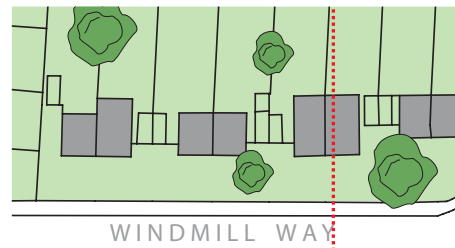


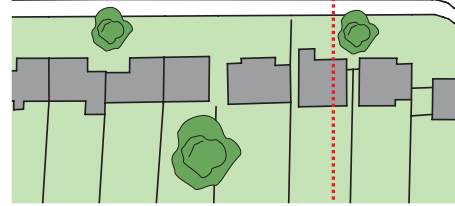
# URBAN DESIGN ZONES



**Town centre zone**  
 The town centre character area is based around the junction of the High Street and Frogmore/Akeman Streets, which was the heart of the medieval town. The town centre extends eastward to include the former Cattle Market and westward to the intersection of the High Street with Christchurch Road. The buildings are predominantly three-storey with a number of two-storey buildings as well.



**Inner zone**  
 In the 19th century Tring grew westward, and this area (referred to as the 'Tring Triangle') formed the heart of the Tring residential area. Houses were predominantly two-storey terraces with a densely gridded street network. Densities in the Tring Triangle are medium to high. Western Tring continued to grow in the interwar and postwar periods with predominantly semi-detached houses at low to medium densities along ribbon-style development roads.



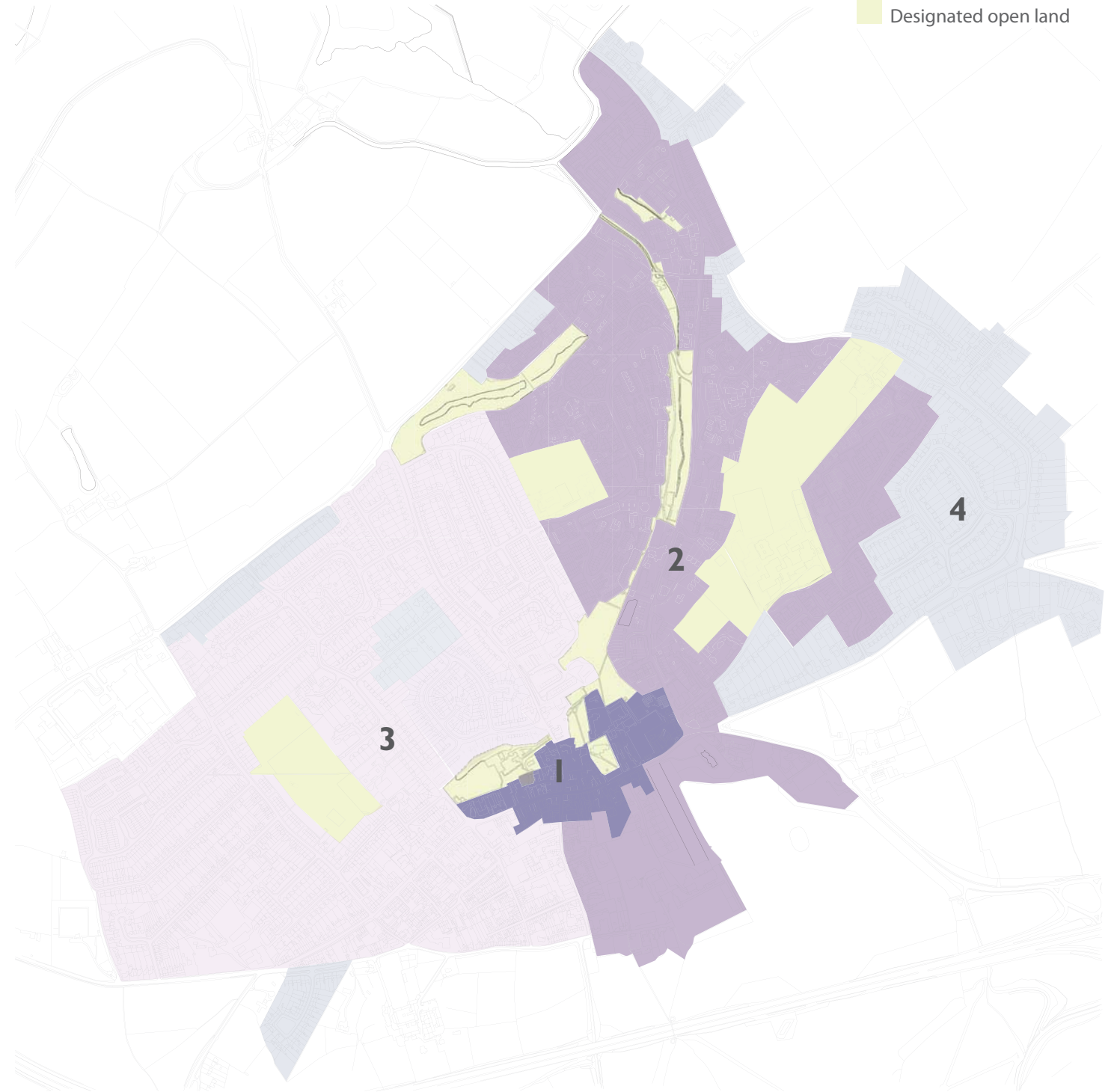
**Closed route zone**  
 Eastern Tring is primarily newer development occurring over the last 40 years in the area adjacent to the Streamside Walk extending south from the Grand Union Canal. This area includes a council estate built in the 1970s. The street network is primarily cul-de-sacs. Housing typologies are generally modern terraces (including some three-storey buildings) with low (30-40 dph) densities, partly due to large setbacks.



**Peripheral zone**  
 This character area incorporates the low-density residential areas at the periphery of Tring. While all these homes are similar in terms of their distance from the town centre and their very low densities, the building dates range from some cottages dating to the 1500s to developments from the last 15 years. Street network typologies reflect this disparity, including basic linear cottaged streets and modern cul-de-sacs.



- Urban design zones
- 1 Town centre zone
  - 2 Inner zone
  - 3 Semi-rural zone
  - 4 Peripheral zone
  - Designated open land



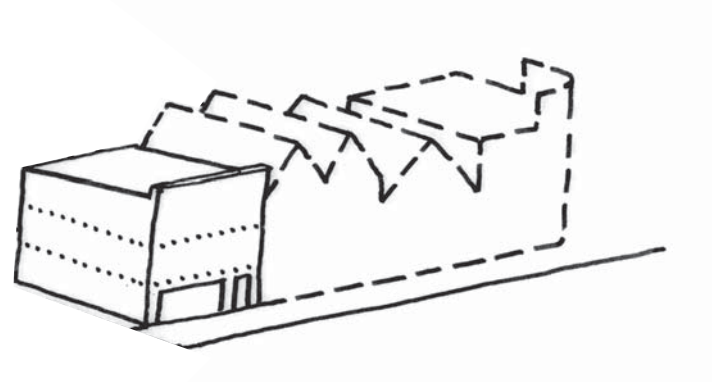
## URBAN DESIGN GUIDELINES: TOWN CENTRE ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The town centre retains many of the 19th century shop buildings and public house and inn buildings which are primarily terraced and front directly onto the street. The primary typology should be <b>terraced buildings</b> with flats above shops.		
	Materials / architectural styles	The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour <b>front facades</b> , generally parapeted terrace buildings, over the visibility of pitched roofs.	21-23	1-2
	Listed buildings/ Conservation Area	The town centre is a designated Conservation Area with a number of listed buildings. Conservation Area guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character.	24-26	
	Building Heights	Buildings on the High Street should generally be <b>three-storeys</b> .	27	
	Density	The non-residential land uses should be protected, and the replacement of non-residential uses with residential uses should be discouraged. Flats above ground floor retail uses should be encouraged.	28-29	3-5
	Topography	Buildings should accentuate the topography and views. Particular consideration should be given to the views into the town centre from the east, particularly as this pertains to potential development around the Cattle Market.	30	
Community and enclosure	Morphology	The existing street morphology should accentuate the primacy of the High Street and the distributor routes that extend off from it. There should be no tertiary or cul-de-sac roads extending from the High Street. There is currently an opportunity to develop courtyards off of the High Street.	31-33	
	Building Lines	Buildings should have <b>minimal setbacks</b> from the street and should create an even street frontage along the pavement. Efforts could be made to create continuous street frontage in front of the car parks.	33	6-8
	Building Orientation	The fronts of building should be <b>facing the street</b> , with entrances accessible from the pavement. The active frontages along Church Square could be made more visible.	34	
	Pavements	The existing pavement width should be maintained and widened where possible. All street furniture should be removed from general pavement areas due to their narrow widths.		
	Pattern of open space	Courtyards off of the High Street could be used as new active spaces (for A1/A3 uses). The open space adjacent to the High Street should be protected, and the transitional area between the car park and the cemetery should be improved.	35	17
Making connections	Circulation, demand and linkages	The High Street within the village centre should be considered as an urban 'room' as opposed to a through 'corridor' used instead of the A41. Priority should be given to the High Street uses, and improvements made to the environment to make it more conducive to pedestrians. Pedestrian crossings should be protected and enhanced. Dolphin Court draws significant pedestrian traffic and should receive improvements.	37	9-10
	Parking	The existing <b>off-street parking areas</b> should be retained, as parking issues significantly affect the High Street shops.	38	11-12
	Land Use	The High Street has a strong presence of A1, A3 and A4 land uses along with a number of business uses. These uses are essential to the character of the town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retail.	36	
Quality of the public realm	Streetscape elements	Streetscape elements should fit the character of the Conservation Area. These should include such elements as street lamps, planters, fencing along the High Street, benches, bus shelters, signage and paving materials. Streetscape elements should not impede pedestrian movement on the pavement.	40	13-16
	Quality of open space	Greenery should be integrated into the town centre where possible.	35	17

