



Local Allocation LA6 Chesham Road and Molyneaux Avenue, Bovingdon



Draft Master Plan

September 2014



Foreword

Six 'Local Allocations' (Green Belt sites identified for housing development and other associated uses) were identified in the Council's strategic plan, called the Core Strategy. The Core Strategy was adopted in September 2013. Further detail on these sites is provided in the Pre-Submission version of the Site Allocations document, upon which the Council is now consulting.

The landowners, in partnership with the Council, have prepared draft master plans for each Local Allocation. These masterplans add further detail to the site requirements set out in the Site Allocations document; providing further information on the design and layout of the sites. The Council is taking the opportunity to seek feedback on these master plans at the same time as the Site Allocations consultation.

Do I need to comment?

Many people have already given feedback on these sites through consultation on the Core Strategy or through other consultation events. These responses, where appropriate, have been used to help prepare the draft master plans.

You are invited to comment on the draft master plan to help ensure that, as far as is possible, the final version continues to reflect your views and those of the local community.

Do I need to comment?

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You are invited to comment on the draft master plan to help ensure that the final version continues to reflect your views and those of the local community.

What can I comment on?

The principle of allocating these sites is now firmly established and the Council can only consider comments on the details of how they will be delivered.

If you are objecting to parts of the master plan, it would be helpful if you could say what changes you would like to see to the text or accompanying maps.

How do I comment?

Please submit comments online using Dacorum Borough Council's consultation portal.

Alternatively, comments can be sent to the Strategic Planning and Regeneration Team at Dacorum Borough Council using the comments form that is available. You should use a separate form for each of the different masterplans you may wish to comment on.

Copies of the master plans, together with the Pre-Submission Site Allocations document, comments forms and background information can be found on the Council's website www.dacorum.gov.uk, at local libraries or at Borough Council Offices subject to opening times. Comments can be sent electronically or by post, as appropriate, to one of the following addresses:

By consultation portal: <http://consult.dacorum.gov.uk/portal/>

Email forms to: strategic.planning@dacorum.gov.uk

Post forms to: Strategic Planning and Regeneration
Dacorum Borough Council
Civic Centre
Marlowes
Hemel Hempstead, Hertfordshire
HP1 1HH

All comments received will be publicly available.

The deadline for comments to be received by the Council is 5:15pm on 5 November 2014

Next Steps

All comments received on the draft master plans will be considered and reported to the Council's Cabinet, together with any recommended changes to their content. It is hoped that the master plans will be adopted by the Council at the same time as the final Site Allocations DPD. This is expected to be in Spring 2016.

Any further questions?

If you have any further questions regarding any of the issues raised in this document please contact the Strategic Planning and Regeneration team on 01442 228660 or email strategic.planning@dacorum.gov.uk.

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1. Purpose

- 1.1 This master plan has been prepared jointly by Dacorum Borough Council and the Ministry of Justice (MOJ), with assistance from Jones Lang LaSalle (JLL).
- 1.2 The site at Chesham Road / Molyneaux Avenue is one of a number of sites where the principle of housing development has been established through Dacorum's Core Strategy. The emerging Site Allocations Development Plan Document (DPD) will add detail about the development of the site. The Site Allocations DPD will also remove the site from the Green Belt and set a new Green Belt boundary.
- 1.3 The purpose of this master plan is to supplement the Site Allocations DPD by setting development principles and a framework through which a high quality residential scheme can be delivered on the site. It is also intended to demonstrate how the planning requirements set out in the Site Allocations DPD can be delivered and will guide future planning applications.
- 1.4 The master plan has been prepared in consultation with, and contribution from, key stakeholders. These stakeholders include the local Highway Authority, the Council's Ecological and Archaeological advisers at Hertfordshire County Council.
- 1.5 Discussion with local residents during production of the master plan has helped to understand local aspirations and concerns for development on the site. The input of stakeholders and residents has helped to shape the contents of the master plan and the development principles within it.
- 1.6 The Ministry of Justice (MOJ) are currently the sole owner of the site (see Figure 1).

Figure 1: Land Ownership



Key:

-  Boundary of LA6 site
-  Other land in Ministry of Justice (MOJ) ownership

2. Context

Planning Policy

2.1 The following Section sets out the planning policy context within which the master plan has been prepared, and which will in turn inform future planning application(s) on the site. This includes existing national planning policy, saved policies from Dacorum Borough Local Plan (1991 – 2011), the recently adopted Core Strategy, and the emerging Site Allocations DPD.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) adopted in 2012 represents the planning policy consideration at the national level. It supersedes all previous national planning policy guidance and Planning Policy Statements (PPS). The Council's Core Strategy was prepared in the context of the NPPF and is in accordance with the provisions contained within it.

Core Strategy

2.3 Dacorum Borough Council's Core Strategy was adopted on 25th September 2013 and contains the main strategic policies which will guide development in the Borough.

2.4 Land at Chesham Road / Molyneaux Avenue LA6 is a local allocation within the Bovingdon Place Strategy which forms part of the Core Strategy. It is estimated that Bovingdon will accommodate up to 130 new homes between 2006 and 2031. The LA6 site is the largest of the housing sites within the village seeking to provide 60 new homes.

