



**Dacorum Borough Council**  
**Core Strategy**  
**Examination in Public**

**Issue 14: Bovingdon**

Statement prepared on behalf of

**The E.J Hillier Will Trust**

and

**Whiteacre Ltd**

(Respondent ID: 501874)

by

**Hives Planning Ltd**

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**Dacorum Borough Council Core Strategy Examination in Public  
September/October 2012**

**Issue 14: Bovingdon**

**1.0 Introduction**

1.1 These representations are made by Hives Planning Ltd, in respect of land at Grange Farm, Bovingdon. Representations to previous stages of the Core Strategy have been submitted by Hives on behalf of the E.J. Hillier Will Trust, who are now promoting the site together with Whiteacre Ltd.

**2.0 Issue 14.1**

**Is the policy for growth and change in this area appropriate and justified, including in relation to national guidance and local needs, and in terms of economic, social and environmental impact?**

2.1 We welcome the recognition that Bovingdon is an appropriate settlement for growth and that, in order to achieve this, the Core Strategy provides for Green Belt release. This approach for the settlement is justified by the need for housing in the Borough as a whole but also by the need to meet the housing needs of the more rural areas in sustainable locations – it would not be appropriate to simply direct all growth in the Borough to Hemel Hempstead, even were this possible.

2.2 However, for the reasons set out in this Statement, the strategy for growth at Bovingdon is not considered sound. Even setting aside the unsuitability of the proposed allocated site (Issue 14.2), the approach is not justified by the evidence base and therefore fails the test of NPPF paragraph 182. This is because the amount of growth expected through urban capacity is not realistic.

2.3 The Council's view that 70 dwellings might come forward from sites within the village has been predicated on the assessment in the Urban Capacity Study (UCS) that there is a potential capacity of 102 dwellings<sup>1</sup>. This has been significantly overestimated. Firstly, any calculations based on 'Scenario B' should be discounted as this scenario is described as "looking to design to unlock higher densities". It is not considered that higher densities will be appropriate or desired in Bovingdon given its existing character. Any assessments of dwelling capacity should therefore be based on 'Scenario A'.

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<sup>1</sup> Mid-point of constrained estimates for Bovingdon, UCS

- 2.4 Under Scenario A, the ‘constrained estimate’ is that 82 dwellings could be accommodated in Bovingdon: 16 in 2006-11; 63 in 2011-16; and 3 in 2016-21. However, simply considering the two sites which are expected to deliver the highest number of dwellings (Bov 3: 16 dwellings and Bov 14: 19 dwellings), reveals doubt as to how deliverable these urban capacity sites are. Bov 3 comprises the back gardens of a number of substantial properties, to which access would be an acknowledged problem and for which there is no indication in the UCS that the landowners are willing to release (indeed, it is notoriously difficult to assemble sites in such circumstances). In addition, the removal of residential back gardens from the PPS3 definition of ‘brownfield’ removes a degree of policy support for the redevelopment of these types of site. In the case of Bov 14, the site currently accommodates a community use (Scout Hut) which would need to be relocated, and again there is no indication of landowner intentions. Together these sites are assumed to contribute 35 dwellings to the village, under Scenario A – this is unrealistic.
- 2.5 For the reasons above the urban capacity of Bovingdon has been significantly overstated and so the amount of housing that is expected to come forward within the village needs to be reduced; with a commensurate increase in the number of dwellings to be delivered through a greenfield urban extension. A more realistic figure for urban capacity in the village would be around 40-50 dwellings over the plan period; this is supported by an assessment of the historic rates of delivery within Bovingdon, which shows that only 13 dwellings (an average of 2 dpa) have been developed since the beginning of the plan period (see Table 1).

**Table 1**

Year	No of dwellings	Notes
2012	0	-
2011	0	-
2010	2	00941/08/FUL 22 Hyde Lane (net 2)
2009	5	00474/05/FUL 31 High Street (net 4) 01312/07/FUL 15 Farnham Close (net 1) 024585/06/FUL 71 Green Lane (net 0) 02746/07/FUL 67 Green Lane (net 0)
2008	3	00100/07/FUL Springfield, Vicarage Lane (net 1) 02745/06/FUL 82 High Street (net 2)
2007	3	00728/05/FUL 25-35 Hyde Meadows (net 2) 02208/05/FUL 10 Green Lane (net 1)

<b>Total</b>	<b>13</b>	
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2.6 Extrapolating this rate for the remaining years of the plan would provide for around 41 dwellings. However, it is reasonable to expect the delivery of urban capacity sites to actually decrease over the plan period, given that (a) the supply of suitable sites within the settlement is finite; and (b) some of the above sites were developed at the time when residential gardens were considered brownfield (which is no longer the case). Therefore, to deliver even the Core Strategy requirement of 130 dwellings, an urban extension of around 80-90 dwellings would be required.

2.7 In summary, notwithstanding our view that the strategy for Bovingdon should provide for more than 130 new dwellings in the plan period, even at this level of growth more homes will need to be delivered through a greenfield urban extension if the strategy is to be judged sound.

### **3.0 Issue 14.2**

#### **Is the Chesham Road allocation (LA6) sound when assessed against reasonable alternatives?**

3.1 The identification of the site at Chesham Road is not the result of robust or transparent assessment through the Core Strategy evidence base. Significantly, the Council's purported justification for the allocation at Chesham Road (the 'Assessment of Potential Local Allocations and Strategic Sites'<sup>2</sup>) is inconsistent and, in places, factually incorrect. For example, in respect of the site at Chesham Road the document concludes that "a significant proportion of the site is previously developed land"<sup>3</sup>. This contrasts with the Stage 3 assessment (earlier in the same document) which correctly acknowledges that the site is greenfield. Further, when all the sites are assessed against the objectives of the Green Belt, no explanation is given as to why development at Grange Farm (which is well contained by existing urban features in the form of Green Lane and Chesham Road) is considered to contribute towards urban sprawl<sup>4</sup>, whereas the site at Duckhall Farm (which is not bound by any definite physical features) is not considered to do so.

3.2 It is actually the case that the site at Chesham Road (LA6) is not the most suitable for development when assessed against the reasonable alternatives, and therefore the strategy is not 'sound'.

<sup>2</sup> Dacorum Borough Council document ref HG15

<sup>3</sup> Page 167

<sup>4</sup> Stage 2 assessment, page 159

Assessment against the Core Strategy requirements

- 3.3 We share the concerns of The Mount Residents Association that, put simply, *“This piece of land is not large enough for 60 houses, let alone 60 houses and a piece of open land”*<sup>5</sup>. Based on information provided by the promoters of the Chesham Road site<sup>6</sup>, we have shown at Appendix A what is considered to be a more realistic assessment of the development capacity of the site. This shows that, allowing for the provision of a satisfactory level of amenity space and car parking, the site is realistically more likely to accommodate in the region of 35 dwellings, and is therefore unable to satisfy the numerical requirements of the strategy for Bovingdon.
- 3.4 However, once allocated, it would be difficult for the Council to resist a scheme for the 60 dwellings quoted in the Core Strategy. The result would be higher density development (the densities proposed for each parcel<sup>7</sup> dictate the use of 3 storey buildings) which would contrast with the ‘principles’ of the Local Allocation on page 198 of the Core Strategy, which requires provision of “a mix of two-storey housing”. This would be likely to result in overlooking and overshadowing of adjacent properties (in particular those in Howard Agne Close & Mitchell Close) and would not fit with the character of the existing properties in this area. This would also result in a poor mix of dwelling types (contrary to Policy CS18 of the Core Strategy) including a likely reliance on one and two bedroom properties. There is also unlikely to be space for front gardens or on-street/on-plot parking; this would dictate a need for parking courts to the rear of properties which, in turn, would reduce the space available for private rear gardens and unsupervised areas with little opportunity for passive supervision.
- 3.5 The strategy for Bovingdon also includes a requirement for new open space. This reflects the evidence base to the Core Strategy:
- *“Bovingdon has a significant under provision of open spaces and lacks allotments, green corridors, parks, garden and space for children and young people”*<sup>8</sup>; and
  - *“Markyate and Bovingdon both have a large deficit of open space: opportunities should be sort to provide more open space here and retain what is available”*<sup>9</sup>.
- 3.6 Patently, the Illustrative Layout of the Chesham Road site does not show any of these benefits – in fact, it is acknowledged by those promoting the Chesham Road site<sup>10</sup>

<sup>5</sup> Respondent ID no. 610618 – consultation response to paragraph 24.2 of the Core Strategy Pre-Submission

<sup>6</sup> ‘Feasibility Report’ by Capita Symonds, May 2011, Figure 11

<sup>7</sup> ‘Feasibility Report’ by Capita Symonds, May 2011, Figure 10

<sup>8</sup> Dacorum BC Green Space Strategy 2011-2016, January 2011, paragraph 8.1.3

<sup>9</sup> Dacorum BC Open Space Study, March 2008, paragraph 4.23

<sup>10</sup> ‘Feasibility Report’ by Capita Symonds, May 2011, page 12 (paragraph not numbered)

that it would not deliver any more open space than the minimum that would be required under the Council's current open space standards (let alone seek to address the lack of allotment/other open space provision that the evidence base identifies). It is therefore clear that LA6 cannot satisfactorily deliver the two key components of the strategy for Bovingdon (60 dwellings and new open space) and is therefore not sound.

