This publication seeks your opinions about the design, layout and requirements for new housing development at New Lodge, Bank Mill Lane, Berkhamsted. If you would like this information, or you would like to contact the Council in any language not listed above, please call 01442 867213.

If you would like this information in another format, such as large print or audio tape, please call 01442 228660 or for Minicom only 01442 867877.
1. **Introduction**

1.1 This Draft Development Brief for the New Lodge site at Bank Mill Lane, Berkhamsted has been prepared by Barton Willmore for Dacorum Borough Council on behalf of the developer who is Henry Homes Plc.

1.2 Initial consultation has been undertaken with the local community and stakeholders, to identify issues and key principles to guide and control the development of this site.

1.3 The Brief has taken account of the issues raised at a local consultation workshop held in April 2007, and feedback provided following this event.

1.4 It is to be published in draft for public consultation purposes for a period of 4-6 weeks. The final version is to be adopted by Dacorum Borough Council as a Supplementary Planning Document (SPD).
2. Background

2.1 The site has been taken out of the Metropolitan Green Belt and is allocated in the Dacorum Borough Local Plan (adopted) 2004 Schedule of Housing Proposal Sites, Part II, for development in the period post April 2006.

2.3 It is identified in the Schedule of Housing Proposal Sites as site H36, and is shown on the Local Plan Proposals Map. The indicative capacity of the Local Plan housing site allocation is for 50 dwelling units, including 40% of the units to be provided as affordable housing.
3. **Spatial Vision and Objectives**

3.1 The spatial vision for the development is to sustain the prosperity of Berkhamsted, through the provision of local homes built to a high quality of architectural and urban design, that recognises the importance of the site and its location at the gateway to the town and adjoining Metropolitan Green Belt.

3.2 The objectives of the brief required to achieve the spatial vision are as follows:

- To provide supplementary guidance to the developer and interested parties on the planning and design requirements for the development.

- Identify the constraints and opportunities of the site, to ensure that a high standard of sustainable development is achieved, that recognises the interests of local residents and the wider community.

- Deliver a suitable mix of dwellings types and sizes including the delivery of affordable homes.

- Protection of the River Bulbourne, including identification of mitigation measures and enhancement of the river corridor, through the promotion of biodiversity and the protection of habitats.

- Provision of safe and convenient access for vehicles, cyclists and pedestrians, including satisfactory arrangements for vehicle, cycle parking and pedestrian routes.

- To identify the appropriate form and layout of new buildings including scale, height, massing and materials.

- To assess the context of the site in relation to the character of the local area and adjacent properties, to ensure integration of new buildings with their surroundings.

- Identification of the infrastructure and services required for the development to ensure its integration within the local community, without placing any additional burden on local residents.
4. **Site, Location and Ownership**

4.1 The site comprises an area of 1.9 hectares, including land and buildings formerly used for horticultural purposes. A number of derelict greenhouses and single storey outbuildings are still present. A detached two-storey dwelling-house and much-altered two-storey former coach house and granary building, sited in the eastern part, is in a dilapidated condition.

4.2 It is located adjacent to the London Road and Bank Mill Lane on the eastern side of Berkhamsted. The London Road (A4521) provides the main vehicular route from Berkhamsted to Hemel Hempstead and A41.

![River Bulbourne](image1)

4.3 Vehicular access is provided from Bank Mill Lane, which bridges a culverted section of the channel of the River Bulbourne.

4.4 The site is located within a 10 minute walk of local shops and amenities in the Town Centre and Berkhamsted railway station. Bus stops are located on London Road adjacent to the site, and connecting services provide access to Aylesbury, Tring, Hemel Hempstead and Watford.

4.5 Henry Homes plc is the freehold owner of part of the site and are contracted to purchase the remainder, which is currently in the ownership of the occupier of New Lodge.
4. Site, Location and Ownership

4.6 Bank Mill Lane comprises a mix of residential and commercial uses. These include the Old Mill Public House, Print Works, Dance Studio, and a number of residential properties comprising three bungalows (Waterside, Midways and Willowmere), and The Old Cottage that face the site from the opposite side of Bank Mill Lane.