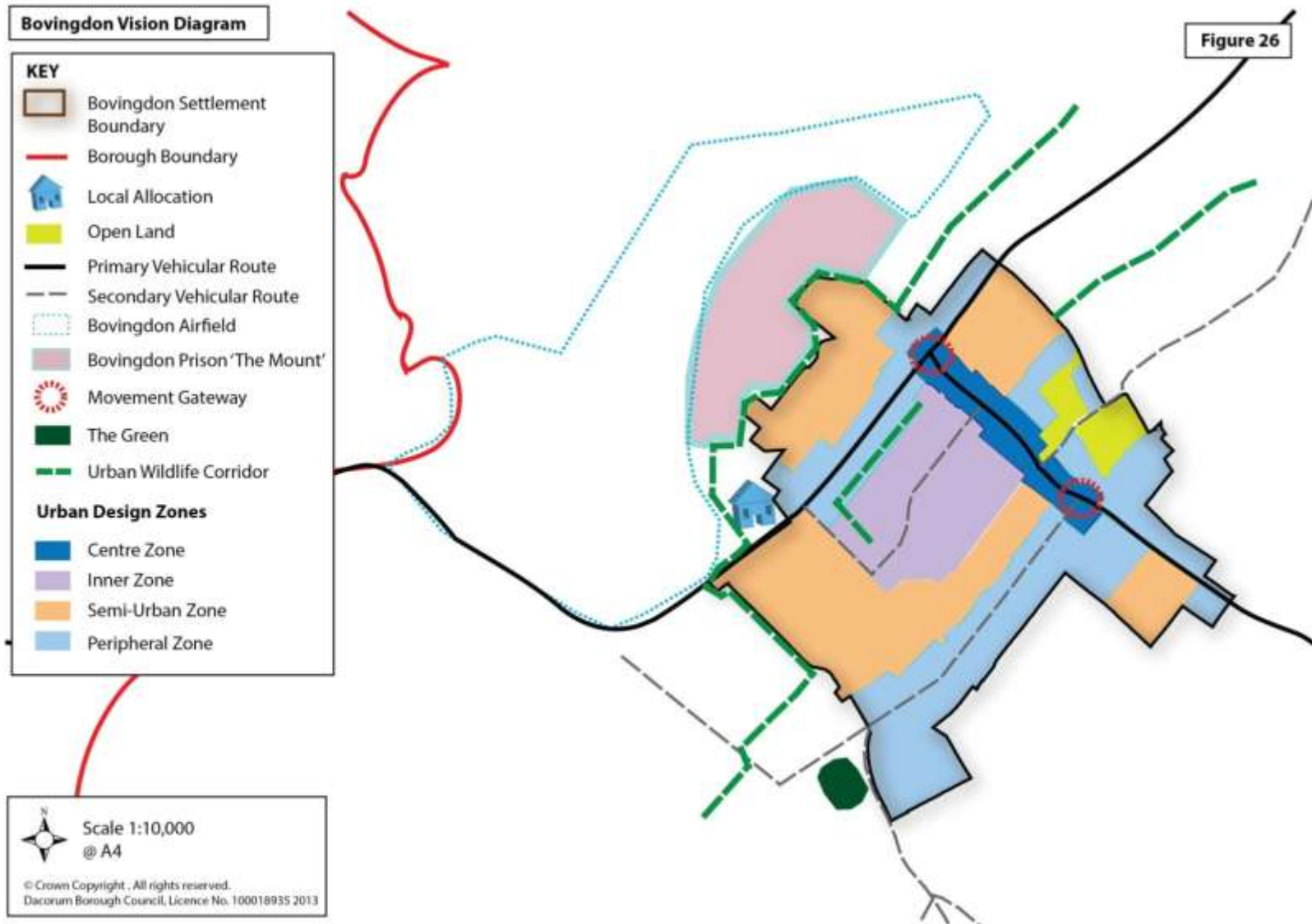
2.5 The table below summarises key principles of the development scheme, as set out in the Core Strategy:

Location reference	LA6
Site location	Chesham Road / Molyneaux Avenue
Proposals	<ul style="list-style-type: none">• Around 60 new homes; and• Open space.
Principles	<ul style="list-style-type: none">• A mix of two storey and three storey housing including around 40% affordable homes;• A contribution must be made towards educational and community facilities;• The layout, design, density and landscaping must relate well to existing housing, create a soft edge with the countryside and secure a strong long term Green Belt boundary; and• The impact on the local road network will be mitigated through the promotion of sustainable travel options.

Delivery	<ul style="list-style-type: none">• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.
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The Bovingdon Vision Diagram from the Core Strategy is reproduced below (Figure 2).

Figure 2: Extract from Core Strategy 2013 Bovingdon Place Strategy



2.6 The following policies from the Core Strategy (2006 – 2031) are the most relevant for the LA6 site:

- Policy CS1: Distribution of Development
- Policy CS2: Selection of Development Sites
- Policy CS3: Managing Selected Development Sites
- Policy CS4: The Towns and Large Villages
- Policy CS5: Green Belt
- Policy CS8: Sustainable Transport
- Policy CS9: Management of Roads
- Policy CS10: Quality of Settlement Design
- Policy CS11: Quality of Neighbourhood Design
- Policy CS12: Quality of Site Design
- Policy CS13: Quality of the Public Realm
- Policy CS18: Mix of Housing
- Policy CS19: Affordable Housing
- Policy CS23: Social Infrastructure
- Policy CS25: Landscape Character
- Policy CS26: Green Infrastructure
- Policy CS27: Quality of the Historic Environment
- Policy CS28: Carbon Emission Reductions
- Policy CS29: Sustainable Design and Construction
- Policy CS35: Infrastructure and Developer Contributions

2.7 Policy CS5: Green Belt will apply until the site is formally removed from the Green belt (i.e. until the Site Allocations DPD is formally adopted)

2.8 The saved policies are retained until updated and superseded by subsequent Development Plan Documents or decisions.

Dacorum Borough Local Plan 1991-2011

2.9 Although the Core Strategy has been adopted, some of the Local Plan policies are still 'saved' (i.e. they remain operational). These saved policies will gradually be superseded as the Council produces further Development Plan Document (DPDs) and supplementary guidance.

2.10 The following saved Local Plan policies are particularly relevant to the development of the LA6 site:

- Policy 12: Infrastructure Provision and Phasing (partly superseded by Core Strategy Policy CS35)
- Policy 13: Planning Conditions and Planning Obligations
- Policy 18: The Size of New Dwellings
- Policy 21: Density of Residential Development
- Policy 54: Highway Design
- Policy 57: Provision and Management of Parking
- Policy 97: Chilterns Area of Outstanding Natural Beauty
- Policy 111: Height of Buildings
- Policy 113: Exterior Lighting
- Policy 129: Storage of Recycling of Waste on Development Sites

2.11 Some elements of the appendices to the Dacorum Borough Local Plan 1991-2011 have been superseded by the Core Strategy policies. However, for simplicity they are retained in their entirety, until updated and superseded by subsequent Development Plan Documents or decisions.

2.12 The following Local Plan appendices are particularly relevant to this site:

- Appendix 1: Sustainability Checklist
- Appendix 3: Layout and Design of Residential Areas
- Appendix 4: Layout and Design of Employment Areas
- Appendix 5: Parking
- Appendix 6: Open Space and Play Provision
- Appendix 8: Exterior Lighting

Supplementary guidance

2.13 The Council has adopted a number of documents to supplement Local Plan and Core Strategy policies. These documents are used as material planning considerations in deciding planning applications. Where there is a conflict between their content and that of a Development Plan Document (DPD), the DPD will take precedence. The main documents relevant to the development of the site at Chesham Road / Molyneaux Avenue are as follows:

Supplementary Planning Guidance (SPG)

- Accessibility Zones for the Application of Car Parking Standards – now incorporated into the Area Based Policies SPG (2004).

