



# Local Allocation LA5 Icknield Way West of Tring

## Draft Master Plan

September 2014



# 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 provide in the Pre-Submission version of the Site Allocations document, upon which the Council is now consulting.

The landowners, in partnership with the Council, have prepared draft 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. The Council is taking the opportunity to seek feedback on these master plans at the same time as the Site Allocations consultation.

## Do I need to comment?

Many people have already given feedback on these sites through consultation on the Core Strategy or through other consultation events. These responses have been used to help prepare the draft master plans.

You are invited to comment on the draft master plan to help ensure that the final version continues to reflect your views and those of the local community.

## What can I comment on?

The principle of allocating these sites is now firmly established and the Council can only consider comments on the details of how they will be delivered.

If you are objecting to parts of the master plan, it would be helpful if you could say what changes you would like to see to the text or accompanying maps.

## How do I comment?

Please submit comments online using Dacorum Borough Council's consultation portal.

Alternatively, comments can be sent to the Strategic Planning and Regeneration Team at Dacorum Borough Council using the comments form that is available. You should use a separate form for each of the different master plans you may wish to comment on.

Copies of the master plans, together with the Pre-Submission Site Allocations document, comments forms and background information can be found on the Council's website [www.dacorum.gov.uk](http://www.dacorum.gov.uk), at local libraries or at Borough Council Offices subject to opening times. Comments can be sent electronically or by post, as appropriate, to one of the following addresses:

By consultation portal: <http://consult.dacorum.gov.uk/portal/>

Email forms to: [strategic.planning@dacorum.gov.uk](mailto:strategic.planning@dacorum.gov.uk)

Post forms to: Strategic Planning and Regeneration  
Dacorum Borough Council

Civic Centre  
Marlowes  
Hemel Hempstead, Hertfordshire  
HP1 1HH

All comments received will be publicly available.

The deadline for comments to be received by the Council is 5 November at 5.15pm.

### **Next Steps**

All comments received on the draft master plans will be considered and reported to the Council's Cabinet, together with any recommended changes to their content. It is hoped that the master plans will be adopted by the Council at the same time as the final Site Allocations document. This is expected to be in Spring 2016.

### **Any further questions?**

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).

## Contents

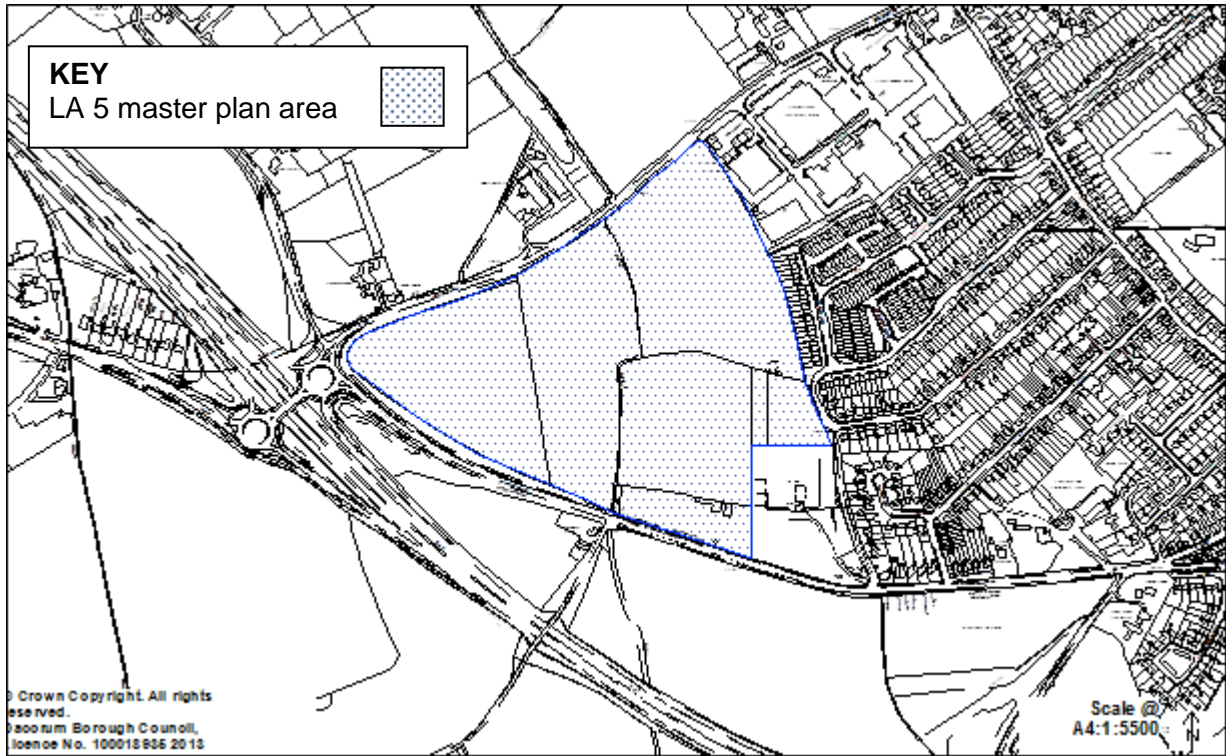
	Page
1. Purpose	1
2. Context	3
3. Analysis of the site	11
4. Development Constraints and Opportunities	23
5. Master Plan Requirements	27
6. Concept Master Plan	45
7. Delivery	49
8. Supporting Documents	51



# 1. Purpose

- 1.1 This master plan has been prepared by Dacorum Borough Council, with input from CALA Homes (who own or control most of the site) and assistance from Barton Willmore Landscape Planning and Design.
- 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 emerging Site Allocations Development Plan Document (DPD) will add detail about the development of the site. The Site Allocations DPD will also remove 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, the Environment Agency, the Gypsy and Traveller Unit at the County Council and Hertfordshire Gypsy and Traveller Empowerment (GATE).
- 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.

**Figure 1. Local Allocation LA5 Icknield Way, West of Tring**





## 2. Context

### Planning Policy

- 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 Dacorum Borough Local Plan (1991 – 2011), the adopted Core Strategy and the emerging Site Allocations DPD.

#### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) adopted in 2012 represents the planning policy consideration at the national level. It supersedes nearly all previous national Planning Policy Guidance and Planning Policy Statements. The Council's Core Strategy was prepared in the context of the NPPF and is compliant with it.

