



WESTERN ROAD, TRING CONCEPT STATEMENT



**Adopted
28 February 2006**

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Maps are not to scale.

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Concept Statement

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

Introduction

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

Purpose:

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

History:

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

Core Policies:

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

Land:

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

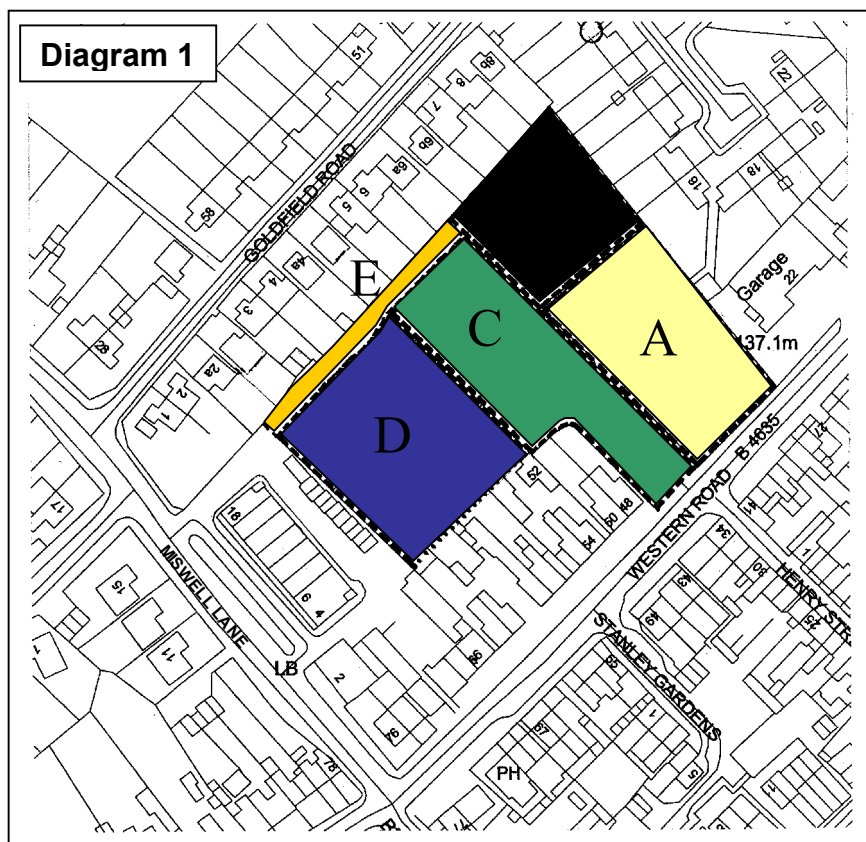
Plot A – (Area 0.21 ha) Existing development (Elliman Court and Pope Court) forming a frontage to Western Road.

Plot B – (Area 0.15 ha) This site must be developed as a comprehensive package. Access will need to be gained through Plot A or in accordance with the redevelopment of Plot C unless adequate access for refuse vehicles can be demonstrated.

Plot C – (Area 0.22 ha) Post Office Depot. Access to this site could be retained off Western Road although the site has the potential to enhance the frontage of Western Road with a new building.

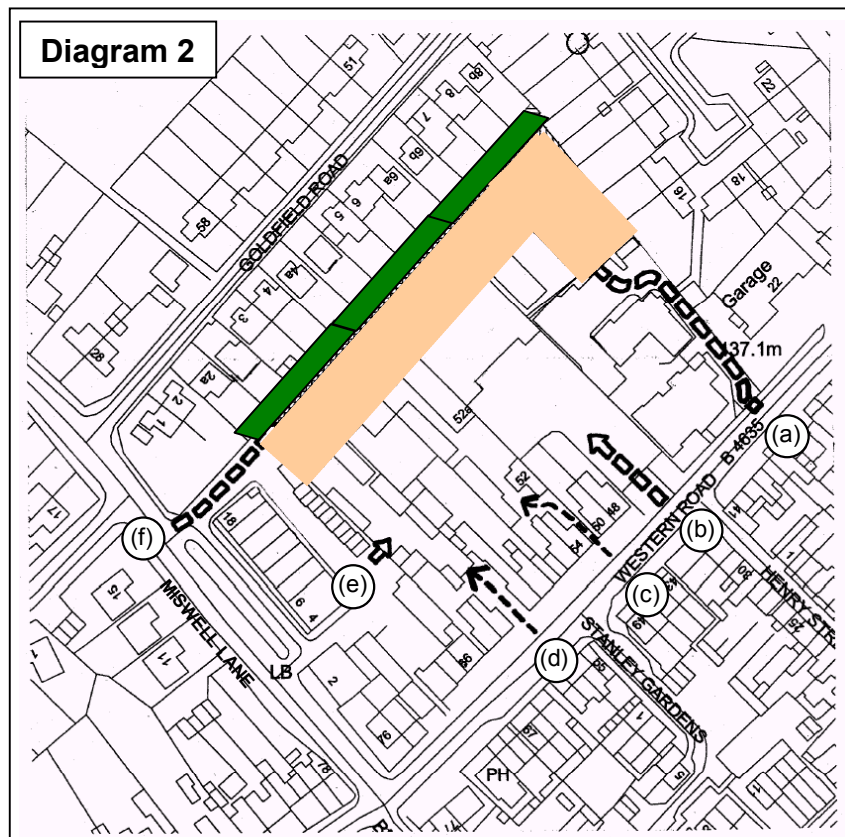
Plot D – (Area 0.25 ha) Industrial land in multiple ownership. This site would ideally be developed as a package: however layout options may allow development to be phased from Miswell Lane. A notional south eastern boundary is shown dependant upon land ownership.

