

ITEM NUMBER: 5b

21/01483/FUL	Demolition of existing bungalows, construction of 8 semi-detached houses and associated access, parking and landscaping.	
Site Address:	45 - 46 Chesham Road Bovingdon Hertfordshire HP3 0EA	
Applicant/Agent:	c/o agent	Mr Mark Westcott
Case Officer:	James Gardner	
Parish/Ward:	Bovingdon Parish Council	Bovingdon/ Flaunden/ Chipperfield
Referral to Committee:	Contrary view of Bovingdon Parish Council	

1. RECOMMENDATION

That planning permission be **GRANTED** subject to conditions.

2. SUMMARY

2.1. The location of the development site (within the established settlement of Bovingdon) is an acceptable location for residential development, in accordance with Policy CS4 of the Dacorum Core Strategy.

2.2. In design terms it is considered that the proposed dwellings would preserve the attractiveness of the streetscape and satisfactorily integrate with the streetscape character.

2.3. The development has been considered by the Highway Authority in terms of both highway capacity and highway safety. No objections have been raised on either ground.

3. SITE DESCRIPTION

3.1. The application site is located on the southern side of Chesham Road, within the Large Village and residential area of Bovingdon, and comprises of two bungalows set in generous plots. Both are set back from the highway behind mature landscaping and are externally finished in render with hipped roofs. Off-road parking is provided to the frontage.

Chesham Road is of mixed character with no single style of architecture and includes gable roofs, hipped roofs, forward projecting gables, pitched roof dormers, flat roofed dormer, wall dormers and fenestration of varying types. External materials include various types of brick, smooth painted render, pebble-dash render, timber cladding, UPVC cladding and hanging tiles.

The predominant typology on the southern side of the road is bungalows and chalet bungalows, but there are also examples of two-storey dwellings. The northern side, by contrast, is more mixed and includes a greater number of two-storey dwellings.

4. PROPOSAL

4.1. Planning permission is sought for the demolition of the existing bungalows and the construction of eight semi-detached dwellings with associated access, parking and landscaping.

5. PLANNING HISTORY

Planning Applications (If Any):

None relevant.

6. CONSTRAINTS

CIL Zone: CIL2

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)

Parking Standards: New Zone 3

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 (2021)

Dacorum Core Strategy 2006-2031 (adopted September 2013)

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

Relevant Policies

Dacorum Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS8 – Sustainable Transport

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 – Quality of the Public Realm

CS17 – New Housing

CS18 – Mix of Housing

CS19 – Affordable Housing

CS29 - Sustainable Design and Construction

CS31 – Water Management

CS32 – Air, Soil and Water Quality

CS35 – Infrastructure and Developer Contributions

Dacorum Local Plan

Policy 10 – Optimising the Use of Urban Land

Policy 12 - Infrastructure Provision and Phasing

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 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 129 – Storage and Recycling of Waste on Development Sites

Supplementary Planning Guidance/Documents:

Parking Standards Supplementary Planning Document (2020)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Manual for Streets (2007)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

Policy and principle justification for the proposal;
Mix of housing
Density considerations
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 not within a designated protected area (AONB, Green Belt or SSSI) under the National Planning Policy Framework (NPPF) and as the Council is not at present able to demonstrate a 5 year supply of deliverable housing sites, the proposal must be considered against the Framework's presumption in favour of sustainable development, as set out in paragraph 11 of the NPPF. The Council is obligated, under paragraph 11, to grant planning permission unless the policies in the Framework provide a clear reason for refusal or the adverse impact of doing so would out-weigh the benefits when assessed under the framework as a whole.

9.3. The application site is located within Bovingdon wherein, in accordance with Policy CS4 of the Dacorum Core Strategy, appropriate residential development is acceptable.

9.4. The principle of residential development on this site is therefore acceptable subject to compliance with the relevant local and national planning policies.

Mix of housing

9.5. Policy CS18 of the Core Strategy states that new housing development will provide a choice of homes. This will comprise a range of housing types, sizes and tenure; housing for those with special needs and affordable housing in accordance with Policy CS19.

9.6. Saved Policy 18 of the Dacorum Local Plan states that the development of a range of dwellings (size and type) will be encouraged. Regard will be paid to the need to provide accommodation for new, small households and the floor area of individual buildings.

9.7. The mix of dwellings is outlined below:

Plot no.	Unit Size (m2)	No. Bedrooms	Type
1	80.8	2	Semi-detached
2	115.4	3	Semi-detached
3	140.7	3 (+ 1 study)	Semi-detached
4	111	2 (+ 1 study)	Semi-detached
5	153.6	4	Semi-detached
6	128.7	3 (+ 1 study)	Semi-detached
7	128.7	3 (+ 1 study)	Semi-detached
8	153.6	4	Semi-detached

9.8. It is considered that the above strikes an appropriate balance of dwelling types, catering for a range of family sizes and compositions.

Density Considerations

9.9. Policy 10 of the Dacorum Local Plan is of relevance and states that vacant or underused land and buildings should be brought into the appropriate use(s) as soon as practicable through new building, conversion, adaptation or other alteration. Importantly, the saved policy goes on to state (where relevant) general building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan. In particular, building development will be permitted if it makes optimum use of the land available, whether in terms of site coverage or height.

9.10. Policy 21 of the Dacorum Local Plan states that careful consideration will be given to the density of all new housing proposals to ensure that they make the most efficient use of the land available.

9.11. The policy further states that densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net. Higher densities will, however, generally be encouraged in urban areas at locations where services and / or workplaces can be reached without the need for motorised travel or which are served well by passenger transport, for example at town and local centres.

9.12. The application proposes eight residential units on a 0.19 hectare site, giving a density of approximately 42 dwellings per hectare (dph). The density is broadly similar to that approved at 49 Chesham Road (19/02696/FUL), where a density of 39.22 dph was deemed acceptable.

9.13. Density is but one factor in determining whether a planning application is acceptable. Whilst it is true that the development represents a considerable increase in density compared to what currently exists on the site, it must be borne in mind that the existing dwellings were built at an extremely low density (approximately 10 dph).

9.14. What density does not do is give a realistic indication of visual impact. In the case of the proposed development, 50% of it would be located to the rear of the site and therefore have a very limited visual presence from public vantage points, views being restricted to the relatively narrow field of vision along the centrally located access road.

9.15. In summary, the proposed density is in accordance with Policy 21 of the Dacorum Local Plan and the increase can be said to optimise the use of available land and is thus in accordance with Policy 10 of the Dacorum Local Plan.

Quality of Design / Impact on Visual Amenity

9.16. Policies CS11 and CS12 of the Dacorum Core Strategy state that development should respect the typical density intended in an area, preserve attractive streetscapes, integrate with the

streetscape character and respect adjoining properties in terms of layout, site coverage, height, bulk and materials.

9.17. Appendix 3 of the Dacorum Borough Local Plan states that development should be guided by the existing topographical features of the site, its immediate surroundings, and respect the character of the surrounding area with an emphasis on there being adequate space for the development in order to avoid a cramped appearance.

Layout and Design

9.18. The development comprises of two rows of semi-detached dwellings, Plots 1 – 4 fronting Chesham Road with Plots 5 – 8 being located directly behind and accessed by way of a centrally located estate road.

9.19 The layout makes effective use of the available land and is what is commonly known as backland development; in particular, plot amalgamation. Plot amalgamation is described (at 2.6.5) in the introduction to the Area Based Policies associated with the Local Plan in the following terms:

Plot amalgamation may constitute backland development where a series of parts of existing residential plots to the rear of established housing (frequently rear garden areas) are amalgamated to form a development site. This form of housing may be appropriate in certain areas, as indicated in each area policy statement.

9.20. The south-eastern side of Chesham Road been subject to a several applications which have included plot amalgamation (4/01779/17/FUL, 4/01095/18/FUL, 19/02696/FUL). Planning application 4/01779/17/FUL was allowed on appeal by the Planning Inspectorate, having previously been refused by the Development Management Committee. In the Inspector's decision, he provides his rationale for concluding that the spatial layout of the development would not be injurious to the character and appearance of the area. The pertinent paragraphs have been reproduced below for ease of reference for the committee:

In both appeals, the site would be established by the amalgamation of the rear gardens which currently serve Nos 50 – 53 Chesham Road. The gardens would represent a large parcel of land albeit land that would be located beyond the Chesham Road frontage. Despite this, when stood within the rear gardens that make up the appeal site, the houses located within Apple Cottages can be readily seen. Many of these houses either back on to or present their gable end to the rear gardens of the houses in Chesham Road. The presence of the houses is therefore an established and defining part of the character and appearance of the area.

The proposals would introduce development beyond the Chesham Road frontage. However, the houses would be of a comparable bulk and mass with the houses in Apple Cottages and would be experienced in the context of this existing development. As a consequence, the proposals would be complementary to Apple Cottages and would not appear as an incongruous addition to the rear of the principal houses that front Chesham Road. 19.

Both appeal proposals would also introduce a central access road with a turning head and parking area to serve the proposed dwellings. This would result in a marked change to the appearance of the site and would introduce a significant amount of hardstanding. However, it is apparent from the submitted evidence that thought has been given to landscaping through the planting of new trees and hedges, and use of hard surfacing materials. I am therefore satisfied that subject to a landscaping scheme, which could be secured by way of a suitably worded condition, the proposal would not be dominated by the turning area and car parking spaces.

9.21. The application before the committee is analogous in many respects. Firstly, the houses on Simon Dean to the rear can be readily seen from the gardens of the dwellings located on this part of Chesham Road. Secondly, while the roof structures of Plots 5 – 8 are more bulky than those on Simon Dean, they are not appreciably so; the proposed dwellings remain of two-storey construction. Consequently, it is considered that the principle of a second building line in this location has been established and it is submitted that the layout of this development, which essentially replicates that found at no. 49 Chesham Road (19/02696/FUL), is acceptable.

9.22. Amendments have been made to the front elevation of Plots 1 and 4 during the course of the application. This is in response to comments provided by the Council’s Conservation and Design Officer. Specifically, the Dutch hip has been replaced by a fully hipped roof, significantly reducing the bulk of the roof structure.

9.23. Bovingdon Parish Council have raised concerns regarding the building lines of Plots 1 – 4 being located further forwards than nos. 44 and 47 Chesham. A review of build lines along both sides of Chesham Road was undertaken by the applicant in order to fully understand the relationship between neighbouring properties. In summary, the assessment highlights that there is no consistent build line on the southern side of Chesham Road.

