



# Local Allocation LA6 Chesham Road and Molyneaux Avenue, Bovingdon

## Draft Master Plan

October 2015





# 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 Submission version of the Site Allocations document, which the Council will be submitting for independent examination in 2016 with a view to adoption thereafter.

The landowners, in partnership with the Council, have prepared draft master plans for each Local Allocation. These master plans 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 sought feedback on these master plans at the same time as consulting on the Pre-submission Site Allocations document in late 2014.

Many people have already given feedback on these sites through consultation on Consultation on this site was carried out as part of preparation of the Council's Core Strategy (adopted September 2013) and through other consultation events, including those associated with the Pre-submission Site Allocations consultation in 2014. These responses, where appropriate, have been used to help prepare the master plans. Details of the public consultation is set out in the Local Allocations Master Plan Consultation Report.

It is intended 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 late Summer/Autumn 2016.

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](mailto:strategic.planning@dacorum.gov.uk).

## Contents

	Page
1. Purpose	1
2. Context	3
3. Analysis of the Site	12
4. Development Constraints and Opportunities	23
5. Master Plan Requirements	25
6. Indicative Layout	32
7. Delivery	36
8. Supporting Documents	38

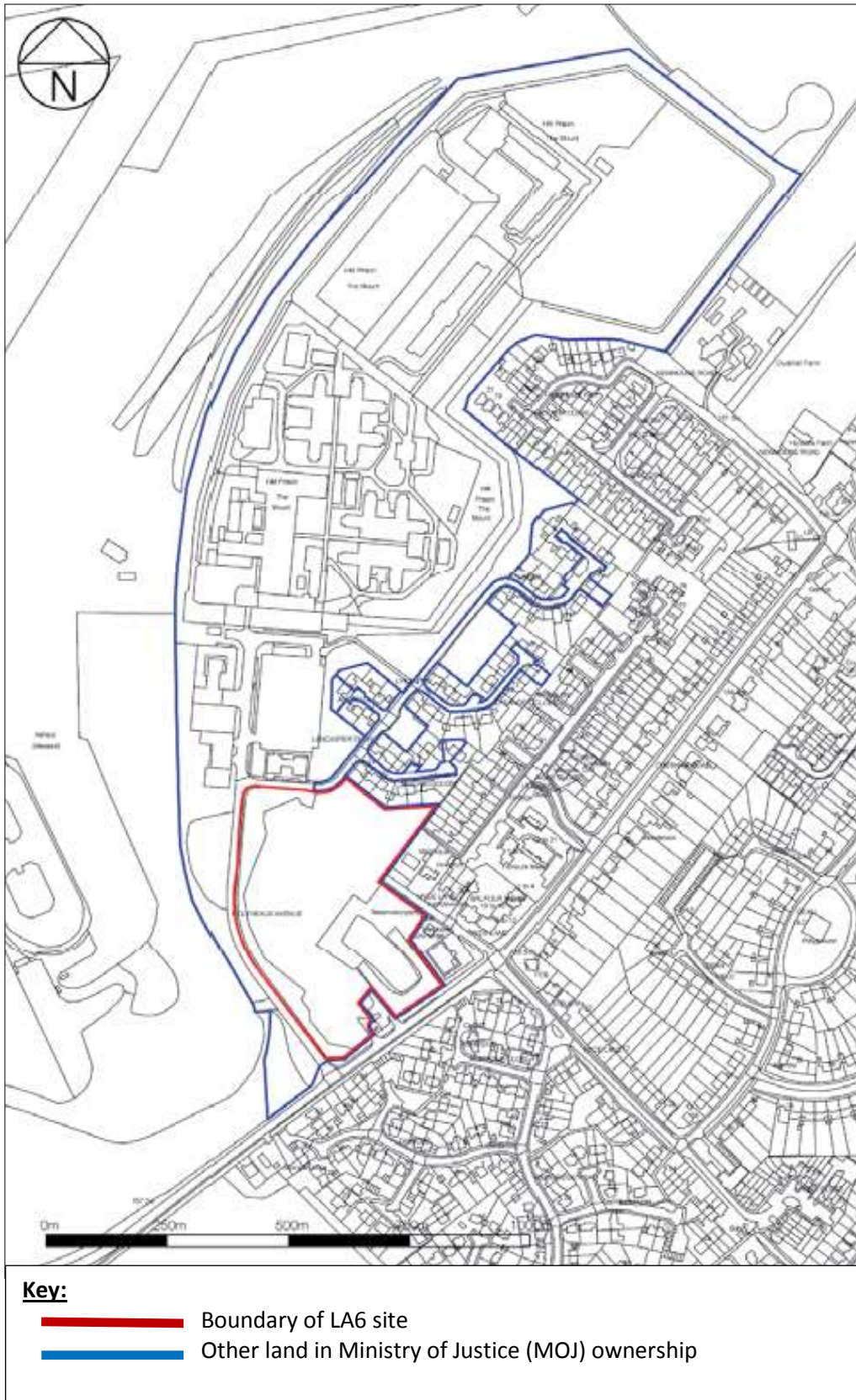


# 1. Purpose

- 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 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. The Master Plan has been prepared:
  - To explain new settlement and Green Belt boundaries;
  - To outline requirements for the planning and delivery of the area;
  - To outline layout possibilities;
  - To facilitate discussion of the above with the public;
  - To provide justification for the planning requirements; and
