

## 5. TRING

- 5.1 Tring is a small market town, with a population of approximately 13,000 (Census 2001). Like Berkhamsted, Tring has Roman and also Medieval origins, as evidenced by the line of the former Roman road Akeman Street and the Church of St Peter and St Paul in the town centre dating from the 13th century. The central area of the town, known locally as the 'triangle' (roughly the land contained by the High Street/Western Road, Akeman Street and Park Road) features Victorian and Edwardian housing and many small businesses. Within the triangle, development density is relatively high, whilst the High Street and Western Road feature a mixture of dwellings including many set in more spacious grounds.
- 5.2 From around the 1920s but increasingly so from 1930 onwards, the town expanded in a grid-like fashion to the north of the High Street and Western Road and up to the largely Edwardian settlement of New Mill. These later areas feature medium density family housing comprising a variety of dwelling types. The line of the Upper Icknield Way marks the northern extent of the town and effective containment of the urban area. The later areas have been successively developed with a wide variety of housing from the 1930s through to the 1970s and 1980s. Development in these latter years occurred notably on the Silk Mill estate which was largely built by the former Greater London Council.
- 5.3 Many examples of Rothschild buildings, with their steeply-pitched roofs, bright red brickwork, extensive use of tile hanging and attention to detail can be found, as can many good examples of Edwardian architecture. Apart from these, there is little homogeneity to housing design throughout the town.
- 5.4 Tring possesses a reasonable level of good quality open space and good access to the open countryside, but in many areas is lacking in public landscaping.
- 5.5 On the basis of the above, the following design objectives are proposed for Tring:

### **TRING: DESIGN OBJECTIVES**

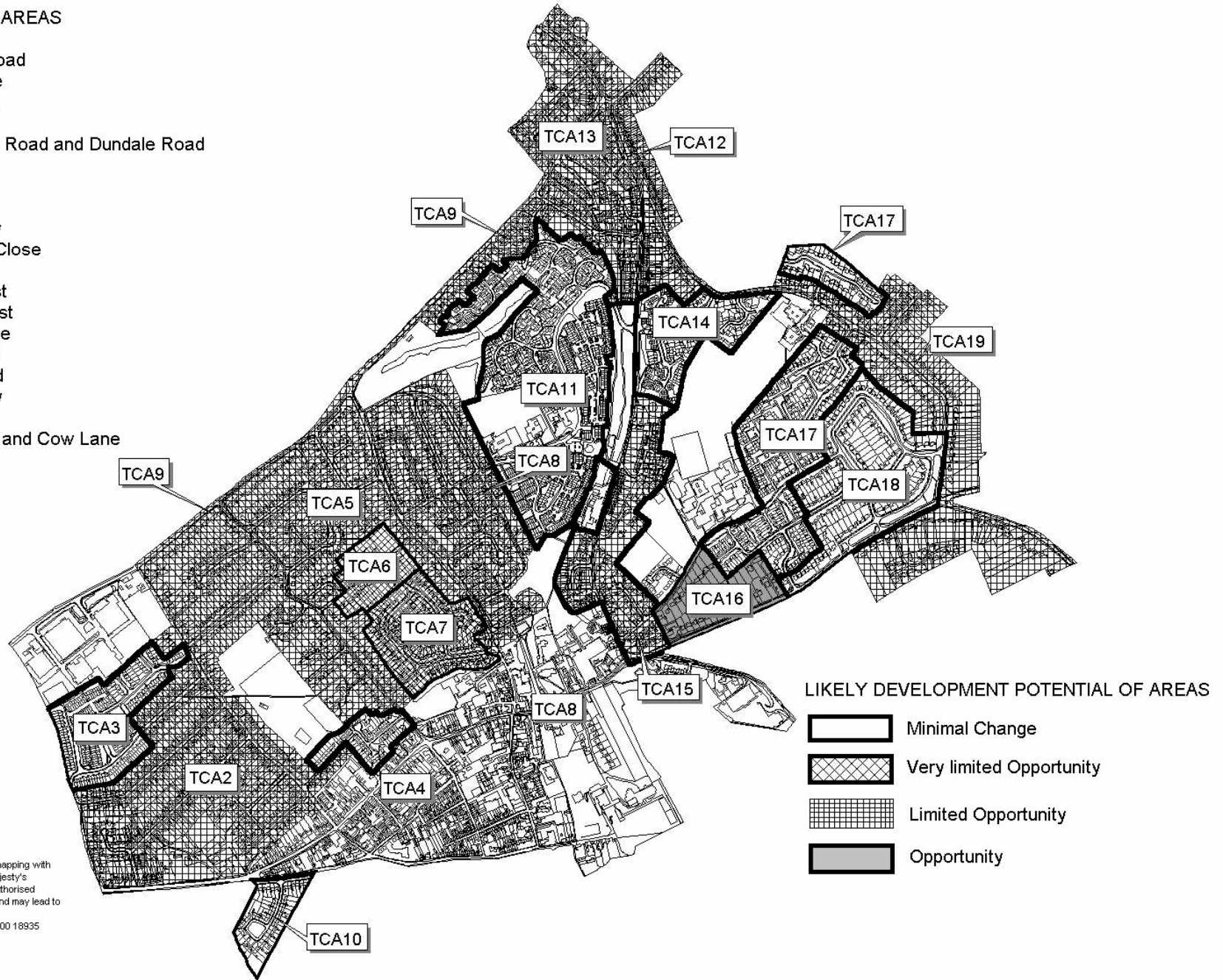
1. Conserve the historic core;
2. Preserve its character of a small country market town;
3. Small scale massing in new development is most appropriate;
4. Improve the provision of public landscaping, and
5. Maintain the low rise characteristics of the town.

### TRING LIST OF CHARACTER AREAS

TCA1	AYLESBURY ROAD
TCA2	MISWELL LANE
TCA3	OKELEY LANE
TCA4	GOLDFIELD
TCA5	CHRISTCHURCH ROAD AND DUNDALE ROAD
TCA6	BUNSTRUX
TCA7	FRIARS WALK
TCA8	EIGHT ACRES
TCA9	ICKNIELD WAY
TCA10	WOODLANDS CLOSE
TCA11	SILK MILL
TCA12	NEW MILL EAST
TCA13	NEW MILL WEST
TCA14	BUNYAN CLOSE
TCA15	BROOK STREET
TCA16	STATION ROAD
TCA17	CHILTERN WAY
TCA18	GROVE PARK
TCA19	GROVE ROAD AND COW LANE

## TRING CHARACTER AREAS

- TCA1 Aylesbury Road
- TCA2 Miswell Lane
- TCA3 Okeley Lane
- TCA4 Goldfield
- TCA5 Christchurch Road and Dundale Road
- TCA6 Bunstrux
- TCA7 Friars Walk
- TCA8 Eight Acres
- TCA9 Icknield Way
- TCA10 Woodlands Close
- TCA11 Silk Mill
- TCA12 New Mill East
- TCA13 New Mill West
- TCA14 Bunyan Close
- TCA15 Brook Street
- TCA16 Station Road
- TCA17 Chiltern Way
- TCA18 Grove Park
- TCA19 Grove Road and Cow Lane



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## TCA1: AYLESBURY ROAD

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### CHARACTER APPRAISAL

An area of very low density development on the western edge of the town leading out towards open countryside with strong semi-rural qualities, providing a transition from town to countryside.

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#### Housing

*Age:* Mainly from the early 20th century.

*Design:* The area exhibits strong Victorian and Edwardian architectural themes. In particular, the area features red brick dwellings with heavy stone front angled bays. Design is however non-uniform throughout.

*Type:* Mainly detached and semi-detached dwellings, with some bungalows. Elderly persons' home at St. Joseph's.

*Height:* Mainly two storey.

*Size:* Medium to large.

*Layout:* The area possesses a linear structure, based on the route of Aylesbury Road leading out of the town. Some clear building lines in blocks of development. Dwellings are well set back from the road by front garden areas and established landscaping. Spacing is irregular, but mainly in the wide (5 m to 10 m) range. The Convent of Francis de Sales and School stand in large grounds.

*Density:* Within the very low range (less than 15 dwellings/ha).

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#### Amenity

*Open space:* None within the area, although it is directly adjacent to open countryside to the south and the west.

*Amenity land:* No specific areas of amenity land, although there are substantial areas of planted highway verge which contributes to the semi-rural and well landscaped characteristics of the area.

*Front gardens and forecourts:* Well set back from the road, producing an open feel to the area from the highway. Gardens generally well planted.

*Landscaping and planting:* Very well established and mature. High banking to the highway and dense hedge cover and established trees provide a green edge to the area, contributing to its semi-rural character.

*Views and vistas:* West facing views from the eastern side of the area along Aylesbury Road provide a distinctive rural impression, particularly with open countryside and allotment land to the south.

*Landmarks and focal points:* Although outside the area, Norfolk House, also known as The Britannia, which is found on the corner of Western Road and Park Road is a prominent house in the classical style, appearing as a local landmark whilst approaching the town from the west.

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## **Traffic**

*On-street parking:* Very low.

*Off-street parking:* Accommodated within private curtilages.

*Through routes and flows:* Aylesbury Road is an important main distributor road leading into Tring from the major roundabout junction to the west of the town with the A41 trunk road.

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## **Non-residential buildings**

School and Chapel buildings at the Convent of Francis de Sales standing in large grounds.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted except on the Convent and School sites.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable.

## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* Proposals for new development are encouraged to use the architectural themes and detailing present on existing Victorian and Edwardian dwellings in the area.
- Type:* Detached and semi-detached dwellings are appropriate and encouraged.
- Height:* Should not exceed two storeys.
- Size:* Moderate to large sized dwellings are appropriate. The scale and bulk of new development should be sympathetic to that of existing buildings (with the exception of larger structures at the Convent of Francis de Sales).
- Layout:* The layout of the area should continue to be based on the linear route of Aylesbury Road. In this respect, new dwellings will be expected to front this road and be set back from it at a distance commensurate with other established dwellings, to maintain a wide, open visual impression from Aylesbury Road. Spacing should be provided in the wide range (5 m to 10 m).
- Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).

