

ITEM NUMBER: 5c

19/02696/FUL	Demolition of existing bungalow, construction of 8 new semi-detached houses (2 x 2 bedroom, 2 x 3 bedroom and 4 x 4 bedroom), access, turning and parking areas, landscape planting and ancillary development.	
Site Address:	Rosecroft 49 Chesham Road Bovington Hemel Hempstead Hertfordshire HP3 0EA	
Applicant/Agent:	Mr Waller	
Case Officer:	Simon Dunn-Lwin	
Parish/Ward:	Bovington Parish Council	Bovington/ Flaunden/ Chipperfield
Referral to Committee:	Recommendation Contrary to Parish Council View	

1. RECOMMENDATION

That planning permission be granted subject to conditions set out at the end of the report.

2. SUMMARY

2.1 The proposal represents the sustainable development of a brownfield site in an accessible location close to the centre of Bovington Village and accords with the NPPF and Policies NP1, CS1 and CS4 of the Core Strategy.

2.2 The scheme proposed is considered acceptable in terms of scale and design in the context of the site and surroundings. It would complement the character and appearance of the site and surroundings without harm to residential amenity in accordance with Policies CS11 and CS12 of the Core Strategy and Saved Policies 10, 18, 21, 99 and 111, and Appendix 3 of the saved Local Plan 2004.

2.3 The proposed access and parking arrangements are considered satisfactory and would not adversely impact on highway safety to accord with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51, 54 and 58 and Appendix 5 of the saved Local Plan 2004.

3. SITE DESCRIPTION

3.1 The site lies on the east side of Chesham Road to the west of the village of Bovington and currently comprises a detached two storey chalet bungalow with a large garden to the rear. The area is residential in character with a variety of housing typologies with forecourt parking along the Chesham Road.

4. PROPOSAL

4.1 Demolition of the existing bungalow and construction of 8 new semi-detached houses (2 x 2 bedroom, 2 x 3 bedroom and 4 x 4 bedroom), access, turning and parking areas, landscape and plating and ancillary development

4.2. The proposed scheme has been amended from the original submission to address design and access concerns. Re-consultation has been undertaken with the local community and statutory consultees.

5. PLANNING HISTORY

Planning Applications (If Any):

4/01555/83 - Single storey side extension and porch
GRANT - 16th January 1984

4/00362/01/FHA - First floor side extension, incorporation of hipped roofs over existing dormers and modification to existing roof
GRA - 25th May 2001

Appeals (If Any): None.

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
CIL Zone: CIL2
Former Land Use (Risk Zone): Garage, Chesham Road, Bovingdon
Former Land Use (Risk Zone): Former Slaughter House, High Street, Bovingdon
Former Land Use (Risk Zone): Infilled Ponds, High Street, Bovingdon
Former Land Use (Risk Zone): Bovingdon Airfield, Chesham Road, Bovingdon
Former Land Use (Risk Zone): Former Research Laboratory, Hawkins Way, Bovingdon
LHR Wind Turbine
Large Village: Bovingdon
NATS Safeguarding Zone: Notifiable Development Height: > 15 Metres High
Parish: Bovingdon CP
RAF Halton and Chenies Zone: Red (10.7m)
Residential Area (Town/Village): Residential Area in Town Village (Bovingdon)
EA Source Protection Zone: 3

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 (February 2019)
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
CS13 – Quality of Public Realm

CS17 – New Housing
CS18 – Mix of Housing
CS29 - Sustainable Design and Construction
CS31 – Water Management
CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Local Plan

Policy 10 – Optimising the Use of Urban Land
Policy 13 – Planning Conditions and Planning Obligations
Policy 18 – The size of New Dwellings
Policy 21 – Density of Residential Development
Policy 51 – Development and Transport Impacts
Policy 54 – Highway Design
Policy 58 – Private Parking Provision
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 111 – Height of Buildings
Appendix 3 – Layout of Residential Development
Appendix 5 – Car Parking Standards

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)
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)

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 comprise an existing dwelling with a large rear garden within the built up area of Bovingdon Village, defined as a large village within the Dacorum Core Strategy, wherein Policies NP1, CS1 and CS4 apply. The Paragraph 118 d) of the NPPF promotes and supports the development of under-utilised land and encourages the efficient use of land. Given the precedent set on the adjoining site for in-depth/tandem development, it is considered that a similar form of development on this large plot of land is acceptable in principle.

