



# **WESTERN ROAD, TRING CONCEPT STATEMENT**



**January 2006**

**Draft**

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### **Maps are not to scale.**

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## **Concept Statement**

A Concept Statement is a brief statement of how the development of a site should contribute to the Local Authority's vision. They explain how the policies and objectives of the development plan should apply to specific sites. They are much less detailed than development briefs, but more informative for developers and the community than the statutory plan's Policies and maps.

## **Introduction**

The site subject to this concept statement is located in to the south west of central Tring between the junctions of the B4635 (Western Road/High Street) with Christchurch Road and Miswell Lane. It is situated on the northern side of Western Road behind a series of residential and retail buildings forming properties 46 to 64 Western Road. Part of the site (0.2 hectares) has already been developed and now forms Elliman Court and Pope Court. The remaining site comprises approximately 0.6 hectares of land.

### **Purpose:**

The requirement for this concept statement follows the refusal of several planning applications relating to land adjacent to 'The Coal Yard' (see planning history). These applications have demonstrated a need to consider the site more comprehensively, expanding on the statement in Policy 33 of the adopted Local Plan 1991-2011. The concept statement is intended to provide guidance over the assembly of land and phasing development on the site in order to achieve the highest quality of development possible.

### **History:**

Planning permission was granted in July 2003 for the development of 'The Coal Yard' off Western Road, Tring (Elliman Court and Pope Court). Since this application was approved several applications have been made to develop both 'The Paddocks' and 'The Builders Yard' to the rear of this site and 52a Western Road for residential developments.

### **Core Policies:**

The Dacorum Borough Local Plan 1991-2011 supports the provision of a predominantly residential scheme on the site with an emphasis on a mix of high density flats and houses. Any scheme will be expected to contribute towards the provision of affordable housing and education provision. Key policies in the Dacorum Borough Local Plan include policies 10, 11, 12, 13, 33, 51 and 58. Appendices 3 and 5 provide detailed advice on the layout of residential areas and issues of access.

**Land:**

Land ownership is divided amongst several private land owners making comprehensive development very difficult. The site is split by the presence of the Royal Mail Depot (Plot C). Office and industrial workshop space within D is currently being marketed by Cole, Flatt and Partners (01442 890290)

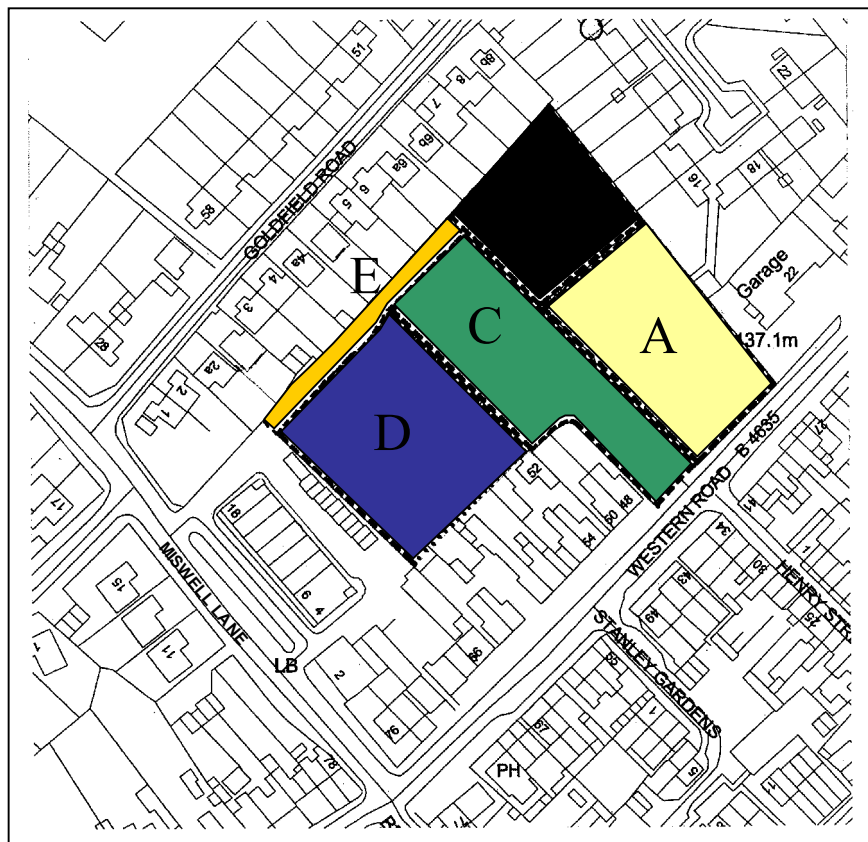
Plot A – Existing development (Elliman Court and Pope Court) forming a frontage to Western Road.

Plot B – This site must be developed as a comprehensive package. Access will need to be gained through Plot A or in accordance with the redevelopment of Plot C unless adequate access for refuse vehicles can be demonstrated.

Plot C – Post Office Depot. Access to this site could be retained off Western Road although the site has the potential to enhance the frontage of Western Road with a new building.