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### Amenity

- Amenity land:* Areas of highway verge and banking must be retained.
- Front gardens and forecourts:* Should be of a depth commensurate with those of other established dwellings to enable new dwellings to be set back from the road.
- Landscaping and planting:* Existing established landscaping to Aylesbury Road will be expected to be retained. Further landscaping to complement the existing provision will be required in connection with new development schemes.
- Views and vistas:* Open, rural west facing views along Aylesbury Road and east facing views into the town towards Norfolk House will be expected to be retained.
- Landmarks and focal points:* See *Views and Vistas* above regarding maintaining views of Norfolk House, Western Road.

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**Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual private curtilages.

*Through routes and flows:* No special requirements.

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**Non-residential buildings**

No special requirements.

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**Development within the plot**

*Extensions:* Should be subordinate in terms of scale and height to the parent building.

*Detail:* The use of existing architectural themes and details on the parent building is strongly encouraged for extensions, alterations and curtilage buildings.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling fronting Aylesbury Road, except where it can be demonstrated that the street scene will not be harmed.

*Means of enclosure:* Enclosure of front areas by planting is encouraged.

*Private landscaping:* Strongly encouraged.

## TCA2: MISWELL LANE

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### CHARACTER APPRAISAL

An area of conventionally laid out mixed development types of all ages, but predominantly from the first half of the twentieth century. The area is mainly based on a series of parallel roads connected to Miswell Lane.

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#### Housing

*Age:* Dates from the turn of the century. The area has been progressively developed over the years within an emerging framework of roads based around, and leading off, Miswell Lane. Oldest dwellings are mainly found at intervals along Miswell Lane and Longfield Road. Inter-war and 1940s housing is very common throughout, particularly in the parallel-lying roads of Longfield Road, Beaconsfield Road and Highfield Road. Infill development from all periods onwards. Example of two storey development built in the 1990s at Carman Court, Longfield Road.

*Design:* Generally of a high quality. There is considerable variety throughout but with some particularly strong design themes present in those from the first half of the twentieth century, which collectively predominate as dwelling types. Victorian/early twentieth century houses feature dark stock bricks with red brick arches over openings. The use of soldier coursing is common. Front bays at ground floor level are angled, often covered by a small monopitch slate covered roof. Heavy stone mullions are common in bay windows. Use of white painted softwood sash window frames. Main roof areas are typically gable-ended and covered in slate, although many have been replaced by concrete tiles. Early twentieth century cottages in the southern part of Miswell Lane were designed by William Huckvale. Houses from the 1910s/1920s period are constructed of bright red brickwork with steeply sloping tiled roofs. Some slightly projecting two storey front gables are present. Extensive use of white painted timber work in window frames and fascias and soffits. Houses from later in this period feature steeply pitched hipped end roofs and the use of render and pebbledash as a finishing material. Of those in the 1930s to late 1940s period, the use of a mix of red brick and pebbledash or render is common. Roofs are again steeply pitched. Front, two storey gable ended projecting and angled bays are common. Window frames are made of heavy timber sections with an emphasis on vertical division and top hung casements. Other periods beyond those listed above exhibit a number of styles.

*Type:* All dwelling types are represented. Large presence of semi-detached houses.



- Height:* Predominantly two storeys, although bungalows are common. There is a three storey development at The Orchards, Longfield Road, although this is exceptional.
- Size:* Generally small to medium.
- Layout:* The area has evolved into a loose grid-type framework located between the High Street/Western Road and the Upper Icknield Way, linked together by Miswell Lane connecting to Cobbetts Ride, Goldfield Road, Barbers Walk, Longfield Road, Beaconsfield Road, Highfield Road and roads leading from them. Development has taken place successively by blocks of dwellings constructed together at certain times, creating groups of dwellings with identifiable design characteristics. In general, dwellings front onto the road with gardens front and rear, giving a degree of spaciousness to street scenes. Strong building lines give perspective views along roads. Spacing varies, but generally does not fall below the medium range (2m to 5m).
- Density:* Varies throughout, but mainly within the low density range (15-25 dwellings/ha).

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## **Amenity**

*Open space:* No open land within the area, however, open land area found to the east of Miswell Lane.

*Amenity land:* Not common in the area. Narrow grassed roadside verges in Beaconsfield Road and Highfield Road.

*Front gardens and forecourts:* Most dwellings have front gardens of a regular size, contributing to regular building lines. Some front areas accommodate vehicle parking.

*Landscaping and planting:* On the whole, lacking. The appearance of some roads such as Longfield Road, Beaconsfield Road and Highfield Road can be quite hard in nature due to a general absence of public landscaping. As such the area relies heavily on private planting within individual curtilages to provide a measure of softness, which varies in extent and quality.

*Views and vistas:* Views over Tring Park, West Leith and Stubbing's Wood from Miswell Lane and other parts of the area. Most roads feature long perspective views along them given the presence of strong building lines, although with a degree of visual hardness to their appearance due to lack of planting. Such views are often dominated by parked cars along the roads and telephone poles and lines. South-west facing vistas along Longfield Road and Beaconsfield Road are closed off by the appearance of development at their western ends.

*Landmarks and focal points:* Goldfield Mill, a disused windmill situated at the northern end of Miswell Lane is a locally recognised landmark. Open space in Miswell Lane acts as a focal point. The area relates well to the town centre, which acts as a focal point for the town as a whole.

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## **Traffic**

*On-street parking:* High incidence of on-street parking throughout the area but this is worse in the older (mainly the southern) part where off-street provision is generally lacking and road widths are narrow.

*Off-street parking:* Provision is made within private driveways and converted front hardstandings.

*Through routes and flows:* Mainly limited to Miswell Lane, a local distributor road.

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## **Non-residential buildings**

Occasional commercial premises and meeting halls.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Some opportunities on non-residential sites. Opportunities on industrial and commercial land adjacent to the area at Western Road; see Policy 33 in Part 3 of the Plan for further details.

*Plot amalgamation:* Opportunities limited.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be opportunities.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* Opportunities for variety, but should respect the shape, bulk and massing of nearby and adjacent development. Where development sites are located adjacent to established housing dating from the first half of the twentieth century, or constructed in a similar style and

design, new development should follow its architectural themes, broad proportions and general design.

*Type:* A variety of dwelling types are acceptable, but should relate well in terms of the type, design, scale, bulk and layout of nearby and adjacent development.

*Height:* Should not normally exceed two storeys.

*Size:* Small to medium sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.

*Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with gardens provided to their front and rear. The building line should be followed. Spacing should be provided at least within the medium range (2m to 5m).

*Density:* Should be maintained within the low range compatible with the existing character.

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### **Amenity**

*Amenity land:* Where provided, grassed verge areas should remain.

*Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots.

*Landscaping and planting:* Further provision is encouraged throughout.

*Views and vistas:* Public views across open countryside to the south should be maintained.

*Landmarks and focal points:* No special requirements.

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### **Traffic**

*On-street parking:* Limit through adequate provision of off-street spaces.

*Off-street parking:* Provision within individual private curtilages is encouraged. Communal parking areas will only be acceptable if they are located away from the street scene or sufficiently well screened so as not to intrude on the established visual appearance of established roads.

*Through routes and flows:* No special requirements.

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### **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* The use of the architectural themes, design, proportions, colours and materials on the parent building will be expected to be followed.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Encouraged throughout.

## TCA3: OKELEY LANE

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### CHARACTER APPRAISAL

An estate of mainly small to medium scale conventional terraced and semi-detached houses dating from the 1960s and 1970s.

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#### Housing

- Age:* Houses date from the 1960s and 1970s.
- Design:* Simple, and reflective of small speculative housing units from the 1960s and 1970s. Ridged roof lines run parallel to the highway, are at a shallow pitch and feature gable ends. Extensive use of light yellow and buff brickwork as a basic building material. Use of white painted weatherboarding or brown or green tilehanging to the upper parts of houses. Many have flat front porches, and some have flat roofed integral garages.
- Type:* Mainly terraces, with some semi-detached units in Anns Close, Weavers Road and Buckingham Road.
- Height:* Two storeys throughout.
- Size:* Generally small to medium.
- Layout:* Conventional layout of dwellings with houses fronting the road in strong building lines. Gardens provided to the front and rear. Depth of front gardens varies, but the overall effect is of houses set back from the road providing a degree of openness to the area from the street scene. Long lines of terraced housing give a tightly spaced feel, but gaps between blocks of housing exist at varying widths, rising to over 10 m in places. Rear parking courts and garage blocks to houses in Okeley Lane, Fairthorn Close and Acacia Walk.
- Density:* Overall, about 30 dwellings/ha, within the medium range (25-35 dwellings/ha). Densities are highest at around 50 dwellings/ha in Okeley Lane, but much lower at around 20 dwellings/ha in Anns Close and Weavers Lane.

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#### Amenity

- Open space:* None within the area, although open countryside is found to the west.
- Amenity land:* Large, flat rectangular grassed area in Buckingham Road providing visual relief to the long lines of houses. Narrow grassed roadside verges.

*Front gardens and forecourts:* Dwellings are set back from the road by front gardens of a broadly regular size, although depth varies. Deep front gardens in Fairthorn Close providing an attractive open, green area. Front gardens are open and unenclosed.

*Landscaping and planting:* Some structured planting to the area in front open garden areas providing an attractive degree of softness throughout.

*Views and vistas:* None of importance, although the relatively long lines of terraces in the area provide a built-up, urban feel to part of it.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Generally high.

*Off-street parking:* Provision is made within individual private curtilages and garage blocks. Large rear garage blocks behind houses Buckingham Road, Acacia Walk and Fairthorn Close.

*Through routes and flows:* Very light.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Minimal Change</b>
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<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted.
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<i>Plot amalgamation:</i> Will not normally be permitted.
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<i>Infilling:</i> Opportunities very limited.
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<i>Conversion of dwellings into smaller units:</i> Discouraged. Opportunities limited.
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## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* Scope for innovation and use of modern designs. In all cases, the bulk and scale of adjacent and nearby development should be followed.
- Type:* All types are acceptable, although terraced and semi-detached housing is most appropriate and encouraged.
- Height:* Should not normally exceed two storeys.
- Size:* Small to medium sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.
- Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with gardens provided to their front and rear. The building line should be followed. Spacing can be provided within the close range (less than 2 m).
- Density:* May be provided within the very high range exceeding 50 dwellings/ha (net).