\* Photo references correspond to page numbers within the associated photo log.

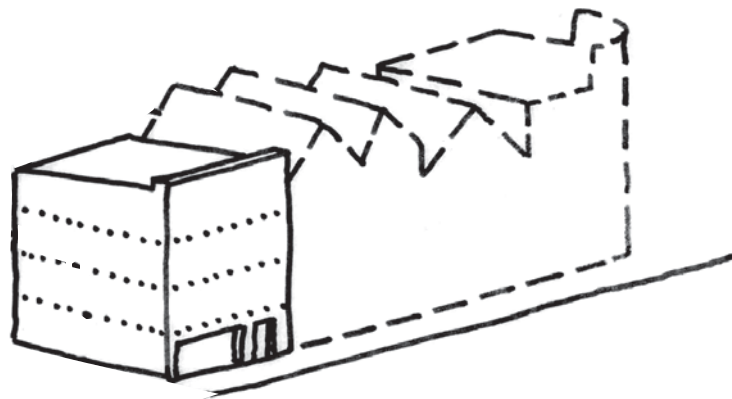
## CASE STUDIES: TOWN CENTRE ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY TC1: Typical density

*This case study shows three-storey terrace buildings with ground floor retail and flats above. It is assumed that car parking would occur on-street or in nearby existing car parks.*

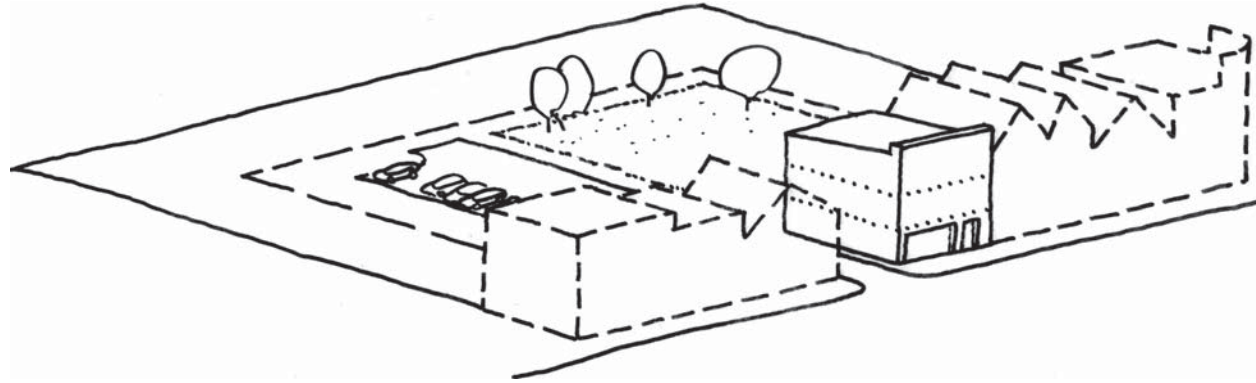


CASE STUDY TC2: Enhanced density

*This case study shows four-storey terrace buildings with ground floor retail and flats above. It is assumed that car parking would occur on-street or in nearby existing car parks.*

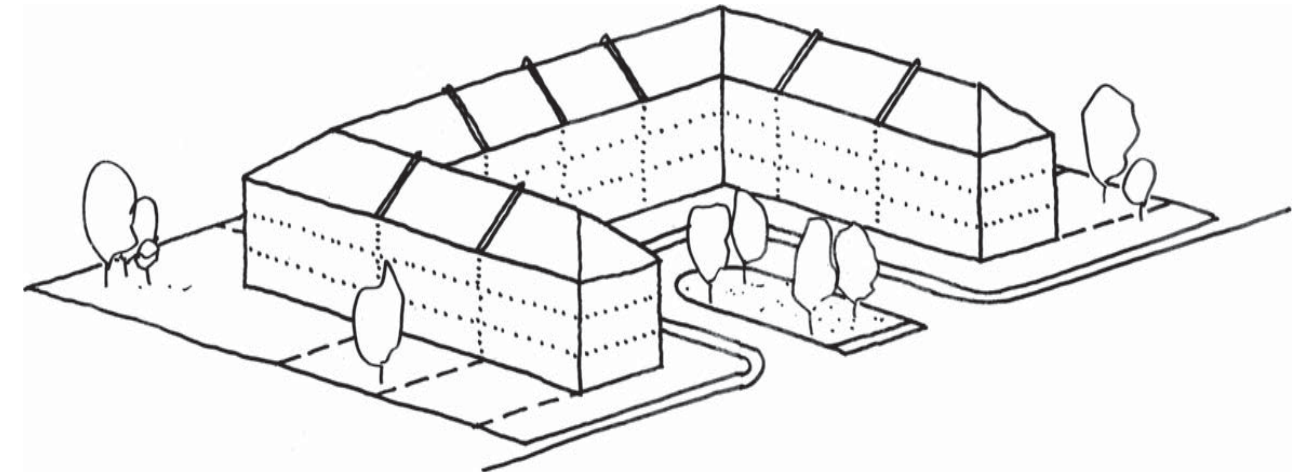
## CASE STUDIES: TOWN CENTRE ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



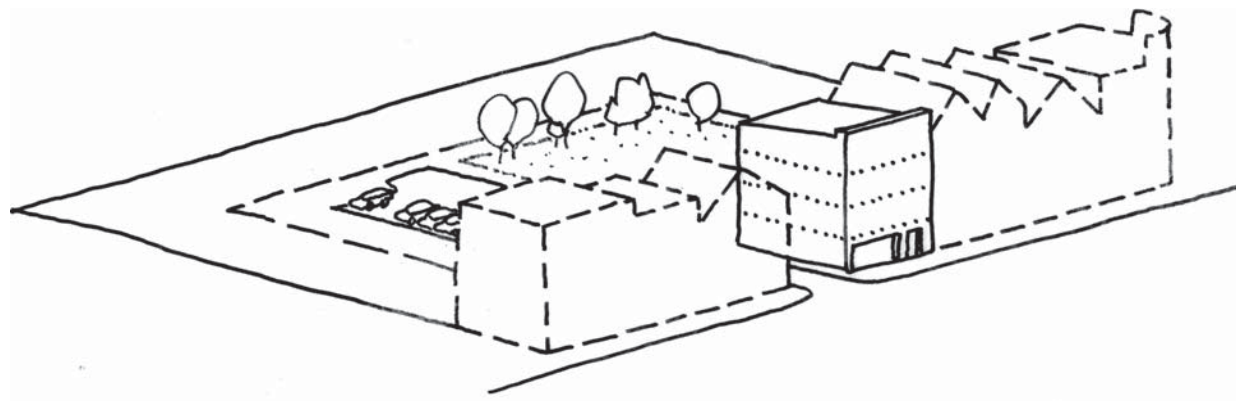
CASE STUDY TC1: Typical Density

*This case study shows three-storey terrace buildings with ground floor retail and flats above and courtyard parking in the rear.*