4.7 Opposite the entrance to the site, Bank Mill Lane bridges over the Grand Union Canal and forms a priority junction with Bank Mill Lane.
4. Site, Location and Ownership

4.8 Brook Cottage and Bourne Cottage are immediately adjacent to the east of the site, on the same side of the road.

4.9 Cedar Road, Hall Park, Hall Park Hill and Hall Park Gate on the opposite side of London Road form a series of residential streets, comprising two storey detached houses rising up the side of the valley.

Views of London Road site frontage from Hall Park

Views of Cedar Road from London Road site frontage
5. Development Brief Process

5.1 This Draft Development Brief has been produced in consultation with Dacorum Borough Council and approved by the Cabinet Portfolio Holder.

5.2 A Consultation Statement will be prepared for consideration by the Council before it is finalised and adopted as a Supplementary Planning Document (SPD).

5.3 A Public Exhibition is to be held at Berkhamsted Civic Centre on 22 August 2007, as part of the consultation arrangements for this Development Brief.

5.4 The Draft Development Brief has been drafted based upon initial consultation responses received and feedback from the Consultation Workshop held on 2 April 2007.

5.5 A more detailed summary of the public consultation process and the responses received are contained in the accompanying Consultation Statement.

5.6 A Sustainability Appraisal (SA) of the development of the site for housing has been prepared, which is also available for inspection.
6. Local Plan Housing Site Allocation

6.1 A Local Plan Inquiry held in 2000 considered the Draft Dacorum Borough Local Plan and the proposal to remove the Metropolitan Green Belt designation from the site at New Lodge, Bank Mill Lane, Berkhamsted and to identify it for new housing development.

6.2 The Local Plan Inspector recommended that the site be allocated for 50 dwelling units, of which a substantial proportion are to be provided as affordable housing. Development is to take place in the Part II phase of the plan in the period from 2006 onwards.

6.3 The site is identified in the Local Plan Schedule of Housing Proposal sites as H36, as follows:

- Net Capacity 50 units;
- Site Area 1.9 hectares;
- 40% Affordable housing;
- 3 storey height buildings preferably flats subject to a satisfactory impact on the semi-rural character of the site;
- Access to be provided from London Road (A4521);
- All buildings to be set back from the banks of the River Bulbourne and improvement and enhancement of river edge required;
- Any additional planting to reinforce the semi-rural setting and eastern boundary to Green Belt;
- Retention of tree coverage across site and road frontages in particular;
- New bus stop to be provided;
- Education contribution required if no spare capacity available in existing schools;
7. Guidelines for Development

7.1 The Dacorum Borough Local Plan (Adopted) 2004 contains planning policies and guidance to control new development.

7.2 The key policies of the Local Plan that are directly relevant to the development principles for this site are as follows:

1 (Sustainable Development Framework)
11 (Quality of Development).
12 (Infrastructure Provision and Phasing).
13 (Planning Conditions and Planning Obligations).
18 (Size of New Dwellings).
20 (Affordable Housing).
21 (Density of Residential Development).
51 (Development and Transport Impacts).
54 (Highway Design).
55 (Traffic Management).
57 (Provision and Management of Parking).
58 (Private Parking Provision).
61 (Pedestrians).
62 (Cyclists).
63 (Access for Disabled People).
64 (Passenger Transport).
99 (Preservation of Trees, Hedgerows and Woodlands).
101 (Tree and Woodland Planting).
102 (Tree and Woodland Management).
106 (Canalside Environment).
107 (Development in Areas of Flood Risk).
113 (Exterior Lighting).
119 (Development Affecting Listed Buildings).
122 (Energy Efficiency and Conservation).
123 (Renewable Energy).
124 (Water Conservation and Sustainable Drainage Systems).

7.3 The Local Plan Appendices also include general guidelines on Layout and Design of Residential Areas, Parking Provision, Open Space and Play Provision.

7.4 A series of Supplementary Planning Documents (SPDs) have been prepared by the Borough Council to provide more detailed guidance on certain topics. These include SPDs on Water Conservation and Energy Efficiency and Conservation (dated July 2005).
Historic Environment

8.1 New Lodge is in residential use and is currently the subject of an application for listing from Berkhamsted Local History and Museum Society, which is being considered by English Heritage, following inspection of the property in May 2007.