Supplementary Planning Documents (SPD)

- Planning Obligations (2011). Note: the sections relating to affordable housing contributions have been superseded by the Affordable Housing SPD. The guidance will be updated on adoption of the Council's Community Infrastructure Levy (CIL).
- Affordable Housing (2013)

Site Allocations

2.14 Dacorum Borough Council is consulting on the Pre-Submission version of the Site Allocations DPD at the same time as this draft master plan for the site at Chesham Road / Molyneaux Avenue. The Site Allocations DPD includes a policy for the site at Chesham Road / Molyneaux Avenue, together with a vision, an indicative layout and a series of development principles. These are reflected and elaborated on by this master plan.

2.15 Where there is any conflict between the requirements of this master plan and the Site Allocations DPD, the Site Allocations DPD will take precedence.

2.16 Comments received on both consultation documents will be considered by the Council before the Site Allocations DPD is submitted to the Planning Inspectorate for public examination or the site at Chesham Road / Molyneaux Avenue master plan is adopted.

Community Infrastructure Levy

- 2.17 Dacorum Borough Council have published a draft charging schedule which requires all new buildings which are over 100sqm gross internal floor space to contribute to the new Community Infrastructure Levy (CIL). Subject to the outcome of the examination of CIL, it is expected that some of the infrastructure to support the development of the site at Chesham Road / Molyneaux Avenue will be secured through CIL, with a limited number of contributions secured through the current S106 mechanism (see Section 7 for further information).

Site and surrounding area

Location

- 2.18 Bovingdon is a compact village in the south of the Borough of Dacorum, with a population of approximately 4,600. It is situated approximately 25 miles (30km) north west of London, 3 miles south west of Hemel Hempstead and 3 miles north east of Chesham in Buckinghamshire. The village has links to Hemel Hempstead and Chesham via the B405 (Chesham Road / Hempstead Road / Box Lane) and to the surrounding countryside to the south and east via local roads.
- 2.19 The village has a vibrant local centre concentrated along the High Street, providing a range of convenience and specialist shops, pubs and restaurants. There is planning permission for a new 'Tesco Metro' store on the junction of Hempstead Road and Chesham Road, on the northern gateway to the village.
- 2.20 Local Allocation LA6 is situated to the south of The Mount Prison and is separated from the prison itself by Lancaster Drive to the north. This area is referred to as "the site" within this master plan.

Figure 3: Aerial photograph of the LA6 site



Site Description

The Site

- 2.21 The site is located towards the western fringe of the village of Bovington (delineated by the red line in Figure 3). It is irregular in shape and extends to approximately 2.6 hectares (ha) (approximately 6.42 acres). This includes a surface water drainage pond to the southeast of the site which occupies approximately 0.6ha (approximately 1.48 acres) of land. The balancing pond is steep sided and surrounded by a perimeter fence.
- 2.22 Access to the site is currently available from Chesham Road and Molyneaux Avenue - the latter also serving as the primary access for Her Majesty's Prison (HMP) The Mount, for properties on Lancaster Drive, Mitchell Close and Lysander Close. The site is bounded to the west by Molyneaux Avenue, north by Lancaster Drive, southeast by an old telephone exchange and east by residential development.
- 2.23 The site is presently vacant with occasional piles of rubbish and shrubs and young trees beginning to colonise the area. The south, west, and south eastern boundaries of the site are bordered by strips of young broadleaved planting.

Surrounding Area

- 2.24 On the opposite side of Lancaster Drive (to the north) lies The Mount Prison and on the opposite side of Molyneaux Avenue (to the west) is part of the former RAF/ USAAF airfield. The surrounding area to the east and south is predominantly residential in character. Residential dwellings are typically semi-detached or terraced properties of two storeys in red brick and timber weather boarding under pitched or full hipped roofs.



The site is adjacent to HMP The Mount

- 2.25 The site is within reasonable walking distance of both the village centre (including its shops, services, pubs and restaurants, library, GP surgeries, nursery and primary school) to the east and the football and tennis clubs to the south.

Proposal

- 2.26 This masterplan supports development of the Chesham Road/Molyneaux Avenue site (LA6) for high quality residential development of 60 new homes. It seeks to provide a layout that integrates with the character and street pattern of

neighbouring sites and wider village, whilst retaining and enhancing existing soft landscaping and providing new public open space. In this respect, new housing should be two storeys and respond to the local vernacular of the surrounding area.

- 2.27 The overarching objective is to create a high quality development which will be an attractive place for people to live, and will also provide wider benefits to the existing local community. 40% of the new homes provided should be affordable, subject to viability.

3. Analysis of the site

3.1 This Section of the master plan provides an analysis of the site relating to the following:

- Archaeology;
- Ecology and trees;
- Landscape and topography;
- Flood risk and drainage
- Highways and access
- Infrastructure (including school capacity, services and utilities)
- Other issues, technical work already completed

Archaeology

3.2 There are no designated heritage assets at or in close proximity to the site. The nearest listed building is the Grade II listed White Hart Cottage, a timber framed building with red brick, dating from the early 18th Century. However, this building is situated some 400 metres to the southwest of the site, separated by part of the former airfield and extensive boundary planting. The Bovingdon Conservation Area covers the southern end of the High Street, the Church and its grounds, part of Bury Farm and part of Vicarage Lane. The Conservation Area is over 600 metres to the east of the site, separated by a number of residential streets.

3.3 Bovingdon airfield lies to the west of the site and was established in 1941-2, with three runways. It was built for Bomber Command but in 1942 was allocated to the USAAF, and B17 bombers began to arrive. The airfield was the closest Eighth Army Air Force base to London and the various command centres, and was a major staging post for aircraft returning to the US (including the Memphis Belle). At the end of the war it was the departure point for thousands of US servicemen returning home. In April 1946 Bovingdon was handed back to the RAF. It was used as a maintenance base by the Ministry of Civil Aviation for a time, until the USAF returned in 1952. The USAF left in 1962; three war films were subsequently made on the site. The airfield closed in 1972.



View across Bovingdon Airfield, looking north east. The site is screened behind the tree belt in the right of the photo.

3.4 Advice from the County Archaeologist is that the airfield is significant in terms of WWII history. Evidence from the wider area also suggests there is also potential for prehistoric and Roman sites.