9.3 The site is within an established residential area and close to shops and services in the village centre on the High Street approximately 800m or 10 minutes' walk to the north-east. Core Strategy Policy CS4 encourages the provision of new housing in towns and large villages in a hierarchy of settlements. Saved Local Plan Policy 10 also seeks to optimise the use of available land within urban areas.

9.4 Relevant to the application is the appeal decision for 9 houses on adjoining land at nos. 50-53 Chesham Road (BDC application ref: 4/01779/FUL and appeal ref: APP/A1910/W/18/3202687).

That proposal was originally refused by the Council on the basis that it would introduce a second tier of housing behind the Chesham Road frontage, detracting from the character of the area, harm the amenity of nearby residents, and be a cramped form of development. The Planning Inspector disagreed with the Council and allowed the appeal on 1st March 2019.

9.5 The appeal decision carries significant weight in favour of the current application, particularly because the current proposal is next to the appeal site and comprises a similar form, scale and design. Reference is made where relevant to the appeal decision in the assessment below.

Quality of Design / Impact on Visual Amenity

9.6 High quality design is required in the context of the site and surroundings to comply with Policies CS11, CS12 and CS13 of the Core Strategy, Policies 18, 21, 111 and Saved Appendices 3 and 5 of the Dacorum Borough Local Plan. The density of the proposal is 44 dwellings per hectare (dph) and within the range of 30-50 dph set out in Policy 10 of the saved Local Plan.

9.7 The proposed development follows pre-application discussions with the Council in 2019. It comprises the construction of two rows of two-storey semi-detached dwellings. The front row on Chesham Road, comprising Plots 1 and 2 (Type A 3 beds) and Plots 3 and 4 (Type B 2 beds) with rear gardens which replaces the existing dwelling with forecourt parking for 6 cars. The frontage blocks (Plots 1 to 4) are separated by a central access road leading to Plots 5 to 8 (Type C 4 beds) to the rear with rear gardens and a parking forecourt for 14 cars. Blocks A and B to the front align with the existing building line on the main road.

9.8 The separation distance of the front and rear blocks within the scheme is at approximately 25m, exceeding the minimum privacy distance of 23m required. The rear gardens to Plots 1 to 4 achieve a depth of approximately 11m to 11.3m and Plots 6-8 achieve 11.1 to 11.5m. Plot 5 has a garden depth of approximately 10.9m but compensates with a wider garden of 10.6m width. The garden depths/size for the dwelling sizes proposed are considered acceptable and generally comply with Appendix 3 of the Local Plan.

9.9 The scale, design and materials proposed in the amended scheme are in keeping with the character and appearance of the area. The Council's Design Officer considered the proposal and advised on suitable revisions to ensure the final design is in parity with the appeal scheme on the adjacent site on height/depth and roof proportions, particularly to the Type B houses on Plots 3 and 4 to be sympathetic to the character and appearance of the area. The consideration is consistent with the Inspector's view in the appeal decision for the approved development on the adjacent site with a similar character.

9.10 For the above reasons, the density, layout, design and scale of the proposal is considered acceptable and compliant with Policies CS11, CS12 and CS13 of the Core Strategy, Policies 18, 21, 111 and Saved Appendices 3, and the NPPF.

Impact on Residential Amenity

9.11 The spacing and alignment of the proposed development will not result in any significant harm to the residential amenities of any neighbouring properties. There would be no adverse loss of daylight or sunlight to neighbours. The first floor staircase/landing windows to Plot 1 and Plot 4 have the potential to overlook the neighbours to the north and south respectively, and a condition is recommended to secure obscure glazing with the lower pane fixed shut to Plots 1 and 4 in mitigation. Overall, the proposal would not give rise to overlooking or loss of privacy to neighbours. The proposal is therefore considered to be satisfactory and in accordance with Policy CS12 from the Core Strategy and Saved Appendix 3 of the Local Plan.

9.12 Within the scheme, Plot 5 would have a reduced outlook from the front because the position of the nearest proposed dwelling within the approved appeal scheme, close to the common boundary with a gap of approximately 1.3m, projects approximately 8m beyond the front building line. However, on balance it is not considered this shortcoming alone warrants refusal. The appeal scheme sits to the north side of the application site and loss of light or privacy is not considered to be an issue. The proposed dwellings provide generous internal floor space commensurate with size, and adequate private amenity space is provided to achieve a good standard of living accommodation for future occupants.

