



# Local Allocation LA5 Ickniel Way West of Tring

## Master Plan



Adopted  
July 2017



## Foreword

Six 'Local Allocations' (Green Belt sites identified for housing development and other associated uses) were identified in the Council's strategic plan, called the Core Strategy. The Core Strategy was adopted in September 2013. Further detail on these sites is provided in the Site Allocations document, adopted in July 2017.

The landowners, in partnership with the Council, have prepared master plans for each Local Allocation. These master plans add further detail to the site requirements set out in the Site Allocations document; providing further information on the design and layout of the sites.

Consultation on this site was carried out as part of preparation of the Council's Core Strategy (adopted September 2013) and through other consultation events, including those associated with the Pre-Submission Site Allocations consultation in 2014. These responses, where appropriate, have been used to help prepare the master plans. Details of the public consultation undertaken are set out in the Local Allocations master plan Consultation Report.

This master plan is intended to be read alongside the Site Allocations document.

The master plans have been updated to ensure they reflect the wording of the adopted Site Allocations document, where this has been amended through the public examination process.

The master plans seek to take forward and elaborate on the visions and principles in Policies LA1-LA6 in the Site Allocations DPD. They must be consistent with that approach and all modifications made to that document in progressing the DPD to adoption. The master plans and all indicative spatial layouts have also been prepared on the basis of technical work submitted at the time of the examination of the Site Allocations DPD.

For information, all capacities are conservative and have been prepared for housing supply and monitoring purposes. They similarly reflect only technical work available at the time of the examination of the Site Allocations DPD. However, the Site Allocations DPD makes clear that the net capacity figures specified provide an estimate of expected dwelling capacity and should not be treated as maxima.

Where proposals differ from the master plans – whether dwelling numbers or aspects of the layout, design, height and content of development – as a result of further technical studies they will need to be tested through the planning application process, which in itself will develop a finer level of detail than can be provided in the masterplans. All detailed schemes will be expected to demonstrate compliance with relevant policies and guidance.

If you have any further questions regarding any of the issues raised in this document please contact the Strategic Planning and Regeneration team on 01442 228660 or email [strategic.planning@dacorum.gov.uk](mailto:strategic.planning@dacorum.gov.uk).



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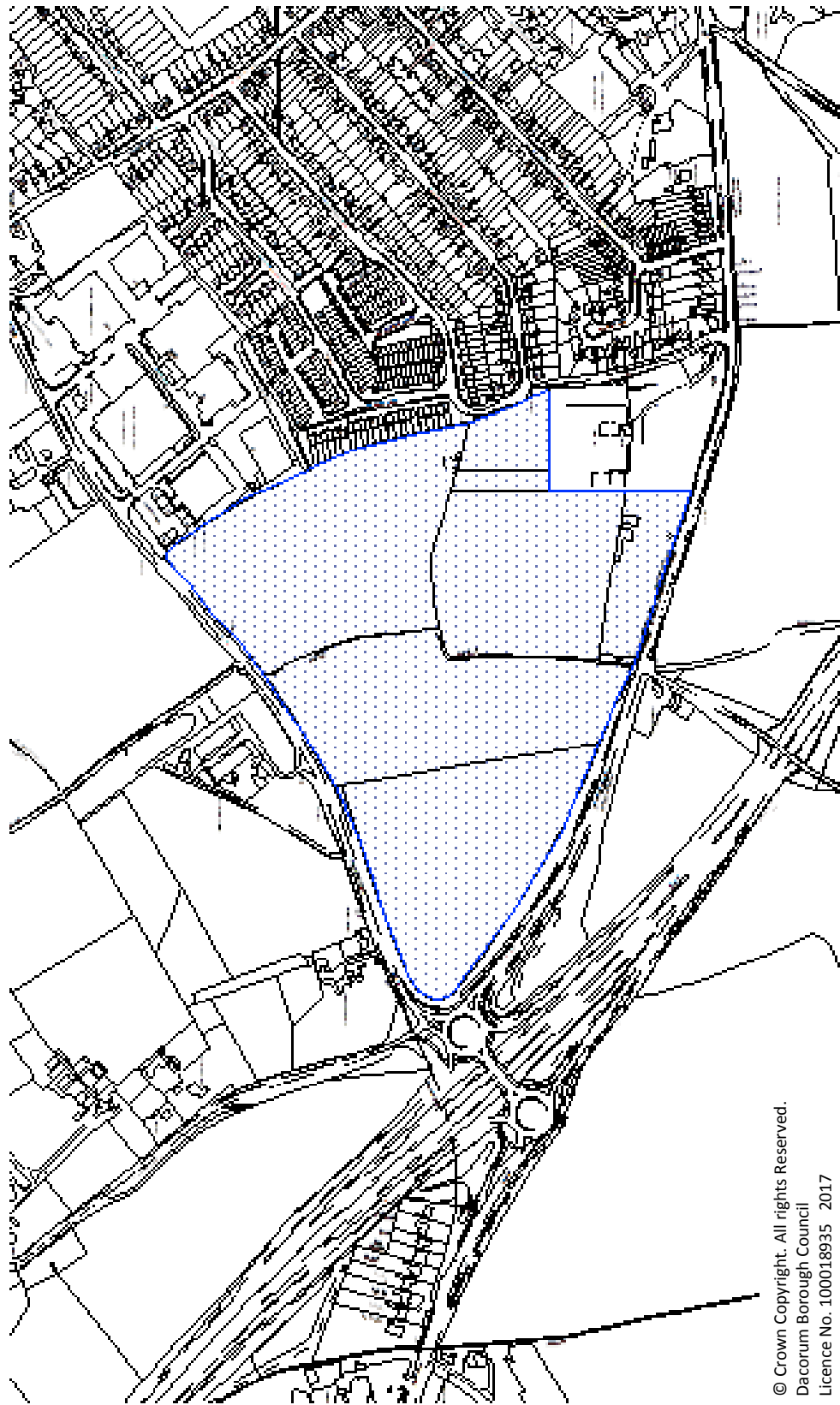
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# 1. Purpose

- 1.1 This master plan has been prepared by Dacorum Borough Council in partnership with the developers (CALA Homes, who own or control most of the site, shown in Figure 1).
- 1.2 The Icknield Way, west of Tring site is one of a number of sites where the principle of housing development has been established through Dacorum's Core Strategy. The Site Allocations Development Plan Document (DPD) added detail about the development of the site. The Site Allocations DPD has also removed the site from the Green Belt and set a new Green Belt boundary.
- 1.3 The purpose of this master plan is to supplement the Site Allocations DPD by setting development principles and a framework through which a high quality housing led scheme can be delivered on the site. It is also intended to demonstrate how the planning requirements set out in the Site Allocations DPD can be delivered and will guide future planning applications.
- 1.4 The master plan has been prepared in consultation with, and contribution from, key stakeholders. These stakeholders include Tring Town Council, Hertfordshire County Council (as local Highway Authority), Aylesbury Vale District Council, Thames Water and the Environment Agency.
- 1.5 Discussion with local residents during production of the master plan has helped to understand local aspirations and concerns for development on the site. The input of stakeholders and residents has helped to shape the contents of the master plan and the development principles within it. The extent of the area covered by this master plan is shown on Figure 1.
- 1.6 This master plan has been adopted by the Council as a Supplementary Planning Document (SPD). Whilst planning applications on the site will be considered against Development Plan policies, this document provides further detail pursuant to those policies and has been the subject of public consultation. As such, it will carry weight as a material consideration when planning applications are determined.
- 1.7 The document:
  - Describes the site and surroundings;
  - Identifies the technical work that has been undertaken in order to demonstrate technical feasibility; and
  - Provides and describes an Indicative Spatial Layout Plan, identifying principles that will be important in ensuring that the development proceeds in an acceptable manner taking account of the constraints and opportunities of the site and results in a high quality addition to the town.

Figure 1: Site Location Plan



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## 2. Context

### Planning Policy Context

- 2.1 The following section sets out the planning policy context within which the master plan has been prepared and which will in turn inform future planning application(s) on the site. This includes existing national planning policy, saved policies from the Dacorum Borough Local Plan (adopted 21 April 2004)<sup>1</sup>, the Core Strategy and the Site Allocations DPD.
- 2.2 This document also reflects and takes forward a considerable period of site study and policy formulation related to the LA5 site, including engagement with the local community. These are summarised below.

### National Planning Policy Framework

- 2.3 The National Planning Policy Framework (NPPF) adopted in 2012 and Planning Policy Guidance (PPG) represents the planning policy consideration at the national level. The Council's Core Strategy and Site Allocations DPD were prepared in the context of the NPPF and are in general conformity with it.

### Core Strategy

- 2.4 Dacorum Borough Council's Core Strategy<sup>2</sup> was adopted on 25th September 2013 and contains the main strategic policies which will guide development in the Borough.
- 2.5 The West of Tring site is designated as Local Allocation LA5 within the Tring Place Strategy in the Core Strategy. The Tring Vision Diagram from the Core Strategy is reproduced in Figure 2. The Core Strategy states that Tring will accommodate around 480 new homes between 2006 and 2031. These will be spread across the town, with the largest site being the West of Tring site (LA5).
- 2.6 Table 1 below summarises key principles for the LA5 development.

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<sup>1</sup> [https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-plan-1991-2011/local-plan-policies-\(1991-2011\)](https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-plan-1991-2011/local-plan-policies-(1991-2011))

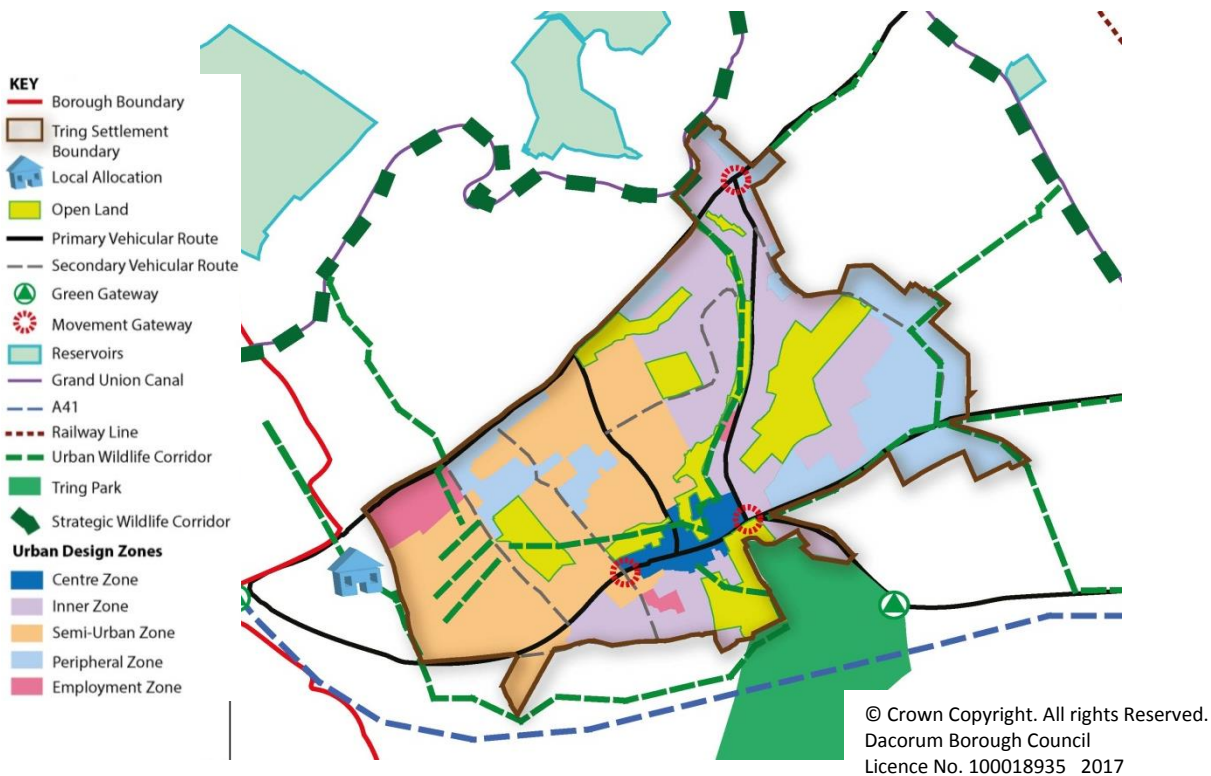
Policy Advice Note assesses the consistency of the saved policies with the NPPF

<sup>2</sup> Available at: <http://www.dacorum.gov.uk/docs/default-source/strategic-planning/adopted-core-strategy-2013.pdf?sfvrsn=2>

**Table 1: Core Strategy Extract for LA5**

<b>Location reference</b>	LA5
<b>Site location</b>	Icknield Way, west of Tring
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Around 150 new homes<sup>3</sup>.</li> <li>• Playing fields and open space.</li> <li>• Extension to the employment area in Icknield Way Industrial Estate.</li> <li>• Potential extension to the cemetery.</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey housing, including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities (i.e. both buildings and space).</li> <li>• The layout, design, density and landscaping must create a soft edge and transition with the Area of Outstanding Natural Beauty and secure a defensible long term Green Belt boundary.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including pedestrian links onto Highfield Road.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>

**Figure 2: Tring Vision Diagram**



<sup>3</sup> As a result of detailed testing during the preparation of this master plan, the indicative housing capacity as shown in the Site Allocations DPD and the master plan (see 'Homes principles' section 6) has been increased to 180 to 200 homes.

2.7 In addition, the following policies from the Core Strategy (adopted September 2013) are the most relevant for the development at the LA5 site:

- Policy CS1: Distribution of Development
- Policy CS3: Managing Selected Development Sites
- Policy CS8: Sustainable Transport
- Policy CS10: Quality of Settlement Design
- Policy CS11: Quality of Neighbourhood Design
- Policy CS12: Quality of Site Design
- Policy CS13: Quality of the Public Realm
- Policy CS18: Mix of Housing
- Policy CS19: Affordable Housing
- Policy CS23: Social Infrastructure
- Policy CS24: The Chilterns Area of Outstanding Natural Beauty
- Policy CS25: Landscape Character
- Policy CS26: Green Infrastructure
- Policy CS27: Quality of the Historic Environment
- Policy CS28: Carbon Emission Reductions
- Policy CS29: Sustainable Design and Construction
- Policy CS35: Infrastructure and Developer Contributions

#### Site Allocations DPD

2.8 Dacorum Borough Council's Site Allocations DPD<sup>4</sup> was adopted in July 2017 and contains the more detailed policies and site specific proposals which are necessary to deliver the strategic policies in the adopted Core Strategy.

2.9 The Site Allocations DPD contains a policy for the West of Tring site (Policy LA5), together with a vision, an Indicative Spatial Layout plan and a series of development principles. This is shown below. Figure 3 depicts the Tring Place Strategy vision in the Site Allocations DPD.

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<sup>4</sup> Available at: <http://www.dacorum.gov.uk/docs/default-source/strategic-planning/dacorum-site-allocations--sa-statement-june-2017---cpr2426782f574551156b7f9bc7ff00000246a4.pdf?status=Temp&sfvrsn=0.27307601491658984>

**Table 2: Site Allocation DPD Extract for Policy LA5****Policy LA5: Icknield Way, West of Tring**

**Local Allocation 5 at Icknield Way as identified on the Policies Map consists of the eastern fields development area and the western fields (within the Chilterns Area of Outstanding Natural Beauty (AONB)). All of LA5 has been released from the Green Belt, except for the western fields open space. LA5 will deliver the following:**

- **180-200 new homes in the eastern fields development area,**
- **An extension in the eastern fields development area of around 0.75 hectares to the Icknield Way Industrial Estate for B-class uses**
- **An extension to the cemetery of around 1.6 hectares in the western fields, and also car parking for the cemetery in the eastern fields development area.**
- **Open space (around 6.5 hectares) in the western fields**

**The key development principles for the site are set out below. Further detail is contained in a site master plan. Additional guidance on the employment, cemetery and open space proposals is included in this Site Allocations document as follows:**

- **Schedule of Employment Proposals and Sites: Proposal E/1 (extension to Employment Area);**
- **Schedule of Social and Community Proposals and Sites: Proposal C/1 (cemetery extension); and**
- **Schedule of Leisure Proposals and Sites: Proposal L/3 (open space).**

**West of Tring Vision**

The new development will be an attractive place in its own right, providing homes, jobs and open space for the town. Its character and appearance will complement and enhance Tring and the Chilterns AONB. New cemetery space will satisfy the long term need for town burials.