- 3.5 A desk-based Archaeological Assessment t was carried out on the site in 2013¹. The main conclusions are as follows:
- The site lies within an area of archaeological and historical interest as there is the potential to reveal evidence of a range of periods.
 - The potential for the presence of heritage assets during prehistoric and Iron Age periods is assessed to be moderate to high. For the Roman to the start of the modern period, the potential is assessed to be low. There is a moderate to high potential for the presence of World War II assets.
 - The potential for the survival of heritage assets on the site is assessed as low, except for any World War II assets.
 - Any prehistoric heritage assets present on site would be likely of at least regional significance. Roman heritage assets would be of at least local, possibly regional significance, while Saxon assets would be of probable regional significance. Heritage assets of later periods, including World War II, may be of local significance. The likely impact of the development upon any buried heritage assets is assessed to be moderate.

Ecology and Trees

- 3.6 There are no statutorily designated nature conservation sites, such as SSSIs (Sites of Special Scientific Interest) or Local Nature Reserves (LNR) within or adjacent to the application site.
- 3.7 A Phase 1 Habitat Survey was carried out by Herts & Middlesex Wildlife Consultancy on 4th April 2011. The survey covered both the developable area of the site and the surface water drainage pond.
- 3.8 The main habitat and vegetation types identified were: grassland, shrub and scrub; broadleaved plantation, and the open water of the balancing pond. The south, west, and south eastern boundaries of the site are bordered by strips of young broadleaved planting. The balancing pond is steep sided and surrounded by a perimeter fence.
- 3.9 The grassland has been subject to much disturbance in the past and there are only remnants of the original pasture on the site. This is a rough and species-poor mix which was considered in the Survey to be of low to moderate ecological value. The trees within the site a mostly immature and lack features that could potentially support roosting bats. No evidence of badgers, bats, Great Crested Newts or other protected species have been recorded within the site.
- 3.10 Hertfordshire Biological Records Centre has provided the following comments in respect of the site and the Habitat Survey:
- The precise nature of ecological enhancements will need further consideration as it will depend on the precise nature of the proposed development, available space and management.
 - The creation of wildflower grasslands and or a community orchard may warrant further consideration.
 - Retention of some of the existing Green Infrastructure is supported.

¹ 'Archaeological Assessment Stage 1: Desk-based Assessment : Land at Chesham Road, Bovingdon, Hertfordshire (Local Allocation 6)', Archaeological Services & Consultancy Ltd, July 2013.

- 3.11 Survey updates may be required at the planning application stage and any required measures arising from the survey process would be established at that time.

Landscape and Topography

- 3.12 The site is situated on the Chiltern plateau at an altitude of 160m AOD. The terrain is level in the immediate vicinity of the site, but further to the north and south it undulates gently towards the Bulbourne and Chess valleys respectively.
- 3.13 The original soil is described as 'plateau drift and Clay-with-flints' (Soil Survey 1983, 582a). The underlying geology is chalk, usually at a depth of between 5 and 10m.

Landscape Character

- 3.14 The site lies within the Chilterns Landscape Area. The landscape character of the wider area (as set out in Dacorum's Landscape Character Assessment of May 2004) is mainly characterised by farmland with areas of semi-natural woodland. This is also characteristic of the site itself, with an open green area contained with mature hedgerow and tree cover. The site comprises unused grass/scrub land and a significant number of trees are found towards almost all boundaries of the site. Beyond the defined boundary, is the Metropolitan Green Belt.

Visual Assessment

- 3.15 There is a high degree of visual containment provided by the topography and existing vegetation. Such is the extent of existing boundary planting that new development at the site, of a moderate density, would not have any material visual impact on the housing areas to the south (Ashridge Close and Dinmore) and east (Hyde Lane), the prison to the north or the former airfield to the west. The only visually sensitive boundary is likely to be to the northeast, where existing houses off Mitchell Close back onto the site. Here carefully planned boundary treatments and a considered urban design treatment would help to mitigate visual impact



View across the site looking towards the existing housing in Mitchell Close.

- 3.16 Overall the site is very well contained and its shape and positioning relative to existing housing and the prison provides an opportunity to round off development of this part of the village and create a clearly defined built edge. Molyneux Avenue, immediately to the west, offers a clear barrier to future development and

guards against urban sprawl. With extensive existing boundary planting, Molyneaux Avenue and the former airfield beyond, new development at the site would have very little impact on the openness of the Green Belt or the purposes of including land within it.

- 3.17 In summary, given the landscape and visual context of the site, it is considered that the site has the capacity to accommodate an appropriate amount of change in the context of the wider Green Belt designation and local landscape context.

Flood Risk and Drainage

Flood Risk

- 3.18 According to the Environment Agency's flood risk constraints maps this site falls within Flood Zone 1 – i.e. where there is a less than one in one thousand year chance of flooding from fluvial sources. In principle there is not likely to be any restriction to the development of this land for housing from a flood risk perspective. However, it will be necessary to complete a flood risk assessment for submission with any planning application as the site is over 1 hectare in size.

Water Supply and Balancing Pond

- 3.19 There is a balancing pond (reservoir) present on the site, to the southeast corner, which is associated with HMP The Mount. Access to the balancing pond is restricted. At present, the pond is used in association with HMP The Mount and it is expected that it will continue to be required for use by the prison after the site is developed. Nevertheless its use or access to it would not be prejudiced by the development of the remaining site for housing.
- 3.20 The presence of the balancing pond on the site does not affect water supply, nor does it affect site drainage. There is the potential to incorporate the balancing pond into the sustainable drainage system for the site (see below).

Highways and Access

- 3.21 The site is located on the western side of Bovingdon on Chesham Road. It is therefore important to consider the relationship between the site and the rest of the village. This is especially so when it is acknowledged that transport is a key issue for the village.

Vehicular Access

- 3.22 Chesham Road is one of the primary vehicular routes through Bovingdon, the adjoining High Street providing the central area of the village. There are currently two existing access points to the site along Chesham Road and the site is also bounded to the west by Molyneaux Avenue, which is in the ownership of the MoJ.
- 3.23 Whilst the ownership of Molyneaux Avenue by the MoJ is purely an historic situation, there would be no objection in the future if all or part of the road was adopted by the Highway Authority or if further residential dwellings were serviced from Molyneaux Avenue. Molyneaux Avenue links to Lancaster Drive and already serves a number of private dwellings.
- 3.24 However, current County Council requirements state that on a secondary distributor road a separation distance between junctions should be 66m. This would not be achievable on Chesham Road and therefore the proposed layout places the main site access from Molyneaux Avenue. However, subject to detailed discussions, the County Highway Authority have agreed that it may be

possible in the future for a small number of dwellings to be accessed direct from Chesham Road.



