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DEVELOPMENT MANAGEMENT AGENDA

**THURSDAY 18 APRIL 2024 AT 7.00 PM
COUNCIL CHAMBER, THE FORUM**

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Membership

Councillor Guest	Councillor Cox
Councillor C Wyatt-Lowe	Councillor Patterson
Councillor Durrant	Councillor Riddick
Councillor Hobson (Vice-Chairman)	Councillor Silwal
Councillor Maddern	Councillor Mitchell
Councillor Stevens (Chairman)	Councillor Smith-Wright
Councillor Bristow	

For further information, please contact Corporate and Democratic Support or 01442 228209

AGENDA

1. MINUTES

To confirm the minutes of the previous meeting (these are circulated separately)

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence

3. DECLARATIONS OF INTEREST

To receive any declarations of interest

A member with a disclosable pecuniary interest or a personal interest in a matter who attends a meeting of the authority at which the matter is considered -

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent and, if the interest is a disclosable pecuniary interest, or a personal interest which is also prejudicial
- (ii) may not participate in any discussion or vote on the matter (and must withdraw to the public seating area) unless they have been granted a dispensation.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Members' Register of Interests, or is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal and prejudicial interests are defined in Part 2 of the Code of Conduct For Members

[If a member is in any doubt as to whether they have an interest which should be declared they should seek the advice of the Monitoring Officer before the start of the meeting]

It is requested that Members declare their interest at the beginning of the relevant agenda item and it will be noted by the Committee Clerk for inclusion in the minutes.

4. PUBLIC PARTICIPATION

An opportunity for members of the public to make statements or ask questions in accordance with the rules as to public participation.

Time per speaker	Total Time Available	How to let us know	When we need to
3 minutes	Where more than 1 person wishes to speak on a planning application, the shared time is increased from 3 minutes to 5 minutes.	In writing or by phone	5pm the day before meeting.

You need to inform the council in advance if you wish to speak by contacting Member Support on Tel: 01442 228209 or by email: Member.support@dacorum.gov.uk

The Development Management Committee will finish at 10.30pm and any unheard applications will be deferred to the next meeting.

There are limits on how much of each meeting can be taken up with people having their say and how long each person can speak for. The permitted times are specified in the table above and are allocated for each of the following on a 'first come, first served basis':

- Town/Parish Council and Neighbourhood Associations;
- Objectors to an application;
- Supporters of the application.

Every person must, when invited to do so, address their statement or question to the Chairman of the Committee.

Every person must after making a statement or asking a question take their seat to listen to the reply or if they wish join the public for the rest of the meeting or leave the meeting.

The questioner may not ask the same or a similar question within a six month period except for the following circumstances:

- (a) deferred planning applications which have foregone a significant or material change since originally being considered
- (b) resubmitted planning applications which have foregone a significant or material change
- (c) any issues which are resubmitted to Committee in view of further facts or information to be considered.

At a meeting of the Development Management Committee, a person, or their representative, may speak on a particular planning application, provided that it is on the agenda to be considered at the meeting.

Please note: If an application is recommended for approval, only objectors can invoke public speaking and then supporters will have the right to reply. Applicants can only invoke speaking rights where the application recommended for refusal.

5. INDEX TO PLANNING APPLICATIONS (Page 5)

- (a) 23/02508/MFA - Change of use from agricultural land to a Suitable Alternative Natural Greenspace (SANG) together with provision of a new car park - Haresfoot Farm (Commercial) Chesham Road Berkhamsted Hertfordshire HP4 2SU (Pages 6 - 69)
- (b) 23/02034/MFA - Hybrid planning application comprising (i) Full application for the construction of 57 dwellings (Use Class C3), (including affordable housing), 59 no. units of Extra Care accommodation (Use Class C2), means of access, landscaping, open space and all other associated works and infrastructure; and (ii) Outline planning application (all matters reserved except access) for up to 129 dwellings (Use Class C3), (including affordable housing), provision of 1.15ha community land for outdoor sport and recreation and construction of community buildings (Use Class F) including provision of scouts hut, community orchard, gardens, green space, landscaping and all other associated works and infrastructure -Land At Grange Farm, Grange Farm, Green Lane, Bovingdon, Hertfordshire (Pages 70 - 288)
- (c) 23/02874/FUL - Subdivision of dwelling to 2 self contained flats - 194 Belswains Lane Hemel Hempstead Hertfordshire HP3 9XA (Pages 289 - 311)
- (d) 23/03021/FHA - Two Storey Front & Rear Extensions, Part Single Storey Rear & Side Extensions. Existing Roof Removed & Replaced with New Roof. New Rear Garden Room - 84 Gravel Lane, Hemel Hempstead, Hertfordshire, HP1 1SB (Pages 312 - 323)
- (e) 24/00318/LBC - Removal of tiles from front elevation and replacement with rendering - Dalchini 91 - 95 High Street, Hemel Hempstead, Hertfordshire, HP1 3AH (Pages 324 - 328)

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Agenda Item 5a

ITEM NUMBER: 5a

23/02508/MFA	Change of use from agricultural land to a Suitable Alternative Natural Greenspace (SANG) together with provision of a new car park	
Site Address:	Haresfoot Farm (Commercial) Chesham Road Berkhamsted Hertfordshire HP4 2SU	
Applicant/Agent:	TWNT and Haresfoot Limited	DLP Planning Ltd
Case Officer:	James Gardner	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted East
Referral to Committee:	Contrary views of Berkhamsted Town Council	

1. RECOMMENDATION

That planning permission be delegated with a view to **APPROVAL** subject to the completion of a section 106 agreement which secures, inter alia, the management and maintenance of the land as SANG for a minimum period of 80 years.

2. SUMMARY

2.1 The proposed development would constitute inappropriate in the Green Belt, for it would, in part, not preserve the openness of the Green Belt and would conflict with the purposes of including land within the Green Belt. Nonetheless, it is submitted that very special circumstances exist which would justify considering the development as acceptable in Green Belt terms, complying with Policy CS5 of the Dacorum Core Strategy and paragraph 153 of the National Planning Policy Framework (NPPF) (2023).

2.2 The grant of planning permission for this application would permit a change of use from agriculture to informal outdoor recreation, but would not automatically result in the site constituting a SANG (Suitable Alternative Natural Greenspace). However, as the description includes reference to SANG, it is appropriate to consider whether the land is, in fact, capable of becoming a SANG.

2.3 Following an assessment of the criteria set out in the Chiltern Beechwoods Mitigation Strategy, it is considered that the site is considered to be suitable and capable of becoming a SANG.

2.4 The requisite level of parking as set out in the Chiltern Beechwoods Mitigation Strategy is proposed to be provided. In the unlikely event that demand exceeds parking capacity, the yellow lining within the visibility splays will ensure that parking does not have an adverse impact on vehicle to vehicle visibility, and therefore the proposal would comply with Policies CS8 and CS12 of the Dacorum Core Strategy.

2.5 A first principles approach has been used to estimate the number of likely vehicular movements associated with the SANG. The Highway Authority have not raised any concerns with this approach or its likely impact on the highway network, noting that *'the impact on the operation of the surrounding highway network from a trip generation perspective would not be a reason to recommend refusal from a highways perspective.'* It follows that the development would comply with Policy CS12 of the Dacorum Core Strategy and Policy 51 of the Dacorum Local Plan.

2.6 New built development in the form of a surface car park would be introduced into the landscape and have an urbanising influence. However, it is to be built at ground level; and, once fully established, the planting scheme would significantly circumscribe views, such that it would only be perceived from very close quarters – i.e. directly in front of the car park entrance. On this basis, it is not considered that there would be any harm to the landscape character of the area; rather, if anything, the proposal is likely to result in an improvement by way of additional landscaping and

ongoing maintenance and care. Accordingly, the development is considered to comply with Policies CS11 and CS25 of the Dacorum Core Strategy.

3. SITE DESCRIPTION

3.1 The application site comprises of an area of approximately 24 hectares and is located to the south of the A41 and within the Metropolitan Green Belt. It is bounded to the west by White Hill and to the east and south-east by agricultural land. The former Haresfoot Farm complex sits within the centre of the site but is outside of the red line boundary.

3.2 Bridleway 55 runs along the northern boundary of the site and connects to Public Right of Way (PRoW) 41, which provides access to the northern side of the A41 via an underpass. PRoW 41 runs through the northern extent of the site and through the commercial access to Haresfoot Farm.

3.3 The northern part of the site is a mixture of open grassland with mature parkland trees and mature woodland, with an undulating topography, while the southern part is open grassland with mature parkland trees, which slopes gently down to the southeast, with views to the countryside beyond.

4. PROPOSAL

4.1 Planning permission is sought for a change of use from agriculture to Suitable Alternative Natural Greenspace (SANG), the construction of a car park and other ancillary development.

4.2 The car park would be located in the north-western corner of the site and have an area of approximately 695m². Access to the car park would be by way of a 5.5m wide bellmouth with 3m radii. The car park is to be enclosed by post and rail fencing as well as native shrub and mixed hedge planting. The entrance to the car park would include a height restriction barrier of approximately 2.1m, setback from the highway carriageway by 5.5m. Visitors by car would be afforded direct access to the SANG land at the eastern end of the car park.

4.3 An acoustic fence of 1.8m in height is proposed to be erected along 260m of the northern boundary in order to ensure the sound environment within the entirety of the site does not exceed 60dB.

4.4 A network of pathways are proposed to enhance the experience of those visiting the site and to comply with Dacorum and Natural England's SANG criteria. The paths in the northern part of the site are proposed to be surfaced in Hoggin¹ and those in the southern part are to be of a more informal nature.

4.5 Ancillary development in the form of waste bins, dog bins and benches are proposed to be interspersed throughout the site at convenient locations. Limited interventions in the form of 'scrapes' and small earth bunds are also proposed.

5. BACKGROUND

Suitable Alternative Natural Greenspace and Interaction with Planning Permission

5.1 Suitable Alternative Natural Greenspace, or "SANG", is the term given to greenspaces that are created or enhanced with the specific purpose of absorbing recreation pressure that would otherwise occur at National Sites, such as Ashridge Commons and Woods SSSI. New SANGs can be created, or existing greenspaces enhanced to create a SANG, in order to absorb the level of additional recreation pressure associated with new development.

¹ A compactable groundcover that is composed of a mixture of clay, gravel and sand or granite dust.

5.2 The grant of planning permission for this application would permit a change of use from agriculture to informal outdoor recreation, but would not automatically result in the site constituting a SANG. This is because whether the site is ultimately considered to be a SANG will depend on the outcome of an Appropriate Assessment carried out pursuant to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 in relation to whichever application(s) rely on it for mitigation.

5.3 Therefore, this application should be seen as an important first step in the site becoming a SANG for which housing developments can rely on for mitigation. Nonetheless, as the description includes reference to SANG, it is appropriate to consider whether the land is, in fact, capable of becoming a SANG. This will be addressed later in the report.

6. PLANNING HISTORY

Planning Applications:

22/00561/MFA - Improvements to open space to accommodate equestrian teaching and practice facilities. To include provision suitable for those with accessibility needs.

Decision: *Withdrawn - 21st September 2022*

24/00330/MFA - Demolition of existing buildings and redevelopment of the site to provide 86 residential units (market and affordable), construction of a community hub building, together with associated landscaping, open space, parking, and highway improvement.

Decision: *Under consideration*

7. CONSTRAINTS

Advert Control: Advert Special Control

Ancient Woodland: Ancient & Semi-Natural Woodland

CIL Zone: CIL1

Former Land Use (Risk Zone):

Green Belt: Policy: CS5

Parish: Berkhamsted

Parking Standards: New Zone 3

Wildlife Sites: Dropping's Wood and Coker's Spring

8. REPRESENTATIONS

Consultation responses

8.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B.

9. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2023)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS5 – The Green Belt
CS8 – Sustainable Transport
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS25 – Landscape Character
CS26 – Green Infrastructure
CS29 - Sustainable Design and Construction
CS31 – Water Management
CS32 – Air, Soil and Water Quality

Local Plan

Policy 51 – Development and Transport Impacts
Policy 54 – Highway Design
Policy 55 – Traffic Management
Policy 79 – Footpath Network
Policy 80 – Bridleway Network
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 101 – Tree and Woodland Management
Policy 108 – High Quality Agricultural Land

Supplementary Planning Guidance/Documents

Chiltern Beechwoods Mitigation Strategy
Accessibility Zones for the Application of Car Parking Standards (2020)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Landscape Character Assessment for Dacorum (2004)

10. CONSIDERATIONS

Main Issues

The main issues to consider are:

The policy and principle justification for the proposal;

The impact on landscape character;

The impact on residential amenity;

The impact on highway safety and car parking; and

The impact on ecology.

Principle of Development

10.1 The application site is located within the Metropolitan Green Belt which is an area of development restraint. There are, however, exceptions.

10.2 Policy CS5 of the Dacorum Core Strategy states that the Council will apply national Green Belt policy² to protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements.

10.3 The construction of the car park and SANG footpaths would constitute engineering operations and fall to be assessed against paragraph 155 (b) of the National Planning Policy Framework (2023). The change of use from agriculture (grazing land) to informal outdoor recreation, meanwhile, would fall to be assessed against paragraph 155 (e) of the NPPF. These paragraphs have been set out below for ease of reference:

Certain other forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

....

engineering operations;

.....

.....

material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);

10.4 The ancillary development to support the change of use – i.e. acoustic fencing, benches, bins and signage / wayfinding – would fall to be assessed against paragraph 154 (b) of the NPPF:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

.....

the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

.....

.....

.....

.....

Whether Development Preserves Openness of Green Belt

10.5 Paragraph 142 of the NPPF sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

10.6 Case law³ has established that “*whether the development would 'preserve' the openness of the Green Belt*” does not mean that a proposal can only be regarded as ‘not inappropriate in the Green Belt’ if the openness of the Green Belt would be left entirely unchanged; rather, the verb ‘preserve’ should be understood in the sense of “keep safe from harm” – rather than “maintain (a state of things)”.

10.7 R (on the application of Boot) v Elmbridge Borough Council [2017] EWHC 12 (Admin) established that where an assessment is carried out pursuant to paragraph 89 of the NPPF⁴ and any harm to openness – even limited harm – is identified, a local planning authority cannot lawfully

² Enshrined in Section 13 of the NPPF.

³ Samuel Smith Old Brewery (Tadcaster) v North Yorkshire CC [2018].

⁴ Paragraph 154 of the 2023 NPPF, although given the similar wording the judgement is considered to equally apply to paragraphs 90 / 155.

conclude that openness is preserved; rather, the development must be considered to be inappropriate development.

10.8 The National Planning Practice Guidance (NPPG), drawing on principles established by the courts, identifies a number of additional matters which may need to be taken into account when assessing the impact of a proposal on the openness of the Green Belt. These include:

- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

Car Park

10.9 Drawings submitted in support of this application indicate that the car park and associated access would have an area of approximately 695m² and be located in the north-western corner of the application site. The surface of the car park is to be constructed using a grass reinforcement system or an alternative permeable construction method⁵ with mixed native hedging along its southern and eastern perimeter; a native shrub mix along its western perimeter, and an acoustic fence along its northern perimeter.

10.10 Due to the level change and the presence of intervening trees and hedging, the car park would not be visible from the A41. However, the hardstanding and parked cars would be visible when travelling north or east along White Hill. The proposed native hedging and shrub mix would help to limit views of the car park, but it would take a number of years to become fully established and its efficacy would be reduced when not in full leaf, rendering the hardstanding and vehicles more visually prominent in the winter months. The introduction of hedging along the perimeter of the southern and eastern boundaries of the car park would also artificially subdivide a small part of a hitherto open field⁶, drawing attention to the angular boundary of the car park and, by extension, emphasise its urbanising effect. Accordingly, it is considered that there would be modest reduction in the visual openness of the Green Belt.

10.11 The surface of the car park itself would have a limited spatial impact on the openness of the Green Belt. However, given the location of the SANG, it is reasonable to assume that the majority of visitors will arrive by motorised vehicle and thus it is necessary to have regard to the impact of parked cars.

10.12 The plans submitted in support of this application indicate that the car park could accommodate a total of 24 cars. The parking would essentially be an activity with no obvious end date, and whilst the nature of the use the parking would facilitate (informal outdoor recreation), coupled with the lack of any permanent facilities on the site - e.g. toilets, café etc – is such that individual cars would be unlikely to be parked overnight, it is clear that the car park would be in use for significant periods of the day by various users. In having regard to the site surroundings and the proposed landscaping mitigation, it is considered that the concentration of up to 24 cars parked within a self-contained area would appear as man-made development, resulting in a modest adverse impact on spatial openness.

SANG Footpaths

10.13 A 2.2km circular walk is proposed within the northern quadrant of the site and a 1.8km circular walk is proposed in the southern quadrant of the site.

⁵ See paragraph 7.24 of the Planning Statement prepared by DLP Planning.

⁶ Horse fencing currently subdivides the field into paddocks, yet its permeability is such that the impact is less obvious.

10.14 The footpaths would be approximately 1.5m wide and the predominant surfacing material would be Hoggin. The footpaths are to be built at ground level, or thereabouts, and, as such, in and of themselves, would have a minimal impact on the openness of the Green Belt.

10.15 Consideration also needs to be given to the fact that the footpaths will facilitate an intensification of the use of the site. Currently the public do not have a legal right to freely roam the entirety of the site, and where public rights of way do exist, the lack of a formalised surface is likely to inhibit their use after periods of rainfall except by the most enthusiastic walkers.

10.16 The above notwithstanding, it is noted that parts of the footpath would wind its way through new areas of native shrub planting; which, once established, would partially shield walkers from wider views. In addition, visitors would be dispersed over a large area, such that it is unlikely any human movement would be discernible.

Acoustic Fence

10.17 The location of the proposed acoustic fence is shown on drawing no. 8319.PP.3.1 (Rev. C) and it will be noted that it extends along the northern boundary of the site for approximately 260m. According to the Environmental Noise Survey submitted in support of the application, the fence would need to be of solid construction, with minimum mass per unit area of 10kg/m², and have a height of 1.8m.

10.18 Bridleway 55 runs immediately adjacent to the northern boundary of the site and is currently separated from the application site by a 1.2m post and rail fence which is infilled with stock netting. The result is that there are unobstructed views to the south toward the Haresfoot Farm complex.

10.19 The erection of the acoustic fence would result in these views being lost and a greater sense of enclosure for persons using Bridleway 55. Views of the fence from the south, by contrast, would be softened by the proposed native shrub planting, though it is acknowledged that this would take a number of years to become fully established.

10.20 Given the limited height of the fencing and the fact that its visibility would be largely limited to the bridleway, it is not considered that it would result in harm to the openness of the Green Belt and, by extension, it would preserve openness.

Benches & Bins

10.21 The benches, bins and signage would be dispersed throughout the site, which is extensive. Given the limited size of the benches and bins, it is not considered that they would have any appreciable impact on the openness of the Green Belt. Accordingly, openness would be preserved.

Whether Development Conflicts with Purposes of Including Land in Green Belt

10.22 Paragraph 142 of the NPPF states that the Green Belt serves five purposes:

- to check the unrestricted sprawl of large built up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

10.23 The Council commissioned SKM to carry out a Green Belt Review Purposes Assessment in November 2013. The SKM assessment established a number of zones for assessment, with the land at Haresfoot Farm forming part of Zone GB12. The SKM assessment provides the following supplementary data regarding GB12:

Description The Parcel located to the north of Bovingdon and extends to along the A41 to Feldon (south Hemel Hempstead). To the east the boundary follows the B4505 and extends south to the edge of the study area. It is 890 ha in size and forms a flat upland chalk plateau which falls strongly to the north towards the Bulbourne valley across undulating dry valleys slopes.

Land use Predominately arable farmland, plus rough grassland, Bovingdon Airfield, Bovingdon Prison (MDS), education, recreational uses including Little Hay Golf Course.

Principal Function / Summary

Significant contribution toward safeguarding the countryside and maintaining the existing settlement pattern. Partial contribution towards preventing merging (of Berkhamsted and Hemel Hempstead). Overall the parcel contributes significantly towards 2 out of 5 Green Belt purposes.

10.24 Zone GB12 was assessed against the five Green Belt purposes and was stated to perform as follows:

Purpose No.	Purpose	Performance
1	Check unrestricted sprawl of built-up areas	Limited or no contribution
2	To prevent neighbouring towns from merging	Limited or no contribution
3	To assist in safeguarding the countryside from encroachment	Significant
4	To preserve the setting and special character of historic towns	Limited or no contribution
5	To maintain existing settlement pattern	Significant

10.25 The report provides the following commentary in respect of Green Belt Purpose 3:

The parcel displays typical rural and countryside characteristics in large arable fields with smaller areas of grazing in valley bases and elongated woodlands on slopes including ancient woodland. Field boundaries vary with hedgerows, hedgerow trees and post and wire fencing. Urban influences include the former Bovingdon Airfield, as well as Bovingdon Prison (MDS. Scattered ribbon development is located along the B4505 between Felden and Bovingdon. The A41 represents an urban influence which is concealed but audibly intrusive. Levels of visual openness are generally high.

10.26 It is clear from visiting the site that the surroundings are very rural in nature, with only sporadic, limited forms of development present.

10.27 Given the nature and scale of the development proposed as part of this application, the only Green Belt purpose potentially to be prejudiced is (c) – *to assist in safeguarding the countryside from encroachment.*

10.28 Guidance prepared by the Local Government Association and The Planning Advisory Service (*Planning on the Doorstep: The Big Issues – Green Belt*) states that, since all Green Belt assists in safeguarding the countryside from encroachment, ‘*The most useful approach is to look at the*

difference between urban fringe – land under the influence of the urban area – and open countryside, and to favour the latter in determining which land to keep open...'

10.29 It is clear from the officer site visit that the application site is not under the influence of the urban area; rather, it is entirely rural in nature.

10.30 It is assumed that word '*conflict*' has the same meaning as attributed to it in the dictionary – i.e. '*to come into collision or disagreement; be contradictory, at variance, or in opposition; clash*'.

10.31 Taking this approach, it seems clear that the provision of a modest sized car park in an undeveloped agricultural field, in a not inconspicuous area away from other built form, would be '*contradictory*' or '*at variance*' with the purpose of safeguarding the countryside from encroachment.

10.32 By contrast, the SANG paths, acoustic fence and other ancillary development (bins, benches etc) would all be relatively discreet and would not be prejudicial to protecting the countryside from encroachment.

Very Special Circumstances (VSCs)

10.33 There is no list of what constitutes a VSC, as this will vary from site to site. However, VSCs do not in themselves have to be rare or uncommon⁷ and will depend on the overall balance (i.e. good vs bad).

10.34 VSCs have not been advanced by the applicant. This does not, however, preclude the local planning authority from identifying factors which could, when the planning balance is undertaken, be sufficient to outweigh any harm to the Green Belt by reason of inappropriateness and constitute VSCs. The factors identified as potential VSCs are set out below.

Substantial SANG Land with capacity for other developments in Dacorum

10.35 There are currently two Council-led Strategic SANGs⁸ that provide mitigation capacity for developments within their catchments and which were instrumental in allowing a partial lifting of the moratorium on new housing that was in effect from March to November 2022. Since November, qualifying developments have been able to avail of SANG capacity, enabling new housing to be approved.

10.36 The Council's SANG sites are located within the south and east of the borough. This, combined with the SANG catchment area, results in the Council not being able to offer its SANG capacity to developments of ten or more new homes in Berkhamsted, Tring or the west of the borough.

10.37 The capacity of a SANG – i.e. the number of dwellings it can mitigate for - is directly proportional to its size. As the capacity of Council-led Strategic SANG is finite, an allocations protocol has been instituted to ensure that a SANG solution is provided only to those developments where it is genuinely not possible for provision to take place on site, and in order to ensure a continual and predictable supply of new homes across the Borough. It is important to note that once Council-led Strategic SANG capacity has been exhausted, new housing which does not provide its own SANG solution cannot be granted.

10.38 As a result, the Council will need to bring more SANG sites online in order to provide a future supply for new homes. At present there are a total of four sites in Council ownership under consideration – i.e. Gadebridge Park, Margaret Lloyd Park, Howe Grove and an extension to Bunkers Park.

⁷ See *Wychavon District Council v Secretary of State for Communities and Local Government & Others* [2008].

⁸ Bunkers Park and Chipperfield Common.

10.39 Until such point as the adverse impacts of recreational pressure on the Chiltern Beechwoods Special Area of Conservation are reversed, the Council will be continually required to identify and bring forward new SANG solutions. This is currently being done by utilising land already in the Council's ownership, but there will clearly come a point where there are no further suitable sites that can be upgraded and used for SANG; therefore, it is submitted third party SANG solutions have an important and complementary role to play in the Development Management process.

10.40 The proposal would secure 24 hectares of SANG land that would mitigate up to 1,248 new dwellings⁹ within 5km of the site¹⁰. The SANG has been developed in consultation with Natural England and meets its SANG criteria as noted in the section on '*Suitability of Site for SANG*' (below).

10.41 The larger, northern part of the site is a mixture of open grassland with mature parkland trees and mature woodland, with an undulating topography that will provide members of the public with a varied and interesting visit. The southern field is open grassland with mature parkland trees, which slopes gently down to the southeast, with views to the countryside beyond.

10.42 Whilst allocation of SANG credits would remain within the control of the applicants, who propose to use it for mitigating a live application at Grange Farm¹¹ and future developments in the area, spare capacity could¹² also be offered to those without a SANG solution who wish to bring forward housing schemes of 10 units or more. This would potentially reduce pressure on Council-led SANG and assist in facilitating a continual and predictable supply of new housing across the Borough.

10.43 Given the government drive for increased housing provision in the south of England, and in light of the situation the Council finds itself in in terms of the Chiltern Beechwoods and the effect this will have and, indeed, is already having, on housing provision within the Borough, it is considered that the provision of SANG should be afforded moderate weight.

Outdoor Recreation

10.44 Whilst noting that the primary reason for the application is to provide SANG capacity for a specific development, it would essentially result in the provision of a new public park which would be free for anyone to use at all times, although the car park would be subject to opening restrictions.

10.45 Paragraphs 96 and 120 of the NPPF state that planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which '*enable and support healthy lifestyles....for example through the provision of safe and accessible green infrastructure....*' as well as encouraging '*multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside*'.

10.46 The importance of access to open space in terms of physical and mental well-being was brought into stark relief during the COVID-19 pandemic, and there is strong policy support in the NPPF for the provision of green infrastructure and improvements to public access to the countryside. Accordingly, it is considered that the provision of free public open-space is a benefit of this scheme and should be afforded moderate weight in the planning balance.

Conclusion

⁹ Calculated on the basis of 52 dwellings per hectare of SANG land.

¹⁰ Subject to an Appropriate Assessment.

¹¹ 23/02034/MFA.

¹² At the discretion of the applicants.

10.47 A final view as to whether the above factors justify the development cannot be made until the ‘any other harm’ referred to in paragraph 153 of the NPPF has been fully assessed during the course of this report. This is relevant in light of the Court of Appeal Judgement in *Secretary of State for Communities and Local Government v Redhill Aerodrome Ltd [2014] EWCA Civ 1386*, which confirmed that the interpretation given to ‘any other harm’ is such that it applies to any planning harm. Accordingly, a balancing exercise will take place at the conclusion of this report.

Suitability of Site for SANG

10.48 The Chiltern Beechwoods Special Area of Conservation Mitigation Strategy was approved by cabinet at a meeting held on 15th November 2022. The Mitigation Strategy sets out the SANG criteria likely to be accepted by the Council (as Competent Authority) and Natural England.

10.49 The criteria has been set out below along with the case officer’s view as to whether this has been complied with or not¹³:

SANG Feature	Criteria	Expected / Desirable	Comment
<u>Paths</u>	A minimum circular walk of 2.3-2.5 kilometres to be provided.	Expected.	Two linked circular walks are to be provided. Cumulatively, these would significantly exceed the 2.3km minimum requirement.
	Paths easily used and well maintained but mostly unsurfaced.	Expected.	The northern paths are to be surfaced with hoggin, while the southern paths are to be largely unsurfaced.
	Where parking is provided, circular path should start and finish at that location.	Expected.	The circular path(s) start and finish at the car park.
	Paths should be safe, easily identifiable and kept clear of obstructions, such as scrub cover for example.	Expected.	The paths do not go through any areas of woodland (which could be perceived as unsafe). Keeping the paths secure of scrub cover will be achieved through the management particulars, which are to be secured by way of condition and legal agreement.
	Information boards and/or signage at access points outlining the layout of the site and routes available	Desirable	It has been indicated that information boards are to be provided ¹⁴ .

¹³ For the avoidance of doubt, Green indicates compliance and red indicates non-compliance.

¹⁴ The plans do not specifically reference the signage; however, this detail could be secured by way of a planning condition.

	to visitors.		
<u>Parking</u>	Parking, including for cyclists, to be provided on sites larger than four hectares, unless the site is solely intended for residents within 500 metres only	Expected.	A car park in the northwest corner of the northern compartment will provide access from White Hill.
	Parking areas are to be easily and safely accessible by car and to be clearly sign posted.	Expected.	The car park will be in close proximity to Chesham Road and the A41, aiding access.
	Visitor to be able to take dogs from the parking area to the site safely off the lead.	Desirable.	The car park will be enclosed by post and rail fencing with stock netting ¹⁵ .
<u>Access</u>	Access points to be provided based on the intended visitors of the SANG.	Expected.	The SANG will be accessible from the car park, the interface between Bridleway 55 and Public Right of Way 41, and at a further point to the east from Bridleway 55.
	Safe access route on foot from nearest car park and/or footpath	Expected.	The footpath and the SANG paths are contiguous.
	Access should be unrestricted within the site, with plenty of space for dogs to exercise freely and safely off the lead.	Expected.	With the exception of the Veteran Turkey Oak Tree protective fencing, access within the site is unrestricted.
<u>Character of Space</u>	Needs to be semi-natural, or perceived as such where close to existing development.	Expected.	The site comprises of a mixture of open grassland with mature parkland trees and mature woodland, with an undulating topography.

¹⁵ The plans do not specifically reference the stock netting; however, this detail could be secured by way of a planning condition.

	If the site is larger than 12 hectares, a range of habitats should be present.	Expected.	As above.
	No unnatural intrusions (e.g. odour from sewage treatment works, noise from busy roads).	Expected.	Noise from the A41 will be mitigated by way of acoustic fencing running along the northern boundary.
	There should be little intrusion of built structures such as dwellings, buildings, fencing (not constructed using natural materials), etc.	Expected.	Significant new areas of landscaping are proposed to form a buffer between the buildings within the Haresfoot Farm and the SANG land.
	Naturalistic space with areas of open countryside with dense and scattered trees and shrubs.	Desirable.	The site is predominantly open grassland but contains areas of existing woodland, in addition to which will be added new areas of scrub planting.
	Gentle undulating topography. Steep slopes are likely to deter visitors.	Desirable.	As stated above, the northern part of the site contains a gently undulating topography. There are no slopes which could be categorised as steep within the site.
	Focal point such as a viewpoint or monument within the site and accessible via walking routes.	Desirable.	The gently undulating topography referred to above, coupled with the open views of the countryside, are such that this criterion would be complied with. The northern part of the site also contains a very mature Turkey Oak (dating to the early 18 th Century, which could serve as an additional focal point.
	Provision of open water, however large areas of open water cannot count	Desirable.	Shallow scrapes are proposed at a number of points within the site;

	towards SANG capacity.		however, it is not clear whether these would be filled with water throughout the entire year.
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10.50 Natural England were consulted during the course of the application process and, in their response dated 21st November 2023, confirmed that ‘...Haresfoot Farm SANG does meet the NE SANG Quality Guidelines and in principal we have no issue with it being designated a SANG...’. (Emphasis added).

10.51 The views of Natural England were caveated by a requirement for:

- The SANG to be set out in accordance with the Landscape and Ecological Management Plan (LEMP).
- The Landscape and Ecological Management Plan and associated landscaping plans being made a condition of the planning consent.
- A condition securing appropriate noise mitigation along northern boundary, such that the whole SANG is subject to noise levels below 60dB.
- A legal agreement between the applicant and DBC regarding step-in rights and management of the SANG in perpetuity has been signed by both parties.

10.52 The requests from Natural England appear reasonable and it is not considered that there would be any issues with securing the relevant information by condition and / or legal agreement.

10.53 Comments have been made by members of the public and other interested parties (i.e. CPRE) to the effect that the site is unsuitable for use as a SANG. These have been summarised below for ease of reference and include officer commentary.

- *The site’s proximity to the A41 would result in a noise environment which would exceed Natural England guidance.*

Officer Comment: Acoustic fence = below 60db. Even without acoustic fence, most parts of the SANG would, in any case, have a sound environment below 60db.

- *Doubts over whether future residents of the Grange Farm development in Bovingdon would travel to the site.*

Officer Comment: This is not a matter which is to be addressed as part of this application; rather, it would be a consideration for the decision maker in relation to the Grange Farm application as part of the Appropriate Assessment. Furthermore, it is important to note that Grange Farm is not the only development which could potentially use the site as mitigation. Thus, to consider the merits of the application for a change of use solely in the context of an application at Grange Farm is not the correct approach.

- *The site is already used as a natural green space by walkers, horse-riders, cyclists, runners and students taking part in the Duke of Edinburgh Award.*

Officer Comment: While the public footpaths and bridleway may be available to the aforementioned persons, the majority of this 24 hectares of land is not. Deviation from the public rights of way is likely to constitute trespass and is not permitted; therefore, the opening up of the

site through the change of use does genuinely represent a large increase in space open to the public.

- *The proposed space would be of poor quality in comparison to the existing competing spaces provided by Ashridge, Pancake and Hockeridge Woods and, accordingly, would fail to deflect visitors away from Ashridge Commons and Woods, failing to support the core objective of a SANG.*

Officer Comment: To provide a like-for-like substitute for Ashridge is a considerable challenge and arguably not what this application is attempting to do. Instead, it seeks to provide an attractive alternative¹⁶ which may persuade persons who would otherwise have visited Ashridge to visit Haresfoot. A proclivity to visit Haresfoot over Ashridge is likely to be contingent on a number of factors – e.g. preference for landscape type (woodland vs undulating grassland), proximity to home, ease of access, quality of parking facilities etc. However, such matters need to be considered as part of an Appropriate Assessment for a particular development proposal. The application site meets the Natural England guidelines and those set out in Dacorum's Mitigation Strategy....

- *The required length of circular path is only achieved by a sinuous route which includes three pinch points on the boundary of the farm buildings and will not provide the variety of views and experiences which is intrinsic to the SANG concept.*

Officer Comment: It is the view of officers that the path is not excessively sinuous or contrived. It would wind its way through a varied and interesting landscape which includes unique and high quality trees and satisfying views of England's understated natural beauty.

10.54 To summarise, the site is considered to be both suitable and capable of becoming a SANG. Whether or not the site actually serves as SANG for housing developments within the Borough will be a matter for the relevant planning officer or, as the case may be, the Development Management Committee.

Impact on Landscape Character

10.55 Policy CS11 of the Dacorum Core Strategy seeks to ensure that development preserves attractive streetscapes and enhances any positive linkages between character areas.

10.56 Policy CS25 states that all development will help conserve and enhance Dacorum's natural and historic landscape and should take full account of the Dacorum Landscape Character Assessment.

10.57 The site lies within the Landscape Character area of Ashlyns and Wigginton Plateau (Area 110), which is described as a gently undulating plateau, characterized by open farmland and punctuated by mixed woodland. Land use in the area is primarily pasture and secondarily arable. Buildings and uses are noted as isolated eyesores in this area. The historic parklands of Ashlyns Hall, Haresfoot, Rossway and Champneys are noted as important features of the landscape character of the area with the Cedars and Wellingtonias a visually dominant element of the skyline.

10.58 The Strategy and Guidelines for Managing Change seek, inter alia, to:

- promote the survey, retention and restoration of the historic parklands, including Ashlyns, Haresfoot, Rossway and Champneys through a range of initiatives; including; tree planting

¹⁶ Not a substitute.

including parkland exotics (where over mature); encouragement to reverse arable to pasture and use of traditional metal estate fencing. Restoration of structures should be historically accurate;

- support a strategy to limit built development within the area or the impact of development that may affect the area from outside;
- conserve and enhance the distinctive character of settlements and individual buildings by promoting the conservation of important buildings and high standards of new building or alterations to existing properties, all with the consistent use of locally traditional materials and designed to reflect the traditional character of the area.

10.59 The use of the site as public open space would promote the retention of the parkland setting and, indeed, ensure its long-term¹⁷ maintenance and care.

10.60 New built development in the form of the car park would be introduced into the landscape and have an urbanising influence. That said, it is to be built at ground level; and, once fully established, the planting scheme would significantly circumscribe views, such that it would only be perceived from very close quarters – i.e. directly in front of the car park entrance.

10.61 On this basis, it is not considered that there would be any harm to the landscape character of the area; rather, if anything, the proposal is likely to result in an improvement by way of additional landscaping and ongoing maintenance and care. The development is therefore considered to accord with Policy CS25 of the Dacorum Core Strategy.

Impact on Residential Amenity

10.62 Policy CS12 of the Dacorum Core Strategy states that development should, amongst other things, avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

10.63 The rural location of the site is such that only a limited number of properties have the potential to be directly affected by the proposed development. 'Redwoods' is located to the west of the application site and is thus the closest residential dwelling.

10.64 It is noted that residential amenity concerns have been raised by the occupier(s) of Redwoods in relation to overlooking, noise and disturbance arising from the car park and anti-social behaviour. Each of these matters shall be addressed below.

10.65 In terms of overlooking, it is acknowledged that the SANG footpath shown on drawing no. 8319.PP.3.1 (Rev. C) would afford views of the front elevation of Redwoods. At present the primary elevation fronts agricultural / grazing land, and it is accepted that there are unlikely to be any significant number of human movements associated with the lawful agricultural use. However, it needs to be borne in mind that, as a general rule, the front elevations of dwellings are generally considered to be less private; and, at a distance of approximately 40m, it is considered unlikely that there would be any adverse impacts arising from overlooking.

10.66 The design of the car park has evolved during the course of the application and a height restricted barrier is now proposed to be installed, obviating the possibility of overnight parking. A planning condition will require the management company to close the car park at sunset and to re-open it at sunrise, thus considerably circumscribing the potential for anti-social behaviour. There is no reason to believe that this location is more likely to be a magnet for anti-social behaviour than any other public open space, and the limitation on vehicular access is considered to be both an effective and proportionate solution. In the event that instances of anti-social behaviour were to be

¹⁷ 80 years minimum.

witnessed, this would be a police matter that could be dealt with under criminal law, where appropriate. Final details of barrier will also be reserved by condition to ensure that it is sympathetic to the character and appearance of the area.

10.67 Given the location of the car park, the proposed screening and the fact that it will be closed in the late afternoon / evening, it is unlikely that there would be any disturbance arising from headlights. For the same reason, it is not considered that vehicular noise associated with the car park would be intrusive. Traffic noise from the A41 is the dominant background noise in the area and therefore the movements of a relatively small number of cars, all of which will be travelling at low speeds, will not materially affect the sound environment.

10.68 Concerns were also raised by the occupier(s) of Redwoods in relation to the siting of a proposed Lime Tree. This no longer forms part of the landscaping plan and thus need not be considered any further.

10.69 A comment has been received from Haresfoot Grange in relation to what has been described as an access point to their land. It has been confirmed by the applicant that this was an error and has now been removed from the plans.

10.70 In summary, notwithstanding the objections received from members of the public, it is considered that the development would not have a significant adverse impact upon the amenity of nearby properties, complying with Policy CS12 of the Dacorum Core Strategy.

Impact on Highway Safety and Parking

10.71 Paragraph 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

10.72 Policy 51 of the Dacorum Local Plan states that the acceptability of all development proposals will be assessed specifically in highway and traffic terms and should have no significant impact upon, inter alia:

- the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development; and
- the environmental and safety implications of the traffic generated by the development.

10.73 Policy CS12 of the Dacorum Core Strategy states that on each site development should provide a safe and satisfactory means of access for all users.

Highway Safety

10.74 A new 5.5m wide priority junction with a kerb radii of 3m is proposed to be constructed in the north-western part of the site as a means of access to the SANG car park from White Hill.

10.75 Drawing no. B25013 JNP 66 XX DR D 7009 (Rev. P05) demonstrates that vehicular visibility splays of 2.4m x 215m and 2.4m x 43m are achievable to the south and west of the car park, respectively. However, based on a seven day Automatic Traffic Count (ATC) Survey of White Hill, which indicated that 85th percentile speeds were significantly lower than the posted speed limit, visibility splays of 2.4m x 30.5m and 2.4m x 30.6m have been proposed. The northern-most access of Redwoods would fall outside of the minimum required southern visibility splay.

10.76 The Highway Authority have reviewed the relevant plans and data and are satisfied that the level of vehicle to vehicle visibility is *'acceptable and sufficient when taking into account the recorded*

speeds and nature of the highway'. From an officer perspective, there are no cogent reasons to disagree with this assessment.

10.77 In terms of the number of vehicular movements likely to be generated by the SANG, the Transport Statement prepared by JNP Group Consulting Engineers acknowledges that the TRICS database does not include data for other SANGS, nor were there any similar land uses (such as country parks) of comparable size and scale which could be used to assess the likely impact of the proposed development on the surrounding highway network. A first principles approach has been used to estimate the number of likely vehicular movements associated with the SANG. The relevant extract from the Transport Statement is set out below for ease of reference:

.....If all 24 parking spaces are occupied at times of peak usage and the average dwell time is 1 hour, the SANG would generate 48 two-way vehicle trips per hour at peak times. It is considered that this is a very robust approach.

Peak periods in usage of the SANG are expected to occur during weekends, with the second highest usage period being daytime hours on weekdays. It is considered unlikely that the peak usage of the SANG will align with the network peak hours of 08:00-09:00 and 17:00-18:00 on weekdays, as most trips already on the network during this period will be for commuting purposes. The principal journey purpose for those travelling to the SANG will be leisure and recreation.

It is noted that that given the roughly comparable amount of urban areas/development to the north and south, traffic distribution at the A416/White Hill access will be relatively equal.

10.78 The Highway Authority have not raised any concerns with this approach or its likely impact on the highway network, noting that *'the impact on the operation of the surrounding highway network from a trip generation perspective would not be a reason to recommend refusal from a highways perspective.'*

10.79 It is to be noted that there is a degree of uncertainty as to how popular the SANG will ultimately prove to be, and thus it is theoretically possible that, at peak times, demand for car parking spaces could outstrip supply, potentially leading to visitors parking on White Hill itself and obstructing visibility splays. In order to address this eventuality, and at the request of the Highway Authority, double yellow lining is shown on both sides of the road in order to deter parking. The yellow lining correlates with the minimum level of visibility splay deemed necessary for the site. These works would form part of the section 278 works but would be secured by way of a Traffic Regulation Order (TRO). It is recommended that a condition requiring the completion of the off-site highway improvement works prior to first use of the development be included with any grant of planning permission.

10.80 In summary, it is considered that the vehicular access arrangements and the resultant impact on the highway network arising from vehicular movements associated with the SANG would not have a significant adverse impact on highway safety. Thus, the development is considered to accord with Policy CS12 of the Dacorum Core Strategy, Policy 51 of the Dacorum Local Plan, and the NPPF.

Parking

10.81 Policies CS8 and CS12 of the Dacorum Core Strategy seek to ensure that safe and sufficient parking based on parking standards is included as part of all new development.

10.82 The Dacorum Parking Standards SPD does not include guidance in terms of parking requirements for open space. However, the Council's *Mitigation Strategy for Ashridge Commons*

and Woods Site of Special Scientific Interest provides guidance on the suggested level of parking for SANG purposes. This is set out in paragraph 3.5.25:

3.5.25. The amount and nature of parking provision should reflect the anticipated use of the site by visitors and the catchment size of the SANG. A guide to parking provision should be in the region of 1.5 spaces per hectare of SANG. Parking should be clearly signposted, easily accessed and advertised as necessary for potential visitors.

10.83 Based upon the size of the site, a total of 24 parking spaces would be expected if the site is to qualify as a SANG. A total of 24 parking spaces are to be provided, two of which would be available for those with disabilities. Cycle parking for up to 12 bicycles is also proposed to be included, encouraging alternative means of travel.

10.84 The size of the parking spaces and the distance between rows is in accordance with Manual for Streets. It is clear, therefore, that there would be sufficient space for vehicles to enter the car park, manoeuvre and exit in a forward gear.

10.85 Accordingly, it is considered that the development would provide safe and sufficient parking and is in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy.

Impact on Ecology

10.86 Policies CS26 and CS29 of the Dacorum seek to ensure that, amongst other things, development management action contributes towards the conservation and restoration of habitats and species, the strengthening of biodiversity corridors, the creation of better public access and links through green space, and minimising impacts on biodiversity and incorporating positive measures to support wildlife.

10.87 The application has been supported by a Preliminary Ecological Appraisal (PEA) prepared by RPS Group and a Landscape and Ecological Management Plan prepared by Aspect.

10.88 The proposal would result in the creation of new areas of scrub planting, meadow grassland, creation of 'scrapes' to provide habitats that would be seasonally wet / damp, and the provision of bird and bat boxes as well as dead wood piles (to encourage stag beetles).

10.89 The particulars have been reviewed by Hertfordshire Ecology who have confirmed that the nature of the proposal is such that it is unlikely any adverse impacts on protected species would occur.

10.90 It is acknowledged that the change of use would result in more human activity across the site; however, given the relatively sizable site area, the level (and type) of activity that is likely to occur, the duration of an average visit and the proposed habitat creation, it is not considered that there would be any adverse impacts on ecology were planning permission to be granted. Accordingly, the development is in accordance with Policies CS26 and CS29 of the Dacorum Core Strategy.

Other Material Planning Considerations

Land Contamination

10.91 The Council's Scientific Officer has reviewed the application and has confirmed that he has no objection in principle to the proposed development. This is on the understanding that the applicant demonstrates that the potential for land contamination to affect the proposed development has been considered and, where present, will be remediated. This is of particular relevance given that the application is proposing a change of use from agricultural land to public open space, and by virtue of the fact that there are concerns about historical commercial activities on the application site -

particularly the south and south-eastern area - which may have resulted in contamination of the ground.

Loss of Agricultural Land

10.92 Paragraph 180 of the NPPF seeks to ensure that planning policies and decisions contribute to and enhance the natural and local environment by, inter alia, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

10.93 Saved Policy 108 of the Dacorum Borough Local Plan (2004) seeks to protect the 'best and most versatile' (BMV) agricultural land¹⁸. The Agricultural Land Classification (East Region) map illustrates that the site is 'Good to Moderate' Grade 3 agricultural land. The land is not considered Grade 2 'Very Good' or Grade 1 'Excellent' in terms of its agricultural quality.

10.94 With the exception of the car park, the built form of which is considered de-minimus from an agricultural land perspective, the application site will remain undeveloped. It follows that despite the change of use of the land and the requirement that the land be maintained and managed as SANG for a minimum of 80 years, in reality there would be no permanent loss. It is also clear from the proposed landscaping plans that only minimal changes to the landscape are proposed – i.e. shallow scrapes and the SANG pathways – such that majority of the topsoil would be retained, making restoration to an agricultural use at a later stage a realistic possibility. No objections have been raised by Natural England.

Flood Risk

10.95 As per Policy CS31 of the Dacorum Core Strategy, development is required, inter alia, to avoid Flood Zones 2 and 3 unless it is for a compatible use and minimise water runoff.

10.96 The application has been supported by a site-specific Flood Risk Assessment (FRA) which correctly identifies the site as being located within Flood Zone 1 for Rivers and Sea. Advice from government is clear that the sequential test is not applicable to development in Flood Zone 1 unless there are flooding issues in the area of the development. There are no known issues and therefore a sequential test is not required.

10.97 The proposed development would not result in a material increase in impermeable areas within the site. In particular, it is of note that the car park is to be constructed using a grass reinforcement system or an alternative permeable construction, allowing surface water to discharge to ground. The FRA acknowledges that ground conditions are such that the low infiltration rate will result in some flows overland, heading south east into the natural valley which crosses the site, mimicking the existing situation. The drainage strategy proposed therefore comprises of a sustainable drainage system (infiltration – top of the SUDS hierarchy), meeting the requirements of paragraph 175 of the NPPF; that is to say, '*major developments should incorporate sustainable drainage systems unless there is clear evidence that it would be inappropriate.*'

10.98 Accordingly, it is not considered that the proposal would be at risk of flooding or increase flood risk elsewhere, is acceptable and in accordance with Policy CS31 of the Dacorum Core Strategy and the NPPF.

Impact on Public Right of Way

¹⁸ Best and most versatile agricultural land is defined by the NPPF Glossary as '*Land in grades 1, 2 and 3a of the Agricultural Land Classification.*'

10.99 Policies 79 and 80 of the Dacorum Borough Local Plan states that the public footpath / bridleway network will be protected, improved and promoted.

10.100 As already noted above, Bridleway 55 runs along the northern boundary of the site and connects to PRoW 41, the route of which runs through the northern extent of the site and through to the commercial access to Haresfoot Farm.

10.101 The Council's Rights of Way Officer has been consulted and, in summing up, advises that:

'Overall the current users of the rights of way in this area will lose any semblance of peace in the countryside that they once had. On the flip side many new users will be drawn to the area meaning, undoubtedly, the numbers of people utilising the area will increase justifying the SANG.'

10.102 There would be no direct physical impact on Berkhamsted bridleway 55, but it is appreciated that the Rights of Way (RoW) Officer is primarily concerned with the change to the character of the area; which, in turn, may make the route less desirable for horse riders.

10.103 It is unclear how many horse riders presently use the bridleway. No evidence of horse riding was witnessed during the course of two site visits; however, it is appreciated that these visits represented a snapshot in time and may not be indicative of use at other times.

10.104 There is no reason to believe that the introduction of the car park and public access would unduly impact the peace and tranquillity of the area, especially in light of the fact that no commercial uses –i.e. café, shop etc - are proposed. Walking is not an inherently noisy pastime and it is considered that the majority of those visiting the site will be seeking the same peace and tranquillity valued by the horse riders. The introduction of more activity may also have positive benefits to the horse riders in terms of a feeling of greater safety.

10.105 As has already been discussed earlier in this report, an acoustic fence is proposed to run along the northern boundary of the site. What was not discussed previously is that this would, in effect, transect the route of PRoW 41. Permanently interrupting / blocking the PROW would be unacceptable, and leaving a gap would allow noise ingress which would result in a sound environment in excess of 60dB. As such, some sort of gate would need to be employed. Details of how this will work in practice are to be reserved by condition.

10.106 It is also to be noted that there is an interface between PRoW 41 and the SANG footpaths, and in response to the concerns raised by the RoW Officer, a condition is proposed to obtain further information to ensure that this is satisfactory.

Impact on Trees and Landscaping

10.107 Saved Policy 99 of the Dacorum Local Plan encourages the preservation of trees, hedgerows and woodlands throughout the Borough, with a high priority being given to their retention and protection during development.

10.108 Saved Policy 101 is concerned with tree and woodland management. In respect of woodlands, it states that management should include the identification of clear objectives for their use and aim to resolve any conflicts arising from consideration of their value to nature conservation, landscape conservation, recreation and timber production interests. The conservation of semi-natural and ancient woodlands will be afforded a high priority.

10.109 In accordance with paragraph 186 of the NPPF, when determining planning applications local planning authorities should, amongst other things, have regard to the principle that:

'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.'

10.110 The Arboricultural Technical Note prepared by Dr Richard Curtis of Aspect Arboriculture highlights important considerations and context in relation to the application site. These are summarised below for ease of reference:

- *Trees make an important contribution to the character and quality of adjoining parkland/farmland (Icedell Wood), including ancient woodland (Coker's Spring).*
- *Two Veteran Trees¹⁹ are present on-site – i.e. a Cedar of Lebanon (Cedrus libani) and an English Oak (Quercus robur) – and are believed to have early 18th Century origins.*
- *A Turkey Oak (Quercus cerris) is present on site and considered to be an exceptional example of its species by virtue of its prodigious size, great age, comparative rarity and likely historical significance. It is understood to be the largest Oak of its type in Hertfordshire and thus qualifies as a 'County Champion'. As with the Veteran Trees referred to above, the Turkey Oak is believed to have been introduced in the early 18th Century.*
- *The majority of the other trees on site are, in general, of high quality in terms of their condition and likely longevity.*

10.111 Development associated with the change of use of the site from agriculture to informal outdoor recreation would not require the removal of any trees beyond localised clearance of saplings and scrub adjacent to the car park, although there would be some development (paths) within the root protection areas of the stand of trees shown on drawing no. 8319.PP.3.4 (Rev. C). With this in mind, it would be appropriate to include a condition requiring a method statement for how the works will take place without detriment to the trees.

10.112 As has been outlined above, the site hosts a number of important, high value trees; which, as a result of greater public access, could potentially be at risk of deterioration. The risk, according to Dr Curtis, is linked to compaction and direct contact with veteran trees which, due to their sensitive habitat features, have less capacity to tolerate disturbance.

10.113 The location of paths and the proposed planting ensures that an appropriate buffer is provided. What is more, key trees within the site are shown as being protected by 1.2m high cleft post and 2 bar rail fencing, reducing the likelihood of public access beneath and in direct contact with the trees. In having regard to the low-impact nature of the future use of the site (informal outdoor recreation – primarily walking / hiking etc – this approach is considered to be both proportionate and reasonable. Should planning permission be granted, it is recommended that a condition requiring the erection and permanent retention of the protective fencing be included. Woodland management is to be in accordance with the amended LEMP.

10.114 The arboricultural Technical Note refers to the need for a Tree Risk Management Strategy (TRMS). Under both civil and criminal law, an owner of land on which a tree stands has responsibilities for the health and safety of those on or near the land and has potential liabilities arising from the falling of a tree or branch. Furthermore, there is a duty of care within common law on the owner of the land on which the tree stands, together with any party who has control over the

¹⁹ *'Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.'*

management of the tree²⁰. In light of the foregoing, it is considered that a TRMS is not required as a condition of planning permission.

10.115 Taking all of the above into account, it is considered that the development will benefit the on-site arboricultural assets (through active management), thereby ensuring their long-term retention.

Planning Obligations

10.116 A legal agreement is in the process of being drafted. The key heads of terms and pertinent additional information in relation to each are set out below:

SANG Works

- Council to be notified in writing upon completion of the SANG Works.
- Upon receipt, Council to inspect SANG Works or procure an inspection of the SANG works by a contractor or agent acting on its behalf.

Transfer

- Owners to transfer unencumbered freehold of the site or grant a lease to an Approved Body within 30 working days of Practical Completion of the SANG Works.

Use

- With effect from Commencement Date, the Site shall be used, managed and maintained as SANG for 80 years,
- Public to be provided with free and unrestricted access to the Site at all times.
- Public to be provided with free and unrestricted access to the Car Park during the Public Access Hours.

Management, Maintenance and Monitoring

- To manage and maintain the SANG Works in accordance with the SANG Management and Maintenance Plan.
- Council able to issue the owners of the site with a notice

Allocations

- SANG Allocations to be sole responsibility of Haresfoot Limited and / or Taylor Wimpey UK Limited.
- Haresfoot Limited and / or Taylor Wimpey UK Limited shall not make SANG allocations that exceed the Total SANG Capacity.
- Haresfoot Limited and / or Taylor Wimpey UK Limited shall provide notice in writing to the Council of each allocation they make.
- Once Haresfoot Limited and / or Taylor Wimpey UK Limited have made an allocation, they may not revoke that SANG Allocation except in certain specified circumstances.

Management Company

²⁰ Common sense risk management of trees: Guidance on trees and public safety in the UK for owners, managers and advisers (published by the National Tree Safety Group).

- In the event that an Approved Body declines to accept the transfer of the Site, the Owners shall establish or appoint the Management Company in accordance with the Approved Management Company Structure Scheme.

10. PLANNING BALANCE

10.1 The Government attaches great importance to Green Belts. Paragraph 153 of the NPPF states that substantial weight should be given to any harm to the Green Belt.

10.2 It was determined that the car park would result in modest harm to both the visual and spatial openness of the Green Belt, and that it would conflict with the Green Belt purpose of protecting the countryside from encroachment. It would also be harmful by definition. The other elements of the scheme, including the material change of use, would not result in a reduction in visual or spatial openness, nor would they conflict with the purposes of including land within the Green Belt; therefore, they are afforded neutral weight.

10.3 The VSC section of the report determined that the provision of land capable of becoming a SANG (with the stated intention being it ultimately be designated as such) should be afforded moderate weight in the planning balance. The provision of a new area of public open space was also considered to accrue moderate weight in the planning balance.

10.4 No further planning harm has been identified in the assessment and therefore no further matters are to be weighed in the balancing exercise.

10.5 In having due regard to all relevant material planning considerations, as a matter of planning judgement and notwithstanding the substantial weight which should be given to any harm to the Green Belt, it is considered that the harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is outweighed by the benefit of much needed additional SANG capacity and a new area of high-quality public open space.

10.6 The SANG will unlock development within an area of the Borough not currently served by a Council-led Strategic SANG solution. In addition, new standalone public open space that is genuinely available for members of the public (not simply an intrinsic part of an existing development) is considered to be a considerable benefit.

11. CONCLUSION

11.1 The proposed development would constitute inappropriate in the Green Belt, for it would, in part, not preserve the openness of the Green Belt and would conflict with the purposes of including land within the Green Belt. Nonetheless, it is submitted that very special circumstances exist which would justify considering the development as acceptable in Green Belt terms.

11.2 Use of the site as public open space would ensure the retention of the parkland setting and provide assurances that it will be managed and maintained in an appropriate manner for at least 80 years. It is acknowledged that the built development of the car park would, to a degree, have an urbanising influence on the landscape, though it would be built at ground level and, once fully established, the proposed planting would limit views, such that it would only be perceived at close quarters.

11.3 Whilst noting that the SANG footpaths will facilitate use of the site by a larger number of people and afford views of the front elevation of the dwelling known as Redwoods, these would be from a considerable distance – approximately 40m – and of the front elevation, which is inherently less private. With the addition of the car park barrier, which would effectively limit access during the hours of darkness, the potential for anti-social behaviour will be significantly reduced. It will of course never

be possible to totally rule out any anti-social behaviour taking place; this is an unfortunate reality that is unavoidable. The Secure by Design Officer has raised no concerns with the development. In terms of the vehicle movements associated with the car park, it is considered that any noise arising from these, such as it is, would be subsumed by the dominant background noise of the A41.

11.4 A seven day Automatic Traffic Count (ATC) Survey of White Hill indicated that 85th percentile speeds were significantly lower than the posted speed limit, thus reduced visibility splays of 2.4m x 30.5m and 2.4m x 30.6m have been proposed. Having reviewed the Transport Statement and the relevant data contained within the appendices, the Highway Authority are of the view that vehicle-to-vehicle visibility would be acceptable, nor do they wish to object to the proposal; subject, that is, to the inclusion of a number of conditions.

11.5 Relevant TRICS data upon which to assess the potential vehicle movements to and from the application site was not available; instead, an assessment based on first principles approach was carried out, with the Highway Authority accepting that *the impact on the operation of the surrounding highway network from a trip generation perspective would not be a reason to recommend refusal from a highways perspective.*

11.6 The requisite level of parking as set out in the Chiltern Beechwoods Mitigation Strategy is proposed to be provided. In the unlikely event that demand exceeds parking capacity, the yellow lining within the visibility splays will ensure that overflow parking does not have an adverse impact on vehicle to vehicle visibility.

11.7 As a result of the development, new areas of scrub planting and meadow grassland would be created. Bird boxes, bat boxes and dead wood piles would all encourage and promote biodiversity within the site. A change of use from agriculture will inevitably result in more human activity in and around the site. However, agriculture and ecologically rich and healthy land are necessarily complementary; indeed, depending on the type of agriculture and the methods utilised, it can be harmful in ecological terms. In any case, given the relatively sizable site area, the level (and type) of activity that is likely to occur, the duration of an average visit and the proposed habitat creation, it is not considered that there would be any adverse impacts on ecology were planning permission to be granted.

12. RECOMMENDATION

12.1 That planning permission be delegated with a view to **APPROVAL** subject to the completion of a section 106 agreement which secures, inter alia, the management and maintenance of the land as SANG for a minimum period of 80 years.

Condition(s) and Reason(s):

- 1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2. The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

8319.PP.3.0 Rev. C Planting Plan Overview
8319.PP.3.1 Rev. C Planting Plan 1 of 6
8319.PP.3.2 Rev. C Planting Plan 2 of 6
8319.PP.3.3 Rev. C Planting Plan 3 of 6
8319.PP.3.5 Rev. C Planting Plan 4 of 6
8319.PP.3.5 Rev. C Planting Plan 5 of 6
8319.PP.3.6 Rev. C Planting Plan 6 of 6

B25013 JNP 66 XX DR D 7009 Rev. P05 Haresfoot Farm SANG - Car Park Access Design
B25013 JNP 66 XX DR D 7011 Rev. P04 Haresfoot Farm SANG - Car Park Design

8319.LEMP.002 Landscape and Ecological Management Plan (received on 8th February 2024).

Reason: For the avoidance of doubt and in the interests of proper planning.

3. **Prior to first use of the development hereby permitted, the acoustic fence shown on drawing no. 8319.PP.3.1 (Rev. C) Planting Plan 1 of 6 shall be erected and thereafter permanently retained. The acoustic fence shall be of solid construction and have a minimum mass per unit area of 10kg/m².**

Reason: To comply with SANG criteria set out in Table 4 of the Mitigation Strategy for Ashridge Commons and Woods Site of Special Scientific Interest (2022).

4. **Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works, as indicated on drawing numbers B25013-JNP-66-XX-DR-D-7009 P05 and B25013-JNP-66-XX-DR-D-7011 P04, have been submitted to and approved in writing by the Local Planning Authority. These works shall include:**

- New bellmouth access and any associated works.
- Temporary construction access arrangements.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with

5. **Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Condition 4 shall be completed in accordance with the approved details.**

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy (2013) and Policies 51 and 54 of the Dacorum Borough Local Plan (2004).

6. **Prior to the first use of the development hereby permitted, the proposed access, necessary highway works, on-site hardstanding and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and permanently retained thereafter available for that specific use.**

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy (2013) and Policies 51 and 54 of the Dacorum Borough Local Plan (2004).

7. **Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until full specifications of the car park barrier (or equivalent) and height restrictions have been submitted to and approved in writing by the local planning authority. The details provided shall include, but not be limited to, colour, manufacturer, height and means of operation.**

Reason: To ensure that the design of barrier is sympathetic to the rural character of the area in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy (2013).

8. **No development shall commence until a Construction Management Plan / Statement has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in strict accordance with the approved Plan:**

The Construction Management Plan / Statement shall include details of:

- a) **Construction vehicle numbers, type;**
- b) **Access arrangements to the site;**
- c) **Traffic management requirements;**
- d) **Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);**
- e) **Siting and details of wheel washing facilities;**
- f) **Cleaning of site entrances, site tracks and the adjacent public highway;**
- g) **Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.**

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policy CS8 of the Dacorum Core Strategy (2013), Policies 51 and 55 of the Dacorum Borough Local Plan (2004) and Paragraphs 114 and 116 of the National Planning Policy Framework (2023).

This condition needs to be pre-commencement because any disruption to White Hill by construction traffic / contractor parking could result in an unacceptable impact on the free flow of traffic and potentially be detrimental to highway safety.

9. a) **No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written Preliminary Environmental Risk Assessment Report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.**
- b) **If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until an Intrusive Site Investigation Risk Assessment Report has been submitted to and approved by the Local Planning Authority which includes:**
- i. **A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**

- ii. **The results from the application of an appropriate risk assessment methodology.**
- c) **No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.**
- d) **This site shall not be occupied, or brought into use, until:**
 - i. **All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.**
 - ii. **All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.**
 - iii. **A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.**

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

This condition needs to be pre-commencement as the risks to site operatives and future site users needs to be fully understood prior to the mobilisation of any contaminants and in order to ensure that appropriate mitigation takes place, which might not be possible at a later stage.

10. **Any contamination, other than that reported by virtue of Condition 9, encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.**

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

INFORMATIVE:

The above conditions are considered to be in line with paragraphs 180 (e) & (f) and 189 and 190 of the NPPF 2023.

Guidance on how to assess and manage the risks from land contamination can be found here:<https://www.gov.uk/government/publications/land-contamination-risk-management-lcr> and here:
https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_8

11. **Prior to first use of the development hereby permitted, the gaps between the post and rail fence around the perimeter of the car park shall be infilled with stock netting and thereafter permanently retained and maintained, as appropriate.**

Reason: To comply with SANG criteria set out in Table 4 of the Mitigation Strategy for Ashridge Commons and Woods Site of Special Scientific Interest (2022).

12. **Prior to first use of the development hereby permitted, full details of information boards and/or signage at access points outlining the layout of the site and routes available to visitors shall be submitted to and approved in writing by the local planning authority. The approved information boards and / or signage shall be erected in accordance with the approved particulars prior to first use and permanently retained thereafter.**

Reason: To comply with SANG criteria set out in Table 4 of the Mitigation Strategy for Ashridge Commons and Woods Site of Special Scientific Interest (2022).

13. **Prior to first use of the development hereby permitted, the tree protection fencing shown on drawing nos. 8319.PP.3.0 (Rev. C), 8319.PP.3.1 (Rev. C) and 8319.PP.3.2 (Rev. C) shall be erected and permanently retained thereafter.**

Reason: To ensure the protection of trees with high amenity value in accordance with CS12 of the Dacorum Core Strategy (2013) and Policy 99 of the Dacorum Local Plan (2004).

14. **Construction of the SANG pathways shall not commence until full details of the tree protection measures for the group of eight trees shown on drawing no. 8319.PP.3.4 (Rev C) as being retained have been submitted to and approved in writing by the Local Planning Authority. These measures shall be set out in a detailed Arboricultural Method Statement, which includes the specification, location and type of protective fencing, the timings for the erection and removal of the protective fencing, the details of any hard surfacing and underground services proposed within the root protection areas, all to be in accordance with the British Standard for Trees in Relation to Construction 5837: 2012, and the monitoring of tree protection measures during construction. All tree protective measures shall be carried out as set out in strict accordance with the approved Arboricultural Method Statement throughout construction.**

Reason: In order to ensure that damage does not occur to trees and hedges during building operations in accordance with saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 180 of the National Planning Policy Framework (2023).

This condition needs to be pre-commencement as insufficient information has been provided to satisfy the Local Planning Authority that damage to trees would not occur, and as trees being living organisms, this damage could be irreparable.

15. **No on-site works above slab level shall take place until a specification for the section of SANG footpath which crosses the public footpath has been submitted to and approved in writing by the local planning authority.**

Development shall subsequently be carried out in accordance with the approved particulars.

Reason: To ensure that the existing public right of way is afforded appropriate protection in accordance with Policy 79 of the Dacorum Borough Local Plan (2004).

INFORMATIVE:

Where the SANG footpaths cross the public footpath, it is not desirable to have timber edged surfacing for at least a 2m width, as the timber often becomes a hazard, particularly for tripping but also trapping water, erosion and breaking/splintering. The specification should, therefore, avoid the use of timber edged surfacing for at least a 2m width and include a shallow crossfall / camber.

16. **No on-site works above slab level shall take place until full details of the access arrangements at the interface of Public Right of Way 41 and the acoustic fence have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved particulars and permanently retained thereafter.**

To ensure that the existing public right of way is afforded appropriate protection in accordance with Policy 79 of the Dacorum Borough Local Plan (2004).

INFORMATIVE:

The access arrangements will need to be such that members of the public will not be dissuaded from using the public right of way.

17. **There shall be no use of the SANG car park between sunset and sunrise. During these hours the gate / barrier(s) to the site shall be permanently locked, and details of its operation are to be submitted to and approved in writing by the local planning authority prior to the car park being first brought into use.**

Reason: In the interests of the amenity of neighbouring properties and in order to reduce / limit the potential / fear of crime, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Paragraph 96 (b) of the National Planning Policy Framework (2023).

18. **The SANG shall be permanently open to members of the public 7 days per week, 365 days a year for no charge.**

Reason: To ensure that the site offers a credible alternative to Ashridge Woods and Common for the purposes of outdoor recreation, and for the avoidance of doubt.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Natural England	<p>SUMMARY OF NATURAL ENGLAND'S ADVICE NO OBJECTION - TECHNICAL SANG COMMENTS</p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. HOWEVER</p> <p>The planning application documents do not include a legal agreement between the LPA and the applicant regarding step-in rights and future SANG management.</p> <p>Without these safeguards, there is risk that default could be made upon the SANG; it then ceases to displace people away from the SAC. NE is of the opinion, as it stands, that there is insufficient information to satisfy us that the site could function as mitigation for adverse impacts on the Chilterns Beechwoods SAC for in perpetuity.</p> <p>Thus, NE will object to any proposed housing developments that rely on the Haresfoot SANG as mitigation for adverse impacts on the Chilterns Beechwoods SAC, until such time that a legal agreement between the applicant and the LPA regarding step-in rights has been signed and more information has been provided regarding the in perpetuity management of the SANG.</p> <p>Please notify NE once progress on the above has been made, and we can then reconsider our position.</p> <p>The application is for a change of use from agricultural land to a Suitable Alternative Natural Greenspace (SANG), together with provision of a new car park, and has been the subject of a pre-application Discretionary Advice Service contract between the developer and Natural England (NE casework numbers 411010 and 431451). NE advice on SANG design as part of DAS contract, dated 13 July 2023</p> <p>RPS Consulting Services Ltd, on behalf of Taylor Wimpey, asked Natural England to provide advice on Suitable Alternative Natural Greenspace (SANG) at Haresfoot Farm, which included one site visit, conducted on 6 December 2022.</p>

The proposed SANG comprises a larger area of land to the north of Haresfoot Farm and a smaller area to the south of the farm. These two areas were formerly linked by a strip of land which was not going to be included in the SANG area calculation, as the strip of land was too narrow. The developer has since acquired a wider strip of land in this location, such that it will now form part of the overall area of SANG. Indicative footpath proposals will be revised and, where necessary, planting between footpaths provided to maintain separation at the narrowest point.

The larger, northern part of the site is a mixture of open grassland with mature parkland trees and mature woodland, with an undulating topography that will provide the public with a varied and interesting visit. The southern field is open grassland with mature parkland trees, which slopes gently down to the southeast, with views to the countryside beyond. The flatter terrain will appeal to visitors looking for a more gentle walk on more level ground.

Overall, the proposed SANG site provides a good recreational opportunity for a range of potential visitors, and the presence of mature trees / grassland with parkland trees means that the site will be attractive to visitors at an earlier stage than would be the case if there was no mature habitat on site.

Natural England confirms that Haresfoot Farm SANG does meet the NE SANG Quality Guidelines and in principal we have no issue with it being designated a SANG, pending the following points:

1. The SANG is created as set out in Chapter 7 'Planning Assessment' in the Planning Statement (DLP, October 2023), which should be made a condition of the planning consent, to ensure that the SANG is created according to the NE SANG Guidelines.
2. The Landscape and Ecological Management Plan (LEMP) (Aspect Landscape Planning, October 2023) and associated landscaping plans are made a condition of the planning consent, to ensure that the SANG is managed appropriately in perpetuity.
3. The need for appropriate noise mitigation along the A41 is made a condition of the planning consent, to ensure that the whole SANG is subject to noise levels below 60dB.
4. A legal agreement between the applicant and DBC regarding step-in rights and management of the SANG in perpetuity has been signed by both parties (see additional advice below).

Additional Advice - Relating to the use of this proposed SANG as mitigation in future

The Haresfoot SANG is to be relied upon to mitigate adverse recreational pressure impacts on the integrity of the Chilterns Beechwoods Special Area of Conservation (SAC) of developments within the 5km catchment area of the SANG. As such, the SANG must be approved by Natural England and is expected to follow Natural England's published SANG Guidelines. This is in order that an appropriate assessment undertaken by the Responsible Authority (in this case Dacorum Borough Council) can conclude that there is sufficient certainty that the Haresfoot SANG mitigation measure will make an effective contribution to avoiding harm, guaranteeing beyond all reasonable doubt that a planning application which relies on the SANG mitigation will not adversely affect the integrity of the Chilterns Beechwoods SAC.

Clarification regarding phasing of the SANG

Natural England welcomes the statement that the whole SANG will be available to visitors from first opening and advises the LPA to seek further clarification if needed that the whole SANG will be delivered and open to the public prior to first occupation of any housing development that relies on the SANG for mitigation.

Lack of clarity regarding management company for the SANG

A Landscape & Ecological Management Plan (LEMP) (Aspect Landscape Planning, October 2023) has been produced for the aftercare and ongoing maintenance of the landscape planting to the proposed development at Haresfoot Farm SANG. The document purports to:

- a) support the planning application and set out the client's intent for long term management of the proposed landscaping;
- b) act as a briefing document to the estate managing agents.
- c) ensure the long term management of the SANG and to show that the enhancements will remain effective and meaningful in the long term.