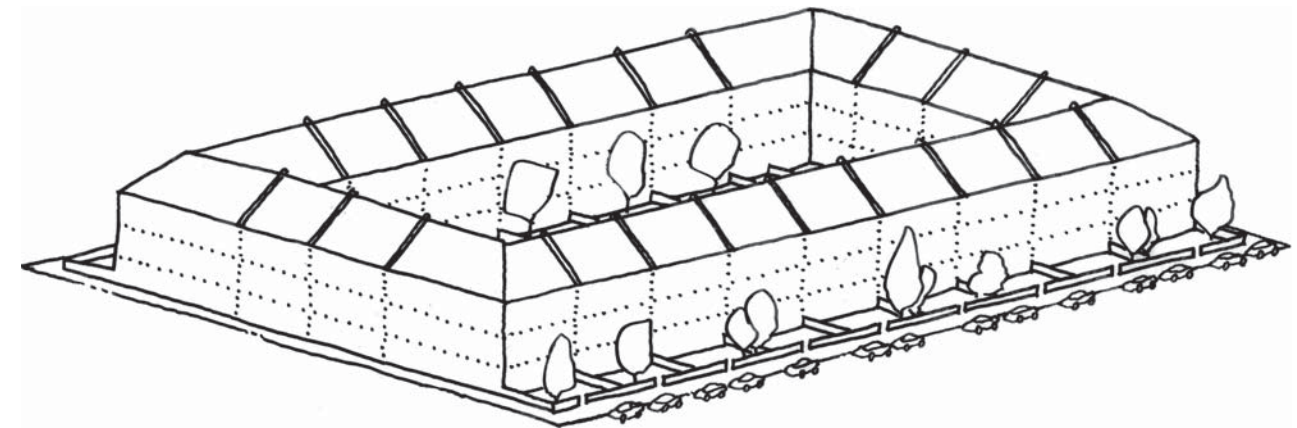
CASE STUDY TC3: Enhanced density

*This case study shows three or four-storey terraces in a close development. Any close developments should not be located directly off of the High Street. It is assumed that car parking would occur along the close and on-street. This scenario would be a logical option for undercroft parking as well.*



CASE STUDY TC2: Enhanced Density

*This case study shows four-storey terrace buildings with ground floor retail and flats above and courtyard parking in the rear.*



CASE STUDY TC4: Increased Density

*This case study shows three-storey terrace buildings with ground floor retail and flats above and parking along the streets. This scenario would be a logical option for undercroft parking as well.*

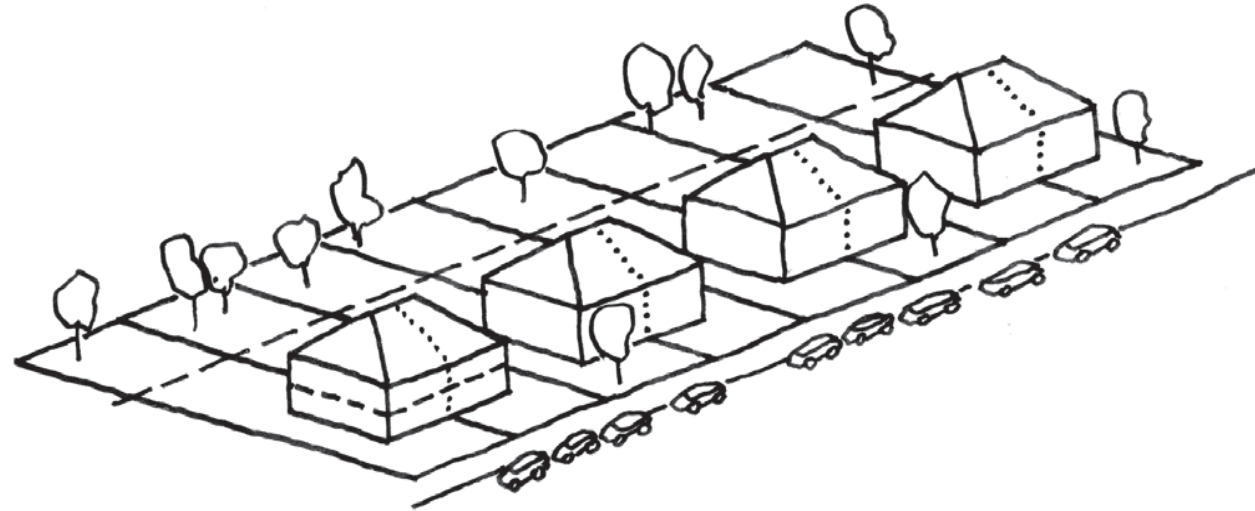
# URBAN DESIGN GUIDELINES: INNER ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The existing building types are two-storey terraces and semi-detached buildings. The primary typologies should be <b>terraces and semi-detached buildings</b> , with only terraced buildings considered within the Tring Triangle. Blocks within the appropriate distance of land uses justifying increased densities could include <b>three-storey terraced buildings with flats</b> .		
	Materials / architectural styles	The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour pitched <b>roofs</b> in this zone, and flat roofs should be avoided.	21-23	1-2
	Listed buildings/ Conservation Area	The 'Tring Triangle' is a Conservation Area with a number of listed buildings and should be given special consideration with regard to a number of criteria, including building typologies, setbacks and car parking (see below).	24-26	
	Building Heights	Buildings should generally be <b>two-storeys</b> . New blocks that are potential sites of increased density could include <b>three-storey buildings</b> .	27	
	Density	The existing densities range from low to high (within the Tring Triangle). In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities.	28-29	3-5
	Topography	There are strong views westward from Miswell Lane to the Green Belt, as well as a strong view corridor up Miswell Lane from the south. These views should be protected.	30	
Community and enclosure	Morphology	The existing curvilinear street morphology should be continued wherever possible. Close developments would be possible within tight block developments.	31-33	
	Building Lines	The existing buildings generally have medium setbacks, or no setbacks (within the Tring Triangle). Developments within the Tring Triangle should continue to have minimal setbacks, whereas the rest of the zone should generally have medium setbacks.	33	6-8
	Building Orientation	The fronts of building should be <b>facing the street</b> , with entrances accessible from the pavement.	34	
	Pavements	All new developments should have pavements along the roads. Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle.		
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens should be individual. New developments adjacent to the recreation ground should encourage houses that front the open space, creating positive overlooking.	35	17
Making connections	Circulation, demand and linkages	Icknield Way has significant traffic congestion and should support pedestrian crossings to the surrounding Green Belt. Pedestrian paths to the school and its adjacent open space should be protected and ameliorated.	37	9-10
	Parking	Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. No additional on-street parking should be permitted in the Tring Triangle. On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads.	38	11-12
	Land Use	The potential for small shops within the zone should be explored, particularly as densities are increased.	36	
Quality of the public realm	Streetscape elements	Streetlighting on the roads should be improved, and additional playground space should be added where possible.	40	13-16
	Quality of open space	The recreation ground between Miswell Road and Christchurch Road represents the only significant open space within this zone. New developments adjacent to the recreation ground should encourage houses that front the open space.	35	17

\* Photo references correspond to page numbers within the associated photo log.

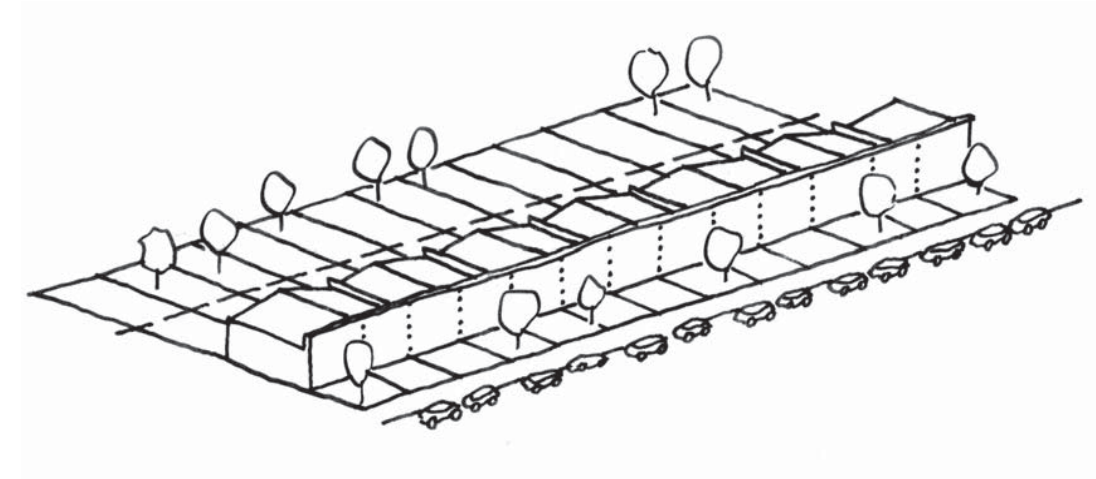
## CASE STUDIES: INNER ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