The main site access – off Chesham Road (foreground), via Molyneaux Avenue (right).

Bus Routes

- 3.25 Existing bus routes run through Bovingdon and some also serve Chesham Road, with some stopping adjacent to the site:
- There is a bus stop on Chesham Road (B4505) adjacent to the Telephone Exchange building. From this stop bus 851 runs from Bovingdon to Chorleywood (St Clement Danes School). This bus service operates during school times only.
 - Arriva Passenger Services operate a bus (52) from both Hemel Hempstead and Amersham/Chesham. The service runs Monday to Sunday (but with no evening service). The bus stop is situated adjacent to the main car park of HMP The Mount.
 - There is a bus stop on High Street at the junction of Hempstead Road, approximately 600 metres from the site where the 352 (Watford) 730/353 (Slough), 850 (Hemel Hempstead) and 851 (Chorleywood) stop.

Pedestrian and Cycle Access

- 3.26 Pedestrian access to the site is currently available from Chesham Road and Molyneaux Avenue - the latter also serving as the primary access for HMP The Mount, for properties on Lancaster Drive, Mitchell Close and Lysander Close.
- 3.27 Pedestrian and cycle access to and from the site through to the village centre is via Chesham Road as Molyneaux Road to the west leading to Lancaster Drive at the north, and Hyde Lane to the east both provide no through route.
- 3.28 It is therefore considered that, although the site is readily accessible to the wider road network, there is an opportunity for further pedestrian and cycle routes to be implemented to, from and through the site. Pedestrian links between the site and existing residential street including Hyde Lane and Mitchell Close will be expected as part of the overall development. In addition to this, there is a need for a potential pedestrian crossing between the site and Chesham Road to ensure a safe pedestrian link into the village area. These can be integrated into

the development of the site during the detailed masterplanning and urban design stages.

Infrastructure

- 3.29 All utilities are available in the vicinity of the site and can be extended to serve the development.
- 3.30 A utilities survey has been carried out by Groundwise to establish whether there are any utilities which act as a constraint to the development of the site. Since the site lies on the edge of the built up area, a number of services run along the adjoining roads, which can then be 'tapped in to' at the appropriate time.
- 3.31 The presence of utilities on the site does not represent an insurmountable constraint but they need to be carefully considered and any easements incorporated into development proposals. The indicative layout prepared in support of this proposal takes into account these issues and has been designed to locate the foul and surface water pipeline along the internal road, thus ensuring buildings do not cover the easement. The development has also been set back from the Molyneaux Avenue frontage, therefore avoiding the gas pipeline and retaining the existing landscape screen.

Water Supply

- 3.32 There is a combined private foul and surface water pipe that crosses the site which is shown on the Thames Water research results. This is owned and maintained by the Ministry of Justice. It is necessary to plan for the easement of this pipe when designing the development. The infrastructure capacity is considered sufficient so extra provision should not be required.

Gas Pipeline

- 3.33 There is a short section of gas pipeline which runs along the frontage of the site, 2 metres from the site boundary, parallel to Molyneaux Avenue. The utility searches that have been carried out do not reveal any other potential obstacles in relation to the location of equipment that could affect development of this site

Drainage

- 3.34 Sustainable drainage schemes (SuDS) will be incorporated within the development, in line with current guidance. No offsite drainage is expected to be required. The SuDs schemes should demonstrate best practice and maximise amenity, biodiversity and other benefits to the local area. The precise nature of these drainage measures will be discussed further between the Council, landowner and other relevant bodies at the detailed site development stage.

Local Services

- 3.35 The site is well served by local amenities. Along the High Street, some 10 minute walk northeast from the site, there are a number of shops, local services, pubs and restaurants. These include Bovingdon Library, Archway Surgery, Bovingdon Primary Academy and Bovingdon Memorial Hall. Bovingdon Pre School is located within the Memorial Hall. Additional nursery provision is provided on Chipperfield Road.
- 3.36 Other amenities within close proximity of the site include Bovingdon Football Club and Bovingdon & Flaunden Tennis Club, located off Green Lane. There are

also two churches within the village; Bovingdon Baptist Church and St Lawrence Church Bovingdon.



Local shops and services are focussed on the High Street to the North East of the site.

School Capacity

3.37 Bovingdon Primary Academy (with a nursery class) caters for children from ages 3-11 years. The academy is a 2 Form of Entry (FE) primary with 60 pupils in each year. The Foundation Stage Nursery is currently a 60 place nursery; however there has been a small uptake of places in the 2013-14 academic year. In total, the primary academy has capacity for 480 pupils. There are currently 16 classes, including the nursery. The primary school currently has 470 pupils.



The village's primary school is located on the High Street

Open Space

3.38 The site sits within the Green Belt, and the development of this site would therefore lead to a loss of open space. The site mostly consists of grassland, scrubland and broadleaved plantation, showing signs of significant disturbance from the dumping of builders waste with few remnants of original pasture remaining. There is also frequent scrub invasion of the grassland.

3.39 Open space therefore forms a key element of the proposed scheme.

Other Issues

National Air Traffic Services

- 3.40 The National Air Traffic Services (NATS) operate and maintain an air traffic control network for airports around the country. A radar beacon is situated at Bovingdon Airfield immediately to the north and west of the site. The RSS Bovingdon fixed reflector table performs a valuable role in supporting the operation of Heathrow Airport.
- 3.41 Tall buildings in the vicinity of the fixed reflector table could create reflections and inhibit its use. Buildings which are significantly larger than existing buildings in the area may therefore prove problematic. As the buildings in the context of this site are at HMP The Mount and are typically two storeys in height, it is not considered that there is any significant restriction to two storey residential development taking place at this location.



The NATS beacon that impacts upon building heights on the site.

4. Development Constraints and Opportunities

- 4.1 The Core Strategy proposal presents an opportunity to deliver 60 homes in Bovington. There is potential for the site to provide a high quality development that responds to the surrounding context and dominant features of the site to create a strong sense of place.
- 4.2 The site is relatively unconstrained in comparison with other large development sites. However there are some key constraints and opportunities (listed below), which arise from the site analysis (Section 3). These have influenced the content of this master plan, and in particular the indicative layout (Section 5) and should be taken into consideration in future planning applications.