#### Core Strategy

- 2.3 Dacorum Borough Council's Core Strategy was adopted on 25th September 2013 and contains the main strategic policies which will guide development in the Borough.
- 2.4 The West of Tring site is designated as Local Allocation LA5 within the Tring Place Strategy in the Core Strategy. 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).
- 2.5 The table below summarises key principles for the development, as set out in the Core Strategy:

<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>1</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</li></ul>

<sup>1</sup> As a result of detailed testing during the preparation of this master plan, the housing capacity as shown in the Site Allocations DPD and the master plan (see 'Homes principles' section 5) has been increased to 180-200 homes.

	promotion of sustainable travel options, including pedestrian links onto Highfield Road.
<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>

2.6 The following policies from the Core Strategy are the most relevant for 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 CS22: New Accommodation for Gypsies and Travellers
- 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

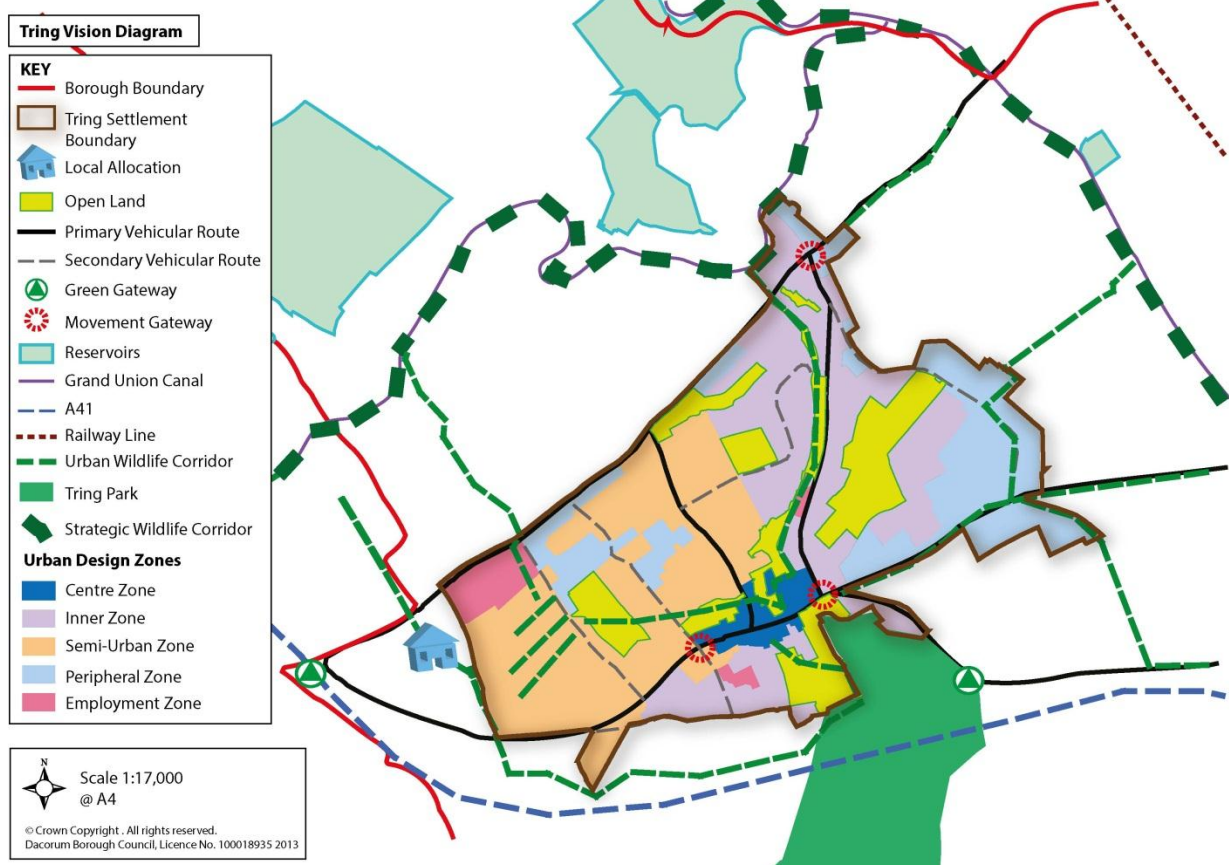
2.7 Policy CS5: Green Belt will apply until the site is formally removed from the Green Belt (i.e. until the Site Allocations DPD is formally adopted).

2.8 The Tring Vision Diagram from the Core Strategy is reproduced in Figure 2.  
Dacorum Borough Local Plan 1991-2011

2.9 Although the Core Strategy has been adopted, some of the Local Plan policies are still 'saved' (i.e. they remain operational). These saved policies will gradually be superseded as the Council produces further Development Plan Documents (DPDs) and supplementary guidance.

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

**Figure 2: Tring Vision Diagram**



- Policy 12: Infrastructure Provision and Phasing (partly superseded by 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 97: Chilterns Area of Outstanding Natural Beauty
- Policy 111: Height of Buildings
- Policy 113: Exterior Lighting
- Policy 129: Storage of Recycling of Waste on Development Sites

2.11 Some elements of the appendices to the Dacorum Borough Local Plan 1991-2011 have been superseded by the Core Strategy policies. However, for simplicity they are retained in their entirety, until updated and superseded by subsequent Development Plan Documents or decisions.

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

- Appendix 1: Sustainability Checklist
- Appendix 3: Layout and Design of Residential Areas
- Appendix 4: Layout and Design of Employment Areas
- Appendix 5: Parking
- Appendix 6: Open Space and Play Provision
- Appendix 8: Exterior Lighting

### Supplementary guidance

- 2.13 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 Development Plan Document (DPD), the DPD will take precedence. The main documents relevant to the development of the West of Tring site are as follows:

#### *Supplementary Planning Guidance (SPG)*

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

#### *Supplementary Planning Documents (SPD)*

- Planning Obligations (2011). Note: the sections relating to affordable housing contributions have been superseded by the Affordable Housing SPD. The guidance will be updated on adoption of the Council's Community Infrastructure Levy (CIL).
- Affordable Housing (2013)

### Site Allocations

- 2.14 Dacorum Borough Council is consulting on the Pre-Submission version of the Site Allocations DPD at the same time as this draft master plan for the West of Tring site. The Site Allocations DPD includes a policy for the West of Tring site, together with a vision, an indicative layout and a series of development principles. These are reflected and elaborated on by this master plan. The Site Allocations document also defines a new Green Belt boundary. The new boundary will take the built part of the LA5 site and the existing cemetery out of the Green Belt. The fields, (shown as F4 and F5) in Figure 3), will remain in the Green Belt (and are also within the Chilterns AONB).
- 2.15 Where there is any conflict between the requirements of this master plan and the Site Allocations DPD, the Site Allocations DPD will take precedence.
- 2.16 Comments received on both consultation documents will be considered by the Council before the Site Allocations DPD is submitted to the Planning Inspectorate for public examination or the West of Tring master plan is adopted.

### Community Infrastructure Levy

- 2.17 Dacorum Borough Council has published a draft charging schedule which requires all new buildings which are over 100 sq. metres gross internal floorspace to contribute to the new Community Infrastructure Levy (CIL). Subject to the outcome of the examination of 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).

## **The Site and its Surroundings**

### Location

- 2.18 Tring is a small, compact market town in the northwest of the Borough with a population of around 11,500 (2001 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).
- 2.19 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.
- 2.20 Local Allocation LA5 lies immediately to the west of Tring.

### Site Description

- 2.21 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 3). 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).