9.24. The area is of mixed character and there is no one overarching design theme. Detached bungalows are prevalent, but these vary substantially in terms of roof form, size and external materials. There are also examples of two-storey dwellings. Drawing nos. PL04a and PL05a (Street Scenes 1 and 2) show the proposed dwellings within the local context. The dwellings are larger than their immediate neighbours, but this situation is not an uncommon one along Chesham Road, where two storey dwellings are interspersed amongst bungalows. It is considered that the scale, form and indicative building materials proposed would ensure that the dwellings sit comfortably within the street scene. Should planning permission be granted, it is recommended that details of materials be reserved by condition.

9.25. An increase in the quantum of development at the site will inevitably result in loss of green space to the frontage, the resultant effect being that the site will appear more developed.

9.26. A comparison has been undertaken between the existing dwellings and those proposed to be located on the Chesham Road frontage. The results are shown in the table below.

Dwelling	Width
45 Chesham Road	9.70m
Plots 1 & 2	10.7m
46 Chesham Road	10.70m
Plots 3 - 4	12.30m

9.27. The results show that there would not be an appreciable increase in the width of built form along the frontage. Drawing no. PL03a indicates that there would be sufficient space to accommodate the proposed number of dwellings without there being a cramped appearance. In terms of spacing, it is acknowledged that there would be a reduction in the gaps between nos. 45 and 44 and nos. 46 and 47, though it is noted that a good level of spacing would be retained (in the region of 2.3 and 3.3 metres, respectively) and that this spacing would, in fact, generally exceed that between the dwelling on the north-western side of Chesham Road.

9.28. Areas of frontage landscaping are shown on the proposed site plan. These are relatively limited, but would help to soften the development to a degree. There may also be scope to

marginally increase the area of landscaping on the frontage. It is therefore recommended that a condition requiring details of a landscaping plan be included with any grant of planning permission.

Amenity Provision

9.29. Appendix 3 of the Dacorum Local Plan states that all residential development is required to provide private open space for use by residents whether the development be houses or flats. Private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5 metres, although it is acknowledged that a range of garden sizes should be provided to cater for different family compositions, ages and interests.

9.30. Each dwelling would benefit from private amenity space to the rear and provide the level of amenity set out below.

<u>Plot No.</u>	<u>Area of Amenity Space</u>	<u>Maximum Depth</u>
1	51.2m ²	9.35m
2	50.8m ²	9.35m
3	58.9m ²	9.45m
4	61.8m ²	9.45m
5	95.2m ²	11.3m
6	76.2m ²	10.7m
7	76.2m ²	10.7m
8	87.9m ²	10.6m

9.31. The average depth of the gardens would be less than the 11.5 metres stated in Appendix 3; however, the plans indicate that they would be highly functional and suitable for a range of uses associated with a residential unit. Furthermore, all but one of the gardens approved under planning permission 19/0266/FUL had depths of less than 11.5 metres and not dissimilar in size to those proposed by this application. Therefore, on balance, the level of amenity space proposed is considered to be acceptable.

Impact on Residential Amenity

9.32. 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.

9.33. Appendix 3 of the Dacorum Local Plan states that Residential development should be designed and laid out so that the privacy of existing and new residents is achieved, with a minimum distance of 23 metres between the main rear wall of a dwelling and the main wall (front or rear) of another being met in order to ensure privacy.

Loss of Privacy

9.34. An additional plan (PI15) has been provided by the agent to demonstrate the degree of separation between Plots 5 – 8 and the dwellings located on Simon Dean. It confirms that, in all cases, there would be a separation distance in excess of 23 metres. There are no compelling reasons to require a greater separation distance – i.e. there is no appreciable change in levels.

9.35. The concerns raised by the residents of no. 44 Chesham Road in connection with the potential loss of privacy to the conservatory and nearest first floor window are noted. Regard does, however,

need to be had to the fact that Plot 8 would not be located directly to the rear of no. 44; rather, it would sit within the adjacent plot and thus any overlooking would be oblique in nature. Accordingly, it is not considered that the 23 metre minimum separation distance applies, as this relates to situations where houses are located directly in front or behind one another. Nonetheless, the general provisions of Policy CS12 – i.e. inter alia, avoiding loss of privacy – remain applicable. The site layout indicates that there would be a separation distance in the region of 13-14 metres between the first floor bedroom window of Plot 8 and the nearest ground and first floor windows of no. 44. As a result, it is recommended that a condition requiring the first floor window to be permanently fitted with obscure glazing and non-opening below 1.7 metres be included with any grant of planning permission. While noting that this bedroom is not served by any other windows, given that less time is generally spent in a bedroom than a primary living area – i.e. living room / kitchen etc– it is considered that, on balance, this would be acceptable and any future homeowner would be aware of this at the time of purchase.

9.36. Turning to the impact on no. 47 Chesham Road, the distance between Plot 5 would equate to some 17 metres. Since the angle would be more oblique than that which would exist between Plot 8 and no. 44, it is not considered that a condition requiring the first floor window of Plot 5 to be obscure glazed can be justified. This is a similar relationship to that between one of the new dwellings approved under 19/0266/FUL and no. 48 Chesham Road.

It is acknowledged that the omission of obscure glazing would permit a certain degree of overlooking of the rear garden area of no. 47; however, this would not be materially greater than what could reasonably be expected in an urban area, where mutual overlooking (especially of gardens) is not uncommon.

9.37. The separation distances between Plots 1 – 4 and Plots 5 – 8 equate to approximately 23 metres and thus fully comply with Appendix 3 of Dacorum Local Plan.

Visual Intrusion

9.38. There is no statutory planning definition of visual intrusion or whether development is overbearing. The proximity of built development, height, mass and bulk, topography, orientation and the existing layouts of adjoining dwellings are all relevant factors. As such, whether development is visually intrusive or overbearing is a matter of planning judgement.

9.39. It is considered that the dwellings most likely to be affected by visual intrusion are nos. 44 and 47 Chesham Road and nos. 6 – 8 Simon Dean.

9.40. While it is appreciated that the outlook from the rear windows of nos. 44 and 47 will change as a result of the proposed development, their primary views would continue to be directly along the respective gardens. The new development would, of course, still be visible, but owing to the combination of distance, minimal change in levels, and the oblique angle at which it would be located, on balance, it is not considered that the impacts would be so severe as to warrant a refusal of planning permission on these grounds alone. It should also be noted that the nos. 44 and 47 benefit from generous plot widths; therefore, any sense of being enclosed would considerably be minimised.

Loss of Sunlight and Daylight

9.41. Appendix 3 of the Dacorum Local Plan states that residential development should be designed and positioned in such a way that a satisfactory level of sunlight and daylight is maintained for existing and proposed dwellings and that significant overshadowing should be avoided. A 45-degree angle of light should also be maintained as a basic minimum to all significant windows of habitable rooms.

9.42. The 45-degree rule as it relates to the nearest ground floor window of no. 44 Chesham Road has been demonstrated on drawing no. PL03a and shows that there is no breach in plan view. While it has not been formally marked on the plan, it is possible to ascertain from drawing no. PL04a that there would be no breach of the 45-degree rule in elevation view. BRE guidance advises that, where there is a breach of the 45-degree rule in both plan and elevation, more detailed tests will be required. In this case, since there has been no breach in either plan or elevation, it is unlikely that daylight and sunlight levels will be adversely affected, as light will continue to be received over the roof and beyond the end of the building. The 45-degree as it relates to the nearest ground floor window of no. 47 Chesham Road has not been demonstrated; however, it is evident from the aforementioned plans that there would be no breach.

9.43. Overshadowing of the garden areas of nos. 44 and 47 Chesham Road has also been considered. The application site is located to the north-east of no. 47 and therefore any overshadowing is likely to be limited to the early morning in the summer months. Conversely, no. 44 is located to the south-west of the application site and is thus likely to experience some impacts from overshadowing. The area of garden affected is likely to be limited in relation to its overall size and, furthermore, consideration also needs to be given to the domestic nature of the proposed dwellings. As a result, on balance, it is considered that the resultant impacts would not be so severe as to warrant a refusal of planning permission.

Noise and Disturbance

9.44. Whilst there would be an increase in density at the site, there is no reason to believe that any increase in noise and disturbance from general day-to-day living would be so severe as to be to the detriment of the nearest sensitive residential receptors.

Impact on Highway Safety and Parking

9.45. 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:

- 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.

9.46. Policy CS12 of the Dacorum Core Strategy states that development should, amongst other things provide a safe and satisfactory means of access for all users and provide sufficient parking and sufficient space for servicing.

Highway Safety / Capacity

9.47. The proposal would necessitate the construction of new vehicular accesses onto Chesham Road. The possibility of utilising a dropped kerb instead of a bellmouth for the access road were initially explored, but the Highway Authority subsequently came to the view that a bellmouth would be preferable. The locations of the dropped kerbs to serve Plots 1 – 4 have not been illustrated on the submitted plans; however, the Highways Officer is satisfied with the level of detail provided, noting that the specific details will be ironed out when the S278 agreement between the developer and the Highway Authority is entered into.

9.48. It would not be possible for the residents utilising the parking spaces associated with Plots 1 – 4 to turn and exit the site in a forward gear if they had driven into the spaces. Whilst the Highway Authority generally do not approve of such an arrangement, no objections were raised by them in respect of similar applications along Chesham Road (4/01779/17/FUL & 19/0266/FUL). Coupled

with a lack of accident data for the area, they are of the view that this proposed arrangement is acceptable in this instance.

In terms of capacity, analysis carried out by the applicant's transport consultant indicates that the site is likely to generate a very limited number of additional vehicle movements – an increase of four and three trips above the existing vehicle trip generation in the morning and evening peaks. The Highway Authority has raised no concerns concerning this aspect, noting that the construction of eight dwellings (a net increase of six) is unlikely to significantly affect the free and safe flow of traffic on the highway.

9.49. No objections have been raised by the Highway Authority subject to the inclusion of a number of conditions and informatives. It is considered that the development is acceptable in terms of both safety and that there is sufficient highway capacity to absorb any marginal increase in demand caused by the development.

Manoeuvrability

9.50. Swept path analysis has been provided (see Appendix C of the Transport Statement) to demonstrate that a fire tender, refuse freighter, delivery vehicle would be able to enter and exit the site in a forward gear. Swept path analysis has also been provided, which shows a Skoda Octavia accessing a number spaces within the development.

