

## **Tring Town Council Response to Planning Application 4/00958/18/MFA LA5 Amended**

The Town Council considered its response to this application at an extra-ordinary Council Meeting held on Monday 1st October 2018. Consideration of the application was the only agenda item apart from procedural items. 55 members of the public were in attendance.

Having listened to a presentation by the Clerk on the background to the application and the changes made to the application, the Town Council listened to the comments made by the members of the public and then reviewed the revised application against the LA5 Master Plan Development Principles.

The Town Council welcomed the changes made and considered they enhanced the application. **However, on balance, the Town Council felt further improvements should be made before it could recommend approval of the application.**

The Town Council felt the application fell short with regard to certain Development Principles. Specifically the concerns were:

1. The siting of the flats (plots 46-54) on the northeast boundary of the existing cemetery on Donkey Lane/Beaconsfield Road. Here the two and a half storey building did not comply with Design Principle 1 and Landscape Principle 4. The scale of the building was also considered to dominate the neighbouring, existing houses contrary to Design Principle 7.
2. Whilst it was recognised that the distance between the existing properties on Okeley Lane and the new development exceed the minimum required by planning regulations, clarity was requested on access to and along the proposed buffer path, and how this would be maintained going forward.
3. The Developer has provided access points on to the site linking to footpaths 48a and 83 and the footpath/cycleway through the site to satisfy Highways & Access Principle 2. Donkey Lane is private property and the right of way is a designated footpath on which cycles are not permitted.

However, the application as it stands does not meet Highways & Access Principles 3 & 5 adequately. To access the Town Centre cyclists and pedestrians are faced with a choice of busy main roads or residential streets with parking along long stretches of the road or even double parking. The answer probably lies in a section 106 agreement (or CIL financing) that augments existing cycle and pedestrian routes into town from the points of access provided.

4. The Town Council felt that an opportunity was being missed to achieve a higher level of energy efficiency throughout the site e.g. use of solar panels, higher levels of insulation and provision for electric cars. The Council acknowledges that the Developer will meet all current regulations and may well exceed certain standards.

That the design of the houses with the latest changes has addressed the criticisms of the Chilterns Conservation Board is to be commended in the protection given to the A.O.N.B. through adopting a traditional approach.

Accepting the timeframe over which the Master Plan was developed, circumstances have changed with accelerating pressure to build more houses whilst the supply of suitable sites dwindles. The Town Council believes a more radical approach to design is needed – one that could also respect the relationship with the A.O.N.B. The application fails design principle 8.

Michael Curry  
Clerk to the Council  
9<sup>th</sup> October 2018

## **References: Development Principles**

### *Design Principles*

1. 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.
7. Plan the interface of the development area with existing homes, the cemetery and open space carefully to protect local amenity, including landscaped buffers where appropriate.
8. Secure high sustainability standards in design and construction

### *Landscape Principles*

4. Protect the green and open setting of Tring Cemetery, which is a locally listed historic park or garden

### *Highways & Access*

3. Plan good pedestrian and cycle access to the local area and key local services, such as bus stops and community facilities.
5. Develop an access strategy which maximises the integration with the existing urban area, whilst minimising impacts upon the local highway network.