Impact on Highway Safety and Parking

9.13 The Highway Authority has considered the proposal and raise no objection in terms of highway safety, subject to recommended conditions. The central access road includes a separate pedestrian access for safety. The potential impact of the forecourt parking bays on Chesham Road to Plots 1 and 4 has been considered by the Highway Authority. The Parish Council expressed concerns about the forecourt parking on Chesham Road and vehicles reversing out. The Highway Authority considers that 'although on a classified road vehicles are usually required to enter and leave the highway in forward gear, a number of existing properties on this road do not have this facility and this does not appear to have created any severe points of conflict on the road: there have been no recorded accidents involving personal injury in the vicinity of the site in the last 5 years'. Consequently, it is considered acceptable in highway safety terms.

9.14 An additional concern expressed by the Parish Council relate to emergency vehicle access. The access road is approximately 4.15m wide at the entrance gate with an on-site hammerhead turning area to the rear. This arrangement mirrors the appeal scheme approved on the adjoining site at nos. 50 to 53. The Highway Authority also considered the access and turning areas for large vehicles to enter and leave in forward gear to be acceptable. The applicant has subsequently submitted swept path analysis diagrams to demonstrate that a refuse vehicle and fire appliance can enter and leave the site in forward gear. Appropriate informatives are also recommended by the Highway Authority, as set out below.

9.15 The proposed layout accommodates 14 spaces within the rear forecourt and 6 spaces to the front on Chesham Road. A total of 20 parking spaces are allocated to the proposed houses as marked on the layout plan. The Council's maximum requirement for accessibility Zone 4 for the proposed dwelling mix of 2 x 2 beds, 2 x 3 beds and 4 x 4 bed dwellings calculates at 19.5 spaces. Cycle storage is provided to each dwelling in the rear garden. The proposal complies with Council standards under Appendix 5 of the Local Plan.

Other Material Planning Considerations

Impact on Trees and Landscaping

9.16 A tree report has been submitted to assess the impact of the proposal on existing trees, and while there are no TPOs affecting the site a mature tree with high amenity value is located close to the rear boundary. This is a mature Ash noted to the rear but on neighbouring land with symptoms consistent with Chalara Ash Dieback. While it is considered unlikely to survive for very long, it should be protected during the construction phase, together with existing mature hedging to the common boundaries to the north and south.

9.17 Existing trees within the neighbouring appeal site at no.51 are proposed to be removed but the Inspector considered the replacement tree planting on the appeal site was a benefit and the proposal replicates the gains in new planting. A condition is recommended to protect the Ash and hedgerow, together with a landscaping scheme for further approval for new tree planting. .

Waste Management

9.18 No comments have been received from the Council's waste manager. However, bin stores are indicated on the layout and plan and reserved for further detailed approval via the recommended landscaping condition to address waste storage. The site is accessible for waste collection.

Contamination

9.19 The Council's Contamination Officer considers the site to have potential for the presence of contamination on previously undeveloped ground, and conditions are recommended to address this issue.

Noise

9.20 The Council's Environmental Health Officer considers that the location of the development site has the potential to be impacted by road traffic noise from the Chesham Road. A condition is recommended to address this issue to comply with Core Strategy Policy CS32 and the NPPF to safeguard the health and wellbeing of future residents together with informatives on construction noise and dust.

Response to Neighbour Comments

9.21 These points have been addressed above other than ecology and impact on infrastructure.

Ecology

9.22 It is not envisaged that any protected species are present in this built up area. However, Herts Ecology were consulted because of the objection on this issue. They requested a Preliminary Ecological Appraisal (PEA). The applicant submitted an Ecological Assessment in support of the application. The report has been considered by Herts Ecology who advised that 'the habitats are of limited ecological value and the site is largely unsuitable for protected species, with the exception of hedgehogs and common garden birds. No further surveys are considered necessary'. Herts ecology do not consider there to be any ecological constraints for the proposal but recommend biodiversity enhancements. This is addressed by recommended Condition 14 below.

Infrastructure

9.23 Comments have also been made on infrastructure impacts relating to school places and local services. The proposal is subject to a CIL contribution to address local infrastructure provision. This is a minor development and it is not envisaged that the development would give rise to unacceptable infrastructure demands that cannot be met through the CIL provision.