  - To guide future planning application(s).
- 1.4 The Master Plan has been prepared in consultation with, and contribution from, key stakeholders. These stakeholders include the Local Highway Authority, Thames Water, Hertfordshire Constabulary, the Environment Agency and the 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 contained within it.
- 1.6 The final master plan will be adopted by the Council as supplementary guidance. Whilst planning applications on the site will be considered against Development Plan policies, this document provides further detail pursuant to those policies and has been the subject of public consultation. As such, it will carry weight as a material consideration, when planning applications are determined.
- 1.7 The Ministry of Justice (MOJ) are currently the sole owner of the site (see Figure 1).



**Figure 1: Land 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 25<sup>th</sup> September 2013 and contains the main strategic policies which will guide development in the Borough.
- 2.4 Land at Chesham Road / Molyneaux Avenue is designated as a Local Allocation within the Bovington Place Strategy which forms part of the Core Strategy. It is estimated that Bovington 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 and Figure 2 illustrates the Vision Diagram for Bovington from the Core Strategy:

#### **Core Strategy Extract:**

<b>Location reference</b>	LA6
<b>Site location</b>	Chesham Road / Molyneaux Avenue
<b>Proposals</b>	<ul style="list-style-type: none"><li>• Around 60 new homes; and</li><li>• Open space.</li></ul>
<b>Principles</b>	<ul style="list-style-type: none"><li>• A mix of two storey and three storey housing including around 40% affordable homes;</li><li>• A contribution must be made towards educational and community facilities;</li><li>• 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</li><li>• The impact on the local road network will be mitigated through the promotion of sustainable travel options.</li></ul>