Constraints

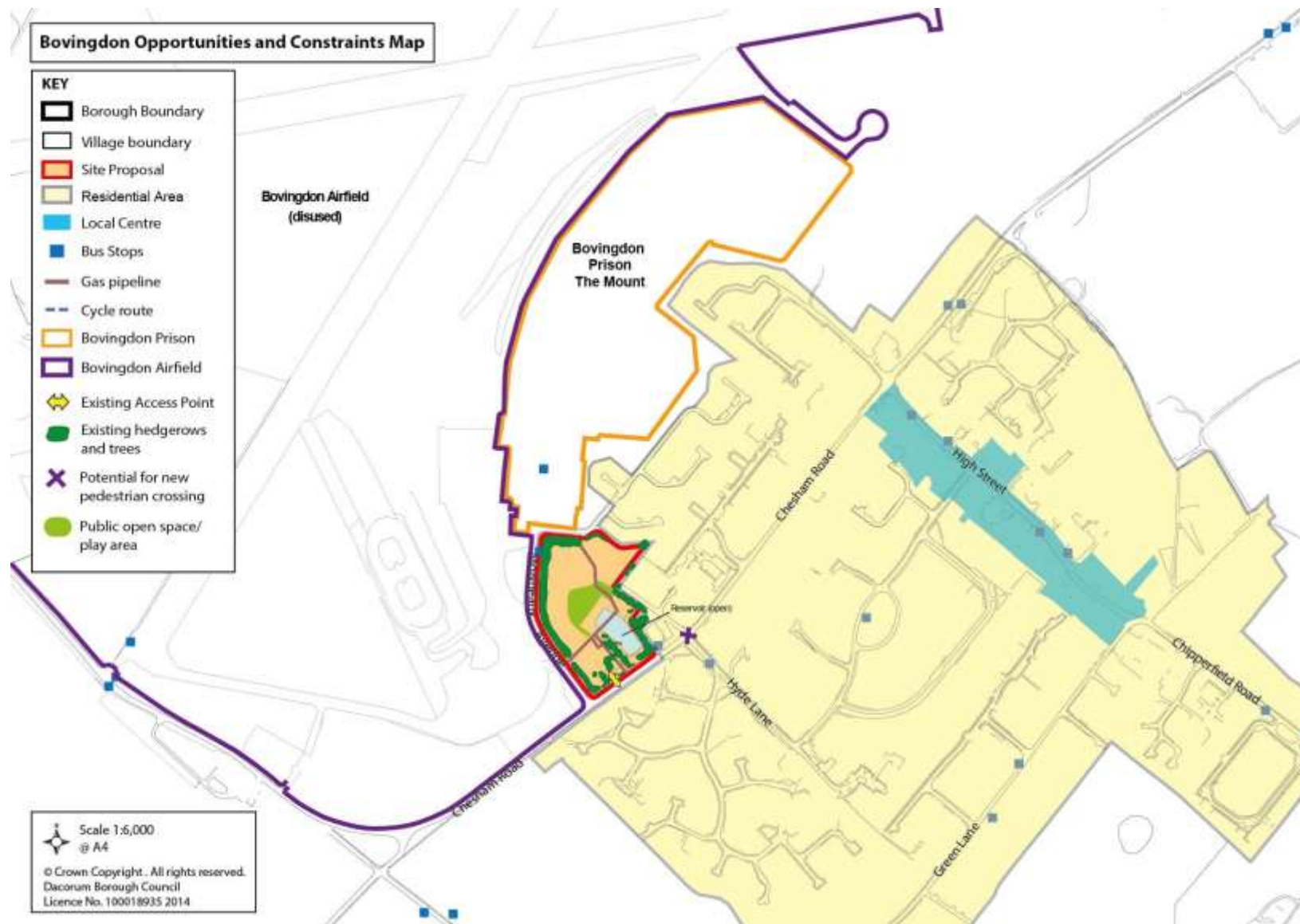
- Location, size and configuration of existing reservoir.
- Effect of National Air Traffic Control beacon upon maximum building heights.
- The need to protect and retain where possible existing mature hedgerows and trees.
- Location of gas pipeline crossing the site which restricts location of built development.
- The need to protect the amenity of adjoining residents on Hyde Lane and Mitchell Close.

Opportunities

- Proximity of site to local services and facilities.
- Provision of new open space and children's play area.
- Formalised pedestrian and cycle routes across the site.
- Potential to incorporate reservoir into wider area of public open space and SuDS scheme.
- Reduce incidences of illegal fly tipping in the area.
- Provision of affordable housing to help meet local needs.
- The ability to create a new, clear and defensible Green Belt boundary for the village.
- Potential to deliver a new pedestrian crossing on Chesham Road to improve pedestrian access to the village centre for residents living to the north of Chesham Road.

- 4.3 Key constraints and opportunities are illustrated in Figure 4.

Figure 4: Site Constraints and Opportunities



5. Master Plan Requirements

- 5.1 This master plan sets out a framework for the form that the new development will take and includes the key considerations from which the detailed plans are drawn up. The challenge is to create a sustainable place that complements Bovingdon village and fits with the existing pattern of development.

Vision

This new settlement within Bovingdon will be an attractive place in its own right. Its character and appearance will complement and enhance the surrounding area of Bovingdon. Natural links will form between the new development area and the existing village.

The new areas will be a sustainable and inclusive community, designed to be safe and secure. There will be a mix of homes and tenures, accommodating both smaller households and family homes.

Development Principles

- 5.2 A series of development principles have been established for this site. These must be followed when developing the design of the site for a planning application. For this site the development principles are grouped into the following sub-headings:

- Homes;
- Layout and Design;
- Landscape and Green Space;
- Highways and Access; and
- Infrastructure, Services and Utilities.

- 5.3 These principles reflect and elaborate on the key development principles set out in the Pre-Submission Site Allocations DPD.

Homes

- 5.4 The site will deliver 60 new homes, with a mix that caters for the needs of both small households and larger families.
- 5.5 40% of the total homes will be affordable. This should comprise 75% rented and 25% shared ownership or other forms of intermediate housing (excluding shared equity housing). All affordable homes will be provided as a mix of sizes and types (flats and dwellings) to reflect local needs. At present there is an equal need for 1, 2 and 3 bedrooms.
- 5.6 Accommodation to provide supported housing and independent living (e.g. for the elderly and people with learning, physical and mental disabilities) may contribute towards the affordable housing element of the proposal either for social/affordable rent or shared ownership.