Community Infrastructure Levy (CIL)

9.24 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions toward on-site, local and strategic infrastructure required to support the development. The contributions will normally extend only to the payment of CIL where applicable.

9.25 The Council adopted its CIL schedule in February 2015. This application is CIL Liable. The Charging Schedule clarifies that the site is in Zone 2 within which a charge of £150 per square metre apply to the proposed development.

10. CONCLUSION

10.1 The proposal demonstrates the efficient use of an existing developed site within Bovingdon Village which is considered to be a sustainable form of development. It is supported by the NPPF

and Policies NP1, CS1 and CS4 of the Core Strategy and specifically the weight of evidence set by the appeal decision on the adjoining site for a similar development.

10.2 The development would not have any detrimental impacts on the character and appearance of the area, the amenity of neighbouring residents or on highway safety. Overall it is considered compliant with Policies CS8, CS11 and CS12 of the Core Strategy, Saved Policies 10, 18, 51, 54, 58, 99 and 111, and Appendices 3 and 5 of the Local Plan.

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the conditions set out below.

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:**

**19_378_PL01 Existing Site and Location Plan
19_378_PL02 G Proposed Site Plan
19_378_PL03 A House Type A Proposed Floor Plans
19_378_PL04 B Proposed House type A Proposed Elevations
19_378_PL05 A House Type B Proposed Floor Plans
19_378_PL06 B House Type B Proposed Elevations
19_378_PL07 House Type C Proposed Floor Plans
19_378_PL08 House Type C Proposed Elevations
19_378_PL09 A Proposed Front Aerial View
19_378_PL10 A Proposed Rear Aerial View
19_378_PL11 A Proposed View 1
19_378_PL12 A Proposed View 2
19_378_PL13 A Proposed View 3
19_378_PL14 -16 A Sun Path Study March, June and December
19_378_PL20 C Proposed Site Plan (showing adjoining site developed)
KMC18049-001C Fire Appliance Swept Path Analysis
KMC18049-002C Standard Refuse Vehicle Swept Path Analysis
KMC18049-003C Large Refuse vehicle Swept Path Analysis
KMC18049-004C Large Car Swept Path Analysis**

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

- 3. No development (excluding demolition/ground investigations) shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.**

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- all external hard surfaces within the site;
- other surfacing materials;
- means of enclosure;
- soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.); and
- external lighting scheme

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 species, size and maturity.

Reason: To improve the appearance of the development 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).

5. (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 (Phase I) 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 a Site Investigation (Phase II environmental 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

- 6. Any contamination, other than that reported by virtue of Condition 5 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.**

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019)

- 7. No part of the development (excluding demolition/ground investigations) shall take place until the means of access have been constructed in accordance with the approved drawing 19_378_PL.02 C and constructed in accordance with " Roads in Hertfordshire A Guide for New developments".**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

- 8. Before first occupation or use of the development the access roads and turning and parking areas as shown on the approved plan(s) shall be provided and maintained thereafter.**

Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.

- 9. Visibility splays of not less than 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the new accesses, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety and free and safe flow of traffic.

10. Before the approved development is occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

11. Upon completion of the development and prior to occupation, any unused access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.

12. Prior to commencement of the development (excluding demolition/ground investigations) a ventilation strategy shall be submitted for the approval of the LPA to suitably protect the future occupiers of new housing from exposure to road transportation noise ingress in conjunction with adequate ventilation and mitigation of overheating. The ventilation strategy should therefore address how:

- the ventilation strategy impacts on the acoustic conditions
- the strategy for mitigating overheating impacts on the acoustic condition

And where justified include a more detailed overheating assessment to inform this.

The strategy shall be compiled by appropriately experienced and competent persons. The approved ventilation strategy shall be implemented prior to first occupation and retained thereafter.

Reason: To protect the residential amenities of future occupants, having regard to Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

13. The first floor side window(s) on the north elevation of Plot 1 (House Type A) and the south elevation of Plot 4 (House Type B) hereby permitted shall be non-opening to a height of 1.7m above finished floor level and permanently fitted with obscured glass to minimum level 4 obscurity for the lifetime of the development.

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 127 (f) of the National Planning Policy Framework (2019).