The LEMP defines 'the Landscape Contractor' as a sub-contractor who is responsible for implementing the landscape scheme to the approved drawings and will be instructed directly by Taylor Wimpey North Thames. The Landscape Contractor will be liable for any failures to the planting and for the replacement planting during the rectification/defects liability period, and the 'Estate Managing Agent' as those who will be responsible for the upkeep and ongoing maintenance of the landscape areas following completion and handover from the Landscape

	<p>Contractor. The Estate Managing Agent will be responsible for any replacement planting required after the rectification / defects liability period.</p> <p>Where a third party management company is intended to manage the SANG (in this case, the Estate Managing Agents, as defined in the LEMP), NE requires step-in-rights to be agreed in writing with the Local Planning Authority. Similarly, the stated intention in the LEMP is for the SANG to be handed to the LPA (Dacorum Borough Council, DBC) to manage at some point in the future. NE requires more details on when this transfer would occur and the LPA's agreement in writing that the transfer is acceptable to DBC. Otherwise, there is no certainty that the SANG will be managed in perpetuity.</p> <p>Without a legal agreement between the applicant and the LPA regarding step-in rights and subsequent securing of the SANG management, NE is of the opinion that the SANG may not be adequately managed in perpetuity to fulfil its function as mitigation for adverse impacts on the Chilterns Beechwoods SAC.</p> <p>As it currently stands, NE will object to any housing developments that rely on the Haresfoot SANG as mitigation for adverse impacts on the Chilterns Beechwoods SAC until such time that a legal agreement between the applicant and DBC regarding step-in rights and SANG security has been agreed.</p> <p>If you have any queries relating to the advice in this letter please contact me via fiona.martin@naturalengland.org.uk</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application 23/02508/MFA</p> <p>Proposal: Change of use from agricultural land to a Suitable Alternative Natural Greenspace (SANG) together with provision of a new car park</p> <p>Address: Haresfoot Farm (Commercial) Chesham Road Berkhamsted Hertfordshire HP4 2SU.</p> <p>I would ask that the planting around the car park is kept low to aid passive surveillance across that area.</p>
<p>Parish/Town Council</p>	<p>Objection</p> <p>The Committee had a strong objection to the proposals, They were disappointed with the lack of consultation and communication with the local residents who would be directly impacted by the scheme. There had also been no consultation with the town council until this meeting when the application had already been submitted.</p>

	<p>The proposals for change of use from agricultural land into a large SANG on this site are an incursion into the Green Belt which will impact on the character and appearance of the existing countryside, and have a subsequent detrimental impact on existing wildlife.</p> <p>There was failure to acknowledge the impact on existing residents privacy and safety, and the risks of antisocial behaviour, trespassing and safety issues and increased noise.</p> <p>There was strong concern about the resulting increase in traffic due to the inappropriate and proposed site access and the resulting safety and congestion issues.</p> <p>CS5</p>
<p>Environmental And Community Protection (DBC)</p>	<p>17/11/23</p> <p>Having reviewed the planning application and records held by the Environmental and Community Protection (ECP) Team I am able to confirm that there is no objection to the proposed development. However, it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application is proposing a change of use from agricultural land to public open space and because there are concerns about historical commercial activities on the application site, particularly the south and south-eastern area, that may have resulted in contamination of the ground.</p> <p>As such the possibility of ground contamination cannot be ruled out at this stage, which combined with the change in land use means that the following planning conditions should be included if permission is granted.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written Preliminary Environmental Risk Assessment Report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the</p>

built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until an Intrusive Site Investigation Risk Assessment Report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

	<p>Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.</p> <p>Guidance on how to assess and manage the risks from land contamination can be found here https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm</p> <p>and here: https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_814/11/23</p> <p>Further to our telephone conversation this morning please be advised the pollution team have no concerns with the proposal and therefore have no need to make any comments at this stage.</p>
BCA Townscape Group	<p>OBJECTION from BCA Townscape Group</p> <p>The Group objects to this application on the grounds of loss of prime agricultural land, to public open space that nobody is likely to use. The car park is far too small to be of any use in attracting visitors; and no one is likely to walk to the site except those in the end of Upper Hall Park nearest to the Farm.</p>
Hertfordshire Highways (HCC)	<p><u>19/02/24</u></p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1. No development shall commence until details have been submitted and approved in writing by the Local Planning Authority to illustrate the following:</p>

Comments or recommendations from the rights of way officer as to any comments or recommendations in respect to the rights of way surrounding and through the site and/or any improvements that may be secured.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

2. A: Highway Improvements - Offsite (Design Approval)

Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works as indicated on drawing numbers B25013-JNP-66-XX-DR-D-7009 P05 and B25013-JNP-66-XX-DR-D-7011 P04 have been submitted to and approved in writing by the Local Planning Authority. These works shall include:

- New bellmouth access and any associated works.
- Temporary construction access arrangements.

B: Highway Improvements - Offsite (Implementation / Construction)

Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

3. Provision of Access and Parking

Prior to the first use of the development hereby permitted, the proposed access and any other necessary highway works, on-site hardstanding and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan / Statement

No development shall commence until a Construction Management Plan / Statement has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan:

The Construction Management Plan / Statement shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements;
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-inf>

ormation/development-management/highways-development-management.aspx

AN) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible.

Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the website

[https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-inf](https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information/business-licences/business-licences.aspx)

[ormation/business-licences/business-licences.aspx](https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx) or by telephoning 0300 1234047

Comments / Analysis

The application comprises of the change of use of agricultural land to a SANG at Haresfoot Farm, White Hill, Berkhamsted. The highway fronting the site on Whitehill is designated as an unclassified local access road, subject to a derestricted speed limit of 60mph and classed as P1/M1 (rural lane) on HCC's Place and Movement Network.

Bridleway Berkhamsted 065 runs adjacent to the northern boundary of the SANG and provides a pedestrian / cycling / horseriding link between the main highway on Whitehill and Byway Open to all Traffic (BOAT) Berkhamsted 040 which provides a link under the A41 and into the remainder of Berkhamsted to the north. Public Footpath 041 also runs through the SANG site.

Access

The proposals include a new access point from the highway in the form of a simple priority junction / bellmouth access, providing vehicular access to a car park. The up dated access and car parking design is shown on submitted drawing number B25013-JNO-66-XX-DR-D-7011 P04 and includes a carriage opening width of 5.5m, which would be enable 2 vehicles to

pass one another. Vehicle to vehicle visibility splays are illustrated to either side of the proposed access point on drawing number B25013-JNP-66-XX-DR-D-9008 P02. The level of vehicle to vehicle visibility is considered to be acceptable and sufficient when taking into account the recorded speeds and nature of the highway.

Following a recommendation from HA and Highway Authority in its previous response, double yellow lines are proposed and shown on drawing numbers B25013-JNO-66-XX-DR-D-7011 P04 and B25013-JNP-66-XX-DR-D-7009 P05 to ensure that no potential overspill car parking from the SANG interferes with the necessary sight lines from the new access.

Following the granting of any planning permission, the applicant would need to enter into a Section 278 Agreement with the HA in relation to the works that would be needed on highway land including the new bellmouth access and any associated works

The double yellow lines referred to above should also be included as part of any formal 278 application for the other necessary highway works, although they are ultimately secured via a separate Traffic Regulation Order.

An extent of highway plan to clarify the works which would be within the existing highway (which it is acknowledged has been provided as part of this planning application) in addition to the submission of a Stage One Road Safety Audit and Designers Response for any of the proposed highway works would be required to be submitted as part of the 278 application.

Public Rights of Way

It would be recommended that Clayton Rae (the Dacorum Rights of Way Officer) be consulted in respect to the proposals and any objections, recommendations or comments that he may have in respect to the impact on the rights of way surrounding and running through the site.

It would be recommended that a link is provided from the proposed cycle parking area to the bridleway to prevent cyclists from have to use the main car park entrance if they are coming along the bridleway from the east. It would also be recommended that signage is provided to the SANG site via the BOAT / bridleway route to encourage sustainable access (specifically walking and cycling) between the site and the remainder of Berkhamsted.

Parking

The proposal includes the provision of 24 car parking spaces, including 2 accessible bays. HCC as the Highway Authority would not have any specific objections to the overall level of car parking.

Nevertheless DBC as the parking and planning authority for the district would ultimately need to be satisfied with the overall level and type of parking. It would also be recommended that the level of car parking is reviewed in future if there are any detrimental impacts from vehicles parking on, or potentially causing an obstruction to, the surrounding highways.

The dimensions and layout of the parking areas are considered to be acceptable by HCC as Highway Authority and in accordance with Manual for Streets. Vehicles would be able to turn around and egress to the highway in forward gear.

The proposals also include parking for 12 cycles (through the provision of 6 sheffield stands). It would be recommended that the level of cycle parking is increased as and if demand arises for it.

Trip Generation & Distribution

A trip generation assessment for the proposed use has been included as part of the TS, based on a first principles approach due to the lack of any comparable SANG sites within the TRICS database.

The number of vehicular trips has therefore been based on the number of car parking spaces (24) and an average dwell time of 1 hour. The maximum two-way vehicle movements within any given hour would therefore be 48. Following assessment of these details, the impact on the operation of the surrounding highway network from a trip generation perspective would not be a reason to recommend refusal from a highways perspective.

Nevertheless due to unusual nature of the site, the aforementioned double yellow lines are proposed to restrict any unforeseen parking in the direct vicinity of the proposed site access, if demand is greater than that based on the assessment above.

Conclusion

HCC as Highway Authority has considered that the proposal would not have an unreasonable or severe impact on the safety and operation of the surrounding highway. The applicant would need to

	<p>enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the highway works at the access to the site. Therefore HCC has no objections on highway grounds to the proposals, subject to inclusion of the above planning conditions and informatives and any comments from the Rights of Way officer.</p>
<p>Hertfordshire Highways (HCC)</p>	<p><u>24/11/23</u></p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1. No development shall commence until details have been submitted and approved in writing by the Local Planning Authority to illustrate the following:</p> <ul style="list-style-type: none"> • Indicative plan showing parking restrictions /double yellow lines on the highway fronting the site within the illustrated visibility splay lines to prevent vehicles from parking on the highway withing the necessary visibility sight lines. • Comments or recommendations from the rights of way officer as to any comments or recommendations in respect to the rights of way surrounding and through the site and/or any improvements that may be secured. • Consideration given to a link from the proposed cycle parking area to bridleway 065, which is just to the north of the proposed cycle parking area. <p>Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)</p> <p>THE ABOVE MAY BE MORE APPROPRIATE TO BE SECURED DURING THE CONSULTATION PERIOD RATHER THAN A FORMAL CONDITION</p> <p>2. A: Highway Improvements - Offsite (Design Approval)</p> <p>Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works have been</p>

submitted to and approved in writing by the Local Planning Authority. These works shall include:

- New bellmouth access and any associated works
- Temporary construction access arrangements.

B: Highway Improvements - Offsite (Implementation / Construction)

Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

3. Provision of Access and Parking

Prior to the first use of the development hereby permitted, the proposed access and any other necessary highway works, on-site hardstanding and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan / Statement

No development shall commence until a Construction Management Plan (or Construction Method Statement)* has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan / Statement shall include details of:

- a) Construction vehicle numbers, type, routing;
- b) Access arrangements to the site;
- c) Traffic management requirements;
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e) Siting and details of wheel washing facilities;
- f) Cleaning of site entrances, site tracks and the adjacent public

highway;

- g) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

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Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further

information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047

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Access

The proposals include a new access point from the highway in the form of a simple priority junction / bellmouth access, providing vehicular access to a car park. The design is shown on submitted drawing number B25013-JNO-66-XX-DR-D-7011 P02 and includes a carriage opening width of 5.5m, which would be enable 2 vehicles to pass one another. Vehicle to vehicle visibility splays are illustrated to either side of the proposed access point on drawing number B25013-JNP-66-XX-DR-D-9008 P02. The level of vehicle to vehicle visibility is considered to be acceptable and sufficient when taking into account the recorded speeds and nature of the highway. It would be recommended that double yellow lines are considered to ensure that no potential overspill car parking from the SANG interferes with the necessary sight lines. It would be recommended that an indicative plan for the double yellow lines is provided at this stage.

Following the granting of any planning permission, the applicant would need to enter into a Section 278 Agreement with the HA in relation to the works that would be needed on highway land including the new bellmouth access and any associated works.

The double yellow lines referred to above should also be included as part of any formal 278 application for the other necessary highway works, although they are ultimately secured via a separate Traffic

Regulation Order.

An extent of highway plan to clarify the works which would be within the existing highway (which it is acknowledged has been provided as part of this planning application) in addition to the submission of a Stage One Road Safety Audit and Designers Response for any of the proposed highway works would be required to be submitted as part of the 278 application.

Public Rights of Way

It would be recommended that Clayton Rae (the Dacorum Rights of Way Officer) be consulted in respect to the proposals and any objections, recommendations or comments that he may have in respect to the impact on the rights of way surrounding and running through the site.

It would be recommended that a link is provided from the proposed cycle parking area to the bridleway to prevent cyclists from have to use the main car park entrance if they are coming along the bridleway from the east. It would also be recommended that signage is provided to the SANG site via the BOAT / bridleway route to encourage sustainable access (specifically walking and cycling) between the site and the remainder of Berkhamsted.

Parking

The proposal includes the provision of 24 car parking spaces, including 2 accessible bays. HCC as the Highway Authority would not have any specific objections to the overall level of car parking.

Nevertheless DBC as the parking and planning authority for the district would ultimately need to be satisfied with the overall level and type of parking. It would also be recommended that the level of car parking is reviewed in future if there are any detrimental impacts from vehicles parking on, or potentially causing an obstruction to, the surrounding highways.

The dimensions and layout of the parking areas are considered to be acceptable by HCC as Highway Authority and in accordance with Manual for Streets. Vehicles would be able to turn around and egress to the highway in forward gear.

The proposals also include parking for 12 cycles (through the provision of 6 sheffield stands). It would be recommended that the level of cycle parking is increased as and if demand arises for it.

	<p>Trip Generation & Distribution</p> <p>A trip generation assessment for the proposed use has been included as part of the TS, based on a first principles approach due to the lack of any comparable SANG sites within the TRICS database. The number of vehicular trips has therefore been based on the number of car parking spaces (24) and an average dwell time of 1 hour. The maximum two-way vehicle movements within any given hour would therefore be 48. Following assessment of these details, the impact on the operation of the surrounding highway network from a trip generation perspective would not be a reason to recommend refusal from a highways perspective.</p> <p>Nevertheless due to unusual nature of the site, the aforementioned double yellow lines are being recommended to be provided to restrict any unforeseen parking in the direct vicinity of the proposed site access, if demand is greater than that based on the assessment above.</p> <p>Conclusion</p> <p>HCC as Highway Authority has considered that the proposal would not have an unreasonable or severe impact on the safety and operation of the surrounding highway. The applicant would need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the highway works at the access to the site. Therefore HCC has no objections on highway grounds to the proposals, subject to the reference to, and inclusion of, the above planning conditions and informatives and any comments from the Rights of Way officer.</p>
<p>Rights Of Way</p>	<p>The site abuts Berkamsted bridleway 55 on the northern boundary. The northern section is also dissected by Berkhamsted 41 that runs north to south, from bridleway 55 to Haresfoot Farm, and then in a westerly direction to meet the vehicular highway, White Hill.</p> <p>The siting of the car park in the north-west corner of this site puts it right next to the bridleway. Disturbance caused by vehicles coming and going, people unloading and getting ready for walking/cycling/horse riding, and the inevitable littering will be a concern, particularly to horse riders. The bridleway may become a magnet to cyclists who utilise car park as a convenient start/finish to a ride.</p> <p>Unfortunately this proposal, and the related development, will have an overall negative impact on the relative peace of the area. Increased traffic on the narrow road, White Hill, will lead to difficulties for all but particularly equestrian users. Negotiating the car park and more traffic</p>

	<p>may result in users feeling their safety is too compromised. Effectively this would sever an almost continuous riders link from Bourne End to Ashley Green (the western link being White Hill to Harriets End restricted byway 48).</p> <p>Where the designed, meandering routes cross the public footpath it is not desirable to have timber edged surfacing for at least a 2m width. The timber often becomes a hazard, particularly for tripping but also trapping water, erosion and breaking/splintering. We would look to 'lose' the edges in the surrounding ground with a shallow crossfall/camber. This would make the path slightly wider.</p> <p>Looking at the legal line of the footpath, perhaps a diversion should be considered around Haresfoot Farm. The western end of footpath currently runs over, what once was a quiet vehicular access to the farm.</p> <p>Overall the current users of the rights of way in this area will lose any semblance of peace in the countryside that they once had. On the flip side many new users will be drawn to the area meaning, undoubtedly, the numbers of people utilising the area will increase justifying the SANG.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
8	15	1	14	0

Neighbour Responses

Address	Comments
3 Chalet Close Berkhamsted Hertfordshire HP4 3NR	<p>https://haresfootfarm-consultation.co.uk/ Since this was submitted the farm in the centre of the SANG is the subject of a proposed planning application for 90 houses, and the application should be considered with that in mind. Will this SANG provide the 8+ha required to support 90 new houses? I made a previous neutral comment, but having reread the application I would now like to OBJECT.</p> <p>This is not a suitable site for a SANG because of its proximity to the A41; the proposal from the applicants to put a housing estate in the centre; and the strong potential for misuse of the site.</p> <p>1) SANG requirements from the 2022 Footprint report are "They should be in quiet countryside locations away from traffic noise" This has the A41 (a motorway in all but name" on its boundary. -(housing 600m from the A41 suffers from intrusive noise outside) with potentially a</p>

	<p>large housing estate at its heart.</p> <p>2) there is a proposal from the applicants to build 90 houses in the centre of this site (application not yet submitted) . Chicken and egg - can't build with out the SANG - if you build it's not a suitable site for a SANG. SANGs are supposed to be an alternative to the quiet open countryside of Ashridge - this site can in no way provide that. (Is there anyway that the decision on this can be deferred until the planning application for the 90 houses in the middle is received and the 2 considered together)</p> <p>3) Open all hours car park - there is real potential for abuse of the site</p> <p>a) opportunities for antisocial behaviour, overnight camping with associated camp fires and littering (this used to happen frequently on a local school field before it was gated)</p> <p>b) there is already an issue with itinerant travellers illegally parking up for weeks, in lay-bys just down the road in Ashley Green. This is a relatively secluded site with car parking (hard standing) and open space - there is good chance that this will quickly become at times a traveller campsite.</p> <p>c) Similarly there is already problem at Ashridge where monument drive and its car park are used at night for "drifting" meet ups and with its narrow access road and car park this would also be an ideal site.</p> <p>d) It's unclear from the documents whether it is possible to drive directly onto the grassland from the car park, If so this is also opportunity for off roading.</p> <p>4) The site management document gives no indication of how the grand plans for management of the site will be monitored, nor indeed without a contract, whether the proposals can be fulfilled. This is fundamental to the success of the site ongoing, so much more information is required. Similarly if there are antisocial behaviour issues as mentioned in 3 - who is responsible for dealing with them ? Is this private or public land and does that make a difference ?</p>
<p>The Farmhouse Bottom Farm Swing Gate Lane Berkhamsted Hertfordshire HP4 2RP</p>	<p>The proposed SANG is essentially just a distraction from what the same developer/land owner proposes to do with Haresfoot Farm.</p> <p>The proposed SANG, which looks more like a golf course than a nature reserve, just looks like a landscaping project and a sound barrier for the expensive houses that will presumably be build on the farm which would be unsaleable without such a green space around them. Of course, if they can get credit for building a SANG against other development on green land, using a plot of land they couldn't build on anyway... why not!</p> <p>Given the noise levels (the developer states around 60db - like an idling car), it's difficult to believe that this scheme right next to the A41 will give people any more access to nature than they already have with the existing footpaths or view of nature than the horses which currently graze there. Given the choice of really beautiful nature spots around Berkhamsted like Berkhamsted Common, Northchurch Common, Tring Park and Ashridge only a few minutes drive away, why would anyone visit a 'plastic', manufactured, fake nature trail like this proposed site?</p>

	<p>Until we have more information on their real reason for developing around the Haresfoot Farm site, we should hold back our gratitude of a property developer seeming to do something for the local community. Once they have built houses on the Green Belt this side of the A41, they will surely be back for permission to do more with this precedent.</p>
<p>Harriotts End Farm House Chesham Road Berkhamsted Hertfordshire HP4 2SU</p>	<p>The proposal of a SANG in Haresfoot Park doesn't improve the current natural countryside, in fact, it will contribute to disturb and reduce the existing flora and fauna.</p> <p>Haresfoot Park is in the middle of a Green Belt in which natural life has been developing and thriving, any alteration (further to what has already been done) will harm wildlife. The construction a a SANG won't improve what is already in place, on the contrary, it will reduce the space, increase the littering, noise, it will push away wild deer and other animals around as a consequence of the artificial new set up.</p> <p>Another element of disturbance is the new proposed Car Park, adding concrete to this green and natural space is something I would like to avoid at all cost. This goes against the concept of Green Belt and will attract more traffic, pollution and noise from people who are not necessarily going to use this car park to go for a walk in the SANG. I suspect people will gather there, particularly at night, to have social or more likely antisocial reunions, we definitely do not want this in the neighbourhood.</p> <p>I have lived here for nearly 10 years and I see people already enjoying the countryside, they come for walks, runs, orienteering, biking, etc., the creation of a SANG will not increase their enjoyment, on the contrary, these people might look for different places to go where they can be in a more natural and less artificial environment.</p> <p>Finally, Haresfoot has already done immeasurable harm to the area transforming the farm into an Industrial Estate. Buildings without the corresponding permissions have been XXXXX, concrete has been poured on the land, an enormous amount of rubbish has been deployed and the movement of vehicles (particularly big lorries) has increased dramatically. This area used to be a quiet Green Belt area but unfortunately Haresfoot has made huge damage which hasn't been repaired yet, even though there was an order to demolish buildings and structures and mainly, remove the incredible amount of rubbish left behind on the site.</p> <p>In conclusion, I completely oppose the development of the SANG, which purpose is not to improve the wildlife but to gain permission elsewhere to build houses.</p>
<p>17 Ashley Green Road Chesham HP5 3PE</p>	<p>I don't see the necessity for this change. Haresfoot farm is situated in The Chilterns a designated Area of Outstanding Natural Beauty. Within the locality there are already numerous easily accessible areas for leisure. These include the Ashridge Estate, Northchurch Common, Frithsden Common & Tring Park as well as nearby Wendover Woods. Also there is already an extensive network of public footpaths in the immediate surrounding vicinity.</p>

	<p>The farm & livery yard contribute greatly to the local economy providing employment & supporting many local businesses & the self employed whose income would be severely impacted should this change go ahead.</p> <p>In my view I can see no reason why this change should be implemented.</p>
<p>23 Gilbert Way Berkhamsted Hertfordshire HP4 3JF</p>	<p>This proposal seeks the creation of 24.049ha Suitable Alternative Natural Greenspace, or "SANG", to mitigate the impact of new residential development and the concomitant recreation pressure that would otherwise occur at National Sites, such as Ashridge Commons and Woods SSSI.</p> <p>'The core objective for SANG is to deliver an attractive space that is publicly accessible, and which would likely deflect visitors, or a reasonable proportion of their trips, away from Ashridge Commons and Woods SSSI'</p> <p>The applicant's proposal here would provide a totally Unsuitable Alternative Natural Greenspace (UANG) because it:</p> <ol style="list-style-type: none"> 1. Fails to meet Natural England's specific criteria for a SANG 2. Fails to support the core objective of a SANG to deflect visitors away from Ashridge Commons and Woods 3. Fails to provide incremental natural greenspace and amenity for the local community. <p>1. Failure to meet SANG criteria</p> <p>Natural England provide the criteria for the consideration of a site as Suitable Alternative Natural Greenspace and these criteria include:</p> <ul style="list-style-type: none"> - No unnatural intrusions (e.g. odour from sewage treatment works, noise from busy roads). - There should be little intrusion of built structures such as dwellings, buildings, fencing (not constructed using natural materials), etc <p>The proposed site at Haresfoot Farm is totally overshadowed by unnatural intrusions and built structures.</p> <p>The centrepiece in the proposal is a large, busy and sprawling industrial site, inappropriately named Haresfoot Farm. It contains and mixture of dilapidated buildings and large modern industrial warehouses. There are piles of waste everywhere from the recycling industries operating there. There is constant industrial traffic with HGV's delivering to the waste recycling operations and oil tankers coming and going to the oil tanker depot. This environment is not a suitable natural alternative greenspace!</p> <p>Furthermore, there is constant intrusive noise from the very busy A41 bypass which abuts the site's entire northern boundary. The applicant's own noise survey has confirmed levels above the 60dB guideline specified by Natural England and no doubt this would be very much higher on wet days and when the wind is not blowing in a favourable direction. Noise abatement solutions such as tall fencing or wearing ear defenders cannot be the way forward!</p>

	<p>2. Failure to deflect visitors away from Ashridge Commons and Woods</p> <p>Householders have a free choice as to where to go to walk their dog and enjoy recreation time in local natural greenspaces. Naturally, they will choose to go to the best spaces available to them.</p> <p>This proposal would provide a very poor quality space in comparison to the existing competing spaces provided by Ashridge, Pancake and Hockeridge Woods. It would therefore fail to deflect visitors away from Ashridge Commons and Woods, failing to support the core objective of a SANG.</p> <p>3. Failure to provide incremental natural greenspace and amenity</p> <p>The natural greenspace already exists and is largely already accessible by numerous public footpaths, bridleways and byways. People already have access here to walk their dogs, go running and ride their bikes and horses.</p> <p>The proposal would also displace land currently used for essential grazing for the Haresfoot Equestrian Centre which provides an important public amenity for the local community.</p> <p>There is therefore very little incremental natural greenspace or public amenity provided by this proposal.</p> <p>In conclusion, this application doesn't meet the Natural England's criteria for a SANG, it fails to support the main objective of a SANG and it provides little in the way of any additional natural greenspace or public amenity.</p> <p>I would therefore recommend that the application be rejected.</p>
<p>25 Bridgewater Road Berkhamsted Hertfordshire HP4 1HN</p>	<p>I am strongly opposed to this proposal which fails to meet key SANG objectives.</p> <p>The proposed scheme creates an artificial park, removing current well used public footpaths and bridleways, and is not in keeping with the adjacent natural farmland. It creates very little, if any, additional greenspace.</p> <p>There are very few residents who would choose to walk to the site and, given the choice of this or Ashridge by car, I cannot see how this would deflect visitors from the sites of natural beauty that we currently enjoy.</p> <p>The lack of public accessibility and the single width two-way road that this land abuts will create further issues, particularly at school pick up and drop off times with parents leaving Berkhamsted Prep along the same access route. The blind bend that the carpark is planned to be located on is a recipe for disaster.</p>
<p>Campaign to Protect Rural England (CPRE) 31A Church Street Welwyn Herts AL6 9LW</p>	<p>I write with regard to the above application to which CPRE Hertfordshire objects strongly for the following reasons.</p> <p>1. The land identified for this proposed change of use is designated as London Metropolitan Green Belt in the adopted Dacorum Local Plan. We recognise that the provision of Suitable Alternative Natural Greenspace (SANG) may be seen generally as compatible with Green</p>

Belt purposes in maintaining openness and the character of the countryside in this location.

2. Our principal objection to this proposal, however, is that it fails completely to provide a satisfactory open space of a size and form which is likely to mitigate the effects of over-use of the Chilterns Beechwoods Special Area of Conservation (SAC). By comprising a series of linked fields around a busy farm and commercial establishment it cannot provide an attractive alternative open space for people presently using the SAC.

3. The Mitigation Strategy prepared by Dacorum Borough Council and neighbouring authorities adjacent to the SAC provides guidelines for the provision of SANG. The Mitigation Strategy notes the quality of the Ashridge Commons and Woods SSSI as possessing an "air of relative wildness" (Chiltern Beechwoods Special Area of Conservation Mitigation Strategy, Dacorum Borough Council, 2022, page 28) and that "SANG should aim to reproduce this quality" (op. cit. page 30).

4. It is clear that Haresfoot Farm is used for business and commercial activities, as well as an equestrian centre and the use of the farm site generates heavy goods vehicle and other traffic related to recycling activities which generate contaminating material. The immediate proximity of the proposed SANG, and apparent possible incorporation of part of the commercial establishment within its boundary renders the present proposal entirely inappropriate.

5. There will be noise from the A41 which is a fast and busy dual carriageway which would directly impact the site. The six feet high fence proposed to reduce noise impact would block the view from the Public Right of Way which runs along the northern edge of the proposed site.

6. It is also not credible to suggest that future residents of the proposed Grange Farm development at Bovingdon, to which this proposal is linked, are going to travel nearly three miles to walk or exercise their dogs when there is a plethora of paths and attractive open countryside much nearer. The only likely users of this proposed SANG will be local residents who may well be affected by the requirements for free-running dogs as specified in the SANG guidelines, in the light of the proximity of the farm and commercial activities.

7. The required length of circular path is only achieved by a sinuous route which includes three pinch points on the boundary of the farm buildings and will not provide the variety of views and experiences which is intrinsic to the SANG concept. It is self evident that this proposal will not provide any meaningful mitigation of the over-use of the SAC and we would request that the Council provides clear guidance and direction with regard to what would constitute appropriate mitigation to achieve the results intended. CPRE Hertfordshire would be pleased to assist in providing such guidance.

8. We urge the Council to refuse permission for this clearly inappropriate proposal.

<p>Chiltern Society White Hill Centre White Hill Chesham HP5 1AG</p>	<p><u>04/04/24</u></p> <p>My comments are in response to the submission of the SANG car park design in February. I note that the parking spaces are to old design parameters i.e. 2400 x 4800mm. If this SANG is to be approved, can we please ensure that modern design parameters are implemented with wider spaces to respect modern car design; there is enough space available within the SANG. An example of what good looks like is the new Woodland Trust car park at Tring Park</p> <p><u>14/11/23</u></p> <p>The Chiltern Society understands the reason for developers being required to provide SANGs and further that Natural England have accepted this site as being suitable. However, we do have some specific concerns relating to the site.</p> <p>First, there has been very limited consultation about the proposal and we were unaware until the application was put in, we have requested that the Society is given consultee status in future cases. It seems in Berkhamsted only residents of the Ashlyns estate were made aware of the proposals and the number of responses was very low.</p> <p>This would be a repurposing of agricultural green belt land which has poor access. Vehicular access is via White Hill which is a single track road used by others. Pedestrian access from Berkhamsted is via an underpass some distance from residents which is prone to flooding and is not lit. This suggests that the site may potentially be unsafe as well as unattractive as a destination.</p>
<p>Haresfoot Grange Chesham Road Berkhamsted Hertfordshire HP4 2SU</p>	<p>We are the neighbouring landowner that borders the entire eastern edge of the application site, and therefore will be directly impacted by the proposed SANG.</p> <p>We are strongly opposed to this application for the following reasons:</p> <ol style="list-style-type: none"> 1. An illegal access from our private driveway onto the proposed SANG. <p>It is clear that the consultation in October was a mere paper exercise, as little detail has been included in the planning statement. In fact, only one of our many concerns has been briefly mentioned, suggesting the applicants have cherry picked the comments to fit in with their narrative. The consultation plan showed an illegal access from our private driveway onto the proposed SANG. We contacted the consultation agents to inform them that no public right of way existed on our driveway, and for this to be removed from the plan. This application lacks detail to ascertain if the access has been removed, and despite contacting DLP Planning (agents for the applicants) over a week ago, we are yet to receive a response.</p> <ol style="list-style-type: none"> 2. No mitigation for sound or visual intrusion to ourselves, buildings and property. <p>The proposed southern footpath runs close to our boundary adjacent to our property and buildings. The predominant wind will amplify anyone</p>

using this section of footpath and no mitigation has been proposed to counteract this, despite suggesting the footpath be moved westwards and a hedge and tree belt planted. Currently when the livery staff come to get the horses, we can quite clearly hear their conversations from a distance further than the proposed pathway.

There is also no mitigation to stop people approaching the boundary and looking into our property. Not only does this pose a security risk, but also anti-social behaviour, fire, litter, trespass and danger to our animals from off-lead dogs breaching the boundary. There is also a proposed beetle loggery placed adjacent to this boundary, which will attract people, exacerbating noise and visual intrusion.

3. Failure to address real concerns around anti-social behaviour across the whole of the proposed SANG.

The management plan in the application is a bland and generic approach with very little specificity, and it doesn't offer any point of view concerning problematic behaviour on the proposed SANG.

The woodland unfortunately attracts anti-social behaviour in terms of alcohol consumption, the leaving of litter and truly worryingly the lighting of fires. The ecology report highlights that the Turkey Oak in the proposed SANG is the largest of its type in the county - are we truly potentially leaving that open to vandalism and destruction? This isn't offering protection - it is doing the exact opposite.

4. Wildlife.

The ecology survey places little emphasis on many species of wildlife that exist at Haresfoot Park, including deer, badgers, foxes, hares, rabbits and owls (Barn and Tawny), which we feel could be driven away by the intensification of people and off-lead dogs on this 24 hectare green belt site. We have in fact already fallen victim with the loss of a Little Owl colony that was driven away, due to the illegal activities of Haresfoot Farm in 2020/21. We also witnessed a decline in the numbers of badgers, foxes, hares, rabbits and owls (Barn and Tawny) which we would see and hear on a regular basis.

The Eastern boundary acts as a wildlife corridor for many species migrating between areas. In the consultation, we made the applicants aware of this, and suggested to formalise the wildlife corridor, with a fenced tree belt along the entire eastern border linking the woodlands. However, no mitigation has been put in place to safeguard these animals and provide a safe and clear passage which they have been using for hundreds of years.

5. Failure to genuinely acknowledge the increased traffic on the narrow single lane known as White Hill, and subsequent dangers of traffic backing up onto the A41.

White Hill from which the new proposed car park will be accessed is a narrow single-lane country road. The traffic is already in excess of the capacity of the lane due to the light industrial traffic going to and from Haresfoot Farm, the exit from Berkhamsted School, commuters using it

as a cut-through and the residents on the lane.

In the appendix of the Transport Assessment, there is an analysis (Page 23) of the number of cars traveling Northbound and Southbound on White Hill: Wed 20/09/2023: 999 vehicles, Thurs 21/09/2023: 945 vehicles, Fri 22/09/2023: 885 vehicles etc. These are already huge numbers for a small narrow lane. We are not seriously considering adding to this with 24 car park spaces that could see each space replaced with a to-and-from journey every hour?

The Transport Assessment seems to also suggest that 'personal injury' is the only criteria by which to judge the unsuitability of the lane from a traffic perspective for the SANG proposal. Someone has to get seriously hurt for it to be considered unsafe / not suitable. In fact, there are numerous traffic incidents every year along White Hill due to its narrowness and the amount of traffic. We have ourselves had vehicles damaged on White Hill.

The above is before, we consider the serious implications of vehicles turning from Chesham Road onto White Hill. No assessment is given in the Transport Assessment for vehicles turning into White Hill backing traffic onto the A41 roundabout. Given the high-speed nature of the A41, we consider this highly dangerous. If the roundabout and the subsequent A41 (very short) slip road gets backed-up, then vehicles will sit stationary on the A41, one of the fastest roads in Dacorum.

At the other end of White Hill is Whelpley Hill which is an equally difficult approach with its hairpin bend, steep banks and blind corners that is tricky at the best of times. This is the direction that 186 residents from the proposed Grange Farm that is associated with this proposed SANG will travel.

There is also no mitigation as to where people will park once the 24 spaces have been occupied. The probability is people will attempt to park on White Hill, eroding the verges and causing more traffic disruption.

6. Failure of 'Haresfoot Limited' (Griggs Homes) to adhere to the appeal planning conditions on the site at Haresfoot Farm - showing a total disregard for the welfare of existing wildlife and existing residents.

The site planning history quoted in the planning statement is just one paltry mention but is in fact years of tragic misuse and abuse of the site.

There are currently a number of outstanding breach of planning conditions at Haresfoot Farm that the current owners - Haresfoot Limited / Griggs Homes have failed to address.

There is equipment, waste, polystyrene and paraphernalia all over the agricultural land which should have been removed as part of the appeal conditions on 18th June 2021, ref 20/00013/ENFORC. By April 2022 everything should have been removed and the agricultural land reinstated, however this has not happened. Part of this agricultural land lies within the confines of the proposed SANG.

There is the possibility that part of the land could also be contaminated,

	<p>as a result of large quantities of paint and liquids that were dumped during this period. We strongly suggest to the LPA that soil analysis and a geophysical survey is conducted on this part of the land, to ensure these liquids were disposed of correctly.</p> <p>It therefore feels particularly cynical by the applicants to suggest that the proposed SANG is for the 'benefit' of the wildlife and the wider local community.</p> <p>In summary.</p> <p>It is very clear to all who care about Haresfoot Park that this is an attempt to site a SANG for the sole purpose of gaining planning permission for multiple housing applications, namely; Grange Farm (Bovingdon), Land to South of Berkhamsted and Haresfoot Farm.</p> <p>We find it strange that the one of the applicants (Haresfoot Limited) does not state their interest in building housing on Haresfoot Farm despite them acknowledging so on their 'Griggs Homes' website ("In the medium to long term, the site provides a number of exciting redevelopment options including residential, retirement, logistics or film use").</p> <p>The other applicant (Taylor Wimpey) have also failed to disclose land they own on the opposite side of the A41, named 'Land to the South of Berkhamsted'. This land is highlighted as growth area bk01 on the Dacorum Emerging Strategy for Growth plan for which 850 homes are highlighted to be built. We believe the proposed Haresfoot SANG if approved will be used to offset this development. This would eradicate the need to incorporate a SANG on the development site, which we believe would be more conducive to the future residents.</p> <p>It is very clear who is going to benefit from the approval of this proposed SANG - and it certainly ISN'T The Chilterns Beechwoods Special Area of Conservation, Tring Woodlands, The Berkhamsted Town Council, the residents of Berkhamsted or the local wildlife - it is the house builders who will make huge claims to be able to build and make vast sums of money.</p> <p>One final point to note is that the application often refers to Haresfoot Equestrian Centre, suggesting this is of great note and importance. However, the land allocated for the proposed SANG is the very land that the horses from the livery yard currently graze. We believe animals (horses, farm and wildlife) should remain the priority on this land.</p> <p>We strenuously urge you to refuse this SANG application. We are wholly opposed as residents.</p>
<p>12 Charles Street Berkhamsted Hertfordshire HP4 3DF</p>	<p>I am strongly opposed to this proposal. There are numerous areas of NATURAL beauty around Berkhamsted. What is being proposed is an artificial looking park, not in keeping with the surrounding areas. I fail to see how this will benefit the local community and why anyone would ever chose to go there with the background noise from the A41 when there are so many other truly beautiful places to go and relax.</p>

<p>The Redwoods Haresfoot Park Berkhamsted HP4 2SU</p>	<p>In December 2023 Haresfoot Limited held an Event at the Court house, Berkhamsted, where they exhibited an outline for a proposal for a development of 90 houses at Haresfoot Farm itself, yet to be submitted for planning approval. In the material provided mention is made of "Significant off-site highway improvements". Until we can see the full extent of that proposal the application for the SANG cannot be properly evaluated.</p> <p>I wish to state categorically my objection to a car park at the proposed location, so close to my house. I am becoming more worried about disturbance, particularly at night.</p> <p>I object to this proposal for a SANG on the grounds outlined in the following:-</p> <p>I live at The Redwoods which is situated on the lane known as White Hill, directly opposite and overlooking the proposed SANG and overlooked by it - about 20m away from it, and approximately 45m from the proposed car park. It has two points of access onto the lane and one cannot fail to see it from a wide area of the proposed SANG as well as the road. I am incensed to find, therefore, that there is not one reference to it in any of the documentation - there is no mention of it in the Transport Assessment, it is outside the frame of any photograph that could have shown it and, except for a partial outline on the SANG Access Design drawing, it is not shown on any of drawings. I could be forgiven, I think, for thinking that this is very convenient for the Applicants as it undermines the statement "There should be little intrusion of built structures such as dwellings..." (Planning Statement 5.28, last bullet point).</p> <p>1. This proposal will not only change the views, but would likely cause a material change in the way of life and enjoyment of my home and garden with it being in full view of the SANG. There is the likelihood of noise, music and antisocial behaviour. There is also the very worrying prospect of fire in the hot dry summer months due to carelessness, barbecues, or similar. People riding motorbikes round it does not bear thinking about but this does currently occur sometimes on the bridleway. It would also increase the security risk to neighbouring properties like mine. Please bear in mind that this would be public open space accessible day and night.</p> <p>It is proposed to plant a Lime Tree directly in line with my study window impeding the view. (planting Plan 1) In time this would grow to be a mature tree well over 20m tall. I do like lime trees but it could have been placed with some thought for the residents. (But I forgot: the existence of my house has been elided from these plans). A bench for people to sit on also appears on the same drawing immediately in front of my house. Although placed to face away from the house it would nevertheless be very intrusive. The scrub proposed to be planted along the boundary fence would not provide much in the way of visual or noise screening; as drawn it is neither wide enough nor tall enough. None of this is very satisfactory as it would interrupt the view across the field to the Rookery.</p> <p>2. The proposed car park would be just off the sharp bend in White Hill</p>
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and approximately 45m from my house. I must say at the outset that there is nowhere along this lane suitable for a car park. The car park would be in view of my house (upstairs and downstairs) and would look more extensive from my perspective than the impression one gets from the drawings. There would be the prospect of disturbance from noise, car head lights and vehicle movements. It would not be beyond the bounds of possibility that some may park along White Hill itself, as is sometimes the case now, which creates a further hazard.

3. In trying to paint the rosiest picture of the safety and traffic flows along White Hill, the Applicants state in the Transport Assessment 2.2.4: "Haresfoot Equestrian Centre is served by one point of access from White Hill in the form of a simple priority junction. A separate access to a residential dwelling [the farm house] is also located approximately 125m south of the Equestrian Centre access." And that is it - no mention of The Redwoods, with it's two points of access onto White Hill and only 45m or so from the proposed car park.

The following paragraph, 2.2.5, states: "The site of the Equestrian Centre is also home to various businesses which generate some traffic and HGV movements via their dedicated access point." In fact the commercial and business enterprises at Haresfoot Farm generate most of the traffic including a significant amount of HGVs; the Equestrian Centre generates very little vehicular traffic but quite a lot of horse riders.

For a lane such as White Hill which originally served a couple of farms and about half a dozen houses this lane now carries a very large quantity of traffic. A large proportion throughout the day is from the commercial enterprises at Haresfoot Farm (referred to as the Equestrian Centre in the documents); a significant portion, including coaches and some HGV deliveries, is from Haresfoot school, at various times of day and mainly in the afternoon; added to this is a quite a lot of through traffic. White Hill traffic flows do not conform just to "network peak flows" as mentioned in 4.2.4 of the Transport Assessment. We have already had several incremental increases in traffic flow resulting from development and an extra 48 vehicle movements at peak time (Transport Assessment, 5.1.5) will just worsen the congestion. I myself have had to re-schedule or abandon journeys on account of very high traffic flow rates or traffic backing up at certain times of day. There has already been a great deal of erosion of the once green roadside verges due to the heavy traffic and vehicles passing one another, particularly over the last five years or so.

I note from the drawing that the hedges and highway verges appear to have been left alone - this is as it should be as we have waited a long time for these hedges and verges here to grow to maturity and provide the screening from the A41 and do not want them interfered with.

Please note also that Haresfoot Farm has consistently been referred to as "The Equestrian Centre" in the Transport Statement and all the other documents. This leads one to suppose that this benign rural activity is the main one carried on there. It is not. It is commercial, business enterprises and re-cycling that form the major activity. The Equestrian Centre would itself be forced to close as the SANG would deprive it of its grazing land.

4. I would prefer to see this remain as agricultural land and ideally be farmed or the current use for grazing horses.

The current proposal is very biased towards creating a new ecology replacing the existing one. It seems that hardly a square metre of the grassland has been left alone but would be planted with something.

I strongly object to the proposal (Landscape And Ecological Management Plan 4.7) to scrape off the top soil just to be able to plant calcareous wild flowers in a chalk sub-soil. The sub-soil here is clay and scraping away the top soil is not likely to reveal any chalk. This would seem to imply that chalk would have to be imported from elsewhere. Such earthworks would be disastrous and spoil the nature of the land. It seems to me perverse to go to such trouble to plant a class of wild flowers in a place where they would not naturally grow because the soil is unsuitable for them. Calcareous flowers can be found not far away in their own habitat.

I also object to the proposed hard , hoggin, surfaced path as opposed to the mown grass ones that were mentioned initially.

Whilst the six-foot high timber noise fence proposed along the northern boundary may produce a reduction in noise intensity in its vicinity, this must be offset against its visual impact and that it would enclose the bridleway and block the view from there to the south, across the field (SANG).

This area is already a pleasant piece of rolling English countryside enjoyed by many who walk through on the existing footpaths and bridleways, the grazing animals creating a sense of calm.

This proposed SANG takes all this and converts it into something else with the characteristics more of a municipal park. It makes far too drastic a change to the landscape instead of appreciating what we already have and nurturing that.

5. The Planning Statement, 3.1, makes reference to only one previous planning application relating to the SANG area. However what this does not show is the number of planning applications, or lack thereof, and the XXXXXXXXX of the planning system over the last five years or so relating to Haresfoot Farm itself.

Since my last comment the application for houses at Haresfoot Farm has been submitted. It is proposed to construct a foot path along the eastern side of White Hill lane - alongside the proposed SANG. This would entail taking some land from the SANG, about 2m or so, all the way along White Hill. Nowhere is the effect on the proposed SANG planting mentioned. Should the all these proposals go ahead then the width of 'scrub' planting along the boundary with White Hill lane should be the same as (or, I would suggest, more than) what was originally given on the planting drawings.

I note also that a barrier and height restriction has been added to the car park entrance. Whilst it might mitigate night time disturbance, the design shown in the picture on the drawing would be quite obtrusive. The design of any such barrier should be in keeping with the rural

	<p>nature of the area.</p> <p>However, my objections, as given elsewhere, still stand.</p>
<p>Spring Meadow Farm Whelpley Hill Berkhamsted HP4 2SX</p>	<p>Suitable ALTERNATIVE Natural Green space. Alternative to what?</p> <p>The intended site is already used as a natural green space by walkers, horse-riders, cyclists, runners, Duke of Edinburgh youngsters, plus there are already footpaths around the area proposed for this suitable (?) alternative green space.</p> <p>EXTREMELY IMPORTANT is the fact that double HGV use WhelpleyHill/White Hill, as well as combine harvesters.</p> <p>HGV's have been STUCK on the HAIR PIN BEND, sometimes for SIX HOURS, and in winter AA recovery vehicles, as well as police vehicles can't help stranded people or vehicles. Some cars overturn in icy/snowy conditions, with occasional cars piling into each unable to stop. Sometime stranded cars are then left for two weeks. We will be sending photos by courier of the latest double HGV trapped on the hair pin bend, this summer.</p> <p>The application correctly defines White Hill as a "Two-way Single roadway " . White Hill is already well used by the general public with many (we notice, as residents), unable to reverse. This would only intensify with more traffic so should this application be accepted access should only be allowed from the Chesham Road A416 end and NOT through Whelpley Hill village - at the exit to the proposed site we believe a NO LEFT TURN should be posted.</p> <p>Regarding the section of the lane in front of Redwoods which runs alongside the proposal , the exit from Berkhamsted Prep School has added to the volume of traffic here in recent years - with drivers frequently exiting the school in a manner to force cars already on White Hill, to have to stop. Further increased traffic will further exacerbate existing problems.</p> <p>The proposed entrance to the car park, for the above reason plus the proximity to the sharp bend makes this location neither practical or safe. Also, there is a danger of collision with horses since riders from three local livery stables frequently, ie daily - turn into the bridleway precisely on the sharp bend.</p> <p>The proposed site is directly overlooking and overlooked by the resident at Redwoods - and therefore disqualifies it according to the official requirements for a SANG</p> <p>Finally should 24 hour access be allowed to the proposed site, there is no detail of how the site is to be managed to prevent abuse, anti-social behaviour and illegal camping.</p> <p>On the basis of all the above points we strongly object to the proposal.</p>
<p>The Base 15B Middle Road</p>	<p>I object to this application being considered separately from a proposal for a new hamlet of 90 houses to be constructed in place of the existing</p>

<p>Berkhamsted Hertfordshire HP4 3EQ</p>	<p>buildings at Haresfoot Farm. The developers exhibited these proposals at The Court House, Berkhamstead early in December 2023. It is clear to me that this application is associated to any plans for housing development in the centre of this proposal.</p>
<p>Harratts Chesham Road Berkhamsted Hertfordshire HP4 2SU</p>	<p>For the constituents of Berkhamsted and Dacorum, the deal with Taylor Wimpey and the Sang seems to be:</p> <p>Taylor Wimpey will be granted permission to make an estimated profit of £200,000,000.</p> <p>In return, the constituents will get to use less than a million pounds worth of land and have a £300,000 investment to turn this green farmland into green parkland (SANG). After 90 years, this land will be returned to Taylor Wimpey for development or used again against other developments.</p> <p>I cannot see how the deal is fair for the council and the people of Berkhamsted and Dacorum. I am sure the council, with its limited funds and need to improve schools, roads and services, would expect way more for granting Taylor Whimpey this huge bonus and privilege.</p> <p>Haresfoot Farm and land were sold last year. Expert property developers valued it at around £4,000,000. Surprisingly, it went for around 10 million, more than double the estimated value. The valuable asset is not the land surrounding Haresfoot farm but the buildings and warehouse in the estate that could one day potentially be developed into housing. This valuable asset of buildings that could be developed into houses remains with developers and is not offered as part of the Sang and protected area.</p> <p>The surrounding low-value land is farmland and has excellent potential to become very useful farmland again, something that we might need in the UK if we read the government worrying reports on food supply. This green belt farmland would be turned into a park (SANG) outside of the main town. This is in return for granting Taylor Whimpey up to 52 dwellings per hectare. Haresfoot Farm proposed 'SANG', which occupies an area of circa 24 hectares, would equate to an offset of 1248 houses.</p> <p>The profit on these houses would be considerable; in 2022, the profit for Taylor Wimpey was about 930 million, and the operating profit was up over 20%. Please take a look at the estimates below from a London-based building developer for more details. I would estimate that if 1000 houses were permitted, Taylor Wimpey could make £202,000,000 pre-tax profit. (£202K per unit if only 1,000 units are built)</p> <p>The total cost of this land now without the useful barns and housing footprint is less than a million. The total cost to plant some trees and dig some ponds and a car park cannot be more than £300,000.</p> <p>Estimates for reference</p> <p>1: Build Cost - If they were to build 1,000 houses, expect the median size to be circa 1,200 sqft each (some bigger, some smaller) 1,200 sqft</p>

	<p>per unit x 1000 units = 1.2 million sqft in total. As a very rough estimate, we expect a cost of circa £130 per sqft to build everything. Therefore the build cost would be £156m.</p> <p>2: GDV (value of the finished units) - If we say the average house value is £500,000 for a 1,200 sqft (3 bed house) = 1000 units at £500K a pop = £500m total GDV (Gross Development Value)</p> <p>3: Private/Affordable - We are assuming that all 1,000 houses would be privately sold (which they wouldn't) as some will be affordable or shared ownership units. Affordable units are valued at 50% of market value, whilst shared ownership units are 70% of the value. If we assume perhaps 30% of the units are affordable units then the GDV would be reduced by £75m to £425m total.</p> <p>4: CIL - Taylor Wimpey will be required to pay CIL (community infrastructure levy) on private units. It's calculated at £250 per sqm in Berkhamsted of newly built private housing. If we assume that 70% of the housing is private, then the calculation would be £250 per sqm x 78,000 sqm of private housing = £19.5m CIL payment potentially</p> <p>Rough figures - Build for £156m - CIL £19.5m = £193.5m Total (however, this excludes stamp duty, legals, professionals, finance costs, sales costs, I would add circa £30m max for this) = £223m Total GDV £425m = £202m pre-tax profit (£202K per unit if 1,000 units are built)</p>
<p>2 Chalet Close Berkhamsted Hertfordshire HP4 3NR</p>	<p>I object to this proposal.</p> <p>It does not satisfy the requirements of a SANG being so close to the extremely busy and noisy A41.</p> <p>I recently attended a meeting to discuss the proposal for a housing estate in the centre of this proposed SANG. If this development happens then it would mean the site would not be suitable for a SANG.</p> <p>The 24 hour car park could attract more anti social behaviour to the neighbourhood. Travellers have previously created problems by illegally parking in this area.</p> <p>Access to the site would be along a narrow country lane which already experiences traffic problems.</p> <p>I do not think this SANG would meet the objective of deterring visitors to Ashridge.</p> <p>The SANG will have a detrimental impact on the current local wildlife in this area of green belt.</p>

Agenda Item 5b

ITEM NUMBER: 5b

23/02034/MFA	Hybrid planning application comprising (i) Full application for the construction of 57 dwellings (Use Class C3), (including affordable housing), 59 no. units of Extra Care accommodation (Use Class C2), means of access, landscaping, open space and all other associated works and infrastructure; and (ii) Outline planning application (all matters reserved except access) for up to 129 dwellings (Use Class C3), (including affordable housing), provision of 1.15ha community land for outdoor sport and recreation and construction of community buildings (Use Class F) including provision of scouts hut, community orchard, gardens, green space, landscaping and all other associated works and infrastructure.	
Site Address:	Land At Grange Farm, Grange Farm, Green Lane, Bovington, Hertfordshire	
Applicant/Agent:	Taylor Wimpey North Thames; McCarthy Stone; and Whiteacre Ltd	DLP Planning Ltd
Case Officer:	Patrick Doyle	
Parish/Ward:	Bovington Parish Council	Bovington / Flaunden / Chipperfield
Referral to Committee:	The proposals are, in the opinion of the Head of Development Management, of significant public interest	

1. RECOMMENDATION

- 1.1 That planning permission be DELEGATED with a VIEW TO APPROVAL (if the Secretary of State for Communities & Local Government (SSCLG) decides not to recover the application for their own determination) subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (As Amended) to secure satisfactory mitigation for the Chiltern Beechwoods Special Area of Conservation, consistent with the Chilterns Beechwoods Mitigation Strategy and other appropriate contributions and provisions to make the development acceptable in accordance with the development plan, NPPF and any other material considerations;
- 1.2 If the s106 Agreement is not signed within 3 (three) months of the Development Management Committee date, (or other timeframe, no longer than 6 (six) months of the Development Management Committee date, as agreed with the DMC Chair and the Head of Development Management) the application shall return to Development Management Committee for re-determination.
- 1.3 A s106 Agreement shall secure the following heads of terms (all contributions to be indexed linked):

Matter	Contribution
Affordable Housing	A minimum of 40% Affordable Housing 35% affordable housing split as follows: (a) 56% affordable rented units (60% rent cap inc. service charges / ground rent etc); (b) 25% First Homes;

	<p>(c) 19% shared ownership.</p> <p>Additional 5% at affordable rent (60% rent cap inc. service charges / ground rent etc)</p>
Education	<p>£657,731 contribution towards primary education.</p> <p>£1,825,673 contribution towards secondary education.</p> <p>£211,070 contribution towards SEND.</p>
Off-Site Sports Facilities	<p>£68,546 which includes contributions towards adult football, 3G pitch, rugby league and rugby union and tennis.</p>
Healthcare	<p>£240,294.88 contribution from the 186 dwellings.</p> <p>£47,639.10 contribution from the extra care.</p> <p>Project identified – Kings Langley practice to alleviate pressures on its branch surgery in Bovingdon.</p> <p>Option for proposed drop in facility within Outline part of the site in lieu of Kings Langley GP practice and relevant contribution.</p>
Community/Scouts Building and Bowls facility	<p>On-site (within the outline element) delivery of community / scouts building and bowls facility.</p>
Open space and play areas	<p>Provision of open space land, laying out of 2 no LAPs and a LEAP and associated management and maintenance arrangements.</p> <p>Delivery of a Multi-Use Games Area (MUGA) on site.</p>
Boxmoor Trust Bovingdon Brickworks Local Wildlife Site Mitigation and Enhancements	<p>Provision of contributions towards the following mitigation:</p> <ul style="list-style-type: none"> - 2 x litter/dog poo bins (£1,000) - 2 x dog poo bag dispensers (£280) - 2 x replacement Equality Act access gates (£2,500) - Bin emptying and dog poo bag replenishing £2,600pa over 30 years (£78,000) <p>Total = £81,780</p> <p>On receipt of the contribution, the LPA is to provide the funds to Boxmoor Trust who will have the responsibility to deliver the new facilities.</p>
SANG Provision + SAMM Package	<p>Provision of SANG requirement of 3.57ha for the 186 residential units and 0.71ha for the 59 extra care units (a total of 4.28ha).</p>

	£913.88 per unit (x 221) (+ Monitoring fee TBA) For provision of Strategic Access Management and Monitoring (SAMM) for the Beechwoods SAC.
Biodiversity Net Gain (BNG)	A minimum of 20% BNG, with Outstanding BNG units required to be provided off-site, with Haresfoot Farm site to provide required BNG units in full.
Orchards and allotments	Provision of land and laying out of orchards and allotments. Management plan to also be provided.
Off-site highway improvements	As confirmed by HCC Highways (dated 09.02.2024): <ul style="list-style-type: none"> - Bellmouth accesses into the site with tactile/blister paving and pedestrian dropped kerbs on either side and any associated works at the three new vehicle accesses into the site. - Chesham Road - pedestrian dropped kerbs and tactile paving on the existing footway at the arm of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane. - Chesham Road - widening of the footway to 2m on the south side of Chesham Road between its junction with Leyhill Road and the proposed retirement living access. - Green Lane - widening of the footway on the north-east side of Green Lane between the Green Lane / Leyhill Road junction and the residential site access. Bus Stop infrastructure improvements on the existing pair of bus stops on Green Lane. Works required in Pembridge Close to facilitate the pedestrian and cycle link between the site and the existing highway on Pembridge Close.
Travel Plan	£1,200 per annum for 5 years (overall capped sum of £6,000 and index-linked RPI March 2014) Residential Travel vouchers of; £100 per house £50 per flat
Extra Care	Secured in C2 use only in perpetuity.
Village Hall Contributions	£400,000 contribution to the Parish Council for the Village Hall / High Street Improvement works for modernisation and repair.
Bovingdon School Contribution	£25,000 contribution to Bovingdon School towards playground hardstanding improvements and enhancements to the outdoor learning facilities.
SUDS/Borehole Maintenance	Implementation of SUDs and boreholes and provision for management company in perpetuity for the long term effective operation of such features, plus

	arrangements (for example, an insurance policy or bond) to secure the long term effective operation of the boreholes in the event the assigned management fails or is wound up.
Rights of way and access	To use all reasonable endeavours to secure public rights of access through the site and use of communal parts

2. SUMMARY

- 2.1 Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 2.2 In the circumstances of this case very special circumstances are considered present and the development will help meet a pressing need for housing delivery, affordable housing and specialist older person accommodation in a deliverable timescale along with a range of other community benefits. Whilst there would be harm to the Green Belt from encroachment and loss of openness of the Green Belt, this part of the Green Belt contributes more modestly to other purposes of including land within the Green Belt. Whilst some other harm has been identified such as the scale and siting of the extra care building, overall the benefits clearly outweigh the harm and the officers recommend that the decision be to delegate with a view to approval subject to securing an appropriate s106 agreement, inclusive of SANG solution, and as detailed in 1.3 above.

3. Environmental Impact assessment

- 3.1 Pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, a request for an Environmental Impact Assessment (EIA) screening opinion was submitted.
- 3.2 The Local Planning Authority's (LPA) response dated 17th August 2023 (see 23/00749/SCE) confirmed, having particular regard to the characteristics of the proposal and the site location, the scheme would be unlikely to lead to significant environmental impacts, not otherwise capable consideration within the context of a planning application, an Environmental Statement was not required. The formal application has been advanced on this basis.

4. Glossary

AAS – Area of Archaeological Significance
 ALC – Agricultural Land Classification
 ALCCR – Agricultural Land Classification and Circumstances Report
 AONB – Area of Outstanding Natural Beauty
 APR – Acoustic Planning Report
 AQIA – Air Quality Impact Assessment
 BMV – Best and Most Versatile (Agricultural Land)
 BNG – Biodiversity Net Gain
 CBSAC – Chilterns Beechwoods Special Area of Conservation
 CEMP – Construction Environmental Management Plan
 CIL – Community Infrastructure Levy
 COMET – County Wide Model of Transport

DBC – Dacorum Borough Council
 DBLP – Dacorum Borough Local Plan
 Defra – Department for Environment, Food and Rural Affairs
 DMC – Development Management Committee
 EA – Environment Agency
 EclA – Ecological Impact Assessment
 EIA – Environmental Impact Assessment
 FBS – Future Buildings Standard
 FHS – Future Homes Standard
 FIT – Fields in Trust
 GIA – Gross Internal Area
 HCC – Hertfordshire County Council
 HCMP – Habitat Creation and Management Plan
 HIA – Hydrological Impact Assessment
 HRA – Habitat Regulation Assessment
 HWE ICB – Hertfordshire and West Essex Integrated Care Board
 IDP – Infrastructure Delivery Plan
 LAP – Local Area of Play
 LEAP – Locally Equipped Areas of Play
 LLFA – Lead Local Flood Authority
 LPA – Local Planning Authority
 LTP4 – Local Transport Plan 4
 LVIA – Landscape and Visual Impact Assessment
 LWE – Local Wildlife Site
 LWLBR – Land West of Leighton Buzzard Road
 MUGA – Multi Use Games Area
 NEAP – Neighbourhood Area of Play
 NHS – National Health Service
 NPFA – National Playing Fields Association
 NPPF23 – National Planning Policy Framework 2023
 OSSP – Open Space Standards Paper
 PINS – Planning Inspectorate
 PROW – Public Right of Way
 S106 – Section 106 (Legal Agreement)
 S278 – Section 278 (Legal Agreement)
 SAC – Special Area of Conservation
 SAM – Scheduled Ancient Monument
 SAMM – Strategic Access Management and Maintenance
 SANG – Suitable Alternative Natural Greenspace
 SCI – Statement of Community Involvement
 SEND – Special Education Needs and Disabilities
 SPD – Supplementary Planning Document
 SPG – Supplementary Planning Guidance
 SPZ – Source Protection Zone
 SSSI – Site of Special Scientific Interest
 SuDS – Sustainable Drainage Systems
 TA – Transport Assessment
 VSCs – Very Special Circumstances

5. SITE DESCRIPTION

- 5.1 The site is approximately 9.72 ha of predominately agricultural land in pasture use. It is broadly rectangular in shape formed of a number of pasture fields separated generally by post and wire fences in the north-west and hedges/trees in the south-east. The built edge

of Bovingdon provides the north-eastern, and to a degree, the south-eastern boundary of the Site. Hedgerows and hedgerow trees associated with Chesham Road to the north-west and Green Lane to the south-west form the boundary of the site with generally open, undeveloped land beyond associated with Bovingdon Brickworks to south-west and former Bovingdon Airfield to the north-west.

- 5.2 The site lies within the Metropolitan Green Belt and is situated approximately a mile away from the nearest part the Chiltern Area of Outstanding Natural Beauty (AONB) (to the south west of the site)
- 5.3 The site is located in Flood Zone 1 but surface water flooding does occur running west to east across the site. A shallow depression lying east central within the site when full allows overland flows of surface water from Green Lane east towards the main built up area of Bovingdon, which has caused flooding disruption locally in the past.
- 5.4 There are Tree Preservation Orders, primarily along the north eastern perimeter of the site adjacent Bovingdon. The Bovingdon Brickworks Nature reserve lies to the south west of the site.

6. PROPOSAL

- 6.1 The proposed development is a Hybrid planning application comprising:
 - (i) Full application for the construction of 57 dwellings (Use Class C3), (including affordable housing), 59 no. units of Extra Care accommodation (Use Class C2), means of access, landscaping, open space and all other associated works and infrastructure; and
 - (ii) Outline planning application (all matters reserved except access) for up to 129 dwellings (Use Class C3), (including affordable housing), provision of a minimum of 1.15ha community land for outdoor sport and recreation and construction of community buildings (Use Class F) including provision of scouts hut, community orchard, gardens, green space, landscaping and all other associated works and infrastructure.
- 6.2 For the purposes of the report, the full component of the proposed development will be referred to as Phase 1 and the outline component as Phase 2.
- 6.3 The proposed accommodation schedule are outlined in the tables below. It is important to note only full details are known for the full component of the Hybrid application and that proposals for the outline component of the development are indicative. Full details with regard to Phase 2 will be established at reserved matters stage (all matters reserved including appearance, landscaping, layout and scale, only matter not reserved is means of access). The details outlined for "Phase 2" below are therefore indicative of the amount of development thought possible to achieve on the site.
- 6.4 Phase 1 includes housing mix as follows:

Private Housing (Houses)

Beds	House Type	Number	Floor Area (m ²)	Total Floor Area (m ²)
3	A	3	94.9	284.6
3	G	2	94.9	189.7
3	B	2	98.3	196.6
3	K	1	106.2	106.2
4	C	2	114.8	229.7
4	D	5	116.3	581.6
4	E	4	116.8	467.1
4	F	5	127.6	638.2
5	J	3	181.8	545.4
5	I	4	182.0	728.0
5	L	3	155.3	466.0
Sub-total		34		4,433.1

Affordable Housing (Houses)

Beds	House Type	Number	Floor Area (m ²)	Total Floor Area (m ²)
3	O	10	94.3	943.0
3	Q	1	98.3	98.3
4	P	2	108.3	216.6
Sub-total		13		1,257.9

Affordable Housing (Flats)

Beds	Flat Type	Number	Floor Area (m ²)	Total Floor Area (m ²)
1	N	3	50.2	150.5
2	N	6	61.3	367.9
2	H	1	66.9	66.9
Sub-total		6		585.3

	Number	Total Floor Area (m ²)
Private Housing (Houses)	34	4,433.1
Affordable Housing (Houses & Flats)	23	1,843.2

TOTAL	57	6,276.3
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6.5 The proposed tenure split of Phase 1 affordable housing is as follows:

Beds	First Homes	Affordable Rent	Shared Ownership	Total
1 bed	3			3
2 bed	6	1		7
3 bed		7	4	11
4 bed		2		2
Total	9	10	4	23

6.6 The proposed site wide tenure split of affordable housing is as follows:

1. 35% AH at the following mix of tenures;
 - a. 25% First Homes;
 - b. 56% Affordable rent;
 - c. 19% Shared Affordable.
2. Additional 5% AH above the 35% will be Affordable rent.

6.7 Overall Affordable housing provision for the site is intended (should 129 dwellings come forward as part of the outline component of application) as follows:

Proposed site wide affordable dwelling nos by tenure:

Affordable dwellings	First Homes	Affordable Rent	Shared Ownership	Total
35%	17	36	12	74
Additional 5%		9		
Total (40%)	17	45	12	74

6.8 Extra Care (C2) accommodation schedule:

Summary schedule:	1B	2B
Ground -	10	7
First -	13	11
Second -	10	8
Totals -	33	26
Total Units -		59

Parking schedule:	no.
Resident Parking -	27
Disabled Parking -	3
Total Parking -	30

6.9 Indicative use of land across the site:

	Area (ha)
Site area (total)	9.7
Residential development including roads and gardens	5.3
Extra Care Housing	0.6
Public Open Space incl. children's play	2.6
Community Use	1.2

6.10 Indicative building volumes, footprint and hard standing areas

Building Volume	Volume (m³)
Residential incl. houses and flats	81,146
Residential ancillaries (garages, bikes, bins, sub-station)	7,931
Extra care housing	16,412
Indicative community uses incl. bowls and Scouts club	2,652
Total	108,141
Hard Standing	Area (ha)
Highways inc. Streets, footways, squares and Shared Surfaces	1.207
Parking courts	0.339
Private drives	0.614
Sub total	2.160
Building footprints	
Residential dwellings inc. bin stores, bike stores and sub-station	1.028
Residential garages	0.199
Extra care housing	0.202

Community uses 0.051

Sub total 1.480

Total 3.640

5. PLANNING HISTORY

Relevant Planning Applications:

23/00749/SCE - Screening Opinion: Environmental Impact Assessment
Environmental Statement not Required - 24th August 2023

4/01925/04/TPO - Works to trees
GRA - 23rd September 2004

4/00525/00/FUL - Vehicular access to new farm road
GRA - 25th April 2000

4/00892/94/RES - Submission of details pursuant to p/p 4/0713/94 (store and workshop building)
GRA - 15th August 1994

4/00713/94/AGD - Store and workshop building
PRQ - 21st June 1994

6. APPLICATION DETAILS

Constraints

- 6.1 Advert Control: Advert Special Controls
CIL Zone: CIL2
Former Land Use (Risk Zone):
Green Belt: Policy: CS5
Heathrow Safeguarding Zone: LHR Wind Turbine
NATS Safeguarding Zone: Notifiable Development Height: > 15 Metres High
Oil Pipe Buffer: 100
Parish: Bovingdon CP
RAF Halton and Chenies Zone: Red (10.7m)
Residential Area (Town/Village): Residential Area in Town Village (Bovingdon)
Parking Standards: New Zone 3
EA Source Protection Zone: 2
EA Source Protection Zone: 3
Tree Preservation Order: 74, Details of Trees: T298 - T313 Hawthorn
Tree Preservation Order: 74, Details of Trees: T1 - T19 Pine & Ash
Tree Preservation Order: 74, Details of Trees: T315 & T316 Hawthorn
Tree Preservation Order: 74, Details of Trees: T199 - T219 Hawthorn
Tree Preservation Order: 74, Details of Trees: T20 - T38 & T40 - T42 Mixed Pine & Apple

Representations

Consultation responses

- 6.2 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

6.3 These are reproduced in full at Appendix B.

Planning Policies

6.4 Main Documents:

National Planning Policy Framework (2023)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

6.5 Relevant Policies:

Dacorum Borough Core Strategy

NP1 – Supporting Development
CS1 – Distribution of Development
CS2 – Selection of Development Sites
CS3 – Managing Selected Development Sites
CS4 – The Towns and Large Villages
CS5 – Green Belt
CS8 – Sustainable Transport
CS9 – Management of Roads
CS10 – Quality of Settlement Design
CS11 – Quality of Neighbourhood Design
CS12 – Quality of Site Design
CS13 – Quality of Public Realm
CS14 – Economic Development
CS16 – Shops and Commerce
CS17 – New Housing
CS18 – Mix of Housing
CS19 – Affordable Housing
CS23 – Social Infrastructure
CS24 – The Chilterns Area of Outstanding Natural Beauty
CS25 – Landscape Character
CS26 – Green Infrastructure
CS27 – Quality of the Historic Environment
CS28 – Carbon Emission Reductions
CS29 – Sustainable Design and Construction
CS31 – Water Management
CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Dacorum Borough Local Plan (DBLP) (Saved Policies)

Policy 18 – Size of New Dwellings
Policy 21 – Density of Residential Development
Policy 37 – Environmental Improvements
Policy 51 – Development and Transport Impacts
Policy 57 – Provision and Management of Parking
Policy 58 – Private Parking Provision
Policy 62 – Cyclists
Policy 76 – Leisure Space in New Residential Development
Policy 77 – Allotments

Policy 79 – Footpath Network
Policy 80 – Bridleway Network
Policy 97 – Chilterns Area of Outstanding Natural Beauty
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 101 – Tree and Woodland Management
Policy 102 – Sites of Importance to Nature Conservation
Policy 103 – Management of Sites of Nature Conservation Importance
Policy 106 – The Canalside Environment
Policy 108 – High Quality Agricultural Land
Policy 111 – Height of Buildings
Policy 113 – Exterior Lighting
Policy 118 – Important Archaeological Remains
Policy 119 – Development Affecting Listed Buildings
Policy 129 – Storage and Recycling of Waste on Development Sites
Appendix 1 – Sustainability Checklist
Appendix 3 – Layout and Design of Residential Areas
Appendix 8 – Exterior Lighting

Supplementary Planning Guidance/Documents (SPG/SPD) and Other Relevant Information/Legislation

Character Areas – Area Based Policies (2004)
Landscape Character Assessment (2004)
Environmental Guidelines (2004)
Strategic Housing Market Assessment (2008)
Manual for Streets (2010)
Chilterns Buildings Design Guide (2010)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Affordable Housing (2013)
Refuse Storage Guidance Note (2015)
Sustainable Development Advice Note (2016)
Strategic Housing Market Assessment (2016)
Settlements Profiles Paper (2017)
Conservation of Habitats and Species Regulations (2017)
The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning (2017)
Garden City Standards for the 21st Century: Practical Guides (2017 – 2021)
Affordable Housing Clarification Note (2019)
Open Space Study – Standards Paper (2019)
Chilterns Area of Outstanding Natural Beauty Management Plan (2019 – 2024)
Car Parking Standards (2020)
South West Hertfordshire Local Housing Needs Assessment (2020)
Building for a Healthy Life (2020)
AECOM Site Assessment Study (2020)
Interim Sustainability Appraisal Report (2020)
Dacorum Landscape Sensitivity Study (2020)
Dacorum Local Plan Consultation Summary Report (2021)
Authority Monitoring Report 2019/20 (2021)
Housing Delivery Test Action Plan (2021)
Dacorum Strategic Design Guide (2021)
Visitor Survey, Recreation Impact Assessment and Mitigation Requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan (2022)
National Model Design Code (2021)

7.0 CONSIDERATIONS

Background

- 7.1 The application is hybrid application. Whilst Phase 1 is to be considered in full, the outline component of the application is submitted with all matters reserved except for means of access. An application for Outline Planning Permission is generally used to find out, at an early stage, whether or not a proposal is likely to be approved by the planning authority, before any substantial costs are incurred. This type of planning application allows fewer details about the proposal to be submitted. These details may be agreed following a “reserved matters” application at a later stage.
- 7.2 Reserved matters can include:
- **appearance** - aspects of a building or place which affect the way it looks, including the exterior of the development
 - **means of access** - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
 - **landscaping** - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
 - **layout** - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
 - **scale** - includes information on the size of the development, including the height, width and length of each proposed building
- 7.3 Decision makers whilst not having sight of the full details of the outline element are required to consider the possible impacts of permitting for up to 129 dwellings (Use Class C3), (including affordable housing), provision of a minimum of 1.15ha community land for outdoor sport and recreation and construction of community buildings (Use Class F) including provision of scouts hut, community orchard, gardens, green space, landscaping and all other associated works and infrastructure.
- 7.4 Notwithstanding the Hybrid nature of the application, it is important to still important to consider the application as a whole and not to compartmentalise the assessment of the two phases of the proposed development.
- 7.5 Prior to submitting the application the applicant sought pre-application advice from the Council and entered into a Planning performance Agreement. In addition they have been liaising with Bovingdon Parish Council and the local community for a number of years as part of the broader promotion of the site as suitable location for development in the emerging site allocations and emerging local plan.

