provided, circular path should start and finish at that location.	Expected	All car parks are connected to a footpath link to the Common from which a circular walk can be made. The EAR is marked from the Cricket Club car park.	EAR extended up to the entrance of the Cricket Ground car park to aid users. Car park to be extended to provide a safe visitor arrival area linking to the EAR route.

Table 5.1 Site Assessment against SANG Criteria

	Paths should be safe, easily identifiable and kept clear of obstructions, such as scrub cover for example.	Expected	Paths are within the woodland with short links from car parks and surrounding area without tree or scrub cover. Vegetation is encroaching on some routes.	Obstructing vegetation cleared from all marked routes in accordance with revised maintenance schedule.
	Information boards and/or signage at access points outlining the layout of the site and routes available to visitors.	Desirable	An interpretive board in the Cricket Ground Car Park contains a map and information about the Common. The number of boards is limited given the multiple car parks and entrance points. Many of the footpath interconnections are not waymarked, or existing posts are damaged or encroached by vegetation.	Five new site entrance signs with interpretive panels, plus two new internal interpretive panels within the Common. Directional signs added to waymark routes for walkers, horse riders and cyclists.
Parking	Parking to be provided on sites larger than four hectares, unless the site is solely intended for residents within 500 metres only.	Expected	The total capacity of the six car parks is approximately 100 cars. These also serve other facilities in the village including the church, cricket ground, football matches, tennis club and Blackwell's café, plus serve school pick up and provide overspill parking for the pubs.	Car parks constructed from compacted materials to be resurfaced. New edging materials provided to limit extent of parking where needed to prevent damage to the Common.
	Parking areas to be easily and safely accessible by car and to be clearly sign posted.	Expected	The car parks are along the main roads of the village and are clearly visible. There is no signage from the surrounding highway or at the car park entrances.	New 'welcome' signage to be installed at Cricket Ground and Church car park
	Visitor to be able to take dogs from the car park to the site safely off the lead	Desirable	Leads may be needed where visitors use car parks where individual car park spaces are accessed from the highway, or for	No change.

			Cricket Ground Car Park if a match is taking place.	
Access	Access points to be provided based on the intended visitors of the SANG.	Expected	Walkers have a wide choice of routes into the Common from the car parks and adjoining highway. Horse riders can access the permissive bridleway from The Common (road) and Windmill Hill, or the public bridleway in Three Rivers District.	EAR extended up to the entrance of Cricket Ground car park to aid users. Key entrances made more visible through new signage.
	Safe access route on foot from nearest car park and/or footpath.	Expected	Car parks either connect directly to a footpath link into the woodland or to amenity grassland that leads to a woodland entrance.	No change.
	Access should be unrestricted within the site, with plenty of space for dogs to exercise freely and safely off the lead.	Expected	Fencing only present on site where needed:- for safety reasons; to protect features of heritage or biodiversity importance; to enable habitat enhancement works to establish; to mark property boundaries; to protect the Common from vehicle damage.	Fencing installed at four veteran sweet chestnut locations to protect roots from compaction damage. Deer fencing removed from Dunny Lane compartment where trees are fully established. New fencing installed around barrows with interpretive panels.
Character of space	Needs to be semi-natural, or perceived as such where close to existing development.	Expected	The majority of the site is semi- natural woodland. Benches, finger and way marking posts within the woodland are timber. HCC has some non-timber signs.	Materials for new benches, signage and waymarking to be in keeping with environment.
	If the site is larger than 12 hectares, a range of habitats should be present.	Expected	Site provides a range of habitats and mostly comprises of semi- natural mixed woodland, with sections of broadleaved woodland, ponds, small glades and amenity grassland.	No change.

No unnatural intrusions (e.g. odour from sewage treatment works, noise from busy roads).	Expected	No unpleasant intrusions.	No change.
There should be little intrusion of built structures such as dwellings, buildings, metal boundary fencing, etc.	Expected	The individual scattered dwellings along the southern boundary walk are partially screened by vegetation along the bank. Fencing is mostly for safety reasons or to protect features.	Boundary management to address visitor safety whilst maintaining screening function.
Naturalistic space with areas of open countryside with dense and scattered trees and shrubs.	Desirable	Woodland is the dominant feature of the site.	Woodland dominance will be reduced in selected compartments via thinning and glade management in order to provide a range of site habitats.
Gentle undulating topography. Steep slopes are likely to deter visitors.	Desirable	The site is mostly level. At the far west of the site, around the junction of Windmill Hill and Dunny Lane there are short footpaths which are steep and may be difficult for some users.	Steeper footpaths to be resurfaced and new steps installed where appropriate to increase visitor access.
Focal point such as a viewpoint or monument within the site.	Desirable	The veteran sweet chestnuts, ponds and barrows act as points of interest within the site.	New seating and interpretation signage at selected key features will add further interest to visitors at these destination points.
Provision of open water, however large areas of open water cannot count towards SANG capacity.	Desirable	There are five small ponds, one of which is seasonal.	Pond management will be progressed in conjunction with the Parish Council following the assessment of an ecological report being carried out by external consultants.