Development will be integrated with the western part of Tring through the use of nearby shopping and other shared services, facilities and open space. Pedestrian and cycle routes will permeate the development. The new development will be an inclusive community, designed to be safe and secure. There will be a mix of homes, accommodating both smaller and larger households and family homes. Development will be spacious and will allow views of the Chiltern Hills.















Open space will permeate the development area, providing links with the wider countryside. The use and management of most of the western fields for open space will enhance the appearance and enjoyment of the Chilterns AONB. Landscaping will maintain and complement the green gateway and entrance corridor into the town.

## Key Development Principles

The following principles have been used to guide the site master plan and will be used to assess the subsequent planning application:

- Provide a mix of house types, including 40% affordable homes.
- Take road access to the development area partly from Aylesbury Road and partly from Icknield Way.
- Limit buildings to two storeys, except where a higher element would create interest and focal points in the street scene particularly to create a central focal point in the development area.
- Provide a legible high quality design, through the use of key buildings, groupings and edges.
- Limit the effect of new building on views from the Chilterns Area of Outstanding Natural Beauty (AONB).
- The layout, design, density and landscaping must create a soft edge and transition with the AONB and secure a defensible long term Green Belt boundary.
- Provide a network of landscaped open space within the development area, including screening of the new employment area.
- Retain existing footpaths (minor diversions acceptable) and provide a footpath/cycleway through the site from Aylesbury Road via Donkey Lane to the A41 roundabout.
- Protect the green and open setting of Tring Cemetery, which is a locally listed historic park or garden.
- Locate the cemetery extension in the western fields, west of the new housing on Aylesbury Road, and provide good landscaping and a significant area for natural burials.
- Locate car parking (at least 30 spaces) for the cemetery in the development area, adjacent to the cemetery extension.
- Provide a mix of parkland and informal open space in the western fields and consider the inclusion of pitches for outdoor sports on part of this land.
- Retain and enhance existing hedgerows and tree belts and provide new native tree planting and wildlife habitats in the western fields.
- Provide a toddlers' play area in the new housing area and a play area for older children in the western fields.

### Indicative Spatial Layout

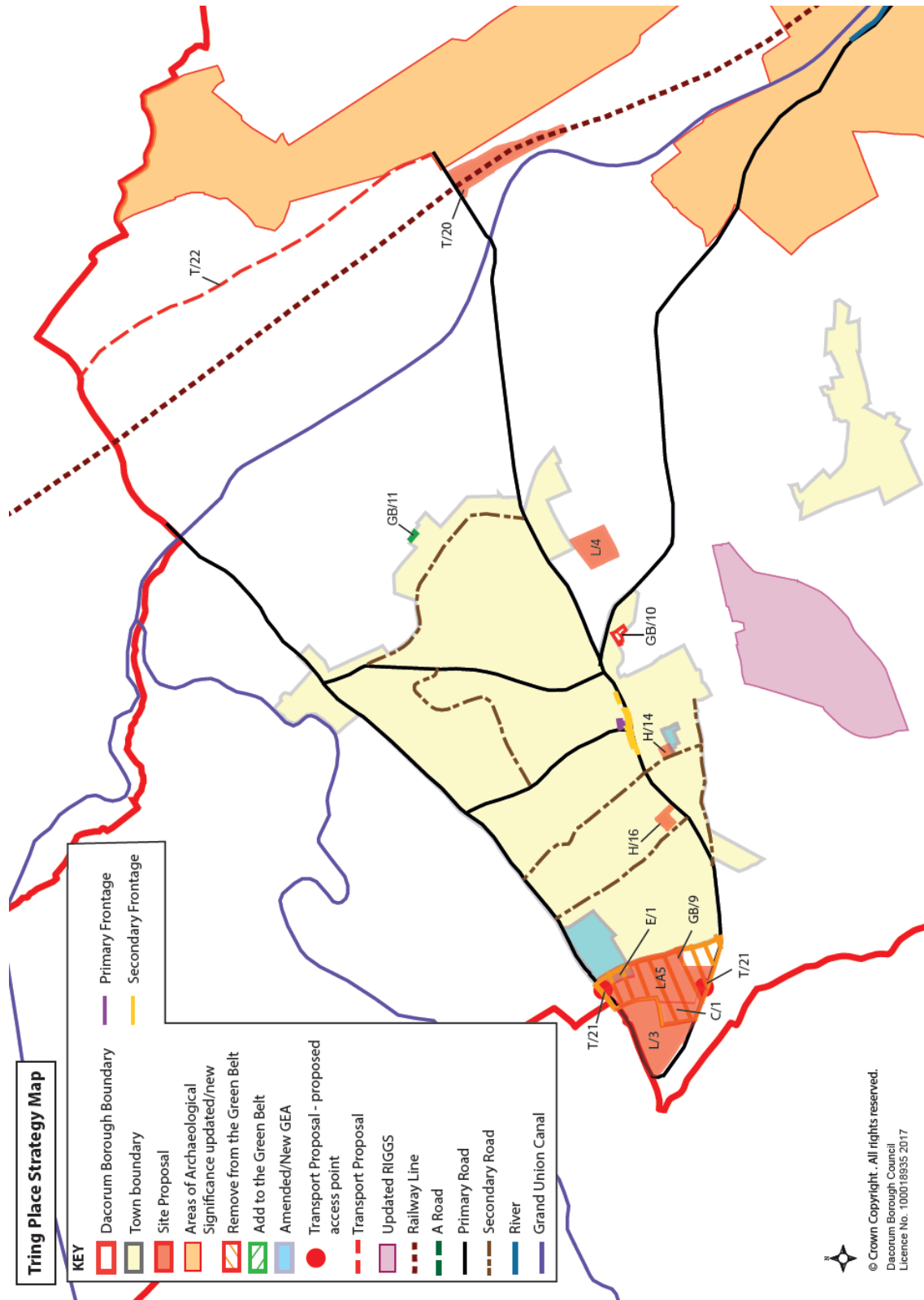
	Site boundary
	Spine route
	Community street
	Private drive
	Footway
	Vehicle access
	Public Right of Way and cycleway
	Pedestrian route
	Residential
	Key building groups
	Key frontage
	Employment
	Green corridor
	Eastern Fields
	Western Fields public open space
	Existing tree and hedgerow
	Proposed tree and hedgerow
	Focal building in terms of design not height
	Focal space with emergency vehicle access only
	Local Area for Play
	Neighbourhood Equipped Area for Play
	Existing cemetery
	Cemetery extension
	Cemetery car parking



### **Delivery and Phasing**

- LA5 is available for immediate development, in accordance with Policies CS3: Managing Selected Development Sites, SA1: Identified Proposals and Sites, SA8: Local Allocations and the Schedule of Housing Proposals and Sites.
- The site will be developed in phases in accordance with the master plan. The Council will require that when a planning application or planning applications are brought forward for the allocation they demonstrate compliance with this master plan and a comprehensive approach to the development of the allocation, including the nature and timing of delivery of community infrastructure and other planning obligations.
- No abnormal costs have been identified that would undermine the ability of this site to provide appropriate contributions towards infrastructure through CIL and Section 106, as appropriate, in accordance with Core Strategy Policy CS35: Infrastructure and Developer Contributions.
- Key planning obligations are set out in the site master plan and include 40% affordable housing and contributions towards improving local social and transport infrastructure – in particular securing delivery of Proposal L/3.
- Delivery of cemetery extension (Proposal C/1) assumed to be via a land purchase by the Council.
- Key off-site transport works are set out in the Schedule of Transport Proposals and Sites (Proposal T/21).
- Early liaison required with Thames Water to develop a drainage strategy to identify any infrastructure upgrades that are required as a result of the development in order to ensure that sufficient sewerage and sewage treatment capacity is available to support the timely delivery of this site.
- Early liaison required with the local planning authority to ensure appropriate sustainable drainage designed into the development scheme at an early stage.

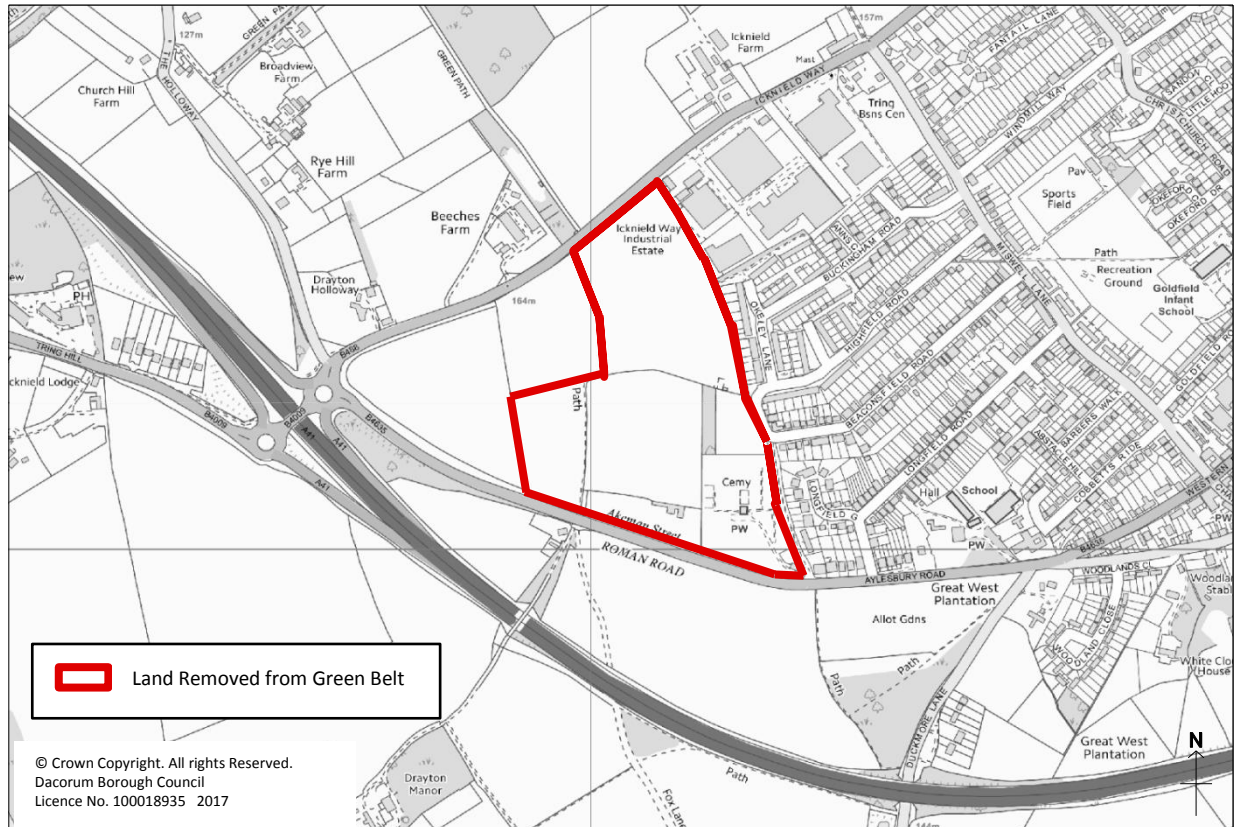
Figure 3: Extract from Site Allocations DPD – Tring Place Strategy Vision Diagram



2.10 The Site Allocations document also defined a new Green Belt boundary. The new boundary has taken the eastern fields development area, the proposed cemetery extension and the existing cemetery out of the Green Belt. The land removed from the Green Belt is shown on Figure 4. Most of the western fields, (shown as Field Areas F4 and F5 in Figure 5 (shown within Chapter 3), remains in the Green Belt (these fields are also within the Chilterns AONB).



**Figure 4: Land Removed from the Green Belt at LA5**



2.11 Apart from Policy LA5, the following policies from the Site Allocations DPD are the most relevant for the West of Tring development:

- Policy SA1: Identified Proposals and Sites
- Policy SA3: Improving Transport Infrastructure
- Policy SA8: Local Allocations

2.12 Where there is any conflict between the requirements of this master plan and the Site Allocations DPD, the Site Allocations DPD will take precedence.

Statement of Common Ground

2.13 As part of the Core Strategy process, a Statement of Common Ground<sup>5</sup> was agreed between the Council and those with land interests at LA5. This also provided further background on the site and has formed the basis for further work since that time. It provided a ‘constraints and opportunities plan’ which has been reviewed and used as a basis for this subsequent stage of master planning.

Dacorum Borough Local Plan (adopted 21 April 2004)

2.14 Although the Core Strategy and Site Allocations DPD have been adopted, some of the Local Plan policies are still ‘saved’ (i.e. they remain operational). These saved policies will be superseded when the Council produces the single Local Plan.

2.15 The following saved Local Plan policies are particularly relevant to the development of the West of Tring site:

<sup>5</sup> <http://www.dacorum.gov.uk/docs/default-source/strategic-planning/tring-la5-statement-of-common-ground.pdf?sfvrsn=0>

- Policy 12: Infrastructure Provision and Phasing (to be read in conjunction with Core Strategy Policy CS35)
- Policy 13: Planning Conditions and Planning Obligations
- Policy 18: The Size of New Dwellings
- Policy 21: Density of Residential Development
- Policy 54: Highway Design
- Policy 57: Provision and Management of Parking
- Policy 58: Private Parking Provision
- Policy 76: Leisure Space in New Residential Developments
- Policy 97: Chilterns Area of Outstanding Natural Beauty
- Policy 99: Preservation of Trees, Hedgerows and Woodlands
- Policy 111: Height of Buildings
- Policy 113: Exterior Lighting
- Policy 129: Storage of Recycling of Waste on Development Sites

2.16 The following Local Plan appendices are particularly relevant to the development of the West of Tring site:

- Appendix 3: Layout and Design of Residential Areas
- Appendix 4: Layout and Design of Employment Areas
- Appendix 5: Parking Provision
- Appendix 6: Open Space and Play Provision
- Appendix 8: Exterior Lighting

2.17 The Core Strategy and Site Allocations DPDs will take precedence where there is any conflict in content.

#### Supplementary guidance

2.18 The Council has adopted a number of documents to supplement Local Plan and Core Strategy policies. These documents are used as material planning considerations in deciding planning applications. Where there is a conflict between their content and that of a Local Plan, the Local Plan will take precedence. The main documents relevant to the development of the West of Tring site are as follows:

#### *Supplementary Planning Guidance (SPG)<sup>6</sup>*

- Accessibility Zones for the Application of Car Parking Standards – now incorporated into the Area Based Policies SPG (2004).

#### *Supplementary Planning Documents (SPD) and other advice<sup>6</sup>*

- Affordable Housing (2013)<sup>7</sup>
- Sustainable Development Advice Note (December 2016) and associated sustainable development checklist

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<sup>6</sup> Available at: [http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-\(spds\)](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-(spds))

<sup>7</sup> <http://www.dacorum.gov.uk/docs/default-source/default-document-library/affordable-housing-spd-2013-nbsp-.pdf?sfvrsn=0>

### Community Engagement

- 2.19 Throughout the preparation of the Core Strategy and Site Allocations DPDs, the Council has engaged with the local community to obtain their views on, and aspirations for, this site. This engagement has helped develop and refine the development principles highlighted in this master plan. For further information please see the relevant reports of representation and consultation on the Council's website<sup>8</sup>.

### Community Infrastructure Levy and Section 106 (S106) Contributions

- 2.20 Dacorum Borough Council adopted its charging schedule and supporting documents and policies<sup>9</sup> on 25 February 2015 and thereafter implemented the charge on 1 July 2015. The Charging Schedule requires new residential and large retail developments to contribute to infrastructure via the Community Infrastructure Levy (CIL). It is expected that some of the infrastructure to support the West of Tring site will be secured through CIL, with a limited number of contributions secured through the current S106 mechanism (see section 7 for further information).

