

- 9.6 The key development principles themes (identified in Table 9.2), will now be examined to establish clear development principles for New Lodge, Bank Mill Lane.

**Table 9.2** Summary of Key Development Principle Themes

Key Development Principles Themes	
1.	Landscape and Environment
2.	Access and Links
3.	Development Layout & Design
4.	Open Space
5.	Sustainable Development
6.	Parking

## Landscape and Environment

### Trees and Landscaping

- 9.7 A detailed tree survey has been 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.
- 9.8 A scheme for tree planting, landscaping and fencing 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.
- 9.9 Additional tree planting and landscaping may also be required to provide screening at the boundary of the site along the London Road.

### River Bulbourne

- 9.10 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 a requirement of the Environment Agency. Suitable landscaping and fencing will be required along the riverside walk, subject to agreement by the Highway Authority and Environment Agency.
- 9.11 A management plan is required for the riverside corridor. The plan will enable the management of wildlife and the protection of certain species. Advice and guidance from the Environment Agency and Hertfordshire County Council, as well as input from necessary surveys will help to determine suitable measures. Developer contributions will be expected to support this programme.
- 9.12 Sustainable methods of drainage must be explored to control the discharge of surface water runoff. Surface water runoff may be directed to the River Bulbourne if more suitable sustainable methods of drainage cannot be achieved.

### Ecology

- 9.13 An ecological survey carried out in March 2007 found no direct evidence of protected species within the site. In addition, an evening bat survey using ultrasonic detectors to identify potential bat roosts, took place in July 2007 and no roosts were found.
- 9.14 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.
- 9.15 No reptiles or amphibians were identified, though there is potential for slow worms and great crested newts to be present.
- 9.16 Detailed surveys to detect the presence of slow worms will be carried out. A torch survey of the water bodies will also be undertaken to check for the presence of newts.
- 9.17 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.
- 9.18 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.

### Access and Links

#### Vehicular

- 9.19 The main vehicular access to the site has been designed from the London Road, in accordance to the Hertfordshire Design Guide. The site entrance on to the London Road is indicated in the Site Context map Figure 4.1.
- 9.20 Vehicular access is to be provided from London Road (A4521) by the provision of a Priority Junction.
- 9.21 The existing access from Bank Mill Lane will be closed to vehicles. The Highway Authority does not envisage a significant increase in parking or traffic movements along Bank Mill Lane.
- 9.22 The London Road provides the main route into and out of Berkhamsted to the A41 and Hemel Hempstead.



Views of London Road (A4251)

- 9.23 It is on a bus corridor and with-traffic cycle lanes that commence just west of the Bank Mill Lane junction, where the 30 mph zone starts and extends to the town centre.
- 9.24 The improvement of infrastructure to the bus stop (shown in Figure 8.1) should be provided to enable newly designed, low-floor buses appropriate access. Developer contributions are required for a new bus shelter and new kerbing.

9.25 The 30mph zone will be extended to start at the eastern end of the New Lodge site where the urban settlement will begin. The Highway Authority have said that this change will work best in conjunction with a refuge crossing and the repositioning of gateway dynamics (welcome sign/flower beds to enhance the gateway and direct a change in speed).

9.26 A Transport Assessment 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.

### **Pedestrian and Cycle**

9.27 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.
- Isolated lighting should be provided to enable safe crossing between the culvert bridge on Bank Mill Lane and Bank Mill.
- 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.
- Pruning of some overhanging trees and hedges along London Road will improve visibility, but sufficient overhanging vegetation should be maintained along Bank Mill Lane to keep vehicle speeds down.

### **New Links**

9.29 A pedestrian and cycle link is to be encouraged across the site from Hall Park, London Road (exact positioning to be agreed with Highway Authority) to the Grand Union Canal, using the non-vehicular access to Bank Mill Lane (cyclists should apply for a permit from British Waterways before cycling along towpaths). This would improve the access and links to the towpath to utilise the Sustrans, National Cycle Network that should be operational in the near future.

9.30 A riverside walk is also to be provided from the pedestrian site entrance at the junction of London Road and Bank Mill Lane and the existing site access. Both of these links will be subject to a s106 agreement and provided, subject to the agreement of the Highways Authority.

### Development Layout & Design

#### Context

- 9.31 The neighbouring buildings include a mix of bungalows and two storey dwellings and commercial uses. A number of the adjacent buildings incorporate dormers windows at roof level.
- 9.32 The Local Plan identifies that the site should have a net capacity of approximately 50 dwelling units.