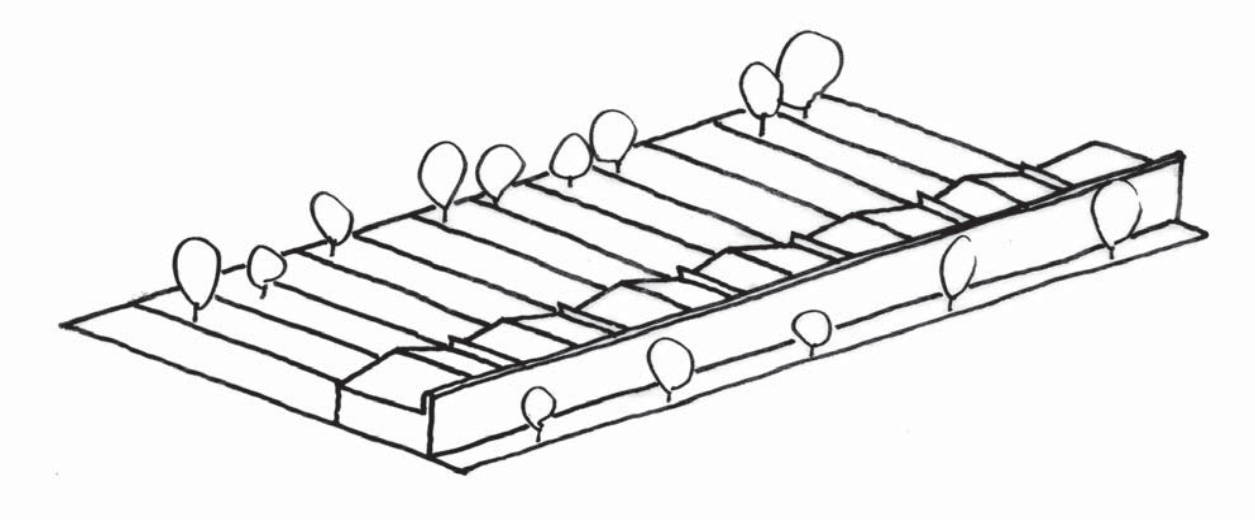
CASE STUDY I1: Typical Density, excluding the Tring Triangle

*This case study shows semi-detached housing with medium setbacks and on-street parking.*



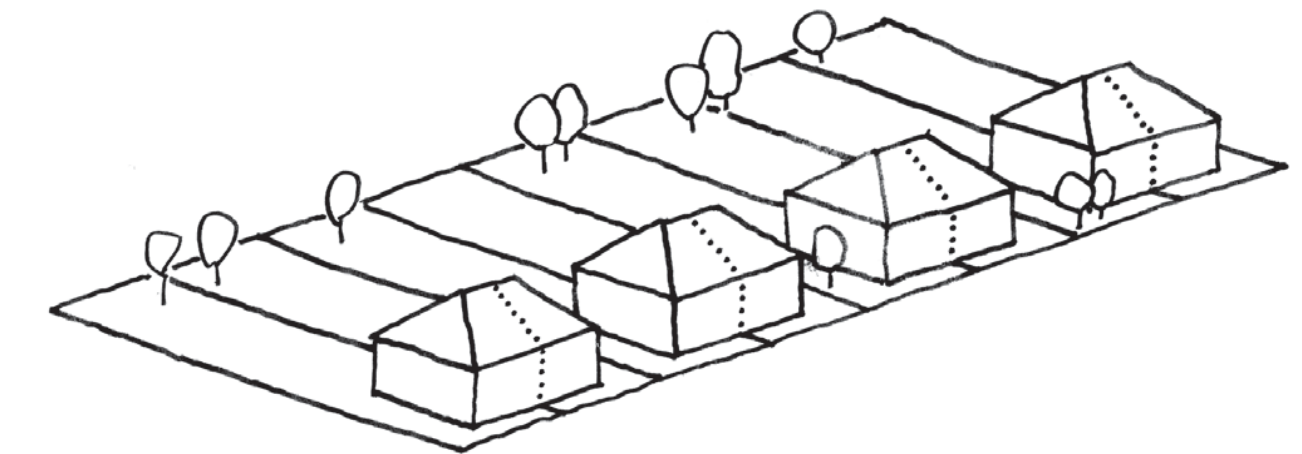
CASE STUDY I3: Enhanced Density, excluding the Tring Triangle

*This case study shows two-storey terrace housing with medium setbacks and on-street parking.*



\* CASE STUDY I2: Typical Density, Tring Triangle

*This case study shows the typical density within the Tring Triangle area of the inner zone - depicting two-storey terrace buildings. If possible, off-street parking would help alleviate the car parking difficulties of the Tring Triangle.*



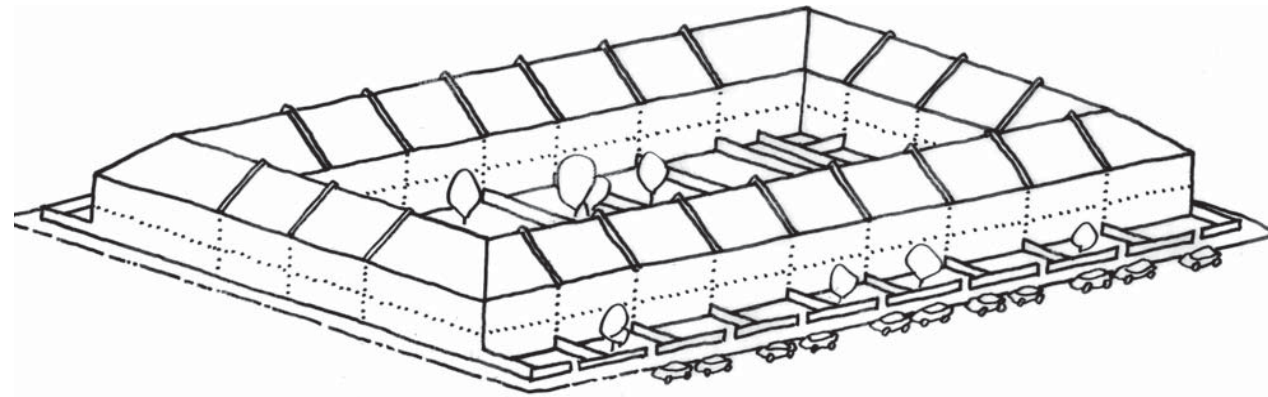
CASE STUDY I4: Enhanced Density, excluding the Tring Triangle

*This case study shows semi-detached housing with minimal setbacks and on-street parking.*

\* In the Tring Triangle only

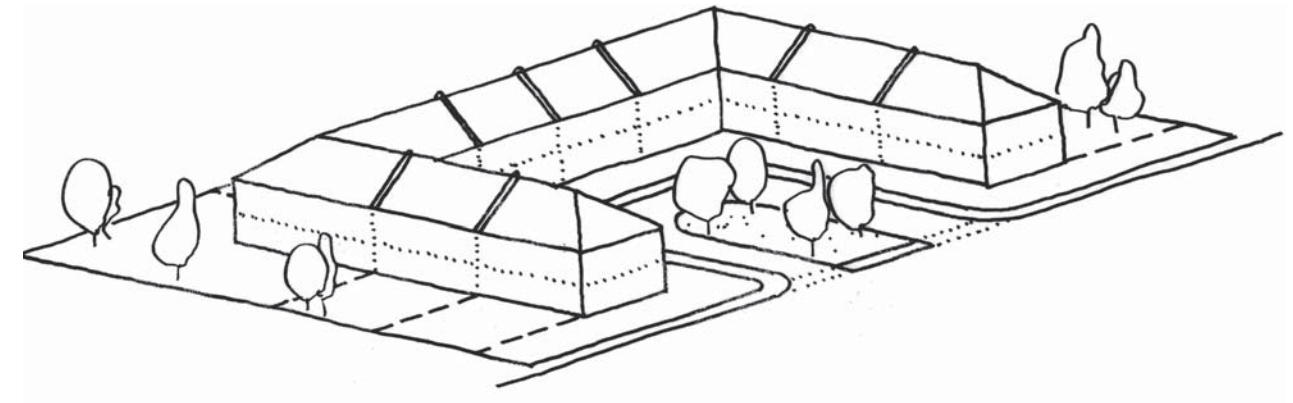
## CASE STUDIES: INNER ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