Emerging Planning Policy

Emerging Local Plan

- 7.6 The site has previously been identified in the emerging local plan as a potential site allocation for up to 150 dwellings with 3Ha to be safeguarded for a 3 form entry primary school (Site Allocation Bv01). However the Council is currently reconsidering its options for

the emerging local plan and has undertaken a regulation 18 consultation which removes the land safeguarded for a school as Hertfordshire County Council did not support a new school in this location. A regulation 19 consultation is not anticipated until second half of 2024 and the regulation 22 submission and examination unlikely until 2025 with formal adoption in late 2025 if successful through examination. Therefore the weight attached to a potential site allocations is limited.

- 7.7 As the Local Plan is currently being reconsidered it is unclear at the time of writing if the same levels of growth or even more growth is foreseen for the Bovingdon area and if the Planning inspectorate would agree with the Council's analysis for land suitable for development and amount of development.
- 7.8 Draft Policy SP2 (Spatial Strategy for Growth) outlines the primary focus of strategic growth and investment will be at Hemel Hempstead, supported by growth at Berkhamsted and Tring, and then the large villages, including Bovingdon. 240 homes are apportioned to Bovingdon to deliver growth.
- 7.9 Draft Policy SP27 allocates sites for this growth. The proposed Delivery Strategy for Bovingdon sets out that the focus for development in Bovingdon will be to provide new market, affordable and other forms of housing and to deliver new infrastructure, including new public open space and flood alleviation measures. It sets out that at least 240 homes will be provided over the period 2020-2038. Most of the growth is to be accommodated through a sustainable urban extension on this site – Land at Grange Farm (identified by the strategy as including 150 homes and community land). The proposals indicate growth of 186 dwellings plus a 59 unit extra care facility which will provide homes of equivalent standard to unrestricted dwellings. If the plans for growth were carried forward this site could deliver the planned growth in its entirety. It is clear Hertfordshire County Council do not support the provision of an additional school on the site and there would be insufficient growth within Bovingdon to justify the addition of a new school.
- 7.10 It is evident from the information gathered for the emerging Local Plan that some Green belt land may be required to be released to meet the Council's requirement for housing. However, it is not appropriate to speculate on how the plan might progress or indeed whether that plan would be found sound and ultimately adopted.

Emerging Bovingdon Neighbourhood Plan (BNP)

- 7.11 At the time of writing, the regulation 16 submission for independent examination which has concluded “8.3 *On the basis of the findings in this report I recommend to Dacorum Borough Council that subject to the incorporation of the modifications set out in this report the Bovingdon Neighbourhood Development Plan should proceed to referendum.*” (Final Examiners Report - A report to Dacorum Borough Council on the Bovingdon Neighbourhood Development Plan 21st March 2024)
- 7.12 At this stage significant weight can be afforded to the current stage of preparation of policies (with recommended modifications) within the Neighbourhood Plan for the purposes of decision-taking. Prior to the referendum the neighbourhood Plan would have significant weight in decision making if successful at referendum would have full weight pending formal adoption by the Council.
- 7.13 The weight attached to the neighbourhood plan must be carefully balanced with other parts of the Development plan currently the adopted Core Strategy (2013) policies and saved local plan policies must be afforded full weight where consistent with the NPPF. Paragraph 2 of the NPPF states “*Planning law requires that applications for planning permission be*

determined in accordance with the development plan², unless material considerations indicate otherwise³.”

- 7.14 Once adopted the Bovingdon Neighbourhood would form a full part of the Development Plan and its policies given full weight. However, given the significant weight already being applied to the Neighbourhood Plan, Bovingdon Neighbourhood Plan policies have been considered in forming the recommendation within this report. Nevertheless, as with all policy context changes prior to a decision being issued, a successful referendum on the Neighbourhood Plan will need to be reviewed by Officers with regard to any significant changes in any planning policy. The Bovingdon Neighbourhood Plan can be read in further detail via the following links:

<https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/neighbourhood-planning/bovingdon-neighbourhood-plan>

https://www.dacorum.gov.uk/docs/default-source/strategic-planning/bovingdon-neighbourhood-plan-consultation/bovingdon-neighbourhood-development-plan-final-examiner's-report.pdf?sfvrsn=ab4d1f9e_6

https://www.dacorum.gov.uk/docs/default-source/strategic-planning/bovingdon-neighbourhood-plan-consultation/bovingdon-neighbourhood-development-plan---clarification-bpc-comments.pdf?sfvrsn=5d6f189e_3

https://www.dacorum.gov.uk/docs/default-source/strategic-planning/bovingdon-neighbourhood-plan-consultation/bnp-submission-reg-15-document-optimised.pdf?sfvrsn=5f0b199e_2

Principle of Development

- 7.15 The application site is located within the Metropolitan Green Belt. The Government attaches great importance to the Green Belt. NPPF paragraph 142 states “*The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*” The concept of “openness” is a broad policy concept understood to have a spatial and visual aspect, relevant to the underlying aims of the green belt policy is “to prevent urban sprawl by keeping land permanently open” and wider five purposes outlined in NPPF paragraph 143. It is not necessarily a statement about the visual qualities of the land, though in some cases that might be an aspect of the planning judgement involved. It is held to mean a general absence from inappropriate forms of development.
- 7.16 Policy CS5 of the Core Strategy (2013) seeks to protect the openness of the Green Belt in accordance with national policy. Paragraph 154 of the NPPF (2023) states that the construction of new buildings within the Green Belt is inappropriate development with some exceptions.
- 7.17 Policy CS1 (Distribution of Development) of the Core Strategy sets out a settlement hierarchy for the Borough. It explains that Hemel Hempstead is the focus for housing development but the market towns and larger villages, such as Bovingdon, have an important role in meeting housing needs both for their residents and adjacent rural communities. The general approach in these locations will be to support development that enables the population to remain stable, unless a small element of growth is required to support local community needs.
- 7.18 In terms of a wider context, DBC has accepted that it is presently unable to demonstrate a deliverable five-year supply of housing land. The borough land supply is recognised as

being in the region of 1.31 year supply which is significant and serious shortfall and it is also acknowledged that there is a growing housing affordability gap in Dacorum between earnings and house prices, as highlighted in Figure 4.2 of the Authority Monitoring Report (2019/20). These issues emphasise the need to build housing and affordable housing in the right locations as soon as possible.

- 7.19 Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 adds that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very Special Circumstances’ (VSC) will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.20 Furthermore Core Strategy policy CS1 seeks to conserve the rural character of the borough decisions on the scale and location of development to be made in accordance with the settlement hierarchy. NPPF policy 174 seeks to protect the countryside and decisions should “*b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*”

Green Belt considerations

- 7.21 The proposals (though also refer to 7.32-7.35) include built development not included as exceptions to inappropriate development in the Green Belt in the closed lists in para.154 and 155 of the NPPF. As such the development is considered to be inappropriate development in the Green Belt. In accordance with para.152 of the NPPF, “*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*”.
- 7.22 Planning Practice Guidance (PPG) (Paragraph: 001 Reference ID: 64-001-20190722) in respect of the openness of the Green Belt clarifies that, “*Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgement based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account when making this assessment. These include, but are not limited to:*
- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
 - *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
 - *the degree of activity likely to be generated, such as traffic generation.*”
- 7.23 Case law has established that, following confirmation that the proposed development is ‘inappropriate development’ (i.e. development not identified at Paragraphs 154 and 155 of the Framework), then whether there is ‘any other harm’ to Green Belt must be established through an assessment of:
1. The performance of the Green Belt in question, having regard to the five purposes of the Green Belt identified at NPPF Paragraph 138;
 2. The harm to the openness of the particular area of Green Belt as a result of existing development; and
 3. The direct harm caused by the proposed development (i.e. new buildings).

Once the level of harm is quantified, the extent of 'other considerations' necessary to overcome that harm can be established. Reference to 'any other harm' should be taken to mean non Green Belt harm (e.g. highways, ecology, etc.).

1. *The performance of the Green Belt in question, having regard to the five purposes of the Green Belt identified at NPPF Paragraph 138;*

a) to check the unrestricted sprawl of large built-up areas; - The proposed site makes a limited contribution to checking the unrestricted sprawl of large built up areas. Bovingdon is not defined as a large built up area.

b) to prevent neighbouring towns merging into one another; - Proposal makes a limited contribution in this regard.

c) to assist in safeguarding the countryside from encroachment; - The site makes a significant contribution.

d) to preserve the setting and special character of historic towns; and – The proposed site makes no contribution in this regard.

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. - It is acknowledged that it is likely some Green Belt land will need to be released to meet the housing needs of the borough. At the same time a green field first approach could not be said to assist in urban regeneration and would not encourage the recycling of derelict and other urban land.

In the 2020 Green Belt and Rural Areas Topic Paper for the Grange Farm site at Appendix A states: *"The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BVA6) which is considered to make the least contribution to the purposes of the Green Belt."*

2. *The harm to the openness of the particular area of Green Belt as a result of existing development;*

The site is generally free from development and has a rural / agricultural character (an appropriate Green Belt use), therefore makes a positive contribution to the Green Belt. Some harm arises from the access lane which cuts through to the commercial uses at Grange Farm. However this lane also serves as access for the agricultural uses and in that respect it would partially be appropriate in the Green Belt, spatially, and has some limited harm visually. Overall there would be significant harm to this part of the Green Belt and its permanence and openness from the encroaching effects of the development and the loss of agricultural field to suburbanising development.

3. *The direct harm caused by the proposed development (including landscape)*

The proposed development would result a reduction in openness in the Green Belt and would introduce inappropriate form of development for large swathes of the site, introducing a more suburban residential character and activity. There would clearly be a spatial and visual reduction in openness of the site and encroachment upon the countryside contrary to the purposes of Green Belt policy and objectives.

The site is currently an open field, and it is entirely free from built development, save an access lane and some mobile field shelters. The appeal scheme would introduce inappropriate built development onto the site. The precise layout and form of the scheme would be determined at reserved matters stage for the outline part of the application.

Detailed consent is sought in the first instance for the northern parts of the site and the delivery of central green area which will serve as amenity area and flood risk. The indicative masterplan provides an illustration of landscape boundary treatment, areas of open space, play space, and enhanced landscape belts. The change from an open field to built development would undoubtedly lead to a reduction in openness of the site.

Of particular concern is the potential impact of the scale of the care home and its visual presence in the street scene, adjoining properties from within and without of the site. Although officers have worked hard with the applicants and the current proposals are a substantial improvement over the initially submitted design, the overall scale and design and integration with local character and pattern of development is challenging. The overall scale and design of development as will perceived scale and massing would be at odds with the transitional urban to rural character typically expected on settlement fringes. Overall, the Extra Care facility would contribute some harm to the overall rural character compared to the more modest structures throughout the rest of the proposals.

Landscape Visual Impact Assessment (LVIA)

- 7.24 Green Belt status is not indicative of any specific landscape quality or character. However, paragraph 150 of the revised NPPF continues to seek positive planning to enhance the beneficial use of Green Belt, such as looking for opportunities to retain and enhance landscapes. Irrespective of Green Belt status, the NPPF seeks plan-made outcomes which support beauty and place-making. Under paragraph 20 d), this is through the conservation and enhancement of the natural environment, including landscapes and green infrastructure. To help achieve well-designed and beautiful places, NPPF paragraph 135 requires developments to be sympathetic to local character, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 7.25 This area of countryside is not the subject of any statutory status or identified quality in the LP as to require its protection or enhancement as a valued landscape under NPPF paragraph 180 a). However, under 180 b), planning decisions should still contribute to and enhance the natural and local environment including by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including trees and woodland.
- 7.26 The LVIA concludes that the primary visual effects arising from the proposed development would be on receptors that are located immediately adjacent to the site boundary, such as users of Chesham Road, Green Lane and Leyhill Road.” The harm is considered by the LVIA to reduce rapidly beyond the site due to retained site boundary vegetation and existing vegetation beyond the site that limit and/or filter views to the proposed development including residents and visitors to Bovingdon (Moderate and Neutral), users of Bovingdon Brickworks (Moderate-Slight and Neutral) and users of former Bovingdon Airfield and associated footpaths (ranging from Moderate to Slight and Adverse). All other visual receptor groups would experience Negligible effects due to lack of visibility to built form.

- 7.27 The Landscape Visual impact assessment identifies some moderate harm. The Council's Landscape consultant has confirmed in their professional view the approach taken by development limits harm to the broader landscape character and quality and would be well screened in broader views.
- 7.28 Whilst the edges of the site may provide some natural containment the wood and mature trees and hedgerows provide a backdrop and form part of the wider landscape setting of the settlement. The scheme would see an agricultural field turn predominantly to residential buildings. As such it is welcomed that there are landscape buffers around the edges of the development that could be managed and enhanced, as well as new trees and open space.
- 7.29 The LVIA includes a table (Table 12) which sets out a summary of the effect the proposals might have. Some adverse impacts are identified at a local level. Although the LVIA was produced prior to amendments to reduce the scale of the care home, as the scale of the building has been revised downwards it is not considered to give rise for new LVIA to consider its impacts – it is safe to assume that the reduced scale to the care home would reduce any landscape harms.
- 7.30 Overall the main visual effects would appear to be localised. There would be filtered views of the appeal site from the existing settlement and along perimeter roads. There would views of the development within the site itself and adjoining properties.
- 7.31 The development overall would have an adverse effect on the rural character of the landscape immediately abutting the built up area of Bovingdon and represents encroachment into Green Belt, eroding openness both spatially and visually in comparison to an agricultural field with respect to landscape impacts. Overall there is some limited harm to wider landscape considerations. No harm is considered to arise to the Chiltern National Landscape (formerly known as Area of Outstanding Natural Beauty)

Elements of the scheme which are not potentially inappropriate development

- 7.32 Whilst the majority of the development is clearly inappropriate development, there is potential for some elements of the proposals such as the community orchard and outdoor recreation facilities to be deemed appropriate within the context of NPPF paragraph 154 b) *“the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;”* and NPPF paragraph 155 e) *“Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are: e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);”*
- 7.33 Although the community uses land to the south overall layout and character is a reserved matter, from indicative plans, the character of the community uses element would undoubtedly change the character of the site more closely allied to the suburban spread of development in this otherwise undeveloped field. The outdoor recreation facilities must be

carefully designed at reserved matters stage to preserve the openness and do not conflict the purposes with including land within it.

- 7.34 The integral amenity areas (linear greens and central amenity areas) serving a suburbanising development would not be deemed to fit with any description identified as an exception for development but there is some scope for the community facilities area and community orchard to fall within paragraph 154 b) and/or 155 e) subject to eventual details of layout, scale, appearance and landscaping.
- 7.35 Detailed plans for the proposed bowls club building, scouts hut, parking areas, means of enclosure and other ancillary development are not yet known, however dependent on the layout, scale, appearance and landscaping may not meet the possible relevant exceptions, the scouts hut and bowls club building would facilitate indoor activities not necessarily appropriate or proportionate to the outdoor sport and recreation to occur on the site. Whilst inappropriate development by definition, consideration must also be given to the VSC as a whole. In addition buildings of certain scale will facilitate dual use of the facilities and enhance social infrastructure provision available consistent with Core Strategy Policy CS23. This in itself does not outweigh the substantial weight which must be afforded to Green Belt harm but the social infrastructure provision is an otherwise positive element of the proposals.

Very Special Circumstances (VSC)

- 7.36 As per NPPF Paragraph 153 'Very Special Circumstances' (VSC) will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.37 There is no definition of very special circumstances it is up to decision makers to take into consideration all material considerations and come to a balanced view on the matter. It has become commonplace to assess various components of VSC and assign them a weight such as limited, moderate, significant, substantial or with very added on occasion to emphasise where it sits within that designation. Very substantial is the most weighty endorsement and no weight or very limited weight the least. It is not a mathematical exercise, a collection of substantial or very substantial weightings may not necessarily outweigh a substantial harm or vice versa, it is for the decision maker to make an overall decision and apportion weight on an overall basis and based on the significance of the benefit or harm in each area of consideration and form an overall judgement. Officers are offering a recommendation (emphasised in bold) on the weight to attach to matters which could be considered to contribute to VSCs.
- 7.38 There are series of potential benefits to the scheme which should be considered when considering the overall case for VSC.

Provision of Market Housing

- 7.39 As the Core Strategy is over five years old, the Council must base its housing land supply calculations on local housing need (LHN) using the standard method (NPPF paragraph

74). The LHN (1,017 dpa) represents a substantial increase over the Core Strategy housing target (430 dpa). Current monitoring indicates that the Council is unable to achieve such a level of supply. This means that Dacorum does not currently have five years' supply of housing land.

- 7.40 Furthermore, in the short-term and outside of preparing the new Local Plan, we are unlikely to be able to demonstrate such an uplift in supply. Therefore, for the purposes of determining this application it is apparent there is a continuing shortfall measured against the five years' land supply, currently estimated in the region of only 1.31 years supply, which is an acute shortfall. Therefore, a deliverable scheme of this size would represent significant boost to housing choice and supply and should be given **substantial weight** in the planning balance, contributing to the VSC case.
- 7.41 Whilst the Council cannot reasonably exercise control over the build out rate of the developer it has been indicated the development could be completed within 5 years. The deliverability of the scheme is also a significant benefit given the acute housing land supply issue facing the Borough.

Provision of Extra Care Housing

- 7.42 The NPPF seeks to significantly boost the supply of housing and meet the needs for various groups, including those older people who might require retirement housing, housing-with-care or care homes. The PPG advises that the need to provide housing for older people is critical, given we are living longer lives and this proportion of the population is increasing.
- 7.43 As with general market housing there is clear need identified for additional specialist older persons accommodation. The development would help will help meet the need for senior accommodation identified in the Local Housing Need Assessment (LHNA) (2020): [South West Herts Local Housing Needs Assessment Final Report - September 2020 \(dacorum.gov.uk\)](https://www.dacorum.gov.uk/~/media/137826/2020-09-24_SouthWestHertsLocalHousingNeedsAssessmentFinalReportSeptember2020.pdf)
- 7.44 The LHNA 2020 points to high levels of need for housing with care (i.e. extra-care housing) across both the rented and leasehold-ownership markets (Table 90 below). This equates to over 600 homes in total up to 2036 across these markets.
- 7.45 Therefore a deliverable scheme of this size would represent significant boost to specialist older person accommodation supply and should be given **substantial weight**.

Provision of Affordable Housing

- 7.46 Similarly there is an acute shortage of affordable housing, **substantial weight** should be attached on the provision of 40% affordable housing at a policy compliant tenure split (Affordable housing discussed separately later in the report). Which would be above the policy requirements of 35% currently for the site. It is noted if the emerging local plan was at a more progressed stage there would be a requirement for 40%. Nonetheless currently the 5% additional provision would contribute to the very special circumstances case, given the acute shortage of Affordable Housing delivery especially and limited supply of

affordable housing delivered in the Bovington area, the overall policy compliant offer (35% of the development consistent with Core Strategy policy CS19) and additional 5% of the development coming forward as genuinely affordable rent (rents capped at 60% of market rent, including charges) will genuinely assist those in need of affordable housing.

Open Space, Community Land and facilities, Multi-Use Games Area (MUGA)

- 7.47 The proposals include provision of allotments, community orchard and new open space and community facilities such as bowls club, scouts hall/youth facility, with a minimum of 1.15Ha of community land (combination of land occupied for structures and open air recreation) as well as 2.6 Ha of open space available for all members of the community to utilise. Much of the detail of the provision is to be dealt with at reserved matters, and timing of delivery is crucial to the overall weight to be attributed to these benefits, and the ability for the public to make use of these benefits as soon as possible which is to be secured via s106 agreement
- 7.48 Overall there is a significant over provision of what might be expected by adopted policy or supporting guidance and helps meet local need for such facilities such as scouts facility (none currently present) or allotments (lack of supply to meet demand).
- 7.49 Collectively these measures are considered to have the potential for **moderate to substantial weight** subject to details emerging at reserved matters stage.

Drainage/Flooding improvements

- 7.50 The site and local area is prone to surface water flooding with overland flows through the site from green lane through to Pembridge Close and beyond. In consultation with the Lead Local Flood Authority (LLFA), officers have been advised the drainage solutions, if maintained properly, could significantly reduce flood risk, as well as mitigating for the needs of the development. Officers attach **moderate to substantial weight** to this benefit.

Provision of Site of Alternative Natural Green Space (SANG)

- 7.51 The applicants have indicated Haresfoot Farm near Berkhamsted would serve as the SANG, which would serve to mitigate the potential impact of the development. SANG is a legal requirement so any provision which is necessary to mitigate the harm should not be treated as a very special circumstance.
- 7.52 The applicant suggest they would bring forward SANG in excess of the minimum requirements of the development, 20.4Ha at Haresfoot farm in full. A minimum of 4.28 Ha of SANG is required to be delivered within a SANG of at least 12-20ha size so as to meet the requirements for SANG of a suitable catchment size of up to 4km). The excess SANG not utilised by the Grange Farm development would be utilised for other developments proposed by the applicant within the Borough. However, the creation and delivery of SANG is subject to another planning application and does not form part of the consideration of this application, each case is treated on its own merits. In any event if the officers were minded to advise weight should be given to the temporary over delivery of SANG until it is allocated for other developments only **very limited weight** would be attached to the VSC case.

Contributions towards Bovingdon Brickworks Local Wildlife Site (LWS) and Biodiversity Net Gain (BNG)

7.53 Hertfordshire Ecology have suggested a Construction Environmental management Plan and review of further measures to review how best to mitigate the potential impacts upon LWS. Whilst some measures have been suggested, it is unclear at this time if this would amount to more than mitigation required from the additional recreational pressure placed upon the LWS. Officers are confident at the very least through the s106 discussion that no harm would arise and possibly **limited weight** could be attached to positive measures secured beyond necessary mitigation measures in combination with the delivery of 20.3% BNG, although disappointing this cannot be delivered on site.

Potential healthcare facility

7.54 The applicant has offered to provide a satellite office for a GP, as something which has arisen out of feedback from the local community. The offer is on the basis it would be in lieu of the contributions requested by the NHS to mitigate the impacts of the additional pressure on local services. It is understood from NHS Integrated Care Board that more centralised services are required for economies of scale in delivering primary care and Kings Langley GP surgery is best placed to meet the needs of the development. As the offer of health facility is only mitigation to meet the social infrastructure needs of the proposed development consistent with Core Strategy Policy CS23, **no weight** shall be attached to this option, although provision can be made for it within the s106.

Contributions towards Village Hall and village centre enhancements

7.55 The applicants are willing to give £400,000 pounds to upgrade of Bovingdon Village Hall, whilst a clearly expressed desire by the Parish council, there is only **limited weight** which can be attached to this contribution, whilst the project is identified and discussed in the Neighbourhood Plan, it is not an immediate requirement of the adopted plan or NPPF for the offsite enhancement of the village hall.

Off site highway works

7.56 **No weight**, the measures to be secured (discussed in highways section) are the minimum to make the development sustainable, mitigate against its impacts and ensure, on balance, the safe and efficient flow of the highway.

Economic benefits

7.57 There would be economic benefits associated with the construction of the scheme and spending locally by new residents. These benefits would in part be applicable only whilst the development was being constructed. In addition, the future spending of new residents cannot be predicted or quantified. Therefore only **limited weight** should be attached to these matters.

8. Design Quality/Character and Appearance

- 8.1 Core Strategy Policies CS11 and CS12 states that development should respect the typical density intended in an area and enhance spaces between buildings and general character, preserve attractive streetscapes and enhance any positive linkages between character areas, protect and enhance any significant views, plant trees and shrubs to help assimilate development and softly screen settlement edges, integrate with the streetscape character and respect adjoining properties in terms of layout, security, site coverage, scale, height, bulk, materials and landscaping and amenity space. Core Strategy Policy CS13 expects new development to contribute to the quality of the public realm. Core Strategy Policy CS10 requires design of all new development will be expected to follow the “3 step approach to successful design” and respect defined countryside borders and landscape character surrounding the town or village.
- 8.2 Saved Appendix 3 of the Dacorum Local Plan (2004), Policies CS11 and CS12 of the Core Strategy (2013) and paragraph 135 of the NPPF (2023) all seek to ensure that any new development will function well and add to the overall quality of the area. Proposals should be visually attractive and sympathetic to local character. Paragraph 139 of the NPPF states “Development that is not well designed should be refused”.
- 8.3 The principle of development on this site from a design perspective is broadly positive. In particular, it is appreciated the attempts to create a landscape-led masterplan. There are some enduring concerns regarding the design and layout of the development with regards to the extra care facility presenting excessive massing on the site perimeter of the site, although some of the impacts are ameliorated by enhanced landscaping and reduction in scale compared to the original submission.

Layout

- 8.4 Overall, the scheme needs to have regard for its prominent location and the role it will play as being a future gateway into Bovingdon; it must also have consideration for its location in the Green Belt. As such, the development must adhere to creating a landscaped, ‘soft’ and ‘crumbly’ edge onto Chesham Road. The location of the Extra Care accommodation is in contrast to this objective, and overall has a negative impact. This has been discussed at length with the applicants, who have advised of contractual obligations to try to deliver the Care Home in this location. The applicants have worked hard to try reduce overall impact of the development through the re-design of the proposal.
- 8.5. The pedestrian connection into Pembridge Close is a welcome improvement to connectivity and affording opportunity for residents to connect with the local wildlife site without walking along less pedestrian friendly routes such as Chesham Road. There is a bus stop on Green Lane, it is recommended that the scheme should provide a pedestrian connection through the site boundary, over the ditch to provide a direct link from the linear Green to the bus stop. Overall, the scheme delivers wider benefits to existing residents through the provision of attractive, safe and green walking and cycling routes that connect into a wider network.
- 8.6 The block layouts seem to be appropriate, it should be noted that all private residential outdoor amenity space and generally adhere to Dacorum Borough Council’s minimum space standard requirements (a minimum of 23m between interfacing properties wherever

possible). Details of Phase 2 will be assessed upon submission of reserved matters, however indicative plans indicate a further 129 dwellings could be achieved on the site in an acceptable way.

- 8.7 The majority of plots have off street parking, whilst retaining sufficient room for landscaping of front gardens scene is welcomed.
- 8.8 During the course of the application the applicants have altered (on Officers' advice) indicative plans which originally saw the location of four large dwellings protruding into the southern portion of the site. These dwellings have now been removed, with additional community land now indicated instead.
- 8.9 It would not have been appropriate for the residential built form to extend into the open space beyond the existing hedgerow in the south-western corner in the way originally planned. The changes have allowed the possibility that this part of the site could be said to form appropriate development in the Green Belt subject to final layout and appearance of the buildings and outdoor recreation facilities in this location. The applicant had initially preferred additional dwellings in this location in order to create some positive overlooking of the community uses, however the benefits which might arise from this were limited compared to the harm of the further residential encroachment of four large executive style homes.

Landscape

- 8.10 It is appreciated that the landscape constraints have driven the masterplan and the resultant strategy is strong and embedded in the existing features and natural assets on the site, however the built form and urban fabric needs to reflect the landscape and different character area, further details of this are discussed in the following section.
- 8.11. Central green - The design of the central green has been done with care and consideration and the approach to this key feature within the new development is appreciated. The alterations to the building frontages onto this space, following previous urban design comments are noted. However, it is still felt that there could be a stronger approach to the building frontage around the central green. It is recommended that surface car parking is removed from in front of residential units around the central green. The design of dwellings fronting the Central Green will form part of future reserved matters applications and therefore the design of associated parking arrangements will be developed accordingly.
- 8.12 Linear green - There is an opportunity to extend the Linear Green to Bovingdon Green. The Linear Green will create a safe, green and accessible walking route set within the natural landscape connecting new residents to the existing facilities of Bovingdon Green in addition to the proposed community gardens / open space. This would not only embed the new development in the existing fabric of the village but provide a high-quality green space that offers functional and attractive open space.
- 8.13 Community gardens / open space – are well located throughout the development and would serve to enhance community integration and use of the land and facilities.

- 8.14 Pocket parks - A strong component of the development is the provision of pocket greens and landscaped areas. The treatment of these spaces is also considered to be a high-quality approach to urban design and is welcomed.
- 8.15 A benefit to the scheme would be the provision of varying lengths of circular walks that were embedded in landscaped corridors and green routes. These must also connect into the wider network of green routes and public rights of way and this is to be secured by condition.

Density

- 8.16 Generally the proposed approach to density is reasonable to make best use of the land. A general lower density edge onto the linear green to create a 'crumbly' edge, with individual units set in landscaped areas is the correct approach to edge of settlement of expansion and permits a softer transition from countryside to village.
- 8.17 Should the need arise during reserved matters stage (dependent on the overall harm to Green Belt and character of the locality), to improve the broader openness of the site there are opportunities to increase the density around the central green. There are areas within the illustrative masterplan around the Central Green where there are individual or semi-detached units, we would recommend utilising terraced typologies in these locations to create a strong residential frontage onto the Central Green.

Character

- 8.18 The overall typology and character proposed is considered an appropriate mix of two to three storey development (detached, semi-detached, terraced houses and low rise flatted development). This is reflective of the form and type of development present within Bovingdon currently. Overall the development would read as a suburban extension to the settlement with a positive approach to landscaping and public open spaces which averts a cramped appearance whilst optimising the potential to accommodate and sustain an appropriate mix of development on the site, consistent with the aims of the NPPF paragraph 135.
- 8.19 The material palette is considered to be appropriate in the surrounding context and further details of materials and architectural detailing is to be required by condition to ensure sufficient variety and interest in the street scene, as well build quality for enduring quality of character and appearance of the development and its impact upon the locality.

Extra Care accommodation

- 8.20 There have been lengthy discussions with the applicants and formal feedback from the Design Review Panel, regarding the unsuitable location of the extra care accommodation. It has been made clear that the current location is not optimal from an Urban Design perspective.

- 8.21 There have been revisions to the initially submitted care home so as to change its overall form, layout and massing. The designs for the Extra Care Housing were developed in response to Officer comments, primarily to improve integration, setting and response to local heritage. The building's form and layout was altered to reduce encroachment towards Chesham Road, allowing the proposed tree belt to be extended north east in a front of the Extra Care Housing whilst also creating a more intimate rear communal courtyard for residents. The building is set away from Meadow Drive on Bovingdon's existing settlement edge, accommodating additional tree planting along its boundaries. Frontage parking is relocated behind the building to provide a landscaped setting and more welcoming entrance which reduces the impact of the parked car on the public realm. The interface with the proposed residential development is improved with a more spacious access via a landscaped entrance linking to the proposed public realm incidental square. Storey height is reduced where adjoining the existing settlement edge and proposed residential street scape to comprise a predominance of 2.5 storey / second floor setbacks.
- 8.22 Proposed architectural character draws on the 1940's Art Deco style of the Bovingdon Airfield WW2 Control Tower which is characterised by low horizontal massing, flat roofs, smooth building planes, simple and repetitive fenestration and metal balustrades. Two central pavilions with white rendered façades make a further, subtle nod to this local heritage asset. Stair cores and central pavilions are used to better articulate building form and break down the building's horizontal mass whilst the building forms and flat roofs lower the ridge height to reduce the impact on long distance views.
- 8.23 The material revisions to the front elevations are an improvement and Officers consider that the revised scheme now clearly delineates the central portion and the wing elements, strengthening the entrance and breaking up the overall massing. The application of materials is suitable.
- 8.24 Nevertheless, there does remain some significant concerns regarding the architectural detailing. The appearance of the balconies is jarring against the overall design of the building. The actual entrance is lost on the front elevation, and the building would benefit from the introduction of a porch feature. Similarly, window detailing and textured brick around windows is still lacking to lift the overall quality of the building's appearance. With this in mind, a condition is required to secure enhancements to the architectural quality through added details. Including but not limited to:
- Window headers and window surrounds should be incorporated across the scheme; and
 - High-quality balconies that feel like part of the building rather than 'flimsy' additions.
- 8.25 The proposed heights and scale across the extra care accommodation give cause for concern in this location, given the local typology for two storey dwellings typology and pattern of development.
- 8.26 As a fresh site it is also disappointing orientation of buildings has not been maximised to minimise single aspect north facing dwellings, approximately 20% of the units are north facing and single aspect. Single aspect dwellings, in particular north facing single aspect dwellings can result in poorer living conditions, with inadequate sunlight, poor outlook, lacking in natural cross ventilation, overheating in summer and lack of solar gain in winter and generally unsustainable form of development reliant on mechanical interventions to regulate poor design. However, it must be acknowledged large format buildings such as

this do create difficulties in achieving dual aspect without severely compromising the efficiency of the floorplan to maximise unit numbers and still be a serviceable building for the purposes of extra care. Nonetheless, other than prior contractual arrangements between applicants there is no sound planning reason why the extra care building has been located or orientated in such a way. This element amounts to poor design which weighs against the proposals.

- 8.27 The presence of the trees and hedging and some additional planting is the existing hedge and vegetation that will provide some screening. However, the sheer scale of the proposed building and contrast to the neighbouring dwellings on Chesham Road could result in an overbearing massing that would negatively impact not only the street, but the surrounding area and the approach into Bovingdon. Whilst screening might mitigate some of the impact there will be physical presence apparent from the overall scale of the structure and would be noticeable from within the site itself.

Designing Out Crime

- 8.28 Hertfordshire Constabulary have responded to the application, generally supportive of the scheme, subject to parking courts being well lit, which can be secured by condition. Further residential parking courts should be avoided, which can be reviewed during the reserved matters application.

Waste Management

- 8.29 There appears scope for adequate bin storage facilities and distances for refuse vehicles across the site, further details of which can be secured by condition. This aligns with the comments from the Waste Services Team. Taking this into account, the proposed waste management facilities are acceptable overall.

Design Quality/Character and Appearance conclusion

- 8.30 The proposed material palette and detailing across the buildings is broadly acceptable. There remains a need to break-up the massing visually of the extra care facility, these details can be secured by condition. Through positive changes during the application process, including reduced scale and design improvements to the extra care facility and roof forms of some of the dwellings and coherent enhancements to typology groupings and removal of the residential encroachment to the land intended for community uses to the south of the site the harm to character and appearance from the siting, scale and design of the extra care has been reduced from substantial harm to limited to moderate harm overall. Further details for the outline application are to be assessed at reserved matters stage; for now there appears to be scope for well-designed development of acceptable character and appearance.

9. Impact on Chilterns AONB

- 9.1 The nearest parts of the Chilterns AONB are located to the south west of the site, near Ley hill, approximately 1.5km away and north west towards Ashley Green and Chesham

approximately 3.8km away. Reviewing the information submitted to date it appears unlikely the development would have adverse impact upon the special characteristics of the Chilterns AONB complicit with Policies CS24 and CS25 of the Dacorum Core Strategy and Policy 97 of the Dacorum Local Plan and NPPF.

10. Loss of Agricultural Land

- 10.1 Saved Policy 108 seeks to retain the best and most versatile agricultural land, this is also consistent with the objectives of the NPPF.
- 10.2 An Agricultural Land Classification Report has been prepared that looks to support the development of the site in accordance with the Natural England guidance. This report identifies that the site has the characteristics of Subgrade 3b (moderate quality agricultural land) with a combination of high topsoil clay content and poor-drainage. Whilst agricultural land would be lost, if it is predominantly of grade 3b, any harm would be limited.

11. Heritage

- 11.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the character or appearance of that area'. If it is judged that harm to the heritage asset/s would arise from the proposed development, considerable importance and weight must be attributed to that harm, in order to comply with the statutory duties.
- 11.2 Policy CS27 of the Core Strategy states that all development will favour the conservation of heritage assets. The integrity, setting and distinctiveness of designated and undesignated heritage assets will be protected, conserved and if appropriate enhanced. Development shall positively conserve and enhance the appearance and character of conservation areas.
- 11.3 Paragraph 193 meanwhile, requires LPAs to attach great weight to the asset's conservation and the more important the asset, the greater this weight should be. Therefore, after the significance of these designated heritage assets has been identified, the submitted heritage statement should then set out what is being proposed and what the potential impact, if any, would occur to these heritage assets. The LPA would then need to consider the level of harm and assess this against any planning benefits.
- 11.4 The draft site allocation encouraged the retention of the existing hedgerow on western corner of site to conserve the setting of the listed building White Hart Cottage (Grade II). The plans show there is adequate retention and enhancement of planting and it seems unlikely there would be any adverse impact upon the special interests or historic character of the heritage asset or other heritage assets in the vicinity.

Archaeology

- 11.5 The site is not within a designated Area of Archaeological Significance. However, the features of potential archaeological and historical interest are potentially present. The Archaeology Unit at HCC have highlighted that archaeology conditions should be imposed if the development is approved. This would ensure that archaeology is satisfactorily addressed.

12. Residential Amenity

- 12.1 The NPPF paragraph 130 outlines the importance of planning decisions in securing high standards of amenity for existing and future occupiers of land and buildings. NPPF paragraph 130, Saved Appendix 3 of the Local Plan (2004) and policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on future and neighbouring properties outlook, loss of light and privacy.
- 12.2 Consistent with saved policy appendix 3, Building research establishment report "Site Layout for Daylight and Sunlight" is a useful starting point to indicate if a development will likely have a negative impact upon daylight/sunlight issues. The development is not of a siting or scale, having particular regard to the potentially most sensitive receptors of harm to the north-east of the site and dwellings, however the development should not be of a scale or siting likely to affect neighbouring outlook, sunlight or daylight with sufficient distance.

Future occupier amenity

- 12.3 The development ensures the all dwellings meet internal space standards and layout have regard to the Technical housing standards - nationally described space standards which is a material consideration and an indicator if adequate floor space is being provided for the new dwellings in relation to potential number of occupants/bedroom numbers.
- 12.4 All dwellings (with the exception of the flatted development adjacent the central green) have access to functional outdoor amenity space and proportionate garden sizes for dwellings. Appendix 3 encourages gardens depth 11.5m and minimum of 23m between interfacing habitable room windows.
- 12.5 The proposed flatted development adjacent the central green, lacks any meaningful private or communal outdoor amenity space. The lack of amenity space is ameliorated to some extent by the development proximity to the central green space as well other amenity areas throughout the development; however, as with the extra care development, it is disappointing given the relatively blank canvas the site offered that this could not be accommodated with some improved masterplanning to the site and this weighs slightly against the scheme. At a broader level the amount of amenity considered appropriate for flatted development depends access to other amenities and unit mix.

- 12.6 Overall the dwellings would have access to good quality outlook and daylight and sunlight. It is necessary for certain plots to remove Class A permitted development rights to ensure that this remains the case.
- 12.7 Noise impacts from nearby roads and commercial uses are unlikely to significantly impact upon residents quality of living that cannot be appropriately mitigated by condition. A Construction Management Plan is required to ensure disruption from construction is minimised.
- 12.8 Saved Policy Local Plan Policy 18 (the size of new dwellings) states as follows (for open market and affordable housing schemes):
- 12.9 At least 10% of all dwellings on housing sites accommodating 25 or more dwellings shall be designed as life-time homes (i.e. they shall be readily accessible and usable by a disabled or elderly person or capable of adaptation for such use at minimal cost).
- 12.10 The proposal should be designed with accessibility and adaptability in mind. The units should be suited to the changing needs of the occupiers (be they elderly, disabled or not), and should be able to be adapted at minimal cost and disruption to them. As such, it is suggested that a range of M4(2): Category 2 (Accessible and Adaptable Dwellings) are provided, in-line with building regulations, as well as 10% of units constructed as M4(3) compliant units, that could be immediately usable by wheelchair users. These matters can be secured by condition.
- 12.11 The design approach would also accord with Policies CS18 (Mix of Housing) and CS29 (Sustainable Design and Construction) in this regard.

Accessibility

- 12.12 The Government announced in July 2022 its intention to amend the Building Regulations to make M4(2) the minimum standard for all new homes. In addition the South West Herts Local Housing Needs Assessment suggested the level of provision in the table below:

Building Regulations standards	recommendations
M4(2) accessible and adaptable dwellings	All new homes should be compliant
M4(3)(a) wheelchair adaptable dwellings	5% of market properties
M4(3)(b) wheelchair accessible dwellings	10% of affordable homes

- 12.13 At present these changes to Building Regulations have not been enacted. It is appreciated that Policy CS12 requires developments to be safe and accessible for all; however, the very recent planning permission at LA6 (Molyneaux Avenue) agreed a 20% M4(2) accessible and adaptable dwellings. The applicants in this case have agreed 100% for

social rented, and 20% for other units, and to meet the M4(3)(a) and M4(3)(b) percentages in the table above. A condition requiring adherence to these percentages is recommended.

13. Highways

- 13.1 Policies CS8 and CS12 of the Core Strategy and paragraph 114 of the NPPF requires development to provide safe and suitable access for all users. Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 13.2 The proposed developments are located on a site bounded by Chesham Road to the north-west and Green Lane to the south-west and south-east. Chesham Road is designated as a classified B secondary distributor road, subject to a speed limit of 60mph changing to 30mph and is highway maintainable at public expense. Green Lane is designated as an unclassified local distributor road, subject to a speed limit of 40mph hanging to 30mph and is highways maintainable at public expense. On HCC's Place and Movement Network, Chesham Road is classed as P1/M2 (inter-urban road) changing to P2/M2 (multi-function) closer to the town centre whilst Green Lane is classed as P1/M2 (inter-urban road) changing to P2/M1 (residential street) closer to the town centre.
- 13.3 The Highway authority have been consulted and raise no objections subject to the imposition of appropriate conditions and obligations being to secured including:
- Further detail required pre-commencement securing appropriate standards for footpaths, cycle infrastructure and road layouts suitable for intended level of use and emergency and service vehicles.
 - Highway improvements to include :
 - o Bellmouth accesses, Chesham Road – pedestrian dropped kerbs and tactile paving on the existing footway at the arm of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane.
 - o Chesham Road - widening of the footway to 2m on the south side of Chesham Road between its junction with Leyhill Road and the proposed retirement living access.
 - o Green Lane – widening of the footway on the north-east side of Green Lane between the Green Lane / Leyhill Road junction and the residential site access.
 - o Bus Stop infrastructure improvements on the existing pair of bus stops on Green Lane.
 - o Any works required in Pembridge Close to facilitate the pedestrian and cycle link between the site and the existing highway on Pembridge Close.
 - o Construction vehicle access point(s)
 - Conditions securing the above prior to first use and car parking and turning areas and laid out and ready for use and thereafter retained.
 - A Construction Management Plan.
- 13.4 A planning obligation is also required to support sustainable travel.
- 13.5 The applicant would ultimately need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the necessary works that would be needed on highway land. The works are indicated on the submitted plans as shown in the submitted TN and include:

- Construction vehicle access point(s);
- Bellmouth accesses into the site with tactile/blister paving and pedestrian dropped kerbs on either side and any associated works at the three new vehicle accesses into the site;
- Chesham Road – pedestrian dropped kerbs and tactile paving on the existing footway at the arm
- of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane;
- Chesham Road - widening of the footway to 2m on the south side of Chesham Road between its junction with Leyhill Road and the proposed retirement living access;
- Green Lane – widening of the footway on the north-east side of Green Lane between the Green Lane / Leyhill Road junction and the residential site access;
- Bus Stop infrastructure improvements on the existing pair of bus stops on Green Lane;
- Any works required in Pembridge Close to facilitate the pedestrian and cycle link between the site and the existing highway on Pembridge Close.

These are considered necessary to secure development consistent with the objectives Policy 1: Transport User Hierarchy and Policy 5: Development Management of Hertfordshire's Local Transport Plan (LTP4), Cycle Infrastructure Design: Local Transport Note 1/20 (LTN1/20) and Paragraphs 110 to 112 of the NPPF and Core strategy Policies CS8 and CS12.

Parking

13.6 The site is located in accessibility zone 3, with access to limited bus services (currently once hourly between Hemel Hempstead and Chesham). It would be within walking distances of key facilities and amenities of Bovingdon village.

13.7 The following amount of parking is proposed for Phase 1 of the development, sub-divided by perimeter blocks:

PLOTS	DEVELOPMENT	SPD REQUIREMENT	PROVISION
1-9	6x1 bed flats 3x2 bed flats	11.5	9 allocated and 3 unallocated in parking court
10-36	9x3 bed houses 9x4 bed houses 9x5 bed houses	76.25	79 allocated and 6 visitor spaces
37-57	1x2 bed house 10x3 bed houses 9x4 bed houses 1x5 bed house	54	52 allocated and 7 visitor spaces
			1 car club space

13.8 A summary of the total spaces provided is as follows:

Allocated Residential Spaces

Hardstanding	99
Garages (min. 6m x 3m)	35

internally)	
Car ports (includes build overs)	6
Sub total	140
Unallocated visitor parking	17
Total for phase 1 C3 development	157

- 13.9 Overall, the parking provision, through a combination of allocated spaces and unallocated spaces, meets the requirements of the Parking Standards SPD. The parking provision is of minimum dimensions and is accessible. As such, the overall provision is consistent with the guidance offered in the Parking Standards SPD and considered acceptable. There is a slight over-provision, but as this takes the form of visitor parking spaces this is considered acceptable given the location of the development.
- 13.10 The extra care facility proposes 30 parking spaces for the 59 unit extra care units. Parking requirements for extra care provision are slightly less clear given the varying levels of care that might be engaged by residents on site, ranging from very limited assistance and independent lifestyle to those with greater level of care need and less likely to be driving.
- 13.11 Within accessibility zone 3, Parking standards indicate between 0.25 spaces and 0.5 spaces dependent on how the development is categorised either as elderly persons residential home (requiring 0.25 spaces per a resident bed space; parking for resident staff based on general need standards), or warden assisted 1 or 2 bedroom apartments (0.5 spaces per a unit plus 0.25 space visitor parking). Overall a balanced approach is considered appropriate and 30 parking (with 10% being disabled provision) should be sufficient to meet the needs of the development.
- 13.12 Secure bicycle and motorcycle parking and storage could be provided for each dwelling on plot and for visitors/staff/residents of the extra care facility as well as electric wheelchair storage. These details can be secured by condition.
- 13.13 Phase 2 of parking arrangements would be revisited during reserved matters applications; however, indicative plans do not highlight any concerns that acceptable standards could not be achieved.
- 13.14 Improvements to bus stop facilities on Green Lane are secured through the Heads of Terms. In addition, there is also a Travel Plan with agreed contributions therefore promoting and maximising accessibility and sustainability.

Waste Management

- 13.15 Core Strategy Policy CS29 requires for new development to recycle and reduce construction waste and provide on-site recycling facilities for waste. Further information regarding waste management is set out in paragraphs 18.35-36 of the Core Strategy. There is adequate room to onsite for waste storage and collection; further detail can be secured by condition.

14. Social Infrastructure and Healthy Communities

- 14.1 Core Strategy Policy CS23 (Social Infrastructure) relates to the provision of social infrastructure within the Borough. The explanatory text of the policy outlines that this infrastructure includes education, health, community and leisure facilities. The policy states that new developments will be expected to contribute towards the provision of community infrastructure to support the development. In the case of larger developments, this could be in terms of the provision of land and/or buildings on site to accommodate required facilities or financial contributions towards off-site provision. Core Strategy Policy CS1 requires developments to provide for its own infrastructure as does Core Strategy Policy CS35.
- 14.2 Paragraph 97 of the NPPF requires planning decisions to provide social, recreational and cultural facilities and services the community needs, including the provision and use of shared spaces such as open spaces.
- 14.3 Paragraph 96(c) explains that planning decisions should aim to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles for example through the provision of safe and accessible green infrastructure, sports facilities, access to healthier food, allotments and layouts that encourage walking and cycling.
- 14.4 Paragraph 99 of the NPPF identifies that it is important that a sufficient choice of school places is available to meet the needs to existing and new communities.
- 14.5. Where necessary, if social infrastructure cannot be secured by condition it will be necessary to secure by planning obligation. Paragraph 55 of the NPPF set out the position in terms of the use of planning obligations. This states that: *“Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”*

Education

- 14.6 Noting recent approvals in Bovingdon applications for schemes at Bobsleigh Inn, Hempstead Road and Molyneaux Avenue totalling 99 units and other known smaller scale windfall development in the area. There would be insufficient capacity in local educational facilities to accommodate the demand the development could place on local educational infrastructure.
- 14.7 Based on the specific dwelling mix and trajectory set out above, the County Council has calculated financial contributions, using the methodology set out in its ‘Developer Guide¹’, based on the projection that developments with these characteristics would, on average, yield a peak of approximately 91 primary-aged pupils and approximately 70 secondary-aged pupils (including the nursery and post-16 populations).
- 14.8 Hertfordshire County Council (HCC) as the Education Authority do require the ability for an applicant to recalculate contributions at the point of a reserved matters application. The applicant is prepared to pay the fixed amount contained within the Heads of Terms, but that this figure be capped at that amount. It must be noted in this regards that neither the Bobsleigh Inn nor the LA6 (Molyneaux Avenue) have paid any education contribution – the

¹ [Guide to Developer Contributions \(hertfordshire.gov.uk\)](http://hertfordshire.gov.uk)

full burden of increased demand has fallen on this scheme. It is also noted that the unit numbers are fixed for the outline application and therefore it is only the mix of dwellings that could give rise to an increase (or decreased) financial contribution. The financial contributions amount set out in the Heads of Terms are therefore based on the development mix which has been provided at this stage.

14.9 Therefore the figures indicated in the heads of terms are based on a child yield creating demand for 91 children beyond what can currently be accommodated by existing infrastructure.

14.10 HCC seek financial contributions for mitigation (plus monitoring fees) towards the following projects:

Primary Education towards the expansion of Bovingdon Primary School and/or provision serving the development

Secondary Education towards the expansion of Kings Langley Secondary School and/or provision serving the development

The primary and secondary contributions include nursery and post-16 provision respectively.

Special Educational Needs and Disabilities (SEND) towards providing additional Severe Learning Difficulty (SLD) special school places (WEST) through the relocation and expansion of Breakspeare School

14.11 The developer has disputed how the existing educational capacity has been attributed, seeking to apportion contributions among other developments that have been approved in recent times. Each decision must be made on its own merits at the time of the decision is made, in the case of Bobsleigh Inn, Hempstead Road and Molyneaux Avenue totalling 99 units and other known smaller scale windfall development in the area, there was capacity at local educational facilities which could accommodate the anticipated child yields from those developments.

14.12 At the time of writing whilst the proposals benefit from some remaining capacity at local educational facilities the surplus demand arising from the development must be mitigated against.

14.13 The contributions to be secured for education will mitigate against the impacts of development and therefore neutral consideration in the planning balance. Should the necessary contributions not be secured in full then this would weigh against the scheme, being contrary to Core Strategy Policies CS23 and CS25 and the NPPF paragraphs 97 and 99.

Healthcare

14.14 The new resident population would generate additional demand for health services within the locality. The Hertfordshire and West Essex Integrated Care Board (ICB) may request a contribution towards off-site facilities upon consultation at application stage.

Open Space and Recreation

- 14.15 Saved Policy 76 of the DBLP explains that residential developments of over 25 dwellings will not be granted planning permission unless public leisure space is provided. This open land should be provided at a standard of 1.2 hectares (3 acres) per 1000 population or 5% of the development area whichever is greater and should be useable, well located and purposefully designed. Overall 2.6 Ha of open land plus community land is to be provided well in excess of above policy requirements would contribute towards VSC with respect to Green belt principle.

Sports Provision

- 14.16 Saved Appendix 6 of the DBLP provides further detail on requirements for open space and play provision. It requires the consideration of the National Playing Fields Association (NPFA) standards, now Fields in Trust (FIT), with a total of 2.8 hectares per 1,000 population; including: 1.6ha of adult/youth play (including pitches, 0.6ha for children's play over 5's, 0.2ha for under 5's and 0.4ha for additional leisure space.
- 14.17 Saved Policy 76 states, Major Developments will be required to contribute to other recreational needs of the development such as off-site provision of sports pitches or enhancements to other open spaces.
- 14.18 Sport England have been consulted on the formal application for comment on sports provision. Some contributions are requested, as the proposed development would increase the local population and subsequent pressure on existing facilities and therefore contributions have been secured for tennis, football, rugby league and union as set out in the Heads of Terms.

Play Provision

- 14.19 In 2019, DBC commissioned and published several documents including: Open Space Standards Paper (OSSP) (2019); Playing Pitch Strategy and Action Plan (2019); and the Indoor Leisure Facilities Needs Assessment (2019) to provide an evidence base for the emerging Plan and provide direction to inform decisions on future strategic planning. The OSSP uses FIT standards for assessing current provision and existing deficits in the quality and quantity of play spaces and parks and gardens in the Borough. The FIT: Guidance for Outdoor Sport and Play (2020) also provides guidance on the recommended quantity of equipped/designated play space.
- 14.20 Table 2 of the FIT guidance sets out recommended benchmark guidelines for the provision of play space, which should be provided on site in accordance with the minimum sizes set out in Table 4. Table 2 explains that LAPs should be provided for developments of 5-10 dwellings. Locally Equipped Areas of Play (LEAP) and Multi-use Games Areas should also be provided for developments circa 200 dwellings. It is welcomed the central green area will provide a multifunctional amenity and flood relief area.
- 14.21 The development proposals offer two Local Area of Play (LAP) and a LEAP and Multi-Use Games Area on site and considered to meet the objectives of the development plan and the NPPF in this regard.

Allotments

14.22 Table 3.3.1 (p14) of the OSSP provides a comparison of current provision of allotments and national benchmarks. It notes that Dacorum has a current provision of 0.26 ha per 1000 population (as of July 2019), with a 0.01+ surplus (as the national benchmark is 0.25 ha per 1000 population). Table 3.3.2 highlights a -0.25 deficit in Bovingdon. The overall quantum of allotment space is as yet defined but it is a clear benefit of the scheme that additional allotment provision is to be offered.

Conclusion

14.23 DBC's Spatial Planning and Regeneration team have commented that, "*The case officer would need to be satisfied that this scale of development can address on-site constraints and local infrastructure capacity, and not lead to cumulative harm (in conjunction with other housing schemes) to the village*".

14.24 Based on the contributions described within this section (in addition to other contributions, such as towards the Village Hall), it is considered that the scale of development, both when considered alone and in conjunction with the developments at Molyneaux Avenue and The Bobsleigh, can provide the necessary infrastructure, facilities and services which underpin quality of life and deliver day-to-day living needs. The contributions are highlighted in the Heads of Terms and will be used to mitigate the impacts of, and provide infrastructure to support, the development. As such the development complies with Policies CS23 and CS35 of the Core Strategy.

15. Affordable Housing

15.1 Paragraphs 62 and 63 of the NPPF discuss the requirement for affordable housing within the context of delivering a sufficient supply of homes. Core Strategy policy CS19 seeks to deliver 35% Affordable Housing on qualifying developments (major developments). The provision of 40% affordable housing is a very substantial benefit of the scheme.

15.2 Policy CS19 states: "*Judgements about the level, mix and tenure of affordable homes will have regard to: (a) the Council's Housing Strategy, identified housing need and other relevant evidence (see Policy CS18);*"

15.3 Therefore it is necessary to consider all relevant evidence and material consideration including the Government's latest position on first homes, re-iterated through the NPPF, and documents forming part of the emerging local plan and any other relevant such as Affordable Rents in Dacorum report produced by Justin Gardener Consulting (May 2022) which demonstrate that the borough is in great need of genuinely affordable rent (rents capped at 60% incl. service charges/ground rents etc.) due to the acute affordability crisis in the Borough and disparity between income and rent/house prices. It is clear when based on income alone that only a small proportion of households unable to afford market rents would be able to afford an affordable rent (at 80% of market rent) at current costs without the need to claim benefits (or where it would be assumed they are spending too high a proportion of their income on housing costs).

- 15.4 Based on the evidence available to be a policy complaint development with Core Strategy Policy CS19, it is expected 35% affordable housing is delivered as follows:
- (a) 56% affordable rented units (60% rent cap incl. service charges / ground rent etc);
 - (b) 25% First Homes;
 - (c) 19% shared ownership.
- 15.5 As set out in the tables included in the proposal section of the report the developer has agreed to deliver this across the site plus an additional 5% of dwellings at affordable rent (60% rent cap incl. service charges / ground rent etc) helping to provide the type of affordable housing of greatest benefit to the affordable housing delivery.
- 15.6 The proposed mix of housing also assist in meeting affordable housing needs and is balanced approach when taking the development as a whole.
- 15.7 This eventual unit mix is to be agreed for the reserved matters stage of the development but the s106 will commit the developer to delivering a minimum of affordable housing at the defined tenure split across the whole development.
- 15.8 The development exceeds the requirements of Core Strategy Policy CS19. Decision makers are advised to give the overall affordable housing contribution very substantial weight in their consideration of the scheme.

16. Climate Change and Sustainability

- 16.1 All new development should be consistent with the principles of sustainable design as set out in Policies CS29, CS30 and CS31 of the Core Strategy and saved Policy 129 of the DBLP, together with Supplementary Planning Documents for Energy Efficiency and Conservation, and Water Conservation. Policy CS29 is particularly relevant together with the Sustainable Development Checklist and advice note.
- 16.2 The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development. This encompasses economic, social and environmental factors. DBC has declared a climate emergency and therefore, sustainable design and construction is a key consideration.
- 16.3 Policy CS29 requires new development to comply with the highest standards of sustainable design and construction.
- 16.4 The Applicant has highlighted that they will be using a higher standard of construction than required by building regulations, aiming to build in compliance with the future home standard, which exceeds current building regulations standards, as well as utilise sustainable development practices through measures such as rainwater harvesting and solar panels.

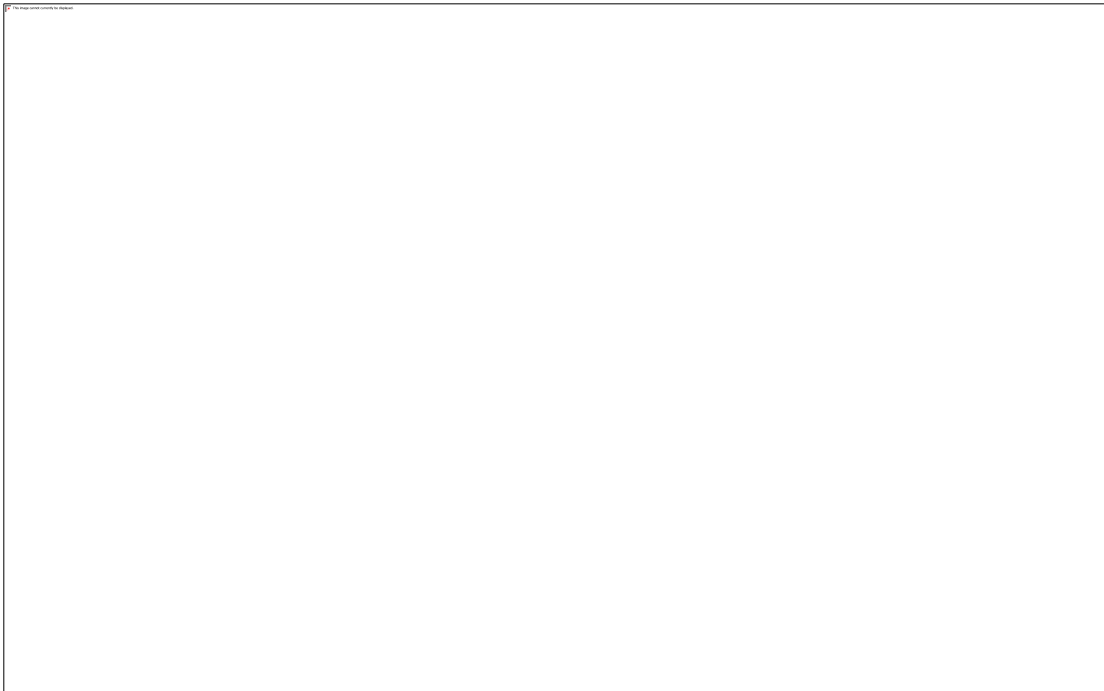
- 16.5 The submitted energy statement indicate overall there would be 20.5% reduction on target emission rate which is welcomed.
- 16.6 The outlined sustainability measures will be secured via condition or legal agreement. Overall the development is considered consistent with the objectives of the development plan in this regard.

17. Flood Risk and Source protection Zone

- 17.1 The site area is in excess of 1ha and a flood risk assessment is required. The site is also located within a source protection zone 3.
- 17.2 Paragraph 159 of the NPPF states, “*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.*” Core strategy Policy CS31 requires development to “avoid Flood zones 2 and 3 unless for a compatible use.
- 17.3 A Flood risk assessment has been submitted alongside geo-environmental studies of the site, as well as an independent hydrological impact assessment of the site.
- 17.4 There is deep local understanding of flood risk sensitivity of the site, which is prone to flooding due to natural flow of excess surface water across the site from Green Lane to Pembridge Close and beyond. There have been significant flood events in the village in the past.
- 17.5 Independent professional advice has been received from the Lead Local Flood Authority and from McCloy consulting which advises that the flood risk situation would be improved for the site and wider locality through the use of several drainage measures such drainage ditches, attenuation ponds and deep borehole attenuation to cope in times of excess surface water.
- 17.6 The LLFA have advised:

I sent a similar email to colleagues at DBC earlier today that referred to the figures in JNP Table 1 and Appendix B of the previously submitted JNP modelling report which compared the pre- and post-development flood extents, and advised the modelling and figures do indicate significant betterment (100%) for the lower order storms that tails off in more serious storms but is still betterment. Agreed that 71.42 and 66.66l/s respectively are also significant betterment. If I had any caveats it would be that I'm not sure there is the same quantification of benefits to Green Lane to the west which historically floods. Regardless of that I have advised that the principle of installing new ditches connecting existing highway ditches to the westernmost pond would likely result in improvements, and that this western pond does not formally receive any flows from the development itself other than perhaps localised overland flow from the surrounding landscaped areas – eg its purpose is to directly benefit the highway and to capture the beginnings of where the flow path meets the site. (E-mail from David Uncle, Senior Flood Risk Officer at Hertfordshire County Council).

17.7 The flood risk modelling indicates significant betterment on peak flows of flood risk passed downstream on most metrics of risk:



17.8 The site is in the Environment Agency Source Protection Zone III – Total Catchment. The protection of the Source Protection Zone is an important consideration given the use of borehole infiltration to deal with flood risk and risk of contamination to chalk sublayer and eventual contamination of drinking water. To mitigate this a condition and/or obligation will be required to ensure the monitoring of the SuDS performance and groundwater as well as appropriate preventative measures which will prevent the ingress of contaminative substances into the ground.

17.9 Hertfordshire County Council do not operate critical drainage areas designation and therefore the sequential approach is not applicable to the site despite known flood risk issues, which in this instance appear to be improved by the development.

17.10 On available evidence and professional advice it has appears there will be an improvement on flood risk matters and subject to appropriate monitoring and maintenance the borehole solution will not unduly impact upon the source protection zone.

18. Chiltern Beechwood Special Area of Conservation (CBSAC)

18.1 The Chilterns Beechwoods Special Area of Conservation (SAC) includes a number of separate sites in the Chiltern Hills and spans three counties. A SAC is an internationally recognised designation with habitats and species of significant ecological importance. The relevant sites to Dacorum are the Ashridge Commons and Woods Sites of Special Scientific Interest (SSSI) and the Tring Woodlands SSSI.

18.2 As part of Dacorum's emerging Local Plan, evidence was found that additional residential development in the Borough would lead to more visitors to and increased recreational pressure on these protected sites and an increase in adverse activities e.g. trampling, dog

fouling. To limit this impact, a habitat regulations assessment (HRA) is required for any development that results in an additional residential unit within the 'zone of influence'.

General duty

18.3 Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations") imposes a duty on Dacorum to "have regard" to the requirements of the Habitats Directive so far as those requirements may be affected by the exercise of its functions.

This general duty requires Dacorum to have regard to: -

- the need to establish necessary conservation measures (involving, if need be, appropriate management plans specifically designed for the sites or integrated into other development plans) and appropriate statutory, administrative or contractual measures for the purpose of maintaining or restoring the qualifying habitats and species present at the SAC (Article 6(1) of the Habitats Directive); and
- the need to take appropriate steps to avoid the deterioration of those habitats and species (Article 6(2)).

18.4 These duties impose a positive obligation on Dacorum to have regard to the need to conserve the features of the SAC, and to prevent the deterioration of the SAC. These general duties are reflected in paras 185 - 188 of the NPPF.

Appropriate assessment

18.5 An appropriate assessment is required under the terms of the Conservation of Habitats and Species Regulations 2017 (as amended) (the Regulations). Regulation 63(1) of the Habitats Regulations (the Conservation of Habitats and Species Regulations 2017) provides that all plans and projects which: -

(a) are likely to have a significant effect on the SAC (either alone or in combination with other plans or projects); and

(b) are not directly connected with or necessary to the management of the SAC;

must be subject to an "appropriate assessment" of their effects on the integrity of the SAC before Dacorum can grant consent (in this case, planning permission).

18.6 For the purposes of carrying out that assessment, the Council must consult Natural England and have regard to any representations which Natural England makes (per Regulation 63(3)). Dacorum should also consult the general public (if it considers it appropriate) (per Regulation 63(4)).

18.7 As the proposals involve new residential units it is likely adverse impacts would arise from the development alone or in combination with other projects from additional recreation pressure harmful to the characteristics of the SAC. Therefore, suitable mitigation is required in-line with the Council's Mitigation Strategy². The Strategy provides that each new residential unit shall provide a financial contribution to Strategic Access Management and Maintenance (SAMM) (currently measures at the Ashridge Estate and direct provision

of Suitable Alternative Natural Green Space (SANG) via a legal agreement. A reduced formula has been calculated with Natural England to reflect the lesser impacts likely arising from the 59 Extra care (C2) dwellings compared to (up to) 186 unrestricted C3 dwellings.

- 18.8 Natural England have raised an objection to the scheme due to insufficient certainty over the proposed SANG solution at Haresfoot farm. It must be noted, however, that Haresfoot Farm would be a suitable SANG solution subject to that site securing planning permission for the SANG and then the implementation of appropriate features and a management plan for long term security as SANG via a legal agreement.
- 18.9 The Council may only grant consent for a plan or project if it is satisfied that the plan or project will not adversely affect the integrity of the SAC (i.e. that it will not undermine the achievement of the SAC's conservation objectives in the long-term) (per Regulation 63(5)). This is commonly referred to as the "integrity test". If the integrity test is not satisfied, permission must be refused.
- 18.10 It is important to bear in mind that the integrity test does not offer any scope for normal "planning balance" exercises or similar judgements.

2) See [https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan/chilterns-beechwoods-special-area-of-conservation/chilterns-beechwoods-special-area-of-conservation-\(sac\)---mitigation-strategy](https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan/chilterns-beechwoods-special-area-of-conservation/chilterns-beechwoods-special-area-of-conservation-(sac)---mitigation-strategy)

Mitigation

- 18.11 Regulation 63(6) requires Dacorum to have regard to the manner in which the plan or project will be carried out, and to any conditions or restrictions which might be applied to consent for the purpose of avoiding adverse effects. This means that it is permissible to take mitigation measures into account as part of the appropriate assessment.
- 18.12 Mitigation measures must:
- have a high degree of certainty that they will be effective (per the case of **Waddenzee**);
 - be secured and certain in their effect (per **Grace and Sweetman**); and
 - be delivered before an adverse effect on integrity is expected to occur.
- 18.13 In practice, this requires that mitigation is both secured (practically going to happen) and certain (in respect of its ecological effects) at the point at which the appropriate assessment is carried out and consent is granted.
- 18.14 The Dutch Nitrogen cases confirm that "*it is only when it is sufficiently certain that a mitigation measure will make an effective contribution to avoiding harm to the integrity of the [SAC], by guaranteeing beyond all reasonable doubt that the [development project] will not adversely affect the integrity of that site, that such a [mitigation] measure may be taken into consideration in the appropriate assessment*". i.e., unless mitigation has been both

practically secured and DBC can be certain as to its effects, it cannot be taken into account in the appropriate assessment and cannot form the basis for granting consent.

Proposed SANG solution

- 18.15 Approximately 20.4 hectares of land has been secured by the developer at Haresfoot Farm to the south of Berkhamsted. It appears that the candidate SANG as presented could meet the necessary criteria for it to be classified subject to securing the necessary consents. The SANG proposal for Haresfoot Farm is subject to a separate planning application for the change of use of the land from agriculture to open space and any associated operational development required.
- 18.16 The draft mitigation strategy outlines at paragraph 3.5.7, SANG will need to be provided at a rate of Eight Ha per 1000 new residents, this is equivalent to 0.0192Ha. Para 3.5.8 of the same strategy indicates SANG needs to be of a scale for it to function properly as space. Para 3.5.10 requires the catchment of SANG will depend on its characteristics and location, and also their location in the wider green infrastructure network. The application site is approximately 3km (as the crow flies) from the proposed SANG and therefore the recommended SANG size to cater for such a development would be 12-20Ha.
- 18.17 At present not all the necessary physical infrastructure appears to be in place for this land to be considered SANG and would require delivery under a planning application. As part of the appropriate assessment decision makers are obliged to consider the robustness and certainty of proposed mitigation measures. Should there be insufficient certainty over Haresfoot or other SANG solution within catchment of the development, the application must be refused, both SAMM contributions and SANG provision is required to ensure sufficient mitigation to address the potential harm to the SAC.
- 18.18 There needs to be scientific certainty that the SANG will be delivered, and an appropriate mechanism in place to ensure its delivery is appropriately monitored and secured for the benefit. There will be more clarity in this regard once the outcome planning application for Haresfoot Farm is known or at least the outcome indicated by decision makers.
- 18.19 At the time of drafting the report it is not known if the Haresfoot Farm SANG will be approved or not or alternative SANG within catchment will be forthcoming to mitigate for the potential adverse impacts upon the SAC. Should a SANG solution with reasonable scientific certainty of delivery ultimately not be found the development should be refused. The development would adversely affect the integrity of the SAC and that the proposed mitigation measures have insufficient certainty to ensure potential harm would be mitigated. No case is made that there are no alternative solutions or imperative reasons of overriding public interest and compensatory measures. As such, the Regulations precludes the proposal from proceeding until such time an approved SANG solution is in place.
- 18.20 By necessity the application will be required to be referred back to Natural England prior to any decision to grant development being issued. The Council must have exceptional reasons to override the advice of Natural England, who retain the power to refer the

application to the secretary of state to intervene should a Council seek to approve a development against its advice.

19. Biodiversity, Ecological Mitigation and Habitat Creation

- 19.1 Paragraph 186 of the NPPF requires planning decisions contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 186 resists development causing significant harm to biodiversity where this cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for. It further seeks that opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.
- 19.2 Policy CS26 states that development and management action will contribute towards the conservation and restoration of habitats and species; the strengthening of biodiversity corridors; the creation of better public access and links through green space; and a greater range of uses in urban green spaces. Policy CS29 seeks to ensure that development minimises impacts on biodiversity and incorporates positive measures to support wildlife.
- 19.3 Paragraph 186 (a) of the NPPF (2023) advocates a hierarchical approach to biodiversity mitigation – the principle that on-site biodiversity loss should be avoided, mitigated and, as a last resort, compensated.
- 19.4 In terms of on-site impacts, it is suggested that the scheme provides net gains in line with the requirements of the Environment Act 2021 i.e. a biodiversity net gain (BNG) of 20.5% this could likely be achieved through the provision of off-site credits.

Biodiversity Net Gain (BNG)

- 19.5 The legislative requirements of The Environment Act 2021 is not a mandatory requirement for this application. It does, however, inform the planning balance in this case as achieving the stated 20.5% net gain in Biodiversity adds to the Very Special Circumstances of the Green belt discussion and overall planning balance. The 20% net gain promised will be calculated using the Biodiversity Metric and a subsequent approval of a biodiversity gain plan secured by condition or planning obligation.
- 19.6 The development has applied the biodiversity hierarchy within the NPPF in firstly seeking to achieve as much as possible on site and only then looking at on-site solutions to negate the on-site deficit and to achieve the 20% gain.
- 19.7 The biodiversity habitat will need to be secured for at least 30 years via planning obligations or conservation covenants. Securing Biodiversity net gain will also be consistent with the objectives of Policies CS26 and CS29 of the Core Strategy and the NPPF.