14. Prior to the occupation of the development, biodiversity enhancements in accordance with the recommendations set out in Section 7 of the submitted Ecological Assessment by Green Environmental Consultants dated April 2020 shall be implemented and thereafter so retained to the satisfaction of the Local Planning Authority.

Reason: To ensure suitable ecological enhancements are provided within the development having regard to Policy CS26 of the Dacorum Borough Core Strategy and Section 15 of the National Planning Policy Framework (2019).

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 above conditions 5 and 6 are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.
3. Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

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.

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

4. Highway Authority Informatives

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. This may mean that the developer will have to enter into a legal Section 278 agreement. The

applicant will need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: 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 website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. 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. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

4. 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-and-developer-information.aspx>.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Ecology	<p>Thank you for re-consulting Hertfordshire Ecology on the above. I am pleased to see an Ecological Assessment (Green Environmental Consultants, April 2020) has now been submitted with this application.</p> <p>The site was visited in late March / early April 2020 and includes a residential dwelling with large rear garden comprising amenity grassland, ruderal vegetation and clipped boundary hedges. No trees are present within the site. The habitats are of limited ecological value and the site is largely unsuitable for protected species, with the exception of hedgehogs and common garden birds. No further surveys are considered necessary.</p> <p>I do not consider there to be any ecological constraints with these proposals. A number of sensible recommendations and biodiversity enhancements are made in Section 7 (including native species landscape planting to encourage and support wildlife, the provision of integrated bat boxes and modified fencing to main access for hedgehogs) and these should be followed.</p>

<p>Conservation & Design (DBC)</p>	<p>The application plans have been amended, the issue that concerned me particularly was the design of house type B. The roof to house type B has been reduced and projecting gables added to the rear, the resulting pair of properties look more proportionate and of improved design. The frontage remains somewhat dominated by parking but that is the nature of the development, if approved the landscaping should be a condition of any consent.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Contamination</p> <p>Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.</p> <p>The application is for the redevelopment for housing on a previously developed site, albeit a site with a residential land-use history. Therefore, because of the proposal to demolish part of the existing buildings and introduce new dwellings with associated landscaping the possibility of ground contamination should be considered by the applicant/developer in taking any permission forward.</p> <p>For the above reasons it is recommended that the following planning conditions are imposed on the permission should it be 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 (Phase I) 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.</p> <p>(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 a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p>

(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 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.

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

Informatives:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.

Noise

The location of the development site has the potential to be impacted by road traffic noise from the Chesham Road. The application is not supported by any information which considers this source of transportation noise. Noise is recognised with national planning policy and supporting documents (Noise Policy Statement of England, Planning Policy Guidance: Noise) as relevant to planning due to its impacts on health and quality of life.

I would recommend this development is subject to a planning condition which requires an assessment of noise impact prior to commencement of development. The reason is that as the development may require an alternative ventilation (in place of or in addition to opening windows) to provide an adequate level of amenity. This will also have to factor in overheating to ensure adequate conditions for resting / sleeping.

Noise condition:

Prior to commencement of the development, a ventilation strategy shall be submitted for the approval of the LPA to suitably protect likely future occupiers of new housing from exposure to road transportation noise ingress in conjunction with adequate ventilation and mitigation of overheating. The ventilation strategy should therefore address how:

- o the ventilation strategy impacts on the acoustic conditions
- o the strategy for mitigating overheating impacts on the acoustic condition

And where justified include a more detailed overheating assessment to inform this.

The strategy shall be compiled by appropriately experienced and competent persons. The approved ventilation strategy shall be implemented prior to first occupation and retained thereafter.

Policy CS32 - any development proposals which could cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, light, noise or noxious substances, will not be permitted.

Informatives:

Construction Hours of Working - (Plant & Machinery) Informative

	<p>In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.</p> <p>Construction Dust Informative</p> <p>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.</p> <p>Noise on Construction/Demolition Sites Informative</p> <p>The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.</p>
Hertfordshire Highways (HCC)	<p>Amendment</p> <p>Demolition of existing bungalow, construction of 8 new semidetached houses (2 x 2 bedroom, 2 x 3 bedroom and 4 x 4 bedroom), access, turning and parking areas, landscape planting and ancillary development. https://planning.dacorum.gov.uk/publicaccess/</p> <p>Decision</p> <p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. No part of the development shall begin until the means of access have been constructed in accordance with the approved drawing 19_378_PL.02 B and constructed in accordance with " Roads in Hertfordshire A Guide for New developments".</p> <p>Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.</p>

2. Before first occupation or use of the development the access roads and turning and parking areas as shown on the approved plan(s) shall be provided and maintained thereafter.

Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.

3. Visibility splays of not less than 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the new accesses, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety and free and safe flow of traffic.

4. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

5. Upon completion of the development, any unused access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.

I should be grateful if you would arrange for the following note to the applicant to be appended to any consent issued by your council:-

INFORMATIVES:

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or

alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. This may mean that the developer will have to enter into a legal Section 278 agreement. The applicant will need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: 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 website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. 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. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

4. 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-and-developer-information.aspx>.

COMMENTS

This proposal is for: Demolition of existing bungalow, construction of 8 new semidetached houses (2 x 2 bedroom, 2 x 3 bedroom and 4 x 4 bedroom), access, turning and parking areas, landscape planting and ancillary development.

ACCESS

Vehicular

The proposal is to construct a new vehicular access and access road between the 2 pairs of houses that will front Chesham Road. This would include a pair of gates which open inwards, set back from the road with sufficient space for 3 cars to wait off-road whilst the gates are opening. An on-site vehicular turning area is also proposed. The two pairs of houses fronting Chesham road will require double vxos, giving direct access to their parking spaces.

Chesham Road is a busy "B" classified road, the B4505, with a 30 mph speed limit.

Although on a classified road vehicles are usually required to enter and leave the highway in forward gear, a number of existing properties on this road do not have this facility and this does not appear to have created any severe points of conflict on the road: there have been no recorded accidents involving personal injury in the vicinity of the site in the last 5 years.

Pedestrian and cycle access

Document: 19_378_PL.02 B , "proposed site plan" indicates that there will be a separate pedestrian footpath and gate alongside the vehicular access, in compliance with Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 2: Highway Layout and Strategies, Chapter 1: General states that "The design must facilitate access for movement by all modes, and it must also be safe for all users.

The proposed new access road will require the applicant to enter into a S278 agreement and will require to be constructed with radial corners in line with standard set out in Roads in Hertfordshire: Highway Design Guide 3rd Edition Section 4 - Design Standards and Advice Chapter 1 - Road Design Criteria. The applicant is to be informed that, as Highways Authority, HCC will not be adopting the proposed new access road.

PARKING

The access road would lead to a parking area for the houses to the rear, providing 2 spaces per property plus 2 visitor parking spaces for the 8 dwellings to share, as well as a turning area for large vehicles to be able to enter and leave the highway in forward gear.

In addition, secure cycle parking within each of the garden is proposed in accordance with the Dacorum cycle parking standards.

The four properties fronting onto Chesham Road will each have two parking spaces to the front, accessed directly from Chesham Road.

	<p>SUSTIANABILITY</p> <p>The transport statement shows that the site is within walking distance of all areas of Bovington and that, although there are no formal cycle facilities within the vicinity of the site, the local roads are conducive to cycling, with low vehicle speeds and flows.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above</p>
Local Parish	<p>Object ' our comments remain the same as reported on 29 November 2019</p> <ul style="list-style-type: none"> ' proposed house at rear of development bordering 48 Chesham Road is in too close proximity and will result in overlooking and cause significant loss of privacy ' any side windows should be glazed with obscure glass ' we maintain our view that vehicles having to reverse onto Chesham Road is dangerous ' Access road too narrow for service and emergency vehicles ' Insufficient bin storage facilities ' Over development of site <p>In addition, we would ask for clarification that the back gardens are at least 11.5 metres long</p>
Local Parish	<p>Object '</p> <ul style="list-style-type: none"> ' proposed house at rear of development bordering 48 Chesham Road is in too close proximity and will result in overlooking and cause significant loss of privacy ' any side windows should be glazed with obscure glass ' we maintain our view that vehicles having to reverse onto Chesham Road is dangerous ' Access road too narrow for service and emergency vehicles ' Insufficient bin storage facilities ' Over development of site
Environmental And Community Protection (DBC)	<p>Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.</p> <p>The application is for the redevelopment for housing on a previously developed site, albeit a site with a residential land-use history. Therefore, because of the proposal to demolish part of the existing buildings and introduce new dwellings with associated landscaping the</p>

possibility of ground contamination should be considered by the applicant/developer in taking any permission forward.