6. Management, maintenance and monitoring

Alongside the delivery of the enhancements required to upgrade Chipperfield Common to SANG standard, additional management and maintenance operations are needed to maintain the site at a desirable level. This will calculated on the basis of 80 years as set out in the Mitigation Strategy and will be applied as necessary in order to maintain the standard of the site and keep it functioning as SANG. Over time, there will be an increased need to repair and maintain the older enhancements on the site as well as potential for unexpected damage or breakages. As a result it will be necessary to alter annual expenditure of the 80 year maintenance fund to respond to the needs of the site at a particular time. Therefore expenditure may be higher in some years than in others.

Table 6.1 below describes the change and uplift in management and maintenance operations for Chipperfield Common.

Compartment/habitat type	Current management and maintenance operations	Proposed management and maintenance operations for SANG Increased safety focused works near pedestrian routes and site boundaries, with increased vegetation clearance works to prevent encroachment on all routes, near benches, signs/boards and car parks.	
Woodland	Selective removal of trees within high forest to create gaps that allow natural regeneration to take place to improve woodland's age class structure through individual or group felling and thinning. Focus on creating and maintaining glades and connecting rides, thinning within compartments considered annually.		
Under-story Management	Control of non-native species such as holly and laurel. Coppicing of existing underwood.	FoCC to continue clearance of holly and laurel. Additional works to be carried out by approved contractors.	
Veteran Tree Management	Annual inspection of veteran trees. No work to sweet chestnuts planned within GF management plan period. Some tree removal within the surrounding glades of the live chestnuts.	Where necessary, veteran sweet chestnuts secured and stabilised by propping vulnerable limbs. Appropriate pruning to be considered using approved contractor with veteran tree management experience.	

Table 6.1 Management and Maintenance Operations

Glade Management	Maintenance through tree and scrub clearance when appropriate and mowing once a year in autumn, ideally with the cuttings being removed from the site. Glade compartment 7 management by manual and chemical tree, scrub and bracken clearance. Annual mowing to Windmill Hill Glade. Selective felling in glades surrounding veteran sweet chestnuts.	Apostles Pond – access to veteran limes restricted due to their condition, clearance operations carried out around the pond to highlight the younger limes as a feature. Appropriate glade management to be agreed with external consultant and progressed annually via approved contractors. Chemical usage to be reviewed in accordance with DBC policy Veteran tree management to be agreed with external consultant and progressed via approved contractors.
Pond management Pill Pond Frog Pond Apostles Pond Shepherds Pond Manor Pond	All - annual inspection Annual cut and collect of surrounding grassland, management of scrub, removal of invasive species, works to maintain light levels. Management operations for individual ponds within Chipperfield Common Green Flag Management Plan.	All pond management to be guided by the recommendations of a forthcoming report by Herts & Middlesex Wildlife Trust.
Young woodland planting	Inspection and thinning as appropriate, removal of tree guards.	Works to continue via FoCC and approved contractors.
Trees	Annual inspection (October) of trees adjacent to main footpaths for safety by the Tree and Woodlands Team along with a general visual inspection of trees throughout the site. Any defective tree considered a risk to the safety	Revised borough-wide woodland inspection programme. Red-zoned woodlands such as Chipperfield Common are formally inspected every two years. Formal inspections to include GPS data.

	of visitors to be made safe or removed as soon as possible.	Informal inspections throughout the year.
Ride/edge Management	Works to 4m swathe both sides of paths surrounding each management plot to include closer mowing of a 1m strip to the side of each path, flailing of the remaining 3m, and selective felling of younger trees.	To continue on all major pathways and extended EAR routes, at annual or biennial frequency.
Boundary Management	Survey of mature boundary trees to identify trees to be reduced in height. Management of holly to provide views or screen adjacent properties.	Boundary trees inspected every two years, with safety work carried out by approved contractor.
Burial Mounds	Monitoring to ensure that neither site is invaded by undesirable vegetation. Inspect fencing.	Management advice to be sought from Natural England / appropriate authority concerning use of chemicals within burial mounds sites. Appropriate vegetation management will follow with minimal access.
General	i	
Car Parks	Annual inspection of car parks with maintenance undertaken as needed.	Works to take place to car parks to improve surfacing.
Litter and Waste Management	Twice-weekly inspections by the Village Warden and the Common Ranger of general conditions within and around the woods, to include removal of any litter, again twice- weekly.	Further bins to be installed at major route intersections, and use monitored to determine if provision is appropriate.
Footpath Routes	Annual inspection of EAR and footpath routes with maintenance undertaken as needed.	Formal annual inspection incorporating GPS data. Informal inspections throughout the year.