#### Assessment against reasonable alternatives

- 3.7 Notwithstanding the above, paragraph 182 of the NPPF requires the Core Strategy to be “the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence”. A robust assessment of the potential alternative sites in the village is therefore required. This is especially important given that the Core Strategy seeks to identify the site of the Local Allocation but doesn't propose to define its precise boundaries until a Site Allocations DPD is prepared<sup>11</sup>. By this time, the suitability of the site chosen in the Core Strategy cannot be tested – it is therefore vital that adequate comparative work is undertaken at this stage.
- 3.8 In the first instance, the site at Chesham Road is not suitable as an urban extension to the village because it should more appropriately be safeguarded for potential future use by HMP The Mount. Pressure for increased prisoner capacity in the South East is rising: there has been a 35% increase in the prison population of England and Wales since 2000; and at April 2012 85 out of 137 prison establishments were overcrowded – 13 of these by more than 150%<sup>12</sup>. Accordingly, proposals for a 31% increase in prisoner capacity at the prison are currently being prepared<sup>13</sup> and a planning application is expected imminently in order to allow for operation of the new facilities by 2014.
- 3.9 The aim of the expansion is to allow more prisoners to be held around the London area, rather than more distant prisons, thereby enabling increased visitor contact. To this end, when the proposals were discussed at a recent meeting of Bovingdon Parish Council's Planning Committee (minutes attached as Appendix B), a principal concern of the local population related to increased pressure for car parking that would result from both the increased number of visitors and from the new staff (over 50 new jobs are expected to be generated by the proposals). Existing levels of parking were described as being insufficient and concern was expressed that the 30 additional spaces proposed would be inadequate to support the expansion. This is an

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<sup>11</sup> Paragraph 8.15, Core Strategy

<sup>12</sup> Standard Note SN/SG/4334: Prison Population Statistics, May 2012

<sup>13</sup> DBC ref 4/01010/12/PRE

example of why future capacity at The Mount should not be prejudiced by the allocation of land for housing, when this can be accommodated on another site, away from the prison. Furthermore, it calls into question whether the site at Chesham Road is in fact available (and therefore meets the NPPF footnote 9 definition of a deliverable site).

- 3.10 Furthermore, site specific work undertaken on behalf of The E.J.Hillier Will Trust and Whiteacre Ltd (including assessments relating to highways, drainage, landscape, and ecology, which can be supplied on request) demonstrates that the site at Chesham Road cannot deliver the requirements of the strategy for Bovingdon (see paragraphs 3.3-3.6, above). While Chesham Road cannot appropriately deliver even 60 dwellings, the site at Grange Farm has scope to accommodate the higher numbers which are supported in our Statements to Issues 2 and 6. The indicative plans at Appendices C and D demonstrate potential developments of c.80 and c.130 dwellings – together with the revised estimates of urban capacity in the village, these could deliver the 130 dwellings currently required by the Core Strategy or a higher allocation (in the region of 180-200 dwellings).
- 3.11 While the Chesham Road site makes no provision for new open space other than that which would be required for 60 dwellings under the existing standards, the indicative plans for Grange Farm show significant new public recreation areas, informal open space and a play area (NEAP) – provisions which go well beyond the minimum requirements. The plans also indicate how allotments might be provided: these are currently identified in the Core Strategy as being sought for the village<sup>14</sup> (as a result of the deficiency identified in the Council's evidence base – see paragraph 3.5 above).
- 3.12 Paragraph 24.2 of the Core Strategy also notes that a location for a residential care home for the elderly will be sought. Whilst there is known commercial interest in such a facility (see Appendix E), it is difficult to see how this (and indeed the allotments) might be delivered without the support of a comprehensive allocation in the Core Strategy. There would be scope to accommodate this use at Grange Farm.
- 3.13 Both schemes at Grange Farm could also potentially provide land for educational use, if required by HCC – for example, this might take the form of a relocated nursery to allow scope for expansion at the Primary School, which is known to be approaching capacity. This is contrast to the proposals at Chesham Road, which can only make financial contributions towards educational facilities.

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<sup>14</sup> Paragraph 24.2, Core Strategy

- 3.14 Also in contrast to the Chesham Road site, both the potential schemes at Grange Farm would result in improved links to the wildlife area at the former Bovingdon clay pits (directly to the west of the site), which is managed by the Box Moor Trust as wildlife habitat for the benefit of the community<sup>15</sup>, and which is identified in the Council's Green Infrastructure Plan as an opportunity for green infrastructure enhancement<sup>16</sup>.
- 3.15 A comparative assessment by the JNP Partnership, in terms of highways and drainage considerations, of LA6 and the alternative sites in Bovingdon is appended to this Statement (Appendix F). It demonstrates that there are potential issues with access to the site at Chesham Road, and that the separation of the site from the centre of the village could dissuade journeys to the High Street on foot. The site at Chesham Road is comparable with Grange Farm in terms of the distance to services and facilities on the High Street, the availability of bus services, and the accessibility of higher-order centres (such as Hemel Hempstead, Chesham and Amersham) from where train and underground links to the national network are available.
- 3.16 Further, a comparative ecological assessment of the alternative sites in Bovingdon by SLR Consulting has indicated that all the sites contain potential terrestrial habitat for great crested newts. However the Chesham Road site also contains a waterbody which is provisionally considered as having excellent potential for breeding great crested newts. Mitigation for this (and other potential habitat for protected species) will require retention of significant features on the site (such as mature trees, hedgerow boundaries and rough grassland). This will result in lower net developable areas relative to gross site areas and is another reason why the site at Chesham Road is considered, simplistically, to be too small to accommodate the development required by the Core Strategy.
- 3.17 Significantly, neither of the sites (Chesham Road or Grange Farm) are considered to contribute towards any of the objectives of including land in the Green Belt (as set out at paragraph 80 of the NPPF). Neither would result in the unrestricted sprawl of large urban areas; neither contribute towards the separation of settlements; neither would result in significant encroachment into the countryside (especially Grange Farm, given that it is well contained by Green Lane and Chesham Road); neither would affect the setting of a historic town; and neither would affect urban regeneration given the limited opportunities for brownfield development in the village.

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<sup>15</sup> <http://www.bovingdonbricks.co.uk/the-environment>

<sup>16</sup> Paragraph 2.30, Dacorum Borough Green Infrastructure Plan (March 2011)

3.18 Taking all of the above into consideration it is clear that the Council's chosen site at Chesham Road (LA6) has not been the subject of robust assessment which is required by paragraph 182 of the NPPF, and in fact is not suitable for allocation in the Core Strategy when assessed against the reasonable alternatives. It is simply not large enough to accommodate the requirements of the strategy for Bovingdon (even before taking account of the unrealistic expectation of urban capacity in the village), let alone the higher level of growth that the village should be reasonably expected to accommodate (see our Statement in respect of Issue 2). Further, the site cannot deliver the community infrastructure which is needed in the village (e.g. allotments, recreational land, etc), which would not be provided unless specifically allocated in the Core Strategy. In order to be found sound, the Core Strategy should increase the housing allocation for Bovingdon and identify Grange Farm as the site to deliver the necessary greenfield urban extension.

**4.0 Question 14.3: Should there be a specific policy for the village as a whole in order to ensure that the Council's vision will be delivered?**

4.1 The strategy for Bovingdon, including the identification of the site at Grange Farm to deliver a greenfield urban extension to the village, should be set out in a specific policy in order to better assist delivery of the Core Strategy and to provide the framework to refuse proposals which do not accord with the vision for the village. This would give certainty to the Council and the community that new development would be required to deliver the elements that are sought (i.e. the appropriate number of dwellings, the delivery of new open space, a care home for the elderly, and allotments).

**Appendix A:**

*Assessment of proposals for development at Chesham Road (LA6)  
(based on Feasibility Report by Capita Symonds, May 2011)*



1:1250 @ A3

revision	description	date	drawn

architecture    urban design    graphic design    site: **Bovington**


**Project Design Studio Ltd**  
 title: **Site layout**  
 based on 'Figure 11: Illustrative Layout' within Feasibility Report by Capita Symonds (May 2011)  
 scheme: **Residential / Mixed use**  
 scale: 1:1250 @ A3    date: 02.11.10    drawn: NP    approved: FP

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**Appendix B:**

*Minutes of Bovingdon Parish Council's Planning Committee, 23<sup>rd</sup> July 2012  
Outlining proposals for expansion of HMP The Mount*

## Bovingdon Parish Council

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Planning Committee  
held at  
The Memorial Hall, High Street, Bovingdon  
on 23 July 2012 starting at 6.15 p.m.