For the above reasons it is recommended that the following planning conditions are imposed on the permission should it be granted.

Contaminated Land Conditions:

Condition 1:

(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 (Phase I) 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 a Site Investigation (Phase II environmental 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 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.

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

Informatives:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.

Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

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,

	<p>produced in partnership by the Greater London Authority and London Councils.</p> <p>Noise on Construction/Demolition Sites Informative</p> <p>The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Decision</p> <p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. The applicant is required to submit a revised Design and Access Statement giving details of the proposed access for pedestrians and other non-vehicular modes of transport. Reason: In the interests of maintaining highway efficiency and safety.</p> <p>2. No part of the development shall begin until the means of access have been constructed in accordance with the approved drawing and constructed in accordance with " Roads in Hertfordshire A Guide for New developments". Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.</p> <p>3. Before first occupation or use of the development the access roads and turning and parking areas as shown on the approved plan(s) shall be provided and maintained thereafter. Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.</p> <p>4. Visibility splays of not less than 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the new accesses, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway. Reason: In the interest of highway safety and free and safe flow of traffic.</p> <p>5. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be</p>

intercepted and disposed of separately so that it does not discharge into the highway.

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6. Upon completion of the development, any unused access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.

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INFORMATIVES:

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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. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

4. 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-and-developer-information.aspx>.

COMMENTS

This proposal is for: Demolition of existing bungalow, construction of 8 new semidetached houses (2 x 2 bedroom, 2 x 3 bedroom and 4 x 4 bedroom), access, turning and parking areas, landscape planting and ancillary development.

ACCESS

Vehicular

The proposal is to construct a new vehicular access and access road between the 2 pairs of houses that will front Chesham Road. This would include a pair of gates which open inwards, set back from the road with sufficient space for 3 cars to wait off-road whilst the gates are opening. An on-site vehicular turning area is also proposed. The two pairs of houses fronting Chesham road will require double vxos, giving direct access to their parking spaces.

Chesham Road is a busy "B" classified road, the B4505, with a 30 mph speed limit.

Although on a classified road vehicles are usually required to enter and leave the highway in forward gear, a number of existing properties on this road do not have this facility and this does not appear to have created any severe points of conflict on the road: there have been no recorded accidents involving personal injury in the vicinity of the site in the last 5 years.

Pedestrian and cycle access

Document: 19_378_PL.02, "proposed site plan" indicates that the access to the four rear properties will be by shared surface, since there is no separate pedestrian footpath shown. This is acceptable in

Highway terms; however, the double gates across the full width of the access drive do not appear to allow for access by pedestrians or cyclists. Furthermore, no indication has been given regarding the operation of these proposed gates.

Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 2: Highway Layout and Strategies, Chapter 1: General states that "The design must facilitate access for movement by all modes, and it must also be safe for all users. The interaction between different modes - pedestrians, cyclists, cars and others needs to be carefully considered.

The applicant is required to submit a detailed plan showing how non-vehicular modes of transport will access the rear properties and also how the proposed gates are to be operated. The proposed new access road will require the applicant to enter into a S278 agreement and will require to be constructed with radial corners in line with standard set out in Roads in Hertfordshire: Highway Design Guide 3rd Edition Section 4 - Design Standards and Advice Chapter 1 - Road Design Criteria. The applicant is to be informed that, as Highways Authority, HCC will not be adopting the proposed new access road.

PARKING

The access road would lead to a parking area for the houses to the rear, providing 2 spaces per property plus 2 visitor parking spaces for the 8 dwellings to share, as well as a turning area for large vehicles to be able to enter and leave the highway in forward gear.

In addition, secure cycle parking within each of the garden is proposed in accordance with the Dacorum cycle parking standards.

The four properties fronting onto Chesham Road will each have two parking spaces to the front, accessed directly from Chesham Road.