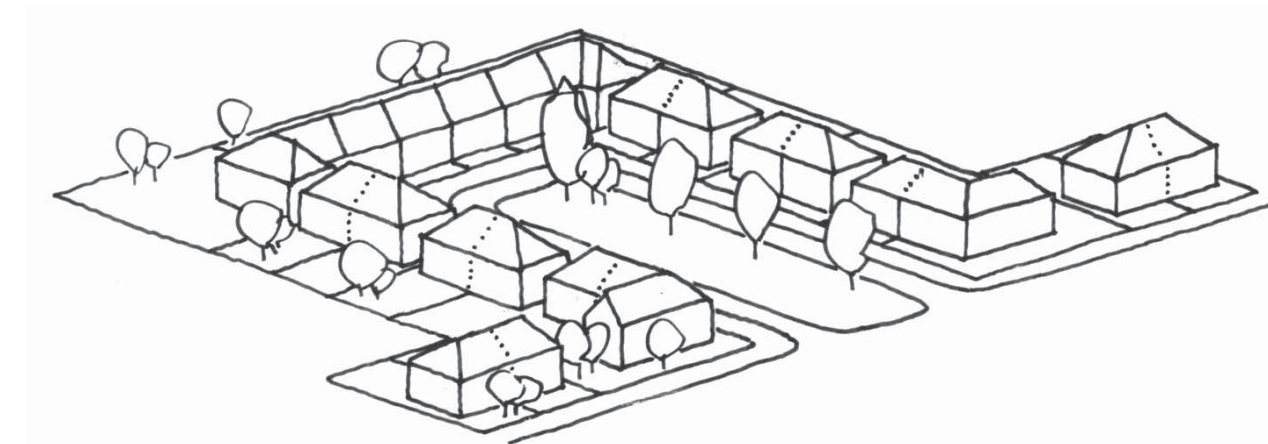
\* CASE STUDY II: Typical Density, Tring Triangle only

*This case study shows the typical density within the Tring Triangle area of the inner zone - depicting blocks of two-storey terrace building perimeter blocks. Blocks would typically have minimal setbacks, or could potentially have medium setbacks for small front gardens. Given the narrow streets, car parking may need to be incorporated on-site within the Tring Triangle.*



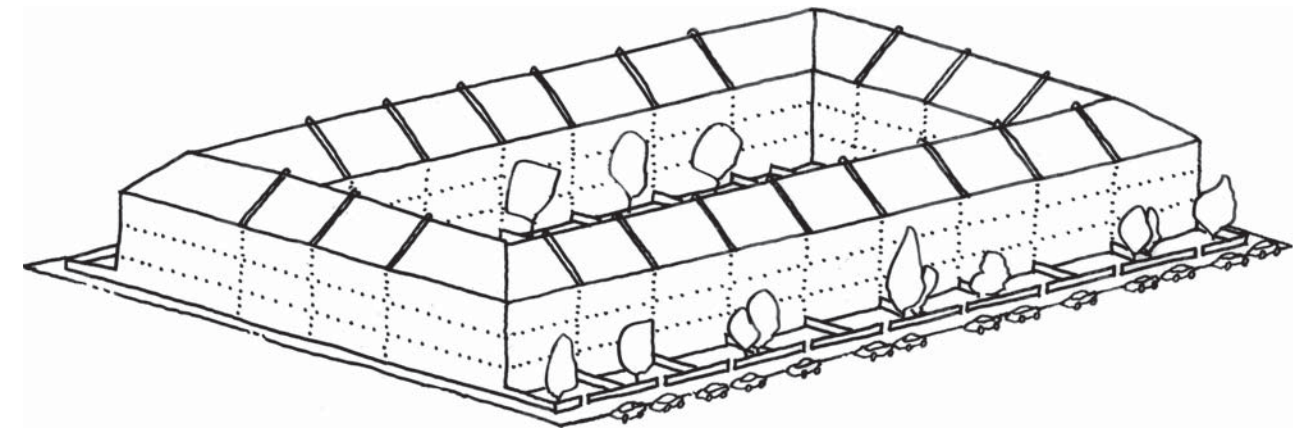
CASE STUDY I3: Increased Density

*This case study shows two-storey terraces in a close development. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. It is assumed that car parking would occur along the close and on-street unless located along a district distributor road (in which case parking should be on-site).*



CASE STUDY I2: Typical Density

*This case study shows two-storey semi-detached terraces in a close development. It is assumed that car parking would occur along the close and on-street unless located along a district distributor road (in which case parking should be on-site).*



\* CASE STUDY I4: Increased Density, Tring Triangle only

*This case study shows three-storey terraces with garden flats in a block structure. This case study would be particularly applicable to the Victorian gridded streets of the Tring Triangle. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. Given the narrow streets, car parking may need to be incorporated on-site within the Tring Triangle. This scenario could also be a logical option for undercroft parking.*

\* In the Tring Triangle only

## URBAN DESIGN GUIDELINES: CLOSED ROUTE ZONE

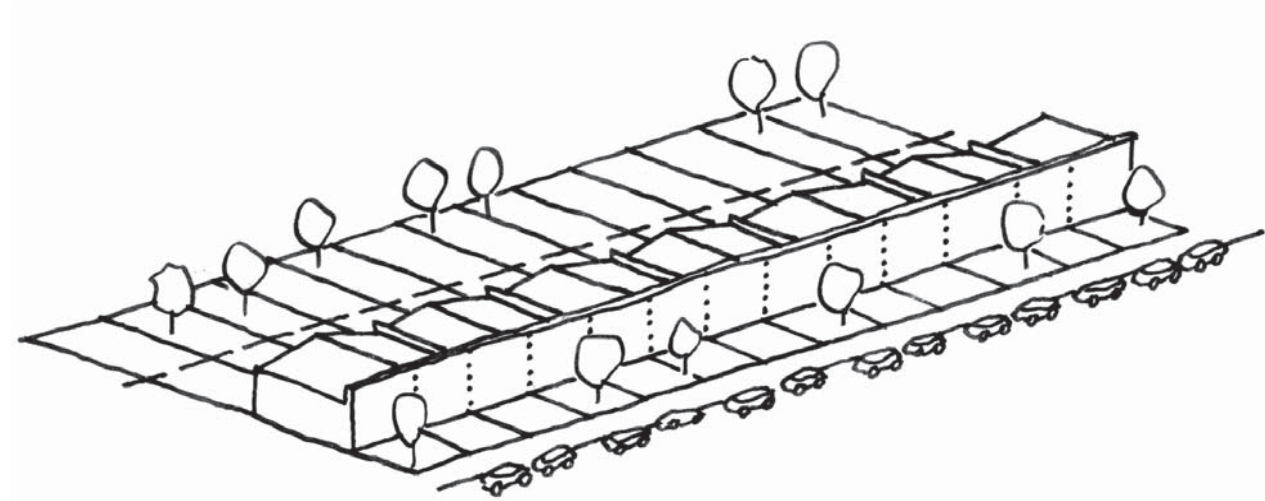
Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The existing building types are primarily two-storey terraces. The primary typologies should be <b>terraced buildings</b> .		
	Materials / architectural styles	The closed route zone buildings are a mix of brick buildings and buildings with a range of different sidings, including wood, clay and slate. Brick buildings were generally preferred by the local residents consulted. Pitched roofs would be generally preferred over flat roofs in new developments.	21-23	1-2
	Listed buildings/ Conservation Area	There are only two listed buildings in this zone and the area surrounding the museum is within an designated Conservation Area.	24-26	
	Building Heights	Buildings should typically be <b>two-storeys</b> . There may be opportunities to develop <b>three-storey buildings</b> on block sites, and potentially <b>3/4-storey buildings</b> on block sites of 'increased density'.	27	
	Density	The existing densities are generally low due to large front gardens. In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities.	28-29	3-5
	Topography	There are strong views along the Streamside Walk. These views should be protected.	30	
Continuity and enclosure	Morphology	The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments.	31-33	
	Building Lines	The existing buildings generally have large, graduated setbacks. New developments should generally have medium setbacks which front the street in a uniform manner.	33	6-8
	Building Orientation	The fronts of building should be <b>facing the street</b> in a uniform manner, with entrances accessible from the pavement.	34	
	Pavements	All new developments should have pavements along the roads.		
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens are typically communal in this zone and could be communal or individual.	35	17
Making connections	Circulation, demand and linkages	Brook Street, as a district distributor road, was seen as dangerous for pedestrians and cyclists. Efforts should be made to improve conditions for them, particularly at the curve near the Silk Mill. The footpath along the water was seen as an important path, and efforts should be made to improve the connections across this path. The creation of through streets in this zone could relieve some of the pressure on Brook Street, particularly during school hours.	37	9-10
	Parking	On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads.	38	11-12
	Land Use	The potential for small shops within the zone should be explored, particularly as densities are increased.	36	
Quality of the public realm	Streetscape elements	Streetlighting on the roads should be improved.	40	13-16
	Quality of open space	The Streamside Walk is an important footpath and link into the Green Belt which should be protected. There are important view corridors along it as well. The open land adjacent to Dundale Lake and Icknield Way is used less frequently due to the sounds of traffic.	35	17