9.51. Paragraph 8.2 of the Parking Standards SPD, drawing on The 'Roads in Hertfordshire: Highway Design Guide, states that parking spaces should measure 2.4m x 4.8 metres and that *'Turning areas shall be in accordance with the guidance in Manual for Streets'*.

9.52. The parking bays will measure 2.4 metres (W) x 4.8 metres (D) and sufficient space (6 metres) would be retained between rows of spaces in order to ensure sufficient manoeuvrability.

9.53. Section 7.2.2 of Manual for Streets (MfS) states that carriageway widths should be appropriate for the particular context and uses of the street. In determining an appropriate width, regard should be had to such matters as:

- the volume of vehicular traffic;
- the traffic composition; and
- whether parking is to take place on the carriageway

9.54. MfS illustrates the type of vehicles various carriageway widths can accommodate. Carriageway widths of 4.1 metres are sufficient to permit two cars to pass one another with care, while carriageway widths of 4.8 metres will allow cars to pass one another with relative ease, and larger vehicles with care.

9.55. The proposed estate road measure approximately 4.55 metres. This is considered sufficient for the likely flow and type of vehicles that will be accessing the development.

Fire Access

9.56. Hertfordshire Highways are satisfied the fire safety access provision. As such, a specific enquiry was not forwarded to the Fire Officer at Hertfordshire Fire and Rescue.

Parking Provision

9.57. Policy CS12 of the Dacorum Core Strategy states that development should provide sufficient parking and sufficient space for servicing.

9.58. 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.

9.59. 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.

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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.

9.60. The application site is located within Accessibility Zone 3 wherein the expectation is that the following parking provision would be achieved:

2 bedrooms	Allocated	1.5
	Unallocated	1.2
3 bedrooms	Allocated	2.25
	Unallocated	1.8
4 bedrooms	Allocated	3.00
	Unallocated	1.80

9.61. The first step in calculating parking requirement for new development is to establish the number of bedrooms within the respective dwellings. In this case, there is some question as to the whether the rooms identified as studies and shown on the floorplans in respect of Plots 2, 3, 4, 6 and 7 should be considered as bedroom space.

9.62. The studies do not provide the necessary floor area and dimensions to count as a single bedspace as defined in the National Described Space Standards. Paragraph 6 of the space standards states that:

Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.

9.63. It is submitted that calculating parking requirement based on a document which itself states that it does not imply actual occupancy, or define the minimum size for any particular type of room, is not the correct approach. Rather, in the first instance, it is appropriate to refer to the car parking standards themselves.

9.64. The Parking Standards SPD does not provide a methodology to define bedrooms. The way in which this is established is therefore a matter for the decision maker. One approach would be to have regard to the location of the room within the dwelling and, having established that the location is appropriate, ascertain whether it would be physically capable of accommodating a bed. For

reference, a single bed has a measurement of approximately 2m x 0.95m and thus all but one of the studies would be capable of functioning as bedroom space.

9.65. The above notwithstanding, it must be acknowledged that the pandemic has fundamentally changed the ways in which people work, and it is not therefore unreasonable to conclude that the provision of studies would make these dwellings more desirable to those wishing to work from home on a permanent or semi-permanent basis. It follows that a room used in such a way would be unlikely to serve a dual function (i.e. office and bedroom space), thereby calling into question whether the room should be treated as a bedroom for the purposes of calculating car parking requirements. The most likely scenario is, perhaps, a mixture of the two: some rooms designated as offices will be used for that purpose while others will be used as bedroom space.

9.66. Proceeding on the basis that it is not appropriate to treat the studies as bedroom space, the development would give rise to a parking requirement of 18 spaces. By contrast, if the studies (excepting the extremely small one in Plot 2) were considered to constitute bedroom space, there would be a parking requirement of 21 spaces. The proposed site layout shows 19 parking spaces inclusive of two visitor spaces. Accordingly, there would be a surplus of one space or a deficit of two spaces depending on which approach is taken, and assuming that the visitor spaces were allocated to specific plots.

Appropriateness of Parking

9.67. Where a proposed development complies with the parking standards it follows that there would be an acceptable level of parking. Where the development falls short of the required parking standards, it is necessary to consider whether there are extenuating circumstances which justify approving the development.

9.68. Paragraph 6.10 of the Parking Standards SPD provides a list of instances where changes to the standards might be appropriate. These include where the *'nature, type and location of the development proposed is likely to make this acceptable.'*

9.69. In determining whether the extenuating circumstances are sufficient to justify the development, it is submitted that a reasonable approach is to have regard to the extent of any deficits. If the deficit is large, then, naturally, the level of justification will need to be commensurately large. If, on the other hand, the deficit in provision is relatively minor, it follows that the level of justification needed to support the development will be less. The deficit in this case would equate to two spaces.

9.70. Given the relatively small deficit, the modest size of the rooms (making them more likely to be used by children) and the fact that the shops and services on Bovingdon High Street are a short walk away, it is considered that, on balance, the level of parking can be justified.

9.71. Taking the alternative approach – i.e. that there would be an overprovision of parking – it is not considered that an overprovision of one space would be so detrimental to the promotion of alternative means of transport as to warrant a refusal of planning permission on these grounds alone.

Visitor Parking

9.72. Paragraph 6.6 of the Parking Standards SPD states that visitor parking is included in the residential standards, although does allow the Council to request an assessment and additional provision in certain circumstances.

9.73. Appendix A specifically refers to visitor parking standards of C3 dwellings for schemes of 10 units or more. As such, whilst it is open to the Council to request visitor parking where on-street parking stress is very high, it is not considered that visitor parking forms an obligatory additional element of residential developments of less than 10 units. The proposed site plan shows two visitor spaces located to the rear of Plots 2 and 3; yet, since the assessment earlier in this report included these in the overall provision, it would not be appropriate to count them as visitor spaces as well.

9.74. In light of the size of the development it is considered that, on balance, no special provision need be made for visitor parking.

Electric Vehicle (EV) Charge Points

9.75. The Parking Standards Supplementary Planning Document requires one active charge point per dwelling.

9.76. Should planning permission be granted, a condition will be included to require the provision of charge points prior to first occupation of the new dwellings.

Conclusion

9.77. The Highway Authority are satisfied that there would be no adverse impacts on highway or pedestrian safety and that there is sufficient capacity in the local highway network.

9.78. Depending on how the offices are assessed, parking levels are either marginally in excess of or marginally below the parking requirements set out in the Parking Standards Supplementary Planning Document. However, for the reasons outlined in the parking section above (i.e. modest size of offices, proximity to shops and services in Bovingdon, and small parking deficit), it is considered that there is justification for a reduction in the parking standards on this occasion, in accordance with the first exception in paragraph 6.10 of the Parking Standards SPD.

9.79. The development is therefore considered to accord with Policies CS8 and CS12 of the Dacorum Core Strategy, the Parking Standards Supplementary Planning Document (2020) and saved Policy 51 of the Dacorum Local Plan and the NPPF.

Other Material Planning Considerations

Land Contamination

9.80. The Council's Scientific Officer has been consulted and, subject to the inclusion of a contaminated land 'discovery' condition, has no objections to the application being approved.

Sustainable Urban Drainage Systems (SUDS)

9.81. A drainage strategy has been submitted in support of the application and has been subject to comment by the Lead Local Flood Authority (LLFA).

9.82. SUDS seek to retain water in the natural environment so far as is practicable in order to maintain the natural flow of water into the ground and reduce the erosion of underground infrastructure. The aims and objectives of Policy CS31 of the Dacorum Core Strategy seek, amongst other things, to retain water in the natural environment, minimise water run-off and secure opportunities to reduce the cause and impact of flooding.

9.83. Due to the site being overlain with clay, which retains water and is a poor drainage medium, it is not appropriate for the site to be drained by soakaways. The possibility of deep bore soakaways being utilised has also been considered and discounted owing to the level of development on site.

The applicant is therefore proposing to discharge into the Thames Water foul network at a rate of 2/l/s, with the LLFA commenting that:

As detailed within the LLFAs previous advice, the applicant therefore needs to obtain approval from the operating Water and Sewerage Company for the area (Thames Water) that they are happy to accept discharge of surface water into the foul network. The applicant needs to provide a pre-planning enquiry from Thames Water demonstrating that they accept surface water discharge into foul, with the exact discharge rate specified for surface water into foul.

9.84. Subsequently, the applicant's drainage engineer contacted Thames Water to query whether a discharge rate of 2 l/s into the foul sewer would be acceptable, who responded as follows:

In principle, your proposals are acceptable. Please note that as part of the planning process, we look for confirmation from the Local Lead Flood Authority that they are satisfied that the drainage strategy is in line with their local policies.

9.85. There is therefore a feasible means of draining the site. Should planning permission be granted, it is recommended that conditions be included requiring further details of the drainage strategy and details of how long-term maintenance will be dealt with.

Impact on Trees and Landscaping

9.86. An arboricultural report and tree protection plan form part of the application submission. Three trees (G1) will need to be removed from the site frontage in order to facilitate the provision of parking and vehicular access to the rear of the site. The trees scheduled for removal have been described by the arboriculturist as of '*low quality or unremarkable 'C' Category trees as set out in BS 5837:2012.*' As a result, no concerns are raised with regard to their removal.

9.87. There would be some incursion into the root protection area (RPA) of T4 Beech, which is located off site in the garden of no. 44 Chesham Road. Hard landscaping is to be introduced into 14% of the RPA and as such, 'no dig' methods are proposed in order to ensure the stability and long-term viability of the tree. The construction of Plot 8 would result in an incursion of 10% into the RPA of T4 – a level which can be considered significant. It will therefore be necessary for specialised foundations to be used, the full details of which are yet to be finalised. It is therefore recommended that any grant of planning permission include a condition requiring the submission of foundation design prior to the construction of Plot 8, with a further condition requiring the implementation of the tree protection measures set out in the arboricultural report.

9.88. While the gardens are not especially large, there is scope for tree planting. This is a matter that can be fully addressed in a landscaping scheme to be agreed post decision assuming that the application is granted.

9.89. Subject to the inclusion of the conditions referred to above, the development would be in accordance with Policy CS12 of the Dacorum Core Strategy and Policy 99 of the Dacorum Local Plan.

Ecology

9.90. Paragraph 174 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia, minimising the impacts on and providing net gains for biodiversity.