SUSTIANABILITY

The transport statement shows that the site is within walking distance of all areas of Bovington and that, although there are no formal cycle facilities within the vicinity of the site, the local roads are conducive to cycling, with low vehicle speeds and flows.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	6	0	5	1

Neighbour Responses

Address	Comments
22A Hyde Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0EG	I think this is a good use of a very large garden on brown field land (better than building on green belt) and the proposed development looks very nice and would improve the appearance of the road
Scott House 22 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED	<ul style="list-style-type: none"> - negative impact on local ecology - too close to new Tesco store causing further traffic congestion on the busy Chesham Road - too close to the new development and access road 50m along the road. - over population in too small an area - Increase in traffic congestion and pollution - vehicles slowing down and manoeuvring into the new development will causes other vehicles to overtake and - and possibly cause dangerous vehicle manoeuvring outside proposed new development - not enough parking for proposed development`s residents causing parking or manoeuvring on the main high road - Increase of pollution - increase in traffic noise - increased Noise nuisance from residential area - Over development of existing site - local schools and doctors surgery all ready over subscribed, leading to further traffic movement, noise and pollution -complete change of appearance of the road from low rise single detached property's bungalows. -Not in keeping with existing property designs along this stretch of the village. <p>I live almost opposite to the proposed development. I would not have a concern of the existing property being renovated in blending in with the existing property's on this road. I do have big concerns with over development on this site in trying to fit as many houses as possible for maximum financial gain at the expense of the existing residents. It's obvious over development taking into account the development already approved 50m from this property. I am concerned about air pollution with the extra vehicle movements. Chesham Road is already a busy B road.</p> <p>The addition of another road/close in near proximity to the other development`s road being built concerns me for safety reasons for both pedestrians and car drivers with traffic pulling out and turning into the proposed new development from this busy road. Please take into</p>

	<p>account Bovingdon's infrastructure is already struggling with bad traffic congestion and lack of safe places to park.</p>
<p>Colyers Edge 48 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0EA</p>	<p>I live next door to the proposed development. I have enjoyed the green oasis that is my garden for 15 years. Whilst I have no issue with the main house being developed, I do have issues with cramming 4x4 bed houses in the rear garden. It's over development, bearing in mind the development already approved next to that. I am concerned about air pollution with the extra cars, noise pollution and loss of light to my house and garden. My garden/ house will be overlooked and the privacy of those living in my house will be greatly impacted. Chesham Road is a busy B road- the addition of another close in close proximity to the other new road concerns me for safety reasons for both pedestrians and car drivers, with traffic pulling out onto a busy road. Bovingdon's infrastructure is already struggling with a congested high street and lack of safe places to park.</p>
<p>13 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>why was we not inform about this development is this a case of never mind we do what we want and sod the people living on the Chesham rd</p> <p>4 weeks ago we could not get out or into the village due to market traffic</p> <p>over development of back garden is not what the village is about no new schools /doctors /more traffic /more noise loss of green land and trees</p>
<p>13 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>Objections to this new development will go unchallenged as a precedent has already been set by the approval of the over development at 50-53 Chesham Road.</p> <p>I do Object however that the planning case officer requested the development be reduced by 1 unit, this has not been done, so should be rejected and re-submitted. As always, there is never enough parking, a 4 bed house needs 3 spaces, where are the visitor spaces? The parking will spill out onto the access road and Chesham Road itself causing restrictions for emergency services.</p> <p>If this development goes ahead there will be many concerns over uncontrolled, progressive over development of the area. The piecemeal developments in small pockets like this and the recently consented site next door risks the over development spreading along the street and completely obliterating the original character of the area.</p> <p>This site is smaller than the recently consented one next door but has 8 dwellings and therefore blatantly an over development, as noted by the Planning Officer at pre-application stage.</p> <p>I would also question the period of public consultation, I for one have not received notification of this planning by letter or have seen any "orange" notices pinned up outside the development.</p>

	<p>A search on the website prior to Christmas turned up nothing also. With this in mind I believe that anyone who wishes to have made comment has been prejudiced and the application should be re-advertised and the consideration period re-commenced, with the reduced number of dwellings as requested by the Planning Officer.</p>
<p>11 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>Fitting 8 new houses on the site of 1 bungalow is over development of the area especially since there is 2 other large redevelopments on the same road. One is finished but nobody lives in it 7 months after the work was completed and another is currently being built next door to this one. The redevelopment of the area is clearly to make money for the developers and not benefit the local people as the prices are too high to be affordable housing. 49 Chesham Road was brought by a developer with the clear intention of making money from it.</p> <p>If this development goes ahead then 5 out of 9 properties on that bit of the road has or will have been redeveloped to fit as many properties as possible on it. That is a total of 25 new properties built in the space of 4 houses and a shop/garage.</p>