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<sup>8</sup> <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations>  
<http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations/la5-west-tring>

<sup>9</sup> The supporting policies are the Regulation 123 List, Exceptional Circumstances Relief, Discretionary Charity Relief, and Instalments and Payment in Kind policies.

## 3. Site Context

### The Site and its Surroundings

#### Location

- 3.1 Tring is a small, compact market town in the northwest of the Borough with a population of around 11,700 (2011 Census). The town is surrounded by the Chilterns Area of Outstanding Natural Beauty (AONB) set within the Tring Gap foothills, between the low-lying Aylesbury Vale and the north west face of the Chiltern escarpment. The mainline station and the Grand Union Canal run along the north eastern edge of the town, near to the Tring Reservoirs Site of Special Scientific Interest (SSSI).
- 3.2 Tring has a backdrop of architecturally rich buildings typical of the Rothschild style. The town centre has a strong individual character with many shops and small businesses along the High Street and alleyways including a range of banks, restaurants, cafes, pubs, some specialist shops and a market place. The Zoological Museum and Tring Market Auctions are situated close to the town centre. There are also a variety of employment areas, the largest being Icknield Way Industrial Estate, adjacent to the LA5 site.
- 3.3 Local Allocation LA5 lies immediately to the west of Tring.

#### Site Description

- 3.4 The site is bounded by Icknield Way (B488) to the north, Aylesbury Road (B4635) to the south and existing housing to the east (see Figure 5). Tring cemetery is located on the edge of the site's south-eastern boundary. The site measures 18.3 hectares in size and comprises six fields, including one large paddock (Field F1), two small paddocks (Fields F2 and F6) and three medium sized arable fields (Fields F3, F4 and F5).
- 3.5 The western side of the site is predominantly arable land and the eastern side is grassland. Fields 1 to 5 have no built structures within them. Field F6 contains a small single storey storage building and a series of sheds and shelters associated with its paddock use. The fields are divided by hedgerows and tree belts of varying condition. The western part of the site (Fields F4 & F5) (7.9 hectares) fall within the Chilterns AONB.
- 3.6 The site slopes southward towards Aylesbury Road and is dissected by 2 public footpaths running towards Beeches Farm. There are some open views across part of the site and the site forms a green gateway to Tring in the approach to the town from the A41.
- 3.7 CALA Homes currently owns 9.9 hectares of the site and controls nearly all the rest through option agreements. The only part of the site not controlled by CALA Homes is a very small piece of land occupied by the former telephone repeater station in Aylesbury Road.

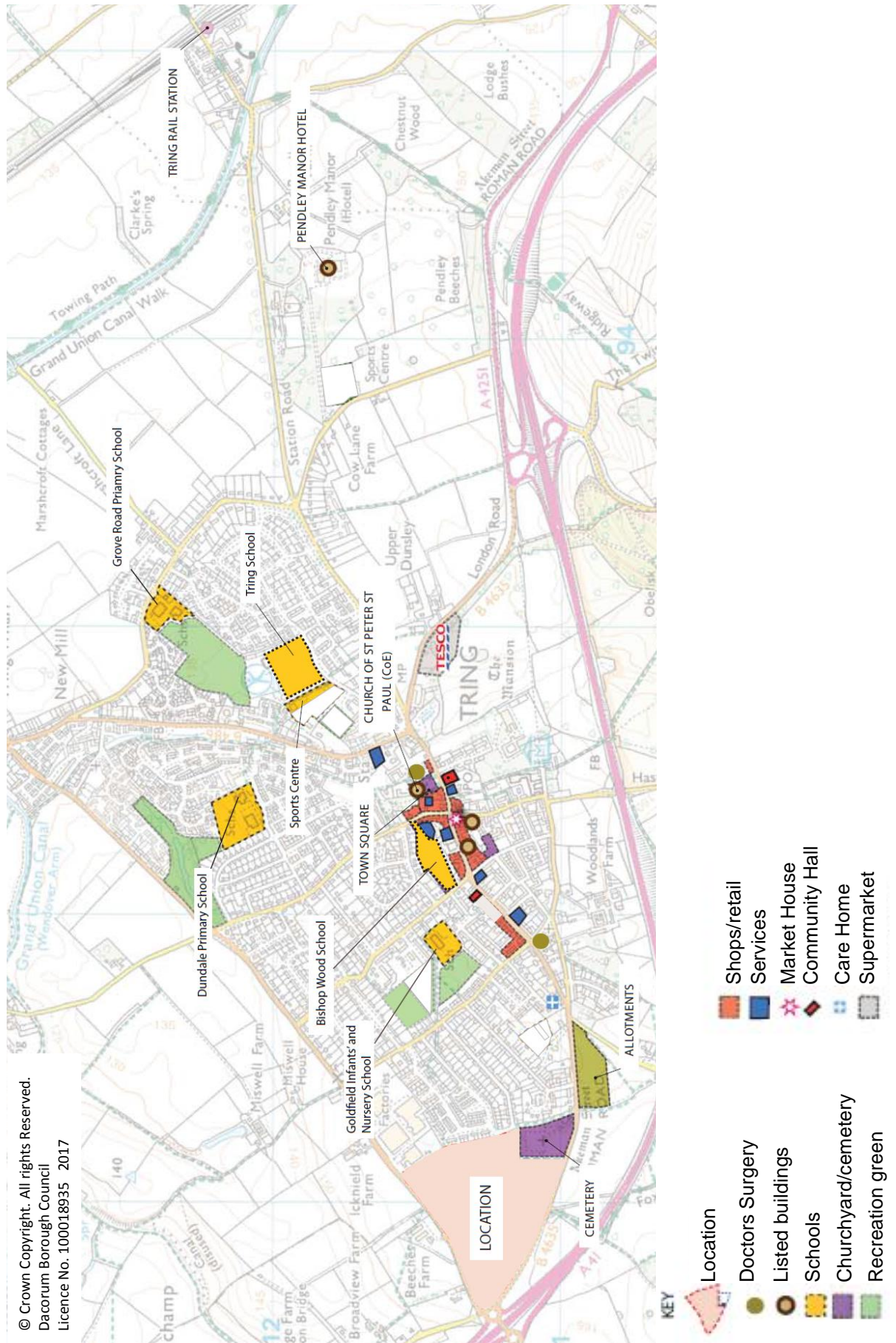
Figure 5: Site Appraisal Plan



Location of Existing Local Services and Facilities

- 3.8 The West of Tring site is located nearly one mile from Tring town centre. Within the town centre, there are many shops and small businesses along and adjoining the High Street, providing a range of facilities such as shops, banks, restaurants, cafes, pubs, churches and a library. Closer to the site, there is a local centre in Western Road, which includes doctors' surgeries.
- 3.9 Tring School (secondary school) is located over a mile from the site in Mortimer Hill, in the eastern part of the town. There are two primary schools (Dundale and Grove Road) in east Tring. Goldfield Infants and Nursery School in Christchurch Road is closer to the site (about half a mile away).
- 3.10 The main local services and facilities in Tring are shown on Figure 6. Further services and facilities are located to the west of the site in Aston Clinton.

Figure 6: Local Services and Facilities



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## 4 Analysis of the site

4.1 This section of the master plan sets out a site analysis of the West of Tring LA5 site and covers the following:

- Archaeology
- Heritage
- Ecology
- Landscape and visual impact
- Flood risk
- Sewerage Network
- Highways and access
- Infrastructure, services and utilities

4.2 A series of technical studies of the site have been undertaken and are summarised below. These have comprehensively addressed the deliverability of the development and identified constraints and opportunities in order to feed into the master plan. This information has been used to inform the development principles and Indicative Spatial Layout Plan.

### **Archaeology**

4.3 In 2013, the site was the subject of an archaeological desk-based assessment, geophysical survey and limited field evaluation to test the results of the geophysics. The desk-based assessment and field evaluation were undertaken by Archaeological Services and Consultancy Ltd. and the geophysical survey by Stratascan. The 2013 archaeological assessment documents are available on the Council's website.

4.4 No heritage assets of sufficient quality or extent to represent a constraint on the allocation of the site for housing were identified. However, the percentage of trial trenching was very low, specifically designed to reveal the presence of any archaeological constraints that might affect the allocation of the site for housing.

4.5 It is possible that discrete archaeological features or small sites may exist in areas not examined during the evaluation, especially given the nature of the known archaeology (cremation burials of Saxon date that are at least of regional importance) from areas adjacent to the site. The presence of such discrete features may represent either a constraint on the construction of individual properties/aspects of the development, or require mitigation through the planning process.

4.6 Therefore, Hertfordshire County Council's Historic Environment Advisor has recommended that further limited archaeological field evaluation of the site is undertaken, to inform the determination of a planning application for development, and what, if any, mitigation is required. This further evaluation should include coverage of the parts of the site that could not be accessed during the 2013 archaeological investigation.



## Heritage

- 4.7 In 2010, the Hertfordshire Gardens Trust produced a document called 'Conservation Local List' for Dacorum. This document describes Tring Cemetery as:

*“An unspoiled Victorian Cemetery with picturesque chapel and lodge in the local ‘Rothschild’ style. Situated at the western approach to Tring, it forms a green gateway to the town.”*

- 4.8 On the advice of the Hertfordshire Gardens Trust the cemetery has been included on the local register of historic parks and gardens. In addition, the Council regards the lodge, chapel, boundary gates and gate piers as local heritage assets (as shown below on photo 1 and 2). Therefore, the cemetery constitutes an important heritage asset and its green and open setting and historic buildings and features should be protected.

**Photo 1: Tring Cemetery, entrance and lodge**



**Photo 2: Tring Cemetery chapel**



**Ecology**

- 4.9 The Dacorum Urban Nature Conservation Study (Hertfordshire Biological Records Centre, 2006) identified a number of wildlife corridors and spaces and green gateways throughout Tring, including LA5. These are shown on Figure 2 above.
- 4.10 A walkover survey of the site was undertaken by Ecology Solutions Ltd in June 2012, to identify any potential ecological constraints to future development on the land. The survey found that the majority of the site (60-70%) is arable land and of limited ecological value. The eastern areas are improved grasslands, some of which are intensively grazed by horses, that are deemed to be of little botanical interest. Of most value are the hedgerows, many of which are species rich. Some could qualify as being ecologically important under the Hedgerow Regulations on account of their botanical diversity.
- 4.11 An updated survey will be necessary to inform the detailed design of the development and should be submitted alongside the planning application. Ecology Solutions recommended that protected species should be investigated/surveyed on the site, with this work including hazel dormouse surveys (to identify whether they are present within the site) and bat activity surveys (to identify the level of any activity and any features of importance to bats within the site). If protected species are found, appropriate mitigation measures should be incorporated into any planning application to ensure that there will be no adverse impacts. No obvious activity of badgers was recorded by Ecology Solutions, indicating that the site is unlikely to be important for them.
- 4.12 It was also recommended by Ecology Solutions that the creation of new habitats should be sought where possible. For example, areas of open space could be over-seeded with a wild flower seed mix and any drainage attenuation pond could also be designed to provide wetland habitats, as these are currently not present within the site.

- 4.13 Further context to the on-site surveys is provided in the document *Hertfordshire's Ecological Networks*<sup>10</sup> which will need to be considered when preparing proposals for the site. This will help ensure that the development seeks to protect and enhance the integrity of wider ecological networks and achieve biodiversity gains where possible, in accordance with the objectives of the NPPF.

### **Landscape and Visual Impact**

- 4.14 A Landscape and Visual Impact Assessment (LVIA) has been undertaken by Barton Willmore. This is a systematic appraisal which considers the site's contribution to the landscape and potential effects of development. The appraisal will be reviewed/ extended as development proposals become more detailed, for example, with a Night-time Lighting Assessment. There will also be the need for further consultation at the planning application stage as the landscape strategy develops.

### Site Appraisal

- 4.15 Barton Willmore found that the existing hedgerows and trees positively contribute to landscape character and provide an established field pattern (see Figure 5 above). However, the landscape character of the site is adversely affected by detracting elements, including the roundabout, traffic and urban edge of Tring.
- 4.16 The LVIA recommends the following measures to benefit the landscape:
- Retain and enhance all field boundary hedgerows and provide additional native tree planting to hedgerows along Icknield Way and Aylesbury Road.
  - Enhance hedgerows with additional native hedgerow shrub and tree species.
  - Improve the landscape in the vicinity of the A41 Tring Hill roundabout through native tree and wildflower planting, which will filter views towards the roundabout and improve the wildlife links across the site.
  - Enhance the sense of enclosure along Aylesbury Road by retaining existing tree belts and providing additional native hedgerow planting with trees.
- 4.17 The LVIA also responds to the green infrastructure aspirations of the Tring Place Strategy in the Core Strategy (also reflected in the more recent Site Allocations DPD) by proposing to enhance the setting of the green gateway to the west (at the A41 roundabout) and improve the existing wildlife corridors on the site.

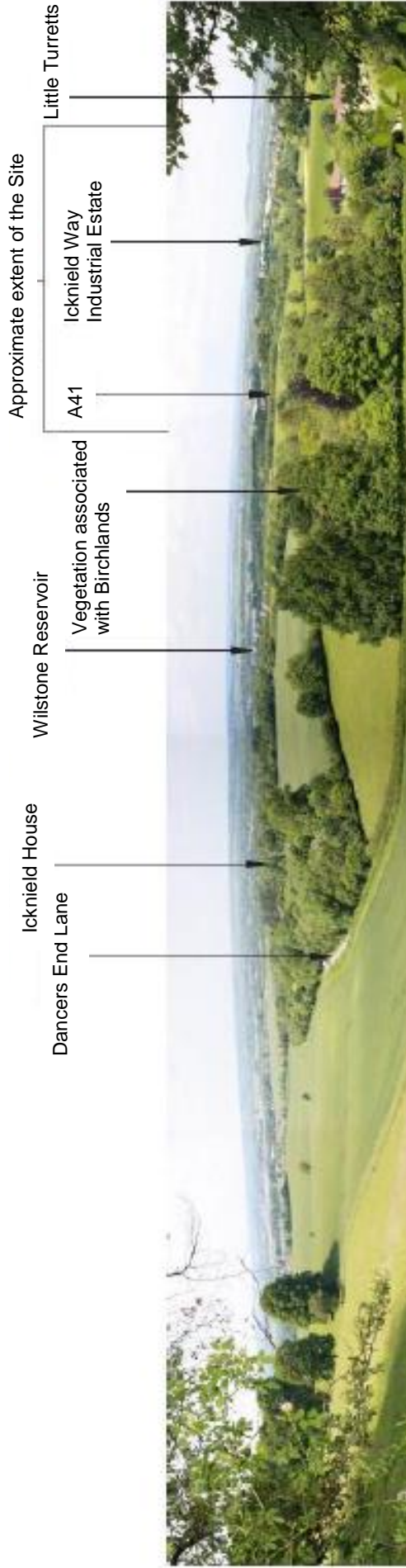
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<sup>10</sup> Prepared by Hertfordshire Local Partnership, Herts Environmental Records Centre and Hertfordshire and Middlesex Wildlife Trust