Views of New Lodge

8.2 The existing buildings are in disrepair, and the overgrown condition of the land arising from the former use for horticulture offers opportunities for regeneration to achieve a high quality of new development.

8.3 The location at the outskirts of the built-up area of Berkhamsted, and the presence of grade II listed buildings in the vicinity, requires consideration of the effects of the development of the site on their settings.

8.4 The listed buildings adjacent to the site include:
- Bank Mill Cottage, Bank Mill Lane
- Old Mill Public House, Bank Mill Lane

8.5 The River Bulbourne skirts the Bank Mill Lane frontage of the site therefore an 8 metre no build zone to protect the river margin and avoid risk of flooding, is required by the Environment Agency.

8.6 A very small part of the north eastern corner of the site lies within Flood Zone 2 & 3, and development in this zone should be avoided.

Grand Union Canal

8.7 The towpath of the Grand Union Canal provides opportunities for recreation and a pedestrian route to Berkhamsted Railway Station.
8. Site Constraints and Opportunities

Contamination

8.8 A risk assessment to identify potential for contamination is to be undertaken, and intrusive investigations should be carried out to establish if remediation measures are necessary.

Ecology

8.9 The presence of badgers has been identified within the site, and further ecological investigation is required to assess the presence of any protected species and habitat, including bats and reptiles.

8.10 Licensing will be required for any disturbance to badgers or other protected species that are found to be present.

Surface Water Drainage

8.11 To avoid flooding downstream drainage, discharge from surface water will need to be controlled.

8.12 Surface water will be discharged to the River Bulbourne and will require control to prevent pollution and flooding, in accordance with Environment Agency requirements and PPS25.

8.13 A surface water sewer crosses the western part of the site between London Road and Bank Mill Lane, which will require diversion to be funded by the developer.

Foul Water Drainage

8.14 All foul water will be directed to existing Thames Water sewers via a pumping station which is to be provided. Upgrading of the Thames Water infrastructure may be required, subject to existing capacity.

Gas Mains

8.15 A 180 mm diameter medium pressure gas main owned by National Grid crosses the site between London Road and the Bank Mill Lane site access. Diversion costs are to be funded by the developer. A 3-metre wide easement is required each side of the route of the diverted gas main for access and maintenance purposes.

Trees and Landscaping

8.16 A large number of trees are present within the site and along its boundaries which are of varying age, condition and quality. The site is subject of a Tree Preservation Order.

8.17 A Tree Survey in accordance with British Standard BS5837 (2005) ‘Trees in Relation to Construction’ requires identification of all trees with stem diameters in excess of 75 mm at a height of 1.5 metres above ground level, including those off-site that could
8. Site Constraints and Opportunities

pose a potential constraint to development. Siting of buildings will require an assessment of those trees that are to be retained and those which should be removed. This will include identification of the Root Protection Areas of those trees that are to be retained.

8.18 Large parts of the site are overgrown and will require clearance, subject to the presence of important and protected ecological habitats.

8.19 The majority of the best trees (as shown in bold on the Tree Retention Plan) on the site should be maintained. The development must be designed to minimise any significant loss of these trees and maximise their root protection. The onus will be on the developer to demonstrate that their scheme can be provided, whilst conserving the health and well-being of the best trees.
8. Site Constraints and Opportunities

Tree Survey Plan
8. Site Constraints and Opportunities

Accessibility

8.20 Access for vehicles, pedestrians and cyclists to the adjoining highways of London Road and Bank Mill Lane, is to be provided in accordance with the requirements of Hertfordshire County Highway Department.

8.21 The Local Plan Inspector considered the preference by the Highway Authority that vehicular access to the site should continue from Bank Mill Lane, in preference to direct access to the London Road, which was considered contrary to the Hertfordshire Design Guide.

8.22 The Local Plan Inspector was satisfied that a new access to the site could be provided from London Road.

Access to London Road (A4251)

8.23 The London Road provides the main route into and out of Berkhamsted to the A41 and Hemel Hempstead.

8.21 It is on a bus corridor and with-traffic cycle lanes commence just west of the Bank Mill Lane junction (where the 30 mph zone starts) and extends to the town centre.