- 5.7 The Council expects affordable housing to be indistinguishable from market housing in terms of design, and to be dispersed across the site. They should be designed to the Homes and Community Agency design and sustainability standards (<http://www.homesandcommunities.co.uk/ourwork/design-and-sustainability-standards>) or their equivalent. The Council will work with Registered Providers to ensure, where feasible, a proportion of homes are delivered to meet lifetime homes standards.
- 5.8 The detailed mix of tenure and type of housing will be informed by the latest advice and technical work set out in the Council's Affordable Housing Supplementary Planning Document (SPD) (www.dacorum.gov.uk/ahspd), and the most up to date local housing needs information. Early liaison with a Registered Provider and the Council's Strategic Housing team is essential.
- 5.9 Homes should be designed to have a long life and adaptable internal layout, so that they are suitable for occupation by a range of people i.e. families and/or elderly people.

Homes Principles

- Accommodate 60 homes.
- Deliver a mix of two storey housing, including 40% affordable homes.

Layout and Design

- 5.10 The new housing development will be immediately adjacent to existing mature residential areas within Bovingdon. The development should be planned to help ensure the integration of new residents with the rest of the village. Whilst a close relationship between new and existing areas is an important aspect of the master plan, the new housing should cultivate its own character and urban design, whilst reflecting local building styles and materials. Further information regarding local building styles is contained within the Bovingdon Urban Design Assessment: <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/evidence-base/urban-design-assessment-2010>
- 5.11 The new homes must be restricted to a maximum of two storeys due to the presence of the nearby National Air Traffic Service (NATS) control beacon.
- 5.12 Parking should be well integrated into the scheme and located so as to avoid dominating the open space areas. The use of car ports and garages located to the rear and side of properties is encouraged.
- 5.13 Development will be required to comply with the highest standards of sustainable design and construction. The requirements on principles of sustainability are contained in Policies CS28, CS29 and CS30, and Table 10 of the Core Strategy, relating to reducing carbon dioxide emissions, energy and water efficiency, and other factors of environmental sustainability. Developers will be expected to complete a Sustainability Statement and carbon compliance check in support of

the development. Further advice on how to meet the requirements can be seen in the Core Strategy and Hertfordshire's Building Futures Design Guide:

<http://www.hertslink.org/buildingfutures>

Layout and Design Principles

- Limit buildings to two storeys; given the height restriction associated with the air traffic control navigation beacon at Bovingdon Airfield.
- Secure high quality architectural and urban design.
- Use traditional local materials where feasible.
- Ensure sufficient, well-located parking in line with current guidelines.
- Incorporate perimeter development, with outward facing buildings, dual fronted properties which address corners and provide natural surveillance over areas of open space.
- Secure the best possible sustainability standards in design and construction.
- Houses should address streets and provide active frontages, avoiding the use of blank facades and elevations.
- Promote a good spatial layout that forms natural links with the existing settlements adjacent to the site.
- Encourage the use of high quality materials, including for pedestrian and parking areas, such as block paving.
- Ensure that car parking does not dominate the layout and that measures are taken to prevent overspill onto the open space

Landscape and Green space

- 5.14 Open spaces are a desirable ingredient in housing development, not only as visual relief from bricks and mortar, but also to serve a number of useful recreation functions. This is particularly important where private gardens are relatively small.
- 5.15 The provision of an area of open space on the LA6 site between the housing and reservoir (balancing tank) is key to the overall design of the scheme. This space will help retain biodiversity value of the site and provide an attractive residential environment.
- 5.16 The open space area should be designed in accordance with National Playing Fields Association Standards (NPFA) and as a minimum should include a Local Area of Play (LAP). The minimum requirements for a LAP are as follows:
- Fenced, unequipped area of play
 - Minimum area 100m²
 - Located within 1 minute's walking time from home
 - Aimed at 4-6 year olds
- 5.17 The relationship of open spaces to dwellings should be given careful consideration. They need to be designed to reflect local needs, but also to be overlooked and informally supervised by adjacent properties. The provision of

seats in recreational open spaces will encourage adults to use the area and provide a general supervisory presence.

- 5.18 Existing trees and hedgerows should be retained and where appropriate, supplemented with planting, using native species of local provenance.



*View from
Chesham Road
towards the site –
the boundary is
heavily lined with
mature trees*

*View from
within the site
looking
towards the*



Landscape and Green Space Principles

- Meet Councils standards for private amenity space.
- Provide usable attractive open space, in accordance with National Playing Fields Association (NPFA) standards.
- Design and manage the open space for clear, identifiable purposes.
- Arrange the open space to ensure a pleasant, coherent and wildlife-friendly network that links to the adjacent countryside.
- Appropriate landscaping to ensure the development is well screened and that existing trees and hedges are retained where possible.
- Local species of trees and hedges to be introduced where needed.

Highways and Access

- 5.19 The principle site access will be from Molyneaux Avenue, with the potential for a limited number of single-dwelling crossovers directly onto Chesham Road, depending upon the final site layout.

- 5.20 Details of any necessary upgrades to the existing junction of Chesham Road and Molyneaux Avenue will be advised by the Highway Authority. An estimate of the costs of improving this junction has been included in the viability assessment of the site carried out to inform the development of the Council's Community Infrastructure Levy (CIL).
- 5.21 There are a number of access points around the perimeter of the site that should be used for pedestrian and cycle linkage. This will aid integration of the site with the wider village.
- 5.22 Financial contributions will be required towards a new pedestrian crossing on Chesham Road to encourage residents to travel on foot to the shops and facilities in the village centre.
- 5.23 There is already good access from the site to existing bus routes and stops along Chesham Road. Contributions to support sustainable travel options are likely to be required.

Highway and Access Principles

- Provide for vehicular access off Molyneaux Avenue with pedestrian access of Chesham Road.
- Potential for limited new crossovers to allow some direct access to properties facing Chesham Road.
- Mitigate the impact on the local road network through the promotion of sustainable travel options.
- Incorporate good pedestrian and cycle access.
- Support off-site road junction improvements where appropriate.

Infrastructure, Services and Utilities

- 5.24 There are no known technical or capacity issues that will prevent the new development linking in to existing utilities networks.
- 5.25 The developers should liaise with Thames Water at an early stage in the pre-application process to ensure there is sufficient capacity in the local sewerage network.
- 5.26 Appropriate sustainable drainage systems will be implemented within any new development where technically feasible, ensuring that the concept and design is considered at an early stage, allowing space to manage surface water, improve water quality and provide amenity and biodiversity value. Pre application discussion on the drainage strategy and SuDS design is recommended with both the SAB and the LPA. At this site, consideration should be given to the following aspects in relation to surface water management:
- the location and role of the balancing pond in the layout of the site; and
 - enabling water to infiltrate across the site
- 5.27 The development will be expected to make appropriate contributions towards local services and facilities (i.e. education and health), as outlined in Section 7.