#### Retention and Conversion of Existing Buildings

- 9.33 The existing New Lodge dwelling house did not achieve national listing, but is clearly of local historic interest. The result of the public consultation, held between 6 August and 14 September 2007, has identified a clear preference to retain New Lodge.

#### Height and Mix of Accommodation

- 9.34 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, including balconies or terraces with potted plants 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.
- 9.35 Affordable housing should be phased, so as to produce a scattered distribution and aid community cohesion. A high quality of design and architectural standards are expected in all of the dwellings. It should also help deliver lifetime homes by following the Local Plan and national guidance.

- 9.36 Provision of a retirement home for elderly persons may be a suitable use, subject to the provision of single family dwellings on the majority of the site area.

#### Quality

- 9.37 Materials for the proposed buildings should be of a high quality that are in common with different existing materials of the local area, to ensure that the development integrates visually with adjacent buildings (Policy 11 of the Local Plan).
- 9.38 Local building design and character should be incorporated into the overall look of the new buildings.
- 9.39 As a gateway position to Berkhamsted, a high quality development will be expected that delivers a landscape led approach to design with a focal building from the retention of New Lodge.

#### Views and Vistas

- 9.40 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.
- 9.41 Roof gardens, including balconies or terraces with potted plants provide an inspirational way of producing additional views and vistas, as well as amenity space and additional benefits to the landscape led theme of the site.

**Waste Collection Facilities**

- 9.42 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.

**Infrastructure**

- 9.43 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.

**Open Space**

- 9.44 The riverside walk and landscaping to the riverside and edge of the site (to be agreed with Landscape & Recreation at HCC) will provide valuable amenity space for residents. The riverside corridor will require suitable fencing to secure the steep river banks.
- 9.45 An informal children's play area is to be provided within the site to serve residential use (shown in Appendix 2), in accordance with the Local Plan requirements, Policy 76. As there is limited space for a formal play area, further contributions will be sought for the George Street formal playground.
- 9.46 Provision of the equipment and riverside corridor management plan will need to be secured through a s106 agreement. Commuted sums should be provided for the maintenance and management of the play area.

**Sustainable Development**

- 9.47 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.
- 9.48 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.
- 9.49 The Council's approach on greenfield sites such as this, is to seek dwellings that accord with Level 3 of 'Code for Sustainable Homes'. This level is necessary to achieve the first Government target of Level 3 by 2010 (higher targets will be expected if the development is not achieved within this time frame). 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.

**Affordable Housing**

- 9.50 The housing site allocation is intended to increase the availability of local affordable housing. Currently, there is a shortage in Berkhamsted due to high property values.
- 9.51 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.

### **Sustainable Urban Drainage Systems**

- 9.52 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 Urban Drainage Systems (SuDS).
- 9.53 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.

### **Parking**

#### **Cars**

- 9.54 Adequate car parking is required to serve the proposed development, in accordance with the recommended maximum standards set out in Appendix 5 of the Council's Local Plan. These are as follows:
- 1.25 spaces      1 bedroom dwelling
  - 1.5 spaces      2 bedroom dwelling
  - 2.25 spaces      3 bedroom dwelling
  - 3 spaces      4 or more bedrooms

- 9.56 Provision of adequate car parking is required to avoid on-street parking on adjacent roads. Highways Authority support the maximum parking standards required for this development.
- 9.57 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.
- 9.58 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.
- 9.59 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.

#### **Cycles**

- 9.60 One cycle space is required for each dwelling if no garage or shed is provided.
- 9.61 Appropriate provision for secure cycle parking in the form of lockers or sheds should also be provided.

- 10.1 The following information provides some additional guidance to the developer with regard to carriageways and footpaths surrounding the site.
- 10.2 The Local Plan Inspector considered the preference by the Highway Authority that vehicular access should continue from Bank Mill Lane, against new access from the London Road. The Local Plan Inspector concluded that the main access to the site should be provided from London Road.
- 10.3 The width of the London Road along the site frontage is approximately 7.3 metres.



Views of London Road (A4251) at Site Frontage

- 10.4 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.
- 10.5 A concrete retaining wall supports highway land 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.

- 10.6 The site access junction should be located a minimum of 50m from opposite junctions and a minimum of 120m from adjacent junctions (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.
- 10.7 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 east of the New Lodge site entrance.
- 10.8 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 or at Bank Mill canal bridge.
- 10.9 The carriageway of Bank Mill Lane is approximately 5m between London Road and Bank Mill, although 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.
- 10.10 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.