Figure 3: Site Appraisal Plan



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**LEGEND**

- Site Boundary
- Contours/Spot Heights (Metres AOD) ^
- Public Rights of Way \*
- F H F: Field Reference H: Hedgerow  
TB V TB: Tree Belt V: Roadside Verge
- P A P: Pasture A: Arable

Sources:  
 ^ OS Mapping  
 Hertfordshire County Council Interactive Map/Buckinghamshire County Council Interactive Map

Aerial Photography Dated 2006

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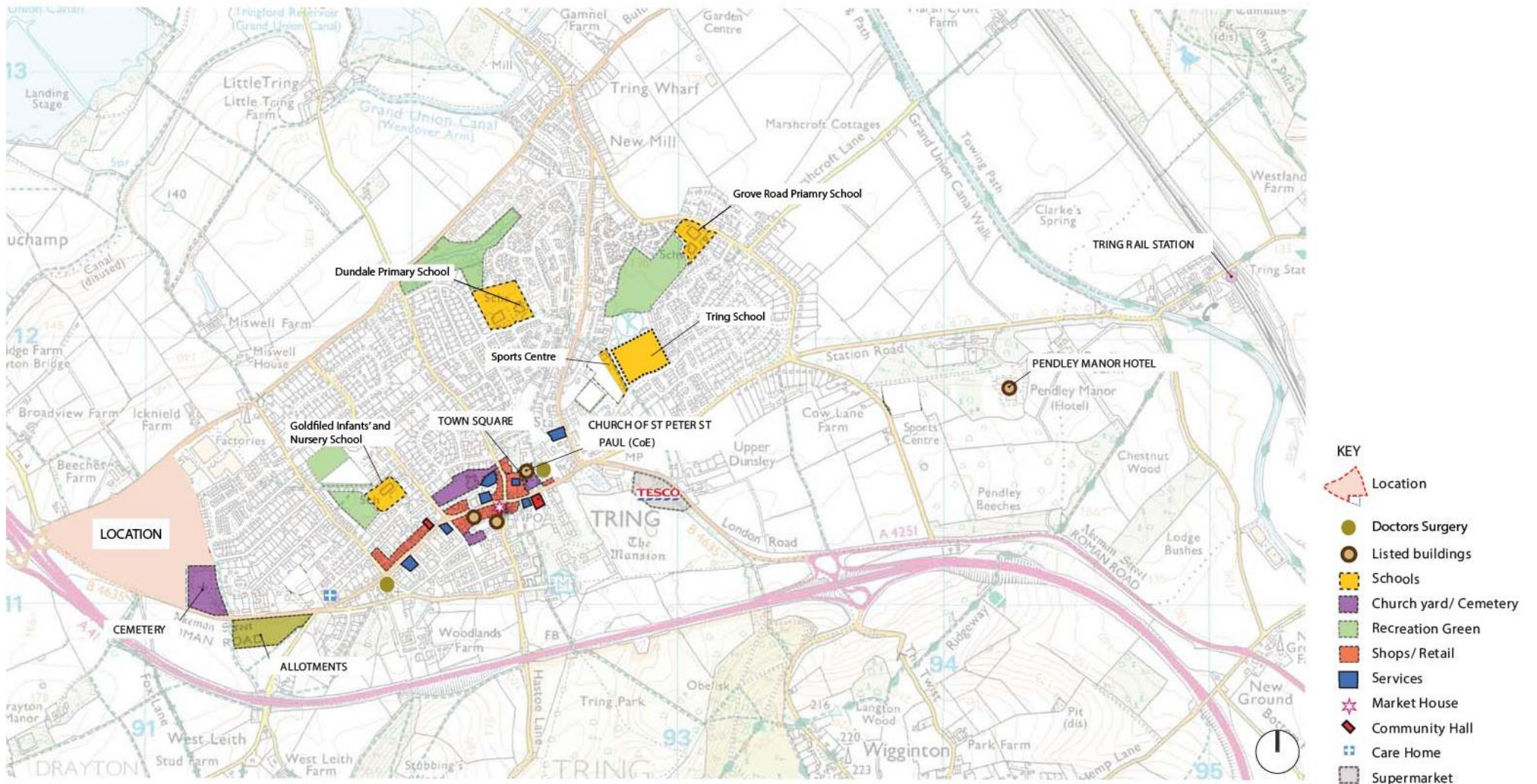
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- 2.22 The western side of the site is predominantly arable land and the eastern side is grassland. Fields 1 to 5 have no built structures within them. Field F6 contains a small single storey storage building and a series of sheds and shelters associated 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.
- 2.23 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.
- 2.24 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 exchange in Aylesbury Road.

#### Location of Existing Local Services and Facilities

- 2.25 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.
- 2.26 Closer to the site, there is a local centre in Western Road, which includes doctors' surgeries.
- 2.27 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).
- 2.28 The main local services and facilities in Tring are shown on Figure 4. Further services and facilities are located to the west of the site in Aston Clinton.

Figure 4: Local Services and Facilities





### **3. Analysis of the site**

3.1 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
- Highways and access
- Infrastructure, services and utilities

#### **Archaeology**

3.2 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.

3.3 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.

3.4 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.

3.5 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**

3.6 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."

3.7 The Hertfordshire Trust proposes that the cemetery should be 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. 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**

- 3.8 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.
- 3.9 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 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.
- 3.10 Ecology Solutions recommended that protected species should be investigated, 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.
- 3.11 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 currently not present within the site.

## **Landscape and Visual Impact**

- 3.12 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 extended as development proposals become more detailed, for example, with a Night-time Lighting Assessment. There will also be further consultation at the planning application stage as the landscape strategy develops.

### Site Appraisal

- 3.13 Barton Willmore found that the existing hedgerows and trees positively contribute to landscape character and provide an established field pattern (see Figure 3). However, the landscape character of the site is adversely affected by detracting elements, including the roundabout, traffic and urban edge of Tring. 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.

3.14 The LVIA also responds to the green infrastructure aspirations of the Tring Place Strategy in the Core Strategy 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.

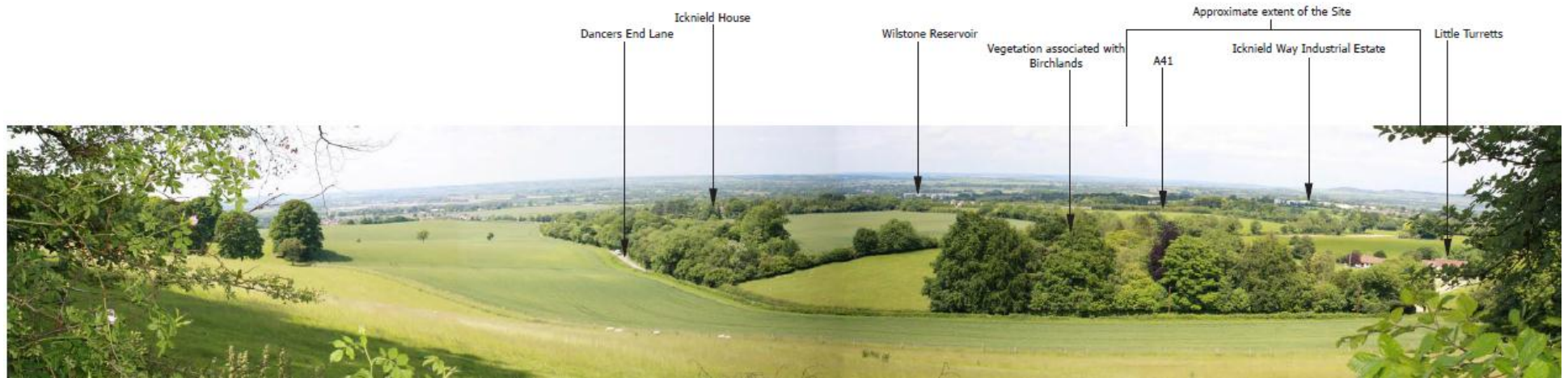
#### Visual Appraisal

3.15 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 5). 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 and the scope for mitigating the potential visual impacts on these places.