9.91. Paragraph 180 (a) states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

9.92 Policy CS26 of the Dacorum Core Strategy states that the Green Infrastructure Network will be protected, extended and enhanced, and 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.

9.93. An Ecological Impact Assessment comprising of a Preliminary Ecological Appraisal and a Preliminary Bat Roost Assessment has been submitted in support of the application. In summary, no evidence of European protected species, including bats, was found during the course of the surveys.

9.94. Hertfordshire Ecology were consulted during the course of the application and advised that the Hertfordshire Environmental Records Centre have no information on habitats or species specific to this site. They note that the site contains typical gardens which do not contain any noteworthy species or habitats. Whilst partial loss of the garden areas is regrettable, the ecological report includes recommendations for ecological enhancement. These include four integrated bat boxes, three Sparrow Terraces, provisions for hedgehogs and recommended planting. Should planning permission be granted, it is recommended that a condition requiring the submission of a bio-diversity mitigation / enhancement scheme be included with any grant of planning permission, enabling the specific locations of the mitigation / enhancements to be agreed.

Waste Management

9.95. The Council's Waste Controller has provided general comments. There would be sufficient space to present two wheelie bins on the site frontage for Plots 1 – 4, and there is sufficient manoeuvrability, as demonstrated on the swept path analysis, for a refuse freighter to access the rear-most dwellings.

Permitted Development

9.96. Paragraph 53 of the NPPF states that "*planning conditions should not be used to restrict national permitted development rights unless there is clear justification to do so.*".

9.97. More detailed guidance is found within the NPPG, where it states:

Conditions restricting the future use of permitted development rights or changes of use may not pass the test of reasonableness or necessity. The scope of such conditions needs to be precisely defined, by reference to the relevant provisions in the Town and Country Planning (General Permitted Development) (England) Order 2015, so that it is clear exactly which rights have been limited or withdrawn. Area-wide or blanket removal of freedoms to carry out small scale domestic and non-domestic alterations that would otherwise not require an application for planning permission are unlikely to meet the tests of reasonableness and necessity.

Given the modest size of the amenity space demised to each dwelling, it is considered appropriate to remove Class A and Class E permitted development rights, so as to ensure that a satisfactory and functional area of amenity is retained. The removal of Class B permitted development rights is also

justified on the basis that the creation of additional rooms in the roof space, for which there is no parking, has the potential to cause localised parking issues. C

Affordable Housing

9.99. The quantum of development is not sufficient to trigger the requirement for affordable housing contributions.

Response to Neighbour Comments

9.100. These points have been addressed above other than:

- Trees removed prior to submission of planning application.
- Prevalence of vehicular accesses along short stretch of road.
- Eight houses replacing two modest bungalows represents overdevelopment.
- Lack of affordable housing.

9.101. Each of these points shall be considered in turn.

Removal of trees

9.102. The trees removed prior to the submission of the application were not subject to a Tree Preservation Order (TPO) and therefore the permission of the Council was not required for these works. Furthermore, no information is available regarding the quality of these trees.

9.103. Two trees are to be retained on site and a landscaping condition will require details of planting, which will need to include trees. While the gardens of the proposed dwellings are not especially large, it is considered that they would be capable of accommodating small ornamental trees – e.g. Hybrid cherry, hybrid holly etc.

Vehicular Accesses

9.104. The Highway Authority have considered the access arrangements in full and raised no objection to the proposed development. Most, if not all, of the dwellings in the vicinity of the application site have their own individual accesses, all of which appear to operate without issue. It is unlikely therefore that the proposed dwellings would cause issues.

Overdevelopment

9.105. Eight houses are proposed to replace two modest bungalows. However, these bungalows occupy very generous plots and are built at an extremely low density. The eight houses would have a density well within the range specified as being acceptable in Policy 21 of the Dacorum Local Plan; yet, irrespective of the mathematical calculation, given that there is sufficient space to accommodate the number of dwellings and all necessary associated areas – i.e. landscaping, gardens, parking, circulation space, adequate spacing between new and existing development – it is submitted that the proposed development does not represent overdevelopment of the site.

Lack of Affordable Housing

9.106. The application does not include any affordable housing as it is not of sufficient scale to be required to do so. There would be no loss of affordable housing, either, for while the existing bungalows are indeed relatively modest in size, their location is such that they would almost certainly attract a sales price in excess of what many would consider to be affordable.

Community Infrastructure Levy (CIL)

9.107. 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 (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is CIL liable.

10. PLANNING BALANCE

10.1. The proposal would result in a net gain of six dwellings, optimise the use of urban land, and make a contribution toward addressing the borough's housing need while also supporting local shops and services within Bovingdon.

10.2. There would be a change to the outlook for the surrounding dwellings, most notably Nos. 44 and 47 Chesham Road; but, as outlined in the report, the impacts of the development are not considered to be so severe as to warrant a refusal of planning permission.

11. CONCLUSION

11.1. The proposed development will deliver planning benefits in terms of the delivery of housing, which weighs significantly in favour of the grant of planning permission and has been designed to be sympathetic to its surroundings.

11.2. Accordingly the proposal is considered to comply with the aims and objectives of the NPPF and should be granted planning permission in accordance with paragraph 11.

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to 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:**

PL03	Rev. A	Proposed Site Plan
PL04	Rev. A	Street Scenes 1
PL05	Rev. A	Street Scenes 2
PL07	Rev. A	Plots 1 and 2 Proposed Floor Plans
PL08	Rev. A	Plots 1 and 2 Proposed Elevations
PL09	Rev. A	Plots 3 and 4 Proposed Floor Plans
PL10	Rev. A	Plots 3 and 4 Proposed Floor Plans
PL11		Plots 5 and 6 Proposed Floor Plans
PL12		Plots 5 and 6 Proposed Elevations

PL13 Plots 7 and 8 Proposed Floor Plans
PL14 Plots 7 and 8 Proposed Elevations
PL15 Proposed Site Plan Relationship with Simon Dean

Arboricultural Impact Assessment Dated February 2021
Arboricultural Method Statement Dated: February 2021
TPP/4546CRBH/010 A Tree Protection Plan

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 dwellings hereby permitted have been and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

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).

INFORMATIVE: Please do not send materials to the Council offices.

4. **No development above slab level 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; and
- minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.).

The hard landscape works shall be carried out in accordance with the approved particulars prior to first occupation of the dwellings hereby approved.

The approved soft landscaping shall be planted 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 2 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 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. **No development above slab level shall take place until detailed drawings showing the location of the dropped kerbs to serve Plots 1 - 4 have been submitted to and approved in writing by the local planning authority.**

The dropped kerbs shall be constructed in accordance with the approved particulars prior to first occupation of Plots 1- 4.

Reason: To ensure satisfactory access into the site and that the works are designed to an appropriate standard, in the interests of highway safety and in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 54 of the Dacorum Local Plan (2004).

6. **Plots 5 - 6 of the development hereby approved shall not be occupied until the bellmouth access onto Chesham Road has been constructed in accordance with drawing no. PL03 (Rev. A).**

Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy (2013).

7. **Prior to the first occupation of the development hereby permitted arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway. These arrangements shall be retained and maintained in perpetuity.**

Reason: To minimise water runoff in accordance with Policy CS31 of the Dacorum Core Strategy (2013).

8. **Prior to the first occupation of the development hereby permitted the proposed on-site car parking and turning areas shall be laid out, demarcated and surfaced in accordance with the approved plans and retained thereafter available for that specific use.**

Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy (2013).

9. **Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on drawing number PL03 (Rev. A). The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.**

Reason: To ensure satisfactory access into and out of the site and that the works are designed to an appropriate standard, in the interests of highway safety and in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 54 of the Dacorum Local Plan (2004).

10. **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;
- 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;

h. Provision of sufficient on-site parking prior to commencement of construction activities;

i. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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 55 of the Dacorum Local Plan (2004)

11. **Prior to occupation of the dwellings hereby approved, full details of the layout and siting of Electric Vehicle Charging Points and any associated infrastructure shall be submitted to and approved in writing by the local planning authority. The dwellings shall not be occupied until these measures have been provided.**

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020).

12. **Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.**

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 and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Informative: Identifying Potentially Contaminated Material

Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to:

Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different

Informative:

The safe and secure occupancy of the site, in respect of land contamination, lies with the developer. The above condition is considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.

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 and I would be grateful if this fact could be passed on to the developers.

13. **The window serving Bedroom 1 (as shown on drawing no. PL13) at first floor level on the front elevation of Plot 8 shall be non-opening and permanently fitted with obscure glass (minimum of level 3 on the Pilkington scale).**

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 130 (f) of the National Planning Policy Framework (2021).

14. **Notwithstanding the submitted details, no development (exception demolition and site clearance) shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

A full detailed drainage design and surface water drainage assessment should include:

- I. **A drainage strategy which includes a commitment to providing appropriate SuDS in line with the non-statutory national standards, industry best practice and HCC Guidance for SuDS.**
- II. **Full detailed design drainage plan including location of all the drainage features.**
- III. **Where infiltration is proposed, evidence of ground conditions/ underlying geology and permeability including BRE Digest 365 compliant infiltration tests; carried out at the location and depths of the proposed infiltrating features.**
- IV. **Detailed calculations of existing/proposed surface water storage volumes and flows with initial post development calculations and/or modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change.**
- V. **Evidence that if the applicant is proposing to discharge to the local sewer network, they have confirmation from the relevant water company that they have the capacity to take the proposed volumes and run-off rates.**
- VI. **Discharge from the site should be at an agreed rate with the water company. This should be at Greenfield run-off rate; justification will be needed if a different rate is to be used.**
- VII. **An indicative maintenance plan detailing how the scheme shall be maintained and managed.**

Reason: A surface water drainage assessment is vital if the local planning authority is to make informed planning decisions. In the absence of a surface water drainage assessment, the flood risks resulting from the proposed development are unknown. This should be provided to prevent the increased risk of flooding, both on and off site. This is in order to comply with Policy CS31 of the Dacorum Core Strategy (2013).

15. **Upon completion of the drainage works, a management and maintenance plan for the SuDS features and drainage network shall be submitted to and approved in writing by the Local Planning Authority.**

The management and maintenance plan shall include:

- 1. Provision of a complete set of as built drawings including the final drainage layout for the site drainage network.**
- 2. Arrangements for reasonable and practical measures to secure the operation of the scheme throughout its lifetime.**

Reason: To prevent flooding by ensuring the satisfactory maintenance of the surface water network on the site and to reduce the risk of flooding to the proposed development and future occupants, in accordance with Policy CS31 of the Dacorum Core Strategy (2013).