**Present:**

Councillor Richard Taylor (Chairman)  
Councillor Kathy Banks  
Councillor Tony Trigg

**Representatives from the Village:**

Five plus Councillor Julie Steer (Item 4)

<b>1.</b>	<b>Apologies for absence</b>	
	There were apologies for absence received from Councillor Povey who was working, Councillor Briden who was on holiday and from the Parish Clerk.	
<b>2.</b>	<b>Declaration of Interests linked to any of the items</b>	
	None.	
<b>3.</b>	<b>Minutes of the meeting held on 2 July 2012</b>	
	It was agreed by those present at this meeting that the minutes of the meeting held on 2 July 2012 were a true representation of the meeting and were signed by Councillor Trigg.	
<b>4.</b>	<b>Representatives from the Ministry of Justice and The Mount Prison attended to discuss a planning application that is being prepared to improve and develop the existing facilities at The Mount.</b>	
	See separate notes attached.	
<b>5.</b>	<b>To consider the Parish Council's response to the following Planning Applications</b>	
<b>5.1</b>	<b>4/01012/12/FHA - 30B Chipperfield Road - Single storey side extension</b>	
	No objection.	
<b>5.2</b>	<b>4/01082/12/FHA - 47 Chipperfield Road - Demolition of existing double garage, store and utility area and construction of new single storey side and rear extension to provide single garage, utility and study (Amended Scheme)</b>	
	Object - We objected to the earlier proposal because the new size was more than 130% of the 1948 size. We have no information on the size of the new application but if it is 130% or more we object.	
<b>5.3</b>	<b>4/01123/12/FUL – Lot B1, rear of Wayside &amp; High Firs and adj. to Upper Bourne End Lane – Single storey storage building</b>	
	Support application.	
<b>5.4</b>	<b>4/01098/12/FHA - 41 Pembridge Road - Loft Conversion.</b>	
	Mr Bryant, 37 Pembridge Road, attended and objected on the	

	<p>grounds that he was now overlooked by what amounted to a three storey house and that the conversion had been done without permission. The applicant, Mr Morris, explained that he had checked with Dacorum Planning that it would be within Permitted Development and, therefore, did not need permission. As regards the original application, the owner of 39 Pembridge Road established that a conversion did not require permission and therefore the owner of 41 Pembridge Road assumed likewise. However, the owners of nos. 39 and 41 then decided to have a conversion that covered both properties and this does require permission. The Parish Council noted that a previous application for 41 to build a two storey extension had been rejected but a single storey extension was allowed with conditions. The council needs clarification that the conditions were not such as to disallow a subsequent loft conversion.</p>	
	<p><b>OBJECT</b> - we are concerned that the earlier permission for the single storey development was specific (one storey only plus restrictions). We believe that there is a risk that this development will in effect be an attempt to circumvent the earlier restriction. We need further clarification. In the meantime we object to the proposal.</p>	
	<p><b>Post meeting note:</b> The Planning Officer has subsequently confirmed that this matter will be referred to the Development Control Committee for a decision to be made.</p>	
<b>5.5</b>	<b>4/01050/12/FHA – Green Fallow, Bury Rise – Side and front extensions</b>	
	Support - subject to the extension not infringing the 130% rule for Green Belt developments.	
<b>5.6</b>	<b>4/01181/12/FHA - St John House, Church Lane - Reclad and extend dormer window, garage conversion, replacement window and double doors.</b>	
	Support - subject to the conservation area rules.	
<b>5.7</b>	<b>4/01140/12/FHA - 15 Lancaster Drive - Demolition of existing garage and construction of new single storey extension to include replacement garage and single storey rear extension.</b>	
	Support application.	
<b>5.8</b>	<b>4/00199/12/FHA - 4 Boundary Cottages, Chipperfield Road - Demolition of rear store. Part two storey part single storey rear extension, amendment is reduction in size of first floor (Amended Scheme)</b>	
	The applicant attended and said that Dacorum Planning were happy with the application and that it was only the Parish Council that had objected. Explained that BPC was bound to have regard to the 30% restriction. Although the proposed development had been revised it was still over 30% so BPC must object.	
<b>5.9</b>	<b>4/01097/12/LBC - Water Lane Farm, Water Lane - Alterations and conversion of an existing barn to provide additional domestic accommodation to the existing house.</b>	
	Support application.	

<b>5.10</b>	<b>4/01277/12/FUL - Lot B8b Upper Bourne End Lane - Perimeter Fencing</b>	
	Refer back to DBC to ascertain the proposed usage of the site.	
<b>5.11</b>	<b>4/01145/12/DRC - The Bungalow, Venus Hill - Details of materials, hard and soft landscaping, slab levels, sustainability, contamination and remediation as required by conditions 2, 4, 6, 7, 10 and 11 of Planning Permission 4/11650/10/FUL (demolition of existing bungalow and construction of detached 5 bed dwelling)</b>	
	The Parish Council are not qualified to give an opinion.	
<b>6.</b>	<b>Planning Applications received at Dacorum Borough Council but not yet received in Parish</b>	
<b>6.1</b>	4/01096/12/FHA - Water Lane Farm, Water Lane - Alterations and conversion of an attached barn to provide additional domestic accommodation to the existing house.	
<b>7.</b>	<b>To note the outcome of Planning Applications considered by Dacorum Borough Council:-</b>	
<b>7.1</b>	4/00107/12/FUL - Zeera, 49 High Street - Alterations to front windows and access. Two storey rear extension to replace existing single story extension. Internal alterations and repositioning of rear kitchen extract. New boundary wall and fence - GRANTED.	
<b>7.2</b>	4/00792/12/LBC - The White Cottage, 58 Chipperfield Road - First floor side and single storey rear extension. Reinforcement of the grassed crossover with golpla (Amended Scheme) - GRANTED	
<b>7.3</b>	4/00905/12/FHA - 72 High Street - Demolition of conservatory and construction of first floor rear extension - GRANTED.	
<b>7.4</b>	Land at the Yard (Bldg 2) Shantock Hall Lane - General purpose farm building (Amended Scheme) - GRANTED UNDER PERMITTED DEVELOPMENT.	
<b>8.</b>	<b>To note dates for Appeals / Forthcoming Inquiries / Forthcoming Hearings - all previously reported to the Planning Committee:</b>	
<b>8.1</b>	<b>Appeals Lodged:</b>	
	None.	
<b>8.2</b>	<b>Appeals Dismissed:</b>	
	None.	
<b>8.3</b>	<b>Appeals Allowed</b>	
	None.	
<b>9.</b>	<b>Date of next meeting</b>	
	Monday 13 August 2012 at 6.30 p.m. in The Memorial Hall	All to note
	Meeting closed at 9.00 p.m.	

#### **Item 4 – HMP The Mount**

The Prison will remain a Category C prison.

Number of prisoners will increase from 768 to 1008. The level of staff will increase from 340 full time staff and 70 contract workers. There will be an additional 53 full time staff posts.

To accommodate the new prisoners there will be a new housing block built within the existing footprint.

There will be three new buildings:

1 x Housing Block (3 Storey)

1 x New kitchen block (1 Storey)

1 x Facility for Sports (1 Storey)

The old kitchen will be reused as 6 classrooms and a mental health wellness unit and there will be a reinforced health care provision and storage.

30 Additional parking spaces will be provided.

A flood risk assessment has been carried out and a pre planning application submitted to Dacorum Borough Council. An ecological survey has been carried out and no trees will be affected. A Landscape assessment and plan has also been conducted.

All Ministry of Justice (MoJ) buildings are “green excellence rated” (Low carbon/carbon neutral)

To cope with the expansion there will be two extra visiting sessions (most likely on a Wednesday and Thursday).

Plan is for an August 2014 opening – start building in a year.

#### Public Questions

Q. Will there be standard Category C prisoners i.e. no sex offenders unit?

A. Only Cat C standard prisoners.

Q. Parking is a problem on Lancaster already with extra staff and visiting 30 extra parking spaces will not be enough, can the MoJ look at this?

A. Yes – a depth of feeling on this issue is noted.

Q. How many prisoners have escaped? Can you release escape statistics?

A. Yes “there haven’t been any escapees.

Q. Have noise levels been taken in to account.

A. This should not be a concern we do not house young offenders anymore and the new block is at the back of the site.

Q. Are you aware that the bus route to the Prison only runs each hour and is unreliable?

A. We will look at this when developing the green travel plan.

Q. If development is starting in a year are you aware that this may clash with the Tesco development and cause major issues with traffic on the same road.

A. We will look at that and we must put a plan in place.

The MoJ summed up by saying they want an incentivised Green travel plan and this they hoped would alleviate some parking issues. The members of the public in attendance had serious reservations about this and Mr Paul Breeze (07595 754002) offered to assist the MoJ in looking at the parking issues.

The MoJ indicated that the Parish Council should have the planning application in the next 10 – 12 weeks.