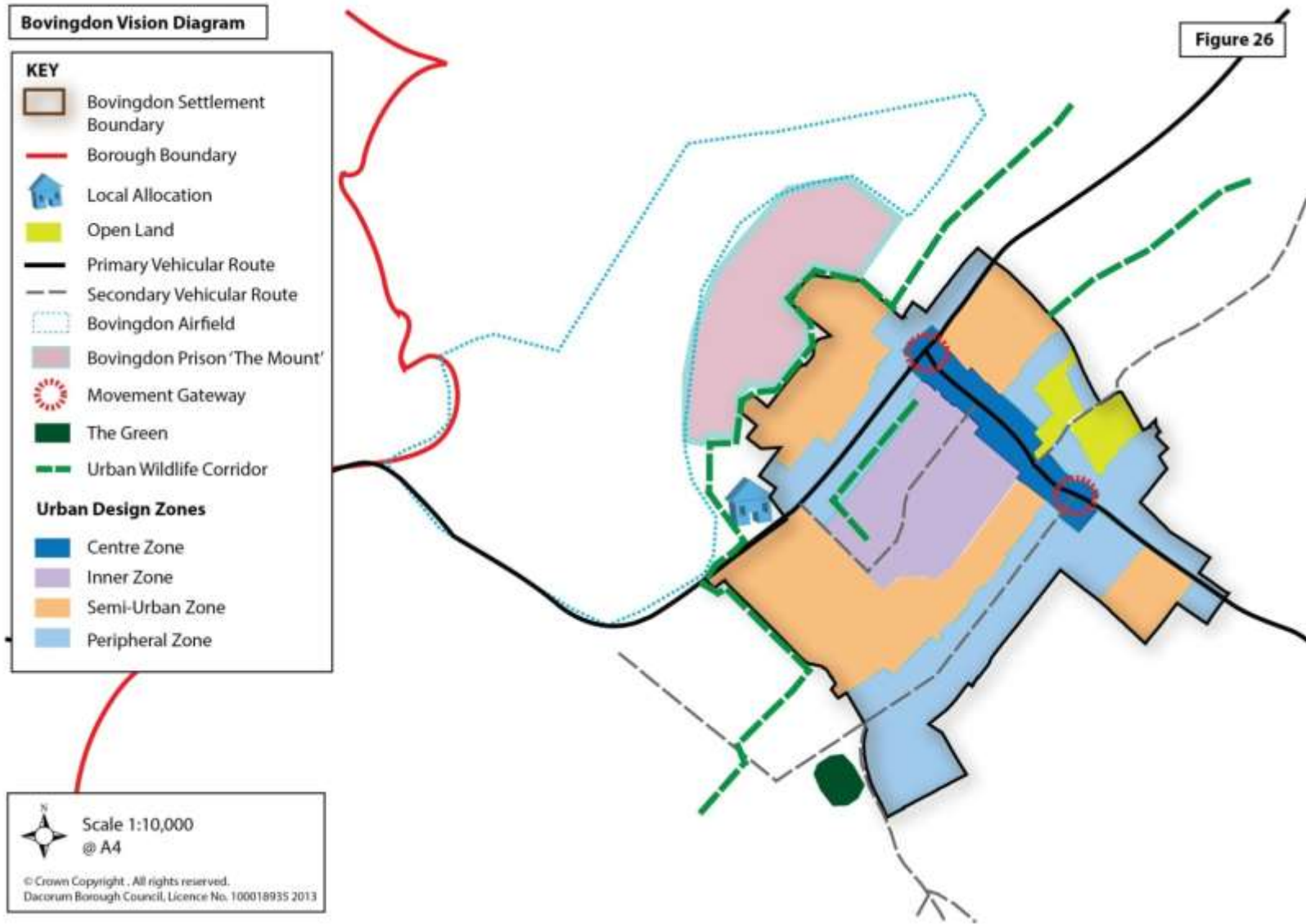
<b>Delivery</b>	<ul style="list-style-type: none"> <li>The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>
-----------------	---

2.6 The following policies from the Core Strategy (2006–2031) are the most relevant for the development at the Chesham Road/Molyneaux Avenue 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 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)

Figure 2: Extract from Core Strategy – Bovingdon Place Strategy Vision Diagram



## Dacorum Borough Local Plan 1991-2011

- 2.8 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.
- 2.9 The following saved Local Plan policies are particularly relevant to the development of the Chesham Road/Molyneaux Avenue 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 51: Development and Transport Impacts
  - 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
- 2.10 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.
- 2.11 The following Local Plan appendices are particularly relevant to the development of the Chesham Road/Molyneaux Avenue site:
- Appendix 3: Layout and Design of Residential Areas
  - Appendix 4: Layout and Design of Employment Areas
  - Appendix 5: Parking Provision
  - Appendix 6: Open Space and Play Provision
  - Appendix 8: Exterior Lighting
- 2.12 The Core Strategy and Site Allocations DPDs will take precedence where there is any conflict in content.