16. **The development shall be carried out fully in accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement dated February 2021, and the Tree Protection Plan (drawing no. TPP/4546CRBH/010 A).**

Reason: To ensure on and off-site retained trees are afforded adequate protection during the course of the demolition and construction phases of the development, in accordance with Policy CS12 of the Dacorum Core Strategy (2013), Policy 99 of the Dacorum Local Plan (2004) and the Town and Country Planning Act 1990, which places a duty on local planning authorities to make provision for the protection of trees within their jurisdiction.

17. **Notwithstanding the submitted details, no development in respect of Plot 8 shall take place until specialised foundation designs for the protection of T4 Beech have been submitted to and approved in writing by the local planning authority.**

Construction shall take place in accordance with the approved particulars.

Reason: To protect the root system of the off-site tree and ensure its long term health, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 99 of the Dacorum Local Plan (2004).

18. **No development above slab level shall take place until a plan (including a timetable for implementation) showing the location of the biodiversity mitigation / enhancement measures outlined at paragraphs 7.2.2.3.2, 7.2.2.3.3, 7.2.2.3.4 and 7.2.2.3.5 of the Ecological Impact Assessment has been submitted to and approved in writing by the local planning authority.**

The enhancement measures shall be implemented in accordance with the approved particulars.

Reason: To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development, having regard to Policy CS26 of the Dacorum Borough Core Strategy and Section 15 of the National Planning Policy Framework (2021).

19. **Notwithstanding the provisions 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) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:**

Schedule 2, Part 1, Classes A, B and E

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential amenity of future residents, in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 130 of the National Planning Policy Framework (2021).

Informatives:

1. 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.
2. 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.
3. 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.
4. 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 - 07:30 to 17:30 on Monday to Friday, 08:00 to 13:00 on Saturday and no works are permitted at any time on Sundays or bank holidays.
5. Dust from operations on the site should be minimised by spraying with water or 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.
6. If bats, or evidence for them, are discovered during the course of roof works, work must stop immediately and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed.
7. All wild birds, nests and eggs are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that site clearance, vegetation removal, demolition works, etc. between March and August (inclusive) may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September - 28 February wherever possible. If this is not practicable, a search of the area should be made no more than 2 days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Environmental And Community Protection (DBC)	<p>We have been re-consulted on this application.</p> <p>The changes to the plans are not significant and therefore our previous comments still stand.</p>
Parish/Town Council	<p>11/06/21</p> <p>The comments submitted following our Planning Committee meeting held on 26 April 2021 still remain. That is - 'Object - over development of site. The houses fronting Chesham Road are in front of the existing building line.' In addition there are concerns about people having to reverse onto the Chesham Road, which is reportedly the busiest 'B' road in the county.</p>
Hertfordshire Highways (HCC)	<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>1) Prior to the first use of the development hereby permitted the vehicular accesses (dropped kerbs) shall be shown on detailed drawings in accordance with the HCC Highways Design guide. Prior to the first use of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.</p> <p>Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2) Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan number PL03. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.</p> <p>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).</p> <p>3) 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</p>

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;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN 1) Construction standards for 278 works within the highway: 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> or by telephoning 0300 1234047.

AN 2) 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.

AN 3) 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 <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 4) 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Comments

The amended plans are for a change in roof height and other changes in terms of the houses themselves. The highway network both internal and external have no amendments within this proposal. Therefore, please find previous comments below in relation to HCC Highways

response.

The proposal is for the demolition of the existing bungalows, construction of 8 semi detached houses and associated access, parking and landscaping at 45 - 46 Chesham Road, Bovingdon. Chesham Road is a 30 mph classified B secondary distributor route that is highway maintainable at public expense. HCC Highways previously requested that the applicant illustrate the possibility of dropped kerbs instead of a bell mouth with adjacent dropped kerbs. This has since been provided to HCC Highways which will be included within this response.

Vehicle Access

The application is proposing that there will be a new bellmouth with a private route that will lead to a hardstanding for access to 4 dwellings at the rear. The remaining 4 dwellings will be accessed by proposed dropped kerbs directly onto Chesham Road. These dropped kerbs have not been definitively illustrated within drawings which is the reason for condition 1 above. However, a similar development (ref: 19/02696/FUL) within Chesham Road has 3 dropped kerb adjacent the bellmouth which is what is deemed to be provided with this development. Normally, HCC Highways would not allow accesses onto a secondary distributor route without the possibility of vehicles turning to enter the highway in forward gear. However, owing to previous similar developments within Chesham Road (ref: 4/01779/17/FUL & 19/02696/FUL) not having any objection from HCC Highways and the lack of accidents associate with the adjacent highway, HCC Highways feels that it is not required for this development. As per informative 1, HCC Highways requires a section 278 agreement for work carried out on the highway. I would recommend that a stage 1 safety audit be included within the s278 agreement to ensure that the accesses are safe in relation to the adjacent highway.

As noted previously, the applicant did provide drawings illustrating the possibility of dropped kerbs instead of a bellmouth. However, having investigated the drawings and read the applicants email, I believe that the marginal benefits to the street scene in relation to dropped kerbs as opposed to a single bellmouth with dropped kerbs are minimal compared to the loss of parking. Therefore, the original plans are probably the best solution in regards to previously granted applications near this specific site. The finer details of the dropped kerbs and bellmouth will be ironed out at the s278 stage.

The 8 dwellings are unlikely to greatly impact the free and safe flow of traffic on the adjacent highway.

Drainage

The proposed new driveways would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the new private route and the new driveway would need to be collected and disposed of on site.

Why a Construction Management Plan?

A construction management plan (CMP) is required owing to the adjacent highway classification and the sizeable development associated with this site. The CMP will ensure that works for the site will not impact the adjacent highway network in any way and ensure that Highway safety is met.

Sustainability

The development is located near Bovingdon town centre which has local amenities such as job opportunities, food shops and leisure venues. The nearest bus stop is 360 metres which has links to the nearby Hemel Hempstead and its railway station. The site is considered to be in a sustainable location in terms of transport and therefore agrees with policies stipulated in HCC Highways Local Transport Plan (adopted 2018).

Refuse / Waste Collection

Provision would need to be made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management.

Emergency vehicle access

The proposed dwellings are within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses'. Swept paths for a large fire appliance manoeuvring on site can be seen within drawing number SP04.

Conclusion

HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informative (in relation to entering into a Section 278 Agreement) and

	<p>conditions.</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for re-consulting us on the above application for the proposal: Demolition of existing bungalows, construction of 8 semi-detached houses and associated access, parking and landscaping at 45 - 46 Chesham Road, Bovingdon, Hertfordshire, HP3 0EA.</p> <p>As this is a minor application, the LLFA are not statutory consultee, however we are happy to provide advice to the LPA.</p> <p>The applicant has provided the following additional information:</p> <ul style="list-style-type: none"> o Email from the LPA with additional paragraphs from the applicant dated 13 May 2021. <p>The applicant has supplied the following information in support of the application:</p> <p>45-46 Chesham Road, Bovingdon, Below Ground Drainage Report, dated 26/03/2021, Project No. 9279, Doc Ref. 9279-ES-BGD-2, Rev. 2, prepared by Edge Structures</p> <ul style="list-style-type: none"> o Site Plan Drawing, Project No. 9279 - 45-46 Chesham Road, Bovingdon, Sheet No. SK-001-RevC - Below Ground Drainage Scheme, dated 10/03/21, prepared by Edge Structures o Site Drainage Operation & Maintenance, Project No. 9279, prepared by Edge Structures <p>With regards to justification of the proposed discharge method, the applicant has detailed how the site is overlain with clay which is considered a very poor drainage medium. Therefore, the site is not considered a suitable candidate for shallow soakaways. The applicant also detailed concerns regarding dissolution features for deepbore infiltration into the chalk. Due to the high development on site and constrained development of the site deepbore soakaways have therefore not been considered.</p> <p>As detailed within the LLFAs previous advice, the applicant therefore needs to obtain approval from the operating Water and Sewerage Company for the area (Thames Water) that they are happy to accept discharge of surface water into the foul network. The applicant needs to provide a pre-planning enquiry from Thames Water</p>

	<p>demonstrating that they accept surface water discharge into foul, with the exact discharge rate specified for surface water into foul. The applicant is proposing a rate of 2l/s, as discharge to the foul network is at the bottom of the discharge hierarchy this rate needs to be as low as practicably possible (for this site, the QBAR rate of 1.2l/s). The applicant should obtain the pre-planning enquiry from Thames Water for the exact rate and understand if Thames Water are able to accept 2l/s.</p> <p>As noted previously, the applicant has used the incorrect allowance for climate change, as this is a residential development, a 40% allowance for climate change needs to be used. This is in accordance with the climate change allowances for the peak rainfall intensity events. The applicant has detailed how the 1 in 100 year plus 40% event can be contained on site when allowing for on-site informal management in the car park, however supporting calculations have not been provided. The calculations and a plan showing how informal areas are to be managed should be provided.</p> <p>We would note, that the entire system is not the most sustainable in terms of SuDS, with a pipe to tank to foul sewer solution. We would recommend provision of features such as permeable paving.</p> <p>Please note, if the LPA decides to grant planning permission, we wish to be notified for our records.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Thank you for your consultation on the above planning application. I have reviewed the details and information provided. The site is outside transportation significance noise contours and also outside of the AQ Mgt Zone. Due to the relatively small size of the development I do not consider it will negatively impact on neighbouring properties. I therefore do not have any objections to the application or make any further comment.</p>

Parish/Town Council	<p>04/05/21</p> <p>Objection-</p> <p>Over development of site. The houses fronting Chesham Road are in front of the existing building line.</p>
Thames Water	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</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://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>

	<p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <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 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>Water Comments 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>
Hertfordshire Highways (HCC)	<p>Decision: Interim</p> <p>The proposal is for the demolition of the existing bungalows, construction of 8 semidetached houses and associated access, parking and landscaping at 45 - 46 Chesham Road, Bovington. This is an interim response owing to the layout of accesses onto Chesham Road which have not been fully</p>

illustrated. HCC Highways would like the applicant to investigate the possibility of a dropped kerb to access the rear properties as opposed to a bellmouth. This is to ensure that the pedestrian environment is impacted as little as possible in accordance with HCC Local Transport Plan Policies 1, 5 and 7 (adopted 2018). The other 7 parking spaces accessing directly onto Chesham Road would need to be accessed via dropped kerb which have not been illustrated on plans as of yet. Any dropped kerb built fronting Chesham Road can only be built to a maximum of 7.2 metres (6 dropped kerbs and 2 risers) in accordance with Roads in Hertfordshire: Highway Design Guide, 3rd Edition Section 4 - Design Standards and Advice, Chapter 1 - Road Design Criteria, Figure 4.1.14.1: Vehicular footway and verge crossovers. All dropped kerbs must be separated by a single 900mm normal kerb between the two risers. Therefore, HCC Highways would like to see the arrangement of dropped kerbs onto Chesham Road before a recommendation can be made, these dropped kerbs as per stipulations must not exceed 7.2 metres each and must accommodate for each parking space.