**Appendix C:**

*Proposals for development of at Grange Farm, Bovingdon:*

*c. 80 dwellings, open space, allotments, residential care home and potential education facility*



**Appendix D:**

*Proposals for development of at Grange Farm, Bovingdon:  
c.130 dwellings, open space, allotments, residential care home and potential education facility*



Site layout 1:2500@A3

# GRANGE FARM BOVINGTON

130 DWELLINGS  
NURSING HOME  
EDUCATIONAL FACILITY  
ALLOTMENT GARDEN  
RECREATION SPACE

## LEGEND

Site area - gross 9.33ha  
Site area - net developable residential 5.5ha  
No. of dwellings - 130  
Average density - 23.6dph

Indicative house type mix  
14No. 2-bed houses  
21No. 2-bed flats - 2.5 storeys  
70No. 3-bed house  
25No. 4 & 5-bed houses

## Symbols

- Potential footpath/cycle links
- Emergency vehicle route
- Roads
- Private drives
- Double garages
- Single garages
- Pumping station

- architecture
- urban design
- graphic design
- site: **Grange Farm - Bovington**



**Project Design Studio Ltd** ©

title: **Indicative Site Layout**

scheme: **Residential / Mixed Use**

scale: 1:2500@A3

date: 02.11.10

drawn: FP & NP approved: FP

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E: admin1@projectdesignstudio.co.uk  
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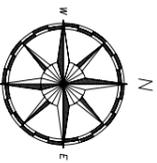
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C Alterations as requested by Stuart & Jo over email 19.09.12  
B Alterations as requested by S O over email 18.09.12  
A Alterations as requested over email by client 17.09.12

NP NP



**Appendix E:**

*Commercial interest in provision of a residential care home for the elderly in Bovingdon*

Residential

Healthcare

Commercial

## Swordfish Property Enterprises

2<sup>nd</sup> July 2010

Mr Paul Phipps Esq  
Whiteacre Ltd  
Purbeck  
37 Hammond End  
Farnham Common  
Bucks  
SL2 3LG

Dear Paul

**Re : Nursing Home Opportunity – Grange Farm, Bovington, Herts**

I refer to our discussions in relation to the land, which Whiteacre is promoting for residential development at Grange Farm, Bovington.

I am pleased to confirm that I have made initial enquiries and have received potential interest from care home operators willing to consider the creation of a new nursing home, as part of your overall development proposals.

Bovington currently has one council-run extra-care facility, but this does not have the full facilities of a nursing home. I am not aware of any nursing home provision in Bovington. As such, operators would be interested in the provision of a new care home in this location.

I confirm that the optimum size and type of facility for a new private care home is likely to comprise up to 60 bed spaces, in a building of approximately 33,000 sq feet and standing on a site of 1.25-1.5 acres, including car parking and associated amenity areas.

By way of information, I would usually expect a nursing home of this size to create approximately 60 full time jobs. Those living in the residential affordable housing on site might end up working in the care home creating a very sustainable site.

The residents of the care home are at the very end of their lives and so will not require cars. This means that parking space requirements are low and traffic flow to the nursing home is also low particularly when compared to residential.

I understand that you are engaged in the Core Strategy process at the moment, and would be pleased to progress matters with one of the interested operators, if your site progresses through to the submission of a planning application.

Cont .....

Please don't hesitate to ask if I can be of assistance to you in the meantime.

With kind regards

Yours sincerely

Steven Feldman

Swordfish Property Enterprises Ltd  
19 Greenhalgh Walk  
London N2 0DJ

**phone**

020 8455 5929

**mobile**

07831 209594

**fax**

0709 2391625

**email**

[stevenjf@btinternet.com](mailto:stevenjf@btinternet.com)

**Appendix F:**

*Comparable assessments of 'alternative' sites in Bovingdon: Highways and drainage*

# jnp group appraisal of Bovingdon Vision – Option 3 Grange Farm

## SITE DETAILS

AREA: 8.0 ha  
PROPOSED NUMBER OF UNITS: 120 – 130 units  
Nursing Home  
Education

## LOCATION



## VEHICULAR ACCESS

Main vehicular access to the development is proposed on the southern boundary, off Green Lane, and will take the form of a simple give-way priority junction.

The low number of turning movements to and from the proposed development would not require any widening of the main road carriageway.

Based on the existing 40mph speed limit, visibility splays of 2.4 x 120m would be required at the point of access, which is achievable given the straight road alignment.

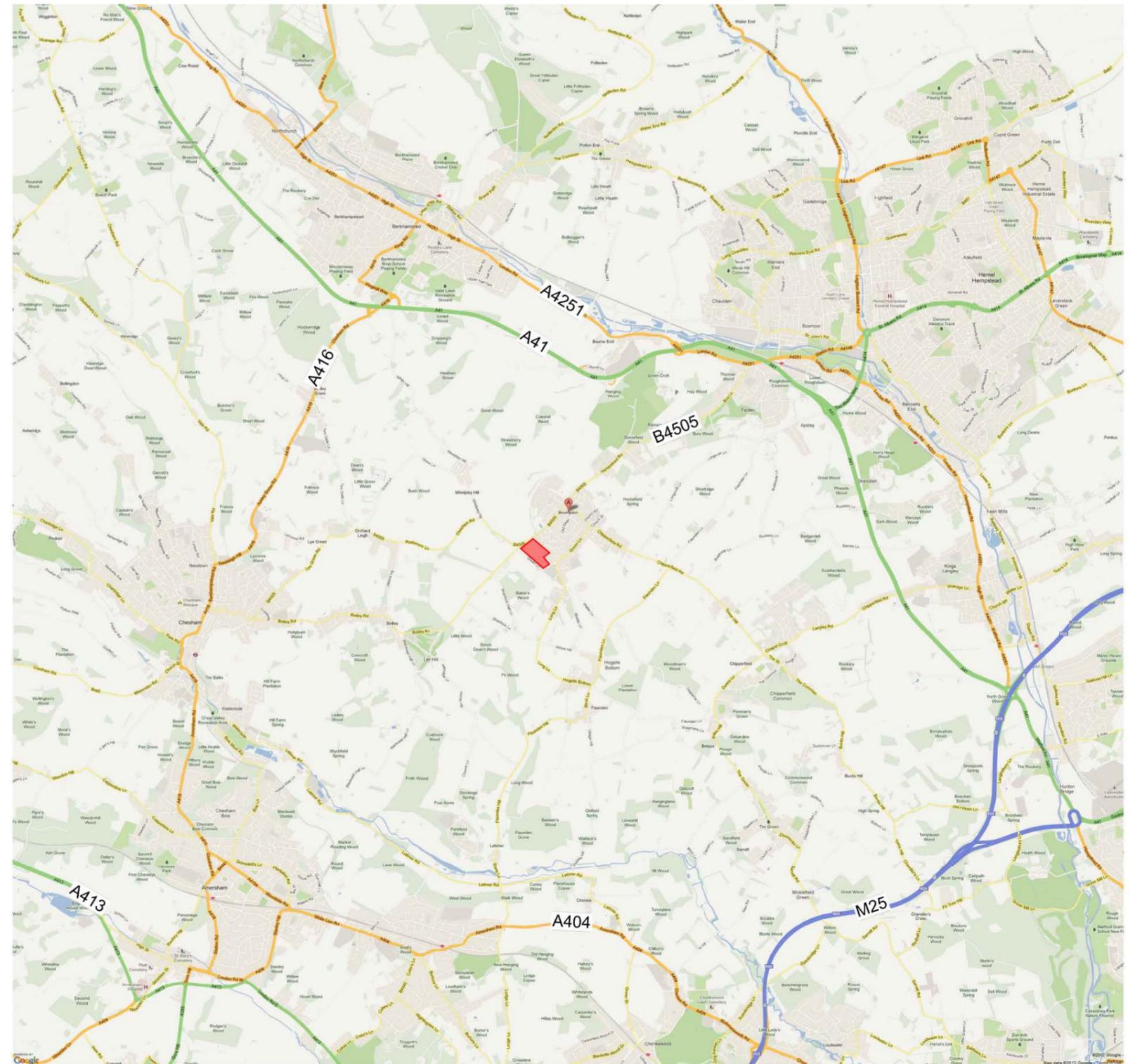


View to the left at a potential access location



View to the right at a potential access location

## POSITION RELATIVE TO STRATEGIC HIGHWAYS



The site is located in the proximity of several A-roads and the M25 motorway. The shortest route to the strategic road network is via the B4505 (northbound) and A4251, joining the A41 west of Hemel Hempstead. The development traffic will join the nearest main road (the B4505 Chesham Road) at its junction with Botley Road. This junction comprises a ghosted right turn lane and has adequate spare capacity to accommodate the additional demand.