Plot D – Industrial land in multiple ownership. This site would ideally be developed as a package: however layout options may allow development to be phased from Miswell Lane. A notional site boundary is shown dependant upon land ownership.





Land E – Access driveway to be upgraded in accordance with principles for access established with this document.



**Access Points and Environmental Constraints:**

- (i) This is considered to be the desired access to plot B whilst the Post Office Depot remains insitu. Land to the rear of Elliman Court and Pope Court is currently land locked for residential development by the inadequacy of alternative access points for refuse collection
- (ii) The existing vehicular access to the Post Office Depot could be used if the Post Office and neighbouring sites come forward as a comprehensive scheme. A vehicular link with Miswell Lane will not be permitted
- (iii) Access is only considered appropriate for pedestrian access to the site
- (iv) Potential pedestrian access should be investigated.
- (v) This point could be used for access to the site by vehicles.
- (vi) Preferred access to plots C and D to be gained off Miswell Lane with appropriate improvements to the lane to the rear of properties on Goldfield Road. A minimum carriageway width of 4.8m will be required with at least one footway to the width of 1.8m. Sufficient access for refuse vehicles to within 25m of residential properties will be expected including the provision of appropriate turning areas. Any access off Miswell Lane should be kept separate from access off Western Road to prevent the creation of a 'rat run' through the site.



<b>Key</b>	
	Existing vegetation to be retained and supplemented
	Suggested zone for two storey development
	Vehicular Access
	Pedestrian Access

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**Site Appraisal:**

- A number of B1 (business uses) are present upon the site
- Retail units are present on Western Road and Miswell Lane, with a small service yard and garage block to the south western site boundary.
- Goldfield Road and streets comprising the Tring Conservation Area opposite the site are predominantly residential and terraced in nature
- Existing buildings on Plots B-E have little architectural merit
- The site is generally devoid of significant soft landscaping although vegetation to the boundary with properties in Goldfield Road provides a useful screen to development
- There is a significant slope down from Western Road to the access to the rear of properties on Goldfield Road. This allows some opportunity for a mix of two storey and three storey development
- Amenities of properties in Goldfield Road will need to be protected from overlooking.

**Principles:**

- Terraced and flatted forms of development would be encouraged throughout the site
- A significant proportion of small one and two bedroom units will be expected through the development of the site
- Three storey development will be preferred across the site except within an area adjacent to properties in Goldfield Road. A maximum height of two storeys will be permitted within this area to protect the amenities of surrounding properties
- Properties will be encouraged to front the primary access route off Miswell Lane
- Opportunities to enhance the Western Road frontage should be taken through the development of the site
- Elevational treatment should reflect styles of architecture, details and materials found in surrounding development including the adjacent Conservation Area including full height splayed bay windows, pitched roof dormers, sash windows, flat topped brick lintels and timber sills
- The access track to Miswell Lane should be retained and sufficient land safeguarded for its upgrade
- Good pedestrian permeability should be incorporated between the site and Western Road. Such links should be well lit and overlooked
- The surfaces of car park areas should be treated with good quality paving materials and broken by soft landscaping

**Section 106 (Legal Agreement) Contributions:**

- Subject to the phasing of development, either a financial contribution towards affordable housing or the direct provision of a minimum of 20% affordable housing will be expected from all developments of the site.
- Appropriate contributions towards educational provision will be expected in accordance with the advice of Hertfordshire County Council
- All developments will be expected to contribute towards the upgrading of the access track to the rear of Goldfield Road, to adopt highway standards.

### Indicative Layouts:



These layout drawings show how the development principles for the site can be accommodated. Figures 1 and 2 show how the site could be developed with the post office remaining. Figures 3 and 4 illustrate what could be achieved through the removal of the Post Office Depot.

The suggested layouts will need to include generous provision of landscaping and amenity space. Garden depths and separation distances accord with normal policies within the Dacorum Borough Local Plan 1991-2011. Each layout shows improved access to Miswell Lane and turning space for refuse vehicles.

**Figure 1. Houses**



**Key**

-  P – Proposed landscaped parking areas
-  A – Proposed amenity areas

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**Figure 2. Flats**



Key	
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span>	P – Proposed landscaped parking areas
<span style="display:inline-block; width:15px; height:10px; background-color:lightgreen; border:1px solid black;"></span>	A – Proposed amenity areas
<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span>	Proposed 2 storey
<span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span>	Proposed 3 storey

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Figure 3. Houses



**Key**







- P – Proposed landscaped parking areas
- A – Proposed amenity areas

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Figure 4. Flats with houses fronting Western



**Key**

-  P – Proposed landscaped parking areas
-  A – Proposed amenity areas
-  Proposed 2 storey
-  Proposed 3 storey

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- Mark Brookes: Planning Solicitor – 01442 228236 (for advice on legal agreements)
- Pam Halliwell: Housing Enabling Manager – 01442 228526 (for advice on affordable housing matters)
- Jacqueline Nixon – 01992 588123 (for advice on education contributions)
- Glynn Reedman – 01992 556120 (for advice on highway matters)