HCC Highways understands that a similar development adjacent this current proposal has been granted by HCC in 2019.

Once this has been investigated and illustrated by the
06/05/21

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:

1) Prior to the first use of the development hereby permitted the vehicular accesses (dropped kerbs) shall be shown on detailed drawings in accordance with the HCC Highways Design guide. Prior to the first use of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan number PL03. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

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).

3) 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;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN 1) Construction standards for 278 works within the highway: 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/developmentmanagement/highways-development-management.aspx> or by telephoning 0300 1234047.

AN 2) 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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The application is proposing that there will be a new bellmouth with a private route that will lead to a hardstanding for access to 4 dwellings at the rear. The remaining 4 dwellings will be accessed by proposed dropped kerbs directly onto Chesham Road. These dropped kerbs have not been definitively illustrated within drawings which is the reason for condition 1 above. However, a similar development (ref: 19/02696/FUL) within Chesham Road has 3 dropped kerb adjacent the bellmouth which is what is deemed to be provided with this development. Normally, HCC Highways would not allow accesses onto a secondary distributor route without the possibility of vehicles turning to enter the highway in forward gear. However, owing to previous similar developments within Chesham Road (ref: 4/01779/17/FUL & 19/02696/FUL) not having any objection from HCC Highways and the lack of accidents associate with the adjacent highway, HCC Highways feels that it is not required for this development. As per informative 1, HCC Highways requires a section 278 agreement for work carried out on the highway. I would recommend that a stage 1 safety audit be included within the s278 agreement to ensure that the accesses are safe in relation to the adjacent highway.

As noted previously, the applicant did provide drawings illustrating the possibility of dropped kerbs instead of a bellmouth. However, having investigated the drawings and read the applicants email, I believe that the marginal benefits to the street scene in relation to dropped kerbs as opposed to a single bellmouth with dropped kerbs are minimal compared to the loss of parking. Therefore, the original plans are probably the best solution in regards to previously granted applications near this specific site. The finer details of the dropped kerbs and bellmouth will be ironed out at the s278 stage.

The 8 dwellings are unlikely to greatly impact the free and safe flow of

traffic on the adjacent highway.

Drainage

The proposed new driveways would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the new private route and the new driveway would need to be collected and disposed of on site.

Why a Construction Management Plan?

A construction management plan (CMP) is required owing to the adjacent highway classification and the sizeable development associated with this site. The CMP will ensure that works for the site will not impact the adjacent highway network in any way and ensure that Highway safety is met.

Sustainability

The development is located near Bovington town centre which has local amenities such as job opportunities, food shops and leisure venues. The nearest bus stop is 360 metres which has links to the nearby Hemel Hempstead and its railway station. The site is considered to be in a sustainable location in terms of transport and therefore agrees with policies stipulated in HCC Highways Local Transport Plan (adopted 2018).

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Provision would need to be made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management.

Emergency vehicle access

The proposed dwellings are within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses'. Swept paths for a large fire appliance manoeuvring on site can be seen within drawing number SP04.

Conclusion

HCC has no objections or further comments on highway grounds to the

	<p>proposed development, subject to the inclusion of the above highway informative (in relation to entering into a Section 278 Agreement) and conditions.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the documentation submitted with the above planning application, with particular consideration to and having considered the information held the by ECP team I have the following advice and recommendations in relation to land contamination.</p> <p>The development, if permitted, will not result in a change of land use and there is no former land use on or immediately adjacent to the application site that would be expected to result in ground contamination. As such the proposed development is not expected to introduce any new pathways of exposure to contamination and in any event the historical land use of the site as residential since it was first developed suggests that contamination would not be expected.</p> <p>As such, it is considered that the following contaminated land 'discovery' planning condition shall be sufficient, if planning permission is to be granted. This provides for unexpected contamination originating from the application site or the migration of contamination from neighbouring sites, to be dealt with in an appropriate way.</p> <p>Discovery Condition - Contaminated Land:</p> <p>Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.</p> <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 and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: Identifying Potentially Contaminated Material Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to:</p> <p>Soils that are malodorous, for example a fuel odour or solvent-type</p>

	<p>odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different</p> <p>Informative:</p> <p>The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.</p> <p>The above condition is considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2018.</p> <p>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 and I would be grateful if this fact could be passed on to the developers.</p>
<p>Conservation & Design (DBC)</p>	<p>Given the nearby precedents quoted, it will be hard to argue that the proposed development isn't without precedent on Chesham Road. The application does however introduce semi-detached houses into a road still mainly characterised by detached houses, and houses of two and a half storeys in a road of mainly single, one and half or low two storey buildings. The front tier is set forward of the neighbouring bungalows, which will accentuate the presence of these larger interventions. The half hip gable ends are also not a feature of the area, where hipped or gable ends are common, and do not, as the D & A statement claims, successfully mediate between the height of the proposed scheme and the far more modest heights of the adjacent bungalows.</p> <p>These all point to the quantum of housing constituting overdevelopment, with the knock on effects of a large hard surface area, rear gated community, loss of greenness (especially screening to the front) cramped amenity spaces, pushing the front ranges too far forward with consequent awkward access onto the busy Chesham road. Because of the restricted floor spaces, all occupiers will seek to extend at the rear, with consequent further loss of amenity space. The street scene does also demonstrate the additional bulkiness of the proposed scheme when compared to the development at 49 Chesham Road.</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for re-consulting us on the above application for the proposal: Demolition of existing bungalows, construction of 8 semi-detached houses and associated access, parking and landscaping at 45 - 46 Chesham Road, Bovington, Hertfordshire, HP3 0EA.</p>

As this is a minor application, the LLFA are not statutory consultee, however we are happy to provide advice to the LPA.

The applicant has provided the following additional information:

Email from the LPA with additional paragraphs from the applicant dated 13 May 2021.

The applicant has supplied the following information in support of the application:

45-46 Chesham Road, Bovingdon, Below Ground Drainage Report, dated 26/03/2021, Project No. 9279, Doc Ref. 9279-ES-BGD-2, Rev. 2, prepared by Edge Structures

Site Plan Drawing, Project No. 9279 - 45-46 Chesham Road, Bovingdon, Sheet No. SK-001-RevC - Below Ground Drainage Scheme, dated 10/03/21, prepared by Edge Structures

Site Drainage Operation & Maintenance, Project No. 9279, prepared by Edge Structures

With regards to justification of the proposed discharge method, the applicant has detailed how the site is overlain with clay which is considered a very poor drainage medium. Therefore, the site is not considered a suitable candidate for shallow soakaways. The applicant also detailed concerns regarding dissolution features for deepbore infiltration into the chalk. Due to the high development on site and constrained development of the site deepbore soakaways have therefore not been considered.

As detailed within the LLFAs previous advice, the applicant therefore needs to obtain approval from the operating Water and Sewerage Company for the area (Thames Water) that they are happy to accept discharge of surface water into the foul network. The applicant needs to provide a pre-planning enquiry from Thames Water demonstrating that they accept surface water discharge into foul, with the exact discharge rate specified for surface water into foul. The applicant is proposing a rate of 2l/s, as discharge to the foul network is at the bottom of the discharge hierarchy this rate needs to be as low as practicably possible (for this site, the QBAR rate of 1.2l/s). The applicant should obtain the pre-planning enquiry from Thames Water for the exact rate and understand if Thames Water are able to accept 2l/s.

As noted previously, the applicant has used the incorrect allowance for climate change, as this is a residential development, a 40% allowance

	<p>for climate change needs to be used. This is in accordance with the climate change allowances for the peak rainfall intensity events. The applicant has detailed how the 1 in 100 year plus 40% event can be contained on site when allowing for on-site informal management in the car park, however supporting calculations have not been provided. The calculations and a plan showing how informal areas are to be managed should be provided.</p> <p>We would note, that the entire system is not the most sustainable in terms of SuDS, with a pipe to tank to foul sewer solution. We would recommend provision of features such as permeable paving. Informative to the LPA</p> <p>Please note, if the LPA decides to grant planning permission, we wish to be notified for our records</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above, for which I have the following comments:</p> <p>Hertfordshire Environmental Records Centre has no information on habitats or species specific to this site. However, the application is supported by an ecological survey by Green Environmental Consultants (report date February 2021). This included a Preliminary Roost Assessment which found no bats or evidence of bats and assessed the buildings and trees as having negligible potential as bat roosts. Consequently, no further surveys are required, and bats do not need to be considered as a constraint to this development.</p> <p>Beyond the buildings the site contains typical gardens which were not found to contain any noteworthy species or habitats. I have no reason to disagree with these findings. However, the existing habitats will provide opportunities for commonly occurring fauna and flora typical of such spaces. Their loss to make for the proposed development will result in a reduction of biodiversity on a local scale. The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the National Planning Policy Framework and other planning policy documents. The ecological report provides recommendations for ecological enhancements in the form of four integrated bat boxes, three Sparrow Terraces', provisions for hedgehogs and recommendations relating to planting. In relation to the latter this should be applied to any planting within shared public spaces and perimeter hedging. I advise these measures are demonstrated on a Landscape and Ecological Management Plan and secured by condition.</p>
Lead Local Flood Authority (HCC)	<p>Thank you for consulting us on the above application for the proposal: Demolition of existing bungalows, construction of 8 semi-detached houses and associated access, parking and landscaping at 45 - 46 Chesham Road, Bovingdon, Hertfordshire, HP3 0EA.</p>

As this is a minor application, the LLFA are not statutory consultee, however we are happy to provide advice to the LPA.