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### Amenity

- Amenity land:* The loss of amenity land to built development or its inclusion within private domestic curtilages will not normally be permitted.
- Front gardens and forecourts:* Should be unenclosed and provided at a size, layout and depth similar to those on nearby and adjacent plots.
- Landscaping and planting:* Further provision is encouraged throughout.
- Views and vistas:* No special requirements.
- Landmarks and focal points:* No special requirements.

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### Traffic

- On-street parking:* Limit through adequate provision of off-street spaces.
- Off-street parking:* Provision within individual private curtilages or communal areas is acceptable. The conversion of front garden areas to hardstanding vehicle forecourts is not encouraged.
- Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* Enclosure of front garden areas by walls or fences over 1 m in height will not be permitted.

*Private landscaping:* Further provision encouraged throughout.



## TCA4: GOLDFIELD

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### CHARACTER APPRAISAL

A small, compact area of Local Authority houses and elderly persons' bungalows dating from the 1950s.

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#### Housing

- Age:* Dwellings built in the 1950s.
- Design:* Largely simple, but very distinct. Houses feature mixed stock brickwork. Bungalows are finished in dark yellow stocks. Semi-detached houses have hipped end roofs. Otherwise, roofs are of a simple ridged design with gable ends, some with projecting front gables. Some use of painted render, vertical stained weatherboarding and tilehanging at first floor level. Use of metal casement window frames is very common, although some have been replaced by plastic units. Use of projecting angled ground floor bays.
- Type:* Mix of terraces, semi-detached houses and terraced bungalows.
- Height:* One and two storeys.
- Size:* Generally small to medium.
- Layout:* Basically conventional with most dwellings fronting onto the road, and enclosed gardens to the front and rear, although a small cluster of elderly persons' bungalows front onto a small grassed and treed amenity green. Strong building lines are common. Spacing varies, but is mainly in the medium range (2m to 5m). The overall impression however is of quite a tightly packed residential area. Front garden areas are generally short which, together with the narrowness of the road gives an enclosed appearance to the street scene.
- Density:* Mainly within the medium density range (25-35 dwellings/ha).
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#### Amenity

- Open space:* No open land within the area, however, open land at Goldfield Infants' School to the north and Miswell Lane open space to the North West.
- Amenity land:* Small, attractive treed green to the front of the group of elderly persons' bungalows.
- Front gardens and forecourts:* Most dwellings have front gardens which are of a regular size enclosed by wooden fencing or hedging. Forecourt parking uncommon.
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*Landscaping and planting:* Incidence of landscaping is variable throughout, but generally good.

*Views and vistas:* None of importance.

*Landmarks and focal points:* The small treed amenity green fronting the elderly persons' bungalows provides a small and attractive focal point. The area relates well to the town centre, which acts as a focal point for the town as a whole.

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## **Traffic**

*On-street parking:* Very high.

*Off-street parking:* Lacking throughout. Some garaging in blocks to the rear of bungalows in Goldfield Road.

*Through routes and flows:* Goldfield Road links Miswell Lane to Christchurch Road. This, and the main access to the School (see *non-residential buildings* below) within in the Road attracts a number of through vehicle movements. Vehicular movement problems occur due to the narrowness of Goldfield Road and the high level of on-street car parking.

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## **Non-residential buildings**

None, apart from Goldfield Infants' School and industrial/commercial premises in Western Road, adjacent.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Minimal Change</b>
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<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted. Opportunities on industrial and commercial land adjacent to the area at Western Road; see Policy 33 in Part 3 of the Plan for further details.
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<i>Plot amalgamation:</i> No opportunities.
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<i>Infilling:</i> Opportunities very limited.
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<i>Conversion of dwellings into smaller units:</i> Opportunities very limited. Will not normally be permitted.
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements over detail, although the general bulk and proportions of nearby and adjacent dwellings should be followed. Variety in facing materials for buildings is acceptable, but will be expected to complement the types used on adjacent buildings.

*Type:* No special requirements.

*Height:* Should not normally exceed two storeys.

*Size:* Small to medium sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.

*Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with gardens provided to their front and rear. The building line should be followed. Spacing can be provided at least within the medium range (2 m to 5 m).

*Density:* Should be maintained within the medium range (30 to 35 dwellings/ha (net)).

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### Amenity

*Amenity land:* The loss of the area of amenity land fronting the elderly persons' bungalows in Goldfield Road to built development, or its inclusion within private domestic curtilages, will not be permitted.

*Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots. Enclosure by fences, hedges or walls is appropriate. Conversion of front areas to vehicle hardstandings is discouraged.

*Landscaping and planting:* Further provision is encouraged throughout.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* The amenity green in Goldfield Road fronting the elderly persons' bungalows (referred to in *amenity land* above) must be retained.

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### Traffic

*On-street parking:* Limit through adequate provision of off-street spaces.

*Off-street parking:* Provision in communal areas or garage blocks is most appropriate, where these can be located away or effectively screened

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from the street scene. On-site parking will only be permitted if it is not considered injurious to the appearance of the street scene.

*Through routes and flows:* No special requirements.

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**Non-residential buildings**

No special requirements.

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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Further provision encouraged throughout.

## TCA5: CHRISTCHURCH ROAD AND DUNDALE ROAD

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### CHARACTER APPRAISAL

A large, broadly low density area of mainly detached and semi-detached houses of a variety of ages and designs, based on Christchurch Road and Dundale Road and numerous roads and culs-de-sac leading off from them.

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#### Housing

*Age:* All ages from the 20th century are represented. The oldest buildings are found in Dundale Road from the early 20th century. Significant variation in ages onwards throughout.

*Design:* Extensive variety throughout. Of particular note are the early twentieth century, bright red brick cottages in the southern part of Dundale Road designed by William Huckvale. These feature white painted softwood window frames, use of brick arching over openings and steeply pitched roofs with front-facing gables. Elsewhere, parts of the area have been developed in blocks, groups and separate streets with distinct design characteristics.

*Type:* Mainly detached and semi-detached houses.

*Height:* Predominantly two storeys.

*Size:* Generally medium.

*Layout:* The area is based on a loose grid-type framework between Dundale Road and Christchurch Road with a series of interconnecting roads and numerous culs-de-sac. Development has proceeded by parts of the area being built at successive times, thus creating groups of dwellings with identifiable design characteristics. In general, dwellings front onto the road with gardens front and rear, giving a degree of openness and spaciousness to street scenes. Cul-de-sac are common for development from the 1950s onwards. Strong building lines are common. Spacing varies throughout.

*Density:* Varies throughout, but mainly within the low density range (15-25 dwellings/ha).

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#### Amenity

*Open space:* No open land within the area, however, open land areas found at schools within the adjoining recreation ground and field at Miswell Lane, and at Pond Close. Open land at Dundale is adjacent, to the north.

*Amenity land:* Not common within the area.

*Front gardens and forecourts:* Most dwellings have front gardens which are of a regular size. Most front areas accommodate vehicle parking in private drives with or without garages.

*Landscaping and planting:* Incidence of landscaping is variable throughout, but generally good. Trees along Christchurch Road and adjoining the Miswell Lane open space are important features within the southern part of the area.

*Views and vistas:* Views over Tring Park, West Leith and Stubbing's Wood to the south from various points.

*Landmarks and focal points:* None. The area relates well to the town centre, which acts as a focal point for the town as a whole.

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## **Traffic**

*On-street parking:* Some on-street parking with slightly higher levels occurring in the older parts of the area where off-street provision is generally lacking.

*Off-street parking:* Provision is made mainly within individual private curtilages.

*Through routes and flows:* Mainly limited to the local distributor roads of Dundale Road and Christchurch Road. Manor Road and Betty's Lane form an important link through to Silk Mill Way from which the Dundale Junior and Infants Schools and the Silk Mill estate and community centre are accessed.

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## **Non-residential buildings**

Shops, and Goldfield Infants School, Christchurch Road. Public House and Meeting Hall, Dundale Road.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Limited Opportunity</b>
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<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Opportunities very limited. Will not normally be permitted.
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*Plot amalgamation:* Opportunities limited, but may be acceptable according to the Development Principles.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements given the wide variety of designs within the area. The exception to this general policy is that the design of new development adjacent to or nearby the early twentieth century red brick cottages in Dundale Road should respect their setting, architectural styles, proportions and colours present.

*Type:* A variety of dwelling types are acceptable, but proposals should relate well in terms of the type, design, scale, bulk and layout of nearby and adjacent development.

*Height:* Should not normally exceed two storeys.

*Size:* Medium sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.

*Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with gardens provided to their front and rear. Building lines, where present, should be followed. However for new groups of dwellings, informal layouts may be acceptable. Throughout, spacing should be provided at least within the medium range (2 m to 5 m).

*Density:* Should be compatible with the existing character.

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### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots.

*Landscaping and planting:* Further provision is encouraged throughout.

*Views and vistas:* Public views across open countryside to the south and to the north/north-east, which includes the Chiltern Hills, should be maintained.

*Landmarks and focal points:* No special requirements.

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**Traffic**

*On-street parking:* Limit through adequate provision of off-street spaces.

*Off-street parking:* Provision within individual private curtilages is encouraged.

*Through routes and flows:* No special requirements.

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**Non-residential buildings**

No special requirements.

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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* The use of the architectural themes, design, proportions, colours and materials on the parent building will be expected to be followed.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Further provision encouraged throughout.



## TCA6: BUNSTRUX

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### CHARACTER APPRAISAL

A small group of detached dwellings of different designs in a very low density setting, fronting onto Bunstrux, an unmade residential road.