8.22 The width of the London Road along the site frontage is approximately 7.3 metres.

8.23 A concrete retaining wall that supports highway land exists along the London Road site frontage. The site levels adjacent to this wall are around 1.5 metres lower than the adjacent highway land. The difference in levels between the carriageway of the London Road and the site will require a suitable gradient at the site access road, which should accord with the standards set out in the Hertfordshire Design Guide.

8.24 A minor access road of 4.8 metres wide with 1.8 metre wide footways and bellmouth radii of 10.5 metres is required for the new site access to the London Road.

8.25 The site access junction should be located a minimum of 50m from opposite junctions and a minimum of 120m from adjacent...
8. Site Constraints and Opportunities

junctions, in accordance with the Hertfordshire Design Guide. Junction visibility splays of 4.5m x 120m should be provided, relevant to the existing 40mph speed limit on this part of London Road.

Access to Bank Mill Lane

8.26 The existing access from Bank Mill Lane has restricted visibility, and is unsuitable for a significant increase in the existing level of vehicle movements. Mature vegetation along the southern side of Bank Mill Lane restricts visibility from the existing site access.

8.27 The current use of New Lodge for residential purposes does not generate significant amounts of vehicular and pedestrian movements. The horticultural activities have ceased.

8.28 The bridge across the Grand Union Canal is 3.2 metres wide between the parapets at its narrowest point (at the crest), which is only of adequate width for one vehicle to pass over the bridge at any time.

8.29 Provision of a new vehicular access from London Road provides an opportunity to close the Bank Mill Lane access to vehicles and improve/enhance the stone bridge for pedestrian access onto Bank Mill Lane. The closure of the Bank Mill Lane exit to vehicular traffic, would provide an opportunity to improve the pedestrian access between the site and the towpath of the Grand Union Canal.

8.30 The narrow width of Bank Mill Lane, and the absence of footpaths, is an obstacle to the creation of a safe pedestrian route, and will require careful design.

8.31 Bank Mill Lane is a single carriageway road and is subject to a 30 mph speed limit between London Road and Bank Mill. The national speed limit (60 mph) applies east of Bank Mill Lane, indicated by a sign just to the east of the New Lodge site entrance.

8.32 Footways are only present on a 10 metre section of Bank Mill Lane from the junction with London Road. A narrow footway on the north side of Bank Mill Lane extends to the Dance Studio (former ATC Centre). There is no footway provision between the Dance Studio and Bulbeggars Lane. There is no footway provision at Bank Mill on the canal bridge.

8.33 The carriageway of Bank Mill Lane has an average carriageway width of approximately 5m between London Road and Bank Mill, which is partially obstructed by a build up of vegetation and debris along the River Bulbourne side reducing the width to 4.5 metres for the most part. The road is wide enough to enable two cars to pass. The alignment of Bank Mill Lane, combined with the mature vegetation on the southern side of the road, restricts visibility to right for pedestrians egressing the New Lodge site at the existing access.
8. Site Constraints and Opportunities

8.34 In order to achieve a safe pedestrian route between the existing access to New Lodge and the canal towpath, the following measures are considered:

- Provision of non-invasive traffic calming following principles set out in the ‘Manual for Streets’.
- Provision of a gate at the culvert bridge crossing to ensure that Bank Mill Lane is not approached at speed by pedestrians (including children). This would alert pedestrians to the change in pedestrian priority when egressing the New Lodge site.
- Provision of a “pedestrians look both ways” sign at the Bank Mill Lane entrance/exit to increase pedestrian awareness.
- Siting of “pedestrians in road ahead” signage on Bank Mill Lane and “no footway for XX yards” plate.
- Provision of a gateway feature on entry to the 30 mph zone to alert drivers to the reduction in the speed limit.

8.35 A safer pedestrian environment would be created by these measures, to ensure that vehicle speeds are kept at or below the speed limit. Additionally, trimming back of the mature vegetation overhanging the highway would improve pedestrian and driver visibility along Bank Mill Lane.

8.36 Bank Mill Lane leads to George Street, Ivy House Lane and Bulbeggars Lane. These routes are also of limited width to accommodate significant increases in vehicle movements.

Public Transport

8.37 The London Road is on the main bus corridor and there are bus stops adjacent to the site frontage.

8.38 In certain circumstances relocation of the bus stops may be required where development proposals interfere with the bus network and associated infrastructure. Bus access within the site is not required for the small scale of residential development identified in this instance.