20. S106/planning Contributions

CIL

- 20.1 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The current CIL requirements, as set out in the Annual CIL Rate Summary 2023, for residential within Zone 2 is £225 per sq.m.
- 20.2 Officers have assessed the planning obligations (see Heads of Terms) to determine whether they meet the tests set out in the Community Infrastructure Levy Regulations (CIL) Regulation 122. These are that the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. These tests are re-enforced by NPPF paragraph 57.
- 20.3 All the planning obligations in the section 106 Agreement and UU meet the tests in CIL Regulation 122 and paragraph 57 of the Framework, even though some of the provisions exceed the minimum requirements, there is sound planning reasons for this in the context of the planning balance and very special circumstances of the case.

Section 278 Agreement

- 20.4 Any works within the highway boundary (including alterations to the footway and the proposed site access) would need to be secured and approved via a S278 Agreement with HCC. Furthermore, a Section 38 agreement may be necessary if the Highway authority are to adopt internal roads. (It has yet to be clarified if these internal roads will be maintained privately or to be offered for adoption by the Highway Authority).

21. Other Material Planning Considerations

Environmental Impact Assessment (EIA)

- 21.1 Although the proposed scale of development meets the criteria for consideration on the need for an EIA, a screening assessment has been undertaken and an EIA is not deemed necessary, sufficient information has been produced during the application stage to assess and mitigate against the likely environmental impacts of the scheme.

Gas/Oil Pipeline

- 21.2 It should be noted an Oil pipe line buffer zones is applicable to the southwest of the site however the pipeline or sensitive development are likely to be unaffected by the proposals. This will be further reviewed upon submission of reserved matters.

Waste and Minerals

- 21.3 HCC has been consulted on the application and confirmed there is no mineral interest the development is likely to impact upon.
- 21.4 It is appropriate for site waste management plan (SWMP) and construction and environmental management plan (CEMP) to minimise waste and environmental impacts arising from the development consistent with Core Strategy Policy CS29, *Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012) and the NPPF (2023)*. This is to be conditioned.

Trees and landscaping

- 21.5 Enhanced planting is proposed which is welcomed. Policy CS29 requires new development to incorporate at least one new tree per dwelling on-site. This is to be secured by condition along with enhanced landscaping.

Community Engagement

- 21.6 It is understood the applicant has had extensive engagement with the local community and Parish council, this is welcomed and continued dialogue and engagement is encouraged.

Permitted development removal

- 21.7 Planning practice guidance states that permitted development rights should not be removed other than exceptional circumstances. Furthermore, it is not appropriate to take a site-wide, 'carte blanche', approach to the removal of permitted development rights.
- 21.8 For this development it is necessary to remove permitted development rights in a limited way. This is to enable the Local Planning Authority to retain control over the development in the interests of safeguarding flood risk and ecology measures, the retention of key design principles (avoiding harm to visual amenity), and to avoid detriment to residential amenity for the proposed houses, which could arise from harmful extensions. The removal of these permitted development rights would be in accordance with the objectives of Policy CS1, CS10, CS11, CS12, CS29 and CS31 of the Dacorum Borough Core Strategy (2013) and the National Planning Policy Framework (2023).
- 21.9 With the above in mind it is considered necessary and appropriate to remove the following permitted development rights from Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order amending or re-enacting that Order with or without modification):
- Across the entire development: Part 1, Classes B, D, F, G; Part 2, Class B.
 - For plots 15, 24, 25, 26, 28, 34, 36, 43 & 45 (as shown on Drawing 22 1007-SK15.5 Rev.F): Part 1 Class A.
- 21.10 In addition to the above, it is considered necessary to condition that there shall be no enlargement of the extra care building.

Utilities

- 21.11 Thames Water have responded with no objection to the scheme. The sewerage network has sufficient capacity to deal with the anticipated demands and as surface water will not be discharged to the public network there is no objection in this regard.

Economic benefits

- 21.12 During the construction process there would be substantial investment in the site and local supply chains and employment. There would be residual benefits from increased economic activity of new residents and jobs in the extra care facility and ongoing maintenance of public areas. This is a benefit of the scheme.

Response to Neighbour Comments

- 21.13 These points have been addressed above other than value of property and right to a view are not material considerations which can be taken into account in forming a decision on a planning application.

22.0 CONCLUSION

Green Belt / Very Special Circumstances Balance

- 22.1 Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 22.2 The determination of whether very special circumstances exist is a matter of planning judgement based on a consideration of all relevant matters. However, very special circumstances cannot exist unless the harm to the Green Belt, and any other harm, is clearly outweighed by other considerations. Consequently, for a positive decision, the overall balance would have to favour the development, not just marginally, but decisively. The greater the level of harm identified the greater level of VSC that will be required to clearly overcome harm to the Green Belt and any other harm identified.
- 22.3 Officers have identified significant harm to the openness of the Green Belt, and also to one of the purposes of including land in the Green Belt (safeguarding the countryside from encroachment). Both of these matters should be afforded substantial weight. Furthermore, Officers have identified some modest harms in respect of the siting and scale of the extra care building and some localised landscape impacts. These matters should be afforded some, but limited, weight in the balance.
- 22.4 This report also highlights the very special circumstances associated with this development. Substantial weight should be given to the provision of market housing, the provision of extra care housing, the provision of affordable housing. Moderate to substantial weight should be given to the provision of community facilities (allotments, orchard, new open space, bowls club, scouts/youth facility) and the drainage / flooding improvements resulting from the development. Limited weight should be given to off-site ecological enhancements, contributions towards the Village Hall and village centre enhancements and the economic benefits of the proposals.
- 22.5 In the circumstances of this case very special circumstances are considered present. Given the acute five-year land supply situation in the Borough, the development will help meet a pressing need for housing delivery and affordable housing and specialist older person accommodation which will help meet the needs of the borough in a deliverable timescale along with a range of other community benefits. Whilst there would be harm to the Green Belt from encroachment and openness, this part of the Green Belt contributes more modestly to other purposes of including land within the Green Belt. Whilst some other harm has been identified such as the scale and siting of the extra care building, in total, the

benefits clearly outweigh the harm. Furthermore, the use of appropriate conditions and a s106 agreement would secure public benefits and the quality and quantity of development achieved on the site overall.

- 22.6 In conclusion, Officers are of the view that the very special circumstances exist which clearly outweigh the harm to the Green Belt and any other harms.

23.0 RECOMMENDATION

- 23.1 That planning permission be DELEGATED with a VIEW TO APPROVAL (if the Secretary of State for Communities & Local Government (SSCLG) decides not to recover the application for their own determination) subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (As Amended) to secure satisfactory mitigation for the Chiltern Beechwoods Special Area of Conservation, consistent with the Chilterns Beechwoods Mitigation Strategy and other appropriate contributions and provisions to make the development acceptable in accordance with the development plan, NPPF and any other material considerations.
- 23.2 If the s106 Agreement is not signed within 3 (three) months of the Development Management Committee date, (or other timeframe, no longer than 6 (six) months of the Development Management Committee date, as agreed with the DMC Chair and the Head of Development Management) the application shall return to Development Management Committee for re-determination.

Condition(s) and Reason(s):

Full details to follow in a separate Schedule. Conditions will respond to the following matters:

- 1) Time limit for full planning permission
- 2) Time limit for outline planning permission
- 3) List of approved plans and documents
- 4) Submission and details required of reserved matters
- 5) Hard and soft landscaping
- 6) Public realm management
- 7) Energy and sustainability measures
- 8) External Lighting Strategy
- 9) External materials
- 10) Architectural design details for extra care building
- 11) Tree protection and tree retention measures
- 12) Site Waste
- 13) Fire hydrants
- 14) Biodiversity Net Gain Management Plan
- 15) Enhancements to Bovingdon Brickworks nature reserve
- 16) Accessibility standards
- 17) Details of highways works
- 18) Construction Management Plan
- 19) Flood Risk Strategy
- 20) SuDS verification, management and maintenance
- 21) Interim / temporary drainage arrangements
- 22) Archaeology
- 23) Noise and pollution
- 24) Removal of permitted development rights.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Thames Water	<p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering</p>

	<p>connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</p> <p>Water Comments</p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
<p>Affinity Water - Three Valleys Water PLC</p>	<p>Thank you for notification of the above planning application. Planning applications are referred to us where our input on issues relating to water quality or quantity may be required.</p> <p><u>Water quality</u></p> <p>We have reviewed the planning application documents and we can confirm that the site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions.</p> <p>The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.</p> <p>For any works involving excavations below the chalk groundwater table (for example, piling or the implementation of a geothermal open/closed loop system), a ground investigation should first be carried out to identify appropriate techniques and to avoid displacing</p>

	<p>any shallow contamination to a greater depth, which could impact the chalk aquifer.</p> <p>For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".</p> <p><u>Water efficiency</u></p> <p>Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.</p> <p>We currently offer a discount to the infrastructure charge for each new development where evidence of a water efficiency design to a standard of 110litres (or less) per person per day is expected. The discount value for the charging period 2023/24 is £258. For more information visit Water efficiency credits (affinitywater.co.uk).</p> <p><u>Infrastructure connections and diversions</u></p> <p>There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com.</p> <p>Due to its location, Affinity Water will supply drinking water to the development in the event that it is constructed. Should planning permission be granted, the applicant is also advised to contact Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.</p> <p>To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.</p>
Hertfordshire Highways (HCC)	<p>Recommendation</p> <p>Requesting further and amended information and details.</p>

Comments

The planning application is a hybrid application consisting of a full application for 57 dwellings (use class C3); 59 extra care accommodation units (use Class C2) and associated works in addition to an outline planning application (all matters reserved except access) for upto 129 dwellings (use class C3) with ancillary community space and associated works on land at Chesham Road and Green Lane, Bovingdon.

The site is in the emerging Dacorum Local Plan although not yet an allocated site.

A Transport Assessment (TA) has been submitted as part of the application.

The proposed developments are located on a site bounded by Chesham Road to the north-west and Green Lane to the south-west and south-east. Chesham Road is designated as a classified B secondary distributor road, subject to a speed limit of 60mph changing to 30mph and is highway maintainable at public expense. Green Lane is designated as an unclassified local distributor road, subject to a speed limit of 40mph changing to 30mph and is highways maintainable at public expense. On HCC's Place and Movement Network, Chesham Road is classed as P1/M2 (inter-urban road) changing to P2/M2 (multi-function) closer to the town centre whilst Green Lane is classed as P1/M2 (inter-urban road) changing to P2/M1 (residential street) closer to the town centre.

In order to make a review of the acceptability of the overall hybrid application, It has been considered that additional and amended information and details would be necessary to be provided. Such details would need to take into consideration the following points (many of which were also raised at pre-app stage by the Highway Authority):

- In its pre-app response, HCC as Highway Authority recommended that any formal planning application TA take into account any other committed developments in the area included allocated housing site LA6, which does not appear to be the case. This would be necessary in order to assess the acceptability of the overall site, specifically in relation to the junction assessments. It is recommended that Dacorum Borough Council (DBC) as Local Planning Authority is consulted as to what committed developments should be included.
- The illustrative master plan (drawing number 22/1007-SK14) currently shows the community facilities including a scout HQ / Youth Hub. At present only trip generation TRICS data has

been generated for a 5-aside football facility for the proposed community use. Whilst it is acknowledged that the exact use for the community site has not yet been confirmed, in order to make a full assessment of the acceptability of the overall proposals from a transport and highways perspective, the outline application would need to provide more specific details as to the nature, type and size of the proposed community facilities.

Furthermore, Section 6.1.5 of the TA also states that "The resultant total vehicular trip generation for the residential and primary school development proposals as a whole is 93 two-way trips in the AM Peak and 98 two-way trips in the PM Peak". However these results are based on a community use of a 5-aside football facility (not a school use nor indeed the currently indicated scout HQ) and therefore if a school use is to be proposed then the TRICs data and junction modelling assessment would need to be updated to reflect this. A school use would have significantly different trip use in distribution, rates and type. It would be difficult to assess the acceptability of any access arrangements for the community use without more details as to the use - access requirements for a school would be significantly different than for a 5-aside football use.

- The proposals include a pedestrian / cycling link to and through Pembridge Close, which abuts the east side of the site, which would then provide a cycling / pedestrian route via the existing residential areas and into the town centre. HCC as HA would be very supportive of such a connection (as the site would then directly be linked to other P2/M2 multi-function roads). Nevertheless assurance would need to be provided as part of this full application that this would be achievable when taking into the current highway extent of Pembridge Close and ownership of the development site.
- There are a number of improvements that would be required on the existing highway network in order to ensure that the proposals can be considered acceptable from a highways and transport perspective. This is to ensure that the proposals are in accordance with Policy 1:Transport User Hierarchy and Policy 5: Development Management of Hertfordshire's LTP4 and Paragraphs 110 to 112 of the NPPF. Therefore an indicative plan would need to be provided as part of the planning application showing all of the necessary works would be necessary including:
- Bellmouth accesses into the site with tactile/blister paving and pedestrian dropped kerbs on either side and any associated

	<p>works (it is acknowledged that this is included in the currently submitted plans).</p> <ul style="list-style-type: none"> • Chesham Road - improvements to the crossing point across the arm of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane - a minimum of new pedestrian dropped kerbs and tactile paving. • Chesham Road - widening of the footway on the south side of Chesham Road at the junction with Leyhill Road to at least 2m. • Green Lane - cycling links from the site and onto Green Lane to the south (or at least at some point along the 30mph section of Green Lane), designed in accordance with LTN/120. This would be the most appropriate cycling route from the wider site and to the town centre and there is existing cycle leisure route along Green Lane (which forms part of the Kings Langley circular cycleway). • Green Lane - any necessary pedestrian improvements along Green Lane including taking into account any breaks in footways etc. • Easy access kassel kerbs and any other identified necessary improvements to the existing bus stops on Green Lane. • Consideration should be made to any potential improvements to the mini-roundabout junction of Chesham Road / Newhouse Road / Hampstead Road / High Street double mini roundabout in the town centre. • Any necessary access arrangements for the community aspect of the masterplan, the details of which would need to take into consideration the final use e.g. access for a school site would be significantly different to that of a 5-a-side football site. <p>HCC as Highway Authority is therefore recommending that additional and amended details are submitted as detailed in the above points. The applicant may also wish to consider considering the full and outline applications separately although would recommend discussing this with DBC as the Local Planning Authority in this respect.</p>
Strategic Planning & Regeneration (DBC)	<p>1. Introduction</p> <p>This is a hybrid application for a total of 189 homes and other development of which: a) 57 homes and a 59 unit extra care facility is being considered in detail; and b) the remaining 129 homes and other community development and green space is to be determined in outline only.</p>

The site relates to 9.75ha of largely undeveloped land in the Green Belt located on the south western edge of the village boundary in open countryside.

The site does not currently benefit from any formal allocation, but is identified as a preferred allocation (reference Growth Area Bv01) in the Dacorum Local Plan (2020-2038) Emerging Strategy for Growth and in the forthcoming (Reg.18) consultation on the 'Revised Strategy for Growth'. The current proposal is greater in capacity than the former (150 homes).

2. Planning policy context

(i) National Planning Policy Framework (NPPF)

The NPPF makes clear that the Government attaches great importance to Green Belts and that their essential characteristics are their openness and permanence (para. 137). Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para. 147).

'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations (para. 148).

The NPPF sees the construction of new buildings as inappropriate in the Green Belt, but sets out a number of exceptions (para. 149).

Other matters of wider relevance include:

- Paragraph 11 on the presumption in favour of sustainable development.
- Paragraph 12: where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.
- Paragraph 74: local planning authorities should identify a minimum of five years' worth of housing - against their local housing need where the strategic policies are more than five years old.
- Paragraph 93: planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services.

- Paragraph 105: significant development should be focused on locations which are or can be made sustainable.

(ii) Dacorum Core Strategy (September 2013)

The site is in the Green Belt (see Policy CS5) and therefore the Council will apply national Green Belt policy to protect the openness and character of the Green Belt.

(iii) Dacorum's Emerging Local Plan (November 2020)

The Emerging Local Plan proposed to meet local housing need (922 homes a year at the time) between 2020 and 2038. To accommodate this level of growth, substantial Green Belt housing development was proposed.

The current application site was proposed as a preferred allocation Bv01: Grange Farm. The planning requirements for the allocation identified that the site would provide for around 150 homes, secure open space, and would also set aside 3ha of land for a primary school.

We are undertaking another round of targeted (Reg.18) consultation on the Local Plan over the late autumn period, although this will focus on a revised growth strategy rather than a full draft of the Plan. A report has gone to Scrutiny on 4 October 2023: Agenda for Strategic Planning & Environment Overview & Scrutiny on Wednesday, 4th October, 2023, 7.30 pm (dacorum.gov.uk)

While the revised strategy makes a number of proposed changes to the previous strategy, including the removal of several potential Green Belt allocations in the towns and larger villages, it retains the preferred allocation Bv01 at Grange Farm. The Council still supports the inclusion of the site given the package of benefits it will bring to the village, its potential to secure a SANG solution, and on the basis it has support from the Parish Council in principle subject to it delivering on a number of objectives in their Neighbourhood Plan.

The recommendations from Scrutiny have been endorsed by Cabinet on 17 October 2023: Agenda for Cabinet on Tuesday, 17th October, 2023, 7.30 pm (dacorum.gov.uk)

The recommendations have also been agreed at Full Council on 25 October 2023 to allow us go out to formal consultation with the revised strategy and associated sites: Agenda for Council on Wednesday, 25th October, 2023, 7.30 pm (dacorum.gov.uk)

Given the above points, the new Local Plan still remains at an early stage of preparation, and only limited weight can be given to the November 2020 document and revised growth strategy (NPPF paragraph 48). Nevertheless, the site specific requirements for Growth Area Bv01 should be taken into account when considering the application.

(iv) Bovingdon Neighbourhood Plan

The Neighbourhood Plan is at an advanced stage, although it has not yet fully come into force (i.e. been 'made'). The Council is currently undertaking a Reg.16 consultation on behalf of the NP steering group which runs from 29 September to 12 November 2023: Bovingdon Neighbourhood Plan (dacorum.gov.uk)

This is equivalent to the Local Plan submission stage, and therefore a moderate degree of weight can be attached to the Plan and its policies/objectives. It is likely that there will be an examination of the NP in the new year followed by a referendum. Obviously, greater weight can be afforded to the policies in that Plan as it progresses.

3. Key planning policy issues

Issue 1: Is the principle of development acceptable?

The scheme proposes residential development and other community uses in the Green Belt which clearly represents inappropriate development given it is in advance of a formal Local Plan allocation being in place.

While the site is identified as a preferred allocation in both the Emerging Growth Strategy and Revised Strategy for Growth, the Plan is still at an early stage of preparation. Furthermore, the scale of development associated with the application is larger than the potential allocation, particularly in relation to the housing capacity (resp. 150 and 189 homes). Therefore, the Plan (and the site's designation) can only be given very limited weight at this point in time.

On this basis, the applicant will need to demonstrate very special circumstances. NPPF paragraph 148 makes clear that very special circumstances (VSC) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The case office will need to balance any identified benefits of the

scheme with the potential harm to the Green Belt and any other harm arising from the development.

Issue 2: Is the scale of development acceptable?

As referred to under Issue 1, the quantum of development currently being sought by the applicant exceeds that being pursued through preferred allocation Bv01 in the new Local Plan.

This is not an uncommon situation, but in this case, the scale of development is an important issue in relation to:

- The proposed housing exceeding that under preferred allocation Bv01 by over 25%.
- Infrastructure capacity in the village e.g. schooling, parking, village centre congestion, etc.
- The site will be the main driver for change in the village.
- The potential cumulative effect of development within and adjacent to the village taking account of other housing schemes already in the pipeline e.g. Molyneaux Avenue (43 homes) and the former Bobsleigh Hotel (56 homes).
- The cumulative level of development is raising concerns locally within the village.
- The ability for the site to address existing constraints e.g. surface water flooding.
- The design, density and layout of the site and it having an acceptable relationship to existing housing and the adjoining open countryside.

Under the revised growth strategy we envisage 150 homes being an appropriate level of development for the allocation Bv01. This level of housing takes into account the constraints on the site, and bearing in mind that additional housing could trigger the need for a new primary school. Cumulatively, we consider that 230 new homes up to 2040 is a reasonable level of growth overall to plan for in Bovingdon.

Originally, under the Emerging Strategy for growth we were requiring that 3ha of land be set aside for a primary school on the site. The County Council now say that Bovingdon can accommodate about 180 homes with the existing school (there are pupils coming in from Bucks at the moment which is keeping numbers healthy at the moment). For that reason, in the revised strategy for growth we have suggested 150 homes at Grange Farm and c.40 at the existing LA6 allocation (Chesham Road/Molyneaux Avenue).

The case officer would need to be satisfied that this scale of development can address on-site constraints and local infrastructure capacity, and not lead to cumulative harm (in conjunction with other

housing schemes) to the village.

Issue 3: Does the lack of a five year supply of housing land provide justification for granting permission?

As the Core Strategy is over five years old, the Council must base its housing land supply calculations on local housing need (LHN) using the standard method (NPPF paragraph 74). The LHN (1,017 dpa) represents a substantial increase over the Core Strategy housing target (430 dpa). Current monitoring indicates that the Council is unable to achieve such a level of supply. This means that Dacorum does not currently have five years' supply of housing land and is a position that we have been accepting for decision-taking purposes.

Furthermore, in the short-term and outside of preparing the new Local Plan, we are unlikely to be able to demonstrate such an uplift in supply. Therefore, for the purposes of determining this application we would have to accept a continuing shortfall measured against the five years' land supply.

Based on the recent assessment of our housing supply position for the purposes of the Land East of Tring appeal inquiry, we have 2.19 years' of supply. Therefore, for the purposes of determining this application we would have to accept a continuing shortfall measured against the five year land supply.

However, we would accept that the proposal would make a reasonable contribution to the 5YHLS position in terms of both the full and outline components of the application.

Issue 4: Does the inclusion of extra-care accommodation provide justification for granting permission?

The Government encourages housing for older people in NPPF paragraph 62 and through the more detailed Planning Practice Guidance on 'Housing for Older and Disabled People'.

Thus, the extra-care units are welcomed in principle. This will help meet the need for senior accommodation identified in the Local Housing Need Assessment (LHNA) (2020): South West Herts Local Housing Needs Assessment Final Report - September 2020 (dacorum.gov.uk)

The LHNA 2020 points to high levels of need for housing with care (i.e. extra-care housing) across both the rented and leasehold-ownership markets (Table 90 below). This equates to over 600 homes

in total up to 2036 across these markets.

However, we do note the recent completion of a retirement complex (McCarthy & Stone) on Hempstead Road to serve the village (and beyond). Furthermore, the level of need for senior housing is being reassessed through the review of the LHNA. While the LHNA (2023) study is still in draft form the analysis continues to point to a strong potential need for housing with care (e.g. extra-care) in both the market and affordable sectors to 2041 (albeit officers are likely to challenge the assumptions being used and this could lead to changes in the level of need identified). It also suggests that there will be a need for housing with support (e.g. retirement/sheltered housing) in the market sector.

Our only slight reservation would be that we do not consider that this is the most suitable of locations for such age-related housing, being in an edge of village location and its relative distance to local facilities and public transport accessibility.

The eventual aim is that through the new Local Plan larger development and allocations will contribute towards meeting this potential identified quantum of need in the LHNA. However, we would acknowledge that the proposed accommodation will help towards meeting this level of need.

Issue 5: Does the inclusion of a range of community uses provide justification for granting permission?

The application seeks to provide a range of community benefits including land set aside for community facilities (1.15ha), ancillary community spaces, and open spaces across the two phases. This is welcomed in principle in terms of place-making and broadly aligns with the planning requirements under the latest Revised Strategy for Growth:

Now that land is no longer required for the school (i.e. on the basis of the 150 homes capacity), the space could be made available for a new community hub / scout hut, etc. The relocation of these uses could in turn help resolve issues within the village centre and free up land for other activities.

The proposals contribute towards the case for VSC. The weight to be afforded to this proposal will depend on the extent to which these facilities are available to the wider community of Bovingdon for their use and benefit. The case officer should have regards to the views of Bovingdon Parish Council in relation to this.

While the type, mix and scale of community uses are welcomed, we would stress that some of these are not strictly required to mitigate the impact of the development. Since our early dealings with the site, the land promoters have been keen to offer up community benefits as part of a wider 'planning gain' package for the development. As a consequence, this has had the broad support of the Parish Council, particularly if it is seen to deliver some of the objectives of their neighbourhood plan, especially for the village centre.

Issue 6: Are the affordable housing proposals acceptable?

The provision of a mix of homes and tenure types is welcomed in principle, although we note that the current housing schemes at the existing LA6 allocation (Chesham Road/Molyneaux Avenue) and at the former Bobsleigh Hotel already offer good opportunities for market and affordable housing.

The applicant's Planning Statement indicates that the development would provide 40% affordable housing overall (as per Core Strategy Policy CS19). The first (full) phase would deliver 23 affordable homes and the second (outline) phase would theoretically secure c.52 affordable homes. The former would be a mix of sizes and types of 1-4 bed properties.

The applicant acknowledges that the overall detailed tenure split has yet to be finalised. We would stress the importance of encouraging the developers to deliver social rent / genuinely affordable housing.

While the proposal for 40% affordable housing is welcomed, it is no higher than that proposed in draft Policy DM2 or that required by the Site Allocations Development Plan Document on the local allocations (which like the application site are greenfield edge of settlement sites). Therefore, the affordable housing offer cannot be regarded as better than normal, unless either a significant proportion of social housing or affordable rented housing that is genuinely affordable is provided.

Based on advice the Council has received from a consultant, genuinely affordable rents are around 60% of median market values (including service charges). Strategic Housing's view is that it is more important to secure affordable housing that is genuinely affordable than to maximise the affordable housing percentage.

We would assume that the mix would include 25% of First Homes (to comply with the 'First Homes' Planning Practice Guidance) i.e. c.6 in total. The mix should also include housing for rent, although the provision of social housing would be very welcome. Our main concern is that the affordable housing for rent should be genuinely affordable,

which means that rents should be about 60% of open market rents.

It should also be noted that NPPF paragraph 65 requires that at least 10% of the total number of homes should be for affordable home ownership (in this case c.6 homes).

We would also suggest that you carefully look at the nature of the care home to see if the extra-care accommodation would justify affordable housing.

We recommend that you seek detailed advice on the affordable housing proposals from the Housing Strategy and Investment team.

Issue 7: What are the implications of this proposal on the Chilterns Beechwoods Special Area of Conservation (SAC)

The applicant has acknowledged their responsibilities under the Habitats Regulations to secure Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) contributions for some of the qualifying development proposed by the scheme i.e. net gain in homes. Both C2 and C3 is qualifying development for Habitats Regulations. Certain types of care home provision will also need to apply the precautionary principle on and therefore provide mitigation for the Chilterns Beechwoods SAC.

We note that the case officer has received recent advice from Natural England (NE) as part of the consultation process for the application. NE has responded to the applicant's Appropriate Assessment and has raised objections to it, and the measures proposed to mitigate for any adverse effects. They consider that the assessment/proposed approach is not sufficiently robust to justify that the proposal will not result in adverse effects on the integrity of the Chilterns Beechwoods SAC.

In principle, we welcome the applicant's commitment to want to deliver a bespoke off-site SANG solution in relation to land at Haresfoot Farm, Berkhamsted (22.9ha). The applicant states that this will be made up of land in their ownership (20.4ha) and adjoining third party land (2.5ha). If the SANG scheme progresses as set out in the supporting documents this should enable a SANG catchment of 5km (for SANGs of 20ha+) as set out in our Mitigation Strategy Part A, paragraph 3.5.10. iii).

In reality, we acknowledge that the scale of this SANG will provide

some 'spare' capacity for other potential schemes the applicant is promoting in the borough. They have also committed to delivering the SANG in full before the first occupation at Grange Farm (to ensure that a 2.3 to 2.5km walk is delivered in advance of first occupation of the homes reliant on this SANG proposal).

However, we are not comfortable with this position as the details provided at this early stage by the applicant are very limited and they appear to still need to formally secure a smaller part of this arrangement with a third party SANG landowner(s)/provider for an in-perpetuity period (80+years). There has been no application received for the change of use of land for the proposed Haresfoot Farm SANG (or any pre-application with the Council to understand how likely this scheme is to be supported).

The applicant should share fuller details about any arrangements with the responsible authorities (both Competent Authorities and Natural England as the appropriate Conservation Body). For example, would the application be reliant on a separate SANG application being positively determined (this could be a complex matter)? Ultimately, we need certainty that the SANG scheme will be on the ground and open by the time of first occupation of this development (or any other reliant on that SANG if it is to be delivered in advance of this scheme).

We require a detailed breakdown on qualifying development to be able to better understand how much SANG and SAMM 'spaces' would be necessary for this proposal (we acknowledge this discussion is ongoing with the SAC mailbox). This will allow us to establish an 'equivalent number of homes total'.

The applicant should commit to SANG provision that is an appropriate quantum, specification and distance from the application site to meet the criteria contained within the Council(s) Mitigation Strategy: Chilterns Beechwoods Special Area of Conservation (SAC) - Mitigation Strategy (dacorum.gov.uk) and Natural England's SANG Guidance available at:

<https://www.bracknell-forest.gov.uk/sites/default/files/2021-11/natural-england-sang-quality-guidance.pdf>.

We are mindful that this scheme currently provides no certainty that the SANG is achievable, deliverable, timely (i.e. on the ground before occupation of the development) or acceptable as third party SANG.

In its own right, the SANG site will require planning permission to secure its delivery before there is the certainty that we require to determine this application positively from a HRA perspective. It will

almost undoubtedly need implementation to SANG standards or some form of upgrades/long term management and maintenance.

The securing of a landowner/manager will also be critical. For information, the Mitigation Strategy would normally be agreed and fully costed and a contract between the SANG provider and the qualifying development landowner/developer entered into before planning permission is issued. The developer should provide the LPAs with a Letter of Comfort (LoC) in support of their SANG offer. This will seek to confirm that the necessary SANG mitigation will be delivered in line with the Habitats Regulations requirements. In terms of the SANG we are also aware that Natural England's land management preference is as follows:

- 1) Local Council or Parish Council;
- 2) Via a charitable trust such as: the Land Trust, RSPB, Woodlands Trust, City of London Corporation or possibly the National Trust (if they have interest in such land); and then
- 3) Privately owned or a management company (with step in rights for the Council if any private owner goes into liquidation).

Without certainty that the right type of organisation is secured, then the SANG will not be supported.

We would expect the LoC to cover the following broad matters:

- The proposal/development address.
- The proposal title.
- The planning application number or appeal reference.
- What the SANG site name is i.e. where the SANG spaces are being offered?
- Is the SANG agreed by Natural England and that its quality meets their Guidance?
- Where SANG catchment is relevant (i.e. for schemes of 10 homes or more) that the scheme is within the defined SANG catchment distance (see our mitigation strategy for details).
- What the number of homes (or number of home equivalents) is being offered from the SANG.
- The detailed calculation carried out for home equivalents being offered (if not pre-agreed with the Council in advance) i.e. what baseline use deductions may have been made - unique / unusual use applications get complicated (see tables in our detailed FAQs document and Mitigation Strategy for qualifying development).
- What is the in perpetuity period being offered (80 or 125 years or something else)?
- When the site is commenced.
- Any important caveats which may affect our decision:
- clarification if there is any offer withdrawn after any specific

	<p>dates i.e. if a decision is not made by X or commenced by Y, etc.</p> <ul style="list-style-type: none"> • If a permission is not implemented by X date - what happens after 3 years when the permission has lapsed, etc.? • Sign off by someone with 'decent level' of responsibility/authority in the Trust/organisation, ideally CEO or chairman maybe. <p>The applicant's approach seems to rely on the need for a Grampian condition approach which the Council is not in favour of.</p> <p>The SAMM needs to be secured by a legal agreement either a Unilateral Undertaking (UU) or S106 agreement with the Council. To engage with the Council on Habitats Regulations matters, please contact SAC@dacorum.gov.uk.</p> <p>4. Conclusion</p> <p>We welcome a number of aspects of the application, including the affordable housing, community facilities and the provision of extra care housing.</p> <p>However, we are concerned over the scale of the development relative to the preferred allocation Bv01, and what this might mean for the site itself, and cumulatively for the village as a whole in relation to other schemes being progressed.</p> <p>The case officer needs to consider whether the overall benefits of the scheme are sufficient to outweigh the harm to the Green Belt that the development would cause.</p> <p>Even so, we remain concerned with the applicant's proposed bespoke SANG solution and the need for greater clarity and certainty over its deliverability and acceptability. Habitats Regulations matters do not form part of the 'planning balance', and so the Council will be unable to resolve anything other than a refusal for this scheme unless adequate levels of both SANG and SAMM is secured for delivery (which forms part of a separate planning application yet to be received).</p>
<p>Crime Prevention Design Advisor</p>	<p>I am struggling to find any reference to security or crime prevention in the documents provided.</p> <p>I have visited the area and have liaised with the head of security at HMP The Mount and whilst I have no objection to development, I would ask that the site is built to the Police minimum security standard, Secured by Design.</p>

Physical Security (SBD)

Layout / Boundary

The site has good surveillance, gardens will require 1.8m close board fencing. And secure gates with locks.

Communal door sets for flats:

Certificated to BS PAS 24: 2016, or 2024 or LPS.1175 SR2.

Access Control to flats:

Audio Visual. Tradespersons release buttons are not permitted under SBD requirements.

Postal delivery for communal dwellings (flats):

Communal post boxes (TS 009) within the communal entrances or through front doors with post office being given access fob.

Individual front entrance doors for houses and flats

Certificated to BS PAS 24:2016 or PAS 24: 2022

Windows: houses and flats:

Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or PAS 24 2022 or LPS 1175 SR2 for French doors for balconies:

Dwelling security lighting houses and flats:

Bin stores & Utility stores

Secure LPS1175 SR 2 door with fob.

Car Parking:

It is good to see that there is adequate parking, and it is to the front and side of the dwellings.

Compartmentalisation of Developments incorporating multiple flats.

Larger developments can suffer adversely from anti-social behaviour due to unrestricted access to all floors to curtail this either of the following is advised:

- Controlled lift access, Fire egress stairwells should also be controlled on each floor, from the stairwell into the communal corridors.
- Dedicated door sets on each landing preventing unauthorised access to the corridor from the stairwell and lift.

Secured by Design recommends no more than 25 flats should be accessed via either of the access control methods above.

Independent Living Care Home:

Although this is built to class C2, I would ask that security measures are implemented:

Easily accessible windows & doors (PAS 24: 2016 or PAS 24: 2022)

	<p>Communal doors LPS 1175 , fob access entrance doors</p> <p><u>Lighting throughout the site</u> Column lighting, bollard lighting is not fit for purpose and raises the fear of crime in large developments.</p> <p><u>Trees / hedges</u> Planted and maintained to allow passive surveillance across the development.</p> <p>If the application is granted, I would like the opportunity to review the security measures for the community buildings, sports area, gardens, and scout hut in more detail.</p>
Hertfordshire Fire & Rescue (HCC)	<p>Following information sent to us from Highways Agency, with regards to the above planning application, we have examined the drawings and note that the provision for access does not appear to be adequate to comply with the building regulations 2010. Please see below the guidance which should be met to allow access for fire crews in the event of a fire. It was not possible ascertain all these requirements with the information provided on the portal.</p> <p>ACCESS AND FACILITIES</p> <p>Access for fire fighting vehicles should be in accordance with The Building Regulations 2010 Approved Document B (ADB) Vol 1 and Vol 2.</p> <p>1. Appliance access minimum width of the road between kerbs is to be 3.7m. Minimum width of gateways is 3.1 m</p> <p>2. Access measures more that 45m from the furthest point inside the dwelling to the nearest stopping point for a fire appliance.</p> <p>In the case of the Extra Care Housing or any multi-storey residential buildings, where applicable, ABD Volume 2, B5 states: For small buildings (up to 2000m2, with a top occupied storey that is a maximum of 11m above ground level), vehicle access for a pump appliance should be provided to whichever is the less onerous of the following.</p> <p>a. 15% of the perimeter. b. Within 45m of every point of the footprint of the building (see Diagram 15.1).</p> <p>3. Access routes for Hertfordshire Fire and Rescue Service vehicles should achieve a minimum carrying capacity of 19 tonnes.</p>

	<p>4. Turning facilities should be provided in any dead-end route that is more than 20m long. This can be achieved by a hammer head or a turning circle designed on the basis of Diagram 13.1 in section B5.</p> <p>WATER SUPPLIES</p> <p>For guidance and requirements water for supplies for fire-fighting (Fire hydrants) at this location, please contact Hertfordshire Fire & Rescue Services water officer on 01992 507507 or water@hertfordshire.gov.uk</p> <p>The comments made by this Fire Authority do not prejudice any further requirements that may be necessary to comply with the Building Regulations.</p>
<p>Lead Local Flood Authority (HCC)</p> <p>ORIGINAL COMMENTS</p>	<p>Thank you for your consultation regarding the above application (received 15 September 2023) for a hybrid development (full application consisting of 57 dwellings and 59 units of extra care accommodation and an outline application for up to 129 dwellings and 1.15ha of community land).</p> <p>We object to this planning application in the absence of an acceptable Flood Risk Assessment and Drainage Strategy relating to:</p> <ul style="list-style-type: none"> • Unknown change in the risk of flooding downstream of the development. • The development not complying with NPPF or local policies. <p>Reason</p> <p>To prevent flooding in accordance with National Planning Policy Framework paragraph 167, 169 and 174 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.</p> <p>We will consider reviewing this objection if the issues highlighted on the accompanying Planning Application Technical Response document are adequately addressed.</p> <p>Date 3 November 2023</p> <p>In December 2022 it was announced FEH rainfall data has been updated to account for additional long term rainfall statistics and new</p>

<p>AMENDED COMMENTS 1</p>	<p>data. As a consequence, the rainfall statistics used for surface water modelling and drainage design has changed. In some areas there is a reduction in comparison to FEH2013 and some places an increase (see FEH22 - User Guide (hydrosolutions.co.uk)). Applications should use the most up to date FEH2013 data. Other planning applications using FEH2013 rainfall, will be accepted if they are currently at an advanced stage. For the avoidance of doubt the use of FSR and FEH1999 data has been superseded by FEH 2013 and 2022 and therefore, use in rainfall simulations are not accepted.</p> <p>Informative to the LPA'</p> <p>We advise that you as Local Planning Authority ensure that this application passes the sequential test due to the surface water flow path through the centre of the site.</p> <p>Since our previous response (and subsequent meeting), the applicant has provided an addendum to the Flood Risk Assessment and Drainage Strategy, alongside an updated drainage layout, catchment layout, flood routing layout and flood risk modelling report. We previously raised a concern regarding the overall drainage design, particularly the large number of boreholes proposed in the main central basin. However, we do note that there is no alternative method to discharge surface water from this site, with no surface water or combined sewers in the close vicinity. The deep bore soakaways will need to be permitted by the Environment Agency. However, due to the large number of boreholes located in the central basin and the amount of flood water that would be required to be stored on top of them, we strongly recommend that you, as Local Planning Authority, seek independent advice of a suitably qualified geotechnical expert to understand the possible risk to the site (as a result of the possibility of dissolution features forming) and whether further ground investigation is required. We are unclear if deep bore soakaways are a sustainable solution in this instance, if they fail there is no room to reinstall them and there would a significant additional amount of impermeable area upstream of an area already at risk of flooding.</p> <p>As a result of this, we are able to recommend the below conditions, if you are minded to approve this application.</p> <p>Condition 1</p> <p>Prior to the commencement of development, construction drawings of the surface water drainage network, associated sustainable drainage components and flow control mechanisms and a construction method statement shall be submitted and agreed in writing by the local planning authority. The scheme shall then be constructed as per the agreed drawings, method statement, FRA & Drainage Strategy (JNP Group, B25013-JNP-XX-XX-RP-C-1003 P03, July 2023), Flood Risk Assessment and Drainage Strategy Addendum (JNP Group,</p>
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November 2023) and Drainage Strategy Layout (JNP Group, B25013-JNP-92-XX-DR-C-200, November 2023), remaining in perpetuity for the lifetime of the development unless agreed in writing by the Local Planning Authority. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with NPPF and policies of Dacorum Borough Council.

Condition 2

The development hereby approved shall not be occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

I. a timetable for its implementation.

II. details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.

III. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies of Dacorum Borough Council.

Condition 3

Upon completion of the surface water drainage system, including any SuDS features, and prior to the first use of the development; a survey and verification report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to condition 1. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-

	<p>surveyed with the findings submitted to and approved in writing by the Local Planning Authority.</p> <p><u>Reason:</u> To ensure the flood risk is adequately addressed, not increased and users remain safe for the lifetime of the development in accordance with NPPF and Policies of Dacorum Borough Council.</p> <p>Condition 4</p> <p>Development shall not commence until details and a method statement for interim and temporary drainage measures during the demolition and construction phases have been submitted to and approved in writing by the Local Planning Authority. This information shall provide full details of who will be responsible for maintaining such temporary systems and demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and sediment to any receiving watercourse or sewer system. The site works and construction phase shall thereafter be carried out in accordance with approved method statement, unless alternative measures have been subsequently approved by the Planning Authority</p> <p><u>Reason:</u> To prevent flooding and pollution offsite in accordance with the NPPF.</p> <p><u>Informative</u></p> <p>Please note if, you the Local Planning Authority review the application and decide to grant planning permission, notify the us (the Lead Local Flood Authority), by email at FRMConsultations@hertfordshire.gov.uk.</p>
Fire Hydrants	<p>This will require a condition for the provision and installation of fire hydrants, at no cost to the county council, or fire and rescue service. This is to ensure there are adequate water supplies and hydrants available for use at all times.</p> <p>Fire hydrants will be required to cover the development here, to ensure there are adequate water supplies available for use in the event of an emergency. We would like to request a condition to secure this.</p> <p>The wording should be as follows:</p> <p>No above ground works shall take place until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes at the site, has been submitted to and approved in writing by the Local Planning</p>

	<p>Authority. The development shall not be occupied until the scheme has been implemented in accordance with the approved details.</p> <p><u>Reason for condition:</u> to ensure adequate water infrastructure provision is made on site for the local fire service to discharge its statutory firefighting duties.</p> <p>We can't/ won't be able to determine the number of hydrants required or location as its dependant on the water mains which are to be laid and installed. Once the scheme for water mains is drawn up, it is usually sent via the water undertaker/ designer and we'll plot the position to ensure there are adequate hydrants.</p>
National Air Traffic Services	<p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p> <p>However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains the LPA's responsibility to ensure that all the appropriate consultees are properly consulted.</p> <p>If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.</p>
British Pipeline Agency	<p>Having reviewed the information provided, the BPA pipeline(s) is not affected by these proposals, and therefore BPA does not wish to make any comments on this application.</p> <p>However, if any details of the works or location should change, please advise us of the amendments and we will again review this application.</p> <p>Whilst we try to ensure the information we provided is accurate, the information is provided Without Prejudice and we accept no liability for claims arising from any inaccuracy, omissions or errors contained herein.</p>

British Gas	<p>Your planning application - No objection, informative note required</p> <p>We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective, however we need you to take the following action.</p> <p>What you need to do</p> <p>To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice: Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.</p> <p>If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions</p> <p>Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.</p> <p>Your responsibilities and obligations</p> <p>Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.</p> <p>This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.</p> <p>Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding</p>

	<p>fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.</p> <p>If you need any further information or have any questions about the outcome, please contact us at lantprotection@cadentgas.com or on 0800 688 588 quoting your reference at the top of this letter.</p>
<p>Natural England</p>	<p>SUMMARY OF NATURAL ENGLAND'S ADVICE OBJECTION</p> <p>Natural England objects to this proposal. As submitted we consider it will:</p> <ul style="list-style-type: none"> • have an adverse effect on the integrity of Chilterns Beechwoods Special Area of Conservation Site Search (naturalengland.org.uk) • damage or destroy the interest features for which Ashridge Commons and Woods Site of Special Scientific Interest has been notified. <p>Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.</p>
<p>Bovingdon Parish Council</p>	<p>The committee supports the application in principle, conditional upon the community benefits as outlined on page 44 of the Design and Access Statement being delivered by the developer.</p> <p>Support is also on the understanding that the Extra Care Housing will provide a residential care home facility.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the planning application submissions, in particular the RSK Geo-Environmental Assessment Report (ref. 1922510 R01 (04)) dated July 2023 and records held by the Environmental and Community Protection Team I am able to confirm that there is no objection to the proposed development. However, it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because of the vulnerability to the presence of land contamination of the proposed end use, which includes housing with private gardens, on a site that has been under an agricultural land use and which is immediately adjacent to an historical landfill site.</p> <p>This recommendation and the following planning conditions, which it is recommended should be included if permission is granted, take account of the content and conclusions of the RSK report and as such are considered justified.</p>

Also, in relation to the requirements for the below conditions, please will you communicate the following observations to the applicant for the attention of their environmental consultancy.

- 1) Please add the location of Trial Pit 13 to the sample location plan in the subsequent reporting
- 2) Please provide a graphical representation of the conceptual site model for the ground gas situation at the site including information on the proposed foundation designs for the various buildings proposed in the subsequent reporting
- 3) In the subsequent reporting please provide some additional comment on the presence of made ground in a particular area of the site (TP12, TP13 & TP14) and whether or not this should be considered as a specific area within the larger site.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced until an Intrusive Site Investigation Risk Assessment Report, to supplement the existing RSK Geo-Environmental Assessment Report (ref. 1922510 R01 (04)) dated July 2023, has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.

(c) This site shall not be occupied, or brought into use, until:

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local

Planning Authority.

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Informative:

The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.

Guidance on how to assess and manage the risks from land contamination can be found here <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

and here: https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_8

ENVIRONMENTAL HEALTH (POLLUTION) comments:

On preliminary advice on this application in April 2023, the need for dust, light, odour, air quality mitigation and management, as part of an Environmental Impact Assessment etc. were queried and this department advised that they would not, as long as these matters

were covered in a CMP on application.

As neither appear to have been received as part of the application, this department could not appropriately comment on these matters and as such can only suggest either refusal or conditioning the requirement for the above prior to commencement.

In regard to noise, we would be minded to suggest a condition, requiring details of a scheme for achieving the noise levels outlined in table 7, 8 and 9 of the provided noise report (Report No22218-1-R2), utilising mitigation methodology and specification suggested in Section 11; this scheme should be provided to the LA for discharge prior to first occupation.

AQ assessment regarding this site which looks acceptable. Following conditions and informatives are recommended:

Condition:

Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction

REASON: In the interests of safeguarding highway safety and residential amenity.

Informative:

The Statement required to discharge the Construction Management Plan of this consent is expected to cover the following matters:

- the parking and turning of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for waste minimisation and recycling/disposing of waste resulting from the construction works.
- design of construction access
- hours of construction work

	<ul style="list-style-type: none"> • measures to control overspill of light from security lighting <p><u>Working Hours Informative</u></p> <p>Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.</p> <p>Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.</p> <p>Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.</p> <p><u>Waste Management Informative</u></p> <p>Under no circumstances should waste produced from the development be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.</p> <p><u>Invasive and Injurious Weeds - Informative</u></p> <p>Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
Environment Agency	Thank you for consulting us on the above planning application on 15 September 2023. As part of the consultation, we have reviewed the documents available, including:

- Geo-environmental Site Assessment prepared by RSK Geosciences, dated July 2023 (ref: 1922510 R01 (04))
- Flood Risk Assessment and Drainage Strategy prepared by JNP Group, dated July 2023 (ref: B25013-JNP-XX-XX-RP-C-1003 P03).
- Preliminary Drainage Strategy prepared by JNP Group, dated August 2023 (ref: B25013-JNP-X92-XX-DR-C-2002 P04).

Based on a review of the submitted information, we have no objection to the proposed development.

The sites use, both currently and historically, as agricultural pastureland means it is unlikely to contain sources of contamination that could be mobilised and impact on controlled waters, specifically groundwater in the underlying Chalk Principal aquifer, as a result of the proposed redevelopment of the site.

We note that the site is in Source Protection Zone (SPZ) 3 and underlain by the Clay & Flint formation for approximately 4-12m above the chalk bedrock. We also note that no groundwater was encountered during the drilling of 5 no. 25m cable percussive boreholes, nor during the six weeks of monitoring afterwards. As a result, it is understood that the target depth into the chalk of the deep infiltration system is sufficiently within the unsaturated zone of the bedrock.

We ask that if there are any changes to the proposed drainage strategy at any stage in the planning process, we would like to be reconsulted. We would also like to be reconsulted during the subsequent phases of this overall development, particularly the phase in which the design/details of the "foul water pump station" indicated in the south-east of the site are proposed.

Advice to Local Planning Authority

The control of emissions from Non-Road Going Mobile Machinery (NRMM) at major residential, commercial, or industrial sites.

Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority.

This is particularly important for major residential, commercial, or

industrial development located in or within 2km of an Air Quality Management Area for oxides of Nitrogen (NOx), and or particulate matter that has an aerodynamic diameter of 10 or 2.5 microns (PM10 and PM2.5). Use of low emission technology will improve or maintain air quality and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives.

We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority.

The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation this informative should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit.

Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application to which this then can be applied.

Advice to applicant

Deep infiltration systems

We advise deep infiltration systems for surface water to be designed in accordance with position statement G9 in The Environment Agency's approach to groundwater protection in order to obtain a permit: The Environment Agency's approach to groundwater protection (publishing.service.gov.uk).

At the present time, we are unable to identify any pollution control measures prior to release into the deep infiltration system on the provided drainage plan. Should an accidental fuel-to-ground release (or similar) occur, for example, we are concerned that the current proposed drainage system could create a pollution pathway directly into groundwater.

Water Resources

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new

	<p>developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.</p> <p>Residential developments All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015.</p> <p>However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.</p> <p>We also recommend you contact your local planning authority for more information.</p> <p>Pre-Application Advice Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk.</p> <p>Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p>
Hertfordshire Ecology	<p>ECOLOGICAL IMPLICATIONS Thank you for consulting this office on the above application. Overall Recommendation:</p> <p>Application can be determined with no ecological objections (with any informative / conditions listed below).</p> <p><u>Summary of Advice:</u></p> <ul style="list-style-type: none"> • Significant grassland loss considered greater than site level impact. • Concern regarding habitat proposals for Central Green - it can't

realistically be a meadow, woodland and wetland as proposed.

- Indirect impacts on adjacent LWS should be addressed.
- PEA acceptable; some grasslands of locally higher value than otherwise assessed.
- Bat surveys are acceptable.
- Sufficient BNG demonstrated by additionality on the proposed SANG.
- HRA report provides sufficient information for LPA to make an Appropriate Assessment and potential SANG has been agreed with NE.

Comments:

1. General

- There is no existing ecological information at Herts Environmental Records Centre to suggest there are any known significant ecological constraints associated with this site.
- I support retention of 'orchard' as a Community Orchard.
- Central Green - areas proposed for being wetted seem incongruous with trees - unless these are alder or willow - not a characteristic species on this plateau area of the county. A wet meadow doesn't have trees growing all over it, or covered with boulders unless this is in an upland setting. Which this clearly isn't; such features are incongruous with the 'naturalness' aimed for within the landscaping. This needs to be redescribed for credibility - a wet woodland, or wet meadow / temporary pond. It can't be all three. Ironically, formal sculptures using bricks would reflect the areas Brickfield history and would be more acceptable - as well as providing habitat opportunities.
- The adjacent Nature Reserve is not 'untamed' (DAS p72), it is managed to benefit butterflies and other biodiversity. A 're-wilded' landscape terminology may be better offsite and where proposed onsite, but this does not mean unmanaged.
- Community Use area is ill-defined, given it is similar to Public Open Space / amenity areas - which are also used by the community. The allotment proposals are more definitive.
- Support ecological mitigation measures - insect piles, bird and bat boxes, amphibian hibernaculum. Some of these features need to be on buildings also where they face open ground - as outlined within the PEA - as well as hedgehog holes in fences to enable permeability across the site.

2. Preliminary Ecological Assessment

- Bovingdon Brickworks is an adjacent Local Wildlife Site and a CEMP will be prepared to ensure indirect impacts from development works will be avoided. Further measures to

mitigate additional public pressure and enhance site management will also be developed.

- The site consists of [species-rich] semi-improved neutral grassland, hedgerows and scattered trees.
- No further protected species surveys are considered necessary.
- Several trees with potential bat roosts have been identified but all bar one are being retained. An emergence survey was negative.
- Mitigation is recommended for GCN, reptiles, breeding birds and badgers.
- Other enhancements include additional habitat creation, various insect and species boxes and ecologically valuable SUDS features.
- BNG is addressed separately. Losses of grassland are considered significant only at the site level. I consider this underestimates the impact of the proposals given the detailed results of the BNG assessment. Field 1 meets LWS status, Fields 3 and 5 are likely to, whilst 2 and 4 are also borderline. Fields 6 & 7 also have a number of LWS indicators. There are numerous consistent LWS indicators throughout all the grasslands, which will never have been surveyed as thoroughly as this before. They are clearly species-rich semi-improved neutral grasslands in Phase 1 terms, but none meet Priority Habitat Status. However, whilst they are more valuable than just at the site level, given BNG now enables trading with such grasslands, they would not represent a constraint on the development, particularly given the Local Plan site allocation. Current management where some fields are heavily grazed is not beneficial to the existing ecology.
- The requirement to address the Chilterns Beechwoods SAC is identified.

I have reviewed the PEA and other than the significance of impact on the grasslands, on balance consider it is a reasonable and valid assessment of the site. The photos suggest improved grassland is present but that does not reflect the surveys. The coppice / orchard area will need an appropriate management prescription.

Although no quadrat data have been provided to inform the BNG, but I am satisfied that the from the descriptions, an assessment of Other Neutral Grassland has been used in the metric for all of the grassland on site.

3. Bat PRA and surveys

This was undertaken for a group of trees which are likely to be removed in the area proposed for community facilities. Most were considered to have negligible roosting suitability. Four trees were

considered to have low roosting potential; following best practice guidance, such trees do not require further surveys and can be addressed using precautionary measures during felling. One tree had moderate potential; two nocturnal surveys were undertaken and no emergencies were recorded. Precautionary measures were recommended during felling.

I consider the surveys are consistent with best practice and I have no objections to the results and recommendations, including bat box provision, which should be followed.

4. Biodiversity Net Gain of the site) and the associated relevant condition sheets.

I have no reason to consider the grassland surveys to be other than thorough and reliable. Whilst they have identified at least some grassland of at least moderate interest in county / district terms, the identification of all the grasslands as Other Neutral Grasslands in UK Habitat terms is justified on the evidence provided. As is often the case at present, it is frustrating not to have the metric itself available rather than simply excerpts from it. This will not be acceptable when BNG becomes law.

I consider there are some issues in the BNG report which are outlined below: The Tables which reflect the metric show a net loss of BU of 57.06, or a loss of 67.76%. Essentially all of the existing grasslands will be lost, as will most of the other habitat resource currently present as demonstrated in the Tables. Over a third of the proposed habitat BU on-site is related to the grassland creation. However, I remain concerned that this includes proposals to cover such areas (Orchard Green) with trees and, occasionally, water. These will not be ONG meadows - and should not be described - or scored - as such, particularly if alternative descriptions generate different scores.

Species-rich amenity areas; these are by definition amenity areas - how will they be managed to deliver the ecologically beneficial grassland claimed? Gardens also score as per metric rules; how can these realistically be maintained or enforced?

Such details need revising or justifying. No metric notes are available to do this. Grange Farm baseline is 84.21 BU. This requires a net 92.631 BU to deliver 10% BNG. If 27.15 BU are achieved on-site post development, 65.481 BU will be needed offsite in order to deliver 10% BNG. Most of this is to compensate for grassland loss.

There will be a slight loss of hedgerow BU on-site, but this is likely to be compensated for and enhanced off-site. This is confirmed within the BNG report, which states that BNG is not achieved for both Habitats and Hedgerows.

4.2 Haresfoot Farm has been proposed as providing BNG offsite, and is subject to a separate planning application for a SANG site. This is designed to divert public pressure generated by the development and in itself does not contribute to BNG, unless additionality over and above the SANG requirements can be demonstrated.

Natural England have confirmed in correspondence that delivery of BNG for Grange Farm at Haresfoot Farm is an acceptable approach. Whilst there is no evidence to support this, if this is so, then this presupposes:

- Haresfoot SANG proposals are accepted by NE;
- Haresfoot is also considered by NE capable of delivering BNG.

4.3 Scenario 1 only considers those proposals needed to deliver a basic SANG:

3.2.3 The assessment indicates the baseline value of Haresfoot Farm is 213.13 units, of which 26.46 units are lost because of creation of SANG infrastructure or to scrub planting.

3.2.4 Habitat creation proposed for the site provides 21.86 units. Habitat enhancement provides 11.67units] and retained habitats provide 181.32 units.

3.2.5 Post-development units on Haresfoot Farm are therefore $21.86 + 11.67 + 181.32 = 214.85$ units. This is a net change of +1.72 habitat biodiversity units.

3.2.6 Therefore, the overall biodiversity net gain assessment for habitats for Grange Farm under Scenario 1 is a net unit change of -55.34 units, -67.51%.

This net change is significantly less than 65.481 BU needed to deliver 10% BNG at Grange Farm. Consequently, the delivery of Scenario 1 SANG will not achieve BNG at Grange Farm. 4.4 Scenario 2

This is described as follows:

3.3.3 The assessment indicates the baseline value of Haresfoot Farm is 213.13 units, of which 29.42 units are lost because of creation of SANG infrastructure or to scrub and woodland planting.

3.3.4 Habitat creation proposed for the site provides 27.66 units. Habitat enhancement provides 109.16 units, and retained habitats provide 150.45 units.

3.3.5 Post-development units on Haresfoot Farm are therefore $27.66 + 109.16 + 150.45 = 287.27$ units. This is a net change of +74.16 habitat biodiversity units.

3.3.6 Therefore, the overall biodiversity net gain assessment for habitats for Grange Farm under Scenario 2 is a net unit change of +17.10 units, +20.30%.

3.3.7 Scenario 2 also satisfies the metric habitat trading rules.

I cannot assess these figures against the metric itself, but have no reason to dispute the results. Most of the increase in BU post-

intervention is based upon enhancement of either modified or Other Neutral Grassland to Lowland Meadows. This is the highest neutral grassland distinctiveness recognised by the metric and delivers significant ecological gains if achieved.

However, at present, no management proposals are provided for these grassland areas. Given this site still has to function as a SANG by default - which is developed to encourage recreational use - I am unable to confirm that this distinctiveness can be achieved. Wet grassland scrapes areas are also proposed; whilst of general biodiversity value, they are more usually associated with providing benefits to wetland birds, particularly waders. However, their location within a SANG next to footpaths and dog walking is most unlikely to succeed in encouraging any such species. However, scrapes do not appear to be able to be included as a habitat-type within the metric.

Consequently, I consider there will be a potential conflict between public amenity use and the ability to deliver the management required to achieve the Lowland meadow and scrape benefits claimed, the former at least which is needed to deliver BNG.

This issue will need to be addressed within the Biodiversity Gain Plan as a condition of approval.

5. Habitat Regulations Assessment Report

The purpose of this is to provide DBC - as the Competent Authority - with sufficient information to undertake a HRA of the proposals in respect of the Chilterns Beechwoods SAC. It includes details of:

Stage 1 - Qualifying Interest Features: These are described accordingly. Stage 2 - Likely Significant Effect: Disturbance from recreation is recognised as justifying Stage 3 Appropriate Assessment. Stage 3 - Appropriate Assessment: Given there is an increase in residential development within a 12.6km zone from Ashridge, the following is required:

- every new dwelling will be required to contribute to SAMMs (Strategic Access Monitoring and Management Strategy);
- contribute towards either a) a new (bespoke) SANG or b) contribute towards Strategic SANG projects elsewhere. Land at Haresfoot Farm, Berkhamsted, has been purchased for this purpose. Natural England have confirmed this site is acceptable for use as a SANG, subject to some acoustic mitigation measures. At 20.4ha Haresfoot is substantially larger than the 4.28 ha calculated as being required for a SANG, as determined by NE's calculation advice. This will require a LEMP for the 4.28 SANG required for Grange Farm, and funded habitat creation and management. I am not clear as to the difference between Wildflower Meadow and Wildflower grassland, as shown on Fig.5.1

	<p>Stage 4 - In-combination Assessment:</p> <ul style="list-style-type: none"> Given the distance from the Site to the Natura 2000 sites and the conclusions of the Stage 2 screening process, it is considered there are no pathways for effects to occur in combination with other plans or projects and no requirement to undertake a more detailed in-combination assessment. An appropriate SAMMs SANGs contribution as outlined above has been agreed, consistent with Draft Policy DM1 and the associated SAC mitigation strategy. It is considered that no adverse effect on integrity of the Chilterns Beechwoods SAC would therefore occur as a result of the proposed development. <p><u>Conditions:</u></p> <ul style="list-style-type: none"> Biodiversity Gain Plan - informed by submitted Biodiversity Metric - required as Condition of Approval for Grange Farm. This will need to cover Haresfoot Farm SANG site, as well as address issues raised above where appropriate. CEMP for works at Grange Farm Statement of measures to be taken to reduce impacts on Brickworks LWS.
Natural England	<p>NATURAL ENGLAND'S ADVICE OBJECTION - FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC) WITHIN 12.6 KILOMETRES</p> <p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity:</p> <ul style="list-style-type: none"> Provision of Suitable Alternative Natural Greenspace (SANG) or financial contributions towards a strategic SANG. Financial contributions towards the Strategic Access Management and Monitoring (SAMM) strategy. <p>Natural England notes that the Habitats Regulations Assessment (HRA) has not been produced Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.</p> <p>Please re-consult Natural England once this information has been obtained.</p>

Sport England	<p>The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306) and, therefore, Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.</p> <p>General guidance and advice can however be found on our website:</p> <p>https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications</p> <p>If the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Par. 99 of National Planning Policy Framework (NPPF) is in accordance with local policies to protect social infrastructure and meets any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.</p> <p>If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes: http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</p> <p>If the proposal involves the provision of additional housing, then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.</p> <p>In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.</p> <p>NPPF Section 8: https://www.gov.uk/guidance/national-planning-</p>
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	<p>policy-framework/8-promoting-healthy-communities</p> <p>PPG Health and wellbeing section: https://www.gov.uk/guidance/health-and-wellbeing</p> <p>Sport England's Active Design Guidance: https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</p> <p>Please note: this response relates to Sport England's planning function only. It is not associated with our funding role or any grant application/award that may relate to the site.</p>
The Countryside Charity	<p>I write with regard to the above application to express a number of concerns regarding this Green Belt site.</p> <p>We note that the site was proposed for allocation for development in the Dacorum Local Plan Strategy for Growth (Regulation 18) public consultation document published in February 2021. The public consultation received a record-breaking number of responses from Borough residents and other organisations, including CPRE Hertfordshire. Much of this response was opposition to proposed development on the Green Belt and as a result the Council paused the Local Plan preparation process.</p> <p>Notwithstanding the proposed allocation of the site in the emerging Local Plan and the proposed provision of community facilities, there is a long history of local community concerns which continue. These concerns primarily relate to the loss of valued Green Belt countryside and the pressures on infrastructure within a small community. CPRE Hertfordshire supports such concerns and we believe that it is incumbent on the developer to take account of the strength of local feeling on a proposal of this magnitude.</p> <p>The Design and Access Statement indicates that the proposed development will be "community focussed and environmentally conscious" but the plans and layouts show a banal, car-based residential layout similar to surrounding development with standard housing units and some open space provision. A significant opportunity is being lost to provide an exemplar development demonstrating a high level of environmental awareness and provision, both within the units themselves and on the site with regard to resource use and high quality urban design. The potential loss of Green Belt should be mitigated by the expectation of more than a repetition of standard units which constitute an extension of urban sprawl.</p> <p>Also, as CPRE Hertfordshire has noted in various submissions to</p>

	<p>planning applications and inquiries, the provision of affordable housing as a planning benefit is becoming increasingly irrelevant throughout the County. While accepting that the proposed development may be policy compliant with regard to present definitions of affordable housing, it should be noted that any level of affordable housing provided by proportions of private market housing remains well beyond the means of average income households to afford.</p>										
<p>Affordable Housing (DBC)</p>	<p>Thank you for requesting comments on affordable housing.</p> <p>This application falls within the Dacorum Local Plan area. Attention should be paid to the relevant policies therein.</p> <p><u>Qualifying Sites</u></p> <p>The Council will seek affordable housing on:</p> <ol style="list-style-type: none"> 1. Sites of 10 or more homes gross; or with a site area of 0.5 hectares or more; or if the proposed floorspace is 1000 sq. metres or more. 2. Sites for 6-9 homes in the Chilterns Area of Outstanding Natural Beauty. <p><u>Quantum</u></p> <p>The proportion of affordable housing required is set out below:</p> <table border="0"> <thead> <tr> <th>Type of Site</th> <th>Affordable housing percentage</th> </tr> </thead> <tbody> <tr> <td>1. All except those in rows 2-4 below</td> <td>35%</td> </tr> <tr> <td>2. Local allocations 1</td> <td>40%</td> </tr> <tr> <td>3. Other greenfield sites</td> <td>40%</td> </tr> <tr> <td>4. Rural/First Homes/Entry level exception sites</td> <td>100%²</td> </tr> </tbody> </table> <p>1 as defined in the Dacorum Site Allocations Development Plan Document</p> <p>2 a small proportion of market housing may be permitted if necessary to make a scheme viable</p> <p>Where the application of the above percentages result in a fraction of an affordable home this shall be rounded to the nearest whole number. If the requirement is for half a home this shall be rounded up.</p> <p>Therefore 40% applies to this site. If the scheme achieves 57 dwellings this would equate to 23 affordable homes.</p> <p>The amount of affordable housing will only be reduced or waived where it is fully justified. For example where vacant building credit applies; where it is deemed unviable; and where prior approval for change of use from office to residential is applied for under permitted development rights.</p>	Type of Site	Affordable housing percentage	1. All except those in rows 2-4 below	35%	2. Local allocations 1	40%	3. Other greenfield sites	40%	4. Rural/First Homes/Entry level exception sites	100% ²
Type of Site	Affordable housing percentage										
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3. Other greenfield sites	40%										
4. Rural/First Homes/Entry level exception sites	100% ²										

Only where robustly justified might affordable housing be provided off-site, or a financial contribution made in lieu.

Mix and Tenure

We have noted that you have proposed a tenure mix but will discuss this with the Council before finalisation. We would be happy to discuss this further. Based on the proposal shown in the Planning Statement and the amount of Affordable Housing, the preferred mix would be as follows:

23 Affordable Homes comprising of:

4 Shared Ownership (2 and 3 beds preferable)

6 First Homes (1 and 2 bed flats)

13 Affordable Rented (3 x 1 bed, 4 x 2 bed, 5 x 3 bed and 1 x 4 bed)

Taking account of paragraphs 001 and 015 in the PPG relating to First Homes and Policy CS19 of the Dacorum Core Strategy, the Council will seek the following split of affordable homes on schemes other than those that are exempted, such as Build to Rent, 100% affordable and Exception schemes.

Tenure Percentage of Affordable Housing

First Homes -

as per Planning Practice Guidance Minimum 25%

Other affordable home ownership -

shared ownership preferred Maximum 19%

Affordable housing for rent -

social and/or affordable rent and/or Dacorum affordable rent

Minimum 56%

Total 100%

First Homes - These will require eligible first time buyers to have a local connection which will be defined within the S106. An even proportion of 1 and 2 bed flats would be appropriate for this tenure.

Other affordable home ownership - These should be aimed at those with lower deposits. A variety of homes for shared ownership with an emphasis on 3 and then 2 bed houses would be preferable here.

Any unavoidable service charges should be fair, affordable, and kept to a minimum.

Affordable housing for rent - These must be owned and managed by registered providers of affordable housing unless they have come forward as part of a Build to Rent scheme. Rents must comply with the Government's rent standard.

The Council's priority is to ensure that affordable housing for rent is genuinely affordable to those in housing need. The paper 'Affordable Rents in Dacorum', produced in May 2022, advises that providing affordable rents at 60% of market values (including service charges) would be a sensible start point for affordable rented housing, subject to the viability of delivering housing at these costs. The Council, therefore, encourages developers and registered providers, where possible, to deliver

- o Social rents; or
- o Dacorum affordable rents (as described above).

Where these are not viable Affordable rents must be set at least 20% below local market rent (including service charges where applicable) or at Local Housing Allowance rates, whichever figure is the lower.

There is a greater need for 2 bed 4 person, 3 bed 5 and 6 person and 4 bed 6 to 8 person affordable houses for rent on suburban, village and greenfield sites. 1 bed 2 person and 2 bed 4 person flats are generally more appropriate on flatted developments.

The mix of affordable homes should generally reflect the open market dwellings and the South West Herts Local Housing Needs Assessment. The latter has been adapted below to accommodate the First Homes requirement. The following should act as a guide only across the council area:

Type	Affordable housing for rent	First Homes	Affordable home ownership
1 bed flat	20%	50%	None or few
2 bed flat/house	30%	50%	30%
3 bed house	40%	-	70%
4+ bed house	10%	-	None or few

Accessibility

The Government announced in July 2022 its intention to amend the Building Regulations to make M4(2) the minimum standard for all new homes. In addition the South West Herts Local Housing Needs Assessment suggested the level of provision in the table below:

Building Regulations standards	LHNA recommendations
M4(2) accessible and adaptable dwellings	All new homes should be compliant
M4(3)(a) wheelchair adaptable dwellings	Up to 5% of market properties
M4(3)(b) wheelchair accessible dwellings	Up to 10% of affordable homes

The Council, therefore, encourages all affordable dwellings to which it allocates or nominates a person to live, to meet the above standards unless this is not possible for viability or other reasons (such as the suitability of the site or building to accommodate wheelchair users and its proximity to services and facilities and public transport).

M4(3)affordable dwellings should have their own direct ground floor access, a wetroom/level access shower (as opposed to a bath) and be offered for rent, unless otherwise agreed.

Design

As with all housing, affordable housing should be built to a high standard of design and amenity. In particular the Council will expect a tenure-neutral approach, so that it is not possible to distinguish between the affordable and open market housing.

The Council will require proposed housing developments including affordable housing to comply with the NPPF, the National Design Guide, any future guidance from Homes England and other relevant local policies and guidance.

The Council will consider the distribution of the affordable homes across a development on a site by site basis, particularly on sites for 50 or more homes. Affordable housing should be distributed appropriately in groups across the site, as should any blocks of flats for affordable housing.

On larger sites which will be developed in phases there should be between 25% and 50% affordable housing in each phase with a fully policy compliant percentage achieved cumulatively through the whole site.

We ask that unit sizes should be broadly in line with the Nationally Described Space Standards.

Occupancy

The council's nomination rights, and the occupancy of the affordable housing, will be controlled through the s106 agreement. Unless otherwise agreed, no more than 50% of the private units [on a residential phase] are to be occupied until all relevant affordable units [on that phase] have been completed and transferred to a Registered Provider. The Council works with registered providers to support the delivery of affordable homes and can provide contact details of upon request.

The applicant will need to supply an affordable housing plan at the earliest opportunity illustrating the location, tenures, sizes, mix and the

	<p>wheelchair user dwellings that will be supplied, taking in to account the points above.</p> <p>Should the applicant advise that a proposal is unviable in light of any policy requirements, specific site characteristics and other financial factors, they must provide an open book financial appraisal of the development. This would be independently assessed by a consultant of the council's choosing, at the expense of the applicant. Negotiations would be undertaken to secure any affordable housing contribution, preferably on-site, unless exceptional circumstances prevail. If it is determined that little or no affordable housing is viable, the Council may seek an appropriate viability review mechanism in the s106 to ensure that an uplift in the value of the development is reflected in a deferred contribution towards affordable housing.</p>
<p>Minerals And Waste Planning Policy (HCC)</p>	<p>I am writing in response to the above planning application insofar as it raises issues in connection with minerals and waste matters. Should the Borough Council be minded to permit a hybrid application, a number of detailed matters should be given careful consideration.</p> <p><u>Minerals</u></p> <p>In relation to minerals, the site is not located within the 'Sand and Gravel Belt' as identified in Hertfordshire County Council's Minerals Local Plan 2002 - 2016, adopted 2007. The Sand and Gravel Belt is a geological area that spans across the southern part of the county and contains the most concentrated deposits of sand and gravel throughout Hertfordshire.</p> <p>The proposed development is in an area of the county where brick clay deposits could be present. The land to the south/southwest of the development was previously worked for brick clay and the extracted material was supplied to Bovingdon Brickworks. Bovingdon Brickworks have been demolished and there is no longer any brick clay extraction in the area. The council therefore has no mineral concerns.</p> <p><u>Waste</u></p> <p>Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the County Council's adopted waste Development Plan Documents (DPDs). In particular, these documents seek to promote the sustainable management of waste in the county and encourage Local Planning Authorities to have regard to the potential for minimising waste generated by development.</p> <p>The National Planning Policy for Waste (October 2014) sets out the following:</p> <p>'When determining planning applications for non-waste development,</p>

local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- the likely impact of proposed, non- waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;
- new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;
- the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'

The policies in the adopted Waste Core Strategy and Development Management Policies DPD (2012) that relate to this proposal, and which must be considered by the Local Planning Authority in determining the application, include Policy 1: Strategy for the Provision for Waste Management Facilities (namely the penultimate paragraph of the policy) and Policy 12: Sustainable Design, Construction and Demolition.