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#### Housing

- Age:* Variety, but mainly from the 1940s and 1950s.
- Design:* Extensive variety.
- Type:* Mainly detached houses and bungalows.
- Height:* Mix of one and two storeys.
- Size:* Generally large.
- Layout:* Dwellings front onto Bunstrux, an unmade road. Broad building lines exist, although some dwellings are informally positioned. Dwellings are set back from the road providing a spacious appearance
- Density:* Very low, at about 8 dwellings/ha.
- 

#### Amenity

- Open space:* None within the area.
- Amenity land:* None within the area.
- Front gardens and forecourts:* Front gardens are generally deep and well planted.
- Landscaping and planting:* High provision of private landscaping providing a heavily planted appearance to the area. Grassed verges to the roadside.
- Views and vistas:* None of importance.
- Landmarks and focal points:* None.
- 

#### Traffic

- On-street parking:* Incidence generally low
- Off-street parking:* Provision is mainly made within individual private curtilages.
- Through routes and flows:* None; all traffic enters and leaves Bunstrux from Dundale Road.
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## Non-residential buildings

None.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Very Limited Opportunity

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be opportunities.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements; scope for variation and innovation.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Large single dwellings are appropriate.

*Layout:* The general building line should be followed, although the positioning and orientation of dwellings behind that line may vary. Spacing should be provided at least within the medium range (2 m to 5 m).

*Density:* Should be compatible with the character within the existing density range maintained at about 8 dwellings/ha.

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots so that the appearance

of spaciousness from the road is maintained. Enclosure is acceptable, with hedging and planting for this purpose particularly encouraged.

*Landscaping and planting:* Further provision is encouraged throughout.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* Limit through adequate provision of off-street spaces.

*Off-street parking:* Provision within individual private curtilages is encouraged.

*Through routes and flows:* No special requirements.

---

## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway unless proposals can be adequately screened to prevent visual intrusion to the street scene.

*Means of enclosure:* Enclosure of front areas by hedging is encouraged.

*Private landscaping:* Further provision encouraged throughout.

## TCA7: FRIARS WALK

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### CHARACTER APPRAISAL

An area of regularly spaced detached and semi-detached houses dating from the 1950s based around a layout of curving roads.

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#### Housing

- Age:* Predominantly from the late 1950s and early 1960s.
- Design:* The simple design styles typical of the area's age provide a strong design identity. Use of dark brickwork and pitched, gable ended roofs. Partial use of render at first floor level. Lack of architectural detailing provides a simple appearance to most dwellings.
- Type:* Mostly semi-detached houses, with some terraced and detached examples.
- Height:* Predominantly two storeys.
- Size:* Generally medium.
- Layout:* The area is based mainly around the curving roads of Friars Walk and Deans Furlong. Dwellings follow the line of the road giving a curved, and visually interesting appearance to the area. General, but not rigid building lines set dwellings back from the highway. Spacing is mainly regular with gaps between houses mainly falling within the medium range (2 m to 5 m). Overall, a generally spacious appearance for the type of housing from this particular period.
- Density:* Around 25 dwellings/ha across the area.
- 

#### Amenity

*Open space:* No open land within the area, however, the area lies adjacent to open land at Bishop Wood Junior School.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* Most dwellings have front gardens of a regular size. Most front areas accommodate vehicle parking in private drives with or without garages. Front gardens are mainly open plan in layout, although some are enclosed by low brick walls, planting and boundary hedging.

*Landscaping and planting:* Incidence of landscaping is variable throughout, but generally good and mature in quality.

*Views and vistas:* Occasional south facing views of open countryside from higher land within the area.

*Landmarks and focal points:* None. The area relates well to the town centre, which acts as a focal point for the town as a whole.

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## **Traffic**

*On-street parking:* Moderate level, although school-related traffic can lead to high levels of parking at the eastern end of Friars Walk.

*Off-street parking:* Provision is mainly made within individual private curtilages in private drives and/or garages.

*Through routes and flows:* Friars Walk links Christchurch Road to Dundale Road, providing a route carrying a limited amount of through traffic.

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## **Non-residential buildings**

Bishop Wood Junior School, to the south of Friars Walk, but accessed from Dundale Road.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Very Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> No opportunities.</p>
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<p><i>Plot amalgamation:</i> Opportunities very limited.</p>
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<p><i>Infilling:</i> Opportunities limited. May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Generally discouraged.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* No special requirements over style and detailed design features, although the massing, bulk, proportions and general orientation of nearby and adjacent housing should normally be followed.
- Type:* Semi-detached houses are most appropriate, but detached and small groups of terraced housing may be acceptable.
- Height:* Should not normally exceed two storeys.
- Size:* Medium sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.
- Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with gardens provided to their front and rear. The building line should be followed. Spacing should be provided at least within the medium range (2m to 5m).
- Density:* Should be compatible with the existing character however may be provided up to 30 dwellings/ha.

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### Amenity

- Amenity land:* No special requirements.
- Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots.
- Landscaping and planting:* Further provision is encouraged throughout.
- Views and vistas:* Public views across open countryside to the south should be maintained.
- Landmarks and focal points:* No special requirements.

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### Traffic

- On-street parking:* Limit through adequate provision of off-street spaces.
- Off-street parking:* Provision within individual private curtilages is encouraged.
- Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* The use of the architectural themes, design, proportions, colours and materials on the parent building will be expected to be followed.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* Enclosure by fencing or walling over 1 m in height will not normally be permitted. Enclosure by hedging and other planting is encouraged.

*Private landscaping:* Encouraged throughout.

## TCA8: EIGHT ACRES

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### CHARACTER APPRAISAL

An area of mostly Local Authority houses from the 1950s and 1960s, in a medium density layout based mainly around a series of culs-de-sac with open amenity greens.

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#### Housing

*Age:* Three distinct periods are present. Firstly, Eight Acres comprises Local Authority housing from the 1950s. Secondly, Faversham Close features dwellings built in the late 1960s and thirdly, the small cul-de-sac of St. Peters Hill is a small group of privately built and owned houses from the 1970s.

*Design:* Reflects the ages of the dwellings from the three separate periods. Housing in Eight Acres is of typical 1950s Local Authority design, featuring mixed red brickwork, very little or no architectural detailing, metal casement windows and plain brown tilehanging at first floor level. Porches between houses are linked by flat roofs. Houses feature chimneys. Faversham Close exhibits typical design features of the late 1960s - light coloured brickwork, white painted timber bargeboarding and shallow pitched roofs. St. Peters Hill is typical of early 1970s speculative private housebuilders' designs with large casement windows, generally shallow pitched roofs and a variety of external finishing materials. Throughout the area, roofs are mainly gable ended.

*Type:* Mainly terraces, although there are some flats and semi-detached houses.

*Height:* Predominantly two storeys, although there are many bungalows in Faversham Close. Four storey flats in Eight Acres, but these are the exception and vary greatly from the overall small-scale, low rise nature of the area as a whole.

*Size:* Predominantly small.

*Layout:* Development mainly based around culs-de-sac. Dwellings arranged in groups, often in staggered lines giving visual interest. Front gardens very short and unenclosed. Spacing mainly within the close range (less than 2 m). Series of informal amenity greens providing visual relief between groups of buildings and a feeling of spaciousness.

*Density:* Mainly within the medium density range (25-35 dwellings/ha), although flats are in the very high range (over 45 dwellings/ha).



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## Amenity

*Open space:* No open land within the area, however, adjacent to open land at Pond Close.

*Amenity land:* Series of planned amenity greens throughout, except in St. Peters Hill.

*Front gardens and forecourts:* Mainly short and unenclosed.

*Landscaping and planting:* Good standard of public landscaping.

*Views and vistas:* Important mainly south facing views over open countryside, open land at Pond Close and The Mansion and Mansion Drive (one of the town's strongest landscape features), from Faversham Close.

*Landmarks and focal points:* None. The area relates well to the town centre, which acts as a focal point for the town as a whole.

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## Traffic

*On-street parking:* High incidence.

*Off-street parking:* Provision is mainly made within communal areas and garage blocks.

*Through routes and flows:* Very light.

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## Non-residential buildings

Meeting hall, Faversham Close.

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## POLICY STATEMENT

**APPROACH: Develop and improve defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Limited Opportunity

*Greenfield development:* No opportunities.

*Redevelopment:* Opportunities limited; redevelopment of flats in Eight Acres and meeting hall in Faversham Close may be acceptable.

*Plot amalgamation:* No opportunities.

*Infilling:* Opportunities very limited.

*Conversion of dwellings into smaller units:* Discouraged. Will not normally be permitted.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* Scope for innovation and variation in design, but new development should normally respect the massing and bulk of nearby and adjacent development.

*Type:* Terraces are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Small sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.

*Layout:* The existing layout structure should be maintained. Dwellings should normally front the highway with short gardens provided to their front, and longer private gardens to the rear. The broad building line should be followed, unless a new discrete group of buildings is to be created. Spacing can be provided in the close range (2 m to 5 m).

*Density:* Development can be provided within the high range of 35 to 50 dwellings/ha (net); for redevelopment proposals involving the replacement of the flats in Eight Acres with houses, dwelling density may extend in the very high range exceeding 50 dwellings/ha (net).

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### Amenity

*Amenity land:* The loss of amenity land to built development or its inclusion within private domestic curtilages will not normally be permitted.

*Front gardens and forecourts:* Should be provided at a size, layout and depth similar to those on nearby and adjacent plots.

*Landscaping and planting:* Further provision is encouraged throughout.

*Views and vistas:* Public views across open countryside, Pond Close and The Mansion to the south should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* Limit through adequate provision of off-street spaces.

*Off-street parking:* Provision within communal groups and garage blocks is most appropriate.

*Through routes and flows:* No special requirements.

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**Non-residential buildings**

No special requirements.

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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Encouraged throughout.

## TCA9: ICKNIELD WAY

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### CHARACTER APPRAISAL

An area of medium to large sized houses of differing designs based on the Upper Icknield Way, a historic linear route along the northern side of the town, providing a distinct, very low density edge to the open countryside.

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#### Housing

*Age:* Dates from the 1940, although later examples are also present. Distinct development of small terraced houses built in the late 1980s at Icknield Green.

*Design:* Variety throughout. The area has developed incrementally over the years, with dwellings mainly being constructed on an individually designed basis.

*Type:* Mainly detached houses, although there are some semi-detached houses. The development of small terraced houses at Icknield Green is an exception to the prevalent pattern of very low density development.

*Height:* Mainly two storey, but with some single storey examples.