# jnp group appraisal of Bovingdon Vision – Option 3

## Grange Farm

### PEDESTRIAN ACCESSIBILITY

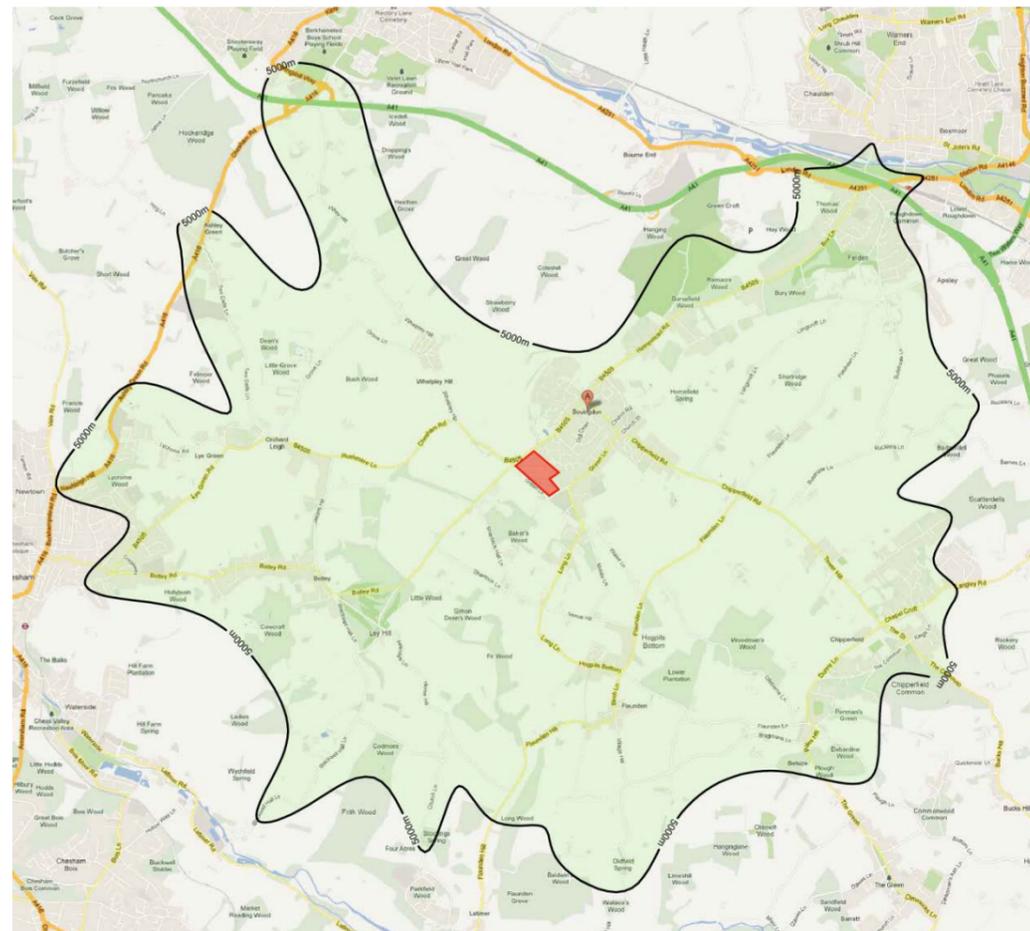
Pedestrian provision is currently provided along the majority of surrounding highways and is conducive to safe access by walk to nearby day-to-day facilities. In addition, a network of public footpaths and bridleways further improves pedestrian accessibility, especially towards the south.

Figure on the right indicates the location of some of the local facilities, easily accessed by walking; the whole of Bovingdon can be comfortably reached on foot., including the High Street, which is about 900 m (11 minutes walk) away.

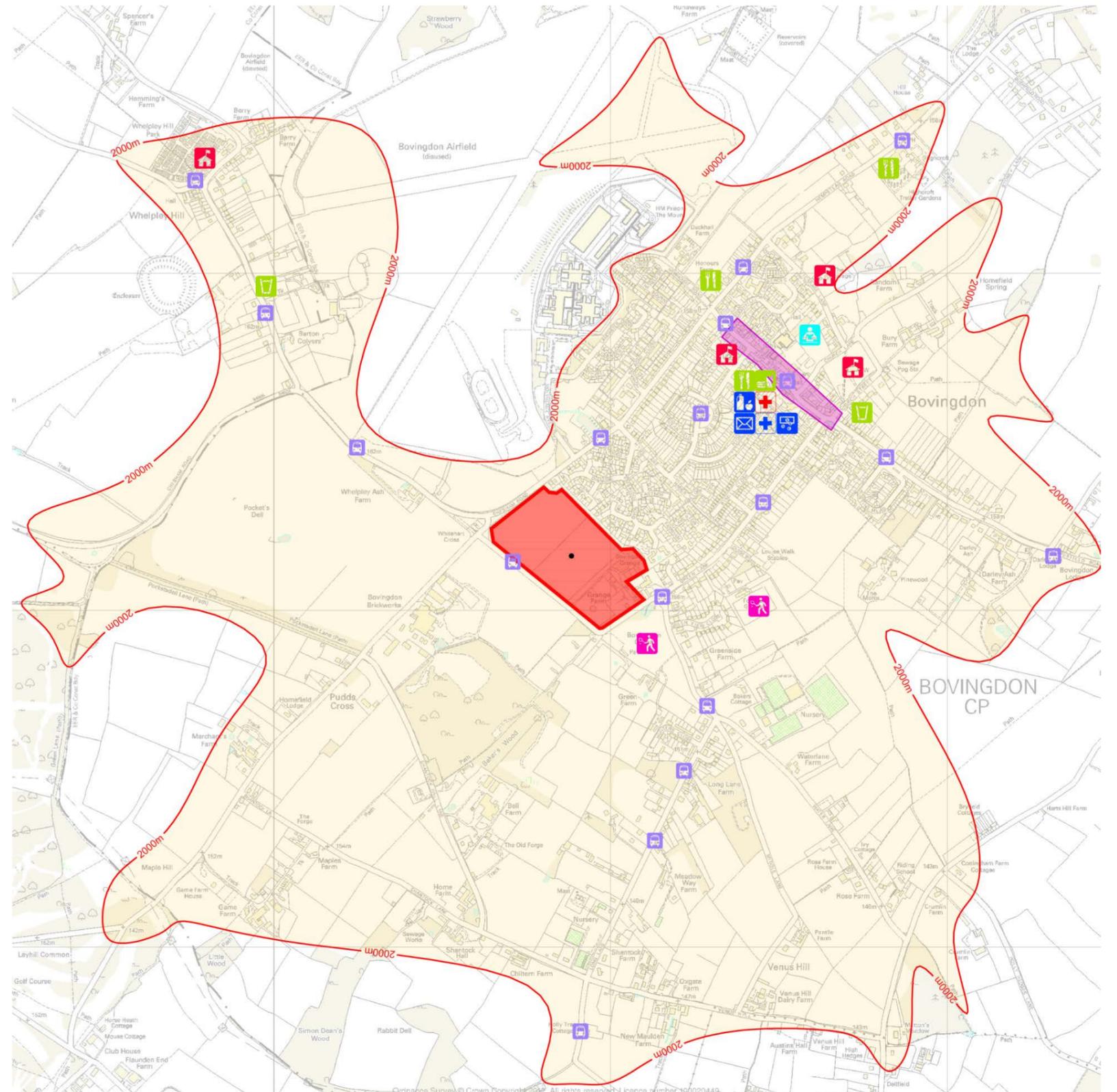
	Grange Farm		Primary, Secondary School
	Shop		GP, Dentist
	Bank		Pharmacy
	Post		Place of Worship
	Restaurant, Pub		Recreation Ground
	Takeaway		Bus Stop

### CYCLING CATCHMENT

The extent of a 5-km (20 minute) cycling catchment is indicated below. The fringes of larger towns in the vicinity (Berkhamstead, Chesham, Hemel Hempstead) are accessible by this mode.



### WALK CATCHMENT



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**PUBLIC TRANSPORT ACCESSIBILITY**

Bovingdon is served by two frequent bus routes (352 operated by Red Rose Buses and 353 operated by Arriva), and one infrequent bus service 51 (Arriva).

The nearest bus stop is 'Bovingdon, Whiteheart Cross' on Green Lane, situated immediately adjacent to the southern site boundary and served by route 353. The bus stop is currently only marked with a flag pole sign, and does not include any shelters. The boarding of the westbound buses takes place from the road verge as there is no footway currently present. Upgrade works to this bus stop will therefore be required in conjunction with the development on the Grange Farm site, in order to provide a safe and comfortable access to public transport.

Routes 51 and 353 halt at the 'Bovingdon Green' bus stop at the junction of Green Lane and Middle Lane approximately 200 metres to the south-east of the site.