Bank Mill Lane leads to George Street, Ivy House Lane and Bulbeggars Lane. These routes are also of limited width to accommodate significant increases in vehicle movements.

8.39 Berkhamsted railway station is approximately 1 km from the site via the towpath of the Grand Union Canal, and is within walking and cycling distance. A direct link between the site and the
8. Site Constraints and Opportunities

towpath of the Grand Union Canal is preferable in sustainability terms, to provide a route for pedestrians and cyclists to the railway station and the centre of Berkhamsted.

**Car Parking**


- 1.25 spaces  1 bedroom dwelling
- 1.5 spaces   2 bedroom dwelling
- 2.25 spaces  3 bedroom dwelling
- 3 spaces    4 or more bedrooms

8.41 Residential developments are expected to accommodate all parking demand on site. A reduced parking standard applies to the most accessible locations.

8.42 Provision of adequate car parking is required to avoid on-street parking on adjacent roads.

8.43 Car parking should be provided within the curtilage of the houses. Parking associated with apartments should be conveniently sited close to the apartments, and may include undercroft parking. The parking areas should be provided with appropriate hard and soft landscaping with defined pedestrian routes. Permeable paving should be adopted for both footpaths and parking bays to prevent surface flooding. Natural surveillance of the parking areas should be possible, and if garages are to be provided, they should be sited so that they do not provide an obstacle to natural surveillance.

**Cycle Parking**

8.44 One cycle space is required for each dwelling if no garage or shed is provided.

8.45 Appropriate provision for secure cycle parking in the form of lockers or sheds should also be provided.
9. Development Principles

9.1 The gateway location of the New Lodge site, at the entrance to the built-up area of Berkhamsted, requires a high quality of design and construction. It is in a sustainable location, and is therefore suitable for residential use, subject to development in accordance with the relevant policies of the Local Plan that have undergone sustainability appraisal. Indicative layouts appended to this Brief show how the site could be developed, comprising retention or demolition of the existing New Lodge buildings.

Sustainability

9.2 The Local Plan explains that the “overarching aim of the Plan is to secure a more sustainable pattern of development in the district.” A range of factors are identified in the Local Plan to be considered when new development is proposed.

9.3 Appropriately designed and orientated buildings should maximise energy efficiency and opportunities to incorporate water storage, recycling facilities, and sustainable power sources within each dwelling, in order to demonstrate best practice and innovation.

9.4 The Council’s approach on greenfield sites such as this, is to seek dwellings that accord with EcoHomes ‘Very Good’ (or equivalent Code for Sustainable Homes standard). The developer will be required to provide a sustainability statement as part of any planning application. This should set out how the scheme achieves the highest possible standard in terms of sustainable building design and construction.

Cultural Heritage

9.5 Trial trenches will be required on the site prior to the submission of a planning application. The extent and location of these trenches will be determined by Hertfordshire County Council archaeologists. Any further advice and potential mitigation would need to be agreed upon.

Infrastructure Requirements

9.6 The relevant service providers for gas, electricity, water, sewer services and telecoms should be contacted regarding infrastructure supply and diversion of surface water sewer if necessary, and any advice taken into consideration. The developer will be required to demonstrate that there is enough capacity in relation to water, surface water, foul drainage and sewerage treatment to serve the development.
9. Development Principles

Urban Design Principles

Building Types, Heights and Depths

9.7 The neighbouring buildings include a mix of bungalows and two storey dwellings and commercial uses. A number of the adjacent buildings incorporate dormer windows at roof level. Affordable housing should be phased, so as to produce a scattered distribution and aid community cohesion. It should also help deliver a high quality of design and similar architectural standards to all of the dwellings.

9.8 Residential development should be a mix of 2½ and 3 storey buildings. Some accommodation within the roofspaces of the 3 storey buildings may be appropriate for certain parts of the development site, depending upon topography, design and privacy issues. The development should also reflect a general mix in heights and roof structures to limit overly long and bulky rooflines. A mixture of heights and roof gardens will be welcomed to provide new green space and wildlife habitats, especially within apartment blocks. The location of taller dwellings may be acceptable running along the boundary parallel to London Road. The depth of the buildings should allow for the provision of dual aspect apartments, in order to minimise the bulk.