*Size:* Medium and large sized dwellings.

*Layout:* Based on a straight, historic linear route running along the north western edge of the town. Spacing is irregular, although tends to be in the wide range (5 m to 10 m). Positioning of dwellings is mainly conventional, with gardens front and rear, and dwellings face north-west over open countryside. Dwellings are set back from the road and follow a loose building line.

*Density:* Within the very low range (less than 15 dwellings/ha).

---

#### Amenity

*Open space:* No open land within the area however the Dundale Open Land is located in the middle of the Character Area, providing a heavily landscaped edge to Icknield Way. Open countryside is found beyond the western side of Icknield Way.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* Generally deep and well planted, with dwellings set back from the highway. This adds to the soft, green edge to the town.

*Landscaping and planting:* Green banking and mature planting is common to the front of houses, providing a soft edge to the town.

*Views and vistas:* West facing views across open countryside and to the north east, the Pitstone and Ivinghoe Hills which are part of the Chilterns Hills range.

*Landmarks and focal points:* None, although the Dundale open land is an important locally - recognised area for nature and wildlife habitats.

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## **Traffic**

*On-street parking:* Negligible.

*Off-street parking:* Contained within individual private curtilages, with the exception of Icknield Green where communal provision is made.

*Through routes and flows:* Generally heavy along Icknield Way.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted.</p>
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<p><i>Plot amalgamation:</i> Opportunities very limited. Will not normally be permitted.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Generally discouraged.</p>
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## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements. Variety in design approaches acceptable.

- Type:* Detached dwellings and appropriate and are encouraged. Semi-detached dwellings may also be appropriate.
- Height:* Should not exceed two storeys.
- Size:* Medium to large sized dwellings are appropriate.
- Layout:* The existing linear layout of dwellings fronting onto Icknield Way with gardens front and rear should be maintained. Regard should be paid to the building line. Spacing should be in the wide range (5 m to 10 m).
- Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).
- 

## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be generally deep to allow dwellings to be set well back from the highway. As a general rule, front gardens should be provided at a depth to maintain the area's general building line, and commensurate with that of other plots in the area. Extensive areas of hard surfacing are strongly discouraged.

*Landscaping and planting:* Existing banking and planting fronting the highway should be maintained. Further landscape provision may be required as part of schemes for new development.

*Views and vistas:* Open, public views across countryside and the Chiltern Hills range should be maintained.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual private curtilages.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in scale to the parent building.

*Detail:* No special requirements.

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*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling which fronts on to Icknield Way.

*Means of enclosure:* Front garden and forecourt areas should not be enclosed by walls or close boarded fences over 1 m in height. Enclosure by hedging and other planting is encouraged.

*Private landscaping:* Encouraged throughout.

## TCA10: WOODLAND CLOSE

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### CHARACTER APPRAISAL

A small, distinct area of semi-detached post-war houses set on the southern edge of the town, based around an open amenity green.

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#### Housing

*Age:* All from the post war period, giving consistency of character throughout.

*Design:* Consistent throughout. Dwellings are finished in dark red brickwork, some with cream pebbledashing. All have hipped end roofs.

*Type:* All semi-detached houses, giving a pattern that repeats throughout the area.

*Height:* Two storeys throughout.

*Size:* Houses are of a moderate size.

*Layout:* Pairs of semi-detached dwellings are arranged informally around an open amenity green, and also front the road following a building line. Spacing between pairs is in the medium range (2 m to 5 m).

*Density:* Within the low range (15 - 25 dwellings/ha).

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#### Amenity

*Open space:* The area is directly adjacent to open countryside and woodland.

*Amenity land:* Central open amenity green, which houses face on to.

*Front gardens and forecourts:* Mainly enclosed by fencing or mature hedge planting. Generally short, although some have been converted to hardstandings to accommodate vehicle parking.

*Landscaping and planting:* Hedging and front garden planting generally mature. Lack of tree planting within the area, although this is in some way compensated for visually by the heavy backdrop of trees in woodland beyond.

*Views and vistas:* None of importance.

*Landmarks and focal points:* None.



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## Traffic

*On-street parking:* Generally heavy, accommodating the majority of parking within the area.

*Off-street parking:* Some front forecourt and garden areas converted to vehicle hardstandings, otherwise no off-street provision is made.

*Through routes and flows:* No through routes. All traffic access from and exits onto Park Road.

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## Non-residential buildings

None.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Minimal Change

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Opportunities severely limited.

*Conversion of dwellings into smaller units:* Will not normally be permitted.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* The use of materials to match existing development and hipped end roofs is encouraged.

*Type:* Semi-detached dwellings are appropriate and are encouraged.

*Height:* Two storey development is appropriate.

*Size:* Dwellings should be of a moderate size, similar to the established pattern of development.

*Layout:* The existing layout structure should be maintained. New development should follow the building line. Spacing should be maintained within the medium range (2 m to 5 m).

*Density:* Should be maintained within the low range compatible with the existing character.

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## **Amenity**

*Amenity land:* Development will not be permitted on the central area of amenity land, which should be left open and undeveloped.

*Front gardens and forecourts:* Front garden areas should normally be provided common in depth, size and layout to nearby or adjacent plots. Enclosure of front access by planting and hedging is encouraged.

*Landscaping and planting:* Existing planting provision should normally be retained.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Efforts to soften the appearance of front vehicle hardstandings, where provided, with landscaping are encouraged. Partial use of the central green in Woodlands Close to provide parking bays may be possible depending on the visual impact of proposals.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in scale to the parent building.

*Detail:* The use of hipped end roofs is encouraged.

*Curtilage buildings:* Should not be positioned forward of the front wall of the dwelling which fronts a highway.

*Means of enclosure:* See *front gardens and forecourts*.

*Private landscaping:* Encouraged throughout.

## TCA11: SILK MILL

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### CHARACTER APPRAISAL

A modern, comprehensively planned area dating from the 1970s featuring a variety of housing types, but mainly of a small size. The area is structured around a number of culs-de-sac served from a central local distributor road, Silk Mill Way.

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#### Housing

*Age:* The area dates from the 1970s, where dwellings were constructed by the Greater London Council to the south and east of Silk Mill Way. Development progressed in the 1980s to the north and west of this central local distributor road.

*Design:* The division in housing age that exists around Silk Mill Way is reflected in dwelling design. 1970s dwellings feature standard speculative designs to (the former) Greater London Council specifications, and are simple in appearance. From the 1980s, designs are of a standard speculative type but include selective details such as front porches and mixed stock brickwork.

*Type:* All types of dwellings are represented, but small scale terraced houses are the most common. An elderly persons' home, Emma Rothschild House, is located on the western side of Silk Mill Way.

*Height:* Up to three storeys, although the majority of development is two storeys.

*Size:* Dwellings are generally of a small size. Large scale buildings in the area include Emma Rothschild Court, an elderly persons home, the Silk Mill Community Centre (hexagonal in shape) and the Dundale Primary Schools. These buildings each serve a particular purpose and are the exception to small scale, compact development which characterises the area.

*Layout:* The area is laid out in a series of culs-de-sac served from a curving central local distributor road, Silk Mill Way. No dwellings are served directly from this road, a feature which is uncommon to Tring. Silk Mill Way serves four large culs-de-sac collector roads, which are Kingsley Walk, Rosebery Way, Elm Tree Walk and Adams Way. These in turn serve smaller culs-de-sac. Other roads, including Morefields/Fields End and Lakeside are accessed from New Road and Icknield Way respectively. Roads curve throughout to give good serial vision. Within the area, dwellings are arranged in informal groups. Extensive use of pedestrian links and amenity greens is made in Kingsley Walk and Rosebery Way. Spacing varies between the close range (up to 2 m) and medium range (2 m to 5 m).

*Density:* Generally around 35 dwellings/ha.

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## Amenity

*Open Space:* Provided at Dundale Primary School. Also outside the Character Area, open land is located at Dundale open land area and land at Brook Street.

*Amenity land:* Considerable provision throughout. Planned areas are common within Kingsley Walk and Rosebery Way. Some provision elsewhere.

*Front gardens and forecourts:* Generally small, short and unenclosed. Later housing based off Elm Tree Walk, Adams Way and Morefields/Fields End features private off-street parking within front curtilages. Communal provision is made in Kingsley Walk, Rosebery Way and Lakeside.

*Landscaping and planting:* Overall of a very high quality. Silk Mill Way is a road in a landscaped setting with heavy use of shrubs although lacking in tree planting. In particular, development at Kingsley Walk and Rosebery Way features comprehensively planned areas of planting, in addition to co-ordinated ground materials.

*Views and vistas:* Views across the Chiltern Hills from Silk Mill Way. Good serial views along most roads.

*Landmarks and focal points:* The shops and community centre at Silk Mill Way provide a focus for the area. The Community Centre, with six sides has a distinct local identity and acts as a local landmark.

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## Traffic

*On-street parking:* Incidence generally high.

*Off-street parking:* Provision is made both within individual private curtilages and communal areas. See *front gardens and forecourts* above.

*Through routes and flows:* Limited to Silk Mill Way, although Lakeside is served by Icknield Way and Morefields/Fields End by New Road.

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## Non-residential buildings

Shops and Community Centre. Primary Schools adjacent to each other, forming a distinct area of land used for education purposes.

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## POLICY STATEMENT

<b>APPROACH: Maintain defined character.</b>
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## SCOPE FOR RESIDENTIAL DEVELOPMENT

### Area of Minimal Change

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Will not normally be permitted.

*Conversion of dwellings into smaller units:* Will not normally be permitted.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Terraced dwellings are encouraged, but most types of housing may be acceptable, dependent on them fulfilling size requirements (see below).

*Height:* Should not normally exceed two storeys in height.

*Size:* Small scale dwellings are appropriate and encouraged. Large scale, bulky buildings (e.g. large blocks of flats) will not normally be permitted.

*Layout:* The existing layout structure of a series of culs-de-sacs served mainly from Silk Mill Way should be maintained. The informal grouping of dwellings is acceptable, although as a minimum spacing should be no less than 2 m.

*Density:* Should generally be provided in the range of 30 to 35 dwellings/ha (net). Development at densities lower than this is not appropriate and will not normally be permitted.