*Whiteheart Cross bus stop*



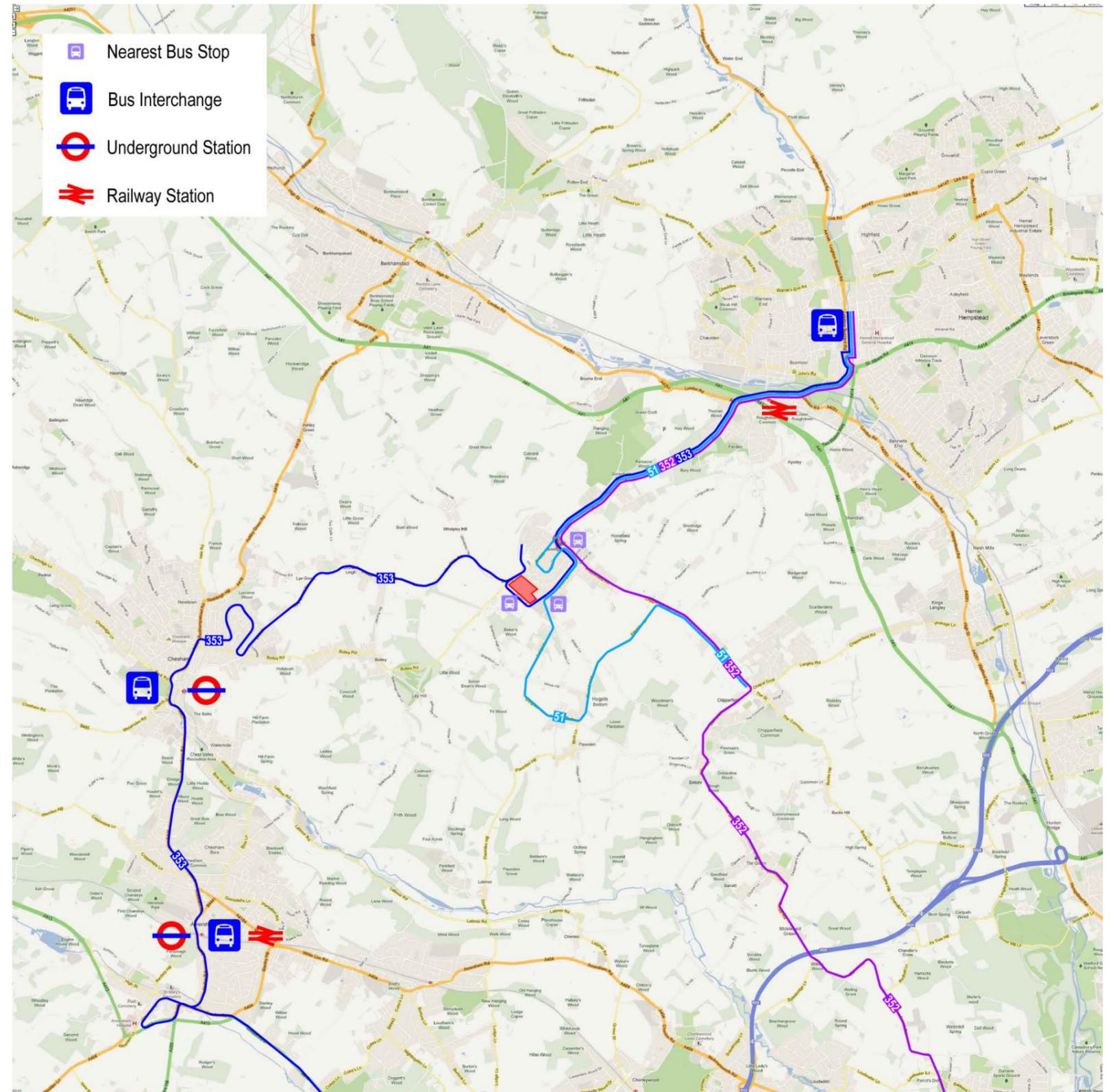
*Bovingdon Green bus stop*

The nearest bus stop served by route 352 is on Bovingdon High Street, approximately 15 minutes walk from the centre of the development site.

The local bus services provide direct access to Hemel Hempstead, Chesham, and Amersham, where it is possible to change to other bus routes, or continue the journey by train or the London Underground Metropolitan line. Route 352 terminates at Watford where it is also possible to board the London Overground and National Rail services.

The destinations accessible by direct train from the Amersham and Hemel Hempstead stations include London (Marylebone and Euston), Birmingham and Aylesbury.

**BUS ROUTES**



## SURFACE WATER DRAINAGE

Thames Water have confirmed that there are no public surface water sewers within the vicinity of the site nor indeed of any of the other option sites in the Bovingdon area.

The geological drift map for the area indicates that the soils on the site will be clay with flints overlying chalk. Local knowledge confirms that the chalk exists to considerable depth throughout this area of the Chilterns.

The clay with flint cap overlying the chalk will preclude the use of near surface infiltration techniques as this is likely to be impermeable. However penetration into the chalk should reveal viable permeability rates and allow surface water disposal via infiltration.

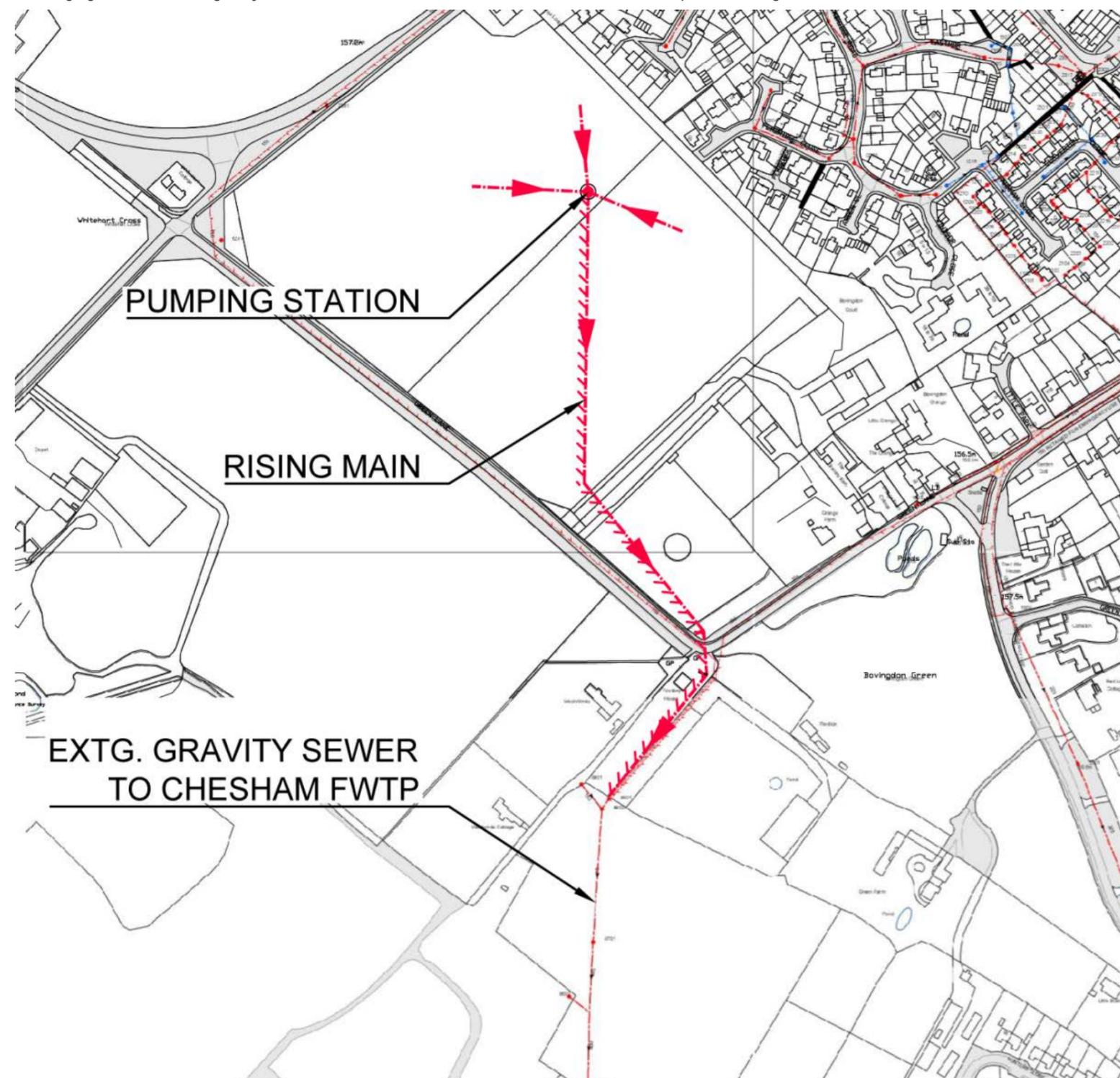
The suggested hierarchy of surface water disposal for this site is therefore as follows:

- Drainage from roads either via tanked permeable paving or for impermeable surfacing via deep sealed gullies leading to swales.
- Roof drainage via water recycling facilities such as water butts through to local swales collected into main swales.
- The swales would then discharge into deep borehole soakaway chambers with the base of the bore holes set well above the base ground water levels to provide a substantial buffer zone; all in agreement with the Environment Agency.