### Planning Applications

- 11.1 A comprehensive planning submission is expected to accord to Dacorum Local Plan (particularly policies referred to in Chapter 7) and with the details set out in this Development Brief. Applicants should demonstrate how the application accords to the Local Plan and Brief, or provide clear justification for departure, which must have the agreement of the Borough Council.
- 11.2 The application should provide the following information:
- A supporting statement;
  - A Design and Access Statement;
  - A Transport Assessment;
  - A Flood Risk Assessment and outline drainage strategy;
  - An Ecological Survey
  - A sustainability checklist/statement;
  - A Tree Survey;
  - An archaeological desk based survey and trial trenches;
  - A land contamination report; and
  - A landscape strategy.

### Developer Contributions

- 11.3 The following are expected to require developer contributions and will be covered by a legal agreement:

#### A Riverside Corridor Management Plan

- 11.4 The River Bulbourne, the riverside walk and the river's buffer zone (indicated on the Indicative Site Layout) will require a management plan and contributions for future maintenance. This is to be agreed with Landscape & Recreation at Hertfordshire County Council.

### Additional Landscaping

- 11.5 The boundaries to the site will require additional planting, especially the eastern boundary which borders the Green Belt. Along the highways essential hedge and tree pruning is required. Proposed works should be agreed with Highway Authority, as different levels of pruning is required along the London Road to Bank Mill Lane. These works will require developer contributions.

### Open Space Provision

- 11.6 Contributions will be required for the development and future management of the informal children's play area to serve the development. Further contributions will be sought for the George Street formal playground.

### Affordable Housing Provision

- 11.7 40% of the proposed number of dwellings will be provided as affordable housing. A mix between one and two bed flats and two, three and four bed houses is preferred by the Borough Council and will be dependant on the mix of properties across the site, subject to detailed design considerations.
- 11.8 75% of the affordable homes should comprise social rented tenures and 25% for key worker, intermediate rent and shared ownership.
- 11.9 A minimum of 10% of the affordable homes should be provided to the Joseph Rowntree Foundation Lifetime Homes standard for disabled access.
- 11.10 The County Council enables the provision of services for persons with learning, physical and mental disabilities, as well as the elderly in the form of appropriate accommodation. A standard charge does not at present operate for special need services, however the need to provide facilities may become apparent on larger developments. Such provision may be part of the affordable housing element of a development proposal.

**Education Provision**

11.11 A developer contribution may be required for education provision arising from the residential development based on unit size and tenure, according to the availability of pupil places in local schools. The following tables set out the figures which are currently applied across Hertfordshire. Berkhamsted is unusual in that it has a three tier education system, and it is therefore recommended that early contact is made to the County Council for further advice on contributions.

**Primary education contributions per dwelling**

Bedrooms	Affordable dwellings for social rent only per dwelling	Open Market, shared equity, key worker and other
1 bed flat/house	£0	£0
2 bed flat/apartment	£2,019	£567
2 bed house	£2,019	£1,114
3 bed	£3,833	£2,713
4 bed	£5,582	£3,374
5 or more	£6,874	£4,317

**Secondary education contributions per dwelling**

Bedrooms	Affordable dwellings for social rent only per dwelling	Open Market, shared equity, key worker and other
1 bed flat/house	£0	£0
2 bed flat/apartment	£949	£468
2 bed house	£949	£978
3 bed	£1,812	£3,166
4 bed	£2,648	£4,148
5 or more	£3,318	£6,739

**Transport Provision**

11.12 A financial contribution would be required towards improvements to transport accessibility in the Borough.

**Residential Accessibility Charges**

Charges per dwelling (£)				
Size/No. of Bedrooms	1	2	3	4+
	625	750	1125	1500

Contributions will also be required for necessary off-site highway improvements including: the provision of a new bus shelter and necessary kerbing; a refuge crossing; additional gateway features; lighting for pedestrian and cyclist access crossing Bank Mill Lane/Bank Mill; and standard specifications for the cycle route.

**Library provision**

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

**Fire Hydrants**

11.14 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**

11.15 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.

11.16 The above costs for education, libraries, fire hydrants, childcare and youth facilities are based upon Hertfordshire County Council rates and will be indexed using the PUBSEC Index.

## 12. List of Contacts and Consultees

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- Nathalie Bateman, Dacorum Borough Council Development Plans, 01442 228592 (for advice on Planning issues).
- 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.