Many of the policy requirements can be met through the imposition of planning conditions.

As a general point, built development should have regard to the overall infrastructure required to support it, including where appropriate a sufficient number of waste storage areas that should be integrated accordingly and facilitate the separate storage of recyclable wastes.

Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP).

The Waste Planning Authority would expect to see a SWMP prepared to support this project. The SWMP must be prepared and agreed in consultation with the Waste Planning Authority prior to commencement of the development. The SWMP must be implemented throughout the duration of the development, from initial site preparation works, through to final completion of the construction phase, and during the operational phase of the proposed

development.

Information contained in the submitted Planning Statement is assessed to be only partially adequate. A comprehensive SWMP should be prepared and approved by the Waste Planning Authority.

By preparing a SWMP prior to commencement, early decisions can be made relating to the management of waste arisings and building supplies made from recycled and secondary materials can be sourced, to help alleviate the demand for primary materials such as virgin sand and gravel. Early planning for waste arisings will help to establish what types of containers/skips are required for the project and when segregation would be best implemented for various waste streams. It will also help in determining the costs of removing waste from the site.

As a minimum, the SWMP should include the following:

Project and People

- Identification of the client
- Identification of the Principal Contractor
- Identification of the person who drafted the SWMP
- Location of the site
- An estimated cost of the project
- Declaration that the client and contractor will comply with the requirements of Duty of care that materials will be handled efficiently and waste managed appropriately (Section 34 of Environmental Protection Act 1990 and Environmental Protection (Duty of Care) Regs 1991)

Estimating Waste

- A description of the types of waste that are expected to arise on site (recorded through the use of 6-digit European Waste Catalogue codes) and an estimated quantity for each of the types (in tonnes)
- Waste management actions for each waste type (i.e., will the waste be re-used, recycled, recovered or disposed)

Space for Later Recordings

- Space for the recording of actual figures against the estimated figures
- Space for the recording and identification of those responsible for removing the waste from site and details of the sites they will be taking it to
- Space to record explanations for any deviations from what has been set out in the SWMP, including explanations for differences in actual waste arisings compared to the estimates

	<p>If a SWMP is not produced at the planning application stage, the Waste Planning Authority requests the following pre-commencement condition be attached to any approved planning application:</p> <p>Condition: Before the commencement of the development hereby permitted, a Site Waste Management Plan (SWMP) for the for the site/each phase of the development (use as necessary) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP for the duration of the development hereby permitted.</p> <p><u>Reason:</u> To promote the sustainable management of waste arisings and contribution towards resource efficiency, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).'</p>
<p>Health And Safety Executive</p>	<p>HSE is the statutory consultee for planning applications that involve or may involve a relevant building. Relevant building is defined as:</p> <ul style="list-style-type: none"> • contains two or more dwellings or educational accommodation and • meets the height condition of 18m or more in height, or 7 or more storeys <p>"Dwellings" includes flats, and "educational accommodation" means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A(9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.</p> <p>However, from the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the height condition of a relevant building is not met.</p>
<p>Environment Agency</p>	<p>Apologies for the delay with this one, I was waiting on the CMP previously discussed which has either not been forthcoming or is missing from the application.</p> <p>On preliminary advice on this application in April 2023, the need for dust, light, odour, air quality mitigation and management, as part of an Environmental Impact Assessment etc. were queried and this</p>

	<p>department advised that they would not, as long as these matters were covered in a CMP on application.</p> <p>As neither appear to have been received as part of the application, this department could not appropriately comment on these matters and as such can only suggest either refusal or conditioning the requirement for the above prior to commencement.</p> <p>In regard to noise, we would be minded to suggest a condition, requiring details of a scheme for achieving the noise levels outlined in table 7, 8 and 9 of the provided noise report (Report No22218-1-R2), utilising mitigation methodology and specification suggested in Section 11; this scheme should be provided to the LA for discharge prior to first occupation.</p>
Education (HCC)	<p>I am writing in respect of additional planning obligations that are sought for this Hybrid planning application. Hertfordshire County Council (HCC) recognises that part of the site falling within Dacorum Borough is situated within the borough council's CIL zone 2 charging area. However, to mitigate the impact of the development on education provisions including primary school places, secondary school places and SEND facilities in the area, it is considered that the development of the 186 dwellings proposal on this site requires appropriate financial contributions towards school education to be secured through a Section 106 agreement.</p> <p>In pre-application engagement with the applicant and in local plan responses, HCC has expressed concern about the impact of the level of development on school provision in Bovingdon and maintained that the proposed level of growth both in this proposal, and Bovingdon more generally, will require mitigation. The council is considering applications for schemes at Bobsleigh Inn, Hempstead Road and Molyneaux Avenue totalling 99 units in addition to this scheme. The Regulation 18 draft local plan proposes site allocations in the settlement totalling 190 dwellings and it is noted that the hybrid application includes more new homes than indicated in the local plan consultation. The proposed growth level is considered very difficult to manage, or find a solution for in terms of primary education provision.</p> <p>HCC has a statutory duty to secure sufficient places in its area. To ensure sufficient capacity across the village, the county council must plan prudently to ensure children can be accommodated locally. Given the number of dwellings proposed in this application and other proposed residential schemes in the area, with projections exceeding the usual intake capacity of Bovingdon Primary Academy, it is likely that additional places will have to be provided in the primary phase.</p>

Taking into account the level of risk of the scale of this application, along with cumulative effects from the nearby proposed development, HCC therefore considers that to meet the yield arise it needs to secure contributions towards providing additional capacity at Bovingdon Primary Academy, or other school in the wider area to provide additional capacity, to help meet yield arising from the development.

With regards to secondary education, it is also likely that additional places will need to be provided. Taking into account the level of risk of the scale of this application, along with cumulative effects from the nearby proposed development, HCC therefore considers that to meet the yield arise it needs to secure contributions towards providing additional capacity at Kings Langley School, or another school in the wider area to provide additional capacity, to help meet yield arising from the development.

In order to calculate the level of contributions that HCC wishes to seek, the proposed development has been assessed using the Hertfordshire Demographic Model, which projects the average number of children likely to emerge from different types, sizes and tenures over time. This is further outlined in the county council's adopted Guide to Developer Infrastructure Contributions.

Based on the development mix and trajectory for the development of 186 dwellings provided by the applicant on 27 October, the projected pupil yield (peak) is calculated.

Illustration for Development Mix

Trajectory

PLEASE NOTE; If the tenure or mix of dwellings changes, please notify us immediately as this may alter the contributions sought.

Based on the specific dwelling mix and trajectory set out above, the county council has calculated financial contributions, using the methodology set out in its 'Developer Guide ', based on the projection that developments with these characteristics would, on average, yield a peak of approximately 91 primary-aged pupils and approximately 70 secondary-aged pupils (including the nursery and post-16 populations).

HCC would seek financial contributions for mitigation towards the following projects:

Primary Education towards the expansion of Bovingdon Primary School and/or provision serving the development (£1,676,727, index

linked to BCIS 1Q2022, for the housing mix set out above).
Secondary Education towards the expansion of Kings Langley Secondary School and/or provision serving the development (£1,825,673 index linked to BCIS 1Q2022).

The primary and secondary contributions include nursery and post-16 provision respectively.

Special Educational Needs and Disabilities (SEND) towards providing additional Severe Learning Difficulty (SLD) special school places (WEST) through the relocation and expansion of Breakspere School and/ or provision serving the development (£211,070 index linked to BCIS 1Q2022)

Monitoring Fees HCC will charge monitoring fees. These will be based on the number of triggers within each legal agreement with each distinct trigger point attracting a charge of £340 (adjusted for inflation against RPI July 2021). For further information on monitoring fees please see section 5.5 of the Guide to Developer Infrastructure Contributions.

The CIL Regulations discourage the use of formulae to calculate contributions. However, the county council is not able to adopt a CIL charge itself. Accordingly, in areas where a CIL charge has not been introduced to date, planning obligations in their restricted form are the only route to address the impact of a development. In instances where a development is not large enough to require on site provision but is enough to generate an impact on a particular service, an evidenced mechanism is needed to form the basis of any planning obligation sought. HCC views the calculations and figures set out within the Guide to Developer Infrastructure Contributions as an appropriate methodology for the obligations sought in this instance.

The county council's methodology provides the certainty of identified contribution figures based on either a known or estimated dwelling mix, the latter of which might be agreed with the local planning authority based on expected types and tenures set out as part of the local plan evidence base. This ensures the contributions are appropriate to the development and thereby meet the third test of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (amended 2019): "fairly and reasonably relates in scale and kind to the development."

Outline (and hybrid) applications will require the ability for an applicant to recalculate contributions at the point of a reserved matters application and as such a calculation table will be provided as part of the Section 106 drafting process. This approach provides the certainty

of identified contribution figures with the flexibility for an applicant/developer to amend the dwelling mix at a later stage and the financial contribution to be calculated accordingly. The financial contributions amount set out in this response are indicative based on the development mix which has been provided.

Justification

The above figures have been calculated using the amounts and approach set out within the Guide to Developer Infrastructure Contributions Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet 12 July 2021 and is available via the following link: [Planning obligations and developer infrastructure contributions | Hertfordshire County Council](#)

In respect of Regulation 122 of the CIL Regulations 2010 (amended 2019), the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations." Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development The NPPG states "No payment of money or other consideration can be positively required when granting planning permission."

The development plan background supports the provision of planning contributions. The provision of community facilities is a matter that is relevant to planning. The contributions sought will ensure that additional needs brought on by the development are met.

(ii) Directly related to the development.

The occupiers of new residential developments will have an additional impact upon local services. The financial contributions sought towards the above services are based on the size, type and tenure of the individual dwellings comprising this development following consultation with the Service providers and will only be used towards services and facilities serving the locality of the proposed development and therefore, for the benefit of the development's occupants.

(iii) Fairly and reasonably related in scale and kind to the development.

The above financial contributions have been calculated according to the size, type and tenure of each individual dwelling comprising the

	<p>proposed development (based on the person yield).</p> <p>PLEASE NOTE THE FOLLOWING:</p> <p>Consult the Hertfordshire Fire and Rescue Service Water Officer directly at water@hertfordshire.gov.uk, who may request the provision of fire hydrants through a planning condition.</p> <p>I would be grateful if you would keep me informed about the progress of this application so that either instruction for a planning obligation can be given promptly if your authority is minded granting consent or, in the event of an appeal, information can be submitted in support of the requested financial contributions and provisions.</p> <p>Due to the nature of the application, further discussions on the mitigations that have been proposed will be welcomed. Should you require any further information please contact the Growth & Infrastructure Unit.</p>
Education (HCC)	<p>This response represents an update to Hertfordshire County Council's (HCC's) previous formal response to the planning application (dated November 2023). Since November 2023, HCC has responded to latest school place planning data that has become available and, following a review of that data, is able to revise the primary education mitigation that 23/02034/MFA will be required to provide to be acceptable in planning terms. The revised primary education developer contributions required is set out below. Please note that the sums of money in this response are indicative amounts, actual financial contributions will be calculated when a detailed development mix is approved.</p> <p>In assessing the development characteristics of the proposal provided to date, we would, for the purposes of calculating financial contributions, project an average primary and nursery peak pupil yields from the site of approximately 91 places. An assessment of recently updated and/or released pupil and admissions data suggests that it is now reasonable to assume that a small proportion of this yield could be accommodated within existing infrastructure. Therefore, a revised primary education contribution has been calculated allowing for an 'offset' against existing capacity equating to 0.2FE, or 42 places, against the primary pupil yield that will likely to be generated from this site.</p> <p>Based on the evidence available to it, Hertfordshire County Council cannot accept or be confident that there will be adequate local capacity to fully mitigate the primary school children that will arise from this scheme; thus it must consider whether the impacts of the scheme on local primary school provision can be mitigated through an</p>

	<p>appropriate planning obligation, that accords with the tests set out in national planning policy.</p> <p>Paragraph 55 of the National Planning Policy Framework (NPPF, December 2023) calls for local planning authorities to consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Paragraph 57 of the NPPF then goes onto set the tests that planning obligations must meet in order to be sought. It is the view of HCC, as Education Authority, that the residual pupils that cannot be accommodated through existing capacity could be accommodated through the provision of additional primary school places. A financial contribution of £657,731 for the expansion of Bovington Primary School and / or provision to serve the development is requested to finance the provision of the additional places required to serve the scheme.</p> <p>For the avoidance of doubt, Hertfordshire County Council confirms here that the request, justification and necessity of a secondary education and special education needs and disabilities S106 obligation remains as set out in the November 2023 response to the planning application.</p> <p>In summary, HCC requires financial contributions for mitigation towards the following projects</p>
Hertfordshire Highways (HCC)	<p><u>Recommendation</u></p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1. Outline Condition</p> <p>No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:</p> <ul style="list-style-type: none"> a. Pedestrian access in the form of a 2m wide footway into the care home site from the existing highway footway on Chesham Road; b. Detailed plans for the proposed pedestrian and cycling link between the site and Pembridge Close, designed to be in accordance with with Cycle Infrastructure Design: Local Transport Note 1/20 (LTN1/20); c. Cycling link into to the proposed community site from the remainder of the development and Pembridge Close, designed to be in accordance with Cycle Infrastructure Design: Local Transport Note

1/20 (LTN1/20);

d. For the residential aspect of the outline application, main internal access roads with a carriageway width of 5.5m and 2m wide pedestrian footways and designed to support a maximum 20mph speed limit. Any shared surface areas within the site would only be acceptable to serve upto 25 dwellings;

e. For the outline application, a level of car and cycle parking for both the residential and community use in accordance with Dacorum Borough Council's adopted standard;

f. For the outline application, turning areas and swept path analysis to illustrate that the largest anticipated vehicles to use the housing and community use sites (e.g. refuse vehicle) would be able to safely access the site, turn around on site and egress to the highway network in forward gear.

g. For the outline application, provision for an on-site refuse/recycling store(s) within 30m of each dwelling and 25m of any collection point;

h. For the outline application, turning areas and swept path analysis to illustrate that a fire tender (at least 8.1m in length/ 2.9m in width for a standard fire tender and 10.1m in length / 2.9m in width for an aerial ladder appliance) would be able to safely access the site, turn around on site and egress to the highway network in forward gear. The swept path would need to illustrate that a fire tender would be able to get to within 45m of all parts of the footprint of any dwellings / community buildings and be able to turn around and egress the site in forward gear, whilst also not having to reverse more than 20m.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2. A: Highway Improvements - Offsite (Design Approval)

Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works as referred to in the submitted Transport Addendum Technical Note have been submitted to and approved in writing by the Local Planning Authority. These works shall include:

Bellmouth accesses into the site with tactile/blister paving and pedestrian dropped kerbs on either side and any associated works at the three new vehicle accesses into the site.

Chesham Road - pedestrian dropped kerbs and tactile paving on the existing footway at the arm of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane.

Chesham Road - widening of the footway to 2m on the south side of Chesham Road between its junction with Leyhill Road and the proposed retirement living access.

Green Lane - widening of the footway on the north-east side of Green Lane between the Green Lane / Leyhill Road junction and the residential site access.

Bus Stop infrastructure improvements on the existing pair of bus stops on Green Lane.

Any works required in Pembridge Close to facilitate the pedestrian and cycle link between the site and the existing highway on Pembridge Close.

Construction vehicle access point(s)

B: Highway Improvements - Offsite (Implementation / Construction)

Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

3. Provision of Internal Access Roads, Parking & Servicing Areas

Prior to the first use of the development hereby permitted the proposed internal access roads, on-site car parking and turning areas shall be laid out, demarcated, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and

removal of waste);

h. Provision of sufficient on-site parking prior to commencement of construction activities;

i. Post construction restoration/reinstatement of the working areas and any temporary access to the public highway;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Informatives

HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

Construction standards for works within the highway (s278 works):

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>.

AN) Estate Road Adoption: The applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development->

management.aspx

Planning Obligations

A Travel Plan in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post full occupation. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed along with the provision of Residential Travel Vouchers to each dwelling on site of £100 per house and £50 per flat. Further information is available via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

Comments / Analysis

The planning application is a hybrid application consisting of a full application for 57 dwellings (use class C3); 59 extra care accommodation units (use Class C2) and associated works in addition to an outline planning application (all matters reserved except access) for upto 129 dwellings (use class C3) with ancillary community space and associated works on land at Chesham Road and Green Lane, Bovingdon.

The site is in the emerging Dacorum Local Plan although not yet an allocated site.

HCC as Highway Authority (HA) provided an initial response (dated 29/09/2023) to the planning application recommending additional and amended details. A Transport Assessment (TA) was submitted as part of the original application and a Transport Addendum Technical Note (TN) has subsequently been submitted in response to the original highway comments.

The proposed developments are located on a site bounded by Chesham Road to the north-west and Green Lane to the south-west and south-east. Chesham Road is designated as a classified B secondary distributor road, subject to a speed limit of 60mph changing to 30mph and is highway maintainable at public expense. Green Lane is designated as an unclassified local distributor road, subject to a speed limit of 40mph changing to 30mph and is highways maintainable at public expense. On HCC's Place and Movement Network, Chesham Road is classed as P1/M2 (inter-urban road)

changing to P2/M2 (multi-function) closer to the town centre whilst Green Lane is classed as P1/M2 (inter-urban road) changing to P2/M1 (residential street) closer to the town centre.

1. Access

a. Highway Works

The proposals include three new simple priority junctions with kerbed bellmouth accesses - one providing access to the extra car housing site from Chesham Road; one to the residential site from Green Lane and one to the proposed community use site from Green Lane (as shown on drawing number 1075-WW-B1-00-DR-A-0903). The location and general design of the accesses is considered to be acceptable by HCC as HA. The levels of vehicle to vehicle visibility as shown on drawing numbers B25013-JNP-66-XX-DR-T-2001 P5, B25013-JNP-66-XX-DR-T-2003 P03 and B25013-JNP-66-XX-DR-T-2005 P02 are acceptable and sufficient when taking into account the speed limits and recorded 85h percentile speeds on the adjacent highways. The necessary visibility splays would need to be provided prior to first use of the site and permanently retained / maintained.

In response to recommendations made by the HA in its original response, details of a number of off-site highway works have been included as part of the TN and are supported by HCC as HA to ensure that access to and from the site is acceptable and sufficient for all users including pedestrians to ensure that the proposals are in accordance with Policy 1:Transport User Hierarchy and Policy 5: Development Management of Hertfordshire's Local Transport Plan (LTP4) and Paragraphs 110 to 112 of the NPPF. The applicant would ultimately need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the necessary works that would be needed on highway land. The works are indicated on the submitted plans as shown in the submitted TN and include:

Construction vehicle access point(s);

Bellmouth accesses into the site with tactile/blister paving and pedestrian dropped kerbs on either side and any associated works at the three new vehicle accesses into the site;

Chesham Road - pedestrian dropped kerbs and tactile paving on the existing footway at the arm of Hyde Lane at the mini-roundabout junction of Chesham Road / Hyde Lane;

Chesham Road - widening of the footway to 2m on the south side of Chesham Road between its junction with Leyhill Road and the proposed retirement living access;

Green Lane - widening of the footway on the north-east side of Green Lane between the Green Lane / Leyhill Road junction and the residential site access;

Bus Stop infrastructure improvements on the existing pair of bus stops on Green Lane

Any works required in Pembridge Close to facilitate the pedestrian and cycle link between the site and the existing highway on Pembridge Close.

Prior to applying to enter into a Section 278 Agreement with the Highway Authority, the applicant would need to submit a Stage One Road Safety Audit and Designers Response. Please see the above conditions and informatives for more information in relation to applying for the 278.

b. Internal Site Road Layout

Full Application - Extra Care Home and 57 Dwellings

The proposed site layout is shown on submitted drawing number 22/1007-SK15 E with a more updated detailed plan for the care home shown on drawing number 22/1007-SK04. The layout of the vehicle access and parking area for the care home is considered to be acceptable by HCC as HA and the parking spaces and adjacent manoeuvring areas have been designed in accordance with Manual for Streets (MfS). However there does not appear to be any pedestrian access into the care home site from Chesham Road, which would need to be provided.

Visibility splays details have been submitted for the internal junctions within the residential part of the site. The visibility splays are shown on drawing number B25013-JNP-66-XX-DR-Z-7006 P02 and considered to be acceptable and sufficient for the designed road layout and accordance with MfS and HCC's emerging Hertfordshire Place & Movement Planning and Design Guidance (P&MPDG). The overall works would need to be built to a design speed of 20mph in accordance with guidelines as documented in Roads in Hertfordshire: Highway Design Guide, MfS and the emerging P&MPDG.

The proposals include 2m wide footway accesses into the site from the proposed residential bellmouth from Green Lane and 3 other active travel access points from the highway (one pedestrian access point from Chesham Road; one pedestrian access point from Green Lane and one pedestrian /cycling access via Pembridge Close). These links would be supported by HCC as HA and considered necessary to ensure that pedestrian and cycling accessibility are in accordance with LTP4, the NPPF and Cycle Infrastructure Design: Local Transport Note 1/20 (LTN1/20). Pedestrian footway links would also need to be provided at the location of the two other vehicle bellmouth accesses (one to the care home and one to the community use).

Swept path analysis plans have been submitted as part of the original documents illustrate that a refuse vehicle and fire tender would be

able to use the proposed access arrangements from the highway, turn around on site and egress to the highway in forward gear. Any access and turning areas would need to be kept free of obstruction to ensure permanent availability and therefore consideration would need to be given to preventing vehicles parking on any turning areas and access routes. The collection method would also need to be confirmed as acceptable by Dacorum Borough Council (DBC) waste management.

The Highway Authority does not have any specific concerns in respect to access for emergency vehicles. Nevertheless due to the number of dwellings, as part of the highway authority's assessment of this planning application, we have forwarded to Hertfordshire Fire and Rescue for any comments which they may have. This is to ensure that the proposals are in accordance with guidelines as outlined in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses (and subsequent updates). HCC as HA considers that the layout of full application aspect of the hybrid application is acceptable and not a reason to recommend refusal from a highways perspective.

Outline Application - 129 Dwellings and Community Use

All matters except access have been reserved for the remaining residential dwellings and community use of the site. In order to be acceptable, the necessary provisions have therefore been laid out in the suggested outline condition in this respect.

The subsequent TN section 5.18 has clarified that the proposed community use would not be a school (and previously deemed as being unfeasible) as this was not clear in the original TA. Section 3.2 also confirms that "In terms of the nature and type of the Community use proposals, it has been confirmed that, a Scout Hut/HQ and Youth Club are to be provided along with some area for allotments. However, final details on the size of any buildings are presently not known".

c. Section 38 Agreement / potential areas to be dedicated as highway
The HA would only consider adoption of the main spine road and suggested pedestrian / cycling link through to Pembridge Close, although this would be subject to approval following detailed plans to be submitted as part of the subsequent reserved matters details in relation to the outline planning permission. Any areas to be dedicated and subsequently adopted as highway would need to be demonstrated as being of utility to the wider public. The applicant would ultimately need to enter into a Section 38 Agreement with HCC as HA in relation to the submission and approval of any detailed plans (please see the above highway informative for more information).

Furthermore the developer would need to put in place a permanent arrangement for long term maintenance of any of the roads that are not to be dedicated as highway. At the entrance of each private road, the road name plate would need to indicate that it is a private road to inform purchasers of any potential future maintenance liabilities.

2. Car Parking

The submitted TA states that "Parking will be provided in accordance with the 'Dacorum Borough Council - Parking Standards Supplementary Planning Document, 2020". HCC as HA would therefore not have any objections in respect to the level of parking.

Submitted plan 22 1007-SK15.7 illustrates that each individual dwelling and allocated car parking space for the residential dwellings and care home is to be provided with an active electric vehicle charging (EVC) point. This would be supported by HCC as HA to ensure that the proposals are in accordance with LTP4, Policy 5h, which states that developments should "ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future". This level of EVC provision would also need to be provided for the outline aspects of the hybrid application.

DBC as the parking and planning authority for the district would ultimately need to be satisfied with the overall proposed parking levels on site taking into account DBC's PSSPD, use class, accessibility zone and the local area.

3. Trip Generation, Distribution and Traffic Impact Assessments

a. Trip Generation

A trip generation assessment / proposed development trip forecast was included in section 5 the original TA, the details of which have been based on trip rate information from the TRICS database.

This approach is considered to be acceptable by HCC as Highway Authority. The number of vehicular trips associated with the overall proposed development (including the care home, residential dwellings and community use) are estimated to be 93 two-way vehicle movements in the AM peak (0800-0900_ and 98 two-way vehicle movements in the PM peak (1700-1800).

Following some initial comments from HCC as HA in respect to the clarification of the proposed community use, the submitted TN has provided some clarification and states that "3.2 In terms of the nature and type of the Community use proposals, it has been confirmed that, a Scout Hut/HQ and Youth Club are to be provided along with some area for allotments. However, final details on the size of any buildings are presently not known.

3.3 It is understood that confusion as to the final use of this part of the development proposals has arisen from the trip impact assessment being undertaken using trip rates for 5-a-side football use.

3.4 This is due to a lack of trip rates for the Scout HQ and Youth Club being available in TRICS. The 5-a-side football use is also one of the few entries in TRICS which allows trip rates to be calculated using the size of the car park, which, given the proposed layout of the site, is unlikely to change from what is already being proposed on the Site Layout Plan. As the GFA of any buildings in this area of the site is not yet known, this remains for one the few options for calculating realistic trip rates.

3.5 In addition, 5-a-side football use is a relatively trip intensive land use type, especially in the PM peak period, where 17 two-way vehicle trips are generated. This was the reason why it was selected for the trip assessment. It is expected that this will be on the robust side of representative, especially in the AM and PM peak periods, for the Scout and Youth Club uses."

b. Junction Modelling

Following a request from HCC as HA in its original response and consultation with DBC, the junction modelling assessments have been updated in the TN to take into account other committed developments in the area including allocated housing site LA6 and Bovingdon Brickworks (phase 1 and 2).

A Junctions 10 assessment has subsequently been carried out on the surrounding junctions to a future year of 2028 both without and with the development, using baseline traffic data + committed developments, TEMPRO growth factors to 2028 and the above TRICS vehicle trip rates in the AM and PM peak. The results of the modelling show that the Ratio of Flow to Capacity (RFC) at most of the arms of all junctions are well within the generally agreed practical capacity of 0.85. The only arm with a higher value than 0.85 is the Hempstead Road arm of the double mini-roundabout, although the level and predicted queue levels on the highway would not be deemed to be significant enough to justify recommending refusal of this development.

From a highways and transport perspective, HCC as HA has assessed and reviewed the capacity and modelling results from the proposals in the context of paragraph 109, National Planning Policy Framework (NPPF) (update 2023), which states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual

	<p>cumulative impacts on the road network would be severe". In this context and in conjunction with a review of the application and above model results have demonstrated that there would not a severe impact on the road network.</p> <p><u>4. Travel Plan Planning Obligations</u></p> <p>An updated Travel Plan (TP) has been submitted as part of the application to support the promotion and maximisation of sustainable travel options to and from the site and to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan and the NPPF. The travel plan is considered to be generally acceptable for this stage of the application. Nevertheless a full TP would need to be secured via a Section 106 planning obligation. Developer contributions of £6000 are sought via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed along with the provision of Residential Travel Vouchers to each dwelling on site of £100 per house and £50 per flat.</p> <p><u>5. Conclusion</u></p> <p>The acceptability of the overall proposals would be subject to the necessary additional details as outlined in the recommended conditions and above response - full details of which would need to be submitted and approved as part of subsequent reserved matters applications for the outline application. The applicant would also ultimately need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the necessary highway and access works. Therefore HCC as HA would not wish to object to the granting of the full or outline planning applications, subject to the inclusion of the above planning conditions and informatives.</p>
Hertfordshire And West Essex ICB	<p>Thank you for consulting the Hertfordshire and West Essex Integrated Care Board (HWE ICB) on the above-mentioned planning application.</p> <p>The HWE ICB became a statutory body on 1 July 2022 and is the health commissioner responsible for delivering joined up health and social health care to a population of c1.5m. in Hertfordshire and west Essex.</p> <p>The HWE ICB works in partnership with health providers, local authorities, and other organisations to:</p> <ul style="list-style-type: none"> • improve the general health and wellbeing of Hertfordshire and west Essex residents and improve health care services in the area. • tackle the inequalities which affect people's physical and mental health, such as their ability to get the health services

they need, and the quality of those services help tackle health and wider inequalities.

- get the most out of local health and care services and make sure that they are good value for money.
- help the NHS support social and economic development in Hertfordshire and west Essex.

Assessment of impact on existing Healthcare Provision

The HWE ICB has assessed the impact of the proposed development on existing primary health care provision in and around the vicinity of Bovington.

The proposed development would deliver the following:

- 57 1-5 bedroom houses and apartments, which based on an average occupancy of 2.4 occupants per dwelling, will create circa 136.8 new patient registrations
- 59 1-2 bedroom extra care apartments, which, based on average occupancy of 1.5 occupants, will create circa 88.5 additional patients
- Further 129 dwellings, subject to reserved matters application, which based on an average occupancy of 2.4 per dwelling, will create circa 309.6 new registrations

Within the HWE ICB there are 34 Primary Care Networks (PCNs) across the 14 localities; each covering a population of between circa 27,000 and 68,000 patients. These PCNs are expected to deliver services at scale for its registered population whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care. As such a doctors' general practitioners' surgery may include an ancillary pharmacy and ancillary facilities for treatments provided by general practitioners, nurses and other healthcare professionals.

The PCN that covers Bovington and under which this development falls has a growing combined patient registration list of 51,600.

Patients are at liberty to choose which GP practice to register with providing they live within the practice boundary. However, the majority choose to register with the surgery closest and/or most easily accessible to their home.

Despite premises constraints GP Practices are not allowed to close their lists to new registrations without consultation with, and permission from the HWE ICB. Even when surgeries are significantly constrained the NHS will seek to avoid a situation where a patient is denied access to their nearest GP surgery, with patient lists only closed in exceptional circumstances.

As a result of significant growth proposed in Local Plans, the HWE ICB expects applications to close lists to increase. It is therefore important that new developments make a financial contribution to mitigate any primary health care impacts the development will have.

Bovingdon is served by the Delta PCN and it is formed of 5 GP practices. In order to help illustrate their current situation, individually as well as collectively in terms of premises capacity, we have included a small table below.

Practice level	Settlement level	PCN level				
Surgery Name	Settlement	PCN	Pt list	1/4/2023	(Actual)	
			Number of patients capacity/ constraint	relative to 18 per m2		
			Number of patients capacity/ constraint	Total	NIA	
			capacity/ shortfall	Number of patients capacity/ constraint	capacity/ constraint	
			Total NIA capacity/ shortfall			
Bennetts End Surgery	Hemel Hempstead	Delta	15,838	3,329		
			-2,873	-160		
Lincoln House Surgery		Delta	14,495	-1,513		
Kings Langley Surgery		Kings Langley Delta	12,448	-4,724	-	
			4,354	-242		
Haverfield Surgery		Delta	3,611	370		
Longmeadow Surgery	Bovingdon	Delta	2,549	218	-335	-19
Archway Surgery		Delta	2,625	-553		

Closest surgeries to the proposed development are Longmeadow (branch of Kings Langley Surgery) and Archway Surgery. The latter is a very small practice operating out of a small, converted premises of circa 116m2. Longmeadow surgery is also in a small building - circa 155m2. Both surgeries have 3 clinical consulting rooms, making them quite similar in terms of capacity, despite Longmeadow being slightly less constrained in terms of patients per m2. It is evident that overall capacity falls below the threshold of 18 patients per m2, indicating deficit. You will also note that the main surgery in Kings Langley (Kings Langley Surgery) is very constrained and is therefore not able to alleviate pressures on these two small surgeries in Bovingdon.

Table above also demonstrates that Delta PCN falls short of its overall space requirement. It is therefore evident that this proposed development will have an impact on primary health care provision in the area, and its implications, if unmitigated, would be unsustainable for the NHS.

The financial contribution for health infrastructure that the HWE ICB is seeking, to mitigate the primary health care impacts from this development, has been calculated using a formula based on the number of units proposed and does not take into account any existing deficiencies or shortfalls in Bovingdon and its vicinity, or other development proposals in the area.

Cost calculation of additional primary healthcare services arising from the development proposal

57x 2.4 = 136.8 new patients (from residential houses forming a part of the full application)

136.8 new patient registrations/2000 = 0.0684 of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development"

0.0684 x 199 m² = 13.6116 m² of additional space required

13.6116m² x £5,410* per m² = £73,638.756 (*Build cost; includes fit out and fees)

£73,638.756 / 57 dwellings = £1,291.908 per dwelling

59x 1.5 = 88.5 new patients (from extra care apartments)

88.5 new patient registrations/2000 = 0.04425 of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development"

0.04425 x 199 m² = 8.80575 m² of additional space required

8.80575m² x £5,410* per m² = £47,639.1075 (*Build cost; includes fit out and fees)

£47,639.1075 / 59 dwellings = £807.4425 per dwelling

129x 2.4 = 309.6 new patients (from residential houses forming a part of the outline application)

309.6 new patient registrations/2000 = 0.1548 of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development"

0.1548 x 199 m² = 30.8052 m² of additional space required

30.8052m² x £5,410* per m² = £166,656.132 (*Build cost; includes fit out and fees)

£166,656.132 / 129 dwellings = £1,291.908 per dwelling

Total GMS contribution requested: £121,277.86 plus up to £166,656.13 (£1,291.91 per dwelling) on the outline element of the application

The HWE ICB therefore requests that these sums are secured

	<p>through a planning obligation attached to any grant of planning permission, in the form of a Section 106 or CIL planning obligation.</p> <p>If planning permission is granted, the HWE ICB propose to focus Section 106 monies on the Kings Langley practice, which would help to alleviate pressures on its branch surgery in Bovingdon. The ICB is already in discussions with the practice and their landlord to increase the capacity by way of re-configuring and extending their premises to provide sufficient space to increase resources and clinical services and thus keep the patient list open.</p> <p>In order for this project to succeed, the landlord needs to either extend the existing ground lease or purchase the land from Dacorum BC.</p> <p>In terms of identifying and committing to a project in full at this stage, please note:</p> <ul style="list-style-type: none"> • All projects are subject to Full Business Case approval by the HWE ICB and NHS England. • Any commercial arrangement has to be agreed between the landowner, developer and end user based on a compliant design specification and which demonstrates value for money. • All planning applications and responses are in the public domain; identifying a project before any design work starts and funding is discussed, agreed and secured may raise public expectation and indicate a promise of improvements and increased capacity, which are subject to both the above points. Securing developers contributions to all aspects of healthcare is therefore vital. • A project identified and costed in response to the planning application may not meet the objectives of current strategies or could have significantly increased in cost, especially if there has been any significant time lapse from the date of the response to the date of implementation of the planning consent. <p>We trust that the above information is sufficient in order to enable you to proceed to the next stage of the planning process.</p>
Environment Agency	<p>Thank you for re-consulting us on the amended plans for the above application.</p> <p>As part of this consultation, we have reviewed the following new/amended documents:</p> <ul style="list-style-type: none"> • Draft Hydrogeological Risk Assessment (M03001-07_ENV01)

- Flood Risk Assessment & Drainage Strategy Addendum (B25013-JNP-XX-XX-RP-C-1014)
- Technical Note (B25013-JNP-XX-XX-RP-C-1013)

Based on a review of the submitted information, our position remains the same as our previous letter (ref: NE/2023/136193/01) and therefore, we have no further comments to make on the application at this time, however, we reiterate the below advice.

Advice to Local Planning Authority

The control of emissions from Non-Road Going Mobile Machinery (NRMM) at major residential, commercial, or industrial sites.

Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority.

This is particularly important for major residential, commercial, or industrial development located in or within 2km of an Air Quality Management Area for oxides of Nitrogen (NOx), and or particulate matter that has an aerodynamic diameter of 10 or 2.5 microns (PM10 and PM2.5). Use of low emission technology will improve or maintain air quality and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives.

We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority.

The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation this informative should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit.

Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application to which this then can be applied.

Advice to applicant

Deep infiltration systems

We advise deep infiltration systems for surface water to be designed in accordance with position statement G9 in The Environment Agency's approach to groundwater protection in order to obtain a permit: The Environment Agency's approach to groundwater protection (publishing.service.gov.uk).

At the present time, we are unable to identify any pollution control measures prior to release into the deep infiltration system on the provided drainage plan. Should an accidental fuel-to-ground release (or similar) occur, for example, we are concerned that the current proposed drainage system could create a pollution pathway directly into groundwater.

Water Resources

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015.

However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.

We also recommend you contact your local planning authority for more information.

Pre-Application Advice

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information

	<p>submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p>
<p>Crime Prevention Design Advisor</p>	<p>My find my comments below the majority remain unchanged however I have updated the car parking note.</p> <p>I am struggling to find any reference to security or crime prevention in the documents provided.</p> <p>I have visited the area and have liaised with the head of security at HMP The Mount regarding this application .Whilst I have no objection to the location of the development I would ask that security , safety and crime prevention measures are considered and the site is built to the police minimum security standard, Secured by Design.</p> <p>Physical Security (SBD)</p> <p><u>Layout / Boundary</u></p> <p>The site has good surveillance , gardens will require 1.8m close board fencing. And secure gates with locks.</p> <p>Communal door sets for flats: Certificated to BS PAS 24: 2016, or 2024 or LPS.1175 SR2.</p> <p>Access Control to flats: Audio Visual. Tradespersons release buttons are not permitted under SBD requirements.</p> <p>Postal delivery for communal dwellings (flats): Communal post boxes (TS 009) within the communal entrances .</p> <p><u>Individual front entrance doors for houses and flats</u> Certificated to BS PAS 24:2016 or PAS 24: 2022</p> <p>Windows: houses and flats: Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or PAS 24 2022 or LPS 1175 SR2 for French doors for balconies:</p> <p>Dwelling security lighting houses and flats: Bin stores & Utility stores Secure LPS1175 SR 1 door with fob.</p> <p><u>Car Parking:</u></p> <p>It is good to see that there is adequate parking, and it is to the front and side of the dwellings, however the parking courts do not meet our security standards and experience has shown that these areas become Anti-Social Behaviour hot spots.</p> <p>Compartmentalisation of Developments incorporating multiple flats.</p> <p>Larger developments can suffer adversely from anti-social behaviour</p>

	<p>due to unrestricted access to all floors to curtail this either of the following is advised:</p> <ul style="list-style-type: none"> • Controlled lift access, Fire egress stairwells should also be controlled on each floor , from the stairwell into the communal corridors. • Dedicated door sets on each landing preventing unauthorised access to the corridor from the stairwell and lift. <p>Secured by Design recommends no more than 25 flats should be accessed via either of the access control methods above.</p> <p><u>Independent Living Care Home</u></p> <p>Although this is built to class C2, I would ask that security measures are implemented as each resident has their own apartment: Easily accessible windows & doors (PAS 24: 2016 or PAS 24: 2022)</p> <p>Communal doors LPS 1175 , fob access entrance doors CCTV at the entrance / exit</p> <p><u>Lighting throughout the site</u></p> <p>Column lighting , bollard lighting is not fit for purpose and raises the fear of crime in large developments.</p> <p><u>Trees / hedges</u></p> <p>Planted and maintained to allow passive surveillance across the development.</p> <p>If the application is granted, I would like the opportunity to review the security measures for the community buildings, sports area , gardens, and scout hut in more detail.</p>
Natural England	<p>Natural England has previously commented on this proposal and made comments to the authority in our response dated 25 October 2023 Reference number 453336 (attached).</p> <p>The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.</p>
Bovingdon Parish Council	<p>BPC continue to support the proposals and consider the enhanced community benefits outweigh any harm caused.</p>
Sport England	<p>Thank you for consulting Sport England on the above application. The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306) and, therefore, Sport England has not provided a detailed response in</p>

this case, but would wish to give the following advice to aid the assessment of this application.

General guidance and advice can however be found on our website:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

If the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Par. 103 of National Planning Policy Framework (NPPF) is in accordance with local policies to protect social infrastructure and meets any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:

<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

If the proposal involves the provision of additional housing, then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section:
<https://www.gov.uk/guidance/health-and-wellbeing>

	<p>Sport England's Active Design Guidance: https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</p>
<p>Hertfordshire And West Essex ICB</p>	<p>The HWE ICB has assessed the impact of the proposed development on existing primary health care provision in and around the vicinity of Bovingdon.</p> <p>The proposed development would deliver the following:</p> <ul style="list-style-type: none"> • 57 1-5 bedroom houses and apartments, which based on an average occupancy of 2.4 occupants per dwelling, will create circa 136.8 new patient registrations • 59 1-2 bedroom extra care apartments, which, based on average occupancy of 1.5 occupants, will create circa 88.5 additional patients • Further 129 dwellings, subject to reserved matters application, which based on an average occupancy of 2.4 per dwelling, will create circa 309.6 new registrations <p>Within the HWE ICB there are 34 Primary Care Networks (PCNs) across the 14 localities; each covering a population of between circa 27,000 and 68,000 patients. These PCNs are expected to deliver services at scale for its registered population whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care. As such a doctors' general practitioners' surgery may include an ancillary pharmacy and ancillary facilities for treatments provided by general practitioners, nurses and other healthcare professionals. The PCN that covers Bovingdon and under which this development falls has a growing combined patient registration list of 51,600.</p> <p>Patients are at liberty to choose which GP practice to register with providing they live within the practice boundary. However, the majority choose to register with the surgery closest and/or most easily accessible to their home.</p> <p>Despite premises constraints GP Practices are not allowed to close their lists to new registrations without consultation with, and permission from the HWE ICB. Even when surgeries are significantly constrained the NHS will seek to avoid a situation where a patient is denied access to their nearest GP surgery, with patient lists only closed in exceptional circumstances.</p> <p>As a result of significant growth proposed in Local Plans, the HWE ICB expects applications to close lists to increase. It is therefore important that new developments make a financial contribution to mitigate any primary health care impacts the development will have.</p> <p>Bovingdon is served by the Delta PCN and it is formed of 5 GP</p>

practices. In order to help illustrate their current situation, individually as well as collectively in terms of premises capacity, we have included a small table below.

Closest surgeries to the proposed development are Longmeadow (branch of Kings Langley Surgery) and Archway Surgery. The latter is a very small practice operating out of a small, converted premises of circa 116m². Longmeadow surgery is also in a small building - circa 155m². Both surgeries have 3 clinical consulting rooms, making them quite similar in terms of capacity, despite Longmeadow being slightly less constrained in terms of patients per m². It is evident that overall capacity falls below the threshold of 18 patients per m², indicating deficit. You will also note that the main surgery in Kings Langley (Kings Langley Surgery) is very constrained and is therefore not able to alleviate pressures on these two small surgeries in Bovingdon.

Table above also demonstrates that Delta PCN falls short of its overall space requirement. It is therefore evident that this proposed development will have an impact on primary health care provision in the area, and its implications, if unmitigated, would be unsustainable for the NHS.

The financial contribution for health infrastructure that the HWE ICB is seeking, to mitigate the primary health care impacts from this development, has been calculated using a formula based on the number of units proposed and does not take into account any existing deficiencies or shortfalls in Bovingdon and its vicinity, or other development proposals in the area.

Cost calculation of additional primary healthcare services arising from the development proposal

$57 \times 2.4 = 136.8$ new patients (from residential houses forming a part of the full application)

136.8 new patient registrations/2000 = 0.0684 of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development"

$0.0684 \times 199 \text{ m}^2 = 13.6116 \text{ m}^2$ of additional space required

$13.6116 \text{ m}^2 \times \text{£}5,410^* \text{ per m}^2 = \text{£}73,638.756$ (*Build cost; includes fit out and fees)

$\text{£}73,638.756 / 57 \text{ dwellings} = \text{£}1,291.908 \text{ per dwelling}$

$59 \times 1.5 = 88.5$ new patients (from extra care apartments)

88.5 new patient registrations/2000 = 0.04425 of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement &

Development"

$0.04425 \times 199 \text{ m}^2 = 8.80575 \text{ m}^2$ of additional space required
 $8.80575 \text{ m}^2 \times \text{£}5,410^* \text{ per m}^2 = \text{£}47,639.1075$ (*Build cost; includes fit out and fees)

$\text{£}47,639.1075 / 59 \text{ dwellings} = \text{£}807.4425$ per dwelling

$129 \times 2.4 = 309.6$ new patients (from residential houses forming a part of the outline application)

$309.6 \text{ new patient registrations} / 2000 = 0.1548$ of a GP *GP based on ratio of 2,000 patients per 1 GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development"

$0.1548 \times 199 \text{ m}^2 = 30.8052 \text{ m}^2$ of additional space required

$30.8052 \text{ m}^2 \times \text{£}5,410^* \text{ per m}^2 = \text{£}166,656.132$ (*Build cost; includes fit out and fees)

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Total GMS contribution requested: $\text{£}121,277.86$ plus up to $\text{£}166,656.13$ ($\text{£}1,291.91$ per dwelling) on the outline element of the application

The HWE ICB therefore requests that these sums are secured through a planning obligation attached to any grant of planning permission, in the form of a Section 106 or CIL planning obligation.

If planning permission is granted, the HWE ICB propose to focus Section 106 monies on the Kings Langley practice, which would help to alleviate pressures on its branch surgery in Bovingdon. The ICB is already in discussions with the practice and their landlord to increase the capacity by way of re-configuring and extending their premises to provide sufficient space to increase resources and clinical services and thus keep the patient list open.

In order for this project to succeed, the landlord needs to either extend the existing ground lease or purchase the land from Dacorum BC.

In terms of identifying and committing to a project in full at this stage, please note:

- o All projects are subject to Full Business Case approval by the HWE ICB and NHS England.
- o Any commercial arrangement has to be agreed between the landowner, developer and end user based on a compliant design specification and which demonstrates value for money.
- o All planning applications and responses are in the public

	<p>domain; identifying a project before any design work starts and funding is discussed, agreed and secured may raise public expectation and indicate a promise of improvements and increased capacity, which are subject to both the above points. Securing developers contributions to all aspects of healthcare is therefore vital.</p> <p>o A project identified and costed in response to the planning application may not meet the objectives of current strategies or could have significantly increased in cost, especially if there has been any significant time lapse from the date of the response to the date of implementation of the planning consent.</p>
<p>Affinity Water - Three Valleys Water PLC</p>	<p>Thank you for notification of the above planning application. Planning applications are referred to us where our input on issues relating to water quality or quantity may be required.</p> <p><u>Water quality</u></p> <p>We have reviewed the planning application documents and we can confirm that the site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions.</p> <p>The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.</p> <p>For any works involving excavations below the chalk groundwater table (for example, piling or the implementation of a geothermal open/closed loop system), a ground investigation should first be carried out to identify appropriate techniques and to avoid displacing any shallow contamination to a greater depth, which could impact the chalk aquifer.</p> <p>For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".</p> <p><u>Water efficiency</u></p> <p>Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing,</p>

	<p>cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.</p> <p>We currently offer a discount to the infrastructure charge for each new development where evidence of a water efficiency design to a standard of 110litres (or less) per person per day is expected. The discount value for the charging period 2023/24 is £258. For more information visit Water efficiency credits (affinitywater.co.uk).</p> <p><u>Infrastructure connections and diversions</u></p> <p>There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com.</p> <p>Due to its location, Affinity Water will supply drinking water to the development in the event that it is constructed. Should planning permission be granted, the applicant is also advised to contact Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.</p> <p>To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.</p>
Thames Water	<p><u>Waste Comments</u></p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>Thames Water recognises this catchment is subject to high infiltration</p>

	<p>flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</p> <p><u>Water Comments</u></p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
<p>Dacorum BC Refuse, Cupid Green Depot</p>	<p>Houses need space to store 3 x wheeled bins and 1 x curbside caddie. There must be space outside their boundary to present 2 x wheeled bins and a curbside caddie on collection day. The collection vehicle is a 26t rigid freighter.</p> <p>Flats will need a waste storage area to hold 1 x 1100ltr container for residual waste, 1 x 1100ltr container for comingled recycling and 1 x wheeled bin for food waste per 6 flats.</p> <p>There should be no steps between the storage area and the collection</p>

	<p>vehicle which is a 26t rigid freighter. Houses will need space to store 3 x wheeled bins and a curbside caddy and space to present 2 x wheeled bins and the curb side caddy outside the boundary on collection day. The collection vehicle is a 26t rigid freighter.</p> <p>Flats will require space to store 1 x 1100ltr container for residual waste, 1 x 1100ltr container for comingled recycling and 1 x 140ltr wheeled bin for food waste per 6 flats so if there is 36 flats they will need 6 of each.</p> <p>There should be no steps between the storage area and the collection vehicle which is also a 26t rigid freighter. Consideration should be given to its maneuverability and reversing should be kept to a minimum.</p> <p>Resident should not carry their waste more than 30mtrs and the collection crew 25mtrs.</p>
Chilterns Conservation Board	<p>Thank you for consulting the Chilterns Conservation Board (National Landscape). We have reviewed this application, alongside its linked application dealing with the associated SANGs at Haresfoot Farm reference 23/02508/MFA.</p> <p>The CCB does not propose to comment on these applications.</p> <p>7th February 2024</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
238	136	8	122	6

Neighbour Responses

Address	Comments
<p>29 Howard Agne Close</p> <p>Bovingdon Hemel Hempstead Hertfordshire HP3 0EQ</p>	<p>I strongly object for the following reasons:</p> <p>According to the latest figures, in the Dacorum area of 25 Wards, Bovingdon, Flaunden and Chipperfield Ward has the 4th highest density of population of 9500 as at the 2021 census with Bovingdon on its own just over 5000. Why is Bovingdon becoming the target of</p>

over development given we also have as film studios which has brought a huge increase in traffic and heavy goods vehicles.

The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.

According to the Government classification a village is a settlement with a population of less than 7,500, the recent developments along Chesham Road, coupled with the proposed developments at the The Bobsleigh and Molyneax Ave are clearly going to take Bovingdon over this population.

There is a lack of parking on the plans, children are living at home longer and homes are now populated with 2-4 vehicles on average, especially homes within a village setting with very little public transport links.

The Bovingdon Parish Council have failed to liaise with residents over recent proposals and do not reflect the views of the villagers.

The infrastructure within Bovingdon village cannot cope with any further additional developments, we are already over capacity for our medical facilities and schools. Disabled patients cannot park for Longmeadow Surgery in the High Street any more as there are no disabled bays and a severe lack of parking within the vicinity.

Green Lane is now a hazard on a Sunday as pavements are parked upon due to lack of space at Bovingdon Football Club, those with pushchairs, walkers and wheelchairs can no longer pass safely.

The speed limit of 30mph along Green Lane is rarely adhered to and this development will only bring more traffic along the road to the village.

There is no suitable public transport links from the village to surrounding areas, with only a single unreliable bus service between Chesham and Hemel Hempstead, and an infrequent service from the centre of Bovingdon High Street to Watford.

The flooding on Green Lane is so severe you cannot walk along or drive through the flood when it rains so how will pedestrians access the walk from Green Lane to the village centre?

If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. It is not clear how the surface water would drain through the base of the basin into the boreholes. The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways.

Strain on existing community facilities. There are no extra local shops

	<p>included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous High Street.</p> <p>Over development. Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded High Street and bring increased pollution to the village.</p> <p>Green Lane already has a lack of parking for residents, and it has become a slalom to try and negotiate driving up and down Green Lane.</p> <p>Green Belt land should be protected, there has already been significant building allowed in Bovingdon that has put pressure on the local community. Green belt land should be protected at all costs to preserve ecological systems.</p> <p>Why has Dacorum Borough Council not reached out to the whole of the village regarding such an impactful development? Surely this needs as wider consultation piece which will affect the village to the detriment of our community.</p> <p>The footpath from the development to the High Street is not on a level pathway and is not conducive to a carefully thought out route for care home residents or disabled persons.</p>
<p>Honours Mead Cottage 29 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0EE</p>	<p>I object to this development for a number of reasons. The volume of traffic is heavy in our village and parking is a real struggle in & near to the high street at most times of the day. This will increase significantly with the amount of new dwellings proposed. The village will not be able to cope without additional service & infrastructure. Our doctors are already overstretched. Families with young children are going to suffer as some won't get their children in to their local village school and then this will significantly increase road traffic in and out of the village. Sadly our lovely village will soon become a small town.</p>
<p>Tamarinda Long Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0ND</p>	<p>The proposed development will not only impose a great stress on the current community facilities (our GP's are over stretched and the school is already operating at over capacity) but will also bring the whole village feel we all love to an end.</p> <p>Bovingdon is a calm, quiet and safe place perfect for those who enjoy living in a peaceful place and the addition of nearly 200 new properties will transform the village feel into a small town, albeit without the proper infrastructure to support it and in a green belt area.</p>

	<p>Reading the proposal, it has highlight the this development does not address the flooding issues currently experienced in Green Lane. It actually predicts that there will be a risk of flooding within the proposed site of up to 0.4m which is a 'danger to some' hazard rating. The management of this flooding via four water detention basins across the proposed site are simply spreading a problem with surface water drainage to another area although the 'water' contains a high level of silt and soil as can be seen in the ditches on the side of Green Lane which are completely full.</p> <p>In summary this development will add more flooding problems for Bovingdon and those houses will be the main ones at risk. The pressure on traffic, schools and health services will bring no benefits to the current residents.</p>
<p>11 Farnham Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QT</p>	<p>We object to this planning application for the following reasons:</p> <ol style="list-style-type: none"> 1. It is Green Belt Land 2. The amount of envisaged boreholes suggests the land is not suitable for a building project of this size. 3 Surface sealing causes further back log of water into the Moody estate 4 The size of the development is too big for the existing community facilities 5 Bovingdon High Street cannot cope with existing traffic, let alone increased traffic from a development of this size 6 Traffic on Green Lane will increase over proportionally as it's the only access point to the development
<p>28 Hyde Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0EG</p>	<p>This site, which is designated as Green Belt land, should not be developed for several reasons.</p> <ol style="list-style-type: none"> 1. Bovingdon lacks the necessary capacity, infrastructure, and facilities to support a development of this magnitude in its current location. The high street already faces significant pressure from the existing traffic volume, and parking is already inadequate. With the addition of more people accessing local amenities, these issues will only worsen. 2. There is no provision for essential services such as schools, doctors, dentists, and shops to accommodate a development of this size. The village is already stretched to its limits and cannot handle the current population, let alone an increase associated with this proposed development. 3. Developing this site would lead to increased traffic on already congested roads, contributing to higher pollution levels in the village's rural setting. This would introduce additional noise and environmental contamination. 4. The location of this development poses problems for Green Lane at both ends, as well as the quieter roads connecting to it. Adding an extra exit/entrance onto Green Lane would only exacerbate traffic issues in an unsuitable lane. Furthermore, this area is adjacent to a nature reserve, and no consideration has been given to the impact on walkers and wildlife.

	<p>5. There is insufficient space for pedestrians at the Ley Hill Road end of Green Lane, making it more dangerous due to the significant increase in traffic volume caused by the proposed development. At the village end, the high number of parked cars limits access through Green Lane, and the junction itself is difficult to navigate due to fast-moving traffic and parked cars on the high street.</p> <p>6. The proposed development would create a congestion zone at the Ley Hill Road end, posing increased hazards for cars trying to access the busy Chesham Road. This problem is further exacerbated by the daily traffic from film studios and local traffic.</p> <p>7. Additionally, Green Lane is prone to frequent flooding, making it impassable for vehicles and pedestrians. This highlights the existing problem with surface water drainage in the area. A major development of this size in the proposed location would not address or improve the current issues faced by the village and its community. Moreover, flood risk modelling predicts up to 0.4m of flooding within the proposed site, posing a significant hazard. The management of this flooding through water detention basins only transfers the drainage problem to another area, and these basins are often filled with silt and soil, as evident from the full ditches along Green Lane.</p> <p>In summary, developing this Green Belt land would have detrimental effects on Bovingdon, including strain on infrastructure, increased traffic congestion, pollution, and inadequate provisions for essential services. The proposed site's location also presents challenges for existing roads and poses risks to pedestrians and wildlife. Additionally, the area's existing problem with flooding would not be resolved and could potentially worsen.</p>
<p>15 Flaunden Park Flaunden Hemel Hempstead Hertfordshire HP3 0PY</p>	<p>This village is being built up beyond the infrastructure that is already overstretched. There is one main road coming direct to Bovingdon, Chesham and surrounding villages from Hemel Hempstead - Box Lane that is classed a B road. There is already increased traffic going to The Studios on Bovingdon Airfield. Additional housing is going to make traffic issues even worse.</p>
<p>Bovingdon Airfield Village Road Whelpley Hill Chesham Buckinghamshire HP5 3RL</p>	<p>I support this development</p>
<p>5 Lysander Close Bovingdon Hemel Hempstead Hertfordshire HP3 0RY</p>	<p>This development should only go ahead if a new school is provided within the development, surely all parents of young children in the village would want to see their kids learning in a modern environment and not the leaking drafty old school as it is now. Unfortunately sentiment seems to get in the way on this issue !</p>
<p>28 Apple Cottages Bovingdon Hemel Hempstead</p>	<p>For a start the pollution caused by more traffic and people will be very detrimental. Wildlife will be killed/ homeless due to habitat reduction in what is supposed to be and always has been a rural village. On top of</p>

<p>Hertfordshire HP3 0EZ</p>	<p>that we simply don't have the infrastructure in Bovingdon to cope with the extra people. 3 weeks to wait for a doctors appointment for my elderly mum and that's now!!! 240 odd additional homes, plus a care home with residence + staff. How is our 'village' going to cope? Its unfair for existing residents who are in Bovingdon for a rural existence to be inundated with more traffic and people which will destroy the green landscape and turn Bovingdon into an extension of Hemel Hempstead. If this goes ahead Bovingdon, will be destroyed. Forever. I wholeheartedly object to say more houses. We have already out up with all those built along the Chesham road over the last 3 years.</p>
<p>Hillside Patmore Heath Albury, Herts. SG11 2LS</p>	<p>Many councils are now insisting that new developments include biodiversity mitigations at the rate of one swift brick and one bat brick per new dwelling. It would be really helpful, if Dacorum Council could insert a condition requiring this ratio within this development. More than one hundred swift and bat bricks would be a significant benefit to these birds and bats in Hemel Hempstead and other birds that will also use them.</p> <p>Swift and bat bricks are essentially hollow bricks, installed high on a building to give a cavity for wildlife to use. They are a really valuable conservation tool that should be used in new housing to help reverse the decline of this spectacular bird and bats. They last the lifetime of the building and are inconspicuous, simple and inexpensive to install and do not require ongoing maintenance. Swifts are clean birds that take any mess away from the nest and their presence is likely to go largely unnoticed by the residents.</p> <p>North East Herts Swift Group. A local group of Swift Conservation (www.swift-conservation.org)</p>
<p>15 Deanfield Bovingdon Hemel Hempstead Hertfordshire HP3 0EW</p>	<p>We have recently just moved to Bovingdon and object the plans for a new development to be built. We are a young family with two children and will be needing to send them to school. If a new development is built it will be harder for us to send our children to the local secondary schools in particular. We have also noticed the high street is already extremely busy with traffic and this will only get worse. Parking spaces are a nightmare if you need to get to a local shop before travelling elsewhere and it often feels unsafe walking down the highstreet with two young children with the amount of cars travelling up and down the road.</p> <p>Pollution will continue to get worse as well as affecting the green spaces that are left for wildlife.</p>
<p>Bovingdon Green Cottage Long Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0ND</p>	<p>I am not opposed to more housing however I do have concerns that the development is rather large and as an asthma sufferer that lives near to the development that it will affect my health. I do feel that another school should be built and extra parking on site and within the village should be included in the development plan and the parking and high school intake is already very difficult. I do also want more social housing available for those in genuine need which should also have a bigger factor in the plan. Having said that we all need somewhat to live and although I live in an old property, at one point it would have been a field as would all of the properties in the village, although I think we are probably more of a town now! I hope all of</p>

	<p>these comments (mine and others) can be seriously considered when deciding upon the outcome, thank you for your time.</p>
<p>December Cottage 6 Homefield Bovingdon Hemel Hempstead Hertfordshire HP3 0HU</p>	<p>This development on Green belt land is over development within a village that already struggles with insufficient infrastructure.</p> <p>Green lane can not sustain the increased in traffic with such a large development. There will be issues exiting Green lane on both ends.</p> <p>The village end is already an issue with parked cars along the bottom, turning out onto a junction that is difficult to see out of with fast moving traffic.</p> <p>Chesham road end will cause a major congestion hot spot with cars having to take risks pulling out onto the busy Chesham Road that is experiencing increase traffic travelling to & from the studios and local traffic.</p> <p>There are no provision for the increase on the local community with regards to schools, Doctors, Dentist.</p> <p>Green Belt land should be protected, there has already been significant building allowed in Bovingdon that has put pressure on the local community. Green belt land should be protected to preserve ecological systems.</p> <p>Flooding has always been an issue on on Green Lane. This is complete over development of land that should be protected by the green belt policy.</p>
<p>14 The Bourne Bovingdon Hemel Hempstead Hertfordshire HP3 0EN</p>	<p>188 properties in a small village is completely inappropriate. The infrastructure & roads cannot possibly cope with 188 new properties.</p>
<p>28 Hyde Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0EG</p>	<ul style="list-style-type: none"> - This proposed site is Green Belt land and should not be developed. - Bovingdon has insufficient capacity, infrastructure or facilities for a development of this size in this location. The high street is already under enough pressure with the amount of traffic passing through it, in addition to the parking issues (already inadequate) with yet more people planned to access the local amenities. - There is no extra provision for school, doctors, dentists, shops for a development of this size. The village is already overstretched and cannot cope with the current population, let alone any increase associated with this development. - This development would increase traffic on the already congested roads, plus increase pollution within a village location in a rural setting adding both noise and environmental contamination. - The location of this development presents problems to Green lane at the exit points at both ends plus the currently quieter roads connecting

	<p>into Green Lane:</p> <ul style="list-style-type: none"> - Having an additional exit/entrance onto Green Lane will only increase traffic in the lane which is not suitable to support large volumes of traffic. This is also directly next to a nature reserve with no consideration given to walkers and wildlife in this area. - There is no adequate paving area within the Ley Hill Road end of Green Lane (too narrow) and presents increased danger to pedestrians due to significant traffic volumes increase because of the proposed development during and after construction. - the village end has a considerable number of parked cars which limits access through Green Lane and the junction itself is a difficult road to negotiate due to fast moving traffic and parked cars in the high street. - Ley Hill Road end will be a congestion zone with increased hazard for cars getting access onto the busy Chesham Road. This is not helped with the increased daily traffic travelling to and from the film studios along with local traffic. - In addition, Green Lane experiences frequent flooding which makes the lane impassable to vehicles and pedestrians and this only highlights there is already a problem with surface water drainage in the area. A major development of this size in this proposed location is not going to address or improve the issues already faced by the village and its current community. Furthermore, flood risk modelling has predicted there will be flooding within the proposed site of up to 0.4m which is a 'danger to some' hazard rating. The management of this flooding via four water detention basins across the proposed site are simply spreading a problem with surface water drainage to another area although the 'water' contains a high level of silt and soil as can be seen in the ditches on the side of Green Lane which are completely full
<p>Wildacre Bushfield Road Bovingdon Hemel Hempstead Hertfordshire HP3 0DR</p>	<p>This is on Green Belt land.</p>
<p>4 Newhouse Road Bovingdon Hemel Hempstead Hertfordshire HP3 0EJ</p>	<p>Bovingdon's infrastructure can barely cope with with its current population; the school has insufficient places and GP services are under pressure. Traffic congestion in and around the High Street is dangerous, especially at peak school times, and parking facilities are woeful. The proposed large development would massively exacerbate these problems - I suggest that anyone responsible for potentially giving the go-ahead should visit the village at 3.30pm on a school day before making a decision.</p> <p>The proposed site is also on green belt land and should not be built on. In addition, its location immediately adjacent to the Boxmoor Trust brickworks site would adversely affect an amenity which is invaluable for its peace and tranquility.</p>

<p>Arden House Hempstead Road Bovingdon Hemel Hempstead Hertfordshire HP3 0HF</p>	<p>Strain on existing community facilities There are no extra local shops included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>Over development Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded highstreet and bring increased pollution to the village.</p> <p>Traffic and Highway Bovingdon high street is currently over stretched for traffic and dangerous. The double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini round about.</p>
<p>26 Rymill Close Bovingdon Hemel Hempstead Hertfordshire HP3 0JA</p>	<p>While we appreciate the need for additional housing, a development at Grange Farm should not be considered. There is already considerable strain on the roads and infrastructure in and around Bovingdon and further development will just make this worse. This is a relatively rural community and the narrow roads are not designed for the amount of traffic that currently exists, never mind the amount that would be generated by additional housing. There is simply not enough funding to maintain the roads and local facilities based on current population levels so additional housing is just going to increase the wear and tear on the roads and add to the levels of pollution and noise. The village does not have the facilities that would be needed such as doctors, dentists, schools, as well as local shops to support the greater population.</p>
<p>61 Hyde Meadows Bovingdon Hemel Hempstead Hertfordshire HP3 0ES</p>	<p>There is already too much traffic at certain times of the day and this small village and roads can not cope with another 200 plus vehicles from the 200 or more homes that they are planning to build.</p>
<p>Strawplait Barn Tulip Close Chipperfield WD4 9DN</p>	<p>I object to this development because it will put an added strain on local facilities such as the school, the doctors surgery (already overloaded) and the traffic through Bovingdon High Street, which is already a nightmare.</p>
<p>Woodstock Long Lane Bovingdon Hemel Hempstead</p>	<p>The following issues should be satisfactorily addressed prior to granting planning consent for the questionable development of an area of Green Belt land:</p>

<p>Hertfordshire HP3 0ND</p>	<ul style="list-style-type: none"> - Existing facilities and infrastructure are at or near capacity; - Provision in the overall plan for the improvement of local infrastructure, healthcare and other facilities; - Provision of a new school away from the High Street must be a mandatory requirement to achieve planning consent; - The proposed development is too congested with insufficient off-road parking; - Parking for Bovington High Street is already at capacity and will struggle to accommodate further traffic from additional households; - The impact of heavy construction traffic on both Chesham Rd and Green Ln during the construction phase; - Prolonged road closures requiring traffic diversions through the congested High Street and smaller roads unsuitable for heavy road fleet traffic; - Adequate on-site provision for the daytime accommodation of construction staff and contractors including off-street parking and welfare facilities; - While this development will be beneficial to existing businesses in the High Street (this is a good thing), there should be some limited local provisions, for grocery shopping, within the development; this would be sensible and provide a relief option during peak congested times; I'm sure that a small satellite shop operating in conjunction with our existing village stores would suffice.
<p>Old Orchard House Hempstead Road Bovington Hemel Hempstead Hertfordshire HP3 0HF</p>	<p>The road network around and into Bovington from all directions is already incredibly congested and busy, with a large number of freight vehicles using them, in addition to local residents, commuters, school run parents. The provision of the proposed accommodation and amenities would increase the volume of traffic, which would increase noise and pollution to an intolerable level for residents. The current amenities are not enough to sustain the proposed additional residents, the school is already over subscribed so more children would be driven to school elsewhere, more traffic and pollution. There is nothing positive to add about this development.</p>
<p>7 Nye Way Bovington Hemel Hempstead Hertfordshire HP3 0HX</p>	<p>Bovington does not have the infrastructure or necessary facilities for a development of this size. Our doctors and dental practices are already busy, and the school as it stands would be unable to take the extra number of pupils.</p> <p>Has any thought been given to access to the development, as Green Lane and the High Street are already busy, and Chesham Road, Hempstead Road and Box Lane would be unable to cope with too much extra traffic. Parking in the High Street is already difficult at certain times, has any thought been given to this.</p> <p>If extra traffic is allowed, priority must be given to the safety of</p>

	<p>pedestrians. Has any thought been given to ensuring the residents of Bovingdon do not suffer problems whilst the new utilities are being put in place.</p>
<p>30 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QW</p>	<p>I support the Grange Farm development as it will bring forward a significant amount of affordable homes required in the Bovingdon Neighbourhood Plan, including currently unmet need for older people. Bovingdon has an aging population, and so housing for older people is needed. A reasonable proportion of First Homes for affordable sale are ideal for this location. Dacorum is 3-4 years behind in meeting its affordable homes targets and this development would significantly help. The Housing crisis is ever increasing as options available to local authorities to house people in need reduce due to under supply, as well as demand rising due to affordability. As a very mixed community, Bovingdon is well placed to house a variety of people.</p> <p>If the development goes ahead, we would want to see it bring forward infrastructure improvements to the village. We desperately need a new Scout HQ which the development is promising. Scouts in Bovingdon have been without a base for over 5 years and it is now urgently needed. With a new HQ, Scouts will be able to grow its offer for young people, an affordable inclusive activity which builds skills and confidence in young people. It would otherwise take an extremely long time to fundraise to replace the scout HQ. If this happens, the HCC land currently leased to the Scouts in St Lawrence Close could be released to benefit the school and the village centre. Providing a Scout HQ is preferable to a new primary school. 40% of pupils at the primary school currently come from out of area and not only does this mean that over time the current school will have the capacity to take Bovingdon children, but also this will reduce the congestion experienced in the High Street at school times.</p> <p>The development will bring other benefits to Bovingdon such as improved flood management, a new GP surgery, and improvements to the High street.</p> <p>Traffic access to Grange Farm should be from Chesham Road instead of Green Lane so to ensure the higher volume of cars are immediately on the main roads and not congesting Green Lane or the High Street further.</p> <p>I would lastly, be concerned about any net loss of greenbelt land. I would expect a planning consent to compensate for this by ensuring bio diversity gains wherever possible on this and neighbouring sites.</p> <p>I write as the Chair of the Bovingdon Neighbourhood Plan steering group.</p>
<p>17 Lysander Close Bovingdon Hemel Hempstead Hertfordshire HP3 0RY</p>	<p>I strongly object for the following reasons:</p> <p>According to the latest figures, in the Dacorum area of 25 Wards, Bovingdon, Flaunden and Chipperfield Ward has the 4th highest density of population of 9500 as at the 2021 census with Bovingdon</p>

on its own just over 5000. Why is Bovingdon becoming the target of over development given we also have as film studios which has brought a huge increase in traffic and heavy goods vehicles.

The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.

According to the Government classification a village is a settlement with a population of less than 7,500, the recent developments along Chesham Road, coupled with the proposed developments at the The Bobsleigh and Molyneax Ave are clearly going to take Bovingdon over this population.

There is a lack of parking on the plans, children are living at home longer and homes are now populated with 2-4 vehicles on average, especially homes within a village setting with very little public transport links.

The Bovingdon Parish Council have failed to liaise with residents over recent proposals and do not reflect the views of the villagers.

The infrastructure within Bovingdon village cannot cope with any further additional developments, we are already over capacity for our medical facilities and schools. Disabled patients cannot park for Longmeadow Surgery in the High Street any more as there are no disabled bays and a severe lack of parking within the vicinity.

Green Lane is now a hazard on a Sunday as pavements are parked upon due to lack of space at Bovingdon Football Club, those with pushchairs, walkers and wheelchairs can no longer pass safely.

The speed limit of 30mph along Green Lane is rarely adhered to and this development will only bring more traffic along the road to the village.

There is no suitable public transport links from the village to surrounding areas, with only a single unreliable bus service between Chesham and Hemel Hempstead, and an infrequent service from the centre of Bovingdon High Street to Watford.

The flooding on Green Lane is so severe you cannot walk along or drive through the flood when it rains so how will pedestrians access the walk from Green Lane to the village centre?

If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. It is not clear how the surface water would drain through the base of the basin into the boreholes. The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways.

Strain on existing community facilities. There are no extra local shops

included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous High Street.

Over development. Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded High Street and bring increased pollution to the village.

Green Lane already has a lack of parking for residents, and it has become a slalom to try and negotiate driving up and down Green Lane.

Green Belt land should be protected, there has already been significant building allowed in Bovingdon that has put pressure on the local community. Green belt land should be protected at all costs to preserve ecological systems.

Why has Dacorum Borough Council not reached out to the whole of the village regarding such an impactful development? Surely this needs as wider consultation piece which will affect the village to the detriment of our community.

The footpath from the development to the High Street is NOT on a level pathway and is not conducive to a carefully thought out route for care home residents or disabled persons.

It is not clear if the affordable housing will be available to the children of exiting residents who appreciate and understand what it is like to live in a village rather than persons from the city who are deciding to come out to the suburbs. Our children need assistance in buying their first home near to family and not to be pushed out to other counties.

I wholly object to the revised plans, planning has been granted now for the Molyneaux Avenue development and until this is completed and occupied the impact of further development cannot be assessed fully.

The village is already over developed with no additional infrastructure planned such as medical facilities, schooling for year 7 onwards and the parking in the village is intolerable on a good day. Children do not have access to public transport from Bovingdon to either Kings Langley or Ashlyn's secondary schools at present, this needs to also be addressed and not by an overpriced private bus service which most families cannot afford and which is unreliable.