The applicant has supplied the following information in support of the application:

- o 45-46 Chesham Road, Bovington, Below Ground Drainage Report, dated 26/03/2021, Project No. 9279, Doc Ref. 9279-ES-BGD-2, Rev. 2, prepared by Edge Structures
- o Site Plan Drawing, Project No. 9279 - 45-46 Chesham Road, Bovington, Sheet No. SK-001-RevC - Below Ground Drainage Scheme, dated 10/03/21, prepared by Edge Structures
- o Site Drainage Operation & Maintenance, Project No. 9279, prepared by Edge Structures

From a review of the information provided, the proposed drainage scheme is based on underground attenuation storage crates and restricted discharge of surface water into the foul sewer. Discharge of surface water to the foul sewer sits at the bottom of the surface water discharge hierarchy, the applicant has not undertaken any infiltration tests on site to determine if infiltration is a feasible method of surface water discharge. The applicant should undertake BRE Digest 365 compliant infiltration tests for shallow infiltration. If shallow infiltration is proven unfeasible, the applicant could investigate the feasibility of deepbore soakaways on site and undertake falling head tests for deepbore soakage. If deepbore soakage was proposed, we would recommend an intrusive ground investigation to understand the suitability of the underlying strata in addition to contacting the Environment Agency as the site is within Groundwater Source Protection Zone 3.

Currently the applicant has not adequately assessed the discharge hierarchy, only undertaking a desk study rather than the required BRE Digest 365 infiltration tests.

If following ground investigation and compliant infiltration testing, infiltration is shown not to be an effective method of surface water discharge, it is acknowledged that there is not a surface water sewer beneath Chesham Road.

The applicant has not obtained approval from the operating Water and Sewerage Company for the area (Thames Water) that they are happy to accept discharge of surface water into the foul network. The applicant needs to provide a pre-planning enquiry from Thames Water demonstrating that they accept surface water discharge into foul, with the exact discharge rate specified for surface water into foul. As

	<p>discharge to the foul network is at the bottom of the discharge hierarchy this needs to be as low as practicably possible (for this site, the QBAR rate of 1.2l/s); and will only be permissible after the discharge hierarchy has been appropriately assessed.</p> <p>The applicant could also explore rainwater harvesting systems in greater detail, minimising discharge to foul.</p> <p>The applicant has used the incorrect allowance for climate change, as this is a residential development, a 40% allowance for climate change needs to be used.</p> <p>All calculations and modelling will need to be update accordingly considering the above comments.</p> <p>The applicant has detailed how attenuation storage crates are provided below the central car park and below the gardens of Plots 1-4. We would advise the LPA that they should obtain easements on properties for means of access and maintenance for attenuation tanks across plot boundaries for the neighbouring properties. Alternatively, the applicant should minimise the need to cross property boundaries.</p> <p>Provision for above ground storage features such as permeable paving with sub-base has not been provided. All hardstanding is proposed to be of impermeable construction. We would advise that the access road and parking spaces should be permeable paved construction with sub-base. The sub-base will also allow for additional surface water storage, potentially reducing the size of underground cellular storage.</p> <p>Currently there is not adequate management and treatment of surface water from the access road and parking spaces, the provision of permeable paving would provide appropriate treatment.</p> <p>Informative to the LPA</p> <p>We are happy to provide comments on any further information submitted by the applicant.</p> <p>Please note, if the LPA decides to grant planning permission, we wish to be notified for our records.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Thank you for your consultation on the above planning application. I have reviewed the details and information provided.</p> <p>The site is outside transportation significance noise contours and also outside of the AQ Mgt Zone. Due to the relatively small size of the development I do not consider it will negatively impact on neighbouring</p>

	<p>properties.</p> <p>I therefore do not have any objections to the application or make any further comment.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
17	12	1	10	1

Neighbour Responses

Address	Comments
Whyteleafe 24 Chesham Road Bovington Hertfordshire HP3 0ED	<p>Inappropriate over development</p> <p>This proposed development comes on top of two previous proposals which have already drastically altered the nature of the Chesham Road. As yet, no-one has moved in to either the 17 dwelling development or the 8 dwelling development. This application brings the number of additional dwellings within 18 months to 33. These development are not in the areas selected for development in the village. Those larger sites will have proper access provision, playgrounds, landscaping and even potentially a re-location of the school. This development, like the previous two is just an opportunistic land grab by developers. There is no mention in the published planning document of any social or affordable housing which is what the village needs most.</p> <p>Traffic impact</p> <p>It is sensible to assume that there will be at least 2 cars per household on this development to be added to the 2 cars per household in the as yet unoccupied nearby developments. This is a total of a minimum of 66 additional vehicles, turning across the Chesham Road each day, regardless of whether any visitors arrive by car. This is a completely unacceptable increase in traffic in the short space of road between the (badly used and inadequate) Tesco car park and the turning into Howard Agne Close. I note that the Traffic report refers to "lightly trafficked" roads. Clearly this was not prepared by anyone with the slightest familiarity with Bovington. Perhaps they observed the traffic during April 2020 with national lockdown in place? On every Saturday and bank holiday Monday, it is barely possible to pull out on to the Chesham Road for much of the day due to the market traffic. There is also a significant need for rapid emergency access up the Chesham Road to HMP The Mount. The impact of the extra vehicles required for the 2 recently approved development cannot have been assessed yet. It is laughable to pretend (as the Transport Statement implies), that</p>

new residents will be using buses and cycles to travel in to Hemel Hempstead or to the station for commuting. Box Lane is an extremely challenging hill, it does not even have pavement for much of its length let alone suitable cycle paths.

Parking issues

Visitor car parking on the development is going to be extremely limited and there will be additional unplanned parking on the Chesham Road which is simply dangerous. We have already had 12 months of careless, dangerous parking as a result of the contractors working on the 2 adjacent developments. Is there any intention to make the main road no parking?

Loss of privacy

The scale, positioning and the height of the houses is totally at odds with the scale of the properties they are removing which are set back from the road and have front hedges which help to absorb pollution and noise. As a neighbour, our outlook will be dominated by the 4 houses at the front of the plot which are higher than our own and much closer to us than the bungalows. We will be overshadowed and there will be yet more substantial visual intrusion for all the other houses on our side of the Chesham Road.

Ecological impact

The statement on the ecological impact of the development is a nonsense. There are indeed no trees on the site; they were systematically felled and shredded over Autumn and Winter 20/21. Presumably so that the ecological report would be favourable. The removal of such a large amount of established native hedgerow, on top of the existing tree and hedge loss within the 2 adjacent developments will further reduce the availability of wildlife corridors at this end of the village and remove yet more nesting sites for birds. Just because there are no rare species does not mean that a habitat is not valuable. A few wretched shrubs around paved front gardens do not constitute "landscaping".

Please do not grant planning permission.

I note the recent amended documents submitted by the developer. Presumably these are intended to mitigate the direct impact on No 44 and No 47. The proposed changes are minimal, just a token gesture. They do nothing whatsoever to address the main common objections sited. From an aesthetic point of view the amended drawings suggest that the new structures will have a strangely unbalanced appearance. Also, perhaps the developer could clarify whether the substantive hedge shown between No 44 and the new house to the left will exist if the development goes ahead? Our understanding is that this hedge is on the land due to be developed and presumably it would be removed during construction. Can we at least have some honesty?

Our objections remain as stated in the previous objection and re-listed above.

	<p>The Chesham Road is a very busy main road. Planning officers, or inspectors are most welcome to observe the traffic at any time from our property. It starts at 5.30am and diminishes around 7 pm. We moved here in the full knowledge of how busy the road is but until the random development of the south side began the traffic noise and pollution were filtered and absorbed by the large hedges and mature trees. Because the original houses were set back from the road, we felt screened from the effects of the traffic. Even so, accessing the road is a challenge because of the sheer volume and sometimes excessive speed of the traffic. I note with amusement that the residents of No 45 and No 46 NEVER reverse onto or in from the Chesham Road. Of course at present their houses have the luxury of large off-road parking and plenty of room to manoeuvre, a facility that will not be available to the occupants of the 4 proposed new properties at the front of the development.</p> <p>The loss of character and green space are not simply due to the fact that the land is being developed. Rather it is the way that the land is being over developed. We know that more house are needed and in the 37 years that we have lived in Bovington, we have seen other infill developments happen with decent thought and consideration to the village environment. Examples are Hamer Close and Apple Cottages and there are also other examples of sensitive 'mini' estates at Granville Dene, Ryder Close etc. These have been built as communities, incorporating access to shared green space with good access both road and footpaths and with regard to the privacy of their residents.</p> <p>Clearly, as can be seen from the photographs I am submitting the south side of Chesham Road is just having dwellings stuffed into it in a random and unplanned way based on exploitation for profit and with scant consideration for the well-being of current and future residents. File P6122262.jpg shows the view from the north side of the road with the existing development and file P62122263.jpg shows the view of the existing and soon to be damaged skyline. If there was a case to create a new estate why is it not in the village plan?</p> <p>Please do not grant planning permission. This planning application is a perfect example of greed based development to secure maximum profit with minimum investment both financial, ethical and aesthetic. Why would it not be possible to develop half as many houses more in keeping with the character of Chesham Road and retaining at least some of the existing green space?</p>
<p>Scott House 22 Chesham Road Bovington Hertfordshire HP3 0ED</p>	<p>Too many access roads off Chesham Road. Due to the other 2 major developments on Chesham Road in a very short stretch of road, this will be a 3rd access road. This will create further motorised traffic, more pollution, more noise and more congestion. All this to an already horrendously busy and congested road.</p> <p>Parking on the new development will not be adequate. The proposed new developments are for family houses so two small parking spaces per house will certainly not enough. Where will visitors park? Also large cars/vans will be hanging over and</p>

will block the narrow pavements, causing pedestrians to walk in a very busy road as per the other two new developments on this short section of the Chesham Road.

The proposed new outlook will look far worse than the current view.

The current pleasant view of 2 quaint low-level bungalows, will change into this 2/3 story boring modern design houses changing the whole look and feel of the road, this will become a much over-developed, over-populated (for a small area) part of the village.

Conservation (or lack of it!)

Councils talk about trying to save the green spaces, wildlife and trees but in reality this is all just lip service.

All (but one) of the large trees have been removed in both rear gardens of the proposed site. There have been removed around up to 8 large trees removed from the proposed site. Therefore, bird roosting and wildlife habitat has all been destroyed. Some of the lungs of the village have gone forever and cannot be replaced in that area due to excessive urbanization.