Net Capacity

9.9 The Local Plan identifies that the site should have a net capacity of approximately 50 dwelling units. Provision of a retirement home for elderly persons would be a suitable use, subject to the provision of single family dwelling houses on the majority of the site area.

Views and Vistas

9.10 The positioning of buildings will provide opportunities for the creation of views and vistas within the site of the key features of the development. The provision of high quality open space in the form of a Riverside Walk, Children’s Play Area, and the potential retention of the New Lodge house, within suitably landscaped settings, should provide beneficial opportunities for views and vistas.

Waste Collection Facilities

9.11 The provision of a communal area maintenance management scheme and waste management facilities, will be required for any apartments provided within the site. These facilities should be appropriately sized, conveniently sited and well screened from view.

Materials

9.12 Materials for the proposed buildings should be of a high quality that are in common with existing materials of the local area, to ensure that the development integrates visually with adjacent buildings.

Retention and Conversion of Existing Buildings

9.13 The existing New Lodge dwelling house is of local historic interest. The option of retention and conversion of New Lodge to apartments is to be evaluated and will be influenced by the outcome of the application for listing. Demolition works are
9. Development Principles

conditional upon detailed investigations, to assess whether it is worthy of listing.

Access and Car Parking

9.14 Vehicular access is to be provided from London Road (A4521) by the provision of a Priority Junction. A Transport Statement will be required in support of development proposals to consider the access arrangements for vehicles, pedestrians and cyclists. It should also consider the use of public transport provision.

9.15 Adequate car parking is required to serve the proposed development, in accordance with the standards set out in Appendix 5 of the Council’s Local Plan.

9.16 The existing access from Bank Mill Lane will be closed to vehicles. Pedestrian access is to be retained, subject to the creation of a safer pedestrian route to the canal towpath.

Footpath Links

9.17 A pedestrian and cycle link is to be encouraged across the site from London Road to Bank Mill Lane, using the bridge that currently provides access to the site. This would allow access across the canal bridge to the towpath of the Grand Union Canal. A riverside walk is also to be provided from the gates at the junction of London Road and Bank Mill Lane and the existing site access. These links will be provided, subject to the agreement of the Highways Authority and measures to enhance pedestrian safety.

River Bulbourne

9.18 A no build zone of 8-metres measured from the top of the southern bank of the River Bulbourne is to be retained. The retention and enhancement of the river and its banks is requirement of the Environment Agency.

9.19 The controlled discharge of surface water runoff to the River Bulbourne is required. The use of permeable surfaces, swales and balancing ponds to reduce surface water runoff, create wildlife habitats and biodiversity is encouraged. A Flood Risk Assessment is required, and a site survey shall be undertaken to identify suitability for the provision of Sustainable Drainage Systems (SuDS).

9.20 Consideration will be given to the requirements and siting of surface water balancing during the initial stages of development layout planning. As the development layout evolves, sizing and positioning of such storage devices, will be modified in conjunction with development concepts and Environment Agency requirements and policy.

Open Space

9.21 The Riverside Walk to be provided within the site and edged with additional landscaping, will serve as valuable amenity space for the local residents.

9.22 A children’s play area is to be provided within the site to serve the residential use, in accordance with the Local Plan requirements.
Trees and Landscaping

9.23 A detailed tree survey will be undertaken to identify the extent and condition of tree species present. Retention of suitable trees at the road frontages is required, except where removal is necessary to provide access from London Road.

9.24 A scheme for tree planting and landscaping along the eastern boundary is required to reinforce the boundary of the Metropolitan Green Belt. Indigenous tree species and hedgerows will be required in new planting proposals.

9.25 Additional tree planting and landscaping may also be required to provide screening at the boundary of the site along the London Road.

Ecology

9.26 An ecological survey carried out in March 2007 found no direct evidence of protected species within the site.

9.27 There is potential for bat roosts to be present and further surveys will be required to ensure that no bat roosts are affected. An evening bat survey using ultrasonic detectors will be carried out prior to any demolition works. The possibility of bats using parts of the original buildings cannot be ruled out. Therefore, an evening ultrasonic bat detector survey should be carried out during June or July prior to critical works. A Natural England Licensed Bat Warden must be present at critical stages of the works. If bats are found during works at this site, it will be necessary to provide roof accommodation, as per the Bat & Other Protected Species Survey at New Lodge.