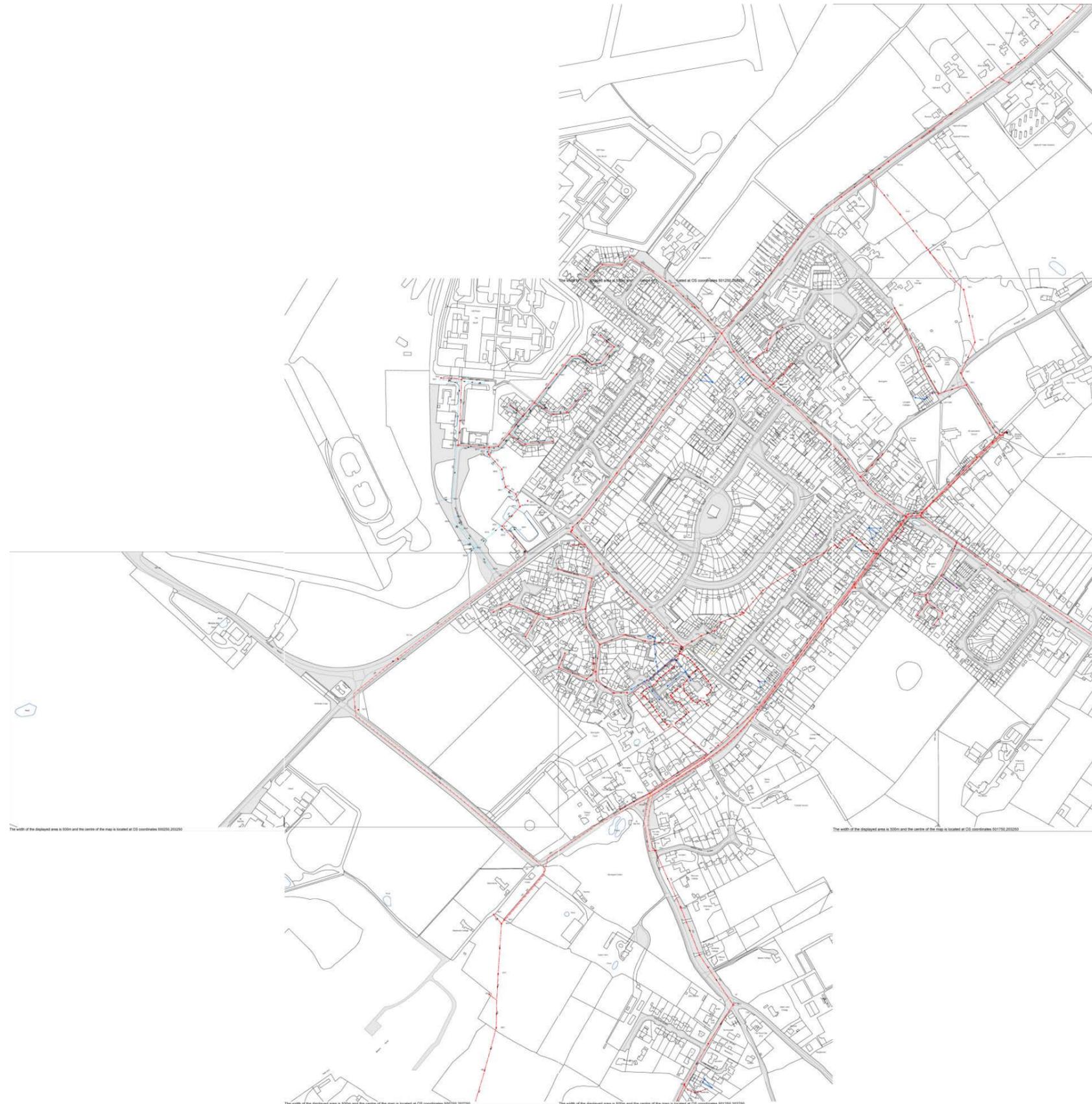
## FOUL WATER DISCHARGE

The Thames Water Asset records indicate that the Grange Farm site is surrounded on three sides by foul sewer rising mains discharging to a 400 diameter sewer to the south of the site and onward to the sewage treatment works.

Gravity sewers which could provide discharge to some sections of the site are available within the adjacent development to the north east; but subject to Thames Water capacity assessment. The main bulk of the development would drain by gravity to a new on-site foul pumping station and rising main discharging the head of the gravity outfall sewer at M/H 8802, in common with the rest of this part of Bovingdon.



FOUL WATER DRAINAGE IN BOVINGDON

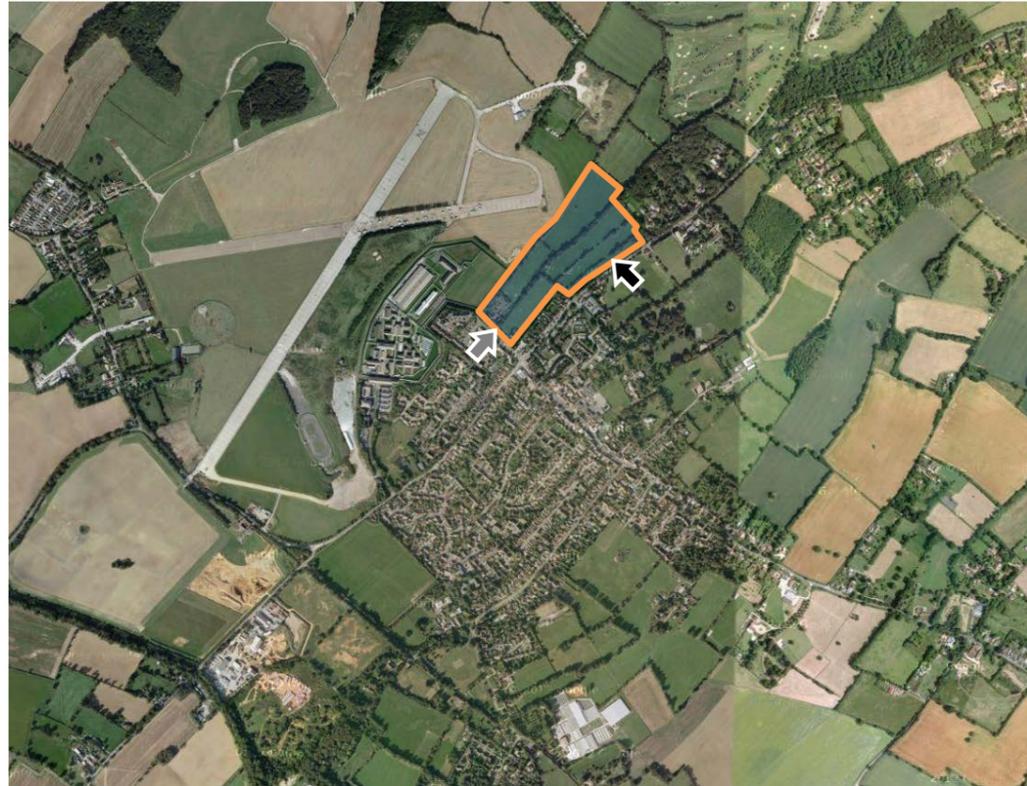


# jnp group appraisal of Bovingdon Vision – Option 1 Duckhall Farm

## SITE DETAILS

AREA: 12.3 ha  
PROPOSED NUMBER OF UNITS: 120 – 130 units

## LOCATION



## VEHICULAR ACCESS

The site could be potentially accessed from the south-west off Newhouse Road and from the south-east off the B4505 Hempstead Road.

Newhouse Road is a narrow street currently only serving in the order of 50 No. dwellings; the available road width is further reduced to a single lane by parallel-parked vehicles. A development of the anticipated size would triple to quadruple the current volume of traffic, which could lead to tailbacks of vehicles, waiting to give way to departing cars, interfering with the operation of the double mini roundabout on Chesham Road. New highway access at this location would also have to 'punch' through a row of mature trees, having negative effects from the landscaping / visual appearance point of view.



Apparent narrowing of Newhouse Road



A row of mature poplars by the existing access

An access off the B4505 Hempstead Road would be the more viable option; however, this would necessitate the construction of a ghosted right-turn junction, due to the high flows on the main road and the estimated trip generation from the site.

Based on the existing 40mph speed limit, visibility splays of 2.4 x 120m would be required at the point of access, which is achievable given the straight road alignment.



View to the left at potential access location



View to the right at potential access location

## PEDESTRIAN ACCESSIBILITY

The site stretches in a narrow strip away from the village centre, hence the walking distance from the dwellings in the north-eastern portion of the site to local amenities is greater than from the competing sites. In addition, the site is separated from the rest of the village by a relatively busy road. New pedestrian crossing facilities would therefore need to be provided in order to ensure safe access for pedestrians.

The walking distance to the High Street (centre to centre) is approximately 850 metres, which is comparable with the other two sites under consideration.

## PUBLIC TRANSPORT

The nearest pair of bus stops is situated on Hempstead Road, approximately 400 metres walking distance (5 minutes walk) from the centre of the site, and is served by bus routes 51, 352 and 353.