This is not a brownfield site, the properties are not run down, obsolete or in need of major renovation.

Over development.

Complete over-development again on a site that currently has 2 small bungalows. The proposed plan is eight large houses crammed in with tiny gardens, these would not have adequate parking and the local infrastructure and services would struggle to cope. This would be a further negative impact on the village and not an asset.

All my previous objections still stand. The latest submission of amended plans by the developer have not resolved any of my previous concerns and objections.

Its actually highlighted an additional concern, the extra height of these new houses and will completely dwarf the neighbouring bungalows and will look ridiculous in my view, and completely out of character.

Too many access roads off Chesham Road.

Due to the other 2 major developments on Chesham Road in a very short stretch of road, this will be a 3rd access road.

This will create further motorised traffic, more pollution, more noise and more congestion. All this to an already horrendously busy and congested road.

Parking on the new development will not be adequate.

The proposed new developments are for family houses so two small parking spaces per house will certainly not enough.

Where will visitors park? Also large cars/vans will be hanging over and will block the narrow pavements, causing pedestrians to walk in a very busy road as per the other two new developments on this short section of the Chesham Road.

The proposed new outlook will look far worse than the current view.

	<p>The current pleasant view of 2 quaint low-level bungalows, will change into this 2/3 story boring modern design houses changing the whole look and feel of the road, this will become a much over-developed, over-populated (for a small area) part of the village.</p> <p>Conservation (or lack of it!) Councils talk about trying to save the green spaces, wildlife and trees but in reality this is all just lip service. All (but one) of the large trees have been removed in both rear gardens of the proposed site. There have been removed around up to 8 large trees removed from the proposed site. Therefore, bird roosting and wildlife habitat has all been destroyed. Some of the lungs of the village have gone forever and cannot be replaced in that area due to excessive urbanization.</p> <p>This is not a brownfield site, the properties are not run down, obsolete or in need of major renovation.</p> <p>Over development. Complete over-development again on a site that currently has 2 small bungalows. The proposed plan is eight large houses crammed in with tiny gardens, these would not have adequate parking and the local infrastructure and services would struggle to cope. This would be a further negative impact on the village and not an asset.</p>
<p>Hillcroft 44 Chesham Road Bovingdon Hertfordshire HP3 0EA</p>	<p>Re: Planning reference 21/01483/FUL : 45-46 Chesham Road, Bovingdon As residents of number 44 Chesham Road, we object to the planned development of plots nos. 45 and 46 Chesham Road. This for the following reasons - The main habitable room of our house has only the one original window, aside from French doors at the other end leading into the conservatory. This window presently admits sufficient light during the day to avoid the need for artificial light. The height and proximity of proposed Unit 4 would reduce this, particularly on an overcast day, to necessitate artificial lighting. The room is 4M x 7.3M length. The glazed area including fanlight frame is approx 1.65M x 1.2M. The roofline of the projected new unit towers 4.5M / 14ft.9ins above this window. From the architect's street elevation its clear how unit 1, with a scaled ridge height of 8.75M agl stands over no.44 with a ground floor window-top height of 2.1M agl. The buildings are just 2.5 M apart. Re privacy - the sight lines from the top two floors of unit 8 (and partially unit 7) overlook the top half of our garden, and importantly the conservatory- our secondary living area, where we eat, and entertain friends and family. With the projected layout both properties would have line of sight into each other's bedrooms. The distance between no.44 conservatory and Unit 8 frontage is just 12 Metres. In the event of construction taking place, the hedge would likely be removed reducing privacy even further The fact that proposed housing is two and a half storey, combined with their proximity to number 44, increases the amount of light and privacy they steal.</p>

Once, in an era of tighter building line and density compliance, the mishmash character developing along this section of Chesham Road could not have occurred.

Approval of this development would mean considerable loss of amenity for us. There will be an increase in domestic noise. The view from a garden will become residential instead of greenbelt in essence. It is, sadly, too late now to remedy the removal of many mature trees, from side and rear boundaries of numbers 45 and 46 representing a loss of green screen which provided privacy and quiet. Their removal, just days prior to planning application, is common practice apparently. This has been a road of individual and quality homes of character which risks sinking into suburban sprawl,

Is the downgrading of quality and individuality now referred to as progress?

If the development goes ahead, number 44 will become the home that we would never have chosen when we originally settled on living in this village.

Re: Planning reference 21/01483/FUL : 45-46 Chesham Road, Bovingdon, with amendments

From examination of the amended plans for this development application I can find only one change. Which concerns the revised roofline to units 1 and 4 so that the gable end treatment and altered soffit level reduces the sky blocking arc by about fifteen degrees. That's it !

Following the submission of revised drawings, the developers might profess to have 'done their best to alleviate the impact of development' But they can't . This variation is irrelevant to the scheme as a whole.

We, and other objectors, have listed every valid and permissible cause for objection. Including Loss of light and overshadowing, loss of privacy, problems arising from turning and traffic flow. And there are subsidiary matters - loss of amenity trees, detriment to the road character. All those things which are of genuine concern, but to which you accord no weight.

And so our objections and the case for planning refusal, are unchanged.

They remain

As residents of number 44 Chesham Road, we object to the planned development of plots nos. 45 and 46 Chesham Road.

This for the following reasons -

The main habitable room of our house has only the one original window, aside from French doors at the other end leading into the conservatory. This window presently admits sufficient light during the day to avoid the need for artificial light. The height and proximity of proposed Plot 1 would reduce this, particularly on an overcast day, to necessitate artificial lighting. The room is 4M x 7.3M length. T

The glazed area including fanlight frame is approx 1.65M x 1.2M. The roofline of the projected new unit towers approx. 4.5M / 14ft.9ins above this window. The daylight arc is limited by the proximity of the adjacent gutter / soffit line.

From the architect's street elevation its clear how unit 1, with a scaled ridge height of 8.75M agl stands over no.44 with a ground floor window-top height of 2.1M agl. The buildings are just 2.5 M apart.

Re privacy - the sight lines from the top two floors of unit 8 (and

	<p>partially unit 7) overlook the top half of our garden, and importantly the conservatory- our secondary living area, where we eat, and entertain friends and family. With the projected layout both properties would have line of sight into each other's bedrooms. The distance between no.44 conservatory and Unit 8 frontage is just 12 meters. In the event of construction taking place, the hedge would likely be removed.</p> <p>The fact that proposed housing is two and a half storey, combined with their proximity to number 44, increases the amount of light and privacy they steal. Once, in an era of tighter building line and density compliance, the mishmash character developing along this section of Chesham Road could not have occurred.</p> <p>On a personal level - approval of this development would mean considerable loss of amenity for us. There will be an increase in domestic noise. The view from a garden will become residential instead of greenbelt in essence. It is, sadly, too late now to remedy the removal of many mature trees, from side and rear boundaries of numbers 45 and 46 representing a loss of green screen which provided privacy and quiet. Their removal, just days prior to planning application, is common practice apparently. This has been a road of individual and quality homes of character which risks sinking into packed suburban sprawl,</p> <p>Is the downgrading of quality and individuality now referred to as progress?</p> <p>If the development goes ahead, number 44 will become the home that we would never have chosen when we originally settled on living in this village.</p>
<p>7 Simon Dean Bovingdon Hemel Hempstead Hertfordshire HP3 0EP</p>	<p>The proposed development will overlook directly into our property. This will obviously affect our privacy. The houses will be very close to our home looking straight into our windows and overseeing our garden. We are also concerned as to the effect this will have on the amount of light into our property.</p>
<p>Mbeya 43 Chesham Road Bovingdon Hertfordshire HP3 0EA</p>	<p>The Builder Marc ha cut all of the trees down. There has been no sighting of Bats and I have not heard an owl which were previously common sights and sounds along the garden of Chesham Road. I am suprised that the builders have done this already. I think that our property will loose a lot on money and also the view from the poor people at apple cottages will be horrendous.</p>
<p>22A Hyde Lane Bovingdon Hemel Hempstead Hertfordshire HP3 0EG</p>	<p>A very good use Of brownfield land and much-needed houses for Bovingdon</p>
<p>13 Chesham Road Bovingdon Hemel Hempstead Hertfordshire HP3 0ED</p>	<p>in the last two we have had 17housing in back yard development's</p> <p>this all leads to more traffic entering the Chesham road one of the busies B road in the counties so un less we by pass Bovingdon it will be grid lock with cars and pollution</p>

<p>Dacorum Borough Council, Cupid Green Depot Redbourn Road Hemel Hempstead hp2 7ba</p>	<p>There should be space to store 3 x 240ltr wheeled bins and a curb side caddy. There should be space to present 2 x wheeled bins and the curb side caddy outside the boundary on collection day.</p> <p>The collection vehicle is a 26t rigid freighter approx. L11m x W3m so consideration should be given to it's maneuverability and access.</p>
<p>18 Merling Croft Northchurch Berkhamsted Hertfordshire HP4 3XB</p>	<p>I am a frequent user of Chesham Road Bovington and wish to object to the development of eight dwellings on the area presently occupied by two bungalows.</p> <p>These two-and-a-half storey houses will overlook properties either side of the development destroying their privacy, from the back windows of the front block and the front windows of the rear block.</p> <p>The height of the two blocks next to the outside boundaries of the development will obstruct the light of the habitable rooms in the existing houses.</p> <p>The arrangement for car parking is completely unsuitable as the drivers of the cars of the two blocks at the front will have to reverse out on to the main B4505 road, a very busy road already.</p> <p>The dropped kerb access does not appear to conform to the requirements of Herts Highways.</p> <p>This application should be refused for the foregoing reasons.</p> <p>I wish to write further to my objection of the 27th April.</p> <p>It would seem that the developer is only giving lip service to the comments already made on this application. To change the roof from gable to hip on the two dwellings on the boundaries with obscured glazing is of little value when you consider the other objections stated.</p> <p>The developer makes no comment regarding the inadequate parking for eight houses and their visitors. The parking shown for plots 1 - 4 just off the pavement means that drivers have to reverse out or reverse in. To reverse on the B4504, not only a bus route but also a route for lorries from Chesham to Hemel Hempstead is simply not acceptable.</p> <p>This road is losing its pleasant and attractive appearance in homage to the car and cramped dwellings.</p> <p>This application must be refused.</p>