9.28 No reptiles or amphibians were identified, though there is potential for slow worms and great crested newts to be present.

9.29 Detailed surveys to detect the presence of slow worms will be carried out. A torch survey of the waterbodies will also be undertaken to check for the presence of newts.

9.30 Dormice were not found to be present, and the conditions on site are unlikely to favour these animals. Further investigation will be required to check for the presence of active badger sets.

9.31 Licensing will be required from Natural England for their removal or translocation. In particular, any building works within 30 metres of badger sets will require licensing.
10. Developer Contributions

10.1 Certain aspects of the proposed development will be secured by means of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended).

Affordable Housing

10.2 The housing site allocation is intended to increase the availability of local affordable housing, of which there is a shortage in Berkhamsted due to high property values.

10.3 40% of the proposed number of dwellings will be provided as affordable housing. A mix of 60% one and two bed flats and 40% two, three and four bed houses is preferred by the Borough Council, subject to detailed design considerations.

10.4 75% of the affordable homes should comprise social rented tenures and 25% for key worker, intermediate rent and shared ownership.

10.5 A Code for Sustainable Homes level 3 rating is required by the Borough Council. The external design of the affordable units should be of the same standard as those dwellings provided for sale on the open market.

10.6 A minimum of 10% of the affordable homes should be provided to the Joseph Rowntree Foundation Lifetime Homes standard for disabled access.

Open Space Provision

10.7 There is an opportunity to create a small children’s play area to serve the development, including arrangements for maintenance. This could be created adjacent to the River Bulbourne where siting of buildings is unsuitable. A children’s play area will be provided.

Education Provision

10.8 A developer contribution may be required for education provision arising from the residential development according to the availability of pupil places in local schools.

<table>
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<th>Primary education contributions per dwelling</th>
<th>Affordable dwellings for social rent only per dwelling</th>
<th>Open Market, shared equity, key worker and other</th>
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<td>Bedrooms</td>
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<tr>
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<td>2 bed house</td>
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<td>Bedrooms</td>
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<td>5 or more</td>
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10. Developer Contributions

Transport Provision

10.9 A financial contribution would be required towards improvements to transport accessibility in the Borough. 166 is the provisional index for 1st Quarter 2006 (as of June 2006).

Residential Accessibility Charges

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<th>Size/No. of Bedrooms</th>
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<td></td>
<td>625</td>
<td>750</td>
<td>1125</td>
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</table>

Library provision

10.10 Library contributions are required at a per dwelling basis of £204 for the provision of library facilities.

Fire Hydrants

10.11 Provision of fire hydrants range from £200 to £400 per hydrant. If adequate hydrants are available when the water mains are planned, then no extra hydrants will be needed.

Childcare and Youth Facilities

10.12 Developer contributions are required for childcare and youth facilities at a charge of £410 per dwelling. This charge does not apply to 1 bedroom dwellings.

10.13 The above costs for education, libraries, fire hydrants, childcare and youth facilities are based upon Hertfordshire County Council rates as at 18 September 2006, and will be indexed using the PUBSEC Index from the base of 166.
11. List of Contacts and Consultees

- Kate Bowles, Dacorum Borough Council Housing Enabling Manager, 01442 228526 (for advice on affordable housing).
- Claire Covington and Ruth Chapman, Dacorum Borough Council, 01442 228665 (for advice on landscape, play and woodland issues).
- Jacqueline Nixon, County Property Unit, 01992 588123 (for advice on education provision).
- James Dale, Hertfordshire County Council, 01438 737320 (for advice on highways and transportation).
- Martin Hicks/Sarah Postlethwaite, Hertfordshire Biological Records Centre, 01992 555220 (for advice on ecological issues).
- John White, Police Architectural Liaison Officer, 01707 638865.
- Alex Robinson, Planning Liaison Officer, Environment Agency, 01707 632405.
- Mark Hendy, Barton Willmore, Town Planning Consultants, 0207 446 6888.
- Chris Higenbottam, Tempietto Architects, 01442 877808.
12. Indicative Layout (New Lodge Retained)
12. Indicative Layout (New Lodge Demolished)