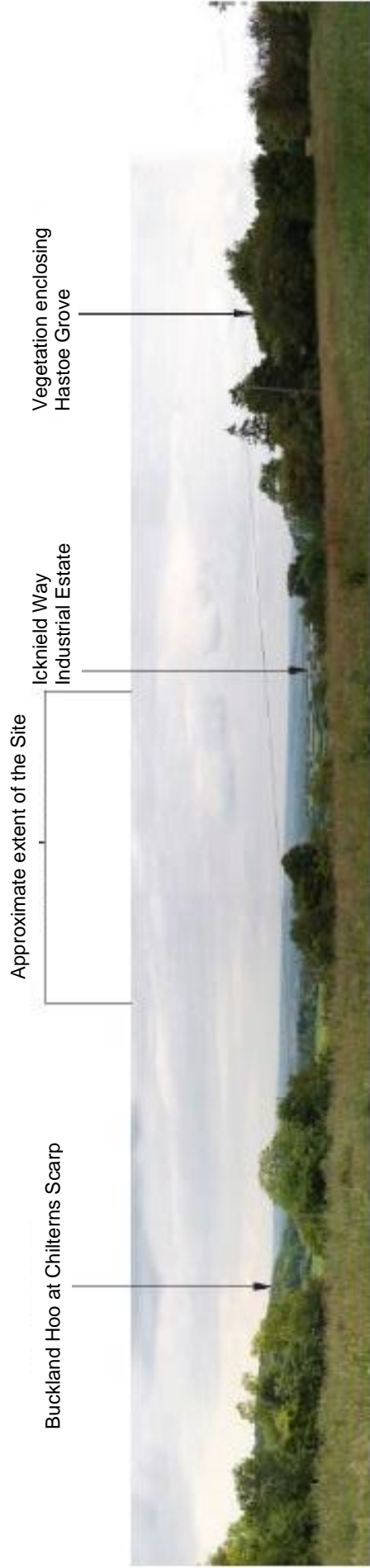
### Visual Appraisal

- 4.18 The appraisal shows that open and partial near distance views of the site are possible from the urban edge of Tring and from the public rights of ways and roads which abut the site boundaries and pass through the site (see Figure 7 and photos 3 and 4 below). The overall visual sensitivity of the site is assessed as being 'moderate'. This reflects the extent of its visibility in the context of the wider undulating wooded landscape associated with the Chilterns AONB, the number of places that the site can be seen from and the scope for mitigating the potential visual impacts on these places.
- 4.19 The LVIA states that development at LA5 will affect landscape character, so the following recommendations are put forward to help assimilate change and ensure that the significance of effects on site features, character and views into the site is reduced:
- Respond to the opportunity to re-define the western urban edge of Tring by extending the existing settlement boundary into Fields F1, F2 and F3 (see Figure 5 for field pattern numbering), whilst providing an appropriate open space buffer to existing residential properties immediately adjacent to the site.
  - Enhance hedgerow(s) to provide a new boundary to the Green Belt.
  - Provide an appropriate open space buffer and positive frontage onto the hedgerows from the extended urban edge.
  - Retain and manage existing tree belts, which provide the basis for a strong field pattern and green infrastructure network within the site.
  - Provide native tree planting along the site's boundaries with Icknield Way and Aylesbury Road within the existing graded verges and the western most corner of Field F5, to enhance the character of the local minor roads and screen views towards the detracting transport elements associated with the A41.
  - Strengthen the sense of arrival in approaching the site from the west; and identify opportunities to provide additional multi-functional green corridors with native planting for wildlife benefit through the site.

**Photo 3: View from Buckland Hoo at Chiltern scarp on public right of way BLD/17/1 looking north east towards the site**

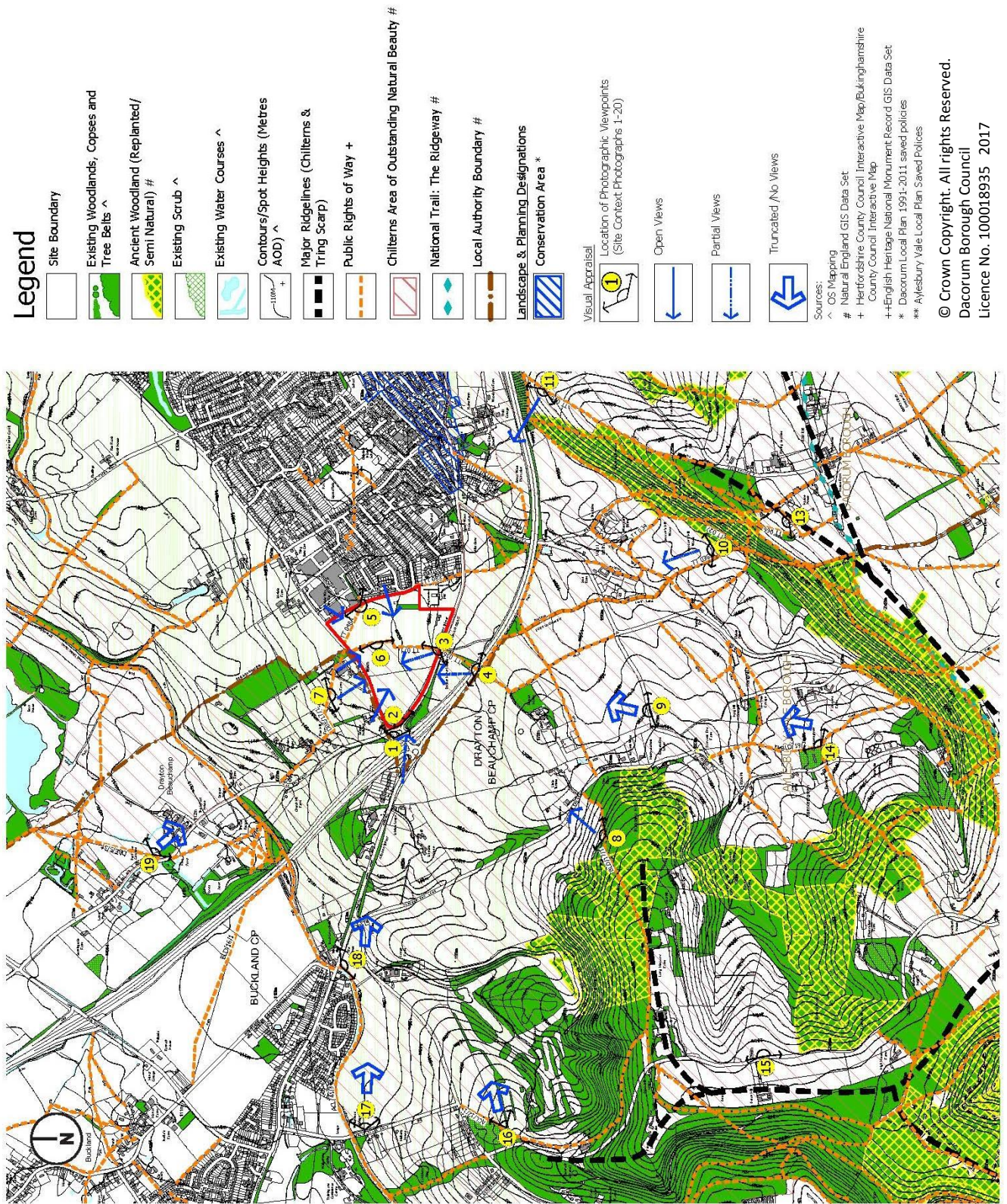


**Photo 4: View from public right of way TT066 (north of Gadmore Lane, west of Hastoe Hill) looking north towards the site**



(Photos 3 and 4 taken from Landscape and Visual Impact Assessment (LVIA), August 2012)

Figure 7: Landscape Context and Visual Appraisal Plan



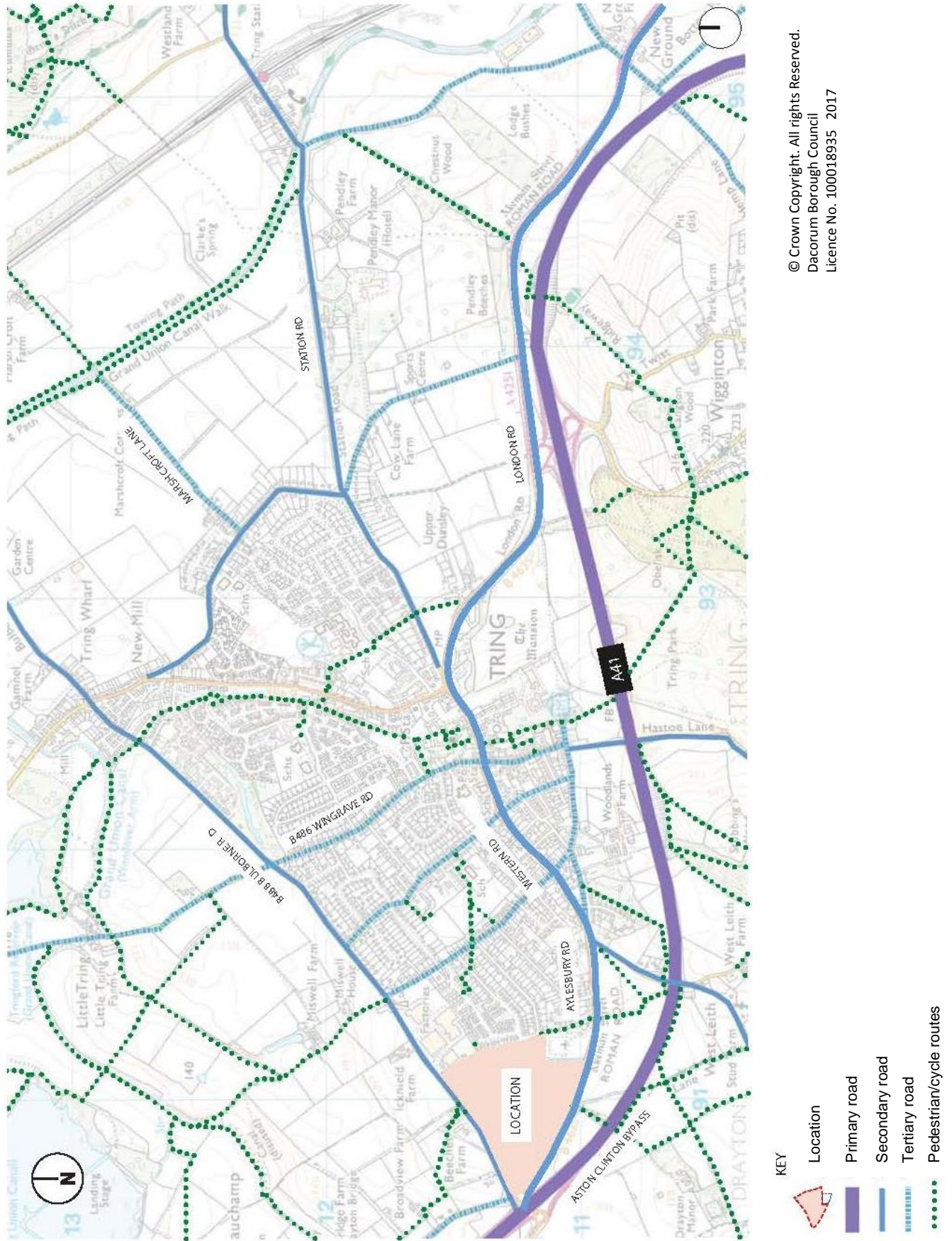
### **Flood risk**

- 4.20 The site does not fall within any of the flood risk zones designated by the Environment Agency. Due to the sloping nature of the site, it is unlikely to suffer from any flooding from nearby water sources. The closest area which suffers from flooding is in east Tring, around Brook Street, which is located one mile from LA5 and will not affect development on the site.
- 4.21 However, it will be necessary to complete a flood risk assessment for submission with any planning application as the site is over 1 hectare in size.

### **Highways and Access**

- 4.22 The West of Tring site is well located in relation to the main road network. It has frontages to the B488 Icknield Way and B4635 Aylesbury Road, immediately to the east of the junction of these B roads with the A41. Figure 8 shows the existing transport network in Tring.
- 4.23 Bus stops are located on the Aylesbury Road frontage and are served by the No. 50, 61, 164, 500 and 501 services. These services run to Tring town centre and further afield to Luton, Luton Airport, Leighton Buzzard, Ivinghoe, Aylesbury Hemel Hempstead and Watford, providing approximately four services per hour.
- 4.24 Several public footpaths and bridleways run from or close to the site into the surrounding countryside, but facilities for cyclists are very limited.
- 4.25 The development of the site has been discussed between Transport Planning Associates (TPA) and Hertfordshire County Council (HCC), as the highway authority for the Borough. It is considered that access into the development area can be taken from either Aylesbury Road or Icknield Way, to serve future development. Both these options are feasible and deliverable (see Figure 9).
- 4.26 With either option, a ghost island right-turn lane priority junction would be required. A further possibility is a vehicular route through the site, either for vehicles, or buses only (if the existing services were re-routed). TPA also made recommendations concerning footpaths and cycleways, and extending the 30 mph speed limit on Aylesbury Road and the 40 mph speed limit on Icknield Way further east towards the A41 roundabout.

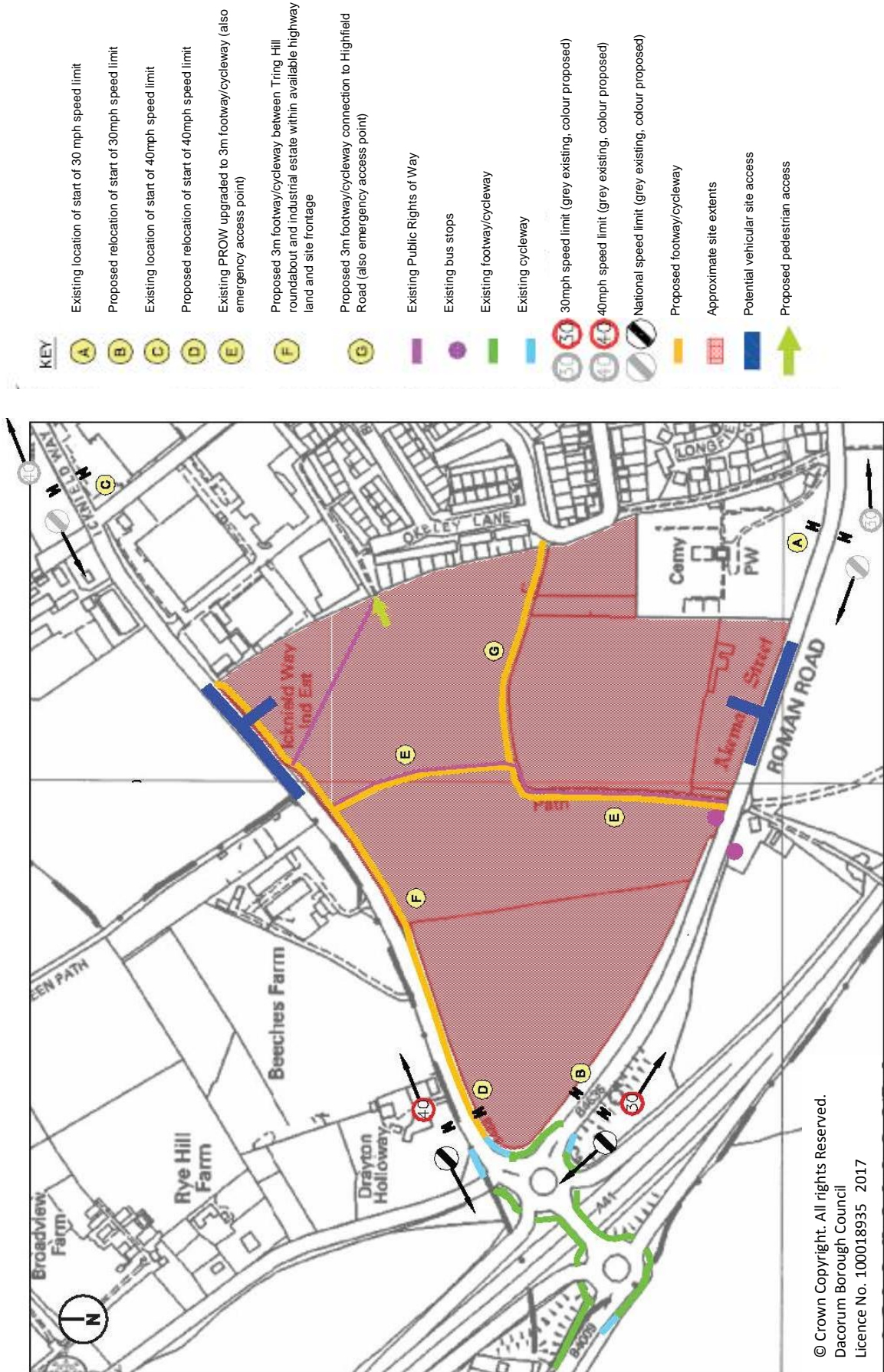
Figure 8: Existing Transport Network



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Figure 9: Potential Access Strategy



**Infrastructure, services and utilities**

- 4.27 There is no known utilities infrastructure on, under or over the site that might constrain development. All utilities are available in the vicinity of the site and can be extended to serve the proposed development. The current position is summarised below:

*Electricity – UKPN (EPN)*

<b>Location</b>	<b>Existing infrastructure</b>	<b>Implications for development on LA5</b>
Aylesbury Road	Low voltage (LV) cables (some on overhead poles). Also, private LV cables in the verges (assumed to be highway lighting).	If vehicular access is taken from Aylesbury Road, the existing low voltage cables will probably need diverting/undergrounding.
Tring Hill roundabout	High voltage (HV) cable across the roundabout and some LV underground cables. Also, a Pad mounted transformer north of the roundabout (probably serving street lighting and local properties).	Diversions unlikely to be necessary.
Icknield Way	Local overhead LV cables behind the farm buildings (might also be some LV cables for street lighting along the highway).	
East of site	HV cable and 2 substations on the boundary serve the industrial estate.	New housing development should be at least 9 metres from any open air substations.