The scaling of this drawing cannot be assured  
 Revision                      Date                      Initial

**LEGEND**



-  TREES TO BE RETAINED
-  TREES TO BE REMOVED FOR ARBORICULTURAL REASONS
-  TREES TO BE REMOVED TO ASSIST DEVELOPMENT
-  TREE PROTECTION DISTANCE

Note:  
 To be read in conjunction with Patrick Stileman Ltd  
 Tree Survey Drawing DS10020701.02



Project  
**NEW LODGE, BERKHAMSTED**

Drawing Title  
**TREE RETENTION PLAN**

Date	Scale	Drawn by
20.06.2007	1:1000 @A3	ML
Project No	Drawing No	Revision
15337	P001	-



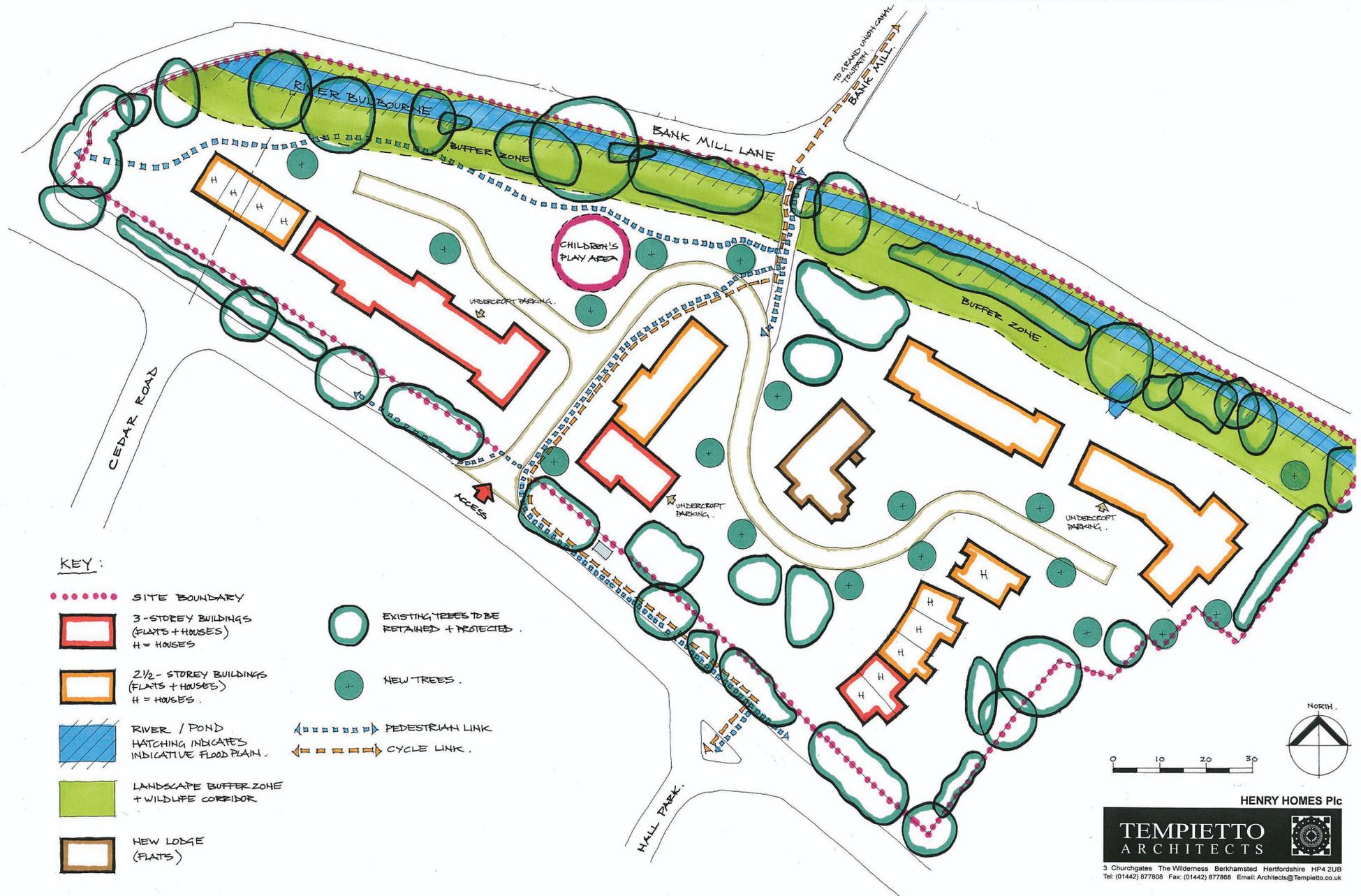
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NEW LODGE, BANK MILL LANE, BERKHAMSTED  
INDICATIVE SITE LAYOUT PLAN WITH NEW LODGE RETAINED



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