## 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) and other advice*

- Affordable Housing (2013)
- Sustainable Design and Construction Advice Note (2015)

### 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 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 during consultation on the Pre-submission Site Allocations and draft master plan documents have been considered by the Council and, where appropriate, changes made. A further ‘focused changes’ consultation was conducted from 12<sup>th</sup> August to 23<sup>rd</sup> September 2015 to establish views on these proposed changes to the Site Allocations document. Thereafter the Site Allocations DPD will be submitted to the Planning Inspectorate for public examination and if found sound the Chesham Road/Molyneaux Avenue Master Plan will be adopted alongside the Site Allocations DPD.

### Community Engagement

- 2.17 Throughout the preparation of the Core Strategy and Site Allocations DPDs, the Council has engaged with the local community to obtain their views on, and aspirations for, this site. This engagement has helped develop and refine the development principles highlighted in this master plan. For further information please see the relevant reports of representation and consultation on the Council’s website.

### Community Infrastructure Levy

- 2.18 Dacorum Borough Council adopted its Charging Schedule and supporting documents and policies<sup>1</sup> on 25<sup>th</sup> February 2015, and thereafter implemented the charge on 1<sup>st</sup> July 2015. The Charging Schedule requires new residential and large retail developments to contribute to infrastructure via the Community Infrastructure Levy (CIL). It is expected that some of the infrastructure required to support development of the site at Chesham Road / Molyneaux Avenue site will be secured through CIL, with a limited number of contributions secured through the current S106 mechanism (see Section 7 for further information).

---

<sup>1</sup> The supporting policies are the Regulation 123 List, Exceptional Circumstances Relief, Discretionary Charity Relief, and Instalments and Payments in Kind policies

## **Location and Surrounding Area**

- 2.19 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 and other nearby villages to the south and east via local roads.
- 2.20 The village has a vibrant (designated) Local Centre concentrated along the High Street (part of which is designated as a Shopping Area in a Local Centre), 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, at the northern gateway to the village.
- 2.21 Local Allocation LA6 is situated to the south of HMP 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 Chesham Road/Molyneux Avenue Site





## ***Site Description***

### The Site

- 2.22 The site is located towards the western fringe of the village of Bovingdon (delineated by the red line in Figure 1). 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.
- 2.23 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.
- 2.24 The site is presently vacant characterised by grass coverage, shrubs and young trees which are 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

- 2.25 On the opposite side of Lancaster Drive (to the north) lies HMP 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*

- 2.26 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**

- 2.27 This Master Plan 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.
- 2.28 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 and Heritage Assets;
  - Ecology and Trees;
  - Landscape and Topography;
  - Flood Risk and Drainage;
  - Highways and Access;
  - Infrastructure, Services and Utilities); and
  - Other issues.

#### Archaeology and Heritage Assets

- 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 1941-42, 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 was carried out on the site in 2013<sup>2</sup>. The main conclusions were 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 A Phase 1 Habitat Survey was carried out by Herts & Middlesex Wildlife Consultancy in April 2011, covering both the proposed developable area and the balancing pond within the site. The survey found no statutorily designated nature conservation sites, such as SSSIs (Sites of Special Scientific Interest) or Local Nature Reserves (LNR) either within the site or within a 2km radius of the site.
- 3.7 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.
- 3.8 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.
- 3.9 No evidence of badgers or bats was recorded at the site. In terms of Great Crested Newts, the balancing pond represented a sub-optimal habitat for the protected species but the survey identified the possibility that newts may be present within the pond. Therefore, as well as an updated Phase 1 Habitat Survey (due to the elapse of time between the previous survey and the future submission of a planning application), the planning application should also be informed by a Great Crested Newt survey (and any other protected species survey as

---

<sup>2</sup> 'Archaeological Assessment Stage 1: Desk-based Assessment: Land at Chesham Road, Bovingdon, Hertfordshire (Local Allocation 6)', Archaeological Services & Consultancy Ltd, July 2013.

recommended by the aforementioned update to the Phase 1 Habitat Survey). These species-specific surveys should identify appropriate mitigation measures (where relevant) to ensure the development does not have a detrimental impact upon the biodiversity and ecological value of the site.