*Water - Thames Water*

<b>Location</b>	<b>Existing infrastructure</b>	<b>Implications for development on LA5</b>
Aylesbury Road	4" main located east of the site.	Diversion unlikely to be necessary.
Tring Hill roundabout	6" main crosses north section of the roundabout.	Diversion unlikely to be necessary.
Icknield Way	6" main located in the verge and carriageway.	Existing main may be affected, if access is proposed where the main is in the verge.
East of site	6" main runs through industrial estate and Okeley Lane	Diversion unlikely to be necessary.

*Gas – SGN*

<b>Location</b>	<b>Existing infrastructure</b>	<b>Implications for development on LA5</b>
Aylesbury Road	3" low pressure (LP) main east of the site.	Diversion unlikely to be necessary.
Tring Hill roundabout	No plant in the area.	
Icknield Way	180mm PE Medium Pressure (MP) main located in verge on north side of road.	Diversion unlikely to be necessary, unless new roundabout built.
East of site	MP main extends in industrial estate and 4" SI LP main in Okeley Lane.	Diversion unlikely to be necessary.

*Telecommunications*

<b>Location</b>	<b>Existing infrastructure</b>	<b>Implications for development on LA5</b>
Aylesbury Road	Duct and chamber route in verge and carriageway on south side of road. Ducts on north side of road.	Ducts on north side may require some alteration.
Tring Hill roundabout	Various ducts and chambers crossing the roundabout.	Any works may involve significant diversions, but this is not anticipated.
Icknield Way	Ducts and overhead plant on north side of road.	Diversion unlikely to be necessary, unless new roundabout built.
East of site	Fibre broadband connections are available in adjacent residential areas.	The developer should engage with broadband providers to ensure that connections to super-fast broadband are available <sup>11</sup> .

*Sewerage network and foul drainage*

- 4.28 Tring is served by its own waste water treatment works, which has recently been upgraded. Sewers are available in all adjoining roads. Further capacity investigations will be required prior to development. Some off-site reinforcement of the foul water sewerage network may be required, but this should not present an over-riding constraint to development.
- 4.29 With regard to foul water drainage, Thames Water has indicated that new or upgraded drainage infrastructure is likely to be required as a result of the development to ensure there is sufficient capacity within the waste water network ahead of the development (see section 8 regarding delivery). Further studies will be necessary to identify capacity constraints within these existing networks and it is expected that a Drainage Strategy should be prepared by the developer to determine the exact impact and significance of infrastructure required to support

<sup>11</sup> The aspiration should be to exceed 30Mbps

the development. Due to topography, drainage is likely to be taken to the south (Aylesbury Road).

*Surface water*

- 4.30 Drainage for the site will need to be considered as part of any planning application. The use of sustainable urban drainage systems (SuDS) should be incorporated into any development proposals and efforts made to minimise surface water run-off (see 'utilities and services principles' in section 6) for further information.
- 4.31 The Environment Agency has advised that the site lies above the Chiltern Chalk Scarp groundwater body, a Drinking Water Protected Area that is currently classified of 'good' chemical status by the Thames River Basin Management Plan. Any development proposals must ensure that this groundwater is protected from pollution (including from the proposed cemetery extension) so as to prevent any deterioration in status.

**Capacity at local schools, doctors' surgeries and shops**

- 4.32 The level of development proposed in Tring by the Core Strategy (i.e. around 480 homes between 2006 and 2031) is accepted by the County Council in terms of service issues. Primary schools within the town can accommodate the estimated increase in pupil yields through latent capacity, by expanding Dundale and Grove Road schools. In terms of secondary provision, Tring School currently has eight forms of entry (fe). There is scope to expand the school to ten forms of entry, if detached playing fields are provided. However, the County Council's preference is for the school to remain at its current size.
- 4.33 The Herts Valleys Clinical Commissioning Group has confirmed that there is sufficient capacity at the doctors' surgeries in Western Road and the town centre to meet demand arising from the anticipated level of development in Tring, including at LA5.
- 4.34 The number of new homes proposed on LA5 is not high enough to justify the inclusion of any shops on the site. It is envisaged that LA5 residents will use existing shopping facilities in Tring, including the Western Road local centre and the town centre, for their day to day shopping requirements.

## 5. Development Constraints and Opportunities

- 5.1 The West of Tring site presents an opportunity to deliver around 180 to 200 homes and provide new cemetery capacity, open space and business premises. However, as stated in the Site Allocations DPD:

*“the net capacity figures specified provide an estimate of expected capacity and should not be treated as maxima. Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified planning requirements and other relevant policies and guidance.”*

- 5.2 Given the technical studies, it is clear that there are a number of issues that present either constraints or opportunities, or both. There is considerable potential for the site to provide a high quality development that responds to the surrounding context and predominant features of the site to create a strong sense of place.
- 5.3 The site is relatively unconstrained in comparison with other large development sites. However, there are some key constraints and opportunities, which arise from an assessment of the context. These constraints and opportunities are listed below and highlighted on Figure 10. They have influenced the content of this master plan and will need to be taken into account when considering future planning applications.
- 5.4 Many of the constraints and opportunities reflect the landscape and ecological assessments (see section 4 above). These assessments underpin the key development principles on landscape and green space, which form a significant element of this master plan (see section 6). As shown below, there are key landscape features within the site that need to be protected in order to ensure that the development integrates well with its surroundings. These include substantial peripheral tree belts, hedgerows within the site and the nature of the landform itself.
- 5.5 In defining areas for development, close attention will need to be made to the relative prominence of different areas of the site when viewed from elsewhere. This suggests reinforcing open spaces and hedgerows in order to break down areas of roofscape into smaller discreet parcels. It also suggests that relative building heights will need to be carefully considered in order to maintain the treed skyline.
- 5.6 Well-designed landscape and green space enhancements can help mitigate the impact of the development and assimilate it into the wider landscape. The Council supports the planting of strategic tree belts and/or copses at the earliest opportunity i.e. to establish new trees before building takes place and to more emphatically define the new Green Belt boundary.

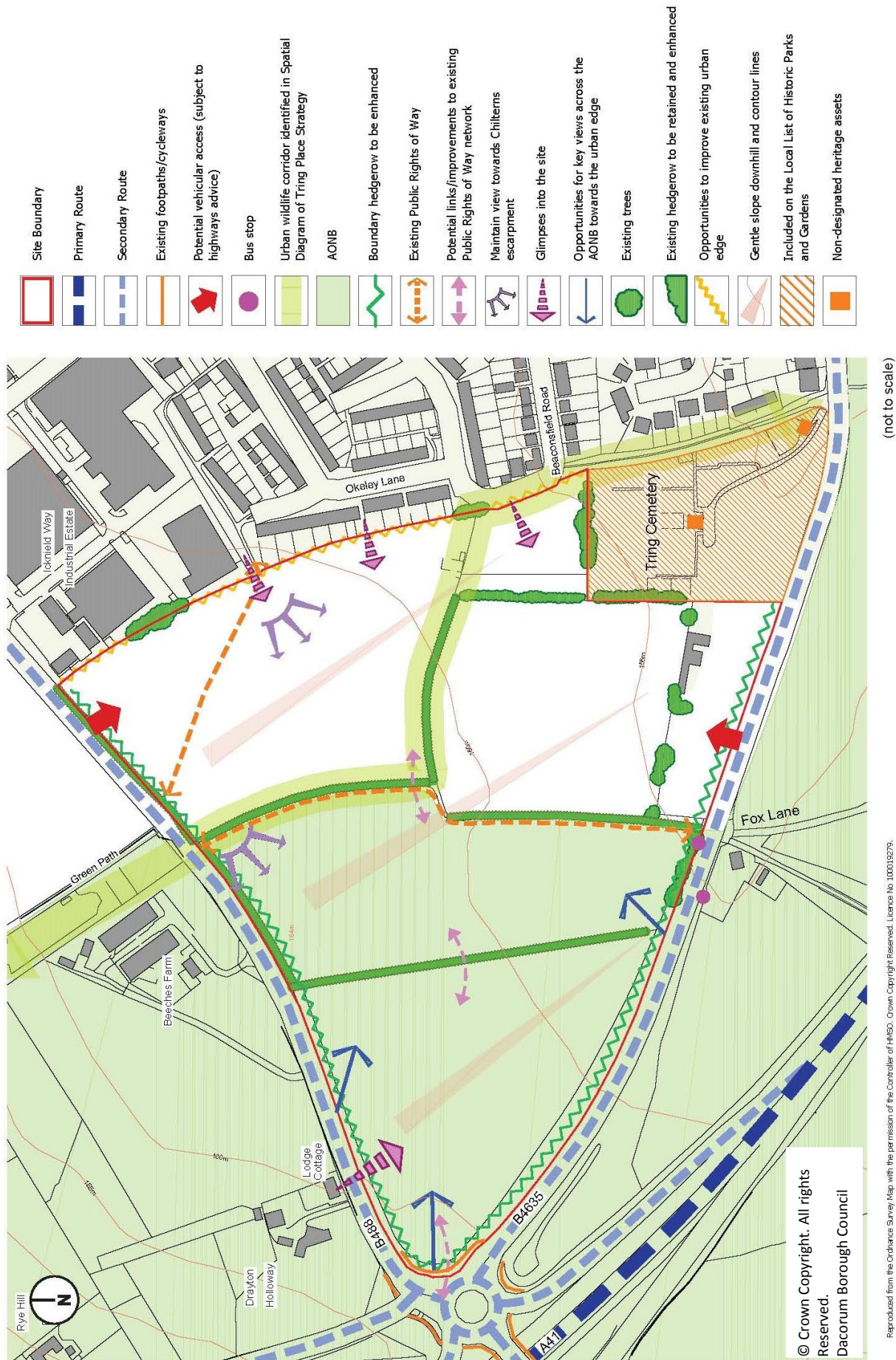
## **Relationship with Existing Area**

- 5.7 The master plan needs to achieve integration with the built up area by, for example, pedestrian and cycle links, views across the site and beyond to the countryside, and by the shared use of existing facilities.
- 5.8 At the same time, the residential amenity of existing residents must be mitigated by good separation between existing and proposed dwellings, by landscaped margins to the new development.

## **Sustainability**

- 5.9 The development must be brought forward based on a full recognition of the varying facets of sustainable development and minimising carbon emissions. As set out in the NPPF and in the Core Strategy, there are numerous components to sustainable development. In relation to master planning, particular attention should be paid to:
- Minimising the need to travel;
  - Minimising pollution in all forms, including emissions and ground and surface water pollution and providing natural solutions to achieve this;
  - Minimising energy use through design including considering the orientation of properties at a detailed stage in order to maximise passive solar gain;
  - Protecting and enhancing biodiversity in layout and design;
  - Using land use planning and design to improve health and well-being, for example, encouraging exercise by easy access to open space, to encourage healthy eating, and ensuring well-designed neighbourhoods that reduce crime and the fear of crime; and
  - Integration of new communities with existing ones, maximising connectivity to shops and Tring Railway Station.

Figure 10: Constraints and Opportunities Plan



## Constraints

- The development should conserve the special qualities of the western part of LA5, as this land is within the Chilterns AONB.
- There is a need to create a permanent, defensible new Green Belt boundary, by enhancing the existing hedgerows and introducing new tree planting along the western edge of the proposed development area.
- The development should not have a serious adverse visual impact on views from the surrounding countryside, particularly views from the south and south west in the Chilterns AONB.
- Views from the site towards the Chilterns escarpment to the south and west should be maintained, whilst recognising that a balance should be struck with bullet point 3 above.
- The capacity and character of adjoining residential roads to the east of the site means that they should not be used for road access into LA5.
- The privacy of neighbouring private gardens should be respected.
- The existing mature trees and hedgerows (which provide a wildlife corridor and the basis for a strong field pattern and green infrastructure network within the site) should be protected and enhanced.
- The two existing public rights of way across the site should be retained.
- The setting of the adjacent existing cemetery should be protected, as it is included on the Local List of Historic Parks and Gardens and the cemetery's chapel and lodge are non-designated heritage assets.
- Location of the site above the Chiltern Chalk Scarp groundwater body: a Drinking Water Protected Area.

## Opportunities

- The existing urban edge can be improved and the employment area extended with a high quality setting.
- The site slopes downhill with a drop of 10 metres across a distance of around 500 metres from the northern to the southern boundary. This and the shape of the site offer the potential to maximise south facing dwellings.
- There is potential to enhance the wildlife corridor which follows the hedgerows across the site (shown on the Spatial Diagram of the Tring Place Strategy - see Figure 2 above) and create new habitats.
- New pedestrian and cycle routes within the site could follow the wildlife corridor and extend across the Chilterns AONB, to link with the existing cycleways over the A41. Linkages to the town centre can also be improved.
- A convenient pedestrian route can be created to the bus stops located close to the southern access into the site.
- The northern and southern areas of the site can be accessed from separate proposed access points, which will allow for a traffic free centre to the development.



- The proposed large open space on the western fields within the Chilterns AONB will allow for the creation of new recreational space and community facilities.
- The open space in the western fields can also be enhanced to provide an attractive green gateway into Tring from the A41. There is scope for native tree planting along Icknield Way and Aylesbury Road (including by the A41 roundabout), whilst maintaining views into and out of the site to connect the site visually with the surrounding countryside.
- Small areas of public open space within the proposed development area could be designed around the existing clumps of trees or could be framed by the existing hedgerows.
- A high quality green infrastructure network can be incorporated into both the proposed development area and the Chilterns AONB, integrating existing trees and hedgerows with new planting.

## 6. Master Plan Requirements

- 6.1 This master plan sets out a framework for the form that the new development will take, and includes the key requirements for when the detailed plans are drawn up as part of the subsequent planning application for the site. The challenge is to create a place that complements and enhances the west side of Tring and fits into the landscape.

### **Vision**

- 6.2 The following vision has been established for the West of Tring site. It sets out how the development will both look and relate to the wider town and countryside beyond.

### **Vision**

The new development will be an attractive place in its own right, providing homes, jobs and open space for the town. Its character and appearance will complement and enhance Tring and preserve the special characteristics of the Chilterns AONB. New cemetery space will satisfy the long term need for town burials.

Development will be integrated with the western part of Tring through the use of nearby shopping and other shared services, facilities and open space. Pedestrian and cycle routes will permeate the development. The new development will be an inclusive community, designed to be safe and secure. There will be a mix of homes, accommodating both smaller and larger households and family homes. Development will be spacious and will allow views of the Chiltern Hills.

Open space will permeate the development area, providing links with the wider countryside. The use and management of the western fields for open space will enhance the appearance and enjoyment of the Chilterns AONB. Landscaping will maintain and complement the green gateway and entrance corridor into the town.