### Amenity

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*Amenity land:* The loss of areas of amenity land to built development will not normally be permitted.

*Front gardens and forecourts:* Should be provided unenclosed and generally open plan. Front garden areas should be of a size, depth and layout common to that of nearby and adjacent plots.

*Landscaping and planting:* The existing provision of landscaping and planting should be maintained and enhanced. Further public landscaping along, and to front Silk Mill Way is encouraged.

*Views and vistas:* Public views across to the Chilterns Hills should be maintained. Development proposals should recognise the importance of attractive serial views within the area, which should be maintained.

*Landmarks and focal points:* The Community Centre and adjacent shops should be retained.

---

## **Traffic**

*On-street parking:* Limit effect through adequate provision of off-street spaces.

*Off-street parking:* No special requirements as to method of provision.

*Through routes and flows:* Traffic flows should be directed towards Silk Mill Way, or in the cases of Lakeside, towards Icknield Way, and Morefields/Fields End, towards New Road.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be positioned forward of the publicly viewed front wall of the dwelling.

*Means of enclosure:* Enclosure of front areas is strongly discouraged. Proposals for the enclosure of front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Encouraged throughout.

## TCA12: NEW MILL EAST

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### CHARACTER APPRAISAL

Originally a small settlement separate from Tring in the Victorian period, New Mill is made up of mainly small sized dwellings based around Wingrave Road, Bulbourne Road, Tringford Road and Icknield Way, all of which meet at a central, locally recognised point, the 'New Mill junction'.

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#### Housing

- Age:* Mainly turn of the century, particularly from the Edwardian period.
- Design:* Distinct design identity of turn of the century dwellings. Features such as dark red brickwork, angled front bay windows, sash window frames, brick coursing and arching are common.
- Type:* Terraces are most common, although other types are present.
- Height:* Mainly two storeys, although terraces along Wingrave Road are three storey.
- Size:* The majority of dwellings are of a moderate to mainly small size. Larger houses are found in Grove Road and the eastern end of Bulbourne Road.
- Layout:* The area has grown up incrementally from the early 20th century along the 'ribbons' of Wingrave Road, Grove Road, Bulbourne Road and Tringford Road. Here, dwellings front the road in conventional fashion, separated from it by short front gardens, and with long gardens to the rear. Strong building lines exist and spacing, although not always regular, is typically within its medium range (2 m to 5 m).
- Density:* Despite the area being made up of small dwellings, relatively large gardens and the provision of amenity space provides densities within the low range (15 dwellings/ha to 25 dwellings/ha). However the area has the visual impression of a tightly packed urban environment.

---

#### Amenity

- Open space:* No open land within the area, however, the area is directly adjacent to open countryside.
- Amenity land:* Large, attractive grassed bank to the front of terraces in Wingrave Road.
- Front gardens and forecourts:* Generally short and enclosed.

*Landscaping and planting:* The area features grass verges along the main roads of Wingrave Road, Grove Road, Bulbourne Road, Tringford Road and Icknield Way. Tree planting is occasional.

*Views and vistas:* Views across Tring Park from the New Mill junction.

*Landmarks and focal points:* The New Mill junction, where four roads meet, is a clear focal point to the area. Close by is a meeting hall and shop which adds to the focus. Local landmarks include The Pheasant Public House, prominently located between Wingrave Road and Grove Road and Heygates Flour Mill, (part of area TCA13) whose imposing buildings are readily apparent.

---

## **Traffic**

*On-street parking:* Some incidence throughout the area.

*Off-street parking:* Often provided in private drives or to the rear of plots.

*Through routes and flows:* Mainly confined to the main routes of Wingrave Road, Grove Road, Bulbourne Road, Tringford Road and Icknield Way. Bulbourne Road and Icknield Way are classified as the B488, linking up to the A41.

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## **Non-residential buildings**

Meeting hall and shop, Bulbourne Road, shops and Public House, Wingrave Road.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted, although there may be opportunities for redevelopment on certain non-residential sites.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Will not normally be permitted.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* Should follow the general bulk, architectural styles, proportions and colours used in nearby and adjacent buildings. For proposals in Grove Road, scope for innovation and variation in design.

*Type:* Terraced dwellings are encouraged.

*Height:* Should not exceed two storeys in height, although three storey development may be acceptable where buildings of a similar height are adjacent, and the character and appearance of the street scene would not be harmed.

*Size:* Small to moderate sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.

*Layout:* The existing layout structure should be maintained throughout the area. For development on Wingrave Road, Grove Road, Bulbourne Road and Tringford Road, dwellings should front the highway with gardens provided to the front and rear (see *front gardens and forecourts* below). The building line should be followed closely and spacing should be maintained within the medium range (2 m to 5 m). Elsewhere, new development should respect the layout and setting of existing buildings.

*Density:* Should be maintained in the low range, compatible with the existing character, although higher densities may be appropriate on redevelopment sites where proposals accord with the other principles.

---

### Amenity

*Amenity land:* The loss of amenity land to built development or their inclusion within private domestic curtilages will not normally be permitted.

*Front gardens and forecourts:* Should be provided at a depth, size and layout common to that of nearby and adjacent plots to maintain the prevalent building line.

*Landscaping and planting:* The existing provision of landscaping, planting and grass verges within the area should be maintained.

*Views and vistas:* South facing public views across Tring Park should be maintained.

*Landmarks and focal points:* The New Mill Public House building should be retained, and the New Mill junction should continue to be a local focal point.

---

**Traffic**

*On-street parking:* Limit effect through adequate provision of off-street spaces in development schemes.

*Off-street parking:* No special requirements.

*Through routes and flows:* No special requirements.

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**Non-residential buildings**

Redevelopment may be acceptable on certain sites.

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**Development within the plot**

*Extensions:* Should be subordinate to the parent building in terms of scale.

*Detail:* On Victorian and Edwardian dwellings, the use of existing architectural details on the parent building is strongly encouraged.

*Curtilage buildings:* Should not normally be positioned forward of the publicly viewed front wall of the dwelling.

*Means of enclosure:* No special requirements.

*Private landscaping:* Strongly encouraged throughout.

## TCA13: NEW MILL WEST

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### CHARACTER APPRAISAL

Related very closely to TCA12 New Mill East as part of the general New Mill neighbourhood, this area includes later development dating from the 1960s onwards. Housing is mainly provided in small culs-de-sac accessed from Wingrave Road and Icknield Way.

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#### Housing

*Age:* Mainly comprises small developments of terraced houses developed in the 1960s, 1970s, 1980s and 1990s. Houses from earlier periods found within the area, such as 1940s semi-detached local authority housing in New Road, and other sporadic examples.

*Design:* Largely simple. Dwellings built in groups according to their age, and as such these groups possess their own design characteristics.

*Type:* Terraces are most common, although other types are present.

*Height:* Mainly two storeys.

*Size:* The majority of dwellings are of a moderate to mainly small size.

*Layout:* Dwellings largely front the road with gardens to the front and rear. Houses are arranged in small groups and often staggered in layout. Spacing largely in the close range (less than 2 m). The area possesses a low rise, compact, small scale character and appearance.

*Density:* Within the medium range (25-35 dwellings/ha).

---

#### Amenity

*Open space:* Limited to a small area of open land running through and adjacent to New Road, however, the area is directly adjacent to open countryside and the Wendover Arm of the Grant Union Canal.

*Amenity land:* Common within areas developed from the 1970s onwards, particularly at Sutton Close and Elizabeth Drive where dwellings front onto small amenity greens.

*Front gardens and forecourts:* Generally short. Later dwellings from the 1970s onwards have unenclosed, open plan front gardens.

*Landscaping and planting:* Generally good.

*Views and vistas:* Certain views over open countryside found to the north.

*Landmarks and focal points:* The New Mill junction, where four roads meet, is a clear focal point to the area. Close by is a meeting hall and shop which adds to the focus. Local landmarks include The New Mill public house, prominently located between Wingrave Road and Grove Road (located within area TCA12) and Heygates Flour Mill, whose imposing buildings are readily apparent.

---

## **Traffic**

*On-street parking:* Some incidence throughout the area.

*Off-street parking:* Provided in a variety of ways. Later development from the 1970s onwards in parts (such as Meadowbank) has separate pedestrian and vehicular accesses with parking to the rear of houses.

*Through routes and flows:* Mainly confined to the main routes of Wingrave Road, Tringford Road and Icknield Way. Icknield Way is classified as the B488, linking up to the A41.

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## **Non-residential buildings**

Flour Mill, Tringford Road, Church and Hall, New Road.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted, although there may be opportunities for redevelopment on certain non-residential sites.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* Will not normally be permitted.

## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* Scope for variation and innovation.
- Type:* Terraced dwellings are encouraged.
- Height:* Should not exceed two storeys in height.
- Size:* Small to moderate sized dwellings are appropriate. Large scale, bulky buildings will not normally be permitted.
- Layout::* The existing layout structure should be maintained throughout the area. Spacing within the close range (2 m or less) will be acceptable. The general building line should be followed.
- Density:* Acceptable in the medium range (30 to 35 dwellings/ha (net))

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### Amenity

- Amenity land:* The loss of amenity land to built development or its inclusion within private domestic curtilages will not normally be permitted.
- Front gardens and forecourts:* Should be provided at a depth, size and layout common to that of nearby and adjacent plots to maintain the prevalent building line. Enclosure of front areas is not encouraged in parts of the area where front gardens are open plan in layout and generally unenclosed.
- Landscaping and planting:* The existing provision of landscaping, planting and grass verges within the area should be maintained.
- Views and vistas:* North facing public views across open countryside should be maintained.
- Landmarks and focal points:* The New Mill public house building (within area TCA12) should be retained, and the New Mill junction should continue to be a local focal point.

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### Traffic

- On-street parking:* Limit effect through adequate provision of off-street spaces in development schemes.
- Off-street parking:* No special requirements.
- Through routes and flows:* No special requirements.

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## **Non-residential buildings**

Redevelopment may be acceptable on certain sites.

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## **Development within the plot**

*Extensions:* Should be subordinate to the parent building in terms of scale.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be positioned forward of the front wall of the dwelling fronting a highway.