There is no disabled parking for Longmeadow Doctors Surgery which means those who will be resident in the care facility will not be able to

	<p>drive or be driven to this surgery to be seen.</p> <p>The plans do not take account of the flooding issue at the top of Green Lane which leaves the road impassable through the year after heavy rainfall, this means residents will be forced left onto green lane and into the congested village in order to get onto the Chesham Road. The traffic analysis does not take this into account either.</p> <p>Bovingdon is the fourth highest populated area within Dacorum and development should not continue at this pace nor on greenbelt land, when there are far too many brownfield sites around Dacorum which could be developed upon instead.</p> <p>Finally the majority of residents have not been consulted with and your letter needs to be sent to ALL residents of the village as this development is too large not to.</p>
<p>11 Eastnor Bovingdon Hemel Hempstead Hertfordshire HP3 0QL</p>	<p>I strongly oppose this development for the reasons proposed by others. I would like to add:</p> <p>GREEN BELT: Once this is gone, you cannot put it back.</p> <p>PUBLIC AWARENESS: If it was not for the Bovingdon Facebook page, I would not have been aware this and the other two applications for large residential developments were active with a deadline to respond. I am concerned other residents may not have had the opportunity to review these submitted plans and contribute their voice.</p> <p>TIMING: Three applications of this type within a small window of time is difficult to respond to and overwhelming for current residents.</p> <p>LIGHT POLLUTION: There are no street lights on Green Lane. It is possible to walk to Bovingdon Green on a clear night and see the stars against a minimally light polluted sky, which is a delight for villagers and not something which people in larger towns benefit from. Light pollution from additional homes and vehicles will damage this.</p> <p>PROMISED IMPROVEMENTS: Improvements should be agreed and implemented before agreeing to potentially three large scale developments. Any proposals for improvements (e.g. developments to the high street, new school, car parking, improved footways) are only proposals. The word "could" features frequently in the Planning Statement. For example:</p> <p>Outcomes of the Strategy are highlighted as: - - the village centre could gain much needed parking and new community facilities; - the Bovingdon Primary Academy School could be relocated to a greenfield site (linked to the allocation at Grange Farm) to provide a purpose-built and enlarged 3FE school; - land would be freed up in the High Street for housing; - improvements would be secured to the quality of the urban environment/public realm in the village centre; and - the scheme could deliver an enhanced green space and play area</p>

for the village.

"THE REDUCTION OF CAR DEPENDENCY": Claims about public transport within the proposal are misleading. "The site is located within a short walk of many public transport links". These are village bus stops. "There are frequent public transport services between the development site and at least four significant urban centres" is not accurate and does not reflect true journey times, costs and number of actual buses.

352 bus - Buses do not run after the early evening and there is no Sunday service in either direction.

1 bus - Less frequent on a Sunday. There is no evening service throughout the week in either direction.

Chesham Underground Station: The bus from Bovingdon to Chesham Broadway is not a direct route. Tube trains run twice per hour, consequently there is usually a wait of up to 30 minutes for a tube. A journey from Bovingdon to central London via bus and tube is easily well over 2 hours on a good day.

High Wycombe Station: A bus journey here is approximately 1 hour 15 minutes, and that's before you have got near a train.

Apart from the bus journey to Hemel Train station, all bus journeys to Chesham Underground station, Amersham station and High Wycombe station are indirect and are not "easily accessible from the proposed development site". This language implies a bus service that is far more frequent with direct routes. It is not reflective of an infrastructure that can realistically contribute to "the reduction of car dependency".

I have lived in this village on and off for 30 years and the bus routes have not significantly changed. I and many others, learnt to drive as soon as we could to access education opportunities, work places, social, health and leisure activities not realistically accessible by public transport, and to travel past dusk.

FOOTPATH THROUGH MOODY ESTATE AND OLD DEAN: The proposal to use the Moody Estate as a main footpath does not reflect the parking congestion for current residents in places. Pedestrians have to navigate pavements restricted in width. Residents park on pavements, as many of the houses were not built to accommodate more than one car or work van.

On Old Dean, residents park their cars and work vans on pavements as many of the properties were not built to accommodate parking for more than one vehicle. Consequently, pedestrians must walk single file in places and there is not reliable access for prams, wheelchairs or mobility scooters. On bin day the footpath is near impossible to navigate at points. The proposal to build a "a footway" on the small green by the park, is actually a proposal to build parking space for residents because that is what it will be used for as current residents need parking.

	<p>HIGH STREET: The problems with the over saturated high street have been repeatedly been mentioned by others objecting to the proposal. However worth mentioning is the stretch between the Beauty Garden and Tesco. This is a matter of survival for the pedestrian. This sounds extreme, but if you walk up to Tesco at any time of day you may be squashed by vehicles (including double decker buses) mounting and driving along the pavement so they can pass oncoming traffic, have your arm clipped by a close passing vehicle, be squashed by cars driving on to and off the pavement to park, or trip over whatever part of the crumbling pavement you have to navigate - if there is any pavement to actually walk on, because sometimes the number of cars parked on the pavements forces the pedestrian on to the road. It is hazardous for all. All of these absolute hazards are so much worse in the dark winter months. As well established on going issues, I struggle to understand how these will be addressed if they have not been based on the current population.</p> <p>GREEN LANE: Residents park outside their homes between Homefields road and the bottom of Green Lane as many of these homes were not build to accommodate vehicles. It is often heavily congested and does not function as a two-way road. If the driver is lucky, they will be able pull into a gap between parked cars. It is particularly challenging if school coaches, double decker buses, agriculture vehicles and bin lorries are involved. Additional residential traffic will significantly increase the difficulty of using this junction.</p>
<p>Pudds Corner Pudds Cross Bovingdon Hemel Hempstead Hertfordshire HP3 0NJ</p>	<p>We strongly oppose this development on the following grounds:</p> <ol style="list-style-type: none"> 1. This proposed development is on a designated green belt area - and therefore 'supposedly' a protected area. This proposal make a mockery of the term 'green belt'. 2. The traffic on Green Lane, the Chesham Road junction and surrounding roads is already far too congested. This plan will further exacerbate the problem, at a time when the Bovingdon Film studios will also be potentially dramatically expanding, alongside further planned housing development. 3. Bovingdon High Street is already far too crowded and has insufficient parking space. This plan will add increased traffic, causing further congestion and risk of accidents (particularly to children at school drop off and pick up times). No provision for further parking will lead to further gridlock at busy periods. 4. The quality of life for local residents will be further impacted due to over crowding - there is already, sometimes dangerous, on-road parking on Green Lane at the weekend due to the Football Club. The village itself is struggling to cope with the rising population as it is now, as this area is already one of the highest in terms of density population. 5. This development will adversely affect the local ecology, destroying green fields and therefore its wildlife. It will increase carbon pollution, and totally contradicts the UK's net zero carbon commitment targets. There will also be a significant increase in noise pollution to the

	<p>surrounding areas.</p> <p>6. The local amenities are already overstretched. This current plan appears to have no provision for an improved infrastructure for additional schooling, doctors, dentists, leisure facilities, shops, public transport, parking etc and will put an untenable strain on the existing community.</p> <p>7. Bovingdon is rapidly becoming a 'suburb' of Hemel Hempstead, instead of retaining its unique village character. This is an existential risk to the entire culture and feel of village life, which has been built up over many years.</p> <p>8. The further (over)developments planned for the village and outlying areas will further accentuate all of the aforementioned issues.</p> <p>In summary, although this will provide additional housing for a number of families, this in no way compensates for the negative impact on the lives of so many existing villagers.</p>
<p>2 Maple Cottages Shantock Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0NN</p>	<p>Planning objection:</p> <p>Affect local ecology The proposed site is Green Belt land. Building on this site will greatly extend the footprint of Bovingdon village into the protected area of the Green Belt as sets a dangerous precedent for more building to go ahead on similar sites.</p> <p>Out of keeping with character of area The proposed site would significantly increase the population in the village and would change the character of the area from a large village to a small town. Residents do not want to live in a town.</p> <p>Over development The proposal is attempting to put too many houses and a care home into too small an area with minimal green space.</p> <p>Strain on existing community facilities Shops & parking Bovingdon High Street already has inadequate parking facilities for current residents and can't support more traffic. There are no extra local shops included in the development which means new residents will be forced to use the high street. In addition more pressure will be put onto the existing Tesco store and car park which is too small with vehicles shopping in the store frequently dangerously park on the double yellow lines and block Chesham Road. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>Health This new development would also add considerable pressure to the two Doctor's surgeries and the Dentist which are already at capacity.</p> <p>School</p>

Bovingdon Primary School does not have capacity for the current residents of the village and this new development was promised to provide a school to alleviate this pressure. This is notably now missing from the application. A development of this size should provide increased schooling facilities in coordination with the Local Authority otherwise new residents will be forced into cars and on to the roads to travel to adjoining villages and towns for schooling. This will increase pressure on our already over-crowded High Street and bring increased pollution to the village.

Traffic or Highway

There is already a notable increase in the traffic on Bovingdon High Street and Chesham Road since Bovingdon Airfield Film Studios started. Whilst this is mainly limited to traditional rush hour times, this also affects many of the quieter lanes surrounding Bovingdon. The 2 proposed access routes from the site onto Chesham Road and Green Lane will mean in excess of 100 cars (minimum) pulling out onto roads. This doesn't include any staff working at the proposed care home site. The area is currently over stretched for traffic and an additional sizeable increase in cars will be dangerous.

Again yet more pressure will be added to Bovingdon High Street as new residents from this sight will need parking to access the shops. In addition, the double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini roundabout.

People choose to live in Bovingdon because it is a village with green belt. It is being over developed.

The lanes have houses being built without anybody being aware of this in the village, the centre of the village is pushing outwards. There is not the infrastructure for many more people in this village. The primary school cannot accommodate more pupils, secondary age students have to travel in all directions to local schools in other areas - there are not enough places for more students. There are no facilities in Bovingdon for independent youths. More will add to what already is an issue.

Already walking/ running on Chesham Rd and Ley hill Road are dangerous without pavements and footpaths. Many animals are killed on both these roads. More vehicles in the area puts more people and animals in danger. This will not be a safe area for horses nor their riders.

The sewers already struggle at various times and residents are used to the smell when they need maintenance/ emptying. More pressure on the sewers is not a good idea.

Green Lane floods every time it rains heavily. Despite many ideas over the years this has not been solved.

Light pollution is also an issue. Over the last few years there has been a huge increase in light at night. The sky is no longer dark. This has been affected by the tv studios and by numerous developments popping up. A development of this size will destroy and pollute the night sky arroubos Bovingdon.

<p>20 High Street Bovingdon Hemel Hempstead Hertfordshire HP3 0HG</p>	<p>I object as the infrastructure in Bovingdon won't cope. Box lane is regularly backed up. Parking on Bovingdon high street is regularly hazardous, with cars parked all over her place.</p>
<p>1 Meadowbank Close Bovingdon Hemel Hempstead Hertfordshire HP3 0FB</p>	<p>Scouts Grange Farm</p> <p>I support the Grange Farm development if it brings forward the proposed infrastructure improvements to the village. We desperately need a new Scout HQ which the development is promising. Scouts in Bovingdon have been without a base for over 5 years and it is now urgently needed. With a new HQ, scouts will be able to grow its offer for young people, an affordable inclusive activity which builds skills and confidence in young people. It would otherwise take an extremely long time otherwise to replace our scout hq.</p> <p>The development will bring other benefits to Bovingdon such as improved flood management, a new GP surgery, affordable housing for local people. Improvements to the High street facilities will be needed to help with the additional population.</p>
<p>5 Austins Mead Bovingdon Hemel Hempstead Hertfordshire HP3 0JX</p>	<p>I support the Grange Farm development if it brings forward the proposed infrastructure improvements to the village. We desperately need a new Scout HQ which the development is promising. Scouts in Bovingdon have been without a base for over 5 years and it is now urgently needed. With a new HQ, scouts will be able to grow its offer for young people, an affordable inclusive activity which builds skills and confidence in young people. It would otherwise take an extremely long time otherwise to replace our scout hq.</p> <p>The development will bring other benefits to Bovingdon such as improved flood management, a new GP surgery, affordable housing for local people which is also desperately needed. Traffic on high street should ease with this development.</p>
<p>2 Farriers Close Bovingdon Hemel Hempstead Hertfordshire HP3 0UL</p>	<p>I object to the development because of the impact on road traffic, parking and the infrastructure of the area. Bovingdon is a village location and is already experiencing very heavy traffic through the high street/Chesham Road/ Hempstead Road in particular. Green Lane and the High Street are already challenged by existing traffic volumes and parking capacity throughout the day. The noise, disturbance and considerable increase in vehicle traffic passing through the village and near to my house will adversely effect the use and enjoyment of my home. It will also change the nature and character of the area around the green. Traffic volumes will exceed the road capacity for safe and reasonable use. Chipperfield Road is another of my concerns as this area regularly sees reckless and ridiculous speeding, once traffic has negotiated through the congested High Street, and because there are no traffic calming or speed warnings, the temptation for drivers to 'put their foot down is irresistible. The development will only exacerbate this problem further. It is a matter of time before a fatality occurs in this area. The strains on existing community facilities is another factor in my objection, with</p>

	<p>the expanding studios in the area we are already seeing a huge increase in traffic due to this, with regards to the high street shops and surrounding roads. In summary, Bovingdon has insufficient capacity, infrastructure or facilities for a development of this size in this location.</p>
<p>3 High Street Bovingdon Hemel Hempstead Hertfordshire HP3 0HG</p>	<p>Table 5-11 under clause 5.10.8 on page 81 of the Transport / Assessment Statement shows no difference in the RFC figures for 2028 Future Year Without Development Baseline versus the RFC figures for 2028 Future Year 'With Development' - Residential and Community Use. With a proposal for 180+ homes, many which will have multiple cars, this is patently wrong, should be re-examined and resubmitted.</p> <p>Clause 6.1.5 of the same document cites that the High Street / Chesham Rad double mini roundabout junction already "operates over Practical Capacity..." yet there is no comment about what easing measures will be enforced during the development and indeed when the houses are built.</p> <p>The note about 'very minor additional queueing that arises from' this development is fallacy, and particularly confusing when noted it is 'not likely to have a meaningful impact of the surrounding highway network overall' when the plans state the High Street already operates at over practical capacity.</p> <p>The council needs to introduce easing measures and permits to the High Street before the development begins to account for the extra heavy vehicle traffic and the ensure the safety of those using the already too busy High Street.</p> <p>In addition, I am concerned as to the lack of parallel plans for adjacent infrastructure considerations such as secondary schooling for the population of the new estate, NHS doctors, dentist and public transport. Plans for wider infrastructure should away predicate building of new housing, particularly in a village which is already poorly served by public transport and other public services.</p> <p>Further, I am concerned as to the plans for solar panels in the new estate considering the rising understanding that they are no longer considered eco friendly or a sustainable source of energy.</p>
<p>98 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>The proposal represents overdevelopment that extends the village boundary, which the village infrastructure cannot support. The traffic volumes and speeds on the surrounding roads are already unacceptable. If allowed to go ahead this development would place serious additional pressure on the roads and services available, none of which seems to have been provided for. It also presents a very real flood risk in an area of the village which is already affected badly when there is heavy rainfall. Whilst a new community space and scout facility is much needed in the village, this should not be at the expense of the already overstretched amenities of the rest of the village</p> <p>The proposal represents overdevelopment that extends the village boundary, which the village infrastructure cannot support. The traffic volumes and speeds on the surrounding roads are already</p>

	<p>unacceptable. If allowed to go ahead this development would place serious additional pressure on the roads and services available, none of which seems to have been provided for. It also presents a very real flood risk in an area of the village which is already affected badly when there is heavy rainfall. Whilst a new community space and scout facility is much needed in the village, this should not be at the expense of the already overstretched amenities of the rest of the village</p>
<p>36 Hyde Meadows Bovingdon Hemel Hempstead Hertfordshire HP3 0ES</p>	<p>Strongly object to this OVER development, our poor village can't take much more. Pure greed!</p>
<p>37 Pembridge Road Bovingdon Hemel Hempstead Hertfordshire HP3 0QN</p>	<p>The village is already over developed and cannot cope with the influx of houses that have already been built where new 'estates' have been created in Chesham Road. The infrastructure of the village is seriously compromised now and will be completely compromised should this development go ahead. It seems the aim is to kill Bovingdon as a village and make it into an overcrowded suburb of Hemel Hempstead. What about the school, doctors, traffic, and general problems this over development will cause? Please, enough is enough.</p>
<p>31 Rymill Close Bovingdon Hemel Hempstead Hertfordshire HP3 0JA</p>	<p>The main access to the development will be off of Green Lane. I cannot understand why the main access is not off of Chesham Road which is the main road. Having the access off of Green Lane will encourage drivers to use a road which is not built to take such levels of traffic. It will also pass more homes & traffic will end up on the High Street which is already congested & dangerous with inadequate parking & is particularly hazardous at school pick up time. Flooding is a regular occurrence on Green Lane with it often being impassable. The development will mean there is less opportunity for the water to soak away & may make the flooding worse. I cannot see any proposal to increase local facilities such as doctors education facilities to cope with extra demand. Similarly public transport would need to be enhanced as the current bus service is infrequent.</p>
<p>27 Chipperfield Road Bovingdon Hemel Hempstead Hertfordshire HP3 0JN</p>	<p>I strongly object to the addition of 300 + new dwellings in this small village. The village is already over run with traffic, speeding cars, parking issues how will it cope with more people living here each with a couple of cars. How will the infrastructure cope. We have overstretched doctors and dentist's and a village school bursting with children and a waiting list. The village plan includes additional schools, surgeries and provision for better traffic flow and parking in the village, but the Green Lane Development no longer has an additional school. It does have yet another residence for the elderly. Something we have already. Where is the provision for the young? The area is green belt and a much needed area separating the village from main roads and brown belt land. The new Bovingdon Studios is a great asset to the area but it too brings more traffic to the village. Perhaps this area should be built upon rather than the green fields of Grange Farm.</p>

	<p>I strongly do Not agree with the proposed plans and ask the Dacorum councillors and the Parish Council to think again and refuse a development of this size and think about the detrimental impact it will have on a small village which has already seen development in Chesham Road and further applications being submitted by developers on several different sites in the village.</p>
<p>Home Farm Shantock Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0NG</p>	<p>Proposed development on green belt land which shouldn't be granted. Bovingdon used to be a village but isn't anymore due to overdevelopment.</p> <p>It is assumed that the new residents of Grange Farm will walk to the High Street to use the school, shops etc. They won't, especially when it's raining. More chaos for a High Street that is already a driver's nightmare.</p> <p>Increased population increases demand on doctors/dentists/pharmacy. We already have to wait weeks to get a doctor's appointment (even a telephone call).</p> <p>Bovingdon market caused additional traffic one day a week, this development together with Bovingdon Studio traffic and the proposed housing development at Molyneaux Avenue will cause additional traffic every day.</p> <p>Whats proposed for the Green Lane/Ley Hill Road junction. Buses/lorries have difficulty turning into Green Lane when cars are queuing to exit Green Lane. Traffic Lights? Roundabout?</p> <p>What about the sewage requirements for these additional houses? The current sewer system cannot cope with current demand. Sewage tanks transferring waste from Bovingdon to other sites have been used in 2023 and previous years. It is essential the sewers can cope.</p> <p>Bovingdon is no longer a true village. How can a village have a Prison a film studio and so many houses?</p>
<p>1 Green View Close Bovingdon Hemel Hempstead Hertfordshire HP3 0LE</p>	<p>I STRONGLY OBECT for the following reasons</p> <p>GREEN BELT</p> <ol style="list-style-type: none"> 1. The development will desecrate the Green Belt around the village which is established to protect the countryside from over development and will therefore set a dangerous precedent in future planning applications. 2. The Prime Minister has categorically stated to Parliament that under the National Planning Policy Framework, from which this application has evolved, there will be no building on Green Belt. 3. Similarly the Minister for Communities has also stated in support of the PM that the Green Belt is sacrosanct. 4. The Framework also states Local authorities must take into account constraints such as areas protected by the green belt and without compromising environmental protection. 5. The new Mayor of Dacorum has promised to protect the Green Belt so here is a good opportunity.

6. There can be no "special circumstances" attached to this development. The reasoning was largely manufactured and brings no essential added value to the village. The village will continue to function without and any demand can be satisfied elsewhere in Dacorum, e.g. land between Buncefield and M1.

7. As part of the consultation for the current Dacorum Local Plan the Council issued a directive stating that Bovington had reached saturation point for housing and future development (2020-2038) should be limited to 90 dwellings over the period by infilling within the village. This application contradicts such.

IMPACTS

8. The village cannot and should not be expected to absorb an enlargement in its population of approximately 20%.

9. The High Street with shops, surgeries, school, parking etc cannot sustain more traffic that will derive from this development. What solutions will you provide to deal with this.

10. Overspill. Given the high density of properties the gardens will be small. The tranquil character of the village green plus the abutting Boxmoor Trust land will experience increased levels of human activity - as an alternative to gardens and thus accompanying dog fouling. .

11. The road access onto Green Lane will attract convenient overflow parking along its length alongside the Boxmoor Trust Reserve (or further) and represent both significant congestion for vehicles (including buses) and a major safety hazard and represent further built-up urbanization of the area.

12. With the additional traffic volumes the junction of Chesham Rd and Ley Hill Rd would become a dangerous interchange.

13. Green Lane cannot sustain this traffic. Vehicles including buses struggle to progress along its length given the residential parking. Given it is on the edge of the village and at a distance, notwithstanding timewise, from the village centre with school, shops and facilities it is reasonable to expect there will be substantial extra traffic movements along Green Lane. Congestion and corresponding pollution will increase possibly to serious levels for the existing Green Lane residents. The resultant carbon footprint will be unacceptable.

14. The 250'ish houses are likely to attract in the region of 2 vehicles per dwelling. As the development will attract a high percentage of families it is reasonable to assume an extra 400 'ish vehicle movements up and down Green Lane to access the village facilities a couple of times per day. The option to expect busy parents possibly with multi jobs (so they can pay the mortgage!) to walk to the High Street is somewhat naive.

15. Similarly, using the alternative High Street route would not offer any relief.

16. Parking in and around the village centre cannot accommodate yet more pressure..

17. The B4505 is already the busiest road in the county and a major route between Chesham, Hemel Hempstead and beyond . The required roadworks by the utilities to upgrade and satisfy the extra supply these houses will demand will be unacceptable and have yet more environmental impact. Judging by the effect the development of a dozen or so houses on Chesham Rd had, the utilities would need to

operate 24/7 to minimise the impact on residents in both cost and time accessing to/from the village via either Chesham or Kings Langley being the diversionary routes.

18. The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections. Proof of this is when the M25 was closed due to an accident on 30/09/23 we could not escape the village due to the lanes being full.

19. There is a lack of parking on the plans, children are living at home longer and homes are now populated with 2-4 vehicles on average, especially homes within a village setting with very little public transport links. Learn from previous mistakes in Apsley and Nash mills

Other

1. The Bovingdon Parish Council have failed to liaise with residents over recent proposals and do not reflect the views of the villagers.

The infrastructure within Bovingdon village cannot cope with any further additional developments, we are already over capacity for our medical facilities and schools. Disabled patients cannot park for Longmeadow Surgery in the High Street any more as there are no disabled bays and a severe lack of parking within the vicinity.

2. There is no suitable public transport links from the village to surrounding areas, with only a single unreliable bus service between Chesham and Hemel Hempstead, and an infrequent service from the centre of Bovingdon High Street to Watford.

3. The flooding on Green Lane is so severe you cannot walk along or drive through the flood when it rains so how will pedestrians access the walk from Green Lane to the village centre?

4. If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. It is not clear how the surface water would drain through the base of the basin into the boreholes. The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways.

5. Strain on existing community facilities. There are no extra local shops included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous High Street.

6. Over development. Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded High Street and bring increased pollution to the village.

	<p>7. Ecology - what surveys have taken place to consider the impact on the environment - what materials will be used in this development to sustain our environment - what are you doing to assist with the local wildlife.</p> <p>8. Why has Dacorum Borough Council not reached out to the whole of the village regarding such an impactful development? Surely this needs a wider consultation piece which will affect the village to the detriment of our community.</p> <p>9. The footpath from the development to the High Street is NOT on a level pathway and is not conducive to a carefully thought out route for care home residents or disabled persons.</p> <p>10. It is not clear if the affordable housing will be available to the children of existing residents who appreciate and understand what it is like to live in a village rather than persons from the city who are deciding to come out to the suburbs. Our children need assistance in buying their first home near to family and not to be pushed out to other counties.</p> <p>Promised allotments, scout hut replacement - this is not thought through.</p> <p>we all know this all a game where we will all object and you will then reduce the development and think you will make our community happy but this is ill thought and not working with the community to build what is actually required.</p>
<p>White Hart Cottage Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0NP</p>	<p>We are the only property at the Ley Hill Road, Green Lane junction and we are already suffering with increased traffic which is now using a 'rat run' from Chesham Road to Ley Hill Road and Green Lane to reach Chipperfield Road without having to use the already choked Bovingdon High Street. This increase in traffic gives us serious concerns as we already have difficulty in crossing the road to use Green Lane either on foot or in our car. Traffic from the development will need to use either Chesham Road which is a fast moving road or Green Lane further choking both Chesham Road and Green Lane.</p> <p>In addition, we believe there is not the infrastructure to support even more homes. The two doctors surgeries and two dentists are already over subscribed making it extremely difficult to get an appointment. Likewise the school which, at the start of the day, makes it almost impossible to move around the High Street and roads in the vicinity. The whole thing being repeated at the end of the school day. Why should we have to think twice about whether or not it is a good time to leave our homes either in a car or on foot. In the 32 years we have lived in Bovingdon we have seen massive changes in population and traffic, it is no longer a pleasant place to live.</p> <p>In summary, Bovingdon cannot support a development of this size.</p>
<p>12 Gilders Sawbridgeworth Sawbridgeworth CM21 0EF</p>	<p>The various developments on this site are suitable for the inclusion of integrated Swift bricks within the fabric of the new developments.</p> <p>The contents of the PEA for phase 1 are somewhat contradictory: in the text there are vague commitments to bird boxes on trees on the development, whereas the enhancements map shows bird boxes positioned on the houses.</p>

	<p>Taylor Wimpey's own Environmental Strategy 2021 commits to 80% of houses in suitable developments having bird boxes by 2023 - see https://www.taylorwimpey.co.uk/corporate/sustainability/environment-strategy This would amount to 46 boxes being installed on houses in phase 1 of the development.</p> <p>Please ensure that boxes are integrated - as they last the lifetime of the building, require no maintenance and cannot be removed or become dislodged. They are ideally grouped together on the gable ends of the houses away from windows</p> <p>It would be preferable if integrated bird boxes are Swift Bricks. Swift bricks conform to BS 42021:2022 and in doing so provide nest cavities for a number of birds including four red-listed species of conservation concern: Swift, House Martin, Starling and House Sparrow, thus making their inclusion a real biodiversity enhancement for the site. Please do not include Sparrow Terraces - these have limited take up, and whilst House Sparrows will readily use Swift bricks, the reverse does not apply.</p> <p>Further, the proposed care home is also suitable for Swift bricks. Bearing in mind the scale of the proposed building, I would suggest a minimum of 20 Swift bricks be required as well.</p> <p>In relation to the outline part of the application, further Swift bricks should be specified, however, given that the precise number of dwellings and the layout are not yet determined, these could be made a condition of a LEMP.</p> <p>Draft conditions are suggested below, adapted from BS 42021:2022. These conditions are requested in the interests of certainty given the comments about the PEA above:</p> <p>No development of phase 1 houses shall take place until written details are approved by the LPA of the model and location of a minimum of 46 integrated Swift bricks, such bricks to be fully installed prior to occupation and retained thereafter</p> <p>No development shall take place of the care home until written details are approved by the LPA of the model and location of 20 integrated Swift bricks, such bricks to be fully installed prior to occupation and retained thereafter</p> <p>No development shall take place in relation to the outline matters until written details are approved by the LPA of the model and location of integrated Swift bricks at a ratio of 1 per dwelling, such bricks to be fully installed prior to occupation and retained thereafter.</p> <p>All in accordance with the NPPF</p> <p>You may wish to consider similar conditions in relation to integrated bat boxes</p>
13 Chesham Road Bovingdon	The main road is classed as a B4505 Road this is collapsing already due the the volume of traffic it is also the third development for

<p>Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>Bovingdon , The traffic down Chesham rd will not be able to cope and the high street this added to the studio development as well there is also No infrastructure in place to cope with the amount of people ,traffic ,pollution so with this if it snows Boxlane ,Chesham rd will be at a stand still , there is no facilities for doctors ,dentist ,and shops this is a money making deal already done by the people developing the land and we should stay a village not a metropolis</p>
<p>4 Little Park Bovingdon Hemel Hempstead Hertfordshire HP3 0JB</p>	<p>Principal reasons for our strong objection to this development:</p> <p>1) This is Green Belt land and by building here, we lose valuable countryside which is of immense value to Bovingdon residents. More importantly, we lose farmland and wildlife habitats, and increase air pollution and flood risk.</p> <p>2) Residents of the development will add further pressure to GP services. Current wait for a telephone appointment (non urgent) is 2 weeks.</p> <p>3) Green Lane is already congested with residents cars parked on the section approaching the High Steet. It is common for drivers to cut through Green Lane (passing the proposed development site) from the Chesham Road to avoid driving through the village, which is not accessible at most times of the day. Accidents will increase and pedestrians will be less safe with residents of the development adding to traffic levels around the proposed development site and into the village.</p> <p>4) There is no one feeder secondary school for Bovingdon children and by creating more housing, there will be more school-age children looking for primary and secondary places which are already stretched. The Primary Academy is more or less at capacity. The catchment areas for local secondary provision are narrowing with more homes being built across Dacorum. Our children will be squeezed and end up scattered across the county.</p> <p>5) Lastly, the Green Belt was also created to prevent urban sprawl, and bringing further development to Bovingdon will be to the detriment of the character of the village. This housing estate development is out of keeping with properties surrounding the proposed site.</p>
<p>Little Grange Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LB</p>	<p>Planning objection Over development too many houses and a care home in too small an area. Strain on the existing facilities , shops , parking, school cannot currently cope with the amount of traffic the high st is grid locked not just during school pick up times but all day now. Over development of the green belt land. This will no longer be a village but a town without the infrastructure to cope with the population that lives here. Parking already dangerous, cars overspill onto Chesham road to get into Tesco. The doctors and dentists are at full capacity and school will not cope with all the new children that will be here. The entrance sites on Chesham road and Green lane are too small for the amount of traffic that will be entering and leaving the site. It will be dangerous as views will be obstructed down Green lane which is</p>

	<p>narrow and has a tight bend.</p> <p>There is already a notable amount of extra traffic and people due to the Bovingdon studios. We simple cannot keep on increasing the amount of traffic and people that live in the area without sensible attention to the infrastructure the village will literally come to a standstill.</p>
<p>Grange Farm Cottage Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LB</p>	<p>We object to the development primarily on road traffic, parking and support infrastructure matters.</p> <p>The noise and disturbance caused by a considerable increase in vehicle traffic on Green Lane passing my house, will adversely affect the use and enjoyment of my home. It will also change the nature and character of the area around the Green.</p> <p>Green Lane (village end) is already reduced to one lane due to parked cars outside older properties (with no off-street parking) effecting traffic flow through the village - more traffic using this road will only exacerbate the problem.</p> <p>Traffic volumes will exceed the road capacity for safe and reasonable use. In particular, in Green Lane and the High Street which are already challenged by existing traffic volumes and parking capacity throughout the day.</p> <p>The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.</p> <p>There is a lack of parking on the plans. Young people are living at home longer meaning an average of 2-4 vehicles per house, especially in locations with with very little public transport links.</p> <p>Strains on existing community facilities. There are no extra local shops included in the development. New residents will have to use the high street, which already has inadequate parking for the current shops. Tesco car park is limited and vehicles users who shop there often have to park dangerously on double yellow lines.</p> <p>There is already a notable amount of extra traffic and people due to the Bovingdon studios.</p> <p>Further consideration should be given to keep increased vehicle traffic from around the Green/Box Moor Trust land (Brickfields) for environmental, preserving character and pedestrian safety management.</p> <p>The increased light pollution from the development and any additional street lighting added will affect our enjoyment of our property and the area.</p> <p>Constructive suggestion: Access to the site set back from Chesham Road with slip roads and bus stop provision as an alternative to access/egress from Green Lane. With 20mph speed limit along Green Lane, High Street, and The Green. However this will still have adverse impact on residents due to increased volumes of traffic.</p>
<p>5 Arden Close</p>	<p>Our property backs onto the proposed site and the plans suggest that</p>

<p>Bovingdon Hemel Hempstead Hertfordshire HP3 0QS</p>	<p>we will have flats built on the land behind us. This would potentially mean loss of light, we would certainly be overlooked and this would mean we would have a lack of privacy. I am also concerned that this would cause noise disturbance (it is very peaceful where we live at the moment) and pollution issues due to the increase of cars and the building of these properties on greenbelt land. We often sit in our garden and watch the red kites circling above the field, what would become of these lovely birds and all the other wildlife that live there?</p> <p>As well as that, the village can not cope with more traffic on the roads. The High Street is already chaotic and that's not only at school times. This is due to too many cars driving through the high street and not enough parking and bad parking which is never monitored.</p> <p>The school does not have the capacity for another school year group. The GP surgery's are already extremely busy. I agree we need more houses (which are affordable - although I'm unsure how our children will be able to live in the village), however, I do not feel that this has been properly assessed and therefore strongly object.</p>
<p>2 Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LD</p>	<p>We object to the proposal. We acknowledge the need for affordable housing but feel that the village does not have the infrastructure to support this number of houses and people.</p> <ul style="list-style-type: none"> -The site is Green Belt land and should not be built on. -The proposal is attempting to put too many houses and a care home into too small an area with minimal green space, constituting over development. -There will be a large increase in not only traffic on the already congested roads, but an increase in pollution (both noise and environmental). -There will be issues for traffic exiting both ends of Green Lane. The village end is already congested with parked cars and the Chesham Road end not only experiences regular flooding but is also already a busy, fast road. -Residents in the new houses will be forced to drive into the village as there are no extra local shops or amenities included on the development. This will put additional pressure on the village high street which already has inadequate parking and is very congested. People already drive on the pavements to get past parked cars making it a constant hazard. Additional cars would make the problem even worse. -The new development would put additional pressure on the doctor's surgeries, dentist and school which are already at capacity.
<p>2 Pembridge Chase Bovingdon Hemel Hempstead</p>	<p>This is a poorly thought through application, lacking the detail required to make a decision which will impact the residents of Bovingdon forever. I object on the following grounds:</p>

Hertfordshire
HP3 0QR

This is Green Belt land. The Applicant has described the existing site as partly previously developed land and 'not all green-field'. This is misleading as the extent of proposed new development would be positioned on the part of the site which is currently greenfield, which has been in used as grazing land/paddocks. Despite being allocated for development in the draft Local Plan, the fact that it is currently Green Belt land is of greater material consideration. The decision to allocate the land should first be considered through the Local Plan process, rather than a pre-emptive, ill-conceived planning application. This application is therefore premature. It is in direct conflict with Green Belt policy, as it is inappropriate development (and therefore, by definition, harmful to the Green Belt - NPPF paragraph 147), will undeniably impact on the openness of the Green Belt, and goes against the aims of the Green Belt, i.e. the prevention of urban sprawl and keeping land permanently open. The Applicant asserts that very special circumstances exist to justify an exception to national and local Green Belt planning policy; however, at paragraph 5.28 of the Planning Statement, the Applicant simply lists components of their development proposal, none of which would deliver significant or measurable benefits to Bovingdon and its residents to warrant such an exception to be made to the relevant policies. In particular, it is noted that the Applicant proposes to merely contribute toward 'improving the village hall' and to the local primary school - these commitments cannot be considered sufficient to allow a departure from Green Belt policies.

Whilst Dacorum Borough Council (through poor planning) currently lacks a five year housing land supply, there is plenty of brownfield land within the District which should be redeveloped first, before building on Green Belt land is even considered. There are also more suitable locations for urban extensions within the Borough, which would be more sustainable and better served by local services.

I am exceedingly concerned by the potential for increased flooding on neighbouring land which would result from this development. The junction of Green Lane at Leyhill Road already suffers from considerable flood issues. The FRA has been scanned onto the planing portal and as a result is half upside down, and the plans are blurred; it is therefore very difficult to read properly. However, it appears that the flood mitigation strategy is to funnel flood water off the site over the northern boundary and onto Pembridge Close! A development of this size in this area of existing flood risk will require significant drainage infrastructure to avoid serious flood issues on adjacent land.

In terms of highways impacts, please visit Green Lane and Bovingdon High Street between 8-9.30am, and 3-5.30pm to see the current traffic issues already experienced. Due to onstreet parking on Green Lane and the High Street, these roads are effectively single carriageway at all times. Congestion is typical throughout the day, and they are both dangerous and often impassable at peak times, due to the volume of traffic trying to pass through. Adding 100 plus vehicles to this at peak times (see the Planning Statement) will only make a terrible issue far, far worse. I would urge Members to visit the High Street at peak traffic

hours to witness the carnage for themselves. I would also like to remind the Council of the issues experienced in connection with the now removed Bovingdon Market, which very often caused the village to become gridlocked every Saturday. This highlights that the local road infrastructure does not have the capacity to handle the proposed extra vehicle movements identified by the Transport Assessment.

Bovingdon lacks the infrastructure to support these new homes. The local school is currently unable to accommodate all children living in the village. Many are being sent to Kings Langley or beyond. There is no additional capacity for additional children. Similarly with the doctors surgery. It currently takes an average of 3-4 weeks to get an appointment, if you are able to. This situation will only be worsened by the increased population. I presume you will be seeking contributions towards education and health from the developer. However, these contributions will not secure the immediate additional capacity required to cater for the increased demand. The development will cripple the village, and should not be permitted.

The application speaks about public benefits, however, the only public benefit I can see is a play park. Bovingdon already has two, so I would not consider the public benefits to be commensurate with the scale of this development. The developer should commit to actual benefits, such as finding a solution to the onstreet parking causing traffic issues in the village, or providing actual capacity at the local school and doctors surgery.

Indeed, the plans show that an area of the site will be 'safeguarded' for community facilities or a new school. However, there is no commitment anywhere about the provision of such facilities. Safeguarding the land is not a public benefit, and is a requirement of the allocation in the draft Local Plan anyway. How can this application be permitted without any commitment to the delivery of any community facilities? Although this is a hybrid application, community facilities should be secured prior to first occupation, so that the developer cannot build the detailed part of the application and then abandon the site (along with any public benefits).

The application claims the development will be sustainable. However, it is not in a sustainable location, and realistically, people will use their cars to get to the shops, railway stations, or anywhere else, given the sites very isolated nature. Indeed the local bus services are infrequent and limited in their destinations. The Applicant does not propose any public transport contributions to make this a sustainable development. I see nothing in the application which suggests that construction or ongoing use of the homes will be sustainable. Will the developer be using sustainable materials? Will the homes be zero carbon? There is no commitment anywhere within this application, and therefore it is misleading to describe this development as sustainable.

In terms of design, this application is pastiche, boring and uninspired. It does nothing to add to the village or wider area. The design turns its back on the existing community, which will result in the development being isolated and unintegrated. The entire development should be redesigned to address the existing communities.

As a resident living c. 20m from the proposed site, I am concerned by the impact of construction, in terms of dust, noise and vibration. Controls should be placed on construction activity, including prohibiting any construction traffic from passing through the village, and limiting construction activity and deliveries to 9am-5pm Monday to Saturday, and not at all on Sunday or Bank Holidays, or to within daylight hours, if these are shorter. There should be strict controls to prevent any light spill from construction lighting (or the finished development) onto any surrounding land. A dedicated phone number should be provided to report any breaches of an agreed construction management plan to the developer, who should then inform the Council as to how they have responded to rectify any breach.

I also have concerns over the impact on wildlife. The Boxmoor Trust land to the south of the application site is managed purely for the ecological benefit, and the development of this land will undoubtedly adversely impact wildlife in the area.

This application should be considered alongside the two other planning applications submitted to, and currently being considered by, the Council for new housing at Molyneux Avenue and the Bovingdon Brickworks site. The combined and cumulative impacts of these three applications on the village needs to be considered at the same time. Consenting all of these applications would cause an even greater and unacceptable impact on the local area than those outlined above.

This is a poorly thought through application, lacking the detail required to make a decision which will impact the residents of Bovingdon forever. I object on the following grounds:

This is Green Belt land. The Applicant has described the existing site as partly previously developed land and 'not all green-field'. This is misleading as the extent of proposed new development would be positioned on the part of the site which is currently greenfield, which has been in used as grazing land/paddocks. Despite being allocated for development in the draft Local Plan, the fact that it is currently Green Belt land is of greater material consideration. The decision to allocate the land should first be considered through the Local Plan process, rather than a pre-emptive, ill-conceived planning application. This application is therefore premature. It is in direct conflict with Green Belt policy, as it is inappropriate development (and therefore, by definition, harmful to the Green Belt - NPPF paragraph 147), will undeniably impact on the openness of the Green Belt, and goes against the aims of the Green Belt, i.e. the prevention of urban sprawl and keeping land permanently open. The Applicant asserts that very special circumstances exist to justify an exception to national and local Green Belt planning policy; however, at paragraph 5.28 of the Planning Statement, the Applicant simply lists components of their development proposal, none of which would deliver significant or measurable benefits to Bovingdon and its residents to warrant such an exception to be made to the relevant policies. In particular, it is noted that the Applicant proposes to merely contribute toward 'improving the village hall' and to the local primary school - these commitments cannot be considered sufficient to allow a departure

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I am exceedingly concerned by the potential for increased flooding on neighbouring land which would result from this development. The junction of Green Lane at Leyhill Road already suffers from considerable flood issues. The FRA has been scanned onto the planing portal and as a result is half upside down, and the plans are blurred; it is therefore very difficult to read properly. However, it appears that the flood mitigation strategy is to funnel flood water off the site over the northern boundary and onto Pembridge Close! A development of this size in this area of existing flood risk will require significant drainage infrastructure to avoid serious flood issues on adjacent land.

In terms of highways impacts, please visit Green Lane and Bovington High Street between 8-9.30am, and 3-5.30pm to see the current traffic issues already experienced. Due to onstreet parking on Green Lane and the High Street, these roads are effectively single carriageway at all times. Congestion is typical throughout the day, and they are both dangerous and often impassable at peak times, due to the volume of traffic trying to pass through. Adding 100 plus vehicles to this at peak times (see the Planning Statement) will only make a terrible issue far, far worse. I would urge Members to visit the High Street at peak traffic hours to witness the carnage for themselves. I would also like to remind the Council of the issues experienced in connection with the now removed Bovington Market, which very often caused the village to become gridlocked every Saturday. This highlights that the local road infrastructure does not have the capacity to handle the proposed extra vehicle movements identified by the Transport Assessment.

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The application speaks about public benefits, however, the only public benefit I can see is a play park. Bovington already has two, so I would not consider the public benefits to be commensurate with the scale of this development. The developer should commit to actual benefits, such as finding a solution to the onstreet parking causing traffic issues in the village, or providing actual capacity at the local

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This application should be considered alongside the two other planning applications submitted to, and currently being considered by, the Council for new housing at Molyneux Avenue and the Bovingdon Brickworks site. The combined and cumulative impacts of these three applications on the village needs to be considered at the same time. Consenting all of these applications would cause an even greater and

	<p>unacceptable impact on the local area than those outlined above.</p>
<p>Meadow View Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0NP</p>	<p>I live on the edge of this development and can see that any further large housing additions to the village will result in major traffic issues. Parking is already at a premium, the high street cannot cope and yet we feel the need to over expand. I have worked in construction for over 40 years and know this scheme will overcrowd an already busy location. How many additional cars, vans etc will this add to the area.</p> <p>The developer is happy to build these new houses and retirement home, make their profit and leave the local residents to deal with chaos once they've gone.</p> <p>I will use what ever means possible to fight this proposal, whether in the courts, high court or by any other way necessary. This scheme has no place in our village should never be greed, for once think of the villagers rather than money.</p>
<p>Phillimore Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LD</p>	<p>The proposed site is Green Belt land. Building on this site will greatly extend the footprint of Bovingdon village into the protected area of the Green Belt as sets a dangerous precedent for more building to go ahead on similar sites.</p> <p>The proposed site would also significantly increase the population in the village and would change the character of the area from a large village to a small town.</p> <p>The proposal is attempting to put too many houses and a care home into too small an area with minimal green space.</p> <p>Bovingdon High Street already has inadequate parking facilities for current residents and can't support more traffic. There are no extra local shops included in the development which means new residents will be forced to use the high street. In addition more pressure will be put onto the existing Tesco store and car park which is too small with vehicles shopping in the store frequently dangerously park on the double yellow lines and block Chesham Road. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>This new development would also add considerable pressure to the two Doctor's surgeries and the Dentist which are already at capacity.</p> <p>Bovingdon Primary School does not have capacity for the current residents of the village and this new development was promised to provide a school to alleviate this pressure. This is notably now missing from the application. A development of this size should provide increased schooling facilities in coordination with the Local Authority otherwise new residents will be forced into cars and on to the roads to travel to adjoining villages and towns for schooling. This will increase pressure on our already over-crowded High Street and bring increased pollution to the village.</p> <p>Traffic within the village is already extremely high, notably through the High Street and along Chesham road - the road infrastructure does not have capacity to support the inevitable increase in traffic this</p>

	<p>would bring.</p> <p>Again yet more pressure will be added to Bovingdon High Street as new residents from this sight will need parking to access the shops. In addition, the double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini roundabout.</p>
<p>45 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QW</p>	<p>We strongly oppose this development for the following reasons:</p> <p>1 - This is GREEN BELT land & should not be built on.</p> <p>2 - Bovingdon does not have the capacity for an overdevelopment of this size. The high street is already under extreme pressure with all of the traffic passing through the village as well as parking issues with people trying to access the local shops.</p> <p>3 - No extra provision for school, doctors, dentists, shops for a development of this size. The village cannot cope with the residents it has, let alone adding more with the addition of this proposal.</p> <p>4 - An increase in not only traffic on the already congested roads, but an increase in pollution (both noise & environmental).</p> <p>5 - This coupled with the planning for an additional 43 homes on the Chesham Road & 56 on the Bobsleigh site as well as a 59 bed care home, the amenities such as sewerage & drainage will struggle to cope.</p> <p>We strongly object to this development as firstly and most importantly this is green belt land. As stated on numerous other objections, this land is also subject to flooding and is on a flood plain.</p> <p>The infrastructure of Bovingdon cannot cope with such a huge development on top of other new builds recently erected. The roads and parking are already insufficient with the population already without even beginning to mention healthcare facilities and schooling.</p> <p>There will be traffic chaos along an already congested high street, Green lane, Chesham Road and Box Lane. This application should be rejected and brownfield sites looked at instead.</p>
<p>5 Green View Close Bovingdon Hemel Hempstead Hertfordshire HP3 0LE</p>	<p>Bovingdon does not have the capacity, infrastructure or facilities to support a development of this size, in this location.</p> <p>Without the extra provision for essential services such as GP, schooling and local retail, an already overstretched community will be impacted negatively - and this is before we address the inevitable increase in road traffic and congestion it will cause in and around the village.</p> <p>At the proposed development site, the flooding that frequently occurs at the top of Green Lane will negatively impact access points and will increase the volume of traffic being diverted into and through the</p>

	<p>village - and surely this is a sign that there are significant drainage issues in that specific area, and is it really suitable for such a development?</p>
<p>20 Pembridge Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QH</p>	<p>We strongly object to this planning/development due to the proposed;</p> <ul style="list-style-type: none"> Loss of Green Belt Loss of privacy/overlooking Loss of existing amenities/benefits Creation of a visual intrusion to existing boundaries/developments Inadequate parking/road infrastructure Introduction of nuisance, disturbance & noise Potential for localised flooding & drainage issues Lack of provision of infrastructure and services <p>Further details are outlined below;</p> <p>1). Development of Green Belt; this site is defined as Green Belt. Green Belt by its very definition: "an area of open land, on which building is restricted." Building development should be aimed exclusively at existing brownfield site which Dacorum has in abundance.</p> <p>Important though it may be in the present social economic climate to encourage house building, the loss to the Green Belt area of this proposed site/magnitude would not be compensated by the development & increased population/housing stock locally. Green Belt should remain protected and undeveloped for environmental reasons, as was the intention of creating Green Belt policy in the first place.</p> <p>2). This land (the remainder of Grange farm site after the Moody Estate was built) has been subject to unsuccessful historic application/negotiation regarding housing development spanning decades. Despite historic Planning permission requests being denied by the local authority, one was appealed by the developer, forcing The Secretary of State to rule on the proposed site upholding the Local Authority's refusal to grant planning permission on this parcel of land citing "that the Council's application of the Green Belt policy is supported by the fact that the development would be an intrusion which would destroy the open rural character of the site.". i.e., further development of Grange Farm was/is considered a step too far given the historic gross over development of Bovingdon via the Grange Farm wider site and the resultant expansion of Bovingdon Village. A village that now has a sprawling boundary, marked by thin swathes of remaining Green Belt, with a disproportionately high population density compared to the average ward in Dacorum.</p> <p>Development of the site will:</p> <p>3). Seriously detract from the visual qualities of the existing rural scene that forms Bovingdon Village boundary.</p> <p>4). Be an intrusion of the existing village & surrounding area.</p>

5). Destroy the open rural character of the existing village boundary & surrounding area, particularly where such existing character plays a positive role to the village setting.

6). Detract from the residential character, visual and amenities of the existing village and the surrounding areas.

The proposed development:

7) Does not ensure a proper and respectful relationship with the village & the development directly surrounding the proposed site.

8). Will create overlooking/loss of privacy, particularly adjacent to the site and create a visual intrusion to existing boundaries/developments (not currently overlooked or accessed). Proposed properties will also routinely be overlooked & will be seen from existing adjacent properties and gardens.

9). Will create loss of privacy currently enjoyed generally by Pembridge Close and Pembridge Chase residents, as a direct and avoidable result of the proposed single access point to/from the proposed site by creating a public right of way, throughfare and cycle path where none exists or could have existed previously.

10). Loss of existing amenity/benefit: The original layout for Pembridge Close ends at the boundary line of no 5 & 18 Pembridge Close. This is demarked properly by an adopted turning head & looping footpath boundary which leads back around into Pembridge Close outside no 5 & 18.

a). Beyond the adopted footpath sit two further dwelling houses no 7 & 20. The two houses sit opposite each other and are joined by a parcel of land. Exclusive access to those dwellings was designed via a mainly grassed area with specific rights of vehicular access over the area to facilitate express use and enjoyment of the two dwelling houses and visitors to those houses. Latterly the grassed amenity area was removed in its entirety by the private landowner and replaced with tarmacadam hardstanding.

b). The change was deliberate and created a specific additional tarmac hardstand/access specific to no 7 & 20. This additional hardstand extended to the back of the adopted footpath and afforded an immediate and obvious additional benefit to be enjoyed by those two dwelling houses, intentional or otherwise. i.e., This material change in layout by the landowner deliberately and obviously created unrestricted improved access and provision for vehicles to be parked immediately outside and between no 7 & 20, for the express use and enjoyment of the affected dwelling houses, residents and visitors to no 7 & 20. The benefit has been enjoyed continuously and exclusively by those dwelling houses since the change.

c). This right to access, park vehicles on and enjoy additional benefit has been fully established over several tenures and many decades and has never been challenged to date. The proposed access will remove that benefit and restrict any benefit the dwelling house has enjoyed continuously.

Further, both no 7 & 20 have been extended to increase the number of bedrooms and floorspace. Appropriate planning consent was granted for both properties. The layout of both properties, surrounding areas & curtilage have changed considerably over the years and therefore naturally the parking requirements have changed commensurate with the changes.

d). The proposed development access seeks to remove or at least curtail the tangible benefit enjoyed by no 7 & 20 by creating a public right of way and cycle route through and over the specific parcel of land extending between no 7 & 20.

e). Should the proposed Pembridge Close site access be granted, the residents and visitors of Pembridge Close who previously benefitted from this parking area, will be displaced, and will have to park elsewhere in or around Pembridge Close and the surrounding roads. This will potentially create further wider parking issues for existing local residents, issues already abundantly apparent throughout the Moody Estate.

f). The creation of a throughfare from Pembridge Close connecting the new development will actively encourage use of the existing hardstand currently used exclusively by no 7 & 20 at the expense of the existing beneficiaries. It will also introduce potential for antisocial parking & behaviour and restrict proper access to both dwellings.

g). The Farm site boundary has changed from the original Grange Farm/Moody development. This was deliberately created by Grange Farm selling adjoining farmland to residents as a "whole boundary package" which enabled the expansion of many of the private gardens along the boundary with Grange Farm. The vendor stipulated and enforced the land is to be maintained by the Buyer as "private gardens & determined as Green Belt" restricted by a Covenant applied by the Seller. The Seller who now wants to change their part of the Farm and remove it out of Green Belt at the expense of those residents adjacent to the site who have adhered to the Covenant restriction and maintained the additional land bought as undeveloped Green Belt!

Quite simply opening up Pembridge Close for any form of access is totally unacceptable and will make a private and peaceful cul-de-sac a busy thoroughfare with the potential for inappropriate car parking, opportunistic crime routes, anti-social behaviour not to mention the complete loss of privacy for many Pembridge Close residents. Residents will be adversely and disproportionately affected by the development. As a result of the proposed access/opening up works in Pembridge Close, many existing properties will be deliberately & directly linked to the new development via unrestricted communal areas and a throughfare, where none has existed ever & was ever intended to exist.

11). Adequacy of existing road infrastructure: There is a real potential to introduce anti-social parking associated with the proposed access roads/points being unsuitable in a real-world situation, not a desktop study. Increase in traffic volumes associated with the development will

have an impact on the wider village generally and throughout the day. During a recent event held on the site, a Local Councillor acknowledged and commented "there has been chaos on the roads locally" which was due to a few hundred vehicles and visitors attending the event via the existing roads. The resultant antisocial parking of those unable to access the site for the event extended along Ley Hill Road, Chesham Road, Green Lane and as far as the Green!

12). Adequacy of parking/turning; There is constantly traffic at the junction of B4505 Chesham Road with Ley Hill Road during peak hours. This traffic is not easily able to enter Chesham Road due to the speed and frequency of vehicles heading in both directions, causing cars trying to exit Green Lane to back up. This causes further issue for traffic entering Ley Hill Road from Chesham Road.

The proposal will increase local traffic disproportionately forcing it onto minor & unsuitable local roads and junctions and inevitably increase traffic/congestion already experienced in the High Street and surrounding estate roads.

Vehicles approaching/leaving the village on the B4505 to/from Chesham direction are routinely observed speeding, hence the frequent visits of a Mobile Police speed camera located by the prison entrance. The above could be improved via remodelling of the existing road layout via the introduction of dedicated access to/from the proposed site via a roundabout to smooth flow of traffic and act as a traffic calming measure entering/exiting the village.

13). Nuisance, Disturbance & Noise: The proposed site will introduce significant additional disturbance & noise from the intended use of the development, noise which simply does not currently exist from the Green Belt land. Quite simply the new development will detract from existing resident's peace and enjoyment of their own property directly resulting from the proposed loss of Green Belt.

14). Drainage; The site and Green Lane have a history of flooding. Development of the site will introduce additional ground water run-off from Ley Hill Road and Green Lane and introduce an additional potential risk from the development of the Green Belt as the proposal seeks to deliberately change the existing flow of water, diverting water onto the site from road run off. The scheme actually invites a further groundwater flow across the site from Green Lane onto and across the proposed site, purely because the existing drainage infrastructure will not support additional capacity of the proposed scheme. Development of a Green field into housing, hardstands, roads, paths & patios etc reduces the potential for groundwater to naturally disperse and percolate across a wide area & increases the potential for localised flooding offsite.

This development may seek to partially address some of these issues but in reality, only a robust ongoing maintenance regime will ensure deep bore holes remain effective for the whole life of the development to prevent potential flooding locally (caused as a result of the proposed development). Specifically affecting Pembridge Close and other low lying areas.

15). There is no spare capacity in the current village infrastructure for increased demand on local services including doctors, dentists, parking, schools etc, which are already inadequate for the existing village population, let alone introducing substantially more residents via the proposed scheme. Bovingdon already has a Premium Retirement Care Home and sheltered accommodation in the form of Dudley House. Does a "village" need multiple, premium cost, privately operated care homes from a single provider, especially at the expense of Green Belt?

Conclusion

The proposal makes bold claims about benefits for all Bovingdon residents and its sustainable nature. In fact, nothing is more sustainable than Green Belt farmland remaining undeveloped.

The proposal provides very little, if any, tangible benefit for the average Bovingdon resident now or in the future despite its claims to the contrary. It merely removes green space and does not recompense locally for its loss.

If the proposal is allowed, it will detract from the existing village setting, create a new sprawling village boundary and directly as a result create problems that otherwise would not exist.

The plans are unimaginative and uninspiring for most Bovingdon residents, particularly those who will be severely and adversely affected by the proposed development of the Green Belt.

As per previous, we strongly object to this planning/development due to the proposed;

Loss of Green Belt

Loss of privacy/overlooking

Loss of existing amenities/benefits

Creation of a visual intrusion to existing boundaries/developments

Inadequate parking/road infrastructure

Introduction of nuisance, disturbance & noise

Potential for localised flooding & drainage issues*

*UPDATE; There has now been UNPRECEDENTED FLOODING IN JAN & FEB 2024 in the Green Lane/Leyhill Road area. OUR GARDEN ADJACENT TO GRANGE FARM HAS FLOODED WHICH WE HAVE NEVER SEEN BEFORE (15 Years) See point 14 below for further details on impact of the development.

Lack of provision of infrastructure and services

Further details are outlined below;

1). Development of Green Belt; this site is defined as Green Belt. Green Belt by its very definition: "an area of open land, on which building is restricted." Building development should be aimed exclusively at existing brownfield site which Dacorum has in abundance.

Important though it may be in the present social economic climate to encourage house building, the loss to the Green Belt area of this proposed site/magnitude would not be compensated by the development & increased population/housing stock locally. Green Belt should remain protected and undeveloped for environmental reasons, as was the intention of creating Green Belt policy in the first place.

2). This land (the remainder of Grange farm site after the Moody Estate was built) has been subject to unsuccessful historic application/negotiation regarding housing development spanning decades. Despite historic Planning permission requests being denied by the local authority, one was appealed by the developer, forcing The Secretary of State to rule on the proposed site upholding the Local Authority's refusal to grant planning permission on this parcel of land citing "that the Council's application of the Green Belt policy is supported by the fact that the development would be an intrusion which would destroy the open rural character of the site.". i.e., further development of Grange Farm was/is considered a step too far given the historic gross over development of Bovingdon via the Grange Farm wider site and the resultant expansion of Bovingdon Village. A village that now has a sprawling boundary, marked by thin swathes of remaining Green Belt, with a disproportionately high population density compared to the average ward in Dacorum.

Development of the site will:

3). Seriously detract from the visual qualities of the existing rural scene that forms Bovingdon Village boundary.

4). Be an intrusion of the existing village & surrounding area.

5). Destroy the open rural character of the existing village boundary & surrounding area, particularly where such existing character plays a positive role to the village setting.

6). Detract from the residential character, visual and amenities of the existing village and the surrounding areas.

The proposed development:

7) Does not ensure a proper and respectful relationship with the village & the development directly surrounding the proposed site.

8). Will create overlooking/loss of privacy, particularly adjacent to the site and create a visual intrusion to existing boundaries/developments (not currently overlooked or accessed). Proposed properties will also routinely be overlooked & will be seen from existing adjacent properties and gardens.

9). Will create loss of privacy currently enjoyed generally by Pembridge Close and Pembridge Chase residents, as a direct and avoidable result of the proposed single access point to/from the

proposed site by creating a public right of way, throughfare and cycle path where none exists or could have existed previously.

10). Loss of existing amenity/benefit: The original layout for Pembridge Close ends at the boundary line of no 5 & 18 Pembridge Close. This is demarked properly by an adopted turning head & looping footpath boundary which leads back around into Pembridge Close outside no 5 & 18.

a). Beyond the adopted footpath sit two further dwelling houses no 7 & 20. The two houses sit opposite each other and are joined by a parcel of land. Exclusive access to those dwellings was designed via a mainly grassed area with specific rights of vehicular access over the area to facilitate express use and enjoyment of the two dwelling houses and visitors to those houses. Latterly the grassed amenity area was removed in its entirety by the private landowner and replaced with tarmacadam hardstanding.

b). The change was deliberate and created a specific additional tarmac hardstand/access specific to no 7 & 20. This additional hardstand extended to the back of the adopted footpath and afforded an immediate and obvious additional benefit to be enjoyed by those two dwelling houses, intentional or otherwise. i.e., This material change in layout by the landowner deliberately and obviously created unrestricted improved access and provision for vehicles to be parked immediately outside and between no 7 & 20, for the express use and enjoyment of the affected dwelling houses, residents and visitors to no 7 & 20. The benefit has been enjoyed continuously and exclusively by those dwelling houses since the change.

c). This right to access, park vehicles on and enjoy additional benefit has been fully established over several tenures and many decades and has never been challenged to date. The proposed access will remove that benefit and restrict any benefit the dwelling house has enjoyed continuously.

Further, both no 7 & 20 have been extended to increase the number of bedrooms and floorspace. Appropriate planning consent was granted for both properties. The layout of both properties, surrounding areas & curtilage have changed considerably over the years and therefore naturally the parking requirements have changed commensurate with the changes.

d). The proposed development access seeks to remove or at least curtail the tangible benefit enjoyed by no 7 & 20 by creating a public right of way and cycle route through and over the specific parcel of land extending between no 7 & 20.

e). Should the proposed Pembridge Close site access be granted, the residents and visitors of Pembridge Close who previously benefitted from this parking area, will be displaced, and will have to park elsewhere in or around Pembridge Close and the surrounding roads. This will potentially create further wider parking issues for existing local residents, issues already abundantly apparent throughout the Moody Estate.

f). The creation of a throughfare from Pembridge Close connecting the new development will actively encourage use of the existing hardstand currently used exclusively by no 7 & 20 at the expense of the existing beneficiaries. It will also introduce potential for antisocial parking & behaviour and restrict proper access to both dwellings.

g). The Farm site boundary has changed from the original Grange Farm/Moody development. This was deliberately created by Grange Farm selling adjoining farmland to residents as a "whole boundary package" which enabled the expansion of many of the private gardens along the boundary with Grange Farm. The vendor stipulated and enforced the land is to be maintained by the Buyer as "private gardens & determined as Green Belt" restricted by a Covenant applied by the Seller. The Seller who now wants to change their part of the Farm and remove it out of Green Belt at the expense of those residents adjacent to the site who have adhered to the Covenant restriction and maintained the additional land bought as undeveloped Green Belt!