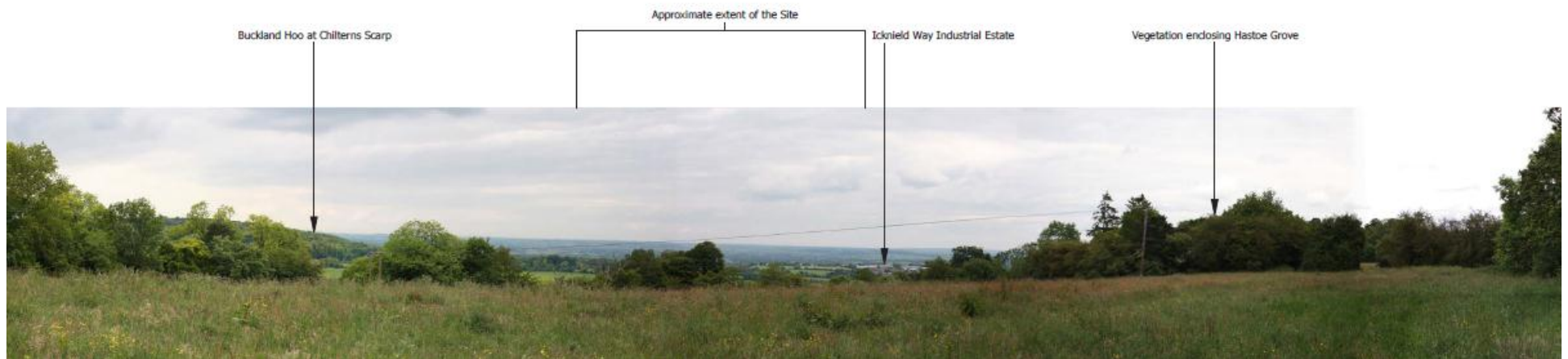
3.16 The LVIA states that development at LA5 will affect landscape character, so the following recommendations are put forward to help assimilate change and ensure that the significance of effects on site features, character and views into the site is reduced:

- 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 4), 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

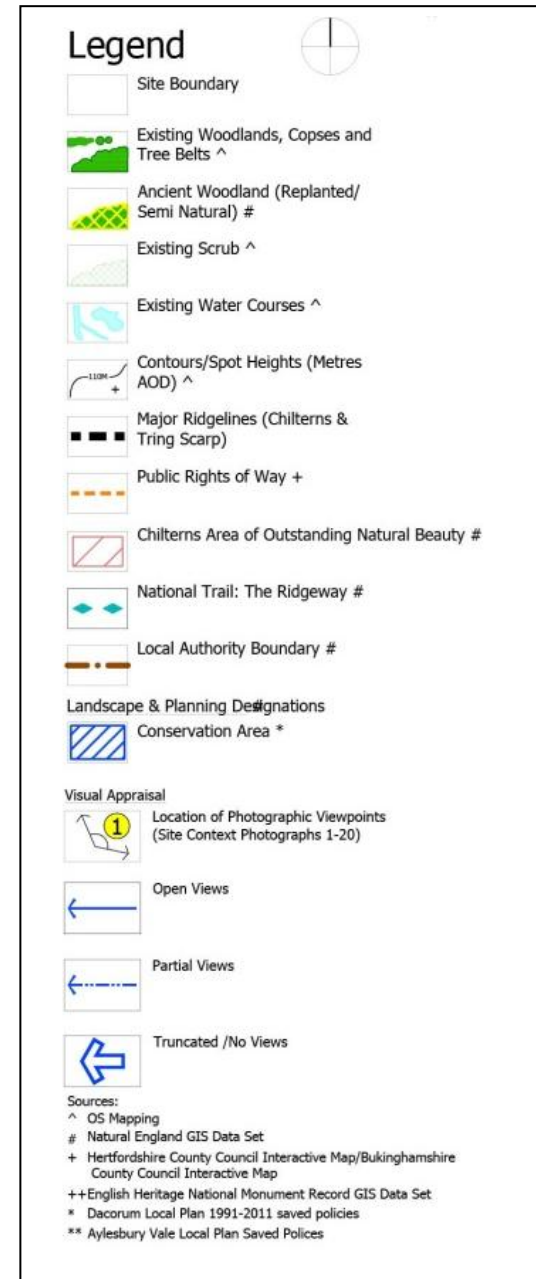
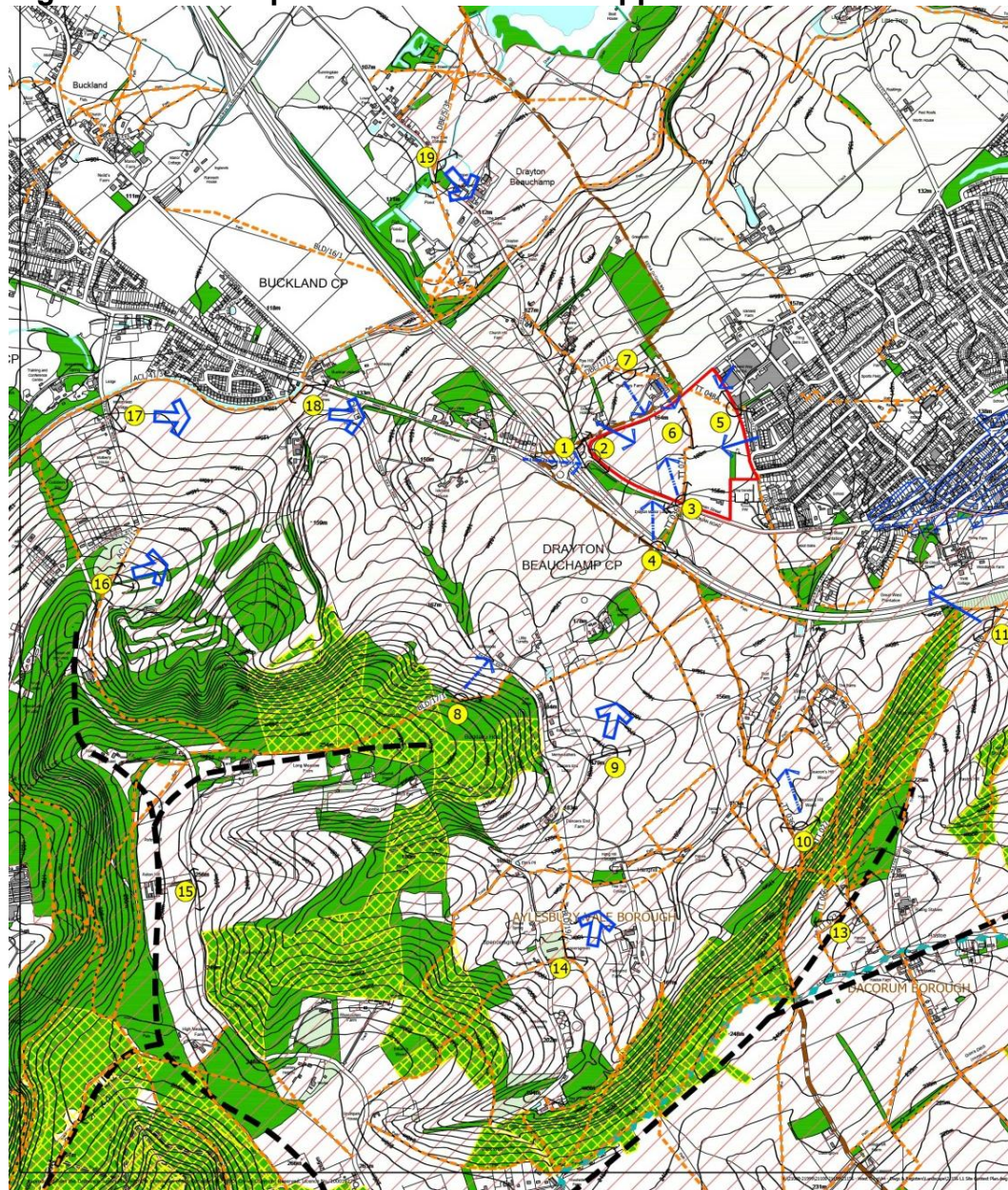