Site furniture and structures	Regular inspections of facilities such as paths, benches and fencing by the Tree and Woodlands Team. Information on signage reviewed annually, sign replaced if it becomes faded or damaged.	Formal annual inspection incorporating GPS data. Informal inspections throughout the year.
Monitoring	Phase one habitat survey undertaken in 2019	To be repeated at five year intervals. Survey cycles across DBC sites to be harmonised.
Visitor survey	Not previously undertaken	Undertaken in 2022 to prepare SANG management plan

6.1 Monitoring

All net new homes granted permission will be required to secure or make proportionate contributions towards the delivery of SANG. These will be expected to be monitored by the Council through the following processes.

- Monitoring of Section 106/Unilateral Undertakings SANG contributions will become due to Dacorum Borough Council, at the point of commencement. Although developers will be expected to notify the Council of commencement, this cannot be relied upon and it will be necessary for the Infrastructure Team to closely monitor sites.
- SANG contributions may also be collected through a simplified Unilateral Undertaking or Section 111 process (to be determined), where it would be expected that payments would need to be confirmed prior to the grant of planning permission.
- In cases where SANG measures are intended to be provided on site, monitoring of the delivery of these measures will be required, alongside evidence provided by Clean, Safe and Green.
- Robust reporting on SANG contributions received, allocated and spent will be provided on an annual basis through the Infrastructure Funding Statement.
- Ongoing monitoring of effectiveness of measures on site will be implemented.
- There will be a monitoring/administration fee associated with this process.

7. Costs

Table of improvement costs for Chipperfield Common to follow.



Agenda Item 10

Meeting Date	e Report Deadline	Items	Contact Details	Background information
12 October 2022	30 September 2022			
		Chilterns Beechwoods Mitigation Strategy (Update)	Alex Robinson – Assistant Director for Planning	
		Q1 Financial Monitoring report	Fiona Jump Fiona.jump@dacorum.gov.uk	
		PSPO annual Review	Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov .uk	
		EV Strategy Approval	Melanie Parr - <u>Melanie.Parr@dacorum.gov.</u> uk	
		Infrastructure Funding Statement – Developer Contributions Update	Alex Robinson – Assistant Director for Planning Alex.Robinson@dacorum.go v.uk	Statutory annual report on funds received and spent through new developments via s106 agreements and Community Infrastructure Levy (CIL

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8 November 2022	28 October 2022			
	1	Food Service Plan and Recovery Plan	Environmental and Community Protection <u>Emma.walker@dacorum.gov</u> .uk	
		Quarter 2 2022/2023 Planning, Development and Regeneration performance Q2	Alex Robinson – Assistant Director for Planning Alex.Robinson@dacorum.go v.uk	Quarterly performance report
		Environmental Services Performance Q2 Environmental and Community Protection Performance Report Q2	Group Manager for Environmental Services craig.thorpe@dacorum.gov.u k Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov .uk	
		Hemel Place Strategy	James Doe, Strategic Director – Place <u>James.doe@dacorum.gov.</u> <u>uk</u>	
		AQMA and AQAP update	Environmental and Community Protection <u>Emma.walker@dacorum.gov</u> <u>.uk</u>	
6 December 2022	25 November 2022	Joint Budget		

Others to be programmed

Biodiversity Net Gain SPD	Alex Robinson – Assistant Director for Planning <u>Alex.Robinson@dacorum.go</u> <u>v.uk</u>	January 2023
Infrastructure Delivery Plan Update Report	Alex Robinson – Assistant Director for Planning <u>Alex.Robinson@dacorum.go</u> <u>v.uk</u>	January 2023
Waste Services Route Optimisation	Assistant Director neighbourhood delivery - Richard LeBrun <u>Richard.lebrun@dacorum.go</u> <u>v.uk</u>	
Affordable Housing SPD	Alex Robinson – Assistant Director for Planning Alex.Robinson@dacorum.go v.uk	
Stewardship Supplementary Planning Document	Alex Robinson – Assistant Director for Planning	