Infrastructure, Services and Utilities Principles

- Provide appropriate contributions to support local services and facilities.
- Work with Thames Water, and others if appropriate, to ensure sufficient sewerage and sewage treatment capacity.
- Incorporate a SuDS scheme which links to the existing balancing tank and demonstrates best practice and maximise amenity, biodiversity and other benefits to the local area, in line with current guidance.

6. Indicative Layout

- 6.1 The principles that are important to the success of the development are represented in Figure 5 below. The principles shown spatially are agreed and should be followed; however there is some scope for the detailed design and internal road layout to be provided with a full planning application.
- 6.2 An indication of a potential detailed layout – showing the location of individual blocks of houses, is shown in Figure 6.
- 6.3 The indicative spatial layout has been established to address the development principles. These should be incorporated into the plans that are submitted for subsequent planning applications. Where details have not been established on the spatial layout, the planning application will address it, such as the design of individual buildings and the surfacing of roads. Some matters will be subject to the policy guidance in place at the time.
- 6.4 Due to the relatively small size of the site there are limited layout options. The existence of the balancing pond on site further restricts the layout.
- 6.5 The indicative layout illustrates the street layout and movement networks, including roads, footpaths and cycle ways, along with the broad mix of land uses and activities. The integration of new developments with the existing surrounding area is crucial to producing development that respects the prevailing character of the local area.
- 6.6 In terms of the development at this site, development should contribute to an existing urban structure that is safe and secure, accessible, legible, provides accessible public amenity space and provides an attractive place to live.
- 6.7 In addition to plans and drawings, the following supporting studies would be required as part of the planning application process (depending on the validation requirements at the time of submission):
- Neighbourhood Notification Sheet;
 - Planning Statement;
 - Sustainability Appraisal;
 - Energy Statement;
 - Site Waste Management Plan;
 - Tree Survey / Arboricultural Report;
 - Environmental Impact Statement;
 - Transport Assessment;
 - Archaeological Assessment;
 - Protected Species Survey and Assessment;
 - Flood Risk Assessment
 - Land Contamination Assessment Phase 1 Report;
 - Lighting Assessment;
 - Open Space Assessment;
 - Design and Access Statement with Crime Prevention Measures;
 - Safer Places Statement;

- Affordable Housing Statement;
- Planning Obligations – Draft Heads of Terms.

Figure 5: Indicative Spatial Layout











Key			
	Developable Site Boundary		Utilities
	Public Open Space		Main Vehicular Access
	Existing Landscaping to be retained/enhanced		Potential Pedestrian Link
	Development Area		Potential Secondary Access

Figure 6: Indicative Spatial Layout Showing Potential Configuration of Houses



7. Delivery

7.1 This Master plan will be used as a framework to help guide future development on the site. It elaborates on the requirement set out in the Site Allocations Development Plan DPD, which forms part of the new Local Plan for Dacorum.

Ownership

7.2 As outlined in Section 1, the site is within the sole ownership of the Ministry of Defence (MOJ), and is surplus to their operational requirements. Figure 1 illustrates the full extent of MOJ land ownership and the land available to accommodate allocation LA6.

7.3 The balancing pond located to the southeast corner of the site does not form part of the developable area of the site. It is expected that use of the pond will continue to be required by HMP The Mount after the site is developed. However, this land will form part of the wider site and public space provision subject to further investigations and detailed design.

Phasing and Delivery

7.4 In accordance with Core Strategy Policy CS3: Managing Selected Development Sites and Site Allocations Policy LA6: Land at Chesham Road / Molyneaux Avenue, the site is scheduled to come forward for development in the second half of the Core Strategy period i.e. after 2021.

7.5 It is expected that that the first housing completions are expected within 12 months of the grant of full planning application. The primary access for the development and for construction traffic would be from Molyneaux Avenue. Given the limited scale of development, it is expected to be delivered in a single phase. Further construction management details will be determined as part of the planning application.

Planning Obligations

7.6 There are no known or identified abnormal development costs which would undermine the ability of this site to pay appropriate contributions towards infrastructure either through Community Infrastructure Levy (CIL) or Section 106².

7.7 The main items identified to be funded as a result of the impact of the proposed development from either a Section 106 agreement or CIL include:

- *Affordable housing* - provision will be in accordance with the details in the Housing section of the development principles and the Council's Affordable Housing SPD. The individual composition of the tenure will be determined at the time of the application;

² It is anticipated that CIL will be in place at the time the application is submitted, however in the event of any changes to legislation Section 106 agreements will be used to secure funding for infrastructure requirements.

- *Junction arrangements at Chesham Road and Molyneaux Avenue* – details of any necessary upgrades to the existing junction will be advised by the Highway Authority in accordance with proposal T/23 in the Schedule of Transport Proposals and Sites in the Site Allocations DPD.
- *Improvements to pedestrian and cycle links* – location for additional / improved links are shown on the indicative layout plan. Highway Authority to advise on the provision of new a pelican / pedestrian crossing on Chesham Road, to support safe pedestrian cycle links with the High Street.
- *Contributions towards sustainable transport* – as advised by the Passenger Transport unit at the County Council.
- *Healthcare contributions* – for local services as advised by NHS Hertfordshire.
- *Education contributions* - for local primary school provision and other educational needs, as advised by the local Education Authority.
- *On-site provision of open space* – to include an area of play in accordance with National Playing Fields Association (NPFA) standards, suitable for use by young children from both new and existing homes.

Operation of the Prison

- 7.8 The land subject to this assessment is situated to the south of the prison and is separated from the prison itself by Molyneaux Avenue and Lancaster Drive. Both sites are in the ownership of the Ministry of Justice (MOJ). The land has never formed part of the prison itself and is not required for any future expansion.
- 7.9 The MOJ has confirmed that neither the construction nor presence of housing on the site will impact on the day to day operation of the prison.

8. Supporting documents

8.1 The following background documents have helped with the preparation of the master plan:

- Statement of Common Ground (prepared between the Council and landowners to inform the Core Strategy examination)
- Minutes of stakeholder meeting (May 2013)
- Community Infrastructure Levy (CIL) Viability Report
- Desk-based Archaeology Assessment
- Phase 1 Habitat Survey

8.2 The documents can be viewed on Dacorum Borough Council's website, by searching for LA6 or directly via the following link.

<http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations/la6-chesham-road-bovingdon>