The developer of the Duckhall Farm site would need to consider providing a new pair of bus stops on Hempstead Road north-east of the village as part of enabling access works.

## DRAINAGE

Surface water discharge from Option 2 could be feasibly discharge via borehole soakaways into the underlying chalk and through the clay with flint cap.

The site is surrounded on two sides by 150mm diameter adopted Thames Water foul sewers. These are unlikely to have sufficient capacity to take the increased flow from the development and upgrading of the offsite foul sewerage network is likely to be required.

The gravity discharge flows to a foul pumping station to the east of the village centre. There could be concerns about capacity for the pumping station which may require upgrade works to the pumping station subject to Thames Water advice.

In our opinion this site is likely to require a significant amount of infrastructure upgrades in order to serve the proposed development.

# jnp group appraisal of Bovingdon Vision – Option 2

## Rear of Green Lane

### SITE DETAILS

AREA: 5.9 ha  
PROPOSED NUMBER OF UNITS: 120 – 130 units

### LOCATION



### VEHICULAR ACCESS

The site has no direct access to any of the main roads, which serve Bovingdon. The access would thus be only possible via one of the existing residential cul-de-sacs extending off Green Lane or Chipperfield Road.

Access from the west via Homefield appears most viable (mainly due to its short and straight alignment), but the fact that it links to the corner of the site may have a negative impact on the internal site layout. Also the existence of a 'ransom strip' could render this option unfeasible



The site as seen from the eastern end of Homefield Homefield from the site access towards Green Lane

An alternative access location would be via the existing main access onto the site via Yew Tree Drive, which extends southbound off Chipperfield Road. The carriageway in the northern part of the road is frequently reduced to just one running lane by parallel-parked vehicles, and may not be able to satisfactorily accommodate the increased flows from the new site.

Also, the junction of the potential access route with Yew Tree Drive appears slightly sub-standard and is situated close to a bend; the increased flows could thus give rise to potentially dangerous situations. However, there is not sufficient room for necessary highway improvement works.

In addition to the above, the Land Registry plans also indicate that there is a narrow strip of intervening land in the ownership of a third party ('ransom strip') between the end of the existing road and the site.



Yew Tree Drive (southward view) the arrow indicates the position of the site access



On-street parking at the northern end of Yew Tree Road

### PEDESTRIAN ACCESSIBILITY

The site is situated marginally closer to the village centre than the competing sites. The walking distance to the High Street (centre to centre) is approximately 650 metres, or 8 minutes walk. The provision for pedestrians is provided along all routes and is of a good standard.

### PUBLIC TRANSPORT

The nearest bus stops are located on Green Lane approximately 350 metres from the site and served by bus routes 51 and 352. The nearest bus stop for route 353 is on Chipperfield Road some 400 metres away.

### DRAINAGE

Surface water discharge from this potential site could be feasibly discharge via borehole soakaways into the underlying chalk and through the clay with flint cap.

A 225mm diameter adopted Thames Water foul sewer is located in Green Lane. A capacity assessment will be required to determine whether upgrades to the off-site sewerage network will be necessary.

The gravity discharge flows to a foul pumping station to the east of the village centre. There could be concerns about capacity for the pumping station which may require upgrade works to the pumping station subject to Thames Water advice.

In our opinion this site is likely to require a significant amount of infrastructure upgrades in order to serve the proposed development.

# jnp group appraisal of Bovingdon Vision – Option 4 North of Chesham Road

## SITE DETAILS

AREA:	2.2 ha (total) 1.8 ha (w/o reservoir)
PROPOSED NUMBER OF UNITS:	estimated max capacity 40 units

## LOCATION



## VEHICULAR ACCESS

The best position for the site access would be at the end of Hyde Lane, which extends towards a roundabout junction with the B4505 Chesham Road. Hyde Lane would however, require resurfacing and a new footway would be required to at least one side of the carriageway, which may not be possible due to land constraints.



North-west end of Hyde Lane,  
the site can be seen directly ahead



Hyde Lane mini roundabout on Chesham Road  
camera facing the site access

Alternative vehicular access positions would include:

- a direct access off Chesham Road, but the proximity of the access to HMP The Mount and the position of a water retention tank in the middle of the southern boundary may preclude this solution.

- a new junction on Molyneaux Avenue (the access road to HMP The Mount - potential ownership and security issues)



Close junction spacing on the B4505  
may preclude a direct access of the main road



Access route to HMP The Mount  
site can be seen in the right

## PEDESTRIAN ACCESSIBILITY

Footways currently only stretch along Chesham Road and Molyneaux Avenue. A new footway will have to be provided on Hyde Lane, should this option for the site access arrangement be promoted.

The site is separated from the rest of the village by a relatively busy road. The nearest safe pedestrian crossing is located approximately 500m to the north-west of the site, near the double mini roundabout junction.

The walking distance to the High Street is approximately 950 metres, which is comparable with the remaining two sites.

## PUBLIC TRANSPORT

The nearest bus stop is on Chesham Road and is served by the infrequent service 51 (only operating on Tuesday and Thursday). The nearest regular service (353) calls by the entrance to HMP The Mount, approximately 200 metres (3 minutes) walk from the centre of the site.

## DRAINAGE

Surface water drainage for Option 4 should be feasible via borehole soakaways although a significant part of the site appears to be occupied by surface water balancing facility for the nearby prison.

The site appears to be dimensionally constrained and we doubt whether there is sufficient room for the development and SUDs drainage techniques and facilities to be deployed in this location. In our opinion, the capacity of the site would be limited to around 40 No. new dwellings because of these and other constraints.

Foul drainage from the adjacent residential development and the prison appear to drain by gravity to a pumping station located in the south west corner of Option 4 site. From there a rising main carries the foul effluent to the south west along Hempstead Road and then to the south east along Green Lane where it discharges into the gravity sewer and onwards to the treatment works.

It is anticipated that upgrade works are likely to be required to both the gravity system serving the prison and present residential development; as well as to the pumping station and possibly rising main; in order to cope with the additional flows from the proposed development. A Thames Water capacity assessment would however be required to verify this.

ITEM	OPTION 1 DUCKHALL FARM	OPTION 2 REAR OF GREEN LANE	OPTION 3 GRANGE FARM	OPTION 4 NORTH OF CHESHAM ROAD
Area	12.3 ha	5.9 ha	8.0 ha	2.2 ha (total) 1.8 ha (w/o reservoir)
Proposed Number of Units	120 – 130 dwellings	120 – 130 dwellings	120-130 dwellings Nursing Home Education Allotment	Estimated capacity 40 dwellings
Vehicular Access	<ul style="list-style-type: none"> <li>a) via a new ghosted right-turn priority junction off Hampstead Road – substantial improvement works required</li> <li>b) via Newhouse Road – link capacity may prove insufficient</li> </ul>	<ul style="list-style-type: none"> <li>a) via Homefield off Green Lane – enters the site in its corner, possible problems due to a ‘ransom’ strip</li> <li>b) via Yew Tree Drive off Chipperfield Road – road alignment not ideal for large vehicle flows</li> </ul>	Via a simple give way junction off Green Lane; remaining junctions in the area sufficient to accommodate the additional demand	<ul style="list-style-type: none"> <li>a) via Hyde Lane – new footway needs to be provided</li> <li>b) via a new access off Chesham Road – potential issues due to the proximity of the Molyneaux Avenue Junction and the position of a water reservoir on site.</li> <li>c) Access off Molyneaux Avenue – not certain if road in highway ownership</li> </ul>
Pedestrian Accessibility	High Street approximately 850 m away Site separated from the village centre by a busy road Nearest safe crossing approx 500m	High Street approximately 650 m away Adequate pedestrian provision in all surrounding streets	High Street approximately 900 m away Access possible via separated footpaths and calm residential streets	High Street approximately 950 m away Site separated from the village centre by a busy road Nearest safe crossing approx 500m
Public Transport	2 frequent and 1 infrequent services within 400 m walk distance. Potential for a new pair of bus stops closer to the site	1 frequent and 1 infrequent service within 350 m walk distance. An additional 1 frequent service within 400m	1 frequent service by the proposed site access, additional 1 infrequent service within 200m	1 frequent and 1 infrequent service within approximately 200m
Surface Water Drainage	Swales discharging into deep borehole soakaways	Swales discharging into deep borehole soakaways	Swales discharging into deep borehole soakaways	Deep borehole soakaways Site occupied by a large tank, not leaving sufficient room for SUDS
Foul Water Discharge	Gravity sewers on site discharging into an existing rising main Substantial upgrades to the exiting pumping station and rising mains potentially required to absorb the increased volumes	Gravity sewers on site discharging into an existing rising main Substantial upgrades to the exiting pumping station and rising mains potentially required to absorb the increased volumes	Gravity sewers on site  A short stretch of new rising main to be provided, discharging at the head of the existing gravity outfall sewer	Gravity system on site discharging into an existing rising main Upgrades to the exiting pumping station and rising mains potentially required to absorb the increased volumes