*Means of enclosure:* Strongly discouraged. Proposals for the enclosure of front areas by fences or walls over 1 m in height will not normally be permitted.

*Private landscaping:* Strongly encouraged throughout.

## TCA14: BUNYAN CLOSE

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### CHARACTER APPRAISAL

A small estate developed in the 1980s based on a curving cul-de-sac layout, and featuring a variety of housing types.

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#### Housing

- Age:* All from the 1980s.
- Design:* Generally undistinguished. Use is made of a variety of brick types, gabled front projections and dormer windows on various buildings.
- Type:* Mainly detached, although there are some semi-detached, terraced and cluster houses.
- Height:* All two storeys.
- Size:* Variation between small and moderate.
- Layout:* The layout of dwellings is generally informal, set out in culs-de-sac based on Bunyan Close, Grove Gardens and Hunters Close. Front areas are open plan and unenclosed and so an informal, open appearance to the street scene is produced. Spacing is mainly in the medium range (2 m to 5 m).
- Density:* Overall density is around 35 dwellings/ha. Parts of the area featuring mainly detached housing fall within the medium density range (25-35 dwellings/ha) and the terraced units and cluster houses within the high range (35-45 dwellings/ha).
- 

#### Amenity

*Open space:* No open land within the area, however, school playing fields to the south, open countryside to the north and the area is adjacent to open space at Brook Street.

*Amenity land:* Generally not a feature of the area. However, it possesses an open, unenclosed feel to the street scene which is helped by open plan front gardens and the open communal areas in which cluster houses are set.

*Front gardens and forecourts:* Unenclosed. Size and depth varies.

*Landscaping and planting:* Lack of mature trees throughout.

*Views and vistas:* Views over the Chiltern Hills are obtainable from the northern part of the area close to Grove Road. South facing views across

Tring Park. West facing views across the open land at Brook Street and Silk Mill. Good serial views throughout.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Incidence generally low.

*Off-street parking:* Variation in provision. Detached houses possess on-site parking and individual garages. Smaller dwellings rely on communal areas.

*Through routes and flows:* Limited to Grove Road.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Minimal Change**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted. The replacement of cluster homes with housing accommodating private gardens front and rear may be acceptable, but this is not expected to greatly contribute to the development potential of the area.

*Plot amalgamation:* No opportunities.

*Infilling:* Opportunities severely limited.

*Conversion of dwellings into smaller units:* Will not normally be permitted.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements.

*Type:* No special requirements.

*Height:* Should not normally exceed two storeys.



*Size:* Small to moderate sized dwellings are appropriate and are encouraged.

*Layout:* The existing layout should be maintained. Spacing should be maintained within the medium range (2 m to 5 m).

*Density:* In cases of redevelopment, a high density of 35 to 50 dwellings/ha (net) is acceptable. Otherwise, a medium density should be maintained (30 to 35 dwellings/ha (net)).

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## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided open plan and unenclosed.

*Landscaping and planting:* Further tree planting is encouraged throughout.

*Views and vistas:* Public views should be maintained; to the north across to the Chiltern Hills; to the south across Tring Park and to the West across the open land at Brook Street and Silk Mill. Serial views throughout the area should be maintained.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* No special requirements as to method of provision.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* The use of the design, architectural themes and detailing present on the parent building for extensions and additions is encouraged.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas is strongly discouraged. Proposals for the enclosure of front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Strongly encouraged.

## TCA15: BROOK STREET

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### CHARACTER APPRAISAL

A linear, 'corridor' area of mainly small dwellings and a number of non-residential uses based on and around Brook Street.

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#### Housing

*Age:* Variation throughout, dating from the turn of the century. The southern end of the area features infill and redevelopment from the 1970s and 1980s, whereas there are local authority dwellings from the early post-war period in the northern part of the area.

*Design:* Extensive variety throughout.

*Type:* Variety throughout, although terraces and semi-detached houses are common. New development of elderly persons' bungalows on allotment land at Mortimer Hill.

*Height:* Mainly two storey; some bungalows.

*Size:* Mainly small dwellings, with some medium sized and large examples.

*Layout:* Brook Street runs through the centre of the area as a linear corridor. The positioning of dwellings in relation to this road is not uniform. Much development is laid out informally in culs-de-sac accessed from Brook Street, with the result of some plots backing onto the main corridor. Spacing is irregular, but mainly in the medium range (2 m to 5 m). Building lines are common to groups of development.

*Density:* No consistent density to the area.

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#### Amenity

*Open space:* Adjacent to open land in Brook Street, Pond Close and allotments and playing fields close to and at Tring School.

*Amenity land:* Generally not a feature of the area.

*Front gardens and forecourts:* Variety in size, shape and enclosure.

*Landscaping and planting:* The Brook Street corridor has a pleasant green appearance, achieved mainly from planting in rear garden areas backing onto the wood and nearby adjacent open land. There is however a lack of trees within the corridor.

*Views and vistas:* Attractive serial views along Brook Street.

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*Landmarks and focal points:* Large buildings in the area which are locally recognised landmarks are the Fire and Ambulance Station and Market Garage, which includes a vehicle filling station. The latter however is a large, bulky structure which is generally regarded as unattractive and at variance with the general character of development in the town. Tring livestock market is located just to the south of the area. The Silk Mill, a Grade II Listed Building, is situated on the western side of Brook Street and accommodates a number of small commercial units.

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## **Traffic**

*On-street parking:* Parking on Brook Street can cause congestion.

*Off-street parking:* Accommodated in a variety of ways, through individual on-site provision, communal areas and garage blocks.

*Through routes and flows:* Limited to Brook Street, and can be heavy. Brook Street is an important route towards the B488 and B489.

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## **Non-residential buildings**

Market Garage, Fire and Ambulance Station and commercial premises in Brook Street.

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## **POLICY STATEMENT**

**APPROACH: Improve and develop defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* Limited opportunities.

*Redevelopment:* Acceptable on certain sites, according to the Development Principles.

*Plot amalgamation:* Opportunities severely limited.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* Generally discouraged.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* No special requirements.

*Height:* Should not exceed two storeys, unless it can be demonstrated that the character and appearance of the street scene will not be harmed.

*Size:* Small to moderate sized dwellings are appropriate and are encouraged.

*Layout:* New developments should present front gardens and/or a landscaped verge to front Brook Street (see *front gardens and forecourts* and *landscaping and planting* below). Spacing should be provided within the medium range (2 m to 5 m). Where it exists, the building line should be followed.

*Density:* High density development 35 to 50 dwellings/ha (net) may be acceptable, although this will be dependent upon the achievement of a scheme respecting and following the development principles.

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Front garden areas should normally be provided to new dwellings. Where development is to be located adjacent to Brook Street, encouragement is given to the positioning of front gardens to face this road.

*Landscaping and planting:* For new development adjacent to Brook Street, planted front gardens or a landscaped verge will normally be required to front this road. Further tree planting along the Brook Street corridor is encouraged.

*Views and vistas:* Consideration should be given to the impact of new development on existing serial views obtainable along Brook Street.

*Landmarks and focal points:* Although there are two locally recognised landmark buildings within the area, it is not considered essential that these should be retained.

---

### Traffic

*On-street parking:* Limit effect through adequate on-site provision.

*Off-street parking:* No special requirements as to method of provision, although communal areas of parking fronting onto Brook Street will not normally be permitted.

*Through routes and flows:* No special requirements.

---

### **Non-residential buildings**

The redevelopment of certain non-residential buildings and sites may be acceptable.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be sited forward of the front wall of the dwelling that fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Encouraged throughout, particularly where adjacent to the Brook Street corridor.

## TCA16: STATION ROAD

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### CHARACTER APPRAISAL

A small area of large detached houses facing Station Road and Mortimer Hill, in a well spaced and 'open' setting, helping to establish a visual transition between town and country.

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#### Housing

*Age:* Original dwellings date from the Victorian period. Most other houses are from the 1930s, 1940s and 1950s.

*Design:* Variety throughout.

*Type:* Virtually all detached houses and bungalows.

*Height:* Variety of one and two storeys.

*Size:* Generally large houses.

*Layout:* The layout of the area is simple, with houses well set back from Station Road and Mortimer Hill, but following a clear building line. Dwellings have large, long rear gardens. Spacing varies between the medium (2 m to 5 m) and wide (5 m to 10 m) ranges.

*Density:* Very low, at around 7 - 8 dwellings/ha.

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#### Amenity

*Open space:* No open land within the area, however, allotment land and school playing fields to the north of Mortimer Hill, and Pound Meadow (in the Green Belt) to the south of Station Road.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Large, well planted and also accommodating vehicle drives. This enables houses to be set well back from the road, which varies typically from around 8 m to 20 m.

*Landscaping and planting:* Accommodated mainly within garden areas and is generally well established and mature.

*Views and vistas:* Attractive south facing views across Tring Park from Station Road. Views of Edwardian buildings at The Bothy.

*Landmarks and focal points:* None.

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## Traffic

*On-street parking:* Very low.

*Off-street parking:* Accommodated within private drives and on-site garages.

*Through routes and flows:* Station Road is a key local distributor road.

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## Non-residential buildings

Clinic and offices, Station Road.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Opportunity Area

*Greenfield development:* No opportunities.

*Redevelopment:* May be permitted according to the Development Principles.

*Plot amalgamation:* May be permitted according to the Development Principles.

*Infilling:* Opportunities limited, but may be permitted according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached houses and bungalows are appropriate and are encouraged.

*Height:* Should not exceed two storeys.

*Size:* Generally large dwellings are appropriate and are encouraged.

*Layout:* The existing layout must be maintained. Dwellings must be provided with gardens front and rear to maintain established building lines. Spacing should be at least within the medium range (2 m to 5 m).



*Density:* Development to be compatible with the character within the existing density range (less than 15 dwellings/ha).

---

## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size, depth and layout commensurate to those of nearby and adjacent plots to maintain existing building lines.

*Landscaping and planting:* Proposals for new development will be expected to include landscaping and planting measures in front garden areas.