**Photo 4:** View from public right of way TT066 (north of Gadmore Lane, west of Hastoe Hill) looking north towards the site



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

**Figure 5: Landscape Context and Visual Appraisal Plan**



## Flood risk

- 3.17 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.
- 3.18 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

- 3.19 Figure 6 shows the existing transport network in Tring. 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.
- 3.20 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 and Hemel Hempstead, providing approximately four services per hour. Several public footpaths and bridleways run from or close to the site into the surrounding countryside, but facilities for cyclists are very limited.

**Figure 6: Existing Transport Network**

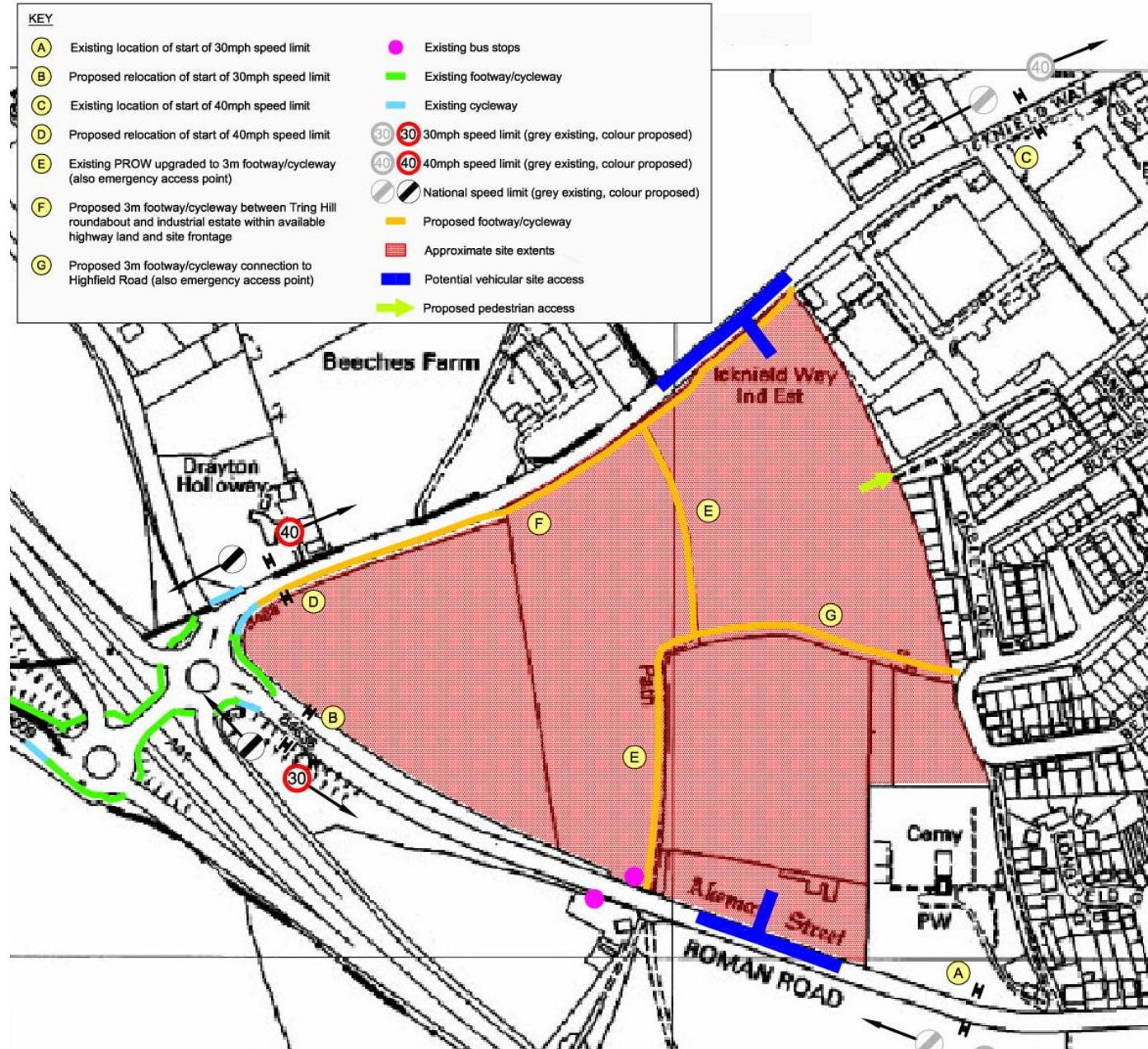


- 3.21 The development of the site has been discussed between Transport Planning Associates (TPA) and Hertfordshire County Council (HCC), as the highway authority for the Borough. It is considered that access into the development area

can be taken from either Aylesbury Road or Icknield Way, to serve future development. Both these options are feasible and deliverable (see Figure 7):



Figure 7: Potential Access Strategy



3.22 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.

### Infrastructure, services and utilities

3.23 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):*

Location	Existing infrastructure	Implications for development on LA5
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:*

Location	Existing infrastructure	Implications for development on LA5
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:*

Location	Existing infrastructure	Implications for development on LA5
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 – BT:*

Location	Existing infrastructure	Implications for development on LA5
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	Existing broadband speeds in adjacent residential area are around 8.0 mb. No fibre at present.	Situation may be investigated in due course.

*Foul drainage:*

- 3.24 Tring is served by its own waste water treatment works, which has recently been upgraded. Sewers are available in all adjoining roads, although it is expected that the network capacity will need some upgrading. Due to topography, drainage is likely to be taken to the south (Aylesbury Road). Further capacity investigations will be required prior to development.

*Surface water:*

- 3.25 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 5) for further information.