- 3.10 Hertfordshire Biological Records Centre has provided the following comments in respect of the site and the Habitat Survey, which should be factored into preparation of the planning application:
- 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.
- 3.11 Further context to the on-site surveys is provided in the document *Hertfordshire's Ecological Networks*<sup>3</sup> which will need to be considered in preparing proposals for the site. This will help ensure that the development seeks to protect and enhance the integrity of wider ecological networks and achieve biodiversity gains where possible, in accordance with the objectives of the NPPF.

### **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 setting of the Chilterns Area of Outstanding Natural Beauty (AONB) and is characterised by Dacorum's Landscape Character Assessment (May 2004) as forming part of the Bovingdon and Chipperfield plateau (Area 107). The landscape is characterised as large, gently undulating plateau that supports a mixed farming pattern, fragmented areas of semi-natural woodland, and variable, but generally species diverse hedgerows. The site at Chesham Road/Molyneaux Avenue is consistent with this characterisation with an open green area contained by hedgerow and tree cover.
- 3.15 The objectives for this landscape character area are categorised under the 'improve and conserve' strategy. Specifically, the Landscape Character Assessment identifies that the creation and maintenance of ponds is encouraged; a landscape strategy for assimilation with Bovindgon airfield is promoted; and built development should be integrated through the use of native tree and shrub plant species. These objectives should be reflected in any Landscaping Scheme or Landscape Visual Impact Assessment submitted with the planning application.

---

<sup>3</sup> Prepared by Hertfordshire Local Partnership, Herts Environmental Records Centre and Hertfordshire and Middlesex Wildlife Trust

## Visual Assessment

- 3.16 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 any visual impacts.



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

- 3.17 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. Molyneaux 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.
- 3.18 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. However, relevant evidence should be submitted with the planning application to demonstrate the extent of visual impacts and how these could be mitigated through appropriate planting and boundary treatments.

## **Flood Risk and Drainage**

### Flood Risk

- 3.19 The site falls within Flood Zone 1 in respect of fluvial flood risk as designated by the Environment Agency. The risk of flooding is therefore less than 1:1,000 year's



chance of flooding from fluvial sources. In terms of surface water flooding, a small part of the site is considered to have a low risk. However this is unlikely to have an impact on development at the site and can be mitigated through the use of appropriate SuDS measures. Such mitigation measures should be set out within a site-specific Flood Risk Assessment which should be submitted with the planning application.

- 3.20 The Environment Agency has advised that the site lies within a Source Protection Zone 3 (SPZ3). Any development proposal will need to ensure that further groundwater contamination does not occur as a result of this development. Any infiltration drainage techniques will need to be carefully considered.

#### Water Supply and Balancing Pond

- 3.21 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.
- 3.22 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 (SuDS) for the site (see below).

#### **Highways and Access**

- 3.23 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

- 3.24 Chesham Road is one of the primary vehicular routes through Bovingdon connecting Chesham and Hemel Hempstead, with the adjoining High Street (a designated Local Centre) providing the central area of the village. There are currently two existing vehicular 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.
- 3.25 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 Local 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.
- 3.26 However, current Local Highway Authority requirements state that on a secondary distributor road there should be a separation distance of 66 metres between junctions. The installation of a vehicular access into the site off Chesham Road would not therefore be achievable. As such the proposed layout proposes the main site access from Molyneaux Avenue. However, subject to detailed discussions, the Local Highway Authority has agreed that it may be possible in the future for a

small number of dwellings to be accessed directly from Chesham Road by a limited number of vehicular cross-overs.