*Views and vistas:* South facing public views across Tring Park should be maintained.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within private individual curtilages.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be sited forward of the front wall of the dwelling fronting a highway unless it can be demonstrated that the character and appearance of the street scene will not be harmed.

*Means of enclosure:* Enclosure of front garden areas is acceptable.

*Private landscaping:* Strongly encouraged.

## TCA17: CHILTERN WAY

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### CHARACTER APPRAISAL

A planned residential estate dating from the 1960s and 1970s based around a central spine of Chiltern Way and Mortimer Hill with small closes and culs-de-sac served from it.

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#### Housing

*Age:* All from the late 1960s/early 1970s.

*Design:* Generally simple. Variety in appearance is achieved through using a range of different materials such as various brick types, weatherboarding and tilehanging.

*Type:* Variety throughout.

*Height:* Mainly two storey.

*Size:* Dwellings mainly of a moderate size.

*Layout:* Dwellings are commonly arranged in small groups in closes and culs-de-sac. As such layout is generally informal, although houses are laid out with gardens to their front and rear. Front gardens are open plan and unenclosed which adds a spacious feel to the area. There are clear building lines in some roads, but this is not a feature of the whole area. Spacing is mainly within the medium range (2 m to 5 m).

*Density:* Within the low range (15-25 dwellings/ha).

---

#### Amenity

*Open space:* No land within the area, however, school playing fields to the north and west of the area; open countryside surrounding Hollyfield and Netherby Close.

*Amenity land:* Open areas to the front of dwellings are common.

*Front gardens and forecourts:* Front areas are unenclosed offering an open and spacious appearance to the street scene.

*Landscaping and planting:* Tree planting generally lacking along Chiltern Way.

*Views and vistas:* None of significance.

*Landmarks and focal points:* None.

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## Traffic

*On-street parking:* Some incidence of parking on-street, but not heavy.

*Off-street parking:* Provided by communal areas, garage blocks and individual on-site provision in private drives.

*Through routes and flows:* Mainly accommodated on Chiltern Way and Mortimer Hill, but flows are generally light.

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## Non-residential buildings

None.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Minimal Change

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Opportunities limited.

*Conversion of dwellings into smaller units:* May be acceptable in larger dwellings.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* No special requirements.

*Height:* Should not normally exceed two storeys.

*Size:* Small and moderate sized dwellings similar to those existing are acceptable.

*Layout:* The existing layout should be maintained. Where it exists, the building line should be followed. Spacing should be provided within at least the medium range (2 m to 5 m).

*Density:* Should be maintained within the low range compatible with the existing character.

---

### **Amenity**

*Amenity land:* The use of areas of amenity land for built development or incorporation within private domestic curtilages will not normally be permitted.

*Front gardens and forecourts:* Should be provided at a size, shape and layout similar to those of nearby and adjacent plots, and should be left unenclosed.

*Landscaping and planting:* Further tree planting along Chiltern Way is strongly encouraged. A soft, landscaped edge to the town should be left along the boundaries of plots in Hollyfield/Netherby Close with open countryside.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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### **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* No special requirement as to method of provision.

*Through routes and flows:* No special requirements.

---

### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be sited forward of the front wall of the dwelling that fronts a highway.

*Means of enclosure:* Enclosure of front garden areas is strongly discouraged. Proposals for the enclosure of front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Strongly encouraged in front areas throughout.

## TCA18: GROVE PARK

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### CHARACTER APPRAISAL

A spaciouly laid out estate of detached houses and bungalows.

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#### Housing

*Age:* Dates from the 1950s and 1960s.

*Design:* There is some variety in design, although common features are steeply pitched roofs with hipped ends, projecting front wings and bays. Some dwellings feature leaded light windows in metal casements. Although some of these windows have been replaced with modern units of different design and construction, they remain an important feature of the design of dwellings in this area.

*Type:* All are detached; there is a mix of houses and bungalows.

*Height:* Mix of one and two storeys.

*Size:* Generally moderate to large.

*Layout:* The layout of the area is conventional, with dwellings featuring gardens to their front and rear. The roads of Grange Road and Grove Park make up the centre of the area, where dwellings are arranged around a road loop, facing into it from the outer and inner edges. Throughout the area, building lines are followed and spacing is regular, mainly within the wide range (5 m to 10 m). Open plan, unenclosed front gardens, together with generous spacing and density standards combine to produce an open and spacious feel to the area.

*Density:* Low, at around 12 dwellings/ha.

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#### Amenity

*Open space:* None within the area.

*Amenity land:* Extensive treed verge between Station Road/Grove Road and The Beeches/Whytingham Road; green verges commonly front roads in the area, reinforcing its spacious appearance.

*Front gardens and forecourts:* Front gardens are unenclosed. Groups of dwellings possess similar garden depths, although these are not uniform throughout the area. These depths are typically between around 6 m to 16 m.

*Landscaping and planting:* Tree planting is common on front verges.

*Views and vistas:* Various south facing views across Tring Park.

*Landmarks and focal points:* None.

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## Traffic

*On-street parking:* Generally light.

*Off-street parking:* Accommodated within private drives in individual private front areas.

*Through routes and flows:* Flows generally light within the area. The area's roads form a number of potential, but lightly used routes through the area.

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## Non-residential buildings

None.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Minimal Change

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Opportunities limited.

*Conversion of dwellings into smaller units:* May be acceptable according to the Development Principles.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* The use of hipped end roofs and materials to complement the prevalent colours and texture of buildings in the area are encouraged.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Both one and two storey dwellings are acceptable. However, in parts of the area where there are groups of bungalows, the introduction of two-storey dwellings may not be acceptable, depending on the effects of the proposed development on the character and

appearance of the street scene. In all cases, building heights above two storeys will not normally be permitted.

*Size:* Moderate to large sized dwellings are appropriate and are encouraged.

*Layout:* Maintain existing layout structure. Dwellings should normally front the road. The building line must be followed. Spacing should be maintained within the wide range (5 m to 10 m).

*Density:* Should be compatible with the character within the existing density range maintained at around 12 dwellings/ha.

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## **Amenity**

*Amenity land:* Proposals for built development on areas of amenity land or their enclosure within private domestic curtilages will not normally be permitted.

*Front gardens and forecourts:* Front gardens should be provided at a size, shape and depth commensurate with those of nearby and adjacent plots. Front areas should be left unenclosed.

*Landscaping and planting:* Further tree planting to supplement the existing provision is encouraged and will also be expected as part of proposals for new development.

*Views and vistas:* South facing public views across Tring Park should be maintained.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual private domestic curtilages.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be sited forward of the front wall of the dwelling that fronts a highway.

*Means of enclosure:* Enclosure of front garden areas is strongly discouraged. Proposals for the enclosure of front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Strongly encouraged in front areas throughout.



## TCA19: GROVE ROAD AND COW LANE

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### CHARACTER APPRAISAL

A very low density area of detached houses in a heavily landscaped semi-rural setting located on the eastern edge of the town.

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#### Housing

*Age:* Grove Farm Cottages date from around 1500 and there are some Victorian properties in Marshcroft Lane. The remainder of the properties mainly dates from the inter-war period with variety in ages onwards.

*Design:* Considerable variety in design. Most dwellings were either designed individually or in small groups, giving no overall consistency. Common features are projecting front gables, rendering and whitewashing.

*Type:* Virtually all detached houses except for some semi-detached and terraced houses mainly in Marshcroft Lane.

*Height:* Up to two storeys.

*Size:* Generally large dwellings.

*Layout:* The layout of the area is basically linear, following the gently curving lines of Grove Road, Cow Lane and Station Road, and also along Marshcroft Lane. Although the area's dwellings follow clear building lines, the pattern of development in some places is not readily apparent due to very heavy landscape screening which can dominate the appearance of the street scene. Plots have extensive front and rear garden areas. Spacing is not uniform but falls mainly in the wide (5 m to 10 m) and very wide (over 10 m) ranges.

*Density:* Very low, at about 7 dwellings/ha.

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#### Amenity

*Open space:* None within the area, but most of it is directly adjacent to open countryside.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Generally very deep, well planted and enclosed, often with high hedging and tree planting. Consequently, houses are set well back from the highway, and are often not readily visible from it. This strengthens the area's landscape-dominated appearance.

*Landscaping and planting:* Extensive private landscaping in front garden areas, together with the adjacency of the area to open countryside, creates a well-planted and green appearance. There is a soft, informally landscaped edge to the area where it meets open countryside.

*Views and vistas:* Numerous public views across open countryside.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Very light.

*Off-street parking:* Accommodated within individual private domestic curtilages.

*Through routes and flows:* Flows are generally low, although all the area's roads are through routes. Some use of the area's roads as a through route to Tring Station.

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## **Non-residential buildings**

Garage and Hall, Grove Road. Sports grounds and facilities in Cow Lane lie outside the area in the Green Belt, as does Pendley Manor Hotel and conference facilities.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* May be acceptable according to the Development Principles.

*Plot amalgamation:* Limited opportunities. May be acceptable according to the development principles

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Large dwellings are appropriate.

*Layout:* The existing linear layout of the area should be maintained. The prevalent building line should normally be followed. Spacing should be maintained in the wide range (5 m to 10 m) as a minimum.

*Density:* Should be compatible with the character within the existing density range (less than 15 dwellings/ha).

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### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Front garden areas should be provided at a size, shape and depth commensurate with those of nearby and adjacent plots. The enclosure of front areas by planting is strongly encouraged.

*Landscaping and planting:* Proposals for new development should include measures for additional landscaping and planting to reinforce the heavily landscaped characteristics of the area and, where appropriate, to further soften the landscaped edge of the town with open countryside.

*Views and vistas:* Public views across open countryside should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Should be accommodated within individual private domestic curtilages.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

The redevelopment of non-residential buildings may be acceptable.

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## **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Permission will not normally be given for curtilage buildings to be sited forward of the front wall of the dwelling that fronts the highway, unless it can be demonstrated that the new structure will not be visually intrusive in the street scene.

*Means of enclosure:* The enclosure of front areas by planting is strongly encouraged.

*Private landscaping:* Strongly encouraged in front areas, to reinforce the heavily landscaped street scene and in rear areas backing on to open countryside, to reinforce the soft landscaped edge to the town.