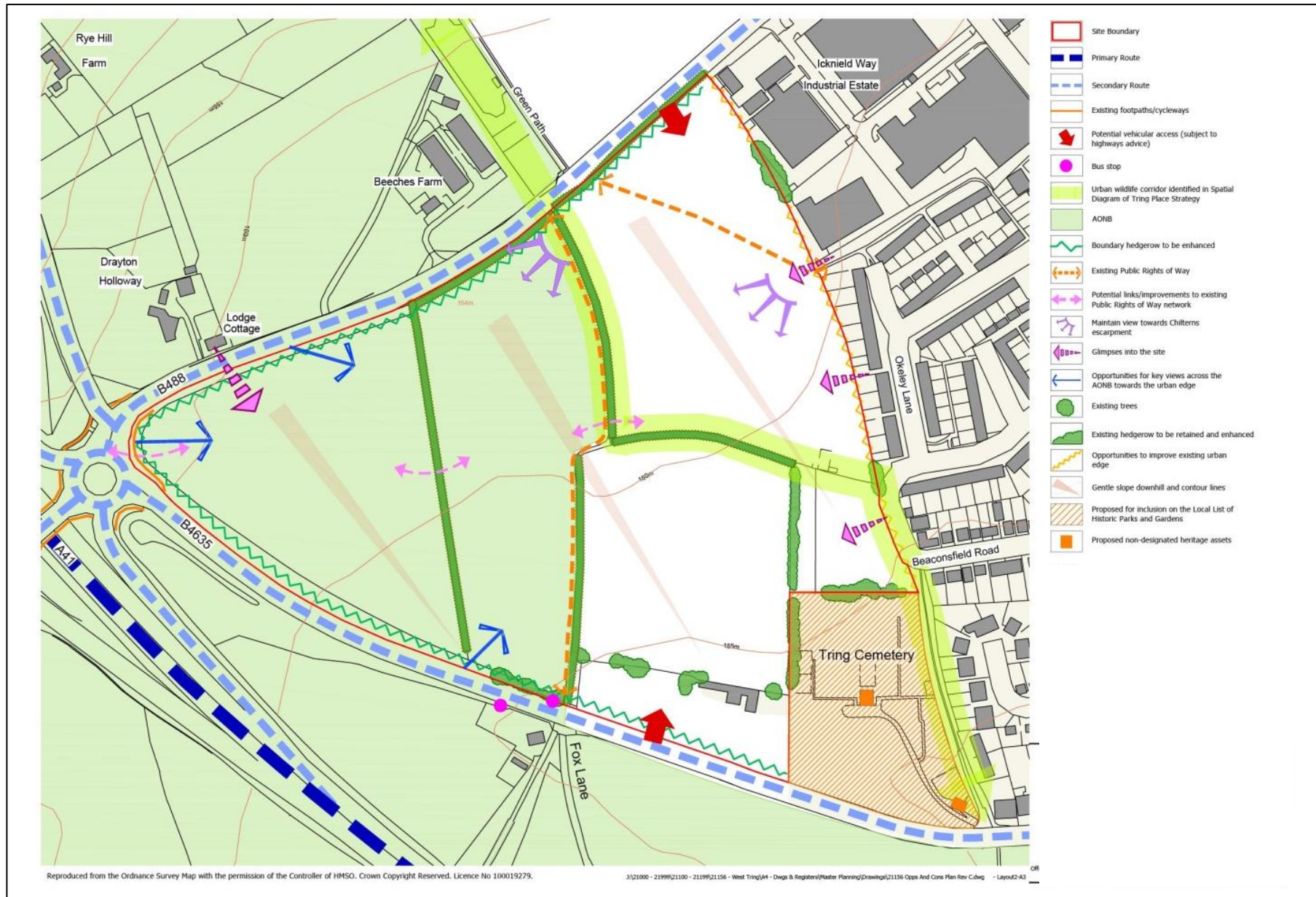
Capacity at local schools, doctors' surgeries and shops

- 3.26 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. In terms of secondary provision, Tring School currently has eight forms of entry. Even with the provision of detached playing fields, the County Council's preference is for the school to remain at this size, rather than expand to ten forms of entry.
- 3.27 There is spare capacity at the doctors' surgeries in Western Road and this is expected to still be the case following the LA5 development.
- 3.28 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.

## **4. Development Constraints and Opportunities**

- 4.1 The West of Tring site presents an opportunity to deliver around 180-200 homes and provide new cemetery capacity, open space and business premises. 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.
- 4.2 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 8. They have influenced the content of this master plan and will need to be taken into account when considering future planning applications.
- 4.3 Many of the constraints and opportunities reflect the landscape and ecological assessments (see section 3 above). These assessments underpin the key development principles on landscape and green space, which form a significant element of this master plan (see section 5). 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.

**Figure 8: Constraints and Opportunities Plan**



## **Constraints**

- 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 Area of Outstanding Natural Beauty.
- Views from the site towards the Chilterns escarpment to the south and west should be maintained.
- 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 proposed for inclusion on the Local List of Historic Parks and Gardens and the cemetery's chapel and lodge are non-designated heritage assets.

## **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.



## 5. Masterplan Requirements

- 5.1 This masterplan 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

- 5.2 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.

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 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.

### Development Principles

- 5.3 A series of development principles have been established for this site. 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.

- Homes
- Employment Area Extension
- Design
- Green Space
- Landscape
- Cemetery Extension
- Utilities and Services
- Highways and Access

- 5.4 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.
- Include accommodation (i.e. pitches and ancillary facilities) for around five Gypsy and Traveller families.
- Locate the Gypsy site in the western fields. Provide a landscape screen and take road access from Aylesbury Road.

- 5.5 The site has been identified in the Site Allocations Development Plan Document 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 still implies a relatively low housing density of well under 30 dwellings per hectare, which means that the new housing development can be well landscaped.
- 5.6 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). Judgements about the level, mix and tenure of affordable homes will also have regard to points (a) – (d) in Core Strategy Policy CS19.
- 5.7 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 (see below). 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.
- 5.8 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) ([www.dacorum.gov.uk/ahspd](http://www.dacorum.gov.uk/ahspd)), 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.
- 5.9 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.
- 5.10 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 (<http://www.homesandcommunities.co.uk/ourwork/design-and-sustainability-standards>) 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.