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

## B Bus Routes

3.27 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 Bus service 851 operates between Bovingdon to Chorleywood (St Clement Danes School) and only operates during school times . The bus stop is situated adjacent to the main car park of HMP The Mount.
- Arriva Passenger Services operate a bus (52) from both Hemel Hempstead and Amersham/Chesham. This 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

3.28 Informal pedestrian access to the site is currently available from Chesham Road and Molyneaux Avenue - the latter also serving as the primary pedestrian access to HMP The Mount and to properties on Lancaster Drive, Mitchell Close and Lysander Close.

3.29 PThe only pedestrian and cycle access to local services is via Chesham Road which provides a route to the village centre. There are no through routes on Molyneaux Avenue, Lancaster Drive or Hyde Lane.

3.30 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 streets, 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 design stages.

### **Infrastructure, Services and Utilities**

- 3.31 All utilities are available in the vicinity of the site and can be extended to serve the development.
- 3.32 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.
- 3.33 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

- 3.34 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

- 3.35 There is a short section of gas pipeline which runs along the frontage of the site, approximately 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.

#### Local Services

- 3.36 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 also provided on Chipperfield Road at the village's eastern extent.
- 3.37 Other amenities within close proximity of the site include Bovingdon Football Club and Bovingdon & Flaunden Tennis Club both co-located off Green Lane. There are also two churches within the village including Bovingdon Baptist Church off the High Street and St Lawrence Church off Church Street.



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

### School Capacity

- 3.38 Bovington 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 and a total of 16 classes (including the nursery) 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 and a current roll number of 470 pupils. Hertfordshire County Council as Local Education Authority has advised that any additional demand from the development at the Chesham Road/Molyneux Avenue site can be accommodated within the school's latent capacity.



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

### Open Space

- 3.39 this site would therefore lead to a loss of open space. The site mostly consists of grassland, scrubland and broadleaved plantation which shows signs of significant disturbance with few remnants of the original pasture remaining. There is also frequent scrub invasion of the grassland and the site has been subject to unauthorised fly-tipping in the past.

3.40 The provision of open space within the site therefore forms a key element of the proposed scheme.

## **Other Issues**

### National Air Traffic Services

3.41 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 Bovington Airfield immediately to the north and west of the site. The RSS Bovington fixed reflector table performs a valuable role in supporting the operation of Heathrow Airport.

3.42 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 (i.e. those at HMP The Mount and surrounding residential areas) are typically two storeys in height, it is considered that there are no significant restrictions to providing two storey residential development at this location. However, these dwellings should be no taller than two storeys.



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

### Land Stability

3.43 It has become apparent that there may be land stability issues at this site with reports that parts of the site (specifically around the balancing pond) have collapsed. As the balancing pond is fed by a series of underground drainage pipes from HMP The Mount, it is likely that these collapsing occurrences are associated with this drainage system. It will therefore be necessary for the developer to prepare a Land Stability Assessment in order to identify the cause of these

collapses and what remediation measures are necessary to ensure the site can be developed.