### **Proposal**

- 6.3 The development is expected to involve the construction of between 180 and 200 homes and provide new cemetery capacity, open space and business premises. The number of units assumed for the site within the Site Allocations DPD is slightly higher than originally in the Core Strategy (which specified 'around 150'). This is a result of further testing of site capacity through the master plan and Site Allocations processes. However, as stated in the Site Allocations DPD:

*“the net capacity figures specified provide an estimate of expected capacity and should not be treated as maxima. Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified planning requirements and other relevant policies and guidance.”*

- 6.4 The development will also secure 40% of the units as affordable housing (through a Section 106 agreement) and make other contributions towards on and off-site infrastructure as required.

### **Development Principles**

- 6.5 A series of development principles have been established for this site, which reflect and add to those set out in Policy LA5 of the Site Allocations DPD. These must be followed when drawing up the detailed planning application for this site. They will also be used by the Council as a basis upon which to assess this application.
- 6.6 For this site the Development Principles are grouped into the following sub-headings:
- Homes
  - Employment Area Extension
  - Design
  - Green Space
  - Landscape
  - Cemetery Extension
  - Utilities and Services
  - Highways and Access
  - Green Belt boundary and the Countryside
- 6.7 The following principles will be used to guide the master plan and assess the subsequent planning application:

#### **Homes Principles**

- **Accommodate around 180-200 homes.**
- **Include a significant proportion of affordable housing (40%).**
- **Provide a mix of house types, including family homes and larger, more spacious properties.**

- 6.8 The site has been identified in the Site Allocations DPD to deliver between 180 and 200 new homes, and will form a western extension to Tring. The estimated housing capacity is higher than the figure of 150 stated in the Core Strategy. This reflects detailed testing during the preparation of this master plan. The revised estimated capacity has a relatively low housing density of well under 30 dwellings per hectare, allowing the new housing development to be well landscaped.
- 6.9 As stated in paragraph 6.3 above, the Site Allocations DPD indicates that the capacity figures should not be treated as maxima and that final dwelling capacity will be tested through the planning application process.
- 6.10 The housing development will involve low and medium density development. A range of house types should be provided. It is envisaged that most of the open market housing will consist of family housing, including some larger, more spacious properties. This reflects the edge of town location and the design and

landscape development principles (set out below in the landscape section of Chapter 6).

*Affordable Housing*

- 6.11 The affordable homes will be provided as a mix of sizes and types (flats and houses) to reflect local needs. At present there is an equal need for 1, 2 and 3 bedroom properties within Dacorum. 40% of the total homes will be affordable. This should comprise 75% rented and 25% shared ownership or other forms of intermediate housing (excluding shared equity housing)<sup>12</sup>. Judgements about the level, mix and tenure of affordable homes will also have regard to points (a) – (d) in Core Strategy Policy CS19.
- 6.12 The detailed mix of tenure and type of the affordable housing will be informed by the latest advice and technical work set out in the Council’s Affordable Housing Supplementary Planning Document (SPD)<sup>13</sup>, and the most up to date local housing needs information. Early liaison with a Registered Provider and the Council’s Strategic Housing team is essential.
- 6.13 Accommodation to provide supported housing and independent living (e.g. for the elderly and people with learning, physical and mental disabilities) may contribute towards the affordable housing element of the proposal, either for social/affordable rent or shared ownership.
- 6.14 The Council expects affordable housing to be indistinguishable from market housing in terms of design and to be dispersed across the site. The affordable homes should be designed to the Homes and Community Agency’s design and sustainability standards<sup>14</sup> or their equivalent. The Council will work with Registered Providers to ensure, where feasible, a proportion of homes are delivered to meet lifetime homes standards.

**Employment Area Extension Principles**

- **Provide 0.75 hectares of land in the north east corner of the site for employment development, to form an extension to the Icknield Way Industrial Estate.**
- **Restrict development to offices, research and development, and light industrial use.**

- 6.15 The employment area extension will provide scope for local firms wishing to expand, for firms relocating from existing premises in older, poorer quality in the town and for firms new to the area.
- 6.16 Consideration should be given to giving preference to accommodating local businesses on the new employment land. The term ‘local businesses’ applies to firms currently based in Tring and its hinterland of countryside and villages, including Buckland Wharf and Aston Clinton in Buckinghamshire.

<sup>12</sup> Subject to latest Government guidance on the definition of Affordable Housing.

<sup>13</sup> [www.dacorum.gov.uk/ahspd](http://www.dacorum.gov.uk/ahspd)

<sup>14</sup> <http://www.homesandcommunities.co.uk/ourwork/design-and-sustainability-standards>

- 6.17 Given the location next to proposed new housing, this is not a suitable location for development within use classes B2 (general industrial) or B8 (storage and distribution) within the Town and Country Planning Use Classes Order. Therefore, development should be restricted to use class B1 (business use), which covers offices, research and development and light industrial uses.
- 6.18 The employment area extension should be screened from the new housing (see landscape principles below). The view across the site from near Icknield Way is shown in Photo 5.

**Photo 5: View from near Icknield Way looking across the proposed employment area extension to Icknield Way Industrial Estate**



#### **Design Principles**

- **Limit buildings to two storeys, except where a higher element would create interest and focal points in the street scene, particularly to create a central focal point in the development area.**
- **Buildings on the employment area extension should be designed taking into account the relationship with the proposed new housing.**
- **Provide a legible high quality design, through the use of key buildings, groupings and edges.**
- **Take the character of buildings in the Chilterns area as a guide to high quality attractive design.**
- **Use traditional materials, such as red brick, clay tile and timber boarding, where feasible.**
- **Ensure sufficient, well-located parking.**
- **Arrange buildings and routes to achieve natural surveillance, good pedestrian access to facilities and an attractive relationship to open spaces.**
- **Plan the interface of the development area with existing homes, the cemetery and open space carefully to protect local amenity, including landscaped buffers where appropriate.**
- **Secure high sustainability standards in design and construction.**

- 6.19 As set out in Policy LA5 of the Site Allocations DPD, it is essential that the development meets high standards of design.

- 6.20 The new housing development will be immediately adjacent to existing housing on the west side of Tring (see photos 6 and 7 below). Whilst a close relationship to adjacent areas is an important aspect of the master plan, the new housing should exhibit its own character and design. There should be differences in the character of the new housing in different parts of the site (i.e. distinguishing between the housing on the western edge, the housing along the spine road and the housing adjoining the existing built up area). The affordable housing should however be indistinguishable from market housing.
- 6.21 The design of the new housing should be based on a development block structure that is shaped by green spaces and a legible primary movement route. The dwellings should front onto streets and spaces, ensuring the creation of an attractive and safe place to live.
- 6.22 The term ‘focal buildings’ relates more to the design of buildings rather than their height. Focal buildings should be located:
- in key frontages;
  - at the entrances to the settlement;
  - to mark prominent vistas; and
  - overlooking the green corridor in the centre of the development and the diverted public footpath in the northern area.
- 6.23 Figure 11 shows potential locations for focal buildings. The locations referred to in bullet point 4 in paragraph 6.22 above should also be designed as key building groups. Another such group should be located in the southern housing area, where the proposed spine road passes some existing trees.
- 6.24 The new development should be well landscaped and relatively spacious, given the site’s location on the edge of the Chilterns AONB. In particular, the housing along the western edge of the development should have a relatively low density. This might involve a village green approach along the western edge to provide an appropriate transition between development and the AONB, as dwellings on the western edge would benefit from facing out towards the AONB.
- 6.25 A high quality design will be sought. This should reflect local traditional building styles and materials, and the compact arrangement of nearby short terraces, semi-detached and detached dwellings. The Chilterns Buildings Design Guide, produced by the Chilterns Conservation Board<sup>15</sup>, should be taken into account, particularly in relation to the housing located within the setting of the AONB.
- 6.26 In addition, it will also be necessary for the development to reflect the following appendices in the Dacorum Borough Local Plan 1991-2011:

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<sup>15</sup> Chilterns Building Design Guide:

[https://www.dacorum.gov.uk/docs/default-source/strategic-planning/chilternsbuildingsdesignguide\\_2010update.pdf?sfvrsn=0](https://www.dacorum.gov.uk/docs/default-source/strategic-planning/chilternsbuildingsdesignguide_2010update.pdf?sfvrsn=0)

Chilterns Flint:

<http://www.chilternsaonb.org/uploads/files/ConservationBoard/PlanningDevelopment/ChilternsFlint.pdf>

Chilterns Brick:

<http://www.chilternsaonb.org/uploads/files/ConservationBoard/PlanningDevelopment/ChilternsBrick.pdf>

Roofing Materials:

<http://www.chilternsaonb.org/uploads/files/ConservationBoard/PlanningDevelopment/RoofingMaterials.pdf>

- Appendix 3: Layout and Design of Residential Areas
- Appendix 4: Layout and Design of Employment Areas

- 6.27 The development will follow best practice in urban design and the principles set out in *Building for Life 12*<sup>16</sup>. The principles should be demonstrated as part of any planning application submission.
- 6.28 The visibility of the development should be mitigated by careful siting of taller buildings and prominent roof forms in parts of the site that are more discreet, such as those at lower levels. The level of street lighting should be appropriate for a semi-rural location and the type in line with the standards of the Highway Authority, who are increasingly moving towards improved technology. Careful consideration should be given to lighting within the development area that would be visible from the AONB. Reference should be made to Local Plan Appendix 8 (Exterior Lighting).
- 6.29 The new housing backing onto the existing houses in Okeley Lane should have longer than normal back gardens, in order to respect the privacy of these properties.
- 6.30 Development will be encouraged to comply with high standards of sustainable design and construction. For guidance on principles of sustainability reference should be made to Policies CS28, CS29, CS30 and CS31, and Table 10 of the Core Strategy and the Sustainable Development Advice Note 2016<sup>17</sup>. This deals with requirements relating to reducing carbon dioxide emissions, energy and water efficiency. Other factors of environmental sustainability should comply with the Building Regulations. Developers will be expected to complete a Sustainable Development Checklist in support of the development. Further advice is available within Hertfordshire's Building Futures Design Guide<sup>18</sup>. This is a Hertfordshire based guide, which focuses on making development in Hertfordshire more sustainable and of a higher quality in design terms. It is an evolving web-based guide, designed to provide practical, user-friendly and up-to-date guidance.

**Photos 6 (below) and 7 (overleaf): Views from the site showing existing housing in Okeley Lane**



<sup>16</sup> Available at: <http://www.designcouncil.org.uk/knowledge-resources/guide/building-life-12>

<sup>17</sup> Available at: <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/sustainable-development>

<sup>18</sup> <http://www.hertslink.org/buildingfutures>



### **Green Space Principles**

- **Provide a mix of parkland and informal open space in the western fields and consider the inclusion of pitches for outdoor sports on part of this land.**
- **Create a network of green infrastructure through the area by a ‘green grid’ of open spaces and movement corridors that link with opportunities for direct access to the countryside.**
- **Reinforce structural planting along existing field boundaries within the allocation to create a well-structured and landscaped development with particular emphasis on enhancing existing screening and maintaining a treed skyline.**
- **Provide a toddlers’ play area in the new housing area and a play area for older children in the western fields.**

6.31 The constraints and opportunities of the landscape of the site, and views into and from the development have been fundamental in defining the division between areas to be retained as open space, and areas to be developed.

6.32 The provision of significant new green infrastructure is a very distinctive part of the master plan for the land west of Tring. It is proposed to create a major new area of public open space in the western fields within the Chilterns AONB (area shown in photo 8 below) and also a new network of intimate open spaces and a green corridor in the development area.

**Photo 8: View from the north-south footpath near Icknield Way looking across the proposed western fields open space**





- 6.33 The green space in the western fields could accommodate a number of uses for play, relaxation and recreation. This space, together with the pedestrian and cycle routes and a play area in the green corridor, will create a safe and attractive environment to encourage physical activity and healthy living.
- 6.34 The Council's preference is for the open space in the western fields to provide a mix of parkland and open space, in order to conserve and enhance the natural beauty of the Chilterns AONB. However, the Council has undertaken an Outdoor Leisure Facilities Assessment and an Action Plan, which indicates some shortages of playing pitch provision in Tring. Therefore, the possibility of providing playing pitches in the western fields should be retained. However, a large complex of playing pitches would harm the special qualities of the Chilterns AONB, so pitches are acceptable only on part of the western fields open space. Consideration should be given to the Fields in Trust (formerly known as the National Playing Fields Association) standards<sup>19</sup>.
- 6.35 Any building and car parking to serve the possible playing fields should be small-scale and unobtrusive. Artificial lighting in the western fields open space should be avoided.
- 6.36 The green corridor through the development area will include a focal traffic free public space located between the northern and southern spine roads.
- 6.37 The toddlers' play area should be located in the green corridor, between the northern and southern housing areas. It should be designed as a Local Area for Play (LAP). Appendix 6 in the Dacorum Borough Local Plan 1991-2011 states that LAPs should have the following characteristics:
- Fenced, unequipped area for play
  - Minimum area 100 m<sup>2</sup>
  - Located within 1 minute's walk time from home
  - Aimed at 4-6 year olds
- 6.38 The play area for older children should be located in the western fields. It should be designed as a Neighbourhood Equipped Area for Play (NEAP). Appendix 6 in the Dacorum Borough Local Plan 1991-2011 states that NEAPs should have the following characteristics:
- Within 15 minutes' walking time
  - Minimum area 1,000 m<sup>2</sup>
  - Offering 8 or more activities
  - Should include hard surface area with opportunities for other activities such as cycling, skateboarding or ball games
- 6.39 The NEAP should be designed creatively to fit in with the Chilterns AONB. Standard brightly coloured metal equipment should be avoided. The NEAP should include provision for teenagers as well as for younger children.
- 6.40 Decisions on the future ownership of the western fields open space and the long term management and maintenance of the land will be made at the planning

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<sup>19</sup> Guidance for Outdoor Sport and Plan, Beyond the Six Acre Standards, 2015

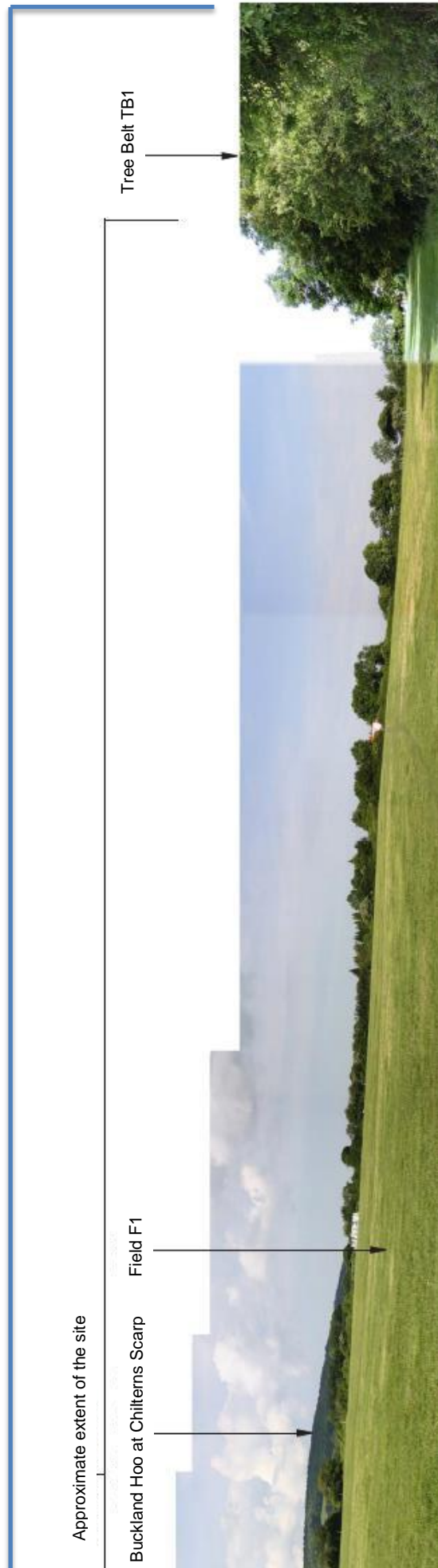
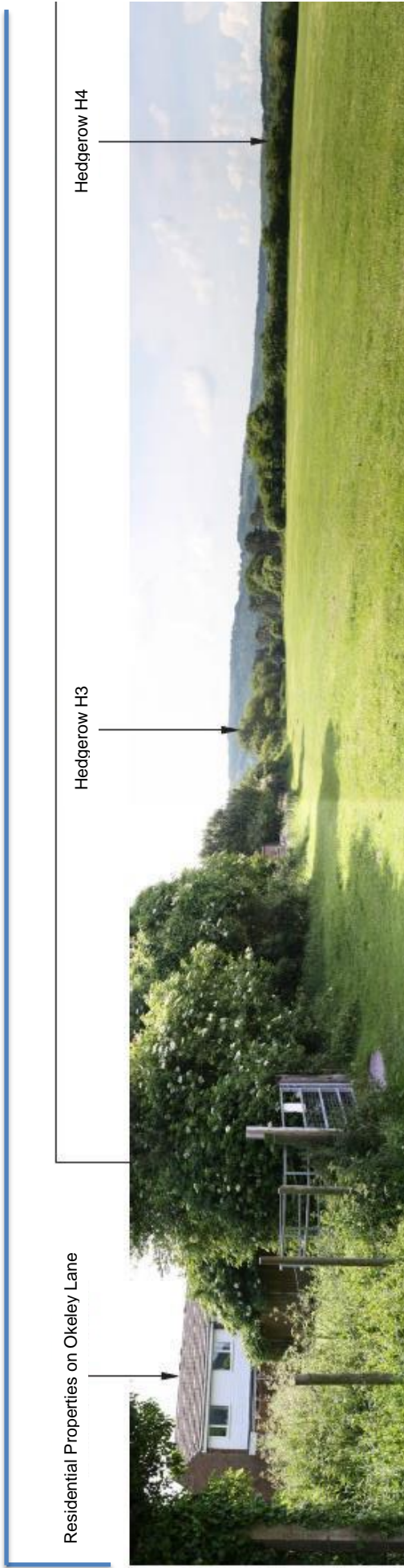
application stage. These arrangements will ensure that the land remains as open space in the long term.