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	<p>the contrary. It merely removes green space and does not recompense locally for its loss.</p> <p>If the proposal is allowed, it will detract from the existing village setting, create a new sprawling village boundary and directly as a result create problems that otherwise would not exist.</p> <p>The plans are unimaginative and uninspiring for most Bovingdon residents, particularly those who will be severely and adversely affected by the proposed development of the Green Belt.</p>
<p>7 Pembridge Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QH</p>	<p>We strongly object to the development on Grange Farm as a whole as we feel the village cannot accommodate any more residents as the infrastructure is already a full capacity, we especially object to the building of the detached house nearest the proposed throughfare/cycle path between Pembridge Close and Grange Farm. This house would be in very close proximity to our house No 7 and this will enable the potential occupants to overlook our garden, kitchen/dining room, encroaching on our privacy and create a visual intrusion to our view. The plan states that the large tree which is situated in the throughfare/cycle path will need to be cut back to make room for this house, which we also feel this would infringe on our privacy.</p> <p>The throughfare/cycle path will increase foot traffic /noise and privacy through Pembridge Close, especially for No 7 and 20, at present Pembridge Close is an extremely quiet road, it could also increase the number of vehicles parked in Pembridge Close by people visiting the new development. The parcel of land between No 7 and No 20 will be affected by the throughfare/cycle path, which will affect the way we have used this land, No7 and No 20 have had private sole use of this land for the past 18 years and the previous owners have had sole use since the house was built. The deeds to our house state that we must maintain this land in exchange for using it which we have both done. We do not see why the new development needs to be linked through Pembridge Close to the village, this route is no shorter than walking along Green Lane or Chesham Road so there is no advantage to linking it through Pembridge Close.</p> <p>Pembridge Close is situated lower than the new development, so any potential flooding issues in the new development would have a huge impact on Pembridge Close, and could possibly cause Pembridge Close to flood, if this was to occur, who would be libel for any damage/costs incurred by the residents of Pembridge Close? the developers have stated that they will put in adequate flood prevention so they should guarantee to re-inburst damage/costs should a potential flood happen in Pembridge Close.</p>
<p>16 Pembridge Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QH</p>	<p>I am a resident of Pembridge Close located adjacent to the development and also work in the disciplines of drainage and flood risk. I have some significant concerns over the SuDS and flood risk proposals for the Grange Farm development.</p> <p>Pembridge Close has a history of flooding as a result of surface water</p>

	<p>runoff direct from the fields at times of heavy rainfall. As such anything that could exacerbate this existing situation is a concern.</p> <p>The proposed surface water drainage strategy for the Grange Farm development is to utilise deep borehole soakaways to drain the surface water runoff from the site. This is on the basis there are no other alternative options available, such as shallow soakaways or an outfall to a local watercourse or surface water sewer.</p> <p>The proposed deep borehole soakaways are in a number of positions in the site, but have been generally concentrated in two basins - one associated with 'solving the flooding' on Green Lane adjacent to Green Lane, and the other a larger central basin. A total of 50 deep borehole soakaways are proposed and 37 boreholes of these are concentrated at the base of the central basin, which accepts the majority of the surface water runoff from the development.</p> <p>My main concerns are:</p> <ul style="list-style-type: none"> -If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. -Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. -Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. -It is not clear how the surface water would drain through the base of the basin into the boreholes. -The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways. <p>My view is that this current SuDS strategy is not viable.</p> <p>In addition, directing flood water from Green Lane onto the development site will only exacerbate the problem and is likely to lead to an increase in flood risk to Pembridge Close, located downstream of the development and main basin.</p> <p>If deep borehole soakaways are to be used, it is my view they should be split across the site rather than being concentrated in one location. They should also only be used after appropriate attenuation and water quality measures as part of a SuDS strategy. This could be achieved by utilising permeable paving more widely across the site and having a number of local basins, upstream of the deep borehole soakaways. This would require the site to be redesigned accordingly and potentially reduced in size/density.</p> <p>I would be grateful if the LLFA are made aware of these comments and concerns.</p>
<p>6 Bovingdon Court Windsor Close Bovingdon Hemel Hempstead</p>	<p>This development is way too big for a village the size of Bovingdon. The village resources like doctors, dentists etc are already overstretched and this development will make things much worse. It also is a destruction of green belt land. This would be better built on</p>

Hertfordshire HP3 0QU	brown field sites.
18 Pembridge Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QH	<p>Green belt land: this land is green belt and should be protected. The schools and doctors in Bovingdon/serving Bovingdon are unable to provide for the current residents of Bovingdon, how will they accommodate new residents at the development?</p> <p>The proposal for access via Pembridge Close will cause a major increase in footfall in this tranquil close and possibly parking problems if public visiting the development park in Pembridge Close.</p> <p>Traffic congestion will increase both in the high street and the surrounding roads which cause grid lock situations during school runs endangering the school children. As well as traffic congestion in the local area, there is only one main way out of Bovingdon - Chesham Road/Box Lane - this already has severe traffic during rush hour which will only increase with an additional cars. Making it difficult for people to travel to their jobs/schools/colleges etc.</p> <p>Flooding/drainage is a major concern. There have been flooding problems in Pembridge Close for many years and some residents have built retaining walls to alleviate this problem. The drains will be unable to cope with the additional sewerage of 188 houses as well as the runoff from the fields they are being built on, which already regularly flood and make Green Lane impassable.</p>
2 Pembridge Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QH	<p>I note you apply a pre-exclusion on valid reasons to object so I'll move on to numerous additional reasons to object.</p> <ol style="list-style-type: none"> 1. Green belt land. There are multiple brown field locations available locally. 2. The proposal for access via Pembridge Close will make a quiet and pleasant cul-de-sac a thoroughfare for those too lazy to use Chesham Road or Green Lane. Parking in Pembridge Close will become an issue. 3. Flooding. Residents of Pembridge Close have already had to construct retaining walls to prevent flooding from the field that will become a drain resistant area surfaced with concrete. The failure of local authorities to deal with the flooding at the junction of a Ley Hill Road and Green Lane over at least 15 years is indicative of their indifference. 4. Where will the children of these additional residencies go to school, where will they access a GP, (it is already impossible to register new patients with a dentist), how will the general infrastructure cope? 5. Depending on the final construction, properties on the new development will potentially overlook existing properties impacting on light and cause an overshadow. 6. If there is access via Pembridge Close there will be a resultant loss of privacy. 7. I've already mentioned parking in Pembridge Close. 8. Any additional development will inevitably lead to increased noise and disturbance. <p>In summary, Bovingdon has suffered the detrimental effects of multiple and seemingly random infill projects (notably along the</p>

	<p>Chesham Road). The village is full to capacity on various levels. This application should be considered alongside the Application for further housing in Molyneux Avenue - surely this is less impactful as a proposal?</p> <p>Before approving this please visit Bovingdon at school opening or closing time - it is chaotic. Alternatively try manoeuvring through the High Street on a Saturday morning.</p> <p>The ambience of the village has changed, innumerable developments have taken place but this is a step too far.</p>
<p>12 Hunters Close Bovingdon Hemel Hempstead Hertfordshire HP3 0NF</p>	<p>Grange Farm Development We object to this proposed development as it constitutes overdevelopment of our village, effectively turning it into a small town without any urban facilities. In particular:</p> <p>Village infrastructure Our primary school will not be able to cope with the number of additional children in the village Our doctor's surgeries are already full There is a lack of facilities for the public in the village, particularly toilets (the only available public toilets are in the Memorial Hall which is not always open, leaving those in need dependent on the goodwill of local shopkeepers and other establishments).</p> <p>Traffic and Parking The village high street is already often gridlocked due to parked cars - particularly at school drop-off and pick-up times, but also throughout the day, when larger vehicles (lorries, buses) use the High Street. It would be naive to assume that residents from the proposed new estate would not make this worse. Village shops will need more deliveries to cope with the extra footfall from not only this proposed development but also the additional houses proposed at Molyneux Avenue and the old Bobsleigh Hotel site - more delivery lorries means more gridlock on the high street.</p> <p>Green Lane (village end) is reduced to one lane due to parked cars outside older properties with no off-street parking, affecting traffic flow through the village - more traffic using this road will exacerbate the problem Green Lane (Grange Farm end) has a dangerous dog-leg corner, then becomes narrower, with pavement only on one side of the road, making it difficult for pedestrians - any attempt to widen this road would encroach on protected Boxmoor Trust Land. Local one-track lanes are used by locals from this area to travel to and from Chorleywood, Rickmansworth and the M25 - additional traffic will cause gridlock The junctions of Green Lane, Ley Hill Road and Chesham Road are already awkward - there have been several accidents over the years. Large lorries use Ley Hill Road to access the nearby industrial estates on Ley Hill Road and Shantock Lane - the junction is too narrow for more than one to negotiate at any one time. The excess traffic from residents of the proposed estate and staff from the care home will make this worse</p>

	<p>Flooding The Flooding Risk Assessment states that there is no history of flooding on the Grange Farm land - there is however an ongoing problem with severe flooding on Green Lane itself, immediately adjacent to the land, making it sometimes impassable for normal cars, and forcing traffic into the middle of the lane whenever it rains. Attempts to solve this over recent years have failed miserably</p>
<p>15 Hunters Close Bovingdon Hemel Hempstead Hertfordshire HP3 0NF</p>	<p>loss of green belt loss of trees hedgerows and additional concrete that will increase risk of flooding. Additional traffic in village and surrounding roads. Additional pressure on local amenities eg doctors, dentists, hospitals, schools - both primary and secondary. Additional pressure on our local green spaces.</p> <p>If the development takes place can the developer ensure that hedgerows and trees are planted and maintained beyond the initial planting so that trees and hedgerows don't die after being planted as they are not watered.</p> <p>Hedgerows should be planted between gardens to allow for wildlife to pass through safely the urban environment.</p> <p>Trees should be native and of sufficient size to make an instant impact.</p> <p>Flooding is bad on the top corner of this development on the road and should be addressed.</p> <p>Local bridleways will be adversely affected due to additional traffic i.e. the crossing of the bridleway at Pudds Cross across the ley hill road to Shantock Lane.</p> <p>I wonder if the local sewage works would need to be upgraded to cope with the additional large scale building? it puts pressure on our water consumption and chalk stream aquafiers that supply us water?</p> <p>loss of green belt loss of trees hedgerows and additional concrete that will increase risk of flooding. Additional traffic in village and surrounding roads. Additional pressure on local amenities eg doctors, dentists, hospitals, schools - both primary and secondary. Additional pressure on our local green spaces.</p> <p>If the development takes place can the developer ensure that hedgerows and trees are planted and maintained beyond the initial planting so that trees and hedgerows don't die after being planted as they are not watered.</p> <p>Hedgerows should be planted between gardens to allow for wildlife to pass through safely the urban environment.</p> <p>Trees should be native and of sufficient size to make an instant</p>

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<p>Red Brick House 80 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>I strongly object to the proposed development at Grange Farm land on the grounds of overdevelopment, loss of greenbelt, change to the character of the village, infrastructure and safety.</p> <p>Current infrastructure is sometimes unable to cope with current demand and will certainly not be able to cope with demands of the new development in addition.</p> <p>Bovingdon is a village with village sized infrastructure and amenities. It already struggles to meet the needs of current residents for parking, traffic, GP and dentistry. The roads are already dangerously busy with parking and traffic. It's often difficult to move down the high street safely with vehicles parked unsafely and making dangerous maneuvers (parking on double yellow lines, u-turns in the middle of the high street, using the wishing well as a roundabout and double parking so that traffic can only pass in one direction causing bottle necks). There is a dangerous flash point for vehicles meeting lorries and buses on the right angle blind bend at the top of Green Lane near the Green. I feel relief every time I come around that corner and don't see another vehicle coming in the other direction. The large number of planned houses and associated vehicles will exacerbate these problems hugely.</p> <p>The village has struggled with excess population and vehicles on market days which made the lives of residents miserable; this was resolved with the support of the parish council. The proposed development brings similar issues but permanently, every day of the week.</p> <p>I also have concerns about water drainage and sewerage. In wet weather, domestic waste water doesn't drain efficiently from Green Lane properties, sitting in plugs and waste pipes and draining away very slowly. This isn't a household issue and seems to be related to the community system or water table. I'm concerned that the local infrastructure is only just coping at its current capacity and a further significant demand will cause it to overflow and break.</p>
<p>21 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QQ</p>	<p>Our garden adjoins the proposed development. Will the rear gardens of the new houses come up to our fence? or will they come as far as the hedge line and oak trees. The trees and hedges apparently have a preservation order on them and are used by Red Kytes and Pipistrelle bats to roost.</p>

	<p>Bovingdon high street is already saturated with cars, lorries and double decker buses blocking it, the village will not be able to sustain the amount of traffic created by this new development.</p> <p>The local school causes enough traffic problems already which will surely exacerbate the situation. There will be further pollution created by the increase in traffic to children and O.A.P's</p> <p>Doctors surgery already seems to be overloaded.</p> <p>Why build a scout hut on the outskirts of the village re-build on the site of the original hut?</p> <p>What access road will be supplied, the existing tarred road ? or will there be a new access road put in to the Chesham Road?</p>
<p>27 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QW</p>	<p>Infrastructure issues:</p> <ul style="list-style-type: none"> - There is not a safe walking or cycling route to Hemel Hempstead and the railway station (or Chesham). The B4505 is not safe as it is already one of the busiest B roads in Hertfordshire, has numerous bends, is on an incline and is not a wide road and the footpath which isn't dual purpose for cyclists, ends near where the village starts. This means that new residents, like existing Bovingdon residents, will have no safe option other than to be reliant on cars to get to and from the railway station, especially given that buses to the station are infrequent. Prior to any new houses / flats a safe cycling and walking route to Hemel Hempstead and the railway station is essential. - There is not a secondary school that has a safe walking route. I understand the current children have difficulty accessing secondary education because of limited places at the nearest schools, as well as unreliable transport options other than their parents' cars. New housing should be sited within safe walking distance of a secondary school. New housing should also have safe, accessible and good public transport links to further education colleges such as West Herts. - The high street is already extremely congested and the proposed new developments will make this worse. There is currently no disabled parking. This needs to be sorted. - There are no allotments in Bovingdon. Why is no land being earmarked for allotments? <p>Flooding:</p> <ul style="list-style-type: none"> - Why build on a site prone to flooding? Whilst the developers plan to improve drainage; what happens if this is either not effective or causes flooding elsewhere in Bovingdon? Who will be responsible for correcting this? If they spend more than planned on these measures needed to build houses in a flood prone zone, will they then be able to renege on their agreement to give the parish council money for community facilities and high street congestion improvements? <p>Additional environmental issues not included above:</p> <ul style="list-style-type: none"> - Have the Boxmoor Trust been consulted? The proposed housing estate is adjacent to the Boxmoor Trust's Brickworks Nature reserve. When I went on a guided walk there, I was told that it contains rare butterflies and other wildlife and is one of their more diverse flora and fauna sites. I live near the proposed new estate and regularly hear owls at night. We have also had badgers in our front garden. - I avoid walking my dogs towards the bottom of Green Lane where it meets the high street in rush hour because of the strong smell of petrol fumes that linger there. Has an air quality check been done

	<p>here? If the proposed development goes ahead this will increase the traffic and consequently the air pollution in this part of Green Lane further.</p> <p>In summary: Whilst truly affordable homes are needed; these should be located where there is easy and safe access to good public transport links, as well as schools for all ages within a safe walking route. In my opinion the only reason that this site is being proposed, over more suitable sites / non Green Belt land, by the developers with 40% affordable houses, is the expected profit for them from the 60% that will be unaffordable for the vast majority of Dacorum residents. It is of concern that they can renege on the % of affordable housing as well as money for the parish council to help offset the increased congestion, should their profit margins be lower than expected, as is likely with all the drainage work needed, increase in cost of house building materials and deflation in the housing market.</p>
<p>9 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QQ</p>	<p>I object to the planned developments for the following reasons:</p> <ul style="list-style-type: none"> - Our local infrastructure is already stretched to its limit with current population numbers. The high street is already over crowded for parking/vehicles and this is now persisting throughout off peak times. I have already seen this change significantly for the worse in the last 2 years since moving to the area. - There are no plans in the existing proposal for additional schooling/ doctors/ shops to meet the additional population demand that would be generated from this development. - The proximity of the planned Green Lane development to the Bovingdon brickworks also makes me very concerned for the environmental impact. This is Green Belt Land and should not be built on and there have been no justified exceptional circumstances to warrant this. If this is believed to be the case, consulting the village residents to determine if this is needed/desired should be an essential part of this process. <p>Whilst I appreciate the need for affordable housing, this is clearly not the appropriate site for this development.</p>
<p>4 Arden Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QS</p>	<p>We have a beautiful village that if the developments get passed will become a town. This will make it very hard to park in the village, as it is already a nightmare, especially for disabled drivers. With a potential 287 dwellings plus 59 care home places, which will obviously need staff and visitors it will make it impossible especially as they would all use Box Lane to get to and from work, school runs, etc.</p> <p>Box Lane has been a nightmare for drivers due to developments in Box Lane and the extra heavy traffic due to the film studios. As we've already fought the traffic in Box Lane/Chesham Road due to Bovingdon market, which eventually got closed down due to the traffic, which was only on a Saturday, to increase traffic every day would make life miserable for Bovingdon residents. Green Lane struggles to cope with parking on a Sunday due to football matches taking place without having enough parking. And there is no speed control to monitor the cars already going too fast, adding more vehicles on our roads will make this even worse.</p>

	<p>There isn't enough infrastructure in the village as it is, let alone to add to it. Doctors, dentists, school places, etc. will not have the capacity to cope with all these extra people. And how would the village hall cope with the extra footfall?</p> <p>Taking away this greenbelt land and adding all these houses with their cars etc will mean added pollution to our lovely village.</p> <p>I feel that none of this has been taken into consideration and I am strongly against the over-development of the village.</p> <p>2 APPLICATIONS GRANTED FOR CHESHAM RD/BOX LANE WHY HAS THIS BEEN APPROVED AT LEAST WAIT TILL YOU SEE THE IMPACT ON BOVINGDON TRAFFIC AND PARKING IN TOWN, SCHOOL ADMISSIONS, AND DOCTOR APPOINTMENTS.I CAN NOT BELIEVE THEY HAVE APPROVED THIS WITHOUT SEEING THE IMPACT OF THE OTHER TWO THAT ARE SO CLOSE. I DO STRONGLY APPOSE THIS DEVELOPMENT.</p>
<p>33 Pembridge Road Bovingdon Hemel Hempstead Hertfordshire HP3 0QN</p>	<p>I strongly object to the proposed development.</p> <p>I concur with most previous comments-</p> <ol style="list-style-type: none"> 1) The traffic in the village is already at a high level - this will increase to the point it is dangerous for other drivers, as well as pedestrians, cyclists and horse riders. 2) The village will not be able to cope with the extra demand on facilities such as doctors, school, and dentists. 3) The extra traffic and the development will have a detrimental impact upon local wildlife due to the proximity to the Boxmoor Trust site and the green. 4) The access points will cause a problem due to increased traffic flow on Green Lane (already an issue due to on-street parking making it single lane at the High Street end) and the exit onto Pembridge Close. Pembridge Close leads onto the Moody Estate - a residential development currently with no cut through- many families who live here currently and let their children play outside, as well as walk to school alone from year 5 onwards, as the only traffic coming through are residents. Currently many residents park on the street so cars have to weave in and out of those parked. If you made an access point through the Moody Estate, you will make it unsafe for pedestrians including children. 5) The proposals mention that the development is on a local bus route and therefore will encourage the new residents to use local transport. This is a fiction. My son uses the bus route. Twice since September the bus has not turned up- the website says the 7.32 is cancelled and that's it. There are no other buses that service that route so if that one is cancelled (at prime commuting time) there are no other public transport options to get to school or work on time. <p>In addition to all of the above I am a local horse rider too, so I am very aware of the increased danger that this site will put me in whilst I am out hacking on my way to accessing local bridleways. Bovingdon and the surrounding areas are rural, and there are many local riders who have to use the roads to link up to safe off-road riding. There is no mention at all in the proposed plans for provisions made for local riders or the impact that the development will have upon them.</p>

	<p>The British Horse Society keeps a record of 'incidents' involving riders, including road accidents and near misses. There are multiple incidents in the local area listed on the map, and in truth the vast majority of incidents go unreported unless there has been a collision rather than a near miss. I myself now wear a hat-cam and have reported several near misses to the police via operation SNAP that has resulted in police action against dangerous driving. By putting hundreds more cars on these small rural roads, which are not designed for them, you are placing riders as well as pedestrians at risk.</p> <p>Whilst I absolutely do not want this development to go ahead, if it does, it should surely include provisions to ensure that local riders are safe from the increased traffic - for example including a public bridleway around the perimeter of the estate, especially around the Green Lane edges so that riders can get off the increasingly busy road. (Local riders ride up Green Lane in order to access bridleways in Pudds Cross as well turning left by the green towards Flaunden).</p>
<p>7 Arden Close Bovingdon Hemel Hempstead Hertfordshire HP3 0QS</p>	<p>Grange Farm Development We object to this proposed development as it constitutes overdevelopment of our village, effectively turning it into a small town without any urban facilities. Whilst we realise there is a need for our young to have a home to live in, we do not think this is a suitable area to put them in and I doubt they will be affordable. It is for this reason and those underlined below that we object. In particular:</p> <p>Village infrastructure Our primary school will not be able to cope with the number of additional children in the village Our doctor's surgeries are already full There will also be increased demand for local secondary school places which are already over-subscribed.</p> <p>Traffic and Parking The village high street is already often gridlocked due to parked cars - particularly at school drop-off and pick-up times, but also throughout the day, when larger vehicles (lorries, buses) use the High Street. It would be naive to assume that residents from the proposed new estate would not make this worse by driving their cars to the local amenities or to school. Village shops will need more deliveries to cope with the extra footfall from not only this proposed development but also the additional houses proposed at Molyneux Avenue and the old Bobsleigh Hotel site - more delivery lorries means more gridlock on the high street. Green Lane (village end) is reduced to one lane due to parked cars outside older properties with no off-street parking, affecting traffic flow through the village - more traffic using this road will exacerbate the problem Green Lane (Grange Farm end) has a dangerous dog-leg corner, then becomes narrower, with pavement only on one side of the road, making it difficult for pedestrians - any attempt to widen this road would encroach on protected Boxmoor Trust Land. Local one-track lanes are used by locals from this area to travel to and from Chorleywood, Rickmansworth and the M25 - additional</p>

	<p>traffic will cause gridlock The junctions of Green Lane, Ley Hill Road and Chesham Road are already awkward - there have been several accidents over the years. Large lorries use Ley Hill Road to access the nearby industrial estates on Ley Hill Road and Shantock Lane - the junction is too narrow for more than one to negotiate at any one time. The excess traffic from residents of the proposed estate and staff from the care home will make this worse</p> <p>Flooding The Flooding Risk Assessment states that there is no history of flooding on the Grange Farm land - there is however an ongoing problem with severe flooding on Green Lane itself, immediately adjacent to the land, making it sometimes impassable for normal cars, and forcing traffic into the middle of the lane whenever it rains. Attempts to solve this over recent years have failed miserably.</p>
<p>1C Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LD</p>	<p>I am not against the housing development but i am very concerned about the traffic. This week there has been a constant stream of extremely large container lorries/articulated lorries from `Chesham Road/Green Lane/Bovingdon Green to wholesale businesses. This is also combined with large tractors etc. The number of cars generated by this development exiting on Green lane will surely cause problems/accidents.</p>
<p>12 Green View Close Bovingdon Hemel Hempstead Hertfordshire HP3 0LE</p>	<p>I wish to strongly oppose this development insofar as it is totally unsuitable and makes a significant change to the character of this area of Bovingdon, and therefore qualifies as urban sprawl. Also there are other less unsuitable options that can be considered.</p> <p>GREEN BELT</p> <ol style="list-style-type: none"> 1. The development will desecrate the Green Belt around the village which is established to protect the countryside from over development and will therefore set a dangerous precedent in future planning applications. 2. The Prime Minister has categorically stated to Parliament that under the National Planning Policy Framework, from which this application has evolved, there will be no building on Green Belt. 3. Similarly the Minister for Communities has also stated in support of the PM that the Green Belt is sacrosanct. 4. The Framework also states Local authorities must take into account constraints such as areas protected by the green belt and without compromising environmental protection. 5. The new Mayor of Dacorum has promised to protect the Green Belt so here is a good opportunity. 6. There can be no "special circumstances" attached to this development. The reasoning was largely manufactured and brings no essential added value to the village. The village. will continue to function without and any demand can be satisfied elsewhere in Dacorum, e.g. land between Buncefield and M1. 7. As part of the consultation for the current Dacorum Local Plan the Council issued a directive stating that Bovingdon had reached saturation point for housing and future development (2020-2038) should be limited to 90 dwellings over the period by infilling within the village. This application contradicts such.

IMPACTS

8. The village cannot and should not be expected to absorb an enlargement in its population of approximately 20%.

9. The High Street with shops, surgeries, school, parking etc cannot sustain more traffic that will derive from this development.

10. Overspill. Given the high density of properties the gardens will be small. The tranquil character of the village green plus the abutting Boxmoor Trust land will experience increased levels of human activity - as an alternative to gardens and thus accompanying dog fouling. .

11. The road access onto Green Lane will attract convenient overflow parking along its length alongside the Boxmoor Trust Reserve (or further) and represent both significant congestion for vehicles (including buses) and a major safety hazard and represent further built-up urbanization of the area.

12. With the additional traffic volumes the junction of Chesham Rd and Ley Hill Rd would become a dangerous interchange.

13. Green Lane is already a rat run to avoid the High Street. Vehicles including buses struggle to progress along its length given the residential parking. Given it is on the edge of the village and at a distance, not withstanding timewise, from the village centre with school, shops and facilities it is reasonable to expect there will be substantial extra traffic movements along Green Lane. Congestion and corresponding pollution will increase possibly to serious levels for the existing Green Lane residents. The resultant carbon footprint will be unacceptable.

14. The 250'ish houses are likely to attract in the region of 2 vehicles per dwelling. As the development will attract a high percentage of families it is reasonable to assume an extra 400 'ish vehicle movements up and down Green Lane to access the village facilities a couple of times per day. The option to expect busy parents possibly with multi jobs (so they can pay the mortgage!) to walk to the High Street is somewhat naive.

15. Similarly, using the alternative High Street route would not offer any relief.

16. Parking in and around the village centre cannot accommodate yet more pressure..

17. The B4505 is already the busiest road in the county and a major route between Chesham, Hemel Hempstead and beyond . The required roadworks by the utilities to upgrade and satisfy the extra supply these houses will demand will be unacceptable and have yet more environmental impact. Judging by the effect the development of a dozen or so houses on Chesham Rd had, the utilities would need to operate 24/7 to minimise the impact on residents in both cost and time accessing to/from the village via either Chesham or Kings Langley being the diversionary routes. .

Finally, I must question the validity of this Application insofar that only 25 of the 162 files (which anyway are badly described) and means only 15.5% of this Application can be evaluated and commented on.

I question the validity of this Application as the Grange Farm development has been adopted by and has therefore become an integral part of the Revised Local Plan. This development is therefore

subject to such times that all the required stages have been satisfactorily completed, as committed by DBC, before any part of the Plan can be adopted - or not.

It should be noted that the current directive from the Housing Secretary states that councils are required to focus building on brownfield sites, leaving the Green Belt untouched.

The Proposal is identical to that on previous versions and therefore I am resubmitting my comments as per input to the Revised Local Plan, as follows.

I wish to strongly oppose this Application. It is totally inappropriate and makes a significant change to the character of this part of the village. It therefore qualifies as non-acceptable urban sprawl. It should be recognised and taken into account that approximately 96% of responders to the previous Grange Farm Planning Application objected to this development.

GREEN BELT

1. This site will desecrate the Green Belt which was established to protect the countryside and village from over development and will therefore set a dangerous precedent in future planning applications.

2. The Prime Minister categorically stated to Parliament that there will be no building on Green Belt.

3. Similarly the Minister for Communities also stated in support of the PM that the Green Belt is sacrosanct.

4. Local authorities must take into account constraints such as areas protected by the Green Belt and without compromising environmental protection. This fails to comply.

5. The new Mayor of Dacorum has promised to protect the Green Belt he is expected to honour.

GENERAL

6 The reasoning for this site has been manufactured and promoted by the Bovingdon Parish Council but conditional on the provision of financial inducement, so without such their support would not exist. This demonstrates that no real need exists for the village being a non-solution to a non- problem at a high cost to the Green Belt. It brings little value add to the village community which will continue to function as now without this development. Any housing demand can be satisfied by infilling or elsewhere in Dacorum, e.g. land between Buncefield or Leverstock Green and M1.

7. As a result of the previous consultation for the Dacorum Local Plan, DBC issued a directive stating that Bovingdon had reached saturation point for housing, infrastructure etc. It stated that future development (2020-2038) should be limited to 90 dwellings over the period by

infilling within the village. No justification exists to justify why this decision no longer applies.

8. It is appropriate to mention that Markyate and Kings Langley as comparable villages have had their housing allocations in the Local Plan reduced by 75% to protect their environments, yet Bovingdon only 5%. The village should receive the same recognition satisfying the remaining 25% by infilling (ref. 7.) and avoid desecrating the Green Belt.

9. As saturation point has been reached the villagers cannot and should not be expected to absorb a disproportionate enlargement of the population by approximately 15 to 20%. The High Street with shops, surgeries, school, parking etc cannot sustain yet more traffic or usage that will result.

10. Given the high density of properties their gardens will be small. The tranquil character of the protected Village Green plus the abutting Boxmoor Trust Reserve will become garden overflows and experience unacceptable levels of human activity which they were never expected to accommodate.

11. The road access onto Green Lane alongside the Boxmoor Trust Reserve will attract convenient overflow parking along its length, possibly even further, and represent both potential congestion for vehicles (including buses) and a major safety hazard resulting in further urbanization of the Green Belt area

12. With the additional traffic volumes the junction of Chesham Rd and Ley Hill Rd would become a more dangerous interchange.

13. Green Lane is already a rat run to avoid the High Street en route to Chipperfield. No viable or safe alternative route exists to substitute for this road being two way. At times vehicles including buses can struggle to progress along its length given residential parking. As the development will be on the edge of the village and at a distance from the centre with school, shops and facilities it is reasonable to expect there will be substantial extra traffic movements along Green Lane. Congestion and corresponding pollution will increase for Green Lane residents. The resultant carbon footprint will be unacceptable.

14. The volume of traffic on Green Lane will be made even worse when the stated facilities are relocated from the village centre to the outskirts because those residents in the eastern half of the village will drive to them (probably via Green Lane) whereas in the centre they are more likely to walk.

15. Additionally, the 240 dwellings are likely to attract in the region of 2 vehicles per property. As the development will attract a high percentage of families it is reasonable to assume an extra 500 'ish vehicle movements up and down Green Lane to access the village facilities a couple of times per day. The expectation that the residents with multi jobs and limited time will walk to the High Street is somewhat naive.

16. Similarly, using the High Street as an alternative route would not

	<p>offer any relief.</p> <p>17. Parking in and around the village centre cannot accommodate yet more pressure..</p> <p>18. The B4505 is already the busiest road in the county and a major route between Chesham, Hemel Hempstead and beyond. The required roadworks by the utilities to upgrade and satisfy the needs of these houses along with the volume of building deliveries will be unacceptable and have yet more environmental impact. Judging by the effect development of a dozen or so houses on Chesham Rd had, the utilities would need to operate 24/7 to minimise the impact on villagers - something Herts Highways have yet to prove they can manage.</p> <p>19. As there are no longer hard targets from central government to increase housing why are DBC intent on the desecration of our village where no identifiable or quantifiable demand exists.</p> <p>In summary, there is no valued reason or merit in proceeding with the Grange Farm development and, applying the Housing Secretary's directive, should be abandoned forthwith.</p>
<p>Home Farm Shantock Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0NG</p>	<p>I object to this development for the following reasons:</p> <p>It's on green belt land and once it's been developed on its gone forever. Brown sites should be considered first before loss of our local countryside.</p> <p>Green Lane/Ley Hill Road/Chesham Road will all be impacted by the large increase in vehicles causing more traffic congestion, especially at peak times of day.</p> <p>The flooding issue on Green Lane, which has been looked at many times over the years has got to be resolved prior to any new building.</p> <p>Our doctors/dentist cannot cope with the volume of patients already. Hundreds of new residents will make appointments even harder to get.</p> <p>The local sewage system is not adequate for this additional waste. Has this been considered? Will it be updated?</p> <p>It is assumed that cars will exit the new development via Green Lane/Ley Hill Road to travel to the local railways/motorways etc. Has the impact on the local rural lanes been considered?</p> <p>The village has grown significantly over the years. This proposed development together with redevelopment of the Bobsleigh site and the new houses off of Molyneau Avenue will impact the village negatively.</p>
<p>19 Dinmore Bovingdon</p>	<p>I would ask the planning office for DBC to consider the long-term implications in granting approval for this application and the effects on</p>

<p>Hemel Hempstead Hertfordshire HP3 0QQ</p>	<p>the people and wildlife in Bovington and surrounding areas.</p> <p>This development of 188 dwelling plus a 59 Bed Care Home, together with the other 2 proposed developments he is considering, 23/01538/MFA Bobsleigh Inn and 23/02178/MFA Molyneaux Avenue, will equate to a total of 287 homes plus the 59 bed Care Home.</p> <p>A very extensive housing burden to place on this rural area of Hertfordshire. The implications of this would mean a possible 350/700+ additional vehicles using the already highly congested and at times gridlocked roads daily, placing an intolerable strain on the road system around the village and beyond. These new home would possibly create an additional 300/600+ children and where would the children go to school. We notice that when this project was first muted and discussed, there was the golden carrot of a NEW SCHOOL, but this is notable missing from these present proposals. Our village school is full, 405 students, these new homes would create enough children for a bigger NEW school.</p> <p>The present NHS GP surgeries and Dental Surgeries are struggling now, where are an extra possible 1000 patients supposed to go for treatment.</p> <p>The whole infrastructure needs to be looked at again, roads, schools and NHS before any building of new homes take place. You do not create a problem then try and cure it, its best to make sure the problem is not there in the first place. The applicants will say that they have done surveys and taken all the above into consideration. I say, no they haven't seriously looked at all the real problems I have stated above.</p> <p>I live here and I see the road problems daily and experience the problem of getting GP or dental appointments. Bovington, Flaunden and Chipperfield as a Ward are already the 4th highest in population out of the 25 Dacorum Wards, we do not want to be No.1! Apart from all the above, obvious things, that should prevent this and the other developments to be approved, this particular one is going to take a great chunk of GREEN BELT LAND, which is something I am led to believe the government are against and our MP XXX is certainly against. BROWN FIELD FIRST/GREENFIELD AS A VERY LAST RESORT.</p>
<p>23 Dinmore Bovington Hemel Hempstead Hertfordshire HP3 0QQ</p>	<p>I acknowledge the need for affordable housing but NOT on green belt or in a village that is part of a ward that already has the 4th highest populations density of Dacorum's 25 wards.</p> <ul style="list-style-type: none"> - The site is Green Belt land and should not be built on. - Bovington does not have the capacity, infrastructure or facilities for an overdevelopment of this size. The high street is already under extreme pressure with the amount of traffic passing through the village, in addition to the parking issues (already inadequate) with yet more people trying to access the local shops. - There is no extra provision for school, doctors, dentists, shops for a development of this size. The village is already overstretched and cannot cope with the current population, let alone any increase associated with this development. - An increase in not only traffic on the already congested roads, but an

	<p>increase in pollution (both noise and environmental).</p> <ul style="list-style-type: none"> - The already congested village simply will not be able to sustain the increase in traffic associated with this development. Residents will be forced into their cars and on to the roads to travel to adjoining towns for access to schools, shops, doctors and dentists as there will not be enough in the village to support the population. - As a result, there will be issues exiting Green lane on both ends: <ul style="list-style-type: none"> - the village end is already an issue with parked cars along the bottom, turning out onto a junction that is difficult to see out of with fast moving traffic. - Chesham Road end will cause a major congestion hot spot with cars having to take risks pulling out onto the busy Chesham Road that is experiencing increase traffic travelling to and from the studios and local traffic. As well as having to negotiate the frequently flooded area of road, proving that there is already a problem with surface water drainage in the area. A major development of this size is not going to improve matters.
<p>Orchard House Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LF</p>	<p>I strongly object to this proposal for a large development on Green Belt Land.</p> <p>Bovingdon is not a large village. There is already considerable strain on local amenities in the village and significant traffic and parking congestion in the village centre which is usually gridlocked on weekdays. A development of 300 houses, which is likely to bring at the very least and additional 1000 residents into the village (plus cars) is too much for a village already struggling to cope and where essential services are under pressure.</p> <p>The development will also add to traffic congestion on Green lane when the new residents use it as a thoroughfare into the village. The local roads are not big enough to cope. The increased traffic will also present additional safety hazards to local residents, particularly the young and elderly.</p> <p>The development will also affect the rural character of the location which is prime green belt. Massive developments of this nature should not be countenanced on green belt land - the purpose of the Green Belt is to preserve the rural character of locations close to London and check sprawling urbanisation. I fear this is another step turning Bovingdon from an already over-stretched village to an over-stretched small town.</p>
<p>Finchley House Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LB</p>	<p>Whilst not against sensitive and well planned development, the area in question suffers from chronic infrastructure problems. These comprise already inadequate roads, a choked High Street and continuous and serious flooding at the West end of Green Lane, adjacent to the site.</p>
<p>3 Green View Close Bovingdon</p>	<p>Whilst I accept that more housing is necessary, most of the properties when occupied are likely to have two adults, two children and two</p>

<p>Hemel Hempstead Hertfordshire HP3 0LE</p>	<p>vehicles associated with them. Where will all those cars park? Just look at the "Moody Homes Estate", where most of the houses have garages, to see that it is often difficult to drive along the roads due to parked vehicles. Will the local school, doctors and dentists be able to cope with the increased demand ? The development is too far from the High Street for most people to choose to walk to use the shops, school and other facilities, so the already inadequate parking space will be under even greater strain and the likelihood of gridlock at school opening and closing times will be dramatically increased.</p>
<p>73 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>Advertised today on Right Move (5th October 2023) there are 54 properties for sale in Bovingdon. Extend the search out of Bovingdon by only half a mile and that number rises to 92. A fair percentage of these available for sale are in fact - recent new builds, many of which are the ones that have been squeezed in on the Chesham road over the last 2 to 3 years. These properties have still not been sold or rented out. Building of 200+ houses will create:- An increase potential of up to 20% more people living in the village area, all relying on the already stretched village infrastructure of gas, water, electricity & sewage. The destruction of 24 acres of green belt land - land that currently creates something we all need to breath - fresh air. Then there is the issue of the huge amount of pollution, in noise, exhaust particulates and dust, that will be created both on site and by all the lorries and trucks delivering the building materials. There is the potential for hundreds of additional vehicles trying to use the high street and surrounding roads. Bovingdon has NO capacity for any additional vehicular traffic. The high street most days - is already at the point of standstill, and any available parking in the village is totally on a pot luck basis. Many times - car park spaces are none existent.</p>
<p>The Little House Bovingdon Green Bovingdon Hemel Hempstead Hertfordshire HP3 0LD</p>	<p>The number of dwellings 57 plus 59 plus 129 is too high. With the development on the edge of the village people will frequently drive to the school, shops, library, doctors and dentists. This will cause congestion on Chesham Road, Green Lane and the High Street. These services will also be over stretched. The development needs to be of a more modest scale. Additionally, the repeated flooding of the Green Lane - Ley Hill Road junction needs to be addressed.</p>
<p>10A High Street Bovingdon Hemel Hempstead Hertfordshire HP3 0HG</p>	<p>This will create more traffic, which is terrible in the village. We have enough problems with people parking across my driveway going to the kebab shop or Tescos (if I ask them to move I have had a mouthful of abuse back) and they have broken up all the concrete on my driveway with their heavy vehicles and farm vehicles. There aren't enough places in the local school and both the doctors will be under severe pressure, meaning that if you want to book an appointment you will have to join a very long queue. The infrastructure of this</p>

	village just can't stand anymore building. It is very unfair for the people who have lived here for many years with the village getting busier and busier. It is also a lovely green area and will make this a much less rural area.
Newhall Mews High Street Bovingdon Hemel Hempstead Hertfordshire HP3 0HG	The size of this development is not in keeping with a village community. Parking is currently very difficult in the high street and an increase of residents in this number with potentially two cars per household is not acceptable There is a potential for increased pollution. There is also a risk local amenities will be oversubscribed such as our schools , GPS , dentist etc There has been no thought on the access to this sight considering the current difficulty moving about the village currently. It appears there is a risk this site will have every inch developed creating an urban sprawl that is detrimental to the overall environment Development will create a nightmare scenario on the high street and approaching roads on a daily basis. More green space should be allowed on the site
Highcroft Farm Hempstead Road Bovingdon Hemel Hempstead Hertfordshire HP3 0DS	We object to this proposed development in the Green Belt. Over development, it will put too much strain on the existing village facilities which are struggling already.
Tamarinda Long Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0ND	<ul style="list-style-type: none"> - This proposed site is Green Belt land and should not be developed. - The necessity for additional housing cannot be ignored, however, not at the expense of building new homes on green belt areas or in a village that already has one of the highest populations density concentrations of Dacorum's 25 wards. - Bovingdon has insufficient capacity, infrastructure or facilities for a development of this size in this location. The high street is already under enough pressure with the amount of traffic passing through it, in addition to the parking issues (already inadequate) with yet more people planned to access the local amenities. - There is no extra provision for school, doctors, dentists, shops for a development of this size. The village is already overstretched and cannot cope with the current population, let alone any increase associated with this development. - This development would increase traffic on the already congested roads, plus increase pollution within a village location in a rural setting adding both noise and environmental contamination. - The location of this development presents problems to Green lane at the exit points at both ends plus the currently quieter roads connecting into Green Lane: - Having an additional exit/entrance onto Green Lane will only increase traffic in the lane which is not suitable to support large

	<p>volumes of traffic. This is also directly next to a nature reserve with no consideration given to walkers and wildlife in this area.</p> <ul style="list-style-type: none"> - There is no adequate paving area within the Ley Hill Road end of Green Lane (too narrow) and presents increased danger to pedestrians due to significant traffic volumes increase because of the proposed development during and after construction. - the village end has a considerable number of parked cars which limits access through Green Lane and the junction itself is a difficult road to negotiate due to fast moving traffic and parked cars in the high street. <p>- Ley Hill Road end will be a congestion zone with increased hazard for cars getting access onto the busy Chesham Road. This is not helped with the increased daily traffic travelling to and from the film studios along with local traffic.</p> <p>- In addition, Green Lane experiences frequent flooding which makes the lane impassable to vehicles and pedestrians and this only highlights there is already a problem with surface water drainage in the area. A major development of this size in this proposed location is not going to address or improve the issues already faced by the village and its current community. Furthermore, flood risk modelling has predicted there will be flooding within the proposed site of up to 0.4m which is a 'danger to some' hazard rating. The management of this flooding via four water detention basins across the proposed site are simply spreading a problem with surface water drainage to another area although the 'water' contains a high level of silt and soil as can be seen in the ditches on the side of Green Lane which are completely full.</p>
<p>11 Ryder Close Bovingdon Hemel Hempstead Hertfordshire HP3 0HZ</p>	<p>The development of Grange Farm in Bovingdon is not going to enhance the area. The road is already regularly flooded, a building site will significantly add to this problem. Whenever it does flood, traffic is forced onto the High Street which is already dangerously over used. This is where the school is and the hub of the village. The increase of traffic caused by ongoing building work in Green Lane will cause severe problems, much worse than those currently caused by the floods. The Brickfields and adjoining woods are a rich local habitat, home to rare plants, deer, birds and a lovely local amenity. These will be detrimentally affected by the building works, subsequent increased traffic and spoilt by local noise pollution. I agree more building is needed, everywhere, but there must be better locations than one which will increase flooding (including sewage) and traffic and spoil an important natural site and local amenity.</p>
<p>94 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>As a resident of Green Lane I strongly object to this proposal. I chose to live in this village and have done bar 7 years for 52 years. The over development and increased building houses is completely spoiling what is and meant to be a village. The roads are already congested. Parking for local facilities is limited and already spilling onto roads and the high street becomes completely jammed at peak times. This is green belt land, and it should not be allowed to develop on this land. Doctors surgeries and dentists are already under huge pressure to</p>

	<p>cope with the population. Bovingdon primary does not have capacity for the current residents of the village This will increase pressure on the already over-crowded high-street and bring increased pollution to the village.</p> <p>Traffic and Highway Bovingdon high street is currently over stretched for traffic and dangerous. The double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini round about.</p> <p>I acknowledge there is a need to offer more affordable housing but not on green belt and in a village that is according to the latest figures, that in the Dacorum area of 25 Wards, Bovingdon, Flaunden and Chipperfield Ward has the 4th highest density of population of 9500 as at the 2021 census with Bovingdon on its own just over 5000. This will already be higher due to new houses that have recently been built.</p>
<p>15 Austins Mead Bovingdon Hemel Hempstead Hertfordshire HP3 0JX</p>	<p>Unfortunately, due to the amount of roadworks on Box lane, Chesham Road and Tower Hill, the existing residents of Bovingdon already have a nightmare trying to get in and out of the village on a regular basis. The public transport isn't up to scratch either. Considering how close we are to a main line train station and Watford, the buses are often irregular and far too few and far apart! I can't understand why the council would actually want to make this situation worse. Maybe things should be improved before actively making them worse.</p>
<p>76 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0JZ</p>	<p>The village is so busy now with to many cars it will become gridlocked if more houses are built</p>
<p>4 Hamer Close Bovingdon Hemel Hempstead Hertfordshire HP3 0RB</p>	<p>I object to this development. The market was closed down because of the traffic and now want to develop the village. The traffic will be awful through the village and on box lane. How will the school cope and surgeries cope! The school also is fine do not want a bigger school. Bovingdon is a village not a town. Do not spoil a lovely quiet place.</p>
<p>Cherry Trees Vicarage Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LT</p>	<p>Planning objection:</p> <p>Affect local ecology: The proposed site is Green Belt land. Building on this site will greatly extend the footprint of Bovingdon village into the protected area of the Green Belt as sets a dangerous precedent for more building to go ahead on similar sites.</p> <p>Out of keeping with character of area: The proposed site would significantly increase the population in the</p>

	<p>village and would chance the character of the area from a large village to a small town.</p> <p>Over development: The proposal is attempting to put too many houses and a care home into too small an area with minimal green space.</p> <p>Strain on existing community facilities</p> <p>A) Shops & parking Bovingdon High Street already has inadequate parking facilities for current residents and can't support more traffic. There are no extra local shops included in the development which means new residents will be forced to use the high street. In addition more pressure Will be put onto the existing Tesco store and car park which is too small with vehicles shopping in the store frequently dangerously park on the double yellow lines and block Chesham Road. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>B) Health This new development would also add considerable pressure to the two Doctor's surgeries and the Dentist which are already at capacity.</p> <p>C) School Bovingdon Primary School does not have capacity for the current residents of the village and this new development was promised to provide a school to alleviate this pressure. This is notably now missing from the application. A development of this size should provide increased schooling facilities in coordination with the Local Authority otherwise new residents will be forced into cars and on to the roads to travel to adjoining villages and towns for schooling. This will increase pressure on our already over-crowded High Street and bring increased pollution to the village.</p> <p>Traffic or Highway There is already a notable increase in the traffic on Bovingdon High Street and Chesham Road since Bovingdon Airfield Film Studios started. Whilst this is mainly limited to traditional rush hour times, this also affects many of the quieter lanes surrounding Bovingdon. The 2 proposed access routes from the site onto Chesham Road and Green Lane will mean in excess of 100 cars (minimum) pulling out onto roads. This doesn't include any staff working at the proposed care home site. The area is currently over stretched for traffic and an additional sizeable increase in cars will be dangerous.</p> <p>Again yet more pressure will be added to Bovingdon High Street as new residents from this sight will need parking to access the shops. In addition, the double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini roundabout.</p>
<p>11 Pembridge Road Bovingdon Hemel Hempstead Hertfordshire HP3 0QJ</p>	<p>Bovingdon is being over-developed from a village in to a small town, yet no additional infrastructure of access roads, health services, fire or police stations, or education is being introduced. There is already a prison within the village which is a drain on public services that have to come from further afield.</p>

	<p>The hospital services in West Herts are already at breaking point - there is no A&E in the nearest towns - Watford is the nearest & that can take half an hour to get to on a good day.</p> <p>Public transport is not the best in & out of the village - I worry more homes will bring more cars & more traffic pollution.</p> <p>The main route in & out of the village is a 'B' road which can get very congested & has been known to be inaccessible in snowy conditions. That's a worry for anyone needing emergency services.</p> <p>The High Street & surrounding roads are choked with traffic at all times of the day - parking is very limited & I can't see a plan to accommodate a small shop stocking essentials in the development - this will inevitably bring more congestion to the village as the plot is more than a stroll away of carrying groceries.</p> <p>More residents means still more drain on resources which are already overstretched.</p> <p>The roads adjacent to the site regularly flood - filling more fields with concrete will not help this issue.</p> <p>The natural habitats, flora & fauna in local nature reserves will be challenged with more people encroaching on it.</p> <p>Please think very carefully of what such a large development would do to the quality of life for the existing population - both human & animal!</p>
<p>36 Rymill Close Bovingdon Hemel Hempstead Hertfordshire HP3 0JA</p>	<p>I object to the development of Grange Farm on the basis of building on the Green Belt, over development within the village, putting pressure on existing traffic infrastructure within the village and surrounding area, reducing the air quality for existing residents, increasing the risk of further accidents on Green Lane to cyclists, pedestrians and children and exacerbating the issue of flooding.</p> <p>There are two other reasonable sized developments in/near the village at Molyneaux Avenue and the old Bobsleigh Hotel which could be considered to be on Brownfield sites and or in- filling within the village rather than building on the Green Belt and on the fringes. These sites would appear to be well suited for development within the village without having too much of an impact on traffic for existing residents, mainly due to the fact they lead out onto Chesham Road/Hempstead Road and of a size that can absorb the increase in traffic.</p> <p>The site at Grange Farm is too far for the 21st century citizen to walk into the village and will only reasonably be expected to increase the volume of vehicle traffic up and down Green Lane more than likely due to the planned entry/exit points to the site. There are two areas within Green Lane where traffic goes down to one lane as it is due to existing cottages and the lack of off-street parking for those houses. These areas being between Orchard Way and Louise Walk and between the High Street and Meadowbank Close. At several times of the day this causes congestion and road rage, not to mention accidents for one reason or another. Having the access roads in/out of the proposed development onto Green Lane is preposterous and will lead to an increase in the number of traffic accidents at those locations. In order to reduce this risk, the vehicular access points could be planned onto Chesham Road which is more capable of absorbing the number of vehicle movements to/from/around the</p>

	<p>village and beyond that a site of this size will have.</p> <p>There has been much discussion around the primary school in the village being oversubscribed, however I have a concern about the impact that a development of this size will have on the secondary schools within the area. Already children from the village frequently do not get their first choices when it comes to secondary school and the nearest secondary schools are struggling to cope with the increased pressure to take ever increasing numbers of children.</p> <p>As has been mentioned within numerous comments this area is already subject to severe flooding during times of heavy rain and to think that replacing grassland with a heap of concrete and numerous bore holes will solve the long-standing issue doesn't add up. My main concern is the impact the additional houses and considerable increase in water/sewer usage will have on the underground water systems already in existence "downstream" of the proposed development. In recent years significant work has taken place to reduce flooding downstream which has improved matters. Adding a further large scale development risks reversing this, making flooding worse than it was before the improvement works took place.</p>
<p>6 Hamilton Mead Bovingdon Hemel Hempstead Hertfordshire HP3 0JF</p>	<p>Bovingdon simply cannot cope with such developments, without losing the status of being a village and becoming classed as a small town.</p> <p>Current residents already struggle with the volume of traffic in the village and there is not enough adequate parking in the High Street, There is also not enough infrastructure or facilities (school, doctors, etc) to cope with the extra people (and cars) this development would bring to the village. Public transport is already inadequate too.</p> <p>Box Lane is the main thoroughfare in and out of the village. More often than not there is disruption due to roadworks, causing delays and headaches for current residents, as it is. We simply cannot tolerate any additional and permanent road traffic due to this development.</p> <p>Our village needs to remain a village and retain the countryside it has surrounding it, and for Green Belt land NOT to be developed in such a way.</p>
<p>49 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0JZ</p>	<p>I moved from London to raise our family in a village setting nearly 30 years ago. Sadly our village has lost many valuable services such as the Fire Station and Bank. Our library is reduced to Community Status. My children are now at the age of seeking to buy property but can't afford anything local or anything proposed in the forthcoming planning applications.</p> <p>I echo all the objections raised from getting to see a GP, traffic in the High Street, sewer and flooding concerns. Our local hospital is severely stretched, I am currently awaiting 2 consultant appointments, both have a year waiting list.</p> <p>Our infrastructure simply can't cope! As a disabled resident we have no disabled parking in the village so I'm surprised to see another care facility proposed with a further</p>

	<p>planning application.</p> <p>We have sheer madness with drivers taking short cuts on Green Lane often speeding, I have witnessed several collisions over the years, it is only a matter of time until we have a fatality if not Green Lane then in the village. The last thing we need is more traffic in our village.</p> <p>In short, I choose to live in this village, let's keep it a village</p>
<p>62 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0JZ</p>	<p>We object to the development primarily on road traffic, road traffic noise, parking and using Green Lane as a main cut through road to the village causing increased damage to the road(s), increased noise, increased air pollution plus safety to the existing local residents and not forgetting the nature and character of the area around the Green and Green Lane.</p> <p>It concerns us that the considerable increase in vehicle traffic and noise on Green Lane will be passing by my house, will adversely affect why I purchased a property in Green Lane.</p> <p>I chose Bovingdon because of its village location and rural tranquil and countryside and we are incredibly concerned of the unavoidable increase in traffic and noise which will be due to this new development and we are hugely concerned that the new development will inevitable be using Green Lane as a cut through to the village, to Chipperfield, to Kings Langley, to Watford and to the M25 and additionally using Box Lane which is already a traffic nightmare! to go to Berkhamsted or to Hemel Hempstead and/or to the M1.</p> <p>ΩGreen Lane (village end) is already reduced to one lane due to parked cars outside older properties (with no off-street parking) effecting traffic flow through the village - more traffic using this road will only increase the problem and we are concerned of the safety of the residents and families of Bovingdon especially if cars are travelling at speed to use Green Lane as a cut through.</p> <p>ΩΩTraffic volumes are already exceeding the road capacity for safe and reasonable use, not just in Green Lane also the High Street which is already a huge concern with safety issues and can at times already be challenging by existing traffic volumes, parking capacity and again a concern for the safety of residents and their families.</p> <p>ΩΩBovingdon roads are already full of potholes and unsafe road surfaces, which will undoubtedly increase and we are concerned of the environmental damage and again the safety of the residents and the preservation of this historical and beautiful village.</p> <p>ΩReviewing the plans, there is clear evidence there is a lack of parking.! and a huge concern due to increased housing costs and government stats, young people are now living at home longer meaning an average of 2 to 4 vehicles per household, especially when cars are needed due to the location of the new development with very little public transport links.ΩΩ</p> <p>Reviewing the plans, I was surprised not to see the facility for extra local shops included in the development; The new residents will have no choice but to use the High Street, which sadly already has</p>

	<p>inadequate parking for the current shops which is a huge safety issue already and a concern for residents safety in crossing the road, walking in the High Street and driving in the High Street due to increased volume of traffic.</p> <p>To end I am sitting at home and horses have just walked passed my house, the tranquility and enjoyment of listening to this is priceless, we genuinely are saddened and hugely concerned this ultimately will change the demographics of Bovingdon and the proposed development will cause concern for the local environment and simply will be hazardous and unsafe for the village, community and residents and ultimately will cause damage to the roads and unnecessary increase in noise and air pollution and should be hugely reconsidered and not go ahead in the location suggested.</p>
<p>5 Birch Lane Flaunden Hemel Hempstead Hertfordshire HP3 0PT</p>	<p>Bovingdon's infrastructure can barely cope with with its current population; the school has insufficient places and GP services are under pressure. Traffic congestion in and around the High Street is dangerous, especially at peak school times, and parking facilities are inadequate at best. This proposed large development would massively exacerbate these problems - come and see the chaos at school drop off and pick up - it's dangerous I know as my son was hit by a car and was lucky for once the car wasn't speeding.</p> <p>How can a development be allows on green belt land?? It's next to the currently tranquil Boxmoor Trust brickworks site - this development would no doubt ruin it. It's fuelled by greed not by local need.</p>
<p>47 Howard Agne Close Bovingdon Hemel Hempstead Hertfordshire HP3 0EQ</p>	<p>- the village at present is unable to cope with the increasing number of through traffic, as well as the high volume of daily traffic in and around the high street, making it impossible to drop off & pick children up from the school, visit one of our local stores or simply get in or out of the village. Not only is this already an inconvenience but a huge safety concern for the local people. Adding to the population of the village is only going to increase these numbers and course an array of unwanted issues for the local community.</p> <p>- with the increased proposal of housing there has been no consideration for additional school or amenities.</p> <p>There is a lack of parking on the plans. Young people are living at home longer meaning an average of 2-4 vehicles per house, especially in locations with with very little public transport links.</p>
<p>The Waylands 42 Chesham Road Bovingdon Hertfordshire HP3 0EA</p>	<p>I object on the following grounds:</p> <ol style="list-style-type: none"> 1.Increased traffic through the village 2.The infrastructure of the village cannot cope with the high number of additional houses eg GP and school provisions 3.Even more congestion and parking problems on the High Street 4.The original submission included a new school - this appears to have been dropped. <p>I strongly object to the proposed development for the following reasons.</p> <ol style="list-style-type: none"> 1.Increased traffic in the village without new road provisions. The High

	<p>street is already clogged up with inadequate parking provisions. Chesham Road which is a main route to Chesham Amersham and the Bovingdon Firm studios will be unable to cope.</p> <p>2.The proposed development is on Green Belt land. Priority should be given to building on Brown Field sites</p> <p>3.The proposed development is on a flood plain which is contrary to planning advice</p> <p>4.The infrastructure of the village is already stretched. This applies to school places, GP and dental services.</p>
<p>15 Hyde Meadows Bovingdon Hemel Hempstead Hertfordshire HP3 0ER</p>	<p>This plan is flawed because of Bovingdon's village High Street, which is already unfit for modern-day purposes.</p> <p>The High Street is the centre of the village, featuring all the shops, cafes, restaurants, village hall, pubs and other things but has inadequate parking and the turning into the village near Tesco is a hazard because it is essentially a single lane due to the parked cars. Every day people drive on the pavement to get past each other. There is simply not the infrastructure to support more homes until that is all fixed.</p> <p>If this development was trying to ease the pressure on the High Street by putting some commercial units within there, plus things like a school and doctors etc, I would probably support it. But to think our current village centre can handle even more people and cars is nonsensical. Please do not do this.</p>
<p>15 Hyde Meadows Bovingdon Hemel Hempstead Hertfordshire HP3 0ER</p>	<p>We strongly oppose this development for the following reasons:</p> <p>1 - This is GREEN BELT land & should not be built on.</p> <p>2 - Bovingdon does not have the capacity for an overdevelopment of this size. The high street is already under extreme pressure with all of the traffic passing through the village as well as parking issues with people trying to access the local shops.</p> <p>3 - No extra provision for school, doctors, dentists, shops for a development of this size. The village cannot cope with the residents it has, let alone adding more with the addition of this proposal.</p> <p>4 - An increase in not only traffic on the already congested roads, but an increase in pollution (both noise & environmental).</p> <p>5 - This coupled with the planning for an additional 43 homes on the Chesham Road & 56 on the Bobsleigh site as well as a 59 bed care home, the amenities such as sewerage & drainage will struggle to cope.</p>
<p>36 Old Dean Bovingdon Hemel Hempstead Hertfordshire</p>	<p>With this planning application and the further 2 planning applications near the prison and the redevelopment of the Bobsleigh Hotel site will bring tremendous stress to Bovingdon's already stretched resources and surrounding roads/highways. Bovingdon cannot cope with all</p>

<p>HP3 0ET</p>	<p>these new dwellings. Our school is already over subscribed, our Doctors/Dentist Surgeries, parking availability (esp for disabled drivers and pedestrians) are also severely overstretched. When the news of this particular application was first talked about, Bovingdon residents were informed that great thought would be taken into deciding if changes were needed to the already overstretched infrastructure of the villages' should planning be approved. Bovingdon Academy is already over subscribed for the residents, Doctors/Dentist Surgeries are also overstretched. The Villages' High Street cannot cope with the huge volume of traffic it already has, nevermind the amount of extra traffic there will be due to this application, and the 2 further applications. The first beside the prison and then the redevelopment of the Bobsleigh Hotel. Bovingdon residents have already seen that planners have deemed the High Street will not be affected by the extra traffic! I urge planning inspectors to visit Bovingdon during the week using school drop off and pick up times for pupils or visit on a Sat morning and they will see to see that this is simply untrue. Also our school is over subscribed. Along with the already mentioned problems with the Villages' school and NHS Facilities, thought also needs to be taken to Hertfordshires' already woefully overstretched Hospital facilities, with special emphasis going to our A&E facilities due to Hemel Hempstead Hospital losing them. There is simply no adequate resources to cope with these applications. If the planning can be looked at again, with drastic changes being made to these areas, I would have no objections to ALL three planning applications</p> <p>I would however, like to highlight that any social housing AT ALL planning sites be made first available to all Bovingdon residents that are already on the housing register either waiting for their first housing or due to overcrowding and this should not be compromised. Then and only then, should social housing be offered outside of Bovingdon.</p>
<p>Parkhurst Hempstead Road Bovingdon Hemel Hempstead Hertfordshire HP3 0HF</p>	<p>Affect local ecology: The proposed site is Green Belt land. Building on this site will greatly extend the footprint of Bovingdon village into the protected area of the Green Belt as sets a dangerous precedent for more building to go ahead on similar sites.</p> <p>Out of keeping with character of area: The proposed site would significantly increase the population in the village and would change the character of the area from a large village to a small town.</p> <p>Over development: The proposal is attempting to put too many houses and a care home into too small an area with minimal green space.</p> <p>Strain on existing community facilities A) Shops & parking Bovingdon High Street already has inadequate parking facilities for current residents and can't support more traffic. There are no extra local shops included in the development which means new residents will be forced to use the high street. In addition more pressure will be put onto the existing Tesco store and car park which is too small with</p>

	<p>vehicles shopping in the store frequently dangerously park on the double yellow lines and block Chesham Road. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>B) Health This new development would also add considerable pressure to the two Doctor's surgeries and the Dentist which are already at capacity.</p> <p>C) School Bovingdon Primary School does not have capacity for the current residents of the village and this new development was promised to provide a school to alleviate this pressure. This is notably now missing from the application. A development of this size should provide increased schooling facilities in coordination with the Local Authority otherwise new residents will be forced into cars and on to the roads to travel to adjoining villages and towns for schooling. This will increase pressure on our already over-crowded High Street and bring increased pollution to the village.</p> <p>Traffic or Highway There is already a notable increase in the traffic on Bovingdon High Street and Chesham Road since Bovingdon Airfield Film Studios started. Whilst this is mainly limited to traditional rush hour times, this also affects many of the quieter lanes surrounding Bovingdon. The 2 proposed access routes from the site onto Chesham Road and Green Lane will mean in excess of 100 cars (minimum) pulling out onto roads. This doesn't include any staff working at the proposed care home site. The area is currently over stretched for traffic and an additional sizeable increase in cars will be dangerous.</p> <p>Again yet more pressure will be added to Bovingdon High Street as new residents from this sight will need parking to access the shops. In addition, the double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini roundabout.</p>
<p>19 Granville Dene Bovingdon Hemel Hempstead Hertfordshire HP3 0JE</p>	<p>The school is already oversubscribed, the doctors, dentists, pharmacy are all struggling to meet demands and there are already high levels of traffic in the village.</p> <p>There is more than enough land to build a whole new village with schools, amenities etc... throughout all the home counties. Why the constant need to overcrowd existing villages and in turn ruin their charm?</p> <p>If it doesn't come with anything to improve or enhance the village why support it?</p>
<p>61 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>I strongly object for the following reasons:</p> <p>According to the latest figures, in the Dacorum area of 25 Wards, Bovingdon, Flaunden and Chipperfield Ward has the 4th highest density of population of 9500 as at the 2021 census with Bovingdon on its own just over 5000. Why is Bovingdon becoming the target of over development given we also have as film studios which has</p>

brought a huge increase in traffic and heavy goods vehicles.

The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.

According to the Government classification a village is a settlement with a population of less than 7,500, the recent developments along Chesham Road, coupled with the proposed developments at the The Bobsleigh and Molyneax Ave are clearly going to take Bovingdon over this population.

There is a lack of parking on the plans, children are living at home longer and homes are now populated with 2-4 vehicles on average, especially homes within a village setting with very little public transport links.

The Bovingdon Parish Council have failed to liaise with residents over recent proposals and do not reflect the views of the villagers.

The infrastructure within Bovingdon village cannot cope with any further additional developments, we are already over capacity for our medical facilities and schools. Disabled patients cannot park for Longmeadow Surgery in the High Street any more as there are no disabled bays and a severe lack of parking within the vicinity.

Green Lane is now a hazard on a Sunday as pavements are parked upon due to lack of space at Bovingdon Football Club, those with pushchairs, walkers and wheelchairs can no longer pass safely.

The speed limit of 30mph along Green Lane is rarely adhered to and this development will only bring more traffic along the road to the village.

There is no suitable public transport links from the village to surrounding areas, with only a single unreliable bus service between Chesham and Hemel Hempstead, and an infrequent service from the centre of Bovingdon High Street to Watford.

The flooding on Green Lane is so severe you cannot walk along or drive through the flood when it rains so how will pedestrians access the walk from Green Lane to the village centre?

If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. It is not clear how the surface water would drain through the base of the basin into the boreholes. The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways.

Strain on existing community facilities. There are no extra local shops included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping

in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous High Street.

Over development. Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded High Street and bring increased pollution to the village.

Green Lane already has a lack of parking for residents, and it has become a slalom to try and negotiate driving up and down Green Lane.

Green Belt land should be protected, there has already been significant building allowed in Bovingdon that has put pressure on the local community. Green belt land should be protected at all costs to preserve ecological systems.

Why has Dacorum Borough Council not reached out to the whole of the village regarding such an impactful development? Surely this needs as wider consultation piece which will affect the village to the detriment of our community.

The footpath from the development to the High Street is NOT on a level pathway and is not conducive to a carefully thought out route for care home residents or disabled persons.

It is not clear if the affordable housing will be available to the children of exiting residents who appreciate and understand what it is like to live in a village rather than persons from the city who are deciding to come out to the suburbs. Our children need assistance in buying their first home near to family and not to be pushed out to other counties.

I wholly object to the revised plans, planning has been granted now for the Molyneaux Avenue development and until this is completed and occupied the impact of further development cannot be assessed fully.

The village is already over developed with no additional infrastructure planned such as medical facilities, schooling for year 7 onwards and the parking in the village is intolerable on a good day. Children do not have access to public transport from Bovingdon to either Kings Langley or Ashlyn's secondary schools at present, this needs to also be addressed and not by an overpriced private bus service which most families cannot afford and which is unreliable.

There is no disabled parking for Longmeadow Doctors Surgery which means those who will be resident in the care facility will not be able to drive or be driven to this surgery to be seen.

The plans do not take account of the flooding issue at the top of Green Lane which leaves the road impassable through the year after

	<p>heavy rainfall, this means residents will be forced left onto green lane and into the congested village in order to get onto the Chesham Road. The traffic analysis does not take this into account either.</p> <p>Bovingdon is the fourth highest populated area within Dacorum and development should not continue at this pace nor on greenbelt land, when there are far too many brownfield sites around Dacorum which could be developed upon instead.</p> <p>Finally, the majority of residents have not been consulted with and your letter needs to be sent to ALL residents of the village as this development is too large not to. Bovingdon Parish Council have also failed in their duty to fully consult with the residents of Bovingdon, probably due to promised financial inducement which does not compensate in any way to the desecration of this development.</p> <p>The addition of a Scout Hut was only supported by 6 persons when looking at their supporting documents uploaded on the 8th December, this is not exactly a high level of support when considering the population of the village.</p> <p>The letter from Carousel buses does not even consider the impact on the village, it is clearly written by someone who has no knowledge of the village nor it's constraints.</p>
<p>Memorial Hall High Street Bovingdon Hemel Hempstead Hertfordshire HP3 0HJ</p>	<p>The committee supports the application in principle, conditional upon the community benefits as outlined on page 44 of the Design and Access Statement being delivered by the developer.</p> <p>Support is also on the understanding that the Extra Care Housing will provide a residential care home facility.</p>
<p>7 Hawkins Way Bovingdon Hemel Hempstead Hertfordshire HP3 0UB</p>	<p>Yesterday I couldn't park to buy a pound of sausages in Bovingdon High Street. This is a classic overdevelopment without proper consideration of local infrastructure. In the planning application it states provision of :</p> <p>' all other associated works and infrastructure'</p> <p>This is absolute nonsense. This project is about profit not the local community. Absolute disgrace.</p>
	<p>In the 1990s the Dacorum local plan stated that "Bovingdon had reached saturation for development. The school was full, the High Street very congested, parking very limited. Box lane was the busiest B road in Herts and jams and road works cause delays to emergency services" The plan recommended that residential development be limited to 90 dwellings in the following 10 years, a number which has been greatly exceeded. There will be an average of two cars for each dwelling on the site, increasing pressure on Box Lane and Chesham Road. Most children will be taken to school by car making traffic in the High Street impossible.</p>
<p>11 Hawkins Way Bovingdon Hemel Hempstead Hertfordshire</p>	<p>I tried to drive through Bovingdon High Street this morning which left me traumatised negotiating passage through parked cars to the left, a huge tractor and double decker bus trying to pass each other, the sheer number of trucks and cars backing up trying to pass through the</p>

<p>HP3 0UB</p>	<p>shopping area attempting to prevent damage to parked cars and our own vehicles. In the 6 years since I have lived here the numbers of vehicles have exploded leading to dangerous conditions. Inadequate increased parking since Tesco and Simmonds have joined our village. I call it a village but actually it has the vehicle numbers of a small town now! I avoid the manic school drop off and pick up times. My husband has had to wait 3 weeks to get a telephone appointment with his doctor at Long Meadow surgery. How can Dacorum planners even consider these new houses based on current parking, driving, school places and doctor's availability at this time is beyond my comprehension. If you can estimate the increased numbers of school places needed, at least 2/3 cars per household to the new homes, about 500 people registering with the doctors how can our village accommodate these as things stand now?</p>
<p>Pine Corner Hempstead Road Bovingdon Hemel Hempstead Hertfordshire HP3 0DS</p>	<p>We strongly object to this proposed development. The proposal to build 129 dwellings plus a 59 unit Extra Care accommodation seems to be over-development. Assuming the possibility of each dwelling having 2 or 3 cars (with the exception of the care facility) there is the 'potential' of an extra 258 to 387 vehicles using Green lane, Chesham Road, Hempstead Road and Box lane on a daily basis. The B4505 is the busiest 'B' road in Hertfordshire! Our already overstretched community, with its lack of parking and severe congestion in the high street is bad enough, but to accommodate the additional vehicular traffic this development will create will cause further gridlock. The infrastructure in place simply cannot cope with this additional pressure.</p>
<p>7 Newhouse Road Bovingdon Hemel Hempstead Hertfordshire HP3 0EJ</p>	<p>I object to this proposal to build on green belt land in principal as well as on many other issues including</p> <p>1 The impact it will have on traffic both during construction and once completed. The main access to the site will be along the not very wide Chesham Road where the pavements are narrow and it is already unpleasant to walk along (air pollution) and at times can feel unsafe when large lorries pass by. There are an increasing number lorries using Chesham Road in the earlier hours disturbing my sleep. I presume they are travelling at that time to avoid the existing congestion later in the day. I fear that the small double roundabout at the junction of the High Street with Chesham Road and Hempstead Road will become more frequently gridlocked with the increase in traffic jeopardizing the safety of people trying to cross and walk into the centre of the village. The Halfway House pub kindly allows school parents to park in its car park.</p> <p>2 Thames Water is not coping with current sewerage. Discharging into the River Chess.</p> <p>3 Many in the village believe it is a nursing home that is to be built, not understanding the difference between that and a care home.</p> <p>4 There will be no easy access route for residents of the care home to</p>

	<p>reach the shops on a mobility scooter.</p> <p>5 The GP surgeries feel as if they are overwhelmed at present. There are more developments in the pipeline in both Kings Langley (where the Long Meadow surgery has its main base) and Bovington in addition to this proposal.</p> <p>6 There is already a lot of stressful discussion every year amongst parents about allocation of secondary school places. Have Hertfordshire Educational Department been consulted about the possible increase of population on the edge of their county boundary?</p> <p>7 I find it difficult to believe that drilling boreholes will cope with the flooding that happens in the top end of Green Lane during heavy rain, although it might help it dry out faster. To me it appears that a lot of the water comes from off the airfield and runs down along the tarmac from Chesham Road.</p>
<p>15 Austins Mead Bovington Hemel Hempstead Hertfordshire HP3 0JX</p>	<p>I moved to a small tranquil village called Bovington 20+ years ago. Whilst I am not against change what I do object strongly to is the TOWN it is becoming. Being on the borders with bucks the local Dacorum council appear happy to over develop the amount of houses being built whilst completely ignoring the fact of developing the infrastructure first.</p> <p>Currently, the roads struggle to cope with years of increased traffic and one of the countries busiest B roads. The health providers cannot provide appointments and in the days of going "green", the transport alternatives are near on no existent unless you want to arrive at your destination 1.5 hours early.</p> <p>Traffic volumes will exceed the road capacity for safe and reasonable use. In particular, in Green Lane and the High Street which are already challenged by existing traffic volumes and parking capacity throughout the day.</p> <p>The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.</p> <p>There is a lack of parking on the plans. Young people are living at home longer meaning an average of 2-4 vehicles per house, especially in locations with very little public transport links.</p> <p>Strains on existing community facilities. There are no extra local shops included in the development. New residents will have to use the high street, which already has inadequate parking for the current shops. Tesco car park is limited and vehicles users who shop there often have to park dangerously on double yellow lines.</p> <p>There is already a notable amount of extra traffic and people due to the Bovington studios.</p> <p>Further consideration should be given to keep increased vehicle traffic from around the Green/Box Moor Trust land (Brickfields) for environmental, preserving character and pedestrian safety management.</p>

	<p>The increased light pollution from the development and any additional street lighting added will affect our enjoyment of our property and the area.</p>
<p>15 Howard Agne Close Bovingdon Hemel Hempstead Hertfordshire HP3 0EQ</p>	<p>This is green belt land and should not be developed. Traffic on the High Street is already chaos, this will worsen it. Parking on the High Street is already chaos, this will massively worsen it as residents would not walk from the proposed development to the High Street. The primary school cannot cope with increased demand. There was originally provision for a new school in the proposals which appears to have been quietly dropped. The doctors surgeries will not be able to cope with the increased demand, it's already difficult to get an appointment. No thought whatsoever has gone into the increased strain on local resources when planning this proposed development, it's just more dense housing and no new facilities.</p>
<p>9 Dinmore Bovingdon Hemel Hempstead Hertfordshire HP3 0QQ</p>	<p>I object to this planned development. My Husband had submitted his own objection but felt I wanted to add additional comments.</p> <ul style="list-style-type: none"> - the traffic and parking in the village is entirely over congested. A simple journey via the high street can take several minutes due to the sheer volume of traffic and parked cars. This is not only just an unnecessarily challenging drive but can be at times dangerous due to the sheer volume of cars and parking (which has become increasingly risky due to the limited parking options). And all this by a primary school! The traffic has increased rapidly just in the 2 years I have lived here. Plans to add to this traffic and congestion seem entirely nonsensical. - As a Doctor in a nearby area that has had a recent increase in new developments, I can assure you that this will have an impact on healthcare. Where demand already outweighs capacity, adding in a large development and population, will only add to this. - in addition to healthcare, the plans do not seem to account for the added burden on schools, local childcare and shops. The lack of recognition of this impact shows that the current village's needs have not been considered. <p>This development does not consider the current strains on the village. I cannot fathom how it seems to be a good place for a development when it is already overstretched.</p> <p>Worryingly, there are potential safety issues that need to be considered, such as the implications for healthcare, of pollution, and an increased risk of dangerous traffic and parking - I would urge to consider whether safety is something you wish to compromise on?</p>
<p>Homefield Lodge Pudds Cross Bovingdon Hemel</p>	<p>I strongly object for the following reasons: According to the latest figures, in the Dacorum area of 25 Wards,</p>

<p>Hempstead Hertfordshire HP3 0NJ</p>	<p>Bovingdon, Flaunden and Chipperfield Ward has the 4th highest density of population of 9500 as at the 2021 census with Bovingdon on its own just over 5000. Why is Bovingdon becoming the target of over development given we also have as film studios which has brought a huge increase in traffic and heavy goods vehicles.</p> <p>The local single track lanes cannot cope with increased traffic, they are already full of potholes and defective road surfaces, which traffic will use to access the M25 and other connections.</p> <p>According to the Government classification a village is a settlement with a population of less than 7,500, the recent developments along Chesham Road, coupled with the proposed developments at the The Bobsleigh and Molyneax Ave are clearly going to take Bovingdon over this population.</p> <p>There is a lack of parking on the plans, children are living at home longer and homes are now populated with 2-4 vehicles on average, especially homes within a village setting with very little public transport links.</p> <p>The Bovingdon Parish Council have failed to liaise with residents over recent proposals and do not reflect the views of the villagers.</p> <p>The infrastructure within Bovingdon village cannot cope with any further additional developments, we are already over capacity for our medical facilities and schools. Disabled patients cannot park for Longmeadow Surgery in the High Street any more as there are no disabled bays and a severe lack of parking within the vicinity.</p> <p>Green Lane is now a hazard on a Sunday as pavements are parked upon due to lack of space at Bovingdon Football Club, those with pushchairs, walkers and wheelchairs can no longer pass safely.</p> <p>The speed limit of 30mph along Green Lane is rarely adhered to and this development will only bring more traffic along the road to the village.</p> <p>There is no suitable public transport links from the village to surrounding areas, with only a single unreliable bus service between Chesham and Hemel Hempstead, and an infrequent service from the centre of Bovingdon High Street to Watford.</p> <p>The flooding on Green Lane is so severe you cannot walk along or drive through the flood when it rains so how will pedestrians access the walk from Green Lane to the village centre?</p> <p>If 50 boreholes are required to drain the site this would indicate that the ground conditions are not suitable to support this level of development. Concentrating 37 boreholes in one location is likely to reduce the effectiveness of each of the boreholes and increase the risk of flooding. Placing deep borehole soakaways at the base of a basin is likely to increase the risk of the boreholes silting up and failing. It is not clear how the surface water would drain through the base of the basin into the boreholes. The location of the base of the basin has not been tested to demonstrate suitable ground conditions for the deep borehole soakaways.</p>
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	<p>Strain on existing community facilities. There are no extra local shops included in the development. This means new residents will be forced to use the high street. The high street already has inadequate parking for the current shops. Tesco car park is limited and vehicles shopping in the store frequently, dangerously park on the double yellow lines and stated above. Any new development would need shops provided with in it as to not add pressure to an already dangerous High Street.</p> <p>Over development. Bovingdon primary school does not have capacity for the current residents of the village and this new development was promised to provide a school. This is missing from the application. A development of this size should provide increased schooling facilities. Otherwise more residents will be forced into cars and on to the roads to travel to adjoining towns for schooling. This will increase pressure on the already over-crowded High Street and bring increased pollution to the village.</p> <p>Green Lane already has a lack of parking for residents, and it has become a slalom to try and negotiate driving up and down Green Lane.</p> <p>Green Belt land should be protected, there has already been significant building allowed in Bovingdon that has put pressure on the local community. Green belt land should be protected at all costs to preserve ecological systems.</p> <p>Why has Dacorum Borough Council not reached out to the whole of the village regarding such an impactful development? Surely this needs as wider consultation piece which will affect the village to the detriment of our community.</p> <p>The footpath from the development to the High Street is not on a level pathway and is not conducive to a carefully thought out route for care home residents or disabled persons.</p>
<p>17 Howard Agne Close</p> <p>Bovingdon Hemel Hempstead Hertfordshire HP3 0EQ</p>	<p>I object to the proposed planning application on the following grounds:</p> <p>The proposal is to build on green belt land and the purpose of designating land as green belt is to prevent just this situation arising. To allow this development would be a denial of the good intent of green belt land designation.</p> <p>The entire infrastructure of the village cannot support the influx of population that this development would cause; i.e. school places, doctors surgeries, dentists, sewage system etc.etc.</p> <p>The road system is incapable at the present level to cope with the amount of traffic now using the village. This has increased with the recent developments already in the village, and the extra traffic generated by this development would create chaos and make parking and congestion intolerable. The single-track lanes around the village would be overrun.</p> <p>Having lived in the village for over 45 years, I have noted the</p>

	<p>continuing problem with flooding at the junction of Green Lane and Ley Hill Road, and also the attempts to solve the problem, none of which have been successful. Surely this issue should be a major concern for any development.</p> <p>There would be no benefits for the existing Bovingdon residents, in fact it would severely affect the quality of life by this destruction of green belt land.</p> <p>This proposal would have an enormous negative impact for the village and it is outrageous that such a cavalier attitude be applied to green belt land.</p>
<p>16 Lancaster Drive Bovingdon Hemel Hempstead Hertfordshire HP3 0RX</p>	<p>I've lived in the village for 26 years. It has become so busy over the years. The high street is a nightmare and will never cope with the extra traffic. Additional housing will be a strain on amenities. The school is already oversubscribed. What about the Green belt? It should stay green! The development is not in keeping with the village.</p>
<p>30 Pembridge Road Bovingdon Hemel Hempstead Hertfordshire HP3 0QN</p>	<p>As a resident of Pembridge Road, living very close to the proposed development, I object to the Grange Farm development for the following reasons:</p> <ol style="list-style-type: none"> 1. Green belt land: this land is green belt and should be protected. It will be detrimental to the many wildlife abundant in the area. In addition, this will have a knock-on effect on the surrounding areas and the wildlife that resides there, such as Bovingdon brickworks and Bovingdon green 2. The schools and doctors in Bovingdon/serving Bovingdon are unable to provide for the current residents of Bovingdon. It concerns me that there are no plans to provide for any additional residents, which could include up to 1,000 people for the doctors and 300 children for the school. 3. The proposal for access via Pembridge Close will cause a major increase in foot traffic along Pembridge Road causing noise nuisance and disruption. 4. Traffic congestion will increase both in the high street and the junction of Green Lane with Chesham Road, making it even more difficult to access these areas than it is already. 5. Drainage is a major concern. There have been sewage problems along the "Moody Estate" (Pembridge Road, Dinmore, Eastnor, Pembridge Close) for many years. There is regularly a smell of sewage in the area. The drains will be unable to cope with the additional sewerage of 188 houses as well as the runoff from the fields they are being built on, which already regularly flood and make Green Lane impassable. 6. As well as traffic congestion in the local area, there is only one main way out of Bovingdon - Chesham Road/Box Lane - this already has severe traffic during rush hour which will only increase with an additional c.700 cars. Making it difficult for people to travel to their jobs/schools/colleges etc.
<p>2 Lancaster Drive Bovingdon</p>	<p>I strongly object to this proposed development on this parcel of green belt. There simply is not the infrastructure to support this level of</p>