- 5.11 A Gypsy and Traveller needs assessment was completed in January 2013 together with Three Rivers District Council. There is a need to provide homes for Gypsies and Travellers, and the Council considers that LA5 is an acceptable location in planning policy terms, provided that certain criteria are met. Together with the requirements of Core Strategy Policy CS22 and relevant Government guidance, the site must be separated from existing residential areas, small-scale and well screened.
- 5.12 The Council considers that the Gypsy site should be located off Aylesbury Road, a short distance to the west of the proposed new housing development. This location is in the Chilterns Area of Outstanding Natural Beauty (AONB) and the part of the LA5 site staying in the Green Belt. However, it is considered to be the most suitable location, because it:
- is separated from, but close to the existing and proposed new housing;
  - occupies a sustainable location, where the residents will have easy access to local services and facilities in Tring; and
  - will have a very limited impact on the special qualities of the AONB or the visual amenity of the Green Belt.
- 5.13 With regard to bullet point 3 above, it is important to note that the proposed Gypsy site is on relatively low land at the bottom of the slope. Views of this part of LA3 from the Chilterns escarpment are already well screened by the tree belt on the south side of Aylesbury Road. Further landscaping should be provided to ensure that the Gypsy site is well contained in the landscape.
- 5.14 The Gypsy site will be designed to accommodate 5 pitches and will have its own access from Aylesbury Road. It should be designed in accordance with the Department for Communities and Local Government design guidance or any replacement advice ([https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/11439/designinggypsiesites.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11439/designinggypsiesites.pdf)).
- 5.15 It is expected that the Gypsy site will be provided and managed either by a housing association or privately by Gypsies and Travellers. If a housing association is involved, the pitches will count towards the affordable housing requirements for LA5.
- 5.16 If it becomes clear that there is no interest from housing associations or Gypsies and Travellers in providing a Gypsy site in LA5, then the land in question should become part of the western fields public open space.
- 5.17 CALA Homes does not support the inclusion of a Gypsy site in the proposals for LA5.

## Employment Area Extension

### **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.

5.18 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.

5.19 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.

5.20 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.

5.21 The employment area extension should be screened from the new housing (see landscape principles below).

**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.
- Secure high sustainability standards in design and construction.

5.22 The new housing development will be immediately adjacent to existing housing on the west side of Tring. 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).

5.23 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.

5.24 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.

5.25 The locations referred to in bullet point 4 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.

5.26 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. Dwellings on the western edge would benefit from facing out towards the AONB.

- 5.27 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, should be taken into account, particularly in relation to the housing next to the AONB.
- 5.28 In addition, it will also be necessary for the development to reflect the following appendices in the Dacorum Borough Local Plan 1991-2011:
- Appendix 3: Layout and Design of Residential Areas
  - Appendix 4: Layout and Design of Employment Areas
- 5.29 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.
- 5.30 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.
- 5.31 Development will be required to comply with high standards of sustainable design and construction. The requirements on principles of sustainability are contained in Policies CS28, CS29 and CS30, and Table 10 of the Core Strategy, relating to reducing carbon dioxide emissions, energy and water efficiency, and other factors of environmental sustainability. Developers will be expected to complete a Sustainability Statement and carbon compliance check in support of the development. Further advice on how to meet the requirements can be seen in the Core Strategy and Hertfordshire's Building Futures Design Guide.
- 5.32 'Building Futures' (<http://www.hertslink.org/buildingfutures/>) 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 and 7:** Views from the site showing existing housing in Okeley Lane



## Green space

### **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.
- Provide a toddlers' play area in the new housing area and a play area for older children in the western fields.

5.33 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 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



5.34 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.

5.35 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 is currently undertaking an Outdoor Leisure Facilities Assessment and provisional conclusions indicate some shortages of playing pitch provision in Tring. An action plan will be prepared



shortly to consider how the issues raised in the assessment can be addressed. This action plan will include consideration of whether any playing pitches should be located in the western fields.

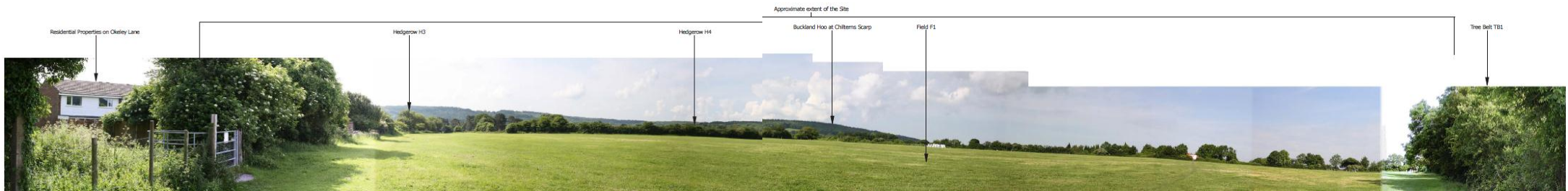
- 5.36 Artificial lighting in the western fields open space should be avoided.
- 5.37 The green corridor through the development area will include a focal traffic free public space located between the northern and southern spine roads.
- 5.38 The toddlers' play area should be located in the green corridor, 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
- 5.39 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
- 5.40 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.

**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.

- 5.41 Existing views into and out of the site should be retained as far as possible and opportunities taken to enhance these views. The landscape strategy, to be produced at the planning application stage, should give further consideration to enhancing existing views.
- 5.42 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.
- 5.43 One of the key requirements is the establishment of a defensible long term Green Belt boundary along the western edge of the proposed development area. This should be achieved by enhancing the existing hedgerow and by additional tree planting within the Chilterns AONB, immediately to the west of the proposed new housing. 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.
- 5.44 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). This planting should maintain views into and out of the site to connect the site visually with the surrounding countryside.
- 5.45 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. Appropriate wildlife buffers should be provided next to the retained hedgerows.
- 5.46 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 9:** View from near Okeley Lane looking south west across the site to the Chilterns escarpment



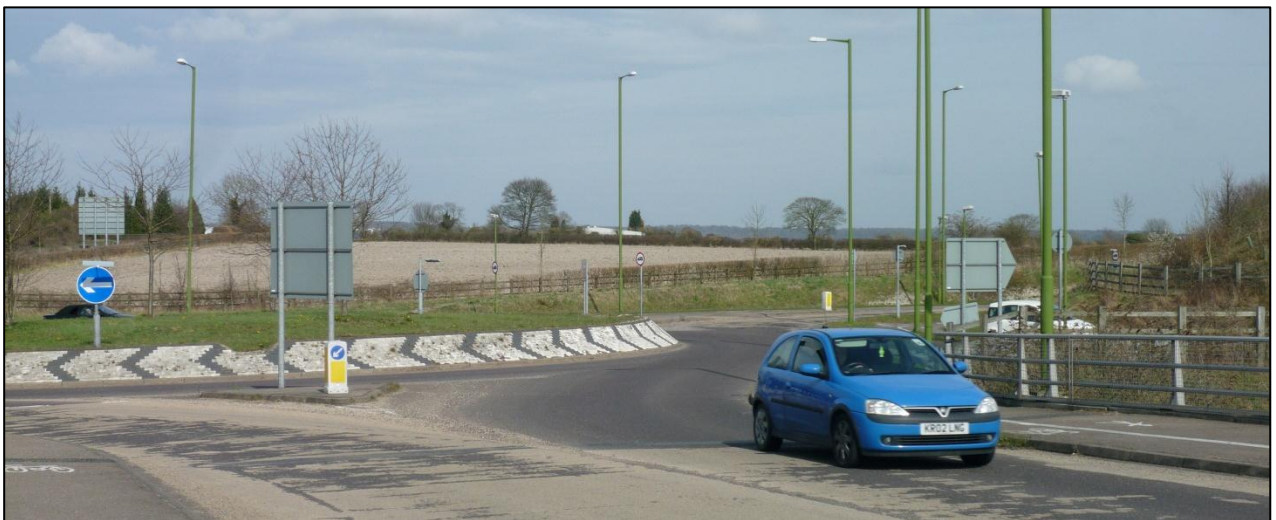
**Photo 10:** View from the north-south public footpath looking west across the site to the Chilterns escarpment



**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



- 5.47 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 planted with shrubs.
- 5.48 A diversion of the existing public footpath from Okeley Lane to Icknield 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.