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



Access Points and Environmental Constraints:

- (a) This is considered to be the more desirable access to plot B whilst the Post Office Depot remains in-situ. This land to the rear of Elliman Court and Pope Court is difficult to development because of the inadequacy of alternative access points for refuse collection.
- (b) The existing vehicular access to the Post Office Depot could be used if the Post Office and neighbouring sites come forward as a comprehensive scheme. A vehicular link with Miswell Lane will not be permitted
- (c) This is only considered appropriate for pedestrian access to the site
- (d) Potential pedestrian access should be investigated.
- (e) This point could be used for access to the site by vehicles.
- (f) Preferred access to plots C and D and possible access to plot B (subject to satisfactory access arrangements) with appropriate improvements to the lane to the rear of properties on Goldfield Road. A minimum carriageway width of 4.8m will be required with at least one footway to the width of 1.8m. Sufficient access for refuse vehicles to within 25m of residential properties will be expected including the provision of appropriate turning areas. Any access off Miswell Lane should be kept separate from access off Western Road to prevent the creation of a 'rat run' through the site.



Key	Existing vegetation to be retained and supplemented	Zone for two storey development
Vehicular Access	Pedestrian Access	

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Site Appraisal:

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

Principles:

Form and Layout

- Terraced and flatted forms of development would be encouraged throughout the site.
- A significant proportion of small one and two bedroom units will be expected through the development of the site.
- A maximum height of two storeys is expected within the area adjacent to properties in Goldfield Road as indicated on Diagram 2, to protect the amenities of surrounding properties.
- Three storey development will be preferred across the remainder of the site.
- Properties will be encouraged to front the primary access route off Miswell Lane (although there may be alternative options on Plot B).
- Opportunities to enhance the Western Road frontage should be taken through the development of the site.
- Elevational treatment should reflect styles of architecture, details and materials found in surrounding development, including the adjacent Conservation Area. Details such as full height splayed bay windows, pitched roof dormers, sash windows, flat topped brick lintels and timber sills will be encouraged.
- The properties should be designed so as to provide full attenuation of noise from neighbouring commercial premises.
- Garden depths and separation distances must accord with normal policies within the Dacorum Borough Local Plan 1991-2011.

Phasing

- Development can come forward as one whole development or in separate phases.
- Phased development must ensure that buildings do not prevent adjacent sites coming forward for development in the future.

Access and parking

- The access track to Miswell Lane should be retained and sufficient land safeguarded for its upgrading.
- Car parking provision is expected to be in line with Local Plan Policies and advice obtained from Hertfordshire Highways.
- The surfaces of car park areas should be treated with good quality paving materials and broken by soft landscaping.
- A detailed survey should be undertaken by the developer to determine the most appropriate access to Plot B and agreed by the local Highways Authority.

- If Plot B is served off a private access then there should not be any more than 5 two storey houses on the site.
- Good pedestrian permeability should be incorporated between the site and Western Road. Such links should be well lit and overlooked.

Landscaping

- Existing vegetation should be retained and supplemented along the rear boundary of Goldfield Road (see Diagram 2).
- A generous provision of landscaping and amenity space will be expected to be included in all layouts.

Drainage

- Development should not discharge more water than is currently the case until upgrades to alleviate existing foul water flooding problems downstream from the site are in place. Developers should contact Thames Water as early as possible to discuss their proposals.

Section 106 (Legal Agreement) Contributions:

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

Indicative Layouts:

These layout drawings show how the development principles for the site can be accommodated. Figures 1 and 2 show how the site could be developed with the Post Office remaining, while still allowing the future development of this site. Figures 3 and 4 illustrate what could be achieved through a more comprehensive development of the site as a whole. Each layout shows improved access to Miswell Lane and turning space for refuse vehicles.

Figure 1. Houses



Phasing Principles:

This layout assumes that Plots B and D come forward individually and not necessarily at the same time, while allowing Plot C to be developed at a later stage. Plot C could be developed as illustrated in Figure 4 or continue the row of houses.