### **Landscape Principles**

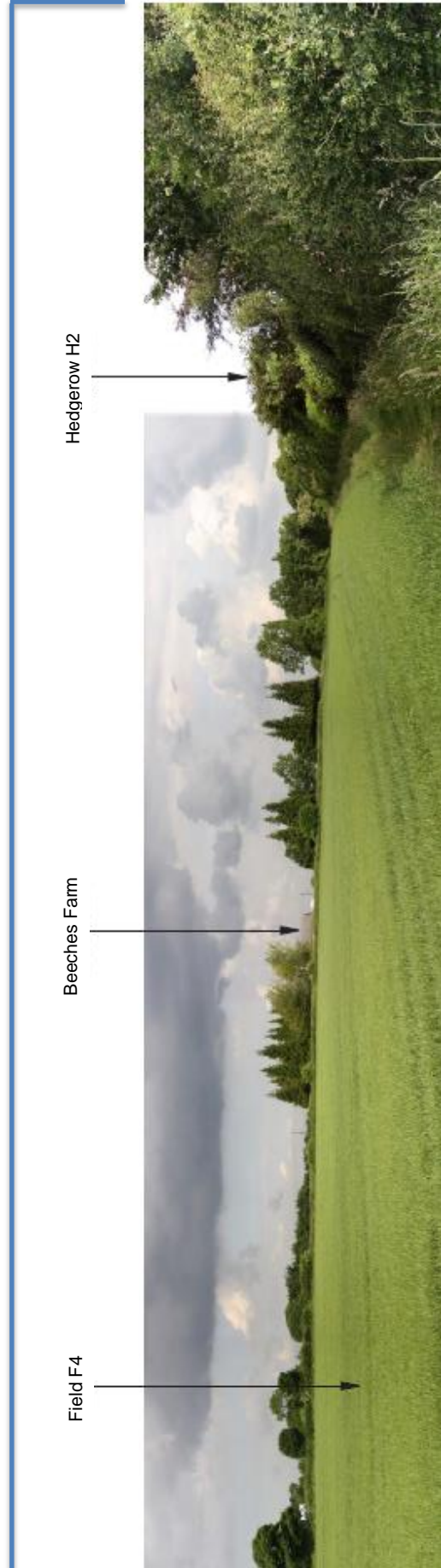
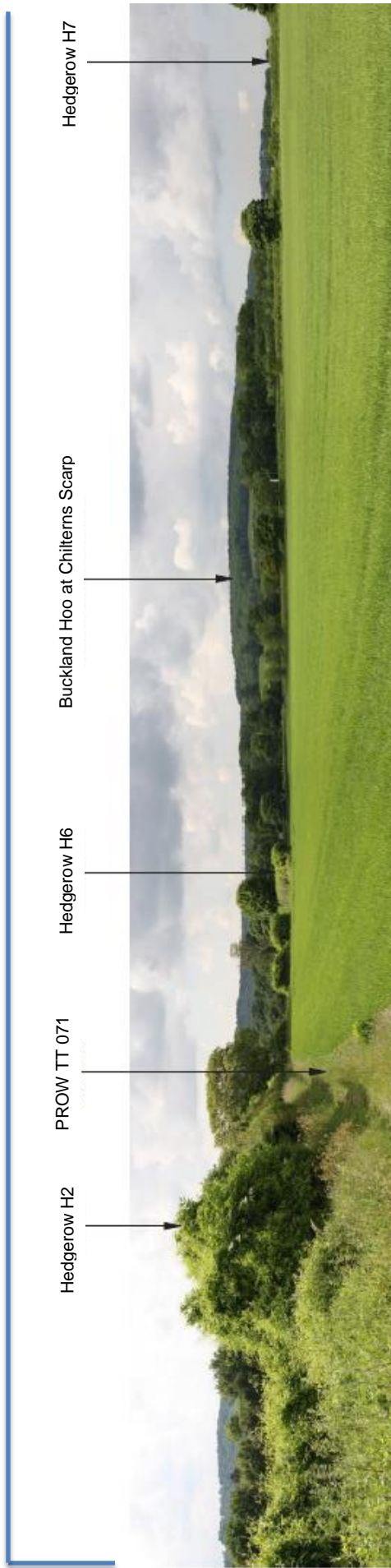
- **Limit the effect of new building on views from the Chilterns Area of Outstanding Natural Beauty (AONB).**
- **The layout, design, density and landscaping must create a soft edge and transition with the AONB and secure a defensible long term Green Belt boundary.**
- **Provide a network of landscaped open space within the development area, including screening of the new employment area.**
- **Protect the green and open setting of Tring Cemetery, which is a locally listed historic park or garden.**
- **Retain and enhance existing hedgerows and tree belts and provide new native tree planting and wildlife habitats in the western fields.**

- 6.41 Existing views into and out of the site should be retained as far as possible and opportunities taken to enhance these views (see photos 9 and 10 below). The landscape strategy, to be produced at the planning application stage, should give further consideration to enhancing existing views.
- 6.42 All the existing trees on the site should be retained. Also, existing hedgerows should be retained and enhanced, particularly along the green corridor which will run through the middle of the development area.
- 6.43 One of the key requirements is the establishment of a defensible long term Green Belt boundary along the western edge of the land removed from the Green Belt (see Figure 4). This should be achieved by enhancing the existing hedgerow and by additional tree planting within the Chilterns AONB, immediately north of the proposed cemetery extension and west of the proposed housing area. This planting will soften the views of buildings from the countryside. It should be in the form of clumps of trees, rather than a continuous tree belt. Landscaping should also be provided and enhanced along and close to the edges of the cemetery extension which adjoin the new Green Belt boundary (see paragraph 6.56 and photo 11 below).
- 6.44 Tree planting of native species should also take place along Icknield Way (partly to enhance the treed ridge line) and Aylesbury Road (including by the A41 roundabout to enhance the green gateway into Tring (see photo 12 below)). This planting should maintain views into and out of the site to connect the site visually with the surrounding countryside.
- 6.45 Existing wildlife habitats within the site should be retained and new habitats created. A range of habitats should be provided in the western fields open space. The advice from the Council's Ecology advisor is that it is important to adopt a sound approach to the planning and management of the green spaces if they are to be of genuine ecological value. There should be a clear understanding of their leisure and wildlife roles and ongoing management. Appropriate wildlife buffers should be provided next to the retained hedgerows.

**Photo 9: Sectional view from near Okeley Lane looking south west across the site to the Chilterns escarpment (view south east to north west – continues top left to bottom right)**



**Photo 10: Sectional view from the north-south public footpath looking west across the site to the Chilterns escarpment (view south to north – continues top left to bottom right)**

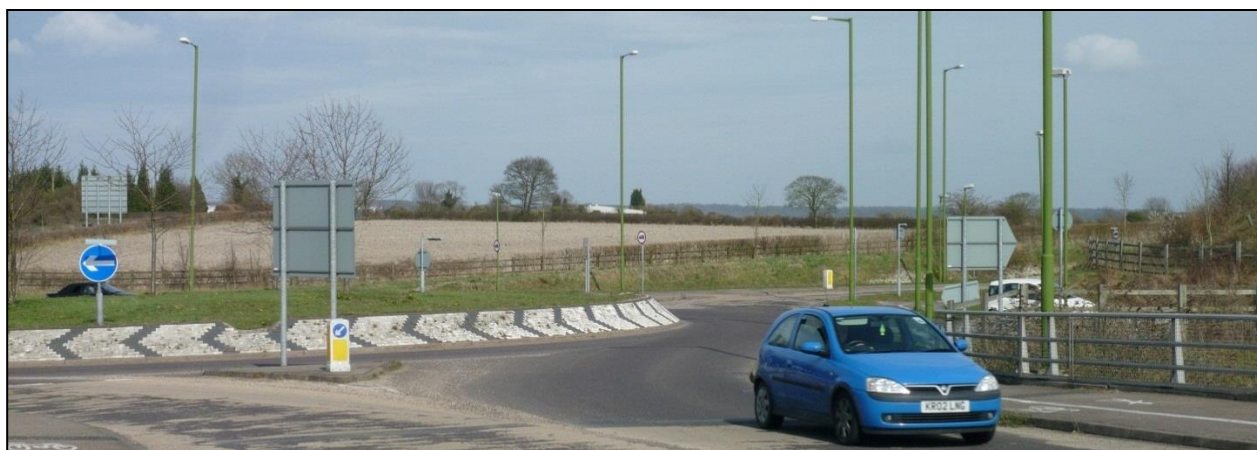


- 6.46 A network of landscaped open space should be provided within the development area. This should include a landscaped buffer between the southern housing area and the cemetery, in order to protect the green and open setting of this heritage asset. It is considered that this buffer should be around six metres wide and include some tree planting. The landscaped buffer should not be located within private gardens.

**Photo 11: View of existing hedgerow along the edge of the proposed development area which should be enhanced to form a defensible long term Green Belt boundary**



**Photo 12: View looking east across the site from the A41 roundabout where the green gateway should be enhanced**



- 6.47 A landscape buffer should also be provided along the western boundary of the employment area extension, where it abuts the northern spine road. This buffer should consist of an avenue of trees set in a wide verge which is planted with shrubs.
- 6.48 A diversion of the existing public footpath from Okeley Lane to Ickniel Way is acceptable. However, the new route should be well landscaped, particularly at its western end, where it could be splayed to provide a more substantial landscaped

area to help soften the interface of built development with the countryside. The route should be designed to allow some views of the Chilterns escarpment.

- 6.49 The spine roads in the northern and southern development areas should be well landscaped. A small open space should be created around the significant group of trees close to the junction of the southern spine road and Aylesbury Road. The other nearby group of trees can be incorporated into a development block.
- 6.50 The cemetery extension should be well landscaped (see section on cemetery extension below).

#### **Cemetery Extension Principles**

- **Locate the cemetery extension in the western fields, west of the new housing on Aylesbury Road, and provide good landscaping.**
- **Locate car parking (at least 30 spaces) for the cemetery in the development area, adjacent to the cemetery extension.**

- 6.51 Space for further full burials and burials of cremation remains at the existing cemetery is limited. In addition, there is no space for natural burials (also known as green or woodland burials), which are becoming increasingly popular. The Council wishes to secure at least 1.75 hectares of land to meet long term needs in the Tring area. The additional land will provide 1.6 hectares of burial space, car parking (of at least 30 spaces) and possibly toilets for cemetery visitors and staff.
- 6.52 Consideration has been given to extending the existing cemetery to the north and west. However, this approach is not favoured by the Council because the amount of land available for a cemetery extension in this location falls well short of the 1.75 hectares sought. Also, there are some operational disadvantages in extending the cemetery in this manner.
- 6.53 Therefore, a detached cemetery extension in the western fields within the Chilterns AONB is proposed (see photo 13). This would have some operational disadvantages, but not of a serious nature. It would mean that the long term needs for burials in Tring can be met. As this is of great importance to the town, locating the cemetery extension in the western fields is the Council's preferred approach.
- 6.54 The car park for the cemetery should be located within the eastern development area, immediately adjoining the proposed cemetery extension in the western fields. It should be placed next to Aylesbury Road, to the west of the southern spine road and should be well screened by landscaping.

**Photo 13: View from Aylesbury Road looking across proposed cemetery extension**



- 6.55 The proposed new burial space is within the AONB, so great importance is attached to creating a green cemetery that blends harmoniously into the countryside. The site for the cemetery extension is already partly screened by the tree belt along Aylesbury Road and the existing hedgerows within the site. Further planting should be carried out to soften the impact of the cemetery extension and help to create a long term defensible Green Belt boundary (see Figure 4). It is envisaged that a significant amount of land will be reserved for natural burials. Part of this area will involve the planting of trees to mark graves and part will take the form of a wildflower meadow. This should help to ensure that the cemetery extension does not cause serious harm to the primary purposes of the AONB. Indeed, the development should seek to conserve and enhance the AONB through the inclusion of new planting.
- 6.56 The Council has completed a desk-based tier 1 survey to show whether this is an acceptable location to the Environment Agency. The survey indicates that the site is in Source Protection Zone 3, although it concludes that a cemetery extension would not contaminate water supplies. Therefore, a tier 2 survey is not required. Despite this, boreholes will need to be dug to see if water comes in, but no problems to the site's delivery are envisaged.
- 6.57 A footpath link should be provided from the existing cemetery chapel to the new housing area. This link will form part of a direct pedestrian route between the existing cemetery and the cemetery extension. It should also be useable by hearses and maintenance vehicles.

### **Utilities and Services Principles**

- **Provide access to local services and facilities or extra capacity where needed to serve the development.**
- **Co-ordinate the design of any surface land drainage with the landscape and open space.**
- **Incorporate Sustainable Urban Drainage (SuDS) measures where technically feasible.**
- **Work with Thames Water, and others if appropriate, to ensure sufficient sewerage and sewage treatment capacity exists prior to occupation of the development.**
- **Protect groundwater from pollution.**

- 6.58 There are no known technical or capacity issues that will prevent the new development linking in to existing utilities networks.
- 6.59 However, Thames Water has indicated that new or upgraded drainage infrastructure is likely to be required to ensure there is sufficient capacity within the waste water network ahead of the development. Further studies will be necessary to identify capacity constraints within these existing networks and it is expected that a Drainage Strategy should be prepared by the developer to determine the exact impact and significance of infrastructure required to support the development. Therefore the developer should liaise with Thames Water at an early stage in the pre-application process to scope out the extent of this strategy.
- 6.60 Appropriate sustainable drainage systems (SuDS) will be implemented within any new development where technically feasible. This will ensure that the drainage concept and design is considered at an early stage, allowing space to manage surface water, improve water quality and provide amenity space and enhance biodiversity value. Pre-application discussion on the drainage strategy and SuDS design is recommended with the local planning authority, as well as Hertfordshire County Council as Lead Local Flood Authority, to establish an appropriate surface water drainage strategy and SuDS design for the site.
- 6.61 A flood risk assessment will be required as part of the planning application for the site. The surface water drainage strategy and SuDS design should also be factored into a Flood Risk Assessment identifying areas at risk of flooding and appropriate mitigation to ensure the risk is minimised rather than exacerbated. Flood risk and surface water drainage will be considered in detail, including the implementation of appropriate SuDS measures where technically feasible, by the Local Planning Authority alongside the planning application for new homes. This will include statutory consultation with the Lead Local Flood Authority (Hertfordshire Council Council) and the attachment of any relevant conditions to any planning permission granted. However, it is important that any technical work takes into account the need, not only to deal with run-off from the development itself, but also that from surrounding land. The Environment Agency is likely to require that run-off rates are no more than the site presently generates in its greenfield state.