<p>Hemel Hempstead Hertfordshire HP3 0RX</p>	<p>development.</p> <p>Box Lane is regularly backed up with traffic, and the busy high street is a nightmare. There is not enough parking or space as it is without more dwellings being added to the mix. The traffic on the roads out of Bovington is already extremely busy. There seem to be too many developments being planned, but This development is particularly large, and likely to have the biggest impact.</p> <p>As well as the already creaking infrastructure, it is massively out of keeping with the village, and is almost stuck on the outskirts. Green lane should stay green. Lots of walkers, runners, bikers and horse riders enjoy the lane, this development will take away this valuable haven. In addition to the extra traffic and pressure on amenities, It will also put too much pressure on the already dwindling green spaces.</p> <p>Bovington is a lovely village but this will change that. It will create chaos as well as ruin the feel of the village.</p> <p>There is already a huge increase in traffic and traffic jams in the high street and surrounding roads of Bovington. Box Lane is also at times so busy it backs up into Bovington. Any additional development will have a huge and negative impact on already overstretched infrastructure, and amenities. The amended plans do very little to alleviate the problems this development will undoubtedly cause.</p> <p>This is over development for the village, not only ruining the character of the village but putting a big strain on the area in terms of infrastructure, amenities and character.</p>
<p>11 Chesham Road Bovington Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>The issues I have with this is that it will cause a massive increase of traffic in the village that already has traffic issues. The roads in the area are already too small for the amount of traffic we have.</p> <p>There isn't enough space at the doctor surgeries to cover this amount of people. it is already hard enough to get an appointment without the extra people added to it.</p> <p>There isn't enough space at the school for the extra pupils this development would bring. The original plan had a school but now it doesn't meaning the children have to go elsewhere.</p> <p>The road next to the site regularly floods with water deep enough to go inside buses along the route. this water would just go inside the houses instead. The drains in the area often get blocked with mud so no drainage system would solve the issue for long.</p>
<p>Water Lane Farm Water Lane Bovington Hemel Hempstead Hertfordshire HP3 0NA</p>	<p>OBJECTIONS TO PROPOSED SITE</p> <p>Affect local ecology</p> <p>The proposed site is Green Belt land. Building on this site will greatly extend the footprint of Bovington village into the protected area of the Green Belt as sets a dangerous precedent for more building to go ahead on similar sites.</p> <p>Out of keeping with character of area</p> <p>The proposed site would significantly increase the population in the village and would chance the character of the area from a large village to a small town.</p>

	<p>Over development The proposal is attempting to put too many houses and a care home into too small an area with minimal green space.</p> <p>Strain on existing community facilities</p> <p>A) Shops & parking Bovingdon High Street already has inadequate parking facilities for current residents and can't support more traffic. There are no extra local shops included in the development which means new residents will be forced to use the high street. In addition more pressure Will be put onto the existing Tesco store and car park which is too small with vehicles shopping in the store frequently dangerously park on the double yellow lines and block Chesham Road. Any new development would need shops provided with in it as to not add pressure to an already dangerous high street.</p> <p>B) Health This new development would also add considerable pressure to the two Doctor's surgeries and the Dentist which are already at capacity.</p> <p>C) School Bovingdon Primary School does not have capacity for the current residents of the village and this new development was promised to provide a school to alleviate this pressure. This is notably now missing from the application. A development of this size should provide increased schooling facilities in coordination with the Local Authority otherwise new residents will be forced into cars and on to the roads to travel to adjoining villages and towns for schooling. This will increase pressure on our already over-crowded High Street and bring increased pollution to the village.</p> <p>Traffic or Highway There is already a notable increase in the traffic on Bovingdon High Street and Chesham Road since Bovingdon Airfield Film Studios started. Whilst this is mainly limited to traditional rush hour times, this also affects many of the quieter lanes surrounding Bovingdon. The 2 proposed access routes from the site onto Chesham Road and Green Lane will mean in excess of 100 cars (minimum) pulling out onto roads. This doesn't include any staff working at the proposed care home site. The area is currently over stretched for traffic and an additional sizeable increase in cars will be dangerous.</p> <p>Again yet more pressure will be added to Bovingdon High Street as new residents from this sight will need parking to access the shops. In addition, the double yellow lines by the Tesco are used for parking so frequently that residents have to put out traffic cones on these lines in an effort to keep their driveways clear and to prevent vehicles being parked to close to the double mini roundabout.</p>
<p>Oxford Bus Company Cowley House OXFORD OX4 6GA</p>	<p>Letter of support sent under separate cover. Thank you for the notification of reconsultation received at our offices this morning. I can confirm that the updated and addendum material relevant to public transport has been reviewed. We raised in our letter of 3rd January 2024 that improved bus stops facilities would be appropriate, especially on Green Lane. We are pleased to see that this had, in fact, already been picked up by the</p>

	<p>County Council's Highways Development Management Team in pre-application comments and that this was, in fact, reflected in the application material.</p> <p>In this regard we note the comments made in the response by the applicants' consultant to the County Council's Highways comments, dated as follows:</p> <p>"5.13 Improvements are proposed to the existing pair of bus stops along Green Lane, north-west of the proposed site access. This is shown on drawing B25013-JNP-66-XX-DR-D-7013 (Provided in Appendix N), which further confirms that the works would be contained within the adopted highway boundary.</p> <p>5.14 The southbound bus stop is marked by a flagpole, though the northbound bus stop is currently unmarked. It is proposed that raised kerbs are provided at both bus stops to provide level boarding, which should be specified as part of a</p> <p>Please reply to: Oxford Bus Company Cowley House Watlington Road Oxford OX4 6GA 2</p> <p>future Section 278 submission and liaison with the bus operators regarding their fleet. A 2m x 4m area of hardstanding will be provided for those boarding and alighting at the northbound bus stop, which is sufficient space for providing a waiting shelter.</p> <p>The proposals were discussed with Oxford Bus (sic.) via email who suggested the hardstanding and raised kerb provision."</p> <p>We naturally confirm our correspondence with the applicants' team as referred to, and would add by way of explanation, that Carousel Buses Ltd. is managed by the Oxford Bus Co. as part of Go-Ahead Group's bus operating interests in the wider region.</p> <p>This confirmation is very welcome. Unfortunately, we can find no evidence of the Appendices J and ff. of the Transport Assessment, including the detail of the proposed stops at Appendix N, on the Council's Public access Portal. That said, based on the text quoted above, we are content that these measures would be broadly adequate. To account for a dropped kerb and lead in, and to meet the requirements of Equalities Act 2010 and DfT's "Inclusive Mobility" (Jan 2022) especially if a shelter is also to be provided, we would suggest that a somewhat longer area of pedestrian lead-in to a 4x2m boarder would in fact be required, adding perhaps 2-3m of paved area along the road, northbound. We trust that this will be taken forward through detailed design at s278 stage.</p> <p>We have no further observations to make. I further would ask that where other matters were raised in our prior comments, these continue to be considered in your weighing of the proposals in the planning balance.</p>
Scout Hut St Lawrence Close Bovingdon Hemel Hempstead Hertfordshire HP3 0LS	Please see comments available on the website

<p>18 Hawkins Way Bovingdon Hemel Hempstead Hertfordshire HP3 0UB</p>	<p>I object to this development going ahead. Whilst I appreciate there is a need for more housing in the Dacorum area, Bovingdon is already way over populated for the resources the village can take. The traffic through the village is already excessive and at times very dangerous. We don't have enough schools or doctors surgeries to accommodate a big housing development.</p> <p>In my opinion there is far better locations that could be used for example Bovingdon Airfield with a separate access from the A41 bypass so not to increase the traffic through our village. Even if a compulsory purchase order was made for the vast amount of land available at the airfield.</p> <p>I keep saying village because that is what Bovingdon is, a village not a town</p>
<p>Cuillin 28 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>I object to this development for the following reasons:</p> <ol style="list-style-type: none"> 1. Increase in traffic and pollution. 2. Noise 3. Over Developed 4. Existing Community Facilities <p>This is a village and is already overdeveloped. Its current infrastructure struggles daily along Chesham Road and the High Street. Existing community facilities are failing the current residents.</p> <p>The footpath along Chesham Road is too narrow and dangerous for small children and the elderly. Increasing traffic will increase the noise levels and pollution and put lives at risk. What is the current road capacity and how is health and safety measured for any increase in traffic ? It is only a matter of time before a fatal accident on the Chesham Road. Who is accountable for traffic volumes on the Chesham Road and the High Street ?</p> <p>Bovingdon is a village and not a Town, its infrastructure cannot cope if a development of this size were approved.</p>
<p>8 Hyde Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0EG</p>	<p>Although there is need for housing across the UK, I believe that the current plans are not adequately thought out and haven't taken into consideration the existing infrastructure of Bovingdon Village itself.</p> <p>The high street is already over crowded and impossible for 2 vehicles to pass along the whole street, causing backlog of traffic and delays for many people getting to work, school and the shops. There are only two small shops along the highstreet and other amenities are few and far between. The surrounding areas do not have existing supermarkets to be able to cope with the increase in population. Alongside this, already overcrowded doctors surgerys will suffer and level of care for the village will decrease.</p> <p>The roads leading in and out of bovingdon are busy. If box lane is every closed for any reason, the back roads are way too small for the amount of traffic this causes of people trying to get in and out of</p>

	<p>bovingdon.</p> <p>There is no mention of additional shops, doctors or the creation of roads to mean this new development would not put a huge strain on the village infrastructure.</p> <p>The more traffic that is created, the more idling cars, the more pollution. We will not have a village that is environmentally friendly and helping toward Paris goals.</p>
<p>Ashridge 88 Green Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0LA</p>	<p>1. The Dacorum planning strategy for 2006-2031 states that the target number of houses to be built in Bovingdon over the whole of this period is 130, i.e. an average of 5 per year. The current proposal is for 185 plus a care home all in a single year. There is a newer draft plan for 2020-2038 which has changed the target to 240 homes, but this has not been approved and still only equates to 12 houses per year for the whole village. Much of this allocation could be achieved using brownfield sites, not Green Belt, and several new homes have been built this way over the last few years.</p> <p>2. The plans state that the agricultural land in Grange Farm is poor. If so, then why not build a solar farm here rather than over-developing Bovingdon with unnecessary surplus housing? The site is 25 acres which could be used to generate 5MW of electricity, sufficient to power 1500 homes, which is coincidentally probably the current number in Bovingdon. Given the climate crisis this would be a much better use of this land.</p> <p>3. The plans propose that the bowls club and scout hut should be moved to Grange Farm in the corner of Green Lane where the road bends to the right. It was also mentioned that the surgery could be moved there. Doing this will help alleviate traffic and parking problems on the High Street. This relocation could be done anyway without using the rest of the land for housing.</p> <p>I therefore propose that this development should be rejected but consideration given instead to installing a solar farm and moving some High Street facilities to ease parking and traffic.</p>
<p>White Gates Commonwood Kings langley WD4 9bb</p>	<p>I am writing to formally object to the proposed planning application on grange farm in green lane on the grounds that it is incompatible with the existing greenbelt status and will exacerbate the already congested state of our high street and surrounding roads. While I understand the need for development and progress, it is essential that we carefully consider the impact on the environment and infrastructure.</p> <p>Greenbelt Preservation: The area under consideration falls within a designated greenbelt zone, which is meant to protect and preserve open spaces, biodiversity, and the rural character of the region. Approving this planning application would contradict the very purpose of having greenbelt areas and would set a dangerous precedent for further development in these protected zones.</p> <p>Increased Traffic Congestion: The high street and surrounding roads</p>

	<p>are already dealing with excessive traffic congestion and associated problems like air pollution and noise. Adding another development to the area will inevitably lead to a surge in vehicle traffic, further degrading the quality of life for residents and exacerbating safety concerns. This also undermines the efforts to promote sustainable transportation and reduce the carbon footprint in the area.</p> <p>Strain on Existing Infrastructure: Our local infrastructure, including schools, healthcare facilities, and utilities, is already stretched to its limits. Approving the proposed development without adequate expansion of these services would overburden the existing infrastructure, negatively impacting the quality of life for local residents.</p> <p>Negative Impact on Environment: The proposed development threatens the local ecosystem, potentially disrupting wildlife habitats and reducing green spaces, which are vital for the well-being of our community and the environment as a whole.</p> <p>Preserving Community Character: Our community's identity and character are closely tied to the greenbelt and the charm of our high street. Approving this planning application would risk eroding the unique identity of our area and harm the sense of community that we all value.</p> <p>I respectfully urge you to consider the adverse effects of this proposed development on our greenbelt, high street, and surrounding roads. We need to prioritize sustainable development that respects the environment, the existing infrastructure, and the character of our community.</p>
<p>1 Home Farm Court Shantock Hall Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0NQ</p>	<p>We strongly object to this development.</p> <p>The main reasons have been articulated very succinctly by other residents and we won't repeat them.</p> <p>Suffice to say; the land is green belt and a development of this size is simply too big. An example of over development is the number of houses built on the Chesham Road in what were effectively gardens. We understand the need for affordable housing, but alternatives need to be identified and considered by the council.</p> <p>The infrastructure of the village cannot cope now, and will definitely not be able to cope with this development. Roads, public transport, doctors, dentists, schools, parking and retail outlets are all insufficient and we see nothing in the plan to alleviate these issues.</p> <p>Flooding and drainage are also a major concern in the area, with existing services unable to cope.</p>
<p>Huntsmoor Stoney Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0DP</p>	<p>This site is well known and documented as being in Flood zone 3. In the recent NPPF, 2023, there is guidance in Paragraph 165.</p> <p>Planning and flood risk 165. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>The first sentence clearly states that development should be avoided and directed away from such sites. Other sites have been offered over the years: these sites should be reconsidered.</p>

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ITEM NUMBER: 5c

23/02874/FUL	Subdivision of dwelling to 2 self contained flats.	
Site Address:	194 Belswains Lane Hemel Hempstead Hertfordshire HP3 9XA	
Applicant/Agent:	Mr Keith Jones	Mr Joseph O'Neill
Case Officer:	Elsbeth Palmer	
Parish/Ward:	Nash Mills Parish Council	Nash Mills
Referral to Committee:	<p>The application is referred to the Development Management Committee at the request of Councillor Maddern.</p> <p>Councillor Maddern is concerned with regards to the loss of a family sized 3-bed home and replacement with 2x 1-bed flats. There is a need for more family homes and to replace one with more flats, and the net loss of one bedroom is unacceptable.</p>	

1. RECOMMENDATION

- 1.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to an appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

2. SUMMARY

- 2.1 The application site is in a residential area of Hemel Hempstead where the proposed development is acceptable in principle in accordance with Policies CS1 and CS4 of the Core Strategy.
- 2.2 The proposed development is acceptable in terms of its siting, design, gross internal area and floor layout. As there are no changes to the bulk, scale and use of materials, it would not detract from the appearance of the street in which it is located. This would be in accordance with Policy CS12 of the Core Strategy and Saved Appendix 3 of the Local Plan 1991-2011.
- 2.3 There are no new windows proposed, thus the proposals would not result in any detriment to the amenities of neighbouring property in accordance with Policy CS12 of the Core Strategy and Saved Appendix 3 of the Local Plan 1991-2011.
- 2.4 The proposals raises no highway safety concerns in accordance with Policies CS8 and CS12 of the Core Strategy and the Car Parking Standards SPD (2020).

3. SITE DESCRIPTION

- 3.1 The application site lies on the southern side of Belswains Lane near to the intersection with Barnacres Road within a designated residential area of Hemel Hempstead.
- 3.2 The site comprises a rendered, end of terrace, two storey, 3 bedroom dwelling with a single storey rear extension. A hard stand parking area is located to the frontage of the site with a small turfed area between the hard stand and the public footpath.
- 3.3 There is an existing dropped kerb and access down the side of the existing building to an additional parking area, a car sales yard and a car mechanics.

3.4 The dwelling has no formal rear garden and there has been no rear garden for more than 10 years. The single storey rear extension and the parking area fills the space where a rear garden would have originally been located. The extension and the parking have been in place since at least 2006.

4. PROPOSAL

4.1 The application seeks full planning permission for subdivision of the existing dwelling into 2 self-contained one bed flats.

5. PLANNING HISTORY

Planning Applications (If Any):

4/00886/19/ADV - 5 x non illuminated fascias. 1 x non illuminated projecting sign. 2 x non illuminated flat aluminium panels (back to back as one sign.) 1 x non illuminated wall mounted totem/folded tray. 1 x non illuminated window vinyl. Opening Hours.
REFUSED - 18th June 2019

4/02953/18/HPA - Single-storey rear extension measuring 6m deep with a maximum height of 3.1m and a maximum eaves height of 2.8m
PRIOR APPROVAL NOT REQUIRED - 19th December 2018

4/00201/17/FHA - Dropped kerb
GRANTED - 12th September 2017

4/01217/02/FHA - Change of use of front garden to driveway to provide parking for two cars
GRANTED - 1st August 2002

4/00491/97/FUL - High security garage block for four vehicles with space for forensic examination
REFUSED - 19th June 1997

4/00663/94/FUL - Formation of mezzanine floor
GRANTED - 29th June 1994

4/00948/91/RES - Submission of details of facing materials pursuant to p/p 4/o584/90 (replacement workshop/office)
GRANTED - 30th August 1991

4/00705/91/FUL - Underground diesel tank
GRANTED - 15th August 1991

4/00270/91/FUL - Installation of underground diesel tank
REFUSED - 25th April 1991

4/00584/90/FUL - Replacement workshop/office
GRANTED - 21st June 1990

Appeals (If Any):

4/00886/19/ADV - 5 x non illuminated fascias. 1 x non illuminated projecting sign. 2 x non illuminated flat aluminium panels (back to back as one sign.) 1 x non illuminated wall mounted totem/folded tray. 1 x non illuminated window vinyl. Opening Hours.
APPEAL ALLOWED IN PART - 4th November 2019

6. CONSTRAINTS

Canal Buffer Zones: Maj
CIL Zone: CIL3
Former Land Use (Risk Zone):
Heathrow Safeguarding Zone: LHR Wind Turbine
Parish: Nash Mills CP
RAF Halton and Chenies Zone: Yellow (45.7m)
Residential Area (Town/Village): Residential Area in Town Village (Hemel Hempstead)
Residential Character Area: HCA18
Parking Standards: New Zone 3
Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2023)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 – Sustainable Transport
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS17 – New Housing
CS18 – Mix of Housing
CS26 – Green Infrastructure
CS29 - Sustainable Design and Construction
CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Dacorum Borough Local Plan 1999-2011 (adopted April 2004) Saved Policies:

Policy 10 – Optimising the Use of Urban Land
Policy 13 - Planning Conditions and Planning Obligations
Policy 18 – The Size of New Dwellings
Policy 19 - Conversions
Policy 21 – Density of Residential Development
Policy 51 – Development and Transport Impacts
Policy 54 – Highway Design

Saved Appendix 3 – Layout and Design of Residential Areas

Supplementary Planning Guidance/Documents:

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2022)
Accessibility Zones for the Application of Car Parking Standards (2020)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Dacorum's Area Based Policies Supplementary Planning Guidance (SPG) (2004): HCA18

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

- 9.2 The application site is located within a residential area of Hemel Hempstead wherein the principle of residential development is acceptable in accordance with Policies CS1, CS2 and CS4 of the Core Strategy.
- 9.3 The new dwelling would support the delivery of new homes to address the housing requirements identified in Policy CS17 of the Core Strategy.
- 9.4 Saved DBC Local Plan Policy 10 seeks to optimise the use of available land within urban areas.
- 9.5 The HCA18: Belswains Character Appraisal Area document (2004) states that conversion of dwellings into smaller units may be acceptable.

Conversions

- 9.6 Saved Policy 19 of the Local Plan (2004) notes that the conversion of buildings to incorporate flats or houses will be permitted in residential areas of towns and large villages, subject to the new units comprising a reasonable amount of internal space and the layout accommodating adequate facilities for the new units, (i.e. refuse, amenity space etc.). This policy does however note that conversions should be avoided in instances wherein a significant proportion of houses, (guideline figure 25%), initially constructed as single family dwellings have already been converted.
- 9.7 Having undertaken a planning history search of Belswains Lane, there is evidence of 3 granted conversions from dwellings to flats during the last 20 years. There are several other applications where the proposed development results in flats but they do not include the conversion of existing single family residential dwellings.
- 9.8 Given that there are many dwellings along Belswains Lane and there are only 3 granted planning applications for conversion of an existing residential dwelling to flats it is concluded that the proposal would accord with the 25% conversion limit set out under Saved Policy 19.

- 9.9 The comments received from Strategic Planning (please refer to Appendix A) state that the proposed scheme complies with Core Strategy Policy CS18 (mix of housing) and saved Local Plan Policy 19 (conversions).
- 9.10 Given that the proposal would not exceed the conversion figure set out under Saved Policy 19, and that the site falls within a built up residential area of Nash Mills in Hemel Hempstead wherein new development, (including the conversion of dwellings into smaller units), is encouraged, the proposal accords with Policies CS1 and CS4 of the Core Strategy (2013), the HCA18: Belswains Character Area Appraisal and Saved Policy 19 of the Local Plan (2004).

Quality of Design/Impact on Amenities [Residential and Visual]

- 9.11 The NPPF (2023) states that planning policies and decisions should ensure that new development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013) seek to ensure that new development respects adjoining properties in terms of layout, scale, height, bulk and materials.
- 9.12 The site falls within the HCA18: Belswains Character Appraisal Area document (2004) wherein it is noted that conversion of dwellings into smaller units may be acceptable and there are no special requirements when it comes to design.
- 9.13 There are no changes proposed to the external appearance of the front and side elevations including the roof.
- 9.14 There will be no changes to the scale and bulk of the existing dwelling.
- 9.15 There is one change in the rear elevation in that a door and small window are being replaced with a larger window.
- 9.16 The external changes are considered minor and will therefore be in accordance with CS11, CS12 and adopted Area Based policies guidance SPG and NPPF Paragraph 135.

Impact on Amenities [future occupiers of proposed flats and occupiers of neighbouring properties]

- 9.17 The NPPF (2023) outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Policy CS12 of the Core Strategy (2013) states that new development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to properties in the surrounding area. Furthermore, Saved Appendix 3 of the Local Plan (2004) states that residential development should be designed and positioned to maintain a satisfactory level of sunlight and daylight for existing and proposed dwellings.
- 9.18 As there are no changes to the fenestration except for modification of a ground floor window there will be no overlooking as a result of the proposed development.
- 9.19 No extensions are proposed to the existing building so there will be no significant loss of sunlight and daylight as a result of the proposed scheme.
- 9.20 Saved Policy 19 states that flats should have a reasonable amount of internal space. The Gross Internal Floor Area (GIA) for the ground floor flat will be 48 square metres and the first floor flat will be 40 square metres.

- 9.21 National Planning Policy Guidance states that LPA's should refer to the Nationally described space standards.
- 9.22 The minimum GIA for a one bedroom flat is 39 square metres. The proposed scheme meets the National Standards for minimum GIA.

Amenity Space

- 9.23 Saved Appendix 3 of the Dacorum Borough Local Plan (2004) seeks to ensure that new development retains sufficient private amenity space for future occupiers, stating that private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. It also notes that a reduced rear garden depth may be acceptable in some cases, in particular, for development that backs onto, or is sited within close proximity of open land, public open space or other amenity land.
- 9.24 The proposed new units will not have any private garden area but the existing 3 bedroom dwelling has had no amenity space for at least 10 years.
- 9.25 It is considered that the use of the building for two x one bedroom flats is more appropriate than a 3 bedroom dwelling based on the lack of amenity space.
- 9.26 In light of the above and noting that the site is within close proximity of several small parks and the Grand Union Canal towpath it is felt that the lack of private amenity spaces for the new units can be justified against the above policy.

Impact on Highway Safety and Parking

Highway Safety

- 9.27 Policy 51 of the Dacorum Local Plan states that the acceptability of all development proposals will be assessed specifically in highway and traffic terms and should have no significant impact upon, inter alia:
- the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development; and
 - the environmental and safety implications of the traffic generated by the development.
- 9.28 Policy CS12 of the Dacorum Core Strategy states that on each site development should provide a safe and satisfactory means of access for all users.
- 9.29 The application proposes the retention of the existing access and dropped kerb.
- 9.30 Hertfordshire Highways stated that subject to the inclusion of a number of informatives, they do not wish to restrict the grant of planning permission.
- 9.31 The Highways Officer noted that the proposed flats would be 650 metres from Apsley station and 100 metres from the nearest bus stop. Both these are within achievable walking and or cycling distance from the proposed flats.
- 9.32 It is concluded that the site is a sustainable location for an additional dwelling unit.

Parking

- 9.33 Policy CS8 of the Dacorum Core Strategy states that new development should provide sufficient, safe and convenient parking based on car parking standards, while Policy CS12 of the Dacorum Core Strategy states that development should provide sufficient parking and sufficient space for servicing. Whilst Policy CS12 makes clear that sufficient parking should be provided on site, Policy CS11 makes clear that development should avoid ‘ large areas dominated by car parking’.
- 9.34 The Parking Standards Supplementary Planning Document was formally adopted on 18th November 2020 and advocates the use of a ‘parking standard’ (rather than a maximum or minimum standard), with different levels of standard in appropriate locations and conditions to sustain lower car ownership.
- 9.35 Section 6 of the Parking Standards Supplementary Planning Document states that:
- The starting principle is that all parking demand for residential development should be accommodated on site; and the requirements shown are ‘standards’ - departures from these will only be accepted in exceptional cases, when appropriate evidence is provided by the agent/developer for consideration by the Council, and the Council agrees with this assessment.*
-
- Different standards for C3 use are provided as set out in the table in Appendix A, based on the three accessibility zones referred to in section 4.8 and shown in Appendix B.*
- 9.36 The application site is located within Accessibility Zone 3 wherein the expectation is that the following parking provision would be achieved:

1 bedroom	Allocated	1.25
	Unallocated	1.00

- 9.37 The proposed scheme would therefore require 2 x 1.25 parking spaces ie. a total of 2.5 spaces.
- 9.38 The proposed site layout indicates that 3 parking spaces with the requisite dimensions (2.4m x 4.8m) are to be provided.
- 9.39 Para 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.
- 9.40 Based on the information given it is considered that the parking provision meets the standards outlined in the Parking SPD and therefore the proposed new dwelling would not have an adverse impact on parking and highway safety in the surrounding road networks.
- 9.41 The proposal therefore complies with the Parking Standards SPD and Policy CS8 and CS12 of the Core Strategy 2013.

Other Material Planning Considerations

Contamination

- 9.42 As the site is within a former land use risk zone area the Contaminated Land Officer was consulted. The Contaminated Land Officer raised no objection on the grounds of land

contamination and stated that there is no requirement for further contaminated land information to be provided, or for contaminated land planning conditions to be recommended.

Environmental Health

9.43 The Environmental Health Officer was consulted regarding this application and raised no objections or concerns re: noise, odour or air quality. However it is recommended the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, Air Quality and Invasive and Injurious Weeds.

Impact on Trees and Landscaping

9.44 The only vegetation on the site is that which is located between the hard stand area and the public footpath. It is recommended that a condition be set requiring a landscaping plan of the frontage showing sufficient room for the parking of one car and adjacent landscaping.

Ecology

9.45 HCC Ecology were consulted on the application and raised no ecological objections.

Waste Management

9.46 The location for the storage of refuse bins has been shown on the proposed block plan and they are to be located between the two proposed parking spaces for flat 2 and the rear extension of the ground floor unit. These bins will be put to the front of the dwelling on collection day and collected by the existing refuse trucks.

Impact on the Canal

9.47 Due to the site's location within a Canal Buffer Zone the Canal and River Trust (CRT) were consulted. The CRT raised no objection to the proposed development.

Response to Neighbour Comments

9.48 Comments received from neighbours include:

- Noise from proposed first floor kitchen/dining room;
- Decreasing the value of the adjoining properties; and
- Fire Risk.

9.49 The noise issue has been addressed above under comments from Environmental Health.

9.50 The decrease in property value is not a material planning consideration. The change of use of the bedroom to a kitchen could take place without planning permission.

Comments from Nash Mills Parish Council

9.51 The Parish Council have no objection to the proposed development.

Community Infrastructure Levy (CIL)

9.52 Policy CS35 of the Core Strategy (2013) requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's

Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1st July 2015. The application is CIL liable.

Chilterns Beechwoods Special Area of Conservation (CBSAC)

- 9.53 Natural England wrote to the Local Planning Authority on the 14th March following the publication of the Footprint Ecology Report and as a result, the Council is unable to grant permission for planning applications which result in a net gain of dwellings located within the zone of influence of the Chiltern Beechwoods Special Area of Conservation (CBSAC) until an appropriate assessment of the scheme can be undertaken and appropriate mitigation secured to offset the recreational pressures and adverse effects of new development to the CBSAC.
- 9.54 As such, in light of the obligations set out in the Conservation of Habitats and Species Regulations 2017, the LPA consider that, as the scheme is for new dwellings and there is a possible likelihood that these dwellings could adversely affect the integrity of the SAC (Chilterns Beechwoods) it is necessary to secure Mitigation to reduce the impact on the SAC (SAMM) and discourage visitors away from the SAC (SANG).
- 9.55 Dacorum have produced a Mitigation Strategy which sets out specific tariffs towards SAMM and SANG, on a 'per dwelling' calculation to offset the negative impact of the development on the Integrity of the SAC.
- 9.56 The National Trust has confirmed that these Strategic Access Management and Monitoring (SAMMS) measures will cost a total of £18.2million. This cost will be shared across all of the affected local authorities. In Dacorum, this means that developers will be required to pay a tariff of £913.88 for each new home built.
- 9.57 To help to reduce recreational pressures on Ashridge Commons and Woods, alternative green spaces need to be identified. All new developments within the Zone of Influence will need to make provision for a new Suitable Alternative Natural Greenspace (SANG), or alternatively contribute towards the maintenance of a suitable SANG project elsewhere. Larger developments (10 or more new homes) must be located close to a suitable SANG. Smaller developments can contribute towards an existing SANG. We have so far identified Bunkers Park and Chipperfield Common as SANGs. Developers that are unable to provide a suitable new SANG will be required to make a payment to us towards the long-term management and maintenance of these sites, which equates to £4,251 per new home.
- 9.58 The LPA will seek this financial contribution in order to complete its obligations under the Habitat Regulations.

10. CONCLUSION

- 10.1 The principle of such new dwellings in this location are acceptable.
- 10.1 The proposed development will retain the streetscape character and respect adjoining properties as no major external works are proposed. Thus would accord with policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013) and adopted Area Based policies guidance SPG and NPPF Paragraph 135.
- 10.3 It is considered that the proposed development would not significantly harm the living conditions of the adjacent neighbours and future occupiers of the proposal, thus would comply with the NPPF, Core Strategy Policy CS12 in this regard and Saved Appendix 3 of the Local Plan, which together amongst other things, seeks to protect residential amenities.

10.4 The proposed new dwelling would not have an adverse impact on parking and highway safety in the surrounding road networks, thus would accord with Saved Policy 51, the Parking Standards SPD and Policy CS8 and CS12 of the Core Strategy 2013.

11. RECOMMENDATION

11.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) and subject to the following planning conditions.

Condition(s) and Reason(s):

1. **The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

**Site Location Plan DWL 03
Proposed Block Plan DWL 03a
Existing and Proposed Elevations DWL04
Floor Plans DWL 01**

Reason: For the avoidance of doubt and in the interests of proper planning.

3. **Prior to occupation full details of both hard and soft landscape works to the front of the dwelling must be submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- all hard surfaces to the frontage of the site;
- soft landscape works to the front of the site including the number, size, species and position of trees, plants and shrubs;

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

Reason: To improve the appearance of the development in terms of preventing the frontages of dwellings being dominated by hard stand areas for parking and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.
Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx>
or by telephoning 0300 1234047.
3. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.
Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx>
or by telephoning 0300 1234047.
4. It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
5. Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

6. Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.
7. Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.
8. As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

9. Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Canal & River Trust	The Canal & River Trust is a statutory consultee in Article 18 Schedule 4 Paragraph z(a) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The

	<p>current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in March 2023 for use from 1 April 2023. It comprises three zones that relate to notifications for different types of scales of proposed development.</p> <p>This application falls outside the notified area for its application scale and location. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.</p> <p>WE are happy to comment on particular applications that fall outside the notified areas where there are relevant circumstances. If you would like the Canal & River Trust's comments in this case or any other, please clarify the reason for your consultation when you send it.</p> <p>Should you have a query in relation to consultation of the Canal& River Trust on planning applications, please email us at planning@canarivertrust.org.uk</p>
Hertfordshire Ecology	<p>ECOLOGICAL IMPLICATIONS</p> <p>Thank you for consulting this office on the above application.</p> <p>Overall Recommendation</p> <p>Application can be determined with no ecological objections (with any Informatives/Conditions listed below) subject to the LPA being satisfied that HRA matters will be addressed.</p> <p>Summary of Advice</p> <p>A strategic mitigation plan and evidence of payment of the appropriate tariff regarding mitigating impacts on the Chilterns Beechwoods Special Area of Conservation (SAC) should be submitted to the LPA prior to determination.</p> <p>Comments</p> <p>We have no in principle objections to these proposals.</p> <p>Habitat Regulations Assessment (HRA)</p> <p>This development has resulted in the subdivision of one dwelling into two self-contained flats. This represents a net increase in residential accommodation regarding a net gain of one residential unit. Given that the proposed development lies within the Chilterns Beechwoods Special Area of Conservation (SAC) 'Zone of Influence', adverse effects on the integrity of the SAC from the anticipated increase in recreational pressure (in combination with other plans or projects) cannot be ruled out and mitigation is required. This is provided by means of a strategic mitigation plan, to be led by the Council, and the payment of the appropriate tariff for each new dwelling. However, as there is no indication submitted with the proposals to demonstrate that the tariff will</p>

	<p>be paid, adverse effects cannot be ruled out. Consequently, consent cannot be granted until the LPA is satisfied that this matter has been adequately addressed.</p>
<p>Natural England</p>	<p>Thank you for your consultation.</p> <p>Natural England has previously commented on this proposal and made comments to the authority in our response dated 04/01/2024, reference number 460923.</p> <p>The information we requested is still needed by Natural England to determine the significance of impacts on designated sites. Without this information, Natural England may need to object to the proposal.</p> <p>Please note we are not seeking further information on other aspects of the natural environment, although we may make comments on other issues in our final response.</p> <p>Please re-consult Natural England once this information has been obtained. On receipt of the information requested, we will aim to provide a full response within 21 days of receipt.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.</p> <p>Highway Informatives</p> <p>HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:</p> <p>AN 1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.</p> <p>Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway</p>

	<p>or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.</p> <p>Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.</p> <p>Comments</p> <p>The proposal is for the subdivision of dwelling to 2 self-contained flats at 194 Belswains Lane, Hemel Hempstead. Belswains Lane is a 30 mph classified C local access route that is highway maintainable at public expense. There is an existing dropped kerb fronting the site which served as an access to the car garage to the rear. The proposal is to keep the existing access and have three parking spaces for the two flats. There is proposed to be no alterations to the existing highway network.</p> <p>The proposed flats will be 650 metres from Apsley station and 100 metres from the nearest bus stop.</p> <p>Both these are within achievable walking and or cycling distance from the proposed flats.</p> <p>HCC Highways would not wish to restrict a grant of approval for the proposal.</p>
Parish/Town Council	NMPC HAVE NO OBJECTION TO THIS PROPOSAL
Environmental And Community Protection (DBC)	Having reviewed the application submission and the Environmental and Community Protection Team records I am able to confirm that there is no objection on the grounds of land contamination. Also, there is no requirement for further contaminated land information to be provided, or for contaminated land planning conditions to be recommended in relation to this application.
Canal & River Trust	The Canal & River Trust is a statutory consultee in Article 18 Schedule 4 Paragraph z(a) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The

	<p>current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in March 2023 for use from 1 April 2023. It comprises three zones that relate to notifications for different types of scales of proposed development.</p> <p>This application falls outside the notified area for its application scale and location. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.</p> <p>WE are happy to comment on particular applications that fall outside the notified areas where there are relevant circumstances. If you would like the Canal & River Trust's comments in this case or any other, please clarify the reason for your consultation when you send it.</p> <p>Should you have a query in relation to consultation of the Canal& River Trust on planning applications, please email us at planning@canarivertrust.org.uk</p>
Hertfordshire Ecology	<p>Dear Elspeth,</p> <p>Application: Subdivision of dwelling to 2 self-contained flats. Address: 194 Belswains Lane Hemel Hempstead Hertfordshire HP3 9XA. Application: 23/02874/FUL</p> <p>ECOLOGICAL IMPLICATIONS</p> <p>Thank you for consulting this office on the above application. Overall Recommendation</p> <p>Application can be determined with no ecological objections (with any Informatives/Conditions listed below) subject to the LPA being satisfied that HRA matters will be addressed.</p> <p>Summary of Advice</p> <ul style="list-style-type: none"> • A strategic mitigation plan and evidence of payment of the appropriate tariff regarding mitigating impacts on the Chilterns Beechwoods Special Area of Conservation (SAC) should be submitted to the LPA prior to determination. <p>Supporting Documents</p> <p>I have made use of the following documents in providing this advice:</p> <ul style="list-style-type: none"> • Existing and Proposed Elevations by Right Plans. <p>Comments</p> <p>We previously wrote to you on the 21st December 2023 regarding the planning application referenced above. Since this letter, we have received new information in the form of amended proposed elevations submitted 5th January 2024. Our comments</p> <p>Creating a cleaner, greener, healthier Hertfordshire- reiterated below -</p>

	<p>remain outstanding and we have no in principle objections to these proposals.</p> <p>Habitat Regulations Assessment (HRA)</p> <p>This development has resulted in the subdivision of one dwelling into two self-contained flats. This represents a net increase in residential accommodation regarding a net gain of one residential unit. Given that the proposed development lies within the Chilterns Beechwoods Special Area of Conservation (SAC) 'Zone of Influence', adverse effects on the integrity of the SAC from the anticipated increase in recreational pressure (in combination with other plans or projects) cannot be ruled out and mitigation is required. This is provided by means of a strategic mitigation plan, to be led by the Council, and the payment of the appropriate tariff for each new dwelling. However, as there is no indication submitted with the proposals to demonstrate that the tariff will be paid, adverse effects cannot be ruled out. Consequently, consent cannot be granted until the LPA is satisfied that this matter has been adequately addressed.</p>
<p>Natural England</p>	<p>NATURAL ENGLAND'S ADVICE</p> <p>OBJECTION - FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC)</p> <p>WITHIN 12.6 KILOMETRES</p> <p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity:</p> <ul style="list-style-type: none"> • Provision of Suitable Alternative Natural Greenspace (SANG) or financial contributions towards a strategic SANG. • Financial contributions towards the Strategic Access Management and Monitoring (SAMM) strategy. <p>Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.</p> <p>Please re-consult Natural England once this information has been obtained.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>With reference to the above planning application, please be advised the Environmental Health Pollution Team have no objections or concerns re noise, odour or air quality. However I would recommend the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, Air Quality and Invasive and Injurious Weeds which we respectfully request to be included in the decision notice.</p> <p>Working Hours Informative</p> <p>Contractors and sub-contractors must have regard to BS 5228-2:2009</p>

"Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

Air Quality Informative.

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality

	<p>improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.</p> <p>A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.</p> <p>Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.</p> <p>In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.</p> <p>Invasive and Injurious Weeds - Informative Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
Hertfordshire Highways (HCC)	<p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.</p> <p>Highway Informatives</p> <p>HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:</p> <p>AN 1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should</p>

be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

Comments

The proposal is for the subdivision of dwelling to 2 self contained flats at 194 Belswains Lane, Hemel Hempstead. Belswains Lane is a 30 mph classified C local access route that is highway maintainable at public expense. There is an existing dropped kerb fronting the site which served as an access to the car garage to the rear. The proposal is to keep the existing access and have three parking spaces for the two flats. There is proposed to be no alterations to the existing highway network.

The proposed flats will be 650 metres from Apsley station and 100 metres from the nearest bus stop.

Both these are within achievable walking and or cycling distance from the proposed flats.

HCC Highways would not wish to restrict a grant of approval for the proposal.

Hertfordshire Ecology	<p>Application: Subdivision of dwelling to 2 self-contained flats. Address: 194 Belswains Lane Hemel Hempstead Hertfordshire HP3 9XA. Application: 23/02874/FUL ECOLOGICAL IMPLICATIONS Thank you for consulting this office on the above application. Overall Recommendation</p> <p>Application can be determined with no ecological objections (with any Informatives/Conditions listed below) subject to the LPA being satisfied that HRA matters will be addressed.</p> <p>Summary of Advice</p> <ul style="list-style-type: none"> • A strategic mitigation plan and evidence of payment of the appropriate tariff regarding mitigating impacts on the Chilterns Beechwoods Special Area of Conservation (SAC) should be submitted to the LPA prior to determination. <p>Supporting Documents</p> <p>I have made use of the following documents in providing this advice:</p> <ul style="list-style-type: none"> • Existing and Proposed Elevations by Right Plans. <p>Comments</p> <p>We previously wrote to you on the 21st December 2023 regarding the planning application referenced above. Since this letter, we have received new information in the form of amended proposed elevations submitted 5th January 2024. Our comments</p> <p>Creating a cleaner, greener, healthier Hertfordshire - reiterated below - remain outstanding and we have no in principle objections to these proposals.</p> <p>Habitat Regulations Assessment (HRA)</p> <p>This development has resulted in the subdivision of one dwelling into two self-contained flats. This represents a net increase in residential accommodation regarding a net gain of one residential unit. Given that the proposed development lies within the Chilterns Beechwoods Special Area of Conservation (SAC) 'Zone of Influence', adverse effects on the integrity of the SAC from the anticipated increase in recreational pressure (in combination with other plans or projects) cannot be ruled out and mitigation is required. This is provided by means of a strategic mitigation plan, to be led by the Council, and the payment of the appropriate tariff for each new dwelling. However, as there is no indication submitted with the proposals to demonstrate that the tariff will be paid, adverse effects cannot be ruled out. Consequently, consent cannot be granted until the LPA is satisfied that this matter has been adequately addressed.</p> <p>I trust these comments are of assistance.</p>
Strategic Planning &	We consider that neither Core Strategy Policy CS18 (mix of housing)

Regeneration (DBC)	<p>nor saved Local Plan Policy 19 (conversions) provide a basis for refusing this application. Indeed, I am not aware that any applications to sub-divide an existing house have been refused as being contrary to these policies, although there may have been a few,</p> <p>Core Strategy Policy CS18 provides high level guidance on housing mix. With regard to the last sentence in the policy, the South West Hertfordshire Local Housing Needs Assessment (2020) contains advice on the broad mix of sizes of homes for different tenures that we should be aiming for. This assessment shows that there is a need for a wide mix of housing, including more 1 and 2 bedroom homes. The guidance relates to the whole Borough and isn't broken down to smaller areas. We haven't undertaken the sort of detailed analysis that would be needed to conclude that this application should be refused for proposing an inappropriate housing mix.</p> <p>The first part of saved Local Plan Policy 19 on page 70 of the Written Statement indicates that the conversion of houses to flats will be permitted in the towns and large villages, except in certain locations. I don't know the floor space of the existing house, but consider that it would be very difficult to show that points (c) or (d) constitute grounds to refuse the application, particularly as the Council doesn't currently apply the National Described Space Standards for housing (although we are proposing to do so in the new Local Plan). Point (b) is concerned with highways, so that just leaves (a).</p> <p>In relation to point (a), I don't know whether a significant proportion of the family houses in this part of Belswains Lane have been converted to flats, but I very much doubt that it is high enough to justify refusing the application. Even if a significant proportion of houses have already been converted, it would be difficult to justify refusal in the absence of evidence that demonstrates that further conversions would cause harm. Ideally, any such evidence should be supported by a member resolution setting out the Council's approach to further applications for conversions in the area.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
5	1	0	1	0

Neighbour Responses

Address	Comments
<p>196 Belswains Lane Hemel Hempstead Hertfordshire HP3 9XA</p>	<p>I am objecting to this planning application due to the below reasons</p> <p>Proposal of top flat - Current plans show that the proposed front bedroom will be turned into a kitchen/living room, this room would be adjoining to a bedroom. Due to the nature/use of this proposed room, which will be a high traffic area, it will cause significant noise levels, especially if the proposed room is used early in the morning or late at night. Sleep disturbance would be increased and one of the children in this adjoining bedroom has ADHD and already has disruption to their sleep. Due to the age of the properties, the shared walls allow noise to easily pass between them so unless the flat is soundproofed to current UK regulations of 45dB, noise from items such as TV, radio, washing machine and kitchen equipment will travel into the adjoining property.</p> <p>Concerns with decreasing the value of the adjoining properties</p> <p>Fire Risk - Due to the age of the building and being part of a terrace of 4 houses, has a full fire risk assessment been taken out to assess if a fire in the top flat kitchen would spread quickly through the adjoining houses through the loft cavities?</p>

Agenda Item 5d

ITEM NUMBER: 5d

23/03021/FHA	Two Storey Front & Rear Extensions, Part Single Storey Rear & Side Extensions. Existing Roof Removed & Replaced with New Roof. New Rear Garden Room	
Site Address:	84 Gravel Lane, Hemel Hempstead, Hertfordshire, HP1 1SB	
Applicant/Agent:	Mr Mohamed Imam	Mr Richard Camp
Case Officer:	Briony Curtain	
Parish/Ward:		Boxmoor
Referral to Committee:	Ward Cllr call – concerns over impact on neighbour	

1. RECOMMENDATION

That planning permission be GRANTED.

2. SUMMARY

2.1 The application site is located within residential area of Hemel Hempstead wherein the proposed development is acceptable in principle, in accordance with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013).

2.2 The overall size, scale and design of the proposed extensions are acceptable, and as amended would not result in any harm to the character or appearance of the property or wider street scene/area. Given the site circumstances, stagger of the properties and the window positions of adjacent properties, the works are not concluded to have any significant adverse impacts on the residential amenity of neighbouring properties by being visually overbearing or resulting in a loss of light or privacy.

2.3 Furthermore, it is not considered that the scheme would have an adverse impact on the road network or create significant parking stress in the area.

2.4 Given all of the above, the proposal is concluded to comply with the National Planning Policy Framework (2023), Policies CS1, CS4, CS8, CS11, CS12 of the Dacorum Borough Core Strategy (2013), Saved Appendices 3 and 7 of the Local Plan (2004) and the Parking Standards Supplementary Planning Document (2020).

3. SITE DESCRIPTION

3.1 The application site is located within a residential area of Hemel Hempstead and comprises of a two storey detached dwelling.

4. PROPOSAL

4.1 Householder Planning permission is sought for the construction of two storey front and rear extensions, single storey side and rear extensions and a detached outbuilding within the rear garden. It is also proposed to introduce a side facing first floor window to both existing side elevations of the property.

4.2 The proposals have been amended during the course of the application. UPVC Cladding has been added to the front elevation at the centre of the gable end.

5. PLANNING HISTORY

Planning Applications:

23/02327/FHA - Two Storey Front & Rear Extensions, Part Single Storey Rear & Side Extensions.
Existing Roof Removed & Replaced with New Roof. New Rear Garden Room
WDN - 11th December 2023

Appeals: None.

6. CONSTRAINTS

CIL Zone: CIL3

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Green (15.2m)

Residential Area (Town/Village): Residential Area in Town Village (Hemel Hempstead)

Residential Character Area: HCA8

Smoke Control Order

Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2023)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS8 – Sustainable Transport

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS29 - Sustainable Design and Construction

Local Plan

Appendix 3 – Layout and Design of Residential Areas

Appendix 7 – Small-scale House Extensions

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2020)

Planning Obligations (2011)

Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2022)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;

The quality of design and impact on visual amenity;

The impact on residential amenity; and

The impact on highway safety and car parking.

Principle of Development

9.2 The application site is situated within a designated residential area of the town of Hemel Hempstead. Policy CS1 of the Core Strategy (2013) guides new development towards Hemel Hempstead, stating that this area of the Borough will be the focus for new jobs, homes and development. Furthermore, Policy CS4 of the Core Strategy (2013) states that residential development is acceptable in designated residential areas.

Given the above policies, the proposal for the construction of extensions to an existing residential dwelling in this location is acceptable in principle in accordance with the above policies subject to a detailed assessment of its impact.

Quality of Design / Impact on Visual Amenity

9.3 Chapter 12 of the National Planning Policy Framework emphasises the importance of good design in context and, in particular, paragraph 139 states that development which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents. Dacorum's Core Strategy Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Site Design) state that development within settlements and neighbourhoods should preserve attractive streetscapes; integrate with the streetscape character and respect adjoining properties in terms of scale, height, bulk and materials.

9.4 It is noted that there are a range of dwelling types and styles along Gravel Lane such that there is variety in the street scene, however it should be noted that gabled roofs are a characteristic feature (it was originally proposed to introduce a hipped roof but concerns were raised). There is also a variety of materials exhibited in the immediate vicinity including brickwork, various forms and colours of cladding and tile-hanging to the front elevations of properties within the area. There is no formal build line, the properties are staggered, in some cases significantly so.

9.5 Despite extending to the front the proposal projects no further than the existing single storey garage and in this respect the existing staggered street pattern is respected and the extension would not appear overly dominant in the street scene. The proposed extensions will significantly alter the overall appearance of the dwelling, compared to the existing and would result in the creation of a large single gable to the front elevation, which would be wider than most in the area but this is not concluded to result in any visual harm. Given its scale and the fact it was all to be brick, concern was initially expressed that the resulting dwelling may appear slightly at odds with the street scene. To

break up the mass and bulk, and to better relate to existing examples in the street scene, UPVC cladding has been added to the front elevation. As amended, the resulting building is now considered to successfully integrate into the streetscape to comply with Policies CS11 and CS12.

9.6 The proposed rear extensions, given their siting would not be visible from the public domain and would not therefore have an impact on the character or appearance of this part of the street scene. The single storey side elements would be publically visible, but due to their slightly set back position, single storey nature and simple lean to roof design, they would appear subservient and are considered to be appropriate in terms of design, bulk, scale and use of materials. They would extend very close to the common boundary with No. 82 but given the stagger in the properties and the single storey height, would not appear unduly cramped or result in a terracing effect.

9.7 The outbuilding is single storey and sited to the very end of the garden such that it would not be visible from public vantage points and again would therefore not affect the character or appearance of the wider street scene. In any event, it is modest in size and is simple in its design with sympathetic materials such that it would harmonise well in its context. There are similar structures in the rear gardens of adjacent properties such that it would not appear incongruous and, moreover, an outbuilding of slightly lower height but otherwise identical design and form would not require consent. This is a material consideration that must be given weight.

9.8 It is concluded that the proposals respect the existing dwelling house and the character and appearance of the surrounding area, and as such comply with Policies CS11 and CS12 of the Dacorum Borough Core Strategy and Saved Appendix 7 of the Local Plan.

Impact on Residential Amenity

9.9 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposal should be designed to reduce any impact on neighbouring properties by way visual intrusion, loss of light and privacy.

Impact on No. 86 Gravel Lane

9.10 No. 86 is located to the south of the application site and given the staggered street scene is set significantly forward of No. 84. The two storey front extension and main roof alterations proposed would remain set back behind No. 86 and sited alongside/aligned with the existing side elevation such that any impact would be minimal. There is a side facing first floor window in the northern side elevation of No 86 but this serves a non-habitable room (bathroom) and is fitted with obscured glazing. Any loss of light to this non-habitable room would not significantly affect the overall living conditions or residential amenity of No. 86 and as such have been given very little weight. The BRE guidance does not take into account any loss of light to non-habitable rooms.. The same would apply to the non-habitable utility window at ground floor level. The front extension would not be visible from the nearest habitable front facing window of No. 86's bedroom window as it set behind it and as such there would be no harm to light, or aspect to this room.

9.11 To the rear, nearest to the proposed extension No. 86 features a kitchen window at ground floor level and a bedroom window at first floor level. The two storey rear extension would project further to the rear than No. 86 but not excessively so (just over 3m) and importantly there would be no breach a 45 degree line in plan form taken from the centre point of either the kitchen or the bedroom window above. Given there is no breach in plan and having regard for the orientation (the application site is to the north) in accordance with the BRE guidance an acceptable amount of light and open aspect will continue to reach the kitchen area and bedroom of No. 86. It should also be noted that having viewed the plans submitted in respect of the extensions for No. 86, the kitchen is noted as being open plan with the dining area and is thus also served by the adjacent bi-folding doors. Whilst concern has been expressed with regard to the impact of the extension on these bi-fold doors, these

are set further from away from the proposed extension and given their width, the 45 degree line from their centre point would be significantly cleared such that the proposal would not impact light to an unacceptable degree or appear unduly intrusive. The development would be clearly visible from the immediate garden area of No. 86 but given its siting, orientation and projection it would not appear so dominant as to be oppressive or harm residential amenity to an unacceptable level.

9.12 It is acknowledged that the single storey rear extension will extend yet further behind the rear elevation of No. 86 but given it is set further within the site it would not have any significant adverse effect with regard to light or visual intrusion.

9.13 It is proposed to introduce a side facing, first floor window within the existing property that would face No. 86. This window would serve a bathroom. Given its siting, to ensure no loss of privacy or unacceptable level of overlooking, it is considered necessary and reasonable to condition it be fitted with obscure glazing and non-opening below 1.7m from finished floor level. With the inclusion of such a condition there would be no harm to the adjacent property.

No. 82 Gravel Lane

9.14 No. 82 is located to the north of the application site and given the staggered street scene is set back behind the application property. No. 82 features side facing, high level ground and first floor windows in its southern side elevation. Having reviewed previous plans for the property and having regard to the representations received, these windows serve a hall-way/home-office at ground floor level and the landing at first floor. Given the open-plan nature it is acknowledged that the ground floor window also partially serves the habitable rooms beyond this, however it is important to note that these habitable rooms are also served by their own secondary light sources (additional windows to the rear elevation for example) which will not be impacted by the proposed development.

9.15 The two storey rear extension proposed would project just over 1m and the single storey element would then extend a further 2.15m to the rear. Both would therefore be sited directly in front of the side facing windows of No. 82. However, given these windows do not serve habitable rooms, and due to the fact that the extension extends only partially across them at first floor level it is concluded that a refusal could not be sustained. The proposal would have no impact on the rear facing windows of No. 82 as they are set further to the west.

9.16 It is proposed to introduce doors and a Juliette balcony at first floor level within the two storey rear extension. The plans show that the balcony would project very slightly beyond the rear wall and thus would permit direct views to the side (as you could slightly step out onto it) which is unacceptable. A true Juliette balcony would have a flush fitting screen permitting oblique views only and would therefore have no greater overlooking than a standard window. With the inclusion of a condition requiring the balcony screen to be flush fitting it is concluded that there would be no loss of privacy. It is also important to note that given the extension would result in the fenestration being further to the rear the views would be more oblique and in fact possible less intrusive than the existing window which is further to the east. It is important to note that an existing window can be replaced by doors and Juliette balcony without the need for planning permission (Class A permitted development) and whilst in this instance it is in the extension so needs permission the existing could be altered and this would have a similar/worse impact. This should be given weight in the current considerations. A refusal on this ground alone could not be sustained.

9.17 Turning to the front and the proposed first floor/two storey front extension, it is proposed to extend at first floor level over the existing garage which would be sited in front of No. 82. However, the development would clear a 45 degree line in plan and elevation from the front facing master bedroom window and the window at ground floor level, such that a refusal could not be sustained. Sufficient open aspect and light would continue to reach these rooms and the separation is such that the extensions would not appear oppressive.

Impact of the proposed Outbuilding

9.18 The proposed outbuilding would be sited at the very rear of the garden and measure 8.3m in width by 3.3m in depth with a mono-pitch roof 2.35m at its lowest point, rising to 3m. Its siting would straddle the rear gardens of Nos 2 and 3 Counters Close to the west and it would be set away from both side boundaries.

9.19 Whilst concern has been raised by neighbours, given its siting, height and design it is concluded that the outbuilding structure would not appear unduly dominant or visually intrusive to the detriment of residential amenity. The size and particularly the height are not excessive and the separation distance between it and the nearest adjacent properties is sufficient to avoid unacceptable harm. The height at the rear has been kept to a minimum at 2.35m above ground level, with a mono-pitch roof sloping away from Nos 2 and 3 Counters Close, which would help minimise the visual impact. It is important to note that at the point it abuts the rear boundary the outbuilding is lower than what would be permissible without planning permission (ie 2.5m). There is no fenestration proposed to the side elevations and whilst there is a large opening which would face towards the properties of Gravel Lane, these views already exist from the garden area. Whilst it is acknowledged that the provision of an outbuilding would increase overlooking as it could be used whatever the weather, the separation distance, oblique angle, and existing boundary would mitigate any harm. In addition it is important to note that these views would be the same from a slightly lower outbuilding that wouldn't require consent (ie a permitted development fall back position) and this is a material consideration that should be afforded significant weight.

9.20 The outbuilding is proposed to comprise a shower room to the rear corner and is annotated as a garden room and shed. Whilst the concerns of neighbours in relation to the use are noted, there is no evidence to suggest the building would be used for residential accommodation/purposes and there is no kitchen facilities proposed such that it could not be used independently to the main dwelling. Its use for independent residential accommodation would require planning permission and there is insufficient parking and amenity to serve a new unit such that a condition will be imposed ensuring that it remains incidental to the main dwelling and is not used separately.

9.21 Based on the above, the proposals are considered to be in accordance with Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy.

Impact on Highway Safety and Parking

9.22 The NPPF (2023), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), and the Parking Standards Supplementary Planning Document (2020) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.23 The proposal does not seek to alter the access or parking arrangements. There is an additional bedroom being proposed. In accordance with the Council's Parking Standards SPD a four bedroom property in this location would require three allocated off-street parking spaces. There is a generous frontage to the application site such that sufficient parking can be accommodated. The proposed development would not result in residual harm to highway safety.

9.24 Overall, it is considered that the proposal would not result in an unacceptable impact on highway safety.

Other Material Planning Considerations

9.25 None

Response to Neighbour Comments

9.26 Objection have been received from neighbouring properties raising the following points:

- *Loss of light, overbearing and visually intrusive to existing rooms and garden areas of adjacent properties.*

Officer comment: This has been addressed above within the 'neighbouring amenity' section of the report.

- *Overshadowing of adjacent properties, plants and pond.*

Officer comment: This has been addressed above within the 'neighbouring amenity' section of the report. The adjacent landscaping is not protected and as such any loss of light to it as a result of the development could not be taken into account. Whilst any loss of light to the pond may adversely affect ecology, given the size of the pond any impact would be minimal and would not be grounds for refusal.

- *The garden room is imposing and can't be more than 2.5m high.*

Officer comment: the size restrictions referred to are for Class E Permitted Development Right limitations (i.e the size of a structure that doesn't require formal permission), the proposed outbuilding is taller and as such requires permission and must be assessed as part of this application – the outbuilding is fully assessed in each section of the report.

- *The size, materials and design of the Garden room are not as a garden room but appear more as residential accommodation/ a bungalow and are out of keeping and could be used separately to the dwelling.*

Officer comment: this has been addressed above and the use will be conditioned

- *The construction of the garden room may harm existing trees, many trees have already been removed.*

Officer comment: There are no trees of significance affected by the proposals and the removal of any trees previously removed would not have required consent.

- *Applications for planning permission on adjacent properties were made to be amended and reduced in size and scale as they were considered too imposing and overbearing so the current application should also be.*

Officer comment: Each application must be assessed on its own merits.

- *The dimensions of the extensions and their height is not clearly shown.*

Officer comment: Existing and proposed plans have been submitted and contain scale bars such that all dimensions can accurately be ascertained and assessed.

- *The Juliette balcony and side facing windows will result in a loss of privacy and overlooking of adjacent properties.*

Officer comment: This has been addressed in the report above.

- *The foundations and building works may adversely affect the structural integrity of adjacent properties.*

Officer comment: This matter would be dealt with under Building Regulations and Party Wall Agreements and is not a material consideration under the planning system.

Community Infrastructure Levy (CIL)

9.27 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy was adopted in February 2015 and came into force on 1 July 2015. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

10. CONCLUSION

10.1 It is not felt that the works would have an adverse impact on the appearance of the dwelling or would significantly impact the overall character and appearance of this part of the street scene. The development would not have a detrimental impact on the amenity of neighbouring properties or highway safety/car parking. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework 2023 and Policies CS11 and CS12 of the Core Strategy 2006-2031.

11. RECOMMENDATION

11.1 That planning permission be GRANTED.

Condition(s) and Reason(s):

- 1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2. The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

**722 / D002 Rev B
722 / D003 Rev D
722 / D004 Rev A
722 / D005 Rev B
722 / D006 Rev A
722 / D007
Location Plan**

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3. The window(s) at first floor level in the side elevations of the dwelling shall be non-opening (unless the part of the window that opens is above 1.7m from floor level) and permanently fitted with obscured glass with a minimum of privacy level three.**

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 135 (f) of the National Planning Policy Framework (December 2023).

4. **Notwithstanding the detail shown on drawing No.s 722 / D002 Rev B, 722 / D003 Rev D, the Juliette balcony hereby permitted shall be permanently fitted with a flush fitting screen / balustrade to prevent occupation of any area outside the envelope of the building, and thereafter permanently retained.**

Reason: to safeguard the residential amenities of adjacent properties in accordance with Policy Cs12 of the Core Strategy 2013.

5. **The outbuilding hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 84 Gravel Lane and shall not be independently occupied.**

Reason: For the avoidance of doubt and to ensure that the use of the development remains ancillary to the use of the main dwellinghouse without allowing the intensification of residential accommodation within the site and to safeguard the residential amenities of adjacent properties in accordance with CS4, and CS12 of the Core Strategy 2013

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
7	3	0	3	0

Neighbour Responses

Address	Comments
3 Counters Close Hemel Hempstead Hertfordshire HP1 1SE	<p>The materials and size of the proposed Garden Room is not in keeping with the accepted concept of a Garden Room.</p> <p>The size and materials and the foundations required would result in a building that is similar to a small bungalow, and the provisions within of kitchen and toilet facilities could lend itself to the building being used as a habitable structure, rather than one that is for work and recreational use.</p>

	<p>The applicant has already removed a large amount of plants/trees from the garden and the close proximity of the building is likely to compromise the root structure of the remaining apple tree and therefore its eventual loss.</p> <p>It is on these grounds that it is asked that the size and structure of the Garden Room be appraised and something more in keeping be proposed.</p>
<p>86 Gravel Lane Hemel Hempstead Hertfordshire HP1 1SB</p>	<p>All of our reasons for objecting are the same as the previous application, with additional comments which are as follows:</p> <p>Visual intrusion in addition to the above for the following reasons:</p> <p>The rear extension comes out from the current property by nearly 5 metres causing loss of light and overshadowing in our kitchen and rear bedroom windows. There will be a significant visual intrusion from both of these windows and in our garden as a whole. One plan shows a sight line from our kitchen area but there is no consideration for the sight line from our bi-fold doors. These cover 3/4 of the back of our ground floor and protrude more than the kitchen and hence creates more intrusion.</p> <p>The garden as a whole will still be overshadowed and overlooked causing loss of light and privacy.</p> <p>The front extension plans will cause considerable loss of light to both our utility room and upstairs bathroom window, as there is just over 1.5 metres separating properties along with the planned pitch of the roof means the percentage of light lost is greater. Also the plans for front extension will not fully be in keeping with the streetscape of the road.</p> <p>The garden room being constructed from brick will be very imposing and not fitting for a garden room and appears to more like living quarters. We are concerned with the size of the building, we understood that it cannot be more that 2.5 metres high at the highest point. The plans currently show 3.0 metres tall. Does this height contravene the building regulations? Also meaning it would sit an additional 0.5 metres above our shed and summer room, again causing visual intrusion.</p> <p>On a previous application for our property the previous owners had to amend their application as it was noted that the front extension was visually intrusive / overbearing / oppressive and the plan was amended to the property it is now. 84 are making an application to extend their property in the same manor and I would hope the same consideration will be given for this application.</p> <p>We are also concerned with how the general building works and the foundations in particular will have an adverse affect on our property due to the close proximity, less than 1.5 metres, of the two properties. We may need to consider a party wall agreement.</p>
<p>82 Gravel Lane Hemel Hempstead Hertfordshire</p>	<p>1. Rear extension</p> <p>There remains no specified dimensional detail on how far the 2 storey</p>

HP1 1SB

element of the rear extension adds to the house on the side closest to our property. Nor is there specific dimension detail on the roof height of the single storey element of the rear extension. Working from the scale drawing, I estimate the 2 storey element to add ~1.5 meters to the house, while the roof of the single storey element appears to be ~3.5 meters high, sloping down to ~2.5 meters. Based on these measurements the cumulation of the rear extension will entirely overshadow both the ground floor and second floor side windows of our property, becoming a complete visual intrusion while most importantly and disappointingly, blocking 100% of natural light into our open plan living area.

The juliet balcony will also be an intrusion of privacy, as there will be a direct line of sight through to the second floor side window, to our upstairs bedrooms and directly into our family bathroom. With full height glass doors to the balcony, it provides a direct line of sight to our patio and garden and we will also be able to look directly into No 84 master bedroom from our garden due to the full height glass doors providing no privacy screen.

2. Front extension

The front 2 storey extension plans will cause significant loss of light to both our downstairs open plan dining and living area, hallway and upstairs master bedroom.

It will also vastly eliminate sunlight to the plants, trees and wild pond in the front garden due to the direction of the morning and midday sun.

3. Additional 2nd storey side window

The plans include a 2nd storey side window looking on to our property, this will significantly intrude on our privacy as it will look directly into both our ground and second floor side windows.

4. Garden room

The brick walls, plumbing, shower room and kitchen worktop/cupboards which are detailed in the plans strongly indicate that this building will be used as an additional dwelling/habitable space. If so, this would require planning permission specifically for 'granny annexe'.

The brick walls are also not in keeping with all other garden rooms in the area.

Additional comments;

In addition to our previous comments, we want to provide additional clarification that this proposed development will substantially block light directly into our downstairs home office which will significantly impact our working environment.

A juliette balcony is not an essential addition to a home. The proposed juliette balcony will be a huge intrusion of our privacy. Someone would be able to stand on the juliette balcony and look directly into our

	<p>upstairs hallway, see into the entrance of all of our 4 bedrooms and directly into our bathroom when the bathroom door is open. This will hugely impact our life in our own home, no-one will feel comfortable upstairs knowing the neighbour could watch us from their balcony. xxxxxxx. I would like to reiterate, a juliette balcony is not essential to their home, but the impact it would have on our privacy and mental wellbeing in our own home is huge.</p>
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Agenda Item 5e

ITEM NUMBER: 5e

24/00318/LBC	Removal of tiles from front elevation and replacement with rendering.	
Site Address:	Dalchini 91 - 95 High Street, Hemel Hempstead, Hertfordshire, HP1 3AH	
Applicant/Agent:	Mr Colin Cantellow	
Case Officer:	Elspeth Palmer	
Parish/Ward:	Hemel Hempstead (No Parish)	Hemel Hempstead Town
Referral to Committee:	As the applicant is a DBC employee.	

1. RECOMMENDATION

That Listed Building Consent be GRANTED.

2. SUMMARY

- 2.1 The proposed replacement of tiles with render will not cause any harm to the setting of the listed building or the Conservation Area.
- 2.2 The proposals will preserve the significance of Dalchini 91-95 High Street, Hemel Hempstead as a listed building and in accordance with policy CS27, and the NPPF, the integrity, setting and distinctiveness of the designated heritage assets is protected, conserved and enhanced.

3. SITE DESCRIPTION

- 3.1 The application site contains a Grade II Listed building located on the eastern side of High Street, Hemel Hempstead within the Old Town Conservation Area. The building has 3 storeys with an Indian restaurant at ground floor and residential above.

4. PROPOSAL

- 4.1 The application seeks listed building consent for the removal of the grey ceramic tiles from the front elevation and replacement with a K Rend product.

Background

- 4.2 Grey ceramic tiling had previously been installed to the front elevation of the building without listed building consent. An application was submitted to regularise the situation.
- 4.3 23/01180/LBC for repairs and new signage was refused on 31st July, 2023 for the following reason:

The tiling by nature of its shape, size and colour would detract from the character, appearance and historic significance of the Listed Building. The proposals result in less than substantial harm to a heritage asset and therefore fail to meet the requirements of the Planning (Listed Building and Conservation Areas) Act 1990, CS27 of the Core Strategy (2013), Saved Policy 119 of the Dacorum Local Plan (2004) and the NPPF (2021).

5. PLANNING HISTORY

Planning Applications:

23/01180/LBC - Repairs and new signage

REFUSED - 31st July 2023

4/00666/03/LBC - Addition of extractor fan to side of building
REFUSED - 21st May 2003

4/00665/03/FUL - Addition of extractor fan to side of building
REFUSED - 21st May 2003

4/00165/96/LBC - Erection of fascia sign and non-illuminated projecting sign
GRANTED- 19th April 1996

4/00164/96/ADV - Erection of fascia sign and non-illuminated projecting sign
GRANTED - 19th April 1996

4/01229/92/LBC - Erection of aerial mast
GRANTED - 26th November 1992

4/01228/92/FUL - Use of first floor room as taxi control office & erection of aerial
REFUSED - 12th November 1992

4/01312/91/LBC - Installation of air conditioning plant on roof (modification)
GRANTED - 4th November 1991

4/01311/91/FUL - Installation of air conditioning plant on roof (modified)
GRANTED - 4th November 1991

4/00681/91/LBC - New shop front and internal alterations
GRANTED - 11th July 1991

4/00680/91/FUL - Shopfront
GRANTED - 11th July 1991

4/01229/90/FUL - Change of use storage to residential
WITHDRAWN - 18th October 1990

4/00197/90/LBC - Single storey rear extension and fire escape
GRANTED - 20th June 1990

4/00196/90/FUL - Single storey rear extension and fire escape
GRANTED - 20th June 1990

6. CONSTRAINTS

CIL Zone: CIL3
Conservation Area: HEMEL HEMPSTEAD
Parish: Hemel Hempstead Non-Parish
RAF Halton and Chenies Zone: Yellow (45.7m)
Smoke Control Order
Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

Planning (Listed Building and Conservation Areas) Act 1990 – Section 16(2) and 66(1)

National Planning Policy Framework 2023 – Section 16

Dacorum Borough Core Strategy 2013 – Policy CS27

Dacorum Borough Local Plan 2004 – Saved Policy 119

9. CONSIDERATIONS

Impact on Significance of Heritage Asset

- 9.1 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard should be had to the desirability of preserving listed buildings or their setting. This means that considerable weight and importance must be given to any harm caused to designated heritage assets in the planning balance. Additionally, the National Planning Policy Framework 2021 advises that when considering the impact of development on the significance of a designated heritage asset, great weight should be given to its conservation.
- 9.2 The main issue of relevance to the consideration of this application therefore relates to the impact of the proposal upon the character and appearance of the Grade II Listed Building.
- 9.3 Policy CS27 of the Dacorum Core Strategy seeks to ensure that all development favours the conservation of heritage assets, and the integrity, setting and distinctiveness of designated and undesignated heritage assets is protected, conserved and, if appropriate, enhanced.
- 9.4 Saved Policy 119 of the Dacorum Local Plan (2004) states that consent to alter a Listed Building will only be granted where it can be satisfactorily demonstrated that the proposed works would be carried out in a manner appropriate to the scale, proportion and external and internal appearance of the building. The National Planning Policy Framework (NPPF) (2021) seeks to ensure that heritage assets are preserved and enhanced.
- 9.5 The Council's Conservation Officer has assessed the proposal and stated that the proposal is acceptable. The scheme will rectify the current situation where the applicant has placed grey tiles to the frontage of the building and allow the significance of the Listed Building to be preserved.
- 9.6 The applicant has agreed to the frontage (where the ceramic grey tiles have been fixed) being rendered in Pewter Grey K Rend which is acceptable to the Conservation Officer.
- 9.7 As this relates to removal of unauthorised works a condition will be set requiring the works to be completed within the time period of 4 months.
- 9.8 The proposed scheme by nature of its siting, scale and design will not cause any harm to the setting of the listed building or the Conservation Area.

9.9 In summary the proposals will preserve the significance of Dalchini 91-95 High Street, Hemel Hempstead as a listed building and in accordance with policy CS27, and the NPPF, the integrity, setting and distinctiveness of the designated heritage assets is protected, conserved and enhanced.

10. CONCLUSION

10.1 To conclude it is considered that the character/appearance/setting of Dalchini 91-95 High Street, Hemel Hempstead, will not be detrimentally affected by the proposal and it therefore complies with the relevant policies listed above.

11. RECOMMENDATION

11.1 That listed building consent be GRANTED subject to the following conditions:

Condition(s) and Reason(s):

- The works hereby permitted shall be completed within 4 months from the date of this consent.**

Reason: To comply with Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990, as amended by Section 51 (4) of the Planning and Compulsory Purchase Act 2004.

- The existing grey ceramic tiles will be removed and replaced with a render in Pewter Grey K Rend.**

Reason: To ensure that the character or appearance of the designated heritage asset is preserved or enhanced as required per Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy CS27 of the Dacorum Borough Core Strategy (2013) and Section 16 of the National Planning Policy Framework (December 2023).

Informatives:

- Listed Building Consent has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Conservation & Design (DBC)	<p>The proposal is acceptable and as discussed with the dept. This would rectify the site and allow its significance to be preserved. Colour finish subject to approval.</p> <p>That looks fairly neutral - no objection.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
0	0	0	0	0

Neighbour Responses

Address	Comments
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