\* Photo references correspond to page numbers within the associated photo log.



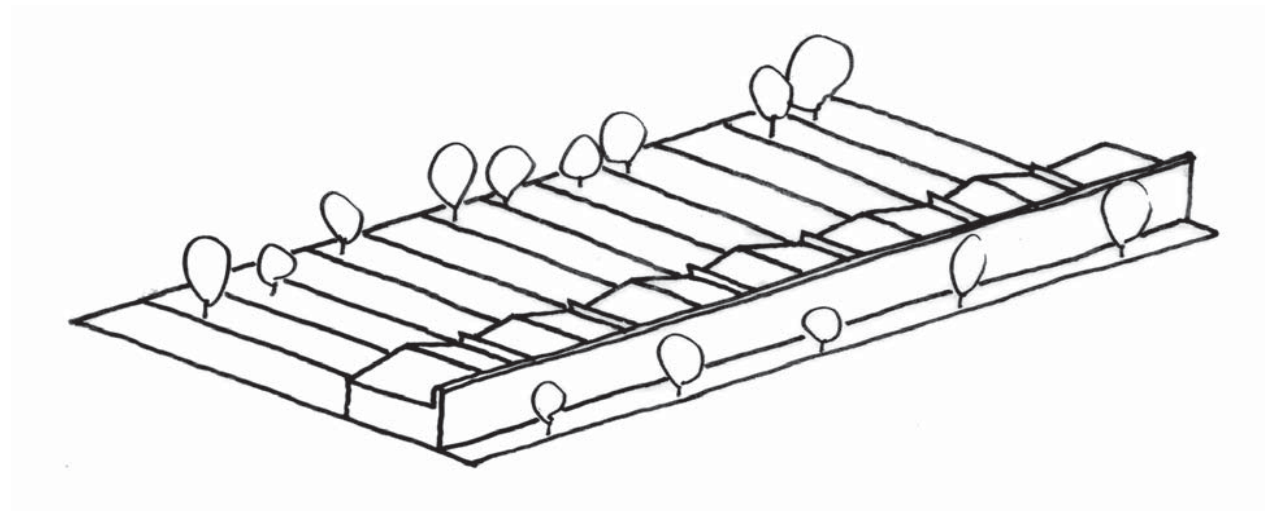
## CASE STUDIES: CLOSED ROUTE ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY CR1: Typical Density

*This case study shows two-storey terrace housing with medium setbacks and on-street parking. It is assumed that car parking would occur on-site if the infill sites were along primary or district distributors.*

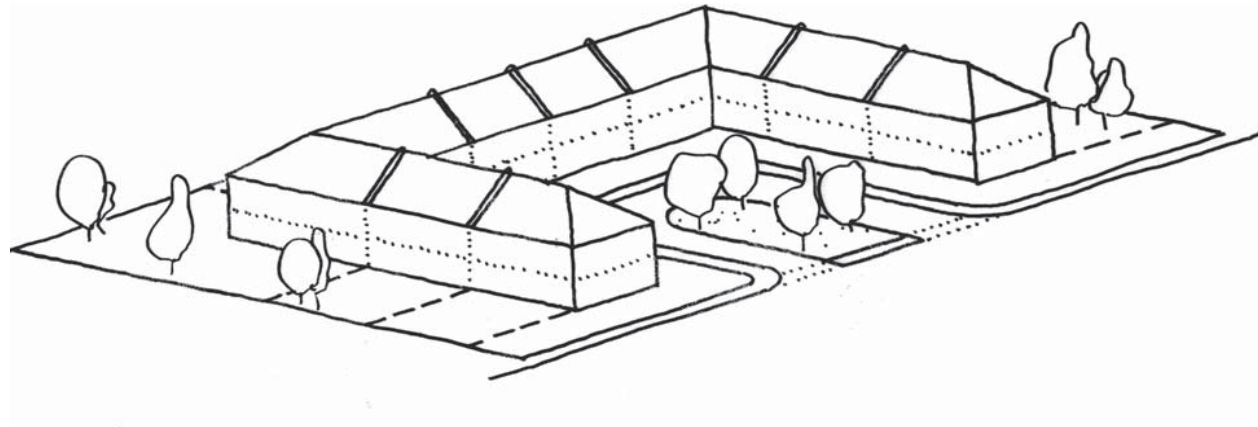


CASE STUDY CR2: Enhanced Density

*This case study shows semi-detached housing with medium setbacks and on-street parking. It is assumed that car parking would occur on-site if the infill sites were along primary or district distributors.*

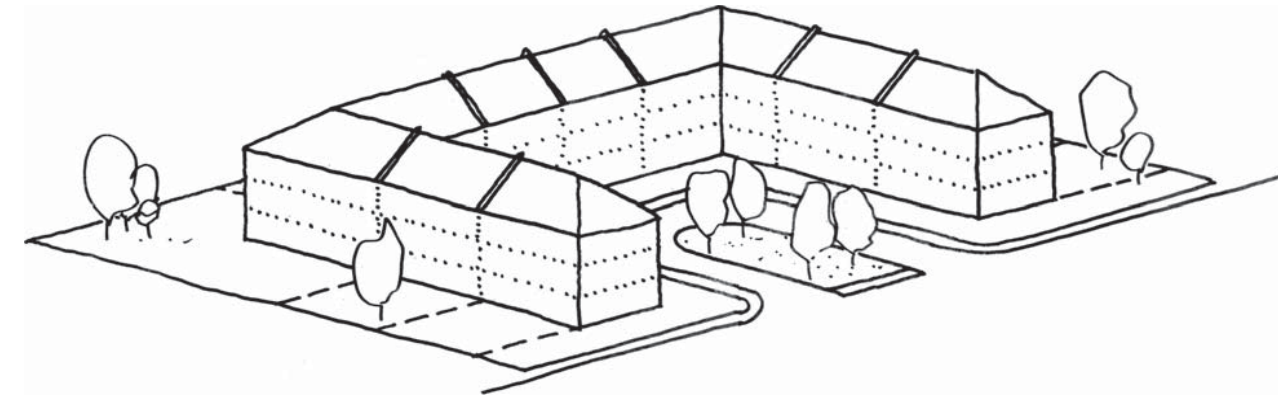
## CASE STUDIES: CLOSED ROUTE ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