Figure 2. Flats

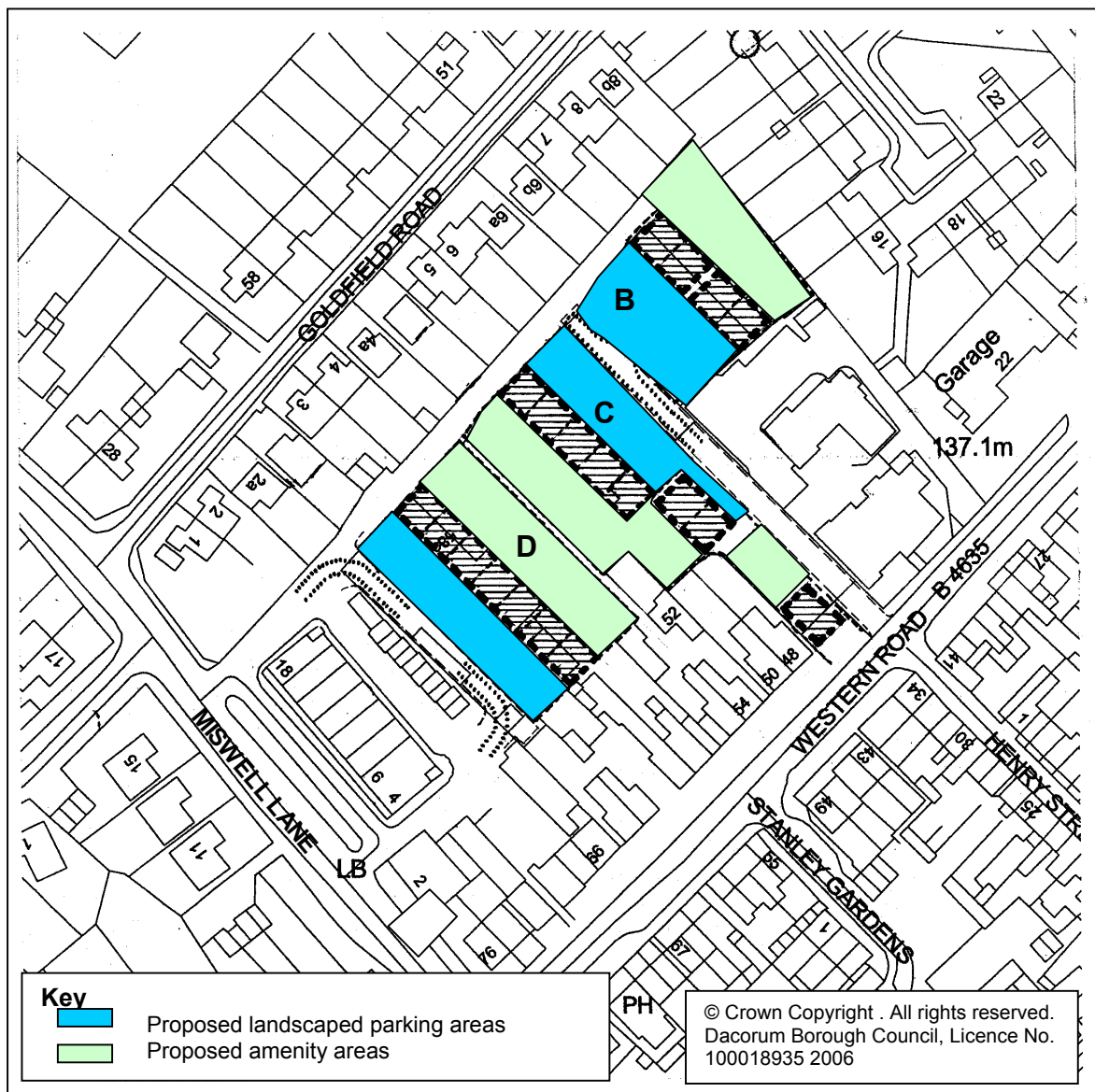


Key	
	Proposed landscaped parking areas
	Proposed amenity areas
	Proposed 2 storey
	Proposed 3 storey

Phasing Principles:

As in Figure 1, this indicative layout assumes that the Post Office remains on Plot C whilst Plots B and D are developed. The option for Plot C to be redeveloped at a later date remains as for Figure 1.

Figure 3. Houses



Phasing Principles:

This indicative layout assumes that Plots B, C and D are developed at the same time or:

- Plot B can come forward at any stage
- Plot C and D will need to be developed comprehensively

Figure 4. Flats with houses fronting Western Road



Key	
	Proposed landscaped parking areas
	Proposed amenity areas
	Proposed 2 storey
	Proposed 3 storey

Phasing Principles:

- Development of Plot C must precede Plot B or Plot C and B to be developed together
- Plot D can come forward at any stage

Contacts

- Kirstin Smart : Planning Officer, Development Plans – 01442 228663 (for advice on planning issues)
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- Paul Newton: Casework Team Leader, Development Control – 01442 228380 (for advice on planning issues)
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- Pam Halliwell: Housing Enabling Manager – 01442 228526 (for advice on affordable housing matters)
- Jacqueline Nixon HCC – 01992 588123 (for advice on education contributions)
- Glynn Reedman HCC – 01992 556120 (for advice on highway matters)