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

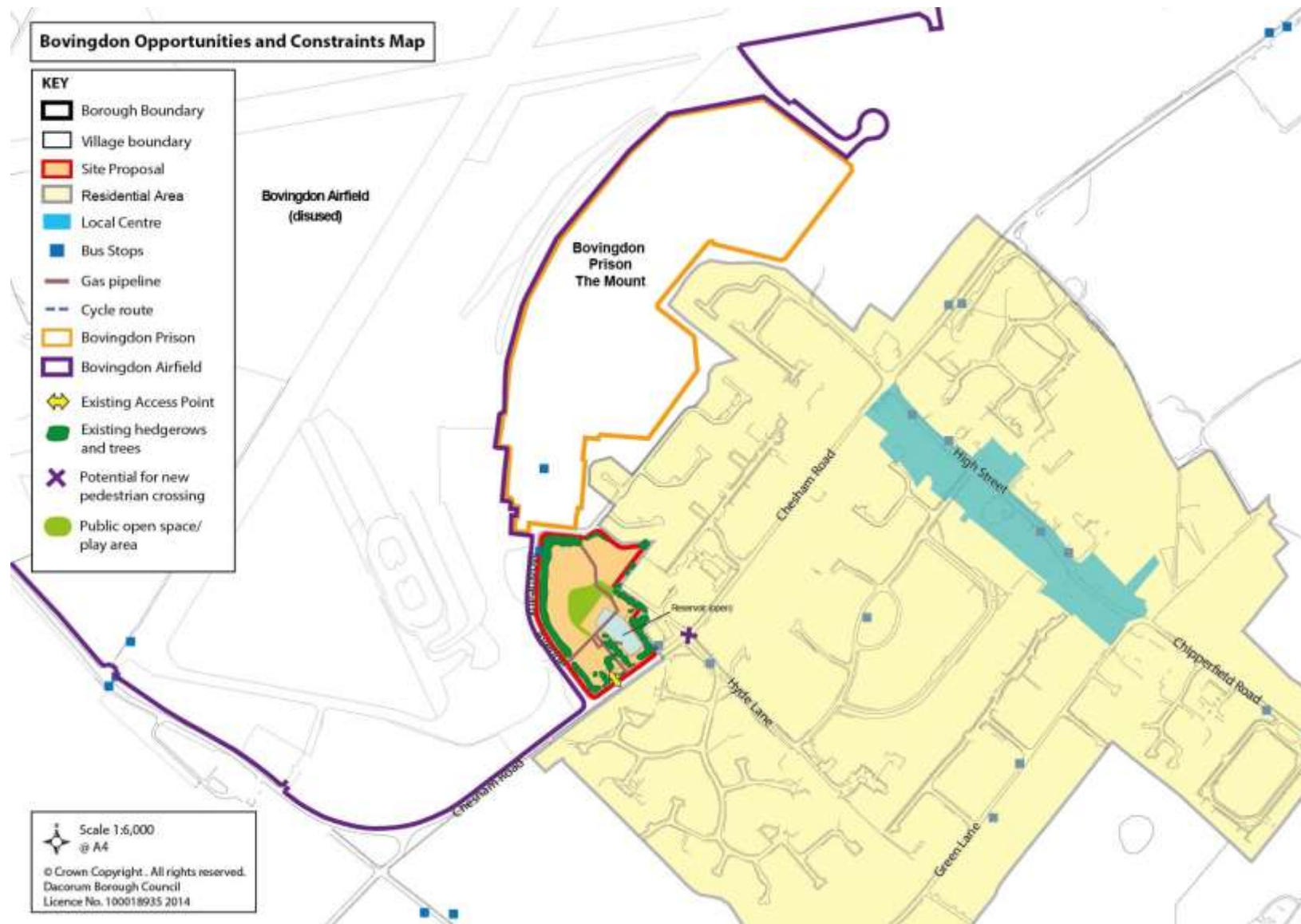
**Constraints**

- 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.

Figure 4: Site Constraints and Opportunities



# 5 Master Plan Requirements

## Vision

- 5.1 This Master Plan sets out a framework for the form that the new development will take. It includes the key requirements which should inform the detailed plans for the site as part of the subsequent planning application. The challenge is to create a sustainable place that complements Bovingdon village and integrates into 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;
  - 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 Site Allocations DPD.

## Homes

### Homes Principles

- **Accommodate 60 homes.**
- **Deliver a mix of two storey housing, including 40% affordable 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 Of the total homes provided at the site, 40% 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](http://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).

## ***Design***

### **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.**

- 5.10 The new housing development will be immediately adjacent to existing established 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 and risk of reflections posed by taller buildings.
- 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, including a carbon compliance check, in support of the planning application. 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>.

### ***Landscape and Green Space***

#### **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.**

- 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 pond) is key to the overall design of the scheme. This space will help retain and enhance 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 100m<sup>2</sup>
  - 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 additional planting, using native species of local provenance. This will serve to screen the development from views within the wider landscape; create a natural boundary to the settlement edge; and will also contribute to enhancing ecological connectivity within the site and integration of such networks



beyond the site boundaries. Planting designs should be set out within a Landscaping Scheme and submitted in support of the planning application.