- 5.49 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.
- 5.50 The cemetery extension should be well landscaped if it is located in the western fields (see cemetery extension principles below).

### *Cemetery extension*

#### **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) and other facilities for the cemetery in the development area, adjacent to the cemetery extension.

- 5.51 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 1.6 hectares of land to meet long term needs in the Tring area. The additional land will provide burial space, car parking (at least 30 spaces) and a small building and yard for cemetery use.
- 5.52 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 available for a cemetery extension in this location falls well short of the 1.6 hectares sought. Also, there are some operational disadvantages in extending the cemetery in this manner.
- 5.53 Therefore, a detached cemetery extension in the western fields within the Chilterns AONB is proposed. 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.
- 5.54 The car park and small building and yard for the cemetery should be located within the development area, immediately adjoining the proposed cemetery extension in the western fields. These facilities should be placed next to Aylesbury Road, to the west of the southern spine road and should be screened by landscaping.

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



- 5.55 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. 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 AONB. Indeed, the AONB will be enhanced by the proposed new planting.
- 5.56 Before this master plan is finalised, the Council will carry out a desk-based tier 1 survey to show whether this is an acceptable location to the Environment Agency for a cemetery extension. If necessary, a tier 2 survey involving on-site investigations, will also be carried out.
- 5.57 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. Consideration should be given to making this link useable by hearses.

## *Utilities and Services*

### **Utilities and Services Principles**

- Link to existing networks.
- Provide extra capacity where needed to serve the development.
- Co-ordinate the design of any surface land drainage with the landscape and open space.

5.58 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 and biodiversity value. Pre-application discussion on the drainage strategy and SuDS design is recommended with Hertfordshire County Council (the SuDS Approving Body (SAB)) and Dacorum Borough Council (the local planning authority). 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*

### **Highways and Access**

- 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.

5.59 Road access will be taken from Icknield Way and Aylesbury Road. Ghost island right-turn lane priority junctions will be required. Any landscaping lost by providing junction visibility splays should be reinstated.

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



- 5.60 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, 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.
- 5.61 The design of all new access roads should follow guidance contained in the County Council's 'Roads in Hertfordshire' document (<http://www.hertsdirect.org/services/transtreets/devmanagment/roadsinherts/>). This document interprets the Government's Manual for Streets for Hertfordshire.
- 5.62 There should be no road access from the existing residential area into the development area.
- 5.63 The speed limits on Aylesbury Road and Icknield Way should be extended closer to the A41 roundabout. Figure 7 shows potential locations for the relocated speed restriction signs.
- 5.64 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.

- 5.65 Pedestrian and cycle routes into Tring and the surrounding countryside should be improved, as indicated below.
- 5.66 The existing north-south public footpath from Icknield Way to Aylesbury Road (immediately to the west of the development area) should be upgraded to from a footpath/cycleway route.

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



- 5.67 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.
- 5.68 As mentioned under 'Landscape Principles' above, a diversion of the existing public footpath from Okeley Lane to Icknield Way is acceptable.
- 5.69 A footpath should be provided along Icknield Way between the northern spine road and Icknield Way Industrial Estate.
- 5.70 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



## 6. Concept Masterplan

6.1 The principles that are important to the success of the development, including the provision of green space, are illustrated on the Concept Masterplan (see Figure 9).

6.2 The Concept Masterplan delivers these approximate areas:

	Site area (hectares)
Open space (western fields and green corridor)	8.1
Residential area (houses, gardens, roads and parking)	7.7
Employment area extension	0.75
Cemetery extension and parking area	1.75
Total	18.3

6.3 The master plan requirements in section 5 provide the basis for the Concept Masterplan. The spatial principles shown on the Concept Masterplan 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.

6.4 The development principles shown on the Concept Masterplan should be incorporated into future planning applications. Where details have not been established on the Concept Masterplan, 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:

6.5 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
- Sustainability Appraisal
- Energy Statement
- Site Waste Management Plan
- Landscape Strategy
- Flood Risk Assessment
- Tree Survey/Arboricultural Report
- Environmental Impact Statement
- 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

**Figure 9 Concept Masterplan**





## 7. Delivery

- 7.1 This masterplan 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 Development Plan Document (DPD), which in turn forms part of the new Local Plan for Dacorum.

### Site Ownership

- 7.2 As outlined in paragraph 2.24, CALA Homes either own or have options on almost all the site.

### *Phasing*

- 7.3 LA5 is available for immediate development once the Site Allocations DPD is adopted, 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.
- 7.4 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 12-18 months of the grant of planning permission. It will then take about another three years to complete the housing development.

### *Planning Obligations*

- 7.5 There are no known or identified abnormal development costs which would undermine the ability of this site to pay appropriate contributions towards infrastructure either through the Community Infrastructure Levy (CIL) or Section 106<sup>2</sup>, in accordance with Core Strategy Policy CS35: Infrastructure and Developer Contributions. 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.
- 7.6 The main items identified to be funded as a result of the impact of the proposed development from either a Section 106 agreement or CIL include:
- *Affordable housing* - provision will be in accordance with the details in the Housing section of the development principles and the Council's Affordable Housing Supplementary Planning Document. 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.

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<sup>2</sup> It is anticipated that CIL will be in place at the time the application is submitted, however in the event of any changes to legislation Section 106 agreements will be used to secure funding for infrastructure requirements.

- *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.
- *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.
- *Cemetery extension* - assumed to be via a land purchase by the Council.
- *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; and
- *Healthcare contributions* – for local services as advised by NHS Hertfordshire.

7.7 The County Council's requirements will be derived in accordance with the document 'Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements)' at <http://www.hertsdirect.org/yourcouncil/hcc/resandperf/hertsprop/planningobs/> or any replacement document.

7.8 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 delivery of the site; and
- the SuDS Approval Body (SAB) to ensure appropriate sustainable drainage is planned for at the early design stage (see utilities and services principles in section 5).



## 8. Supporting documents

8.1 The following background documents have helped with the preparation of the masterplan:

- Dacorum Core Strategy Statement of Common Ground for LA5, DBC/CALA Homes (August 2012)
- Report on LA5 Workshop, Fera Urbanism (July 2013)
- Dacorum CIL Viability Study, DBC (July 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)

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

[www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations/la5-west-tring](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations/la5-west-tring)

8.3 Links to the others) are given below:

[www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/community-infrastructure-levy-\(cil\)/cil-examination-library](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/community-infrastructure-levy-(cil)/cil-examination-library)

[www.chilternsaonb.org/conservation-board/what-we-do/planning-development/buildings-design-guidance.html](http://www.chilternsaonb.org/conservation-board/what-we-do/planning-development/buildings-design-guidance.html)

[www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/core-strategy/core-strategy-examination-2012/statements-of-common-ground-and-supporting-evidence/\(js12\)-joint-statement-twelve](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/core-strategy/core-strategy-examination-2012/statements-of-common-ground-and-supporting-evidence/(js12)-joint-statement-twelve)