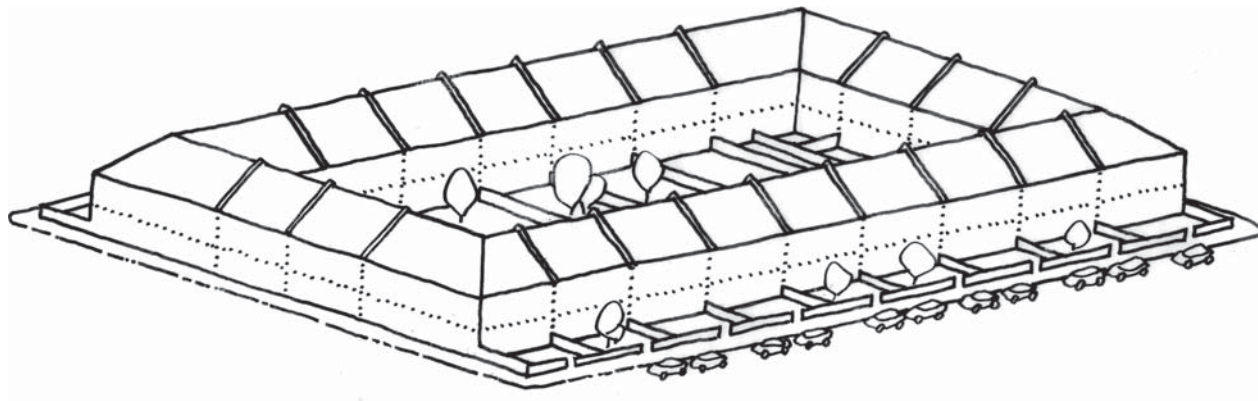
CASE STUDY CR1: Typical Density

*This case study shows two-storey terraces with medium setbacks in a close development. It is assumed that car parking would occur along the close and on-street unless located along a distributor road (in which case parking should be on-site).*



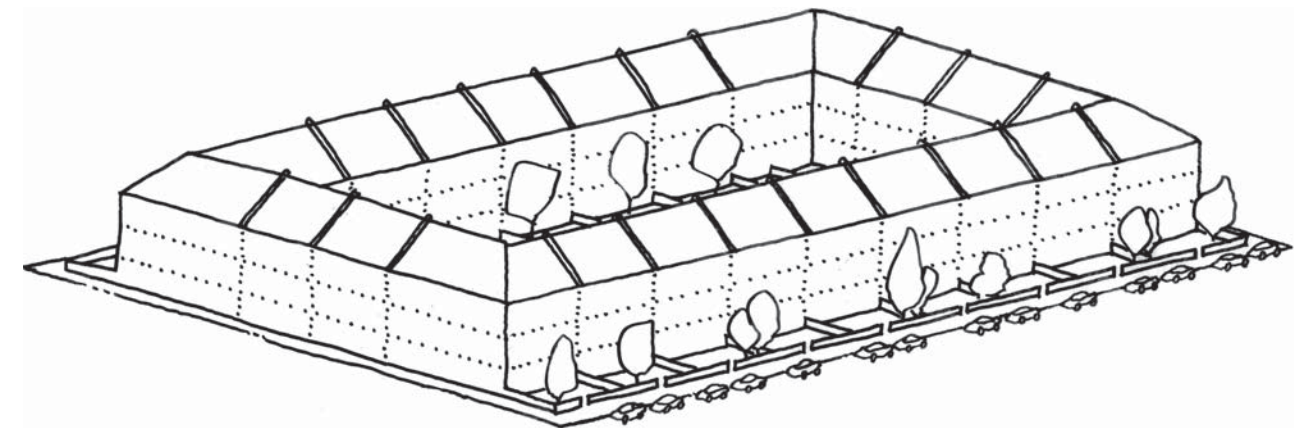
CASE STUDY CR3: Enhanced Density

*This case study shows three/four-storey terraces in a close development. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. It is assumed that car parking would occur along the close and on-street unless located along a distributor road (in which case parking should be on-site).*



CASE STUDY CR2: Enhanced Density

*This case study shows two-storey terraces with medium setbacks in a block structure. It is assumed that car parking would occur on-site if the blocks were along primary or district distributors.*



CASE STUDY CR4: Increased Density

*This case study shows three-storey terraces with garden flats in a block structure. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. It is assumed that car parking would occur on-site if the infill sites were along primary or district distributors.*

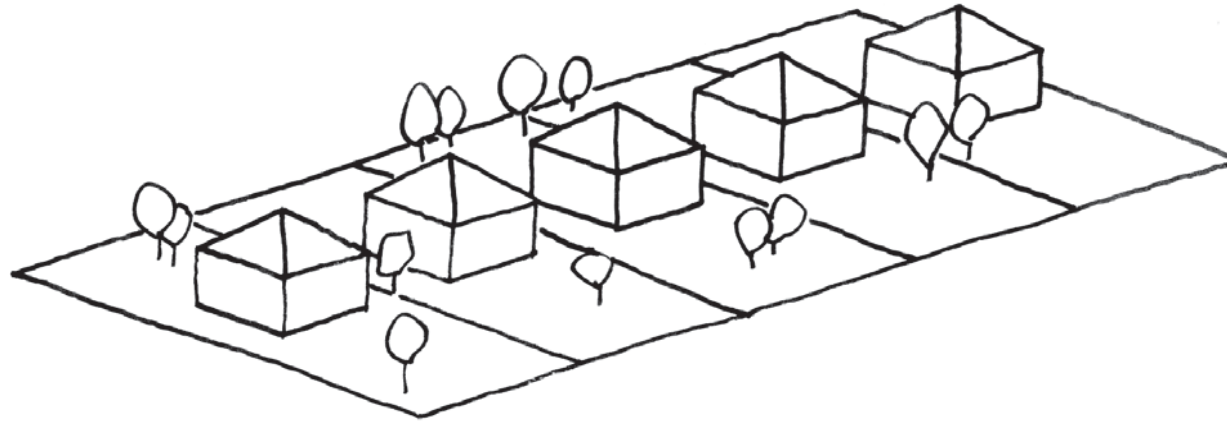
## URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The existing building types are primarily two-storey detached houses. The primary typologies should be <b>semi-detached or detached buildings</b> .		
	Materials / architectural styles	The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments.	21-23	1-2
	Listed buildings/ Conservation Area	There is only one listed buildings in this zone and no Conservation Areas.	24-26	
	Building Heights	Buildings should be <b>two-storeys</b> .	27	
	Density	The existing densities are generally very low. In general the area's density should be low to medium.	28-29	3-5
	Topography	Views into the Green Belt should be protected.	30	
Continuity and enclosure	Morphology	The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments.	31-33	
	Building Lines	The existing buildings generally have large, graduated setbacks. New developments should generally have medium setbacks which front the street in a uniform manner.	33	6-8
	Building Orientation	The fronts of building should be <b>facing the street</b> in a uniform manner, with entrances accessible from the pavement.	34	
	Pavements	All new developments should have pavements along the roads.		
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens are typically communal in this zone and could be communal or individual.	35	17
Making connections	Circulation, demand and linkages	Efforts should be made to complete the cycle path along Station Road to the train station. Icknield Way has become a heavily trafficked primary distributor, and efforts should be made to create safe pedestrian crossings into the surrounding Green Belt.	37	9-10
	Parking	Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour of on-site car parking.	38	11-12
	Land Use	N/A	36	
Quality of the public realm	Streetscape elements	Streetlighting on the roads should be improved.	40	13-16
	Quality of open space	The Streamside Walk is an important footpath and link into the Green Belt which should be protected. There are important view corridors along it as well. The open land adjacent to Dundale Lake and Icknield Way is used less frequently due to the sounds of traffic.	35	17

\* Photo references correspond to page numbers within the associated photo log.

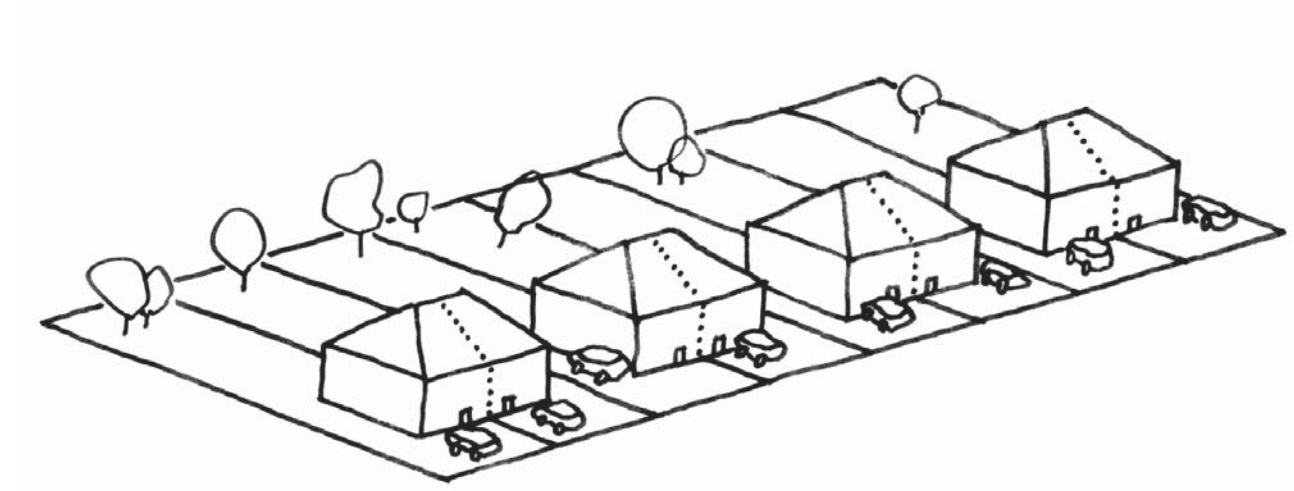
## CASE STUDIES: PERIPHERAL ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