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



*View from within the site looking towards the prison*

### ***Highways and Access***

#### **Highway and Access Principles**

- **Provide for vehicular access off Molyneaux Avenue with pedestrian access off Chesham Road.**
- **Potential for limited new vehicular 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.**

5.19 The principle site access will be from Molyneaux Avenue, with the potential for a limited number of single-dwelling vehicular crossovers directly onto Chesham

Road, depending upon the final site layout and subject to the Local Highway Authority's approval.

- 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 could be used for the creation of pedestrian and cycle linkages. This will aid integration of the site with the wider village and promote the use of non-car modes of transport.
- 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 access other facilities within the village centre.
- 5.23 There is already good access from the site to existing bus routes and stops along Molyneaux Avenue. Contributions to support sustainable travel options are likely to be required.

### ***Infrastructure, Services and Utilities***

#### **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 exists prior to occupation of the development.**
- **Incorporate SuDS measures, where technically feasible, which links to the existing balancing pond and maximises the use of this space for amenity, biodiversity and other benefits to the local area, in line with current guidance.**

- 5.24 There are no known technical or capacity issues that will prevent the new development linking in to existing utilities networks.
- 5.25 However, Thames Water has indicated that new or upgraded drainage infrastructure is likely to be required to ensure there is sufficient capacity within the waste water network ahead of the development. Further studies will be necessary to identify capacity constraints within these existing networks and it is expected that a Drainage Strategy should be prepared by the developer to determine the exact impact and significance of infrastructure required to support the development. Therefore the developer should liaise with Thames Water at an early stage in the pre-application process to scope out the extent of this strategy.

- 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 space and enhance biodiversity value. Pre application discussions with the Local Planning Authority, as well as Hertfordshire County Council as Lead Local Flood Authority (LLFA), are recommended to establish an appropriate surface water drainage strategy and SuDS design for the site. At this site, particular 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 This surface water drainage strategy and SUDS design should also be factored into a Flood Risk Assessment identifying areas at risk of flooding and appropriate mitigation to ensure the risk is minimised rather than exacerbated. Flood risk and surface water drainage will be considered in detail, including the implementation of appropriate SuDS measures where technically feasible, by the Local Planning Authority alongside the planning application for new homes. This will include statutory consultation with the Lead Local Flood Authority (Hertfordshire Council Council) and the attachment of any relevant conditions to any planning permission granted.
- 5.28 The development will be expected to make appropriate contributions towards local services and facilities (i.e. education and health), as outlined in Section 7.

# 6 Indicative Layout

- 6.1 The principles that are important to the success of the development are represented on the indicative site layout 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 amended in preparation of a full planning application following conclusions from relevant technical studies.
- 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 Statement;
  - Energy Statement;
  - Site Waste Management Plan;
  - Tree Survey / Arboricultural Report;
  - Environmental Impact Statement<sup>4</sup>;
  - Transport Assessment;
  - Archaeological Assessment;
  - Updated Phase 1 Habitat Survey;
  - Protected Species Survey and Assessment;
  - Flood Risk Assessment;
  - Drainage Strategy;

---

<sup>4</sup> Subject to the conclusion of any Screening Opinion.

- Land Contamination Assessment Phase 1 Report;
- Land Stability Assessment;
- Lighting Assessment;
- Open Space Assessment;
- Design and Access Statement with Crime Prevention Measures;
- Landscape Visual Impact Assessment;
- Landscaping Scheme;
- Affordable Housing Statement;
- Planning Obligations – Draft Heads of Terms.

6.8 Further advice relating to validation requirements, together with any specific requirements for this site, is available from the Council's Development Management team.

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 the development at Local Allocation LA6.
- 7.3 Whilst contained within the site, the balancing pond located in the southeast corner of the site does not form part of the developable area. 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 in terms of facilitating SuDS measures and public open space provision subject to further investigations and detailed design.