6.62 At this site, consideration should be given to the following aspects in relation to surface water management:

- the topography of the site;
- enabling water to infiltrate across the site; and
- ensuring that no additional runoff from the site impacts on the adjacent highway.

#### **Highways and Access Principles**

- **Take road access to the development area partly from Aylesbury Road and partly from Icknield Way.**
- **Retain existing footpaths (minor diversions acceptable) and provide a footpath/cycleway through the site from Aylesbury Road via Donkey Lane to the A41 roundabout.**
- **Plan good pedestrian and cycle access to the local area and key local services, such as bus stops and community facilities.**
- **Support off site road junction improvements where appropriate.**
- **Develop an access strategy which maximises the integration with the existing urban area, whilst minimising impacts upon the local highway network.**

6.63 The key to a successful community is to maximise the integration of the development with the existing urban area, particularly for cyclists and pedestrians.

6.64 Road access will be taken from Icknield Way and Aylesbury Road (see photo 14 below). Ghost island right-turn lane priority junctions will be required. Any landscaping lost by providing junction visibility splays should be reinstated.

6.65 Spine roads should run into the development area from the new junctions with Icknield Way and Aylesbury Road. The spine roads should not form a 'through route or rat run', but should be separated by the green corridor in the centre of the development. A traffic free focal public space should be created here, with only emergency vehicles and buses (if bus companies decide to run services through the site) allowed across this space.

6.66 The design of all new access roads should follow guidance contained in the County Council's 'Roads in Hertfordshire' document<sup>20</sup>. This document interprets the Government's Manual for Streets for Hertfordshire.

<sup>20</sup> <http://www.hertsdirect.org/services/transtreets/devmanagment/roadsinherts/>

**Photo 14: View along Aylesbury Road showing the location of the proposed road access into the southern development area**



- 6.67 There should be no road access from the existing residential area into the development area.
- 6.68 The speed limits on Aylesbury Road and Icknield Way should be extended closer to the A41 roundabout. Figure 9 shows potential locations for the relocated speed restriction signs.
- 6.69 A Transport Assessment will be required at the planning application stage. The applicant should enter into pre-application discussions with Hertfordshire County to agree the scope of the report. The assessment may point to the need for off-site highway improvements.
- 6.70 Pedestrian and cycle routes into Tring and the surrounding countryside should be improved, as indicated in photos 15 and 16 below. The existing north-south public footpath from Icknield Way to Aylesbury Road (immediately to the west of the development area) should be upgraded to form a footpath/cycleway route.

**Photo 15: View along Donkey Lane showing part of the proposed east-west footpath/cycleway route**



- 6.71 An east-west footpath/cycleway should be provided from Aylesbury Road (next to the existing cemetery entrance) to the A41 roundabout. This route should follow the green corridor along Donkey Lane and through the middle of the development area. It should then cut across the western fields. A link from the footpath/cycleway to Beaconsfield Road and Highfield Road will be required.
- 6.72 As mentioned under 'Landscape Principles' above, a diversion of the existing public footpath from Okeley Lane to Icknield Way is acceptable.
- 6.73 A footpath should be provided along Icknield Way between the northern spine road and Icknield Way Industrial Estate.
- 6.74 A bridleway should be provided through the western fields, linking the Holloway and Fox Lane, subject to highway safety issues being resolved.

**Photo 16: View from Aylesbury Road looking north along the proposed north-south footpath/cycleway route**



**Green Belt boundary and the Countryside Principles**

- Reinforce the existing structural landscape features to enable a new, clear and defensible Green Belt boundary to be defined, and to reduce further the limited views of the development from the Chilterns AONB.
- Soften views of housing from the countryside by use of tree planting, by retaining appropriate tree belts and by siting open space carefully.
- Provide a soft edge to the countryside and ensure visual and physical separation from existing residential development.
- Provide pleasant footpath and cycle access through the site to link to the existing highway and rights of way network.
- Provide new strategic landscaping to mitigate the impact on the Chilterns AONB.
- Retain hedgerows and trees.
- Use native species in planting schemes.

- 6.75 The proposals shown in the master plan will result in a soft edge to the extended urban area. They will also offer the potential for a new, clear and defensible Green Belt boundary that will form the western limit of Tring.
- 6.76 The degree of visual containment of the land and the mitigation of landscape and visual impacts will clearly assist in avoiding harm to the wider Green Belt and AONB from either adverse impacts on visual amenity or 'unrestricted sprawl'. Existing public rights of way and the potential to create new access routes, will provide improved opportunities for access to the countryside from the urban area.

## 7. Indicative Spatial Layout Plan

7.1 The principles that are important to the success of the development, including the provision of green space, are illustrated on the Indicative Spatial Layout Plan (see Figure 11).

7.2 The Indicative Spatial Layout Plan delivers these approximate areas:

	<b>Site area (hectares)</b>
Residential area (houses, gardens, roads and parking) and green corridor	8.7
Employment area extension	0.75
Cemetery parking area	0.15
Cemetery extension	1.82
Western fields public open space	6.11
<b>Total</b>	<b>17.53</b>

7.3 The areas shown above reflect recent detailed work and are slightly different to those in Site Allocations Policy LA5, which proposes a cemetery extension (around 1.6 hectares) and open space (around 6.5 hectares) in the western fields. The precise areas for these uses should be agreed with the Council at the planning application stage.

7.4 The master plan requirements in section 6 provide the basis for the Indicative Spatial Layout Plan. The spatial principles shown on the Indicative Spatial Layout Plan are agreed and should be followed. However, there is some scope for the detailed design and internal road layout to be amended as part of a full planning application.

7.5 The development principles shown on the Indicative Spatial Layout Plan should be incorporated into future planning applications. Where details have not been established on the Indicative Spatial Layout Plan, the planning application should appropriately address these, reflecting the development principles for the site. Such items will include the design of individual buildings and the surfacing of roads. Some matters will be subject to the policy guidance in place at the time.

### Supporting information

7.6 In addition to plans and drawings the following supporting studies may be required as part of the planning application process (depending on the validation requirements at the time of submission):

- Neighbourhood Notification Sheet
- Planning Statement
- Sustainable Development Checklist
- Site Waste Management Plan

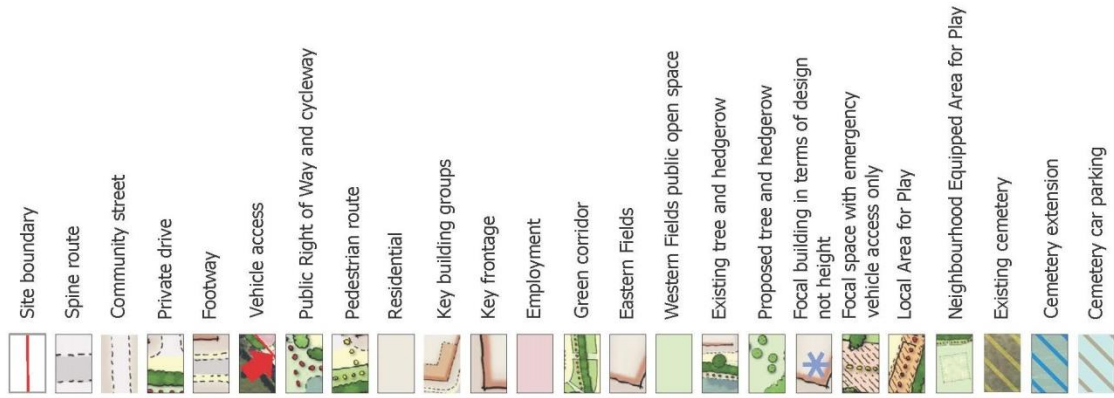
- Landscape Strategy
- Flood Risk Assessment
- Tree Survey/Arboricultural Report
- Environmental Impact Statement<sup>21</sup>
- Transport Assessment
- Travel Plan
- Archaeological Assessment
- Protected Species Survey and Assessment
- Land Contamination Assessment Phase 1 Report
- Lighting Assessment
- Open Space Assessment
- Design and Access Statement with Crime Prevention Measures
- Safer Places Statement
- Affordable Housing Statement
- Planning Obligations – Draft Heads of Terms
- Drainage Strategy
- Landscape and Visual Impact Assessment

7.7 Further advice relating to validation requirements, together with any specific requirements for this site, is available from the Council's Development Management team.

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<sup>21</sup> Subject to the conclusion of any Screening Opinion.

Figure 11: Indicative Spatial Layout Plan



(not to scale)

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## 8. Delivery

- 8.1 This master plan will be used as a framework to help guide future development on the site. It elaborates on the requirements set out in the Site Allocations DPD.

### **Site Ownership**

- 8.2 As outlined in paragraph 3.7, CALA Homes either own or have options on almost all the site.

### *Phasing*

- 8.3 The Core Strategy housing trajectory assumed that delivery of development (i.e. completion of new homes) would commence in 2021 and be completed by 2031, the end of the current plan period. The development could be commenced earlier, but only if the monitoring of housing land supply indicated a shortfall against housing targets (as set out in Core Strategy Policy CS3: Managing Selected Development Sites). However, the Site Allocations DPD now identifies Local Allocations LA5 as available for immediate development,
- 8.4 In accordance with Core Strategy Policy CS3: Managing Selected Development Sites and Site Allocations policies SA1: Identified Proposals and Sites, SA8: Local Allocations and the Schedule of Housing Proposals and Sites, the site is listed within Part 1 of the Site Allocations DPD housing sites schedule and can come forward for development at any time.
- 8.5 It is not expected that the housing developed will be split into more than one phase. However, the employment development may not be built at the same time as the housing. The first homes are likely to be completed within 12 to 18 months of the grant of planning permission. It will then take about another three years to complete the housing development.
- 8.6 The Council expects that the development of the site will be progressed by a hybrid planning application, which seeks full permission for the proposed housing development and outline permission for the other elements of LA5. This is in order to secure a comprehensive approach to the delivery of the scheme and associated works and contributions.
- 8.7 The Council will require that when a planning application or planning applications are brought forward for the allocation they demonstrate compliance with this master plan and a comprehensive approach to the development of the allocation, including the nature and timing of delivery of community infrastructure and other planning obligations.



### ***Planning Obligations***

- 8.8 There are no known or identified abnormal development costs which will undermine the ability of this site to pay appropriate contributions towards infrastructure either through the Community Infrastructure Levy (CIL) or Section 106 or a combination of both, in accordance with Core Strategy Policy CS35: Infrastructure and Developer Contributions. This has been confirmed through a series of reports looking at the viability of the Local Allocations DPD, with the latest study having been undertaken by BNP Paribas<sup>22</sup>. The costs of providing new road junctions on Icknield Way and Aylesbury Road have been included in the viability assessment of the site carried out to inform the development of CIL.
- 8.9 The Council has identified the following infrastructure requirements which may need to be secured via a Section 106 agreement or provided from the receipt of a CIL payment:
- *Affordable housing* - provision will be in accordance with the details in the Housing section of the development principles and the Council's Affordable Housing SPD. The individual composition of the tenure will be determined at the time of the application.
  - *Junction arrangements from the site onto Icknield Way and Aylesbury Road* – these are expected to be in the form of ghost island right-turn lane priority junctions. Precise configuration to be determined following advice from the Highway Authority at the planning application stage.
  - *New cycle and pedestrian routes as proposed in master plan* - detailed design on advice from the Highway Authority.
  - *Other local junction improvements* – as advised by the Highway Authority.
  - *Open space* – delivery of the public open space in the western fields and the green corridor, with the expectation that this land will be owned and managed by a public organisation. Management arrangements to be determined at the pre-application/planning application stage.
  - *Play areas* – delivery of the Local Area for Play (LAP) in the green corridor and the Neighbourhood Equipped Area for Play (NEAP) in the western fields, with the expectation that these areas will be owned and managed by a public organisation. Management arrangements to be determined at the pre-application/planning application stage.
  - *Cemetery extension* - assumed to be via a land purchase by the Council.

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<sup>22</sup> [http://www.dacorum.gov.uk/docs/default-source/strategic-planning/strategic-sites-testing-update-\(pdf-2mb\).pdf?sfvrsn=0](http://www.dacorum.gov.uk/docs/default-source/strategic-planning/strategic-sites-testing-update-(pdf-2mb).pdf?sfvrsn=0)

- *Contributions towards sustainable transport* – as advised by the Passenger Transport Unit at the County Council;
- *Education contributions* - for local primary school provision and other educational needs;
- *Healthcare contributions* – for local services as advised by NHS Hertfordshire/Herts Valleys Clinical Commissioning Group; and
- *Social and Community Facilities* – for facilities where a need is identified through the Council’s infrastructure evidence base.

8.10 The need to provide the infrastructure requirements listed above will be tested against Regulations 122 and 123 of the CIL Regulations 2010 (as amended) throughout the application process and having regard to the viability of delivering the site.

8.11 The County Council’s requirements (access, education and social and community facilities) will be based on the cost of providing infrastructure in accordance with the formula set out within their document ‘Planning Obligations Guidance - Toolkit for Hertfordshire<sup>23</sup> (Hertfordshire County Council’s requirements)’ unless site specific costs are provided.

8.12 It should also be noted that early liaison is required with:

- Thames Water, to ensure sufficient sewerage and sewage treatment capacity is available to support the timely delivery of the site; and
- the local planning authority to ensure appropriate sustainable drainage is designed into the scheme at an early stage (see utilities and services principles in section 6).

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<sup>23</sup> <http://www.hertsdirect.org/yourcouncil/hcc/resandperf/hertsprop/planningobs/> or any replacement document

## 9. Supporting documents

9.1 The following background documents have helped with the preparation of the master plan:

- Dacorum Core Strategy Statement of Common Ground for LA5, DBC/CALA Homes (August 2012)
- Report on LA5 Workshop, Feria Urbanism (July 2013)
- Dacorum Community Infrastructure Levy: Viability Study, DBC (July 2013)
- Dacorum Borough Council Community Infrastructure Levy: Strategic Sites Testing, BNP Paribas (October 2013)
- Dacorum Borough Council Site Allocations DPD: Update to Development Viability Testing for Local Allocations (July 2016)
- Dacorum Borough Council Affordable Housing SPD (September 2013)
- Desk Based Archaeological Assessment for LA5, Archaeological Services & Consultancy Ltd (ASC) (July 2013)
- Trial Trench Report for LA5 (ASC) (December 2013)
- Geophysical Survey Report for Dacorum Area, Stratascan (June 2013)
- Chilterns Buildings Design Guide, Chilterns Conservation Board (2010)
- Conservation Local List for Dacorum, Hertfordshire Gardens Trust (2010)
- Ecology Briefing Note, Ecology Solutions Ltd (June 2012)
- Landscape and Visual Assessment, Barton Willmore (August 2012)
- Transport Scoping Report, Transport Planning Associates (TPA) (July 2014)
- Hertfordshire's Ecological Networks (2014)

9.2 Many of these documents can be viewed on the LA5 section of Dacorum Borough Council's website available at:

<http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations/la5-west-tring>

9.3 Links to the other documents are given below:

<http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/evidence-base/infrastructure-and-delivery>

<http://www.chilternsaonb.org/conservation-board/what-we-do/planning-development/buildings-design-guidance.html>

<http://www.hertswildlifetrust.org.uk/sites/default/files/files/Mapping%20project%20report%20-%20Final.pdf>