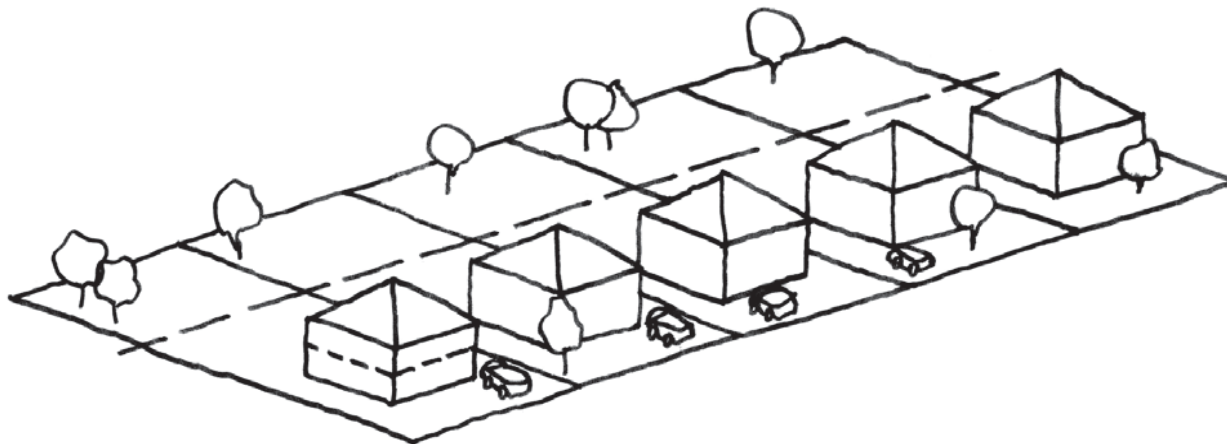
CASE STUDY P1: Typical Density

*This case study shows detached housing with large setbacks and on-site individual parking.*



CASE STUDY P3: Enhanced Density

*This case study shows semi-detached housing with medium setbacks and on-site individual parking.*

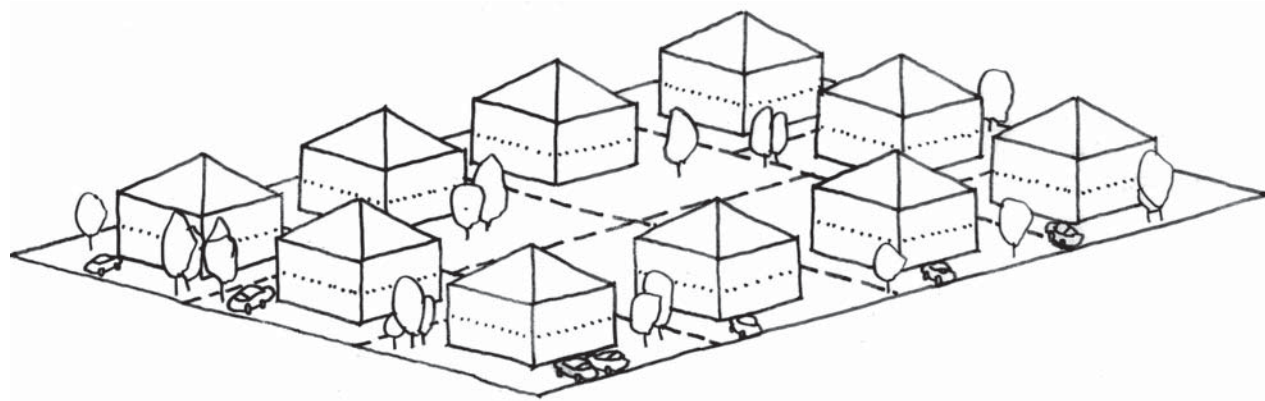


CASE STUDY P2: Enhanced Density

*This case study shows detached housing with medium setbacks and on-site individual parking.*

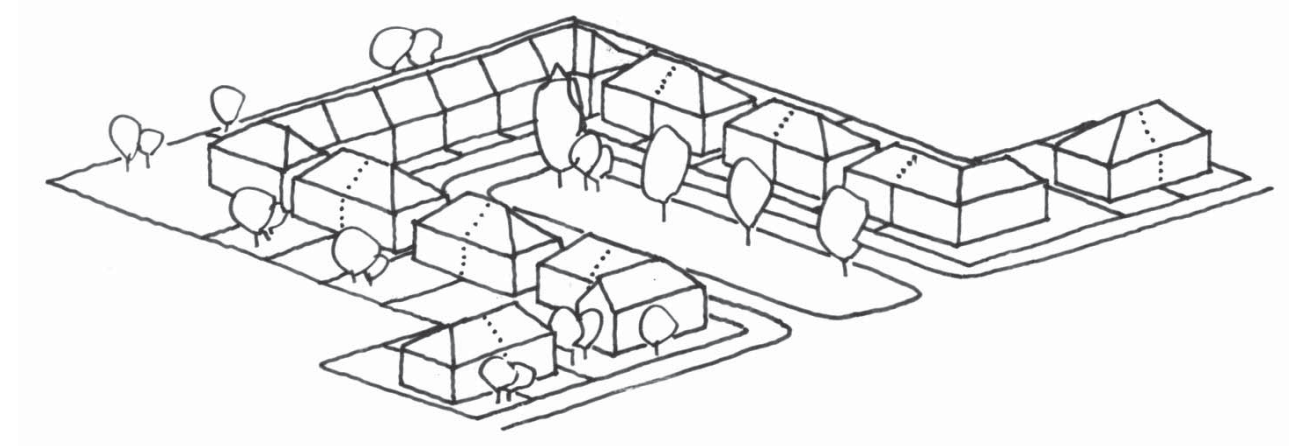
## CASE STUDIES: PERIPHERAL ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



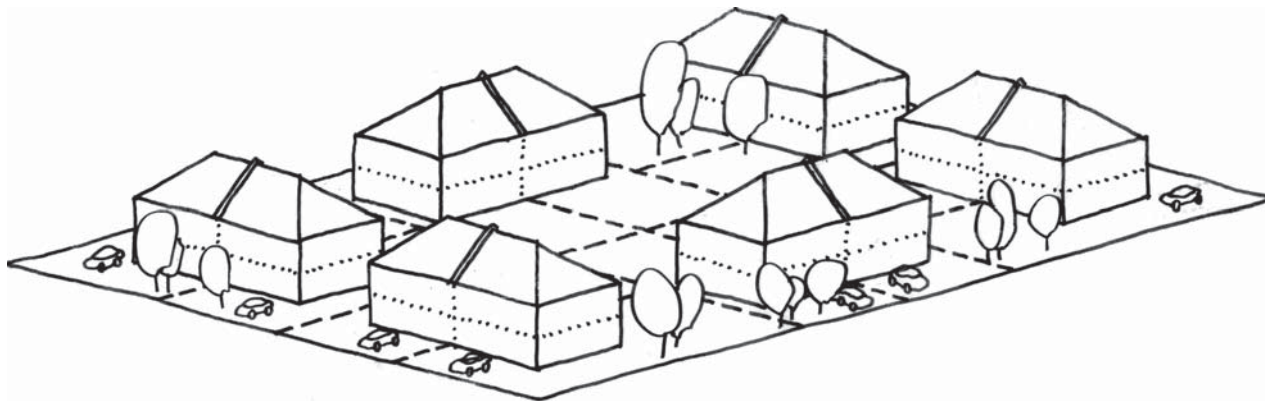
CASE STUDY P1: Typical Density

*This case study shows detached housing with medium setbacks and on-site individual parking.*



CASE STUDY P3: Enhanced Density

*This case study shows two-storey semi-detached buildings in a close development. It is assumed that car parking would occur on-site.*



CASE STUDY P2: Enhanced Density

*This case study shows semi-detached housing with medium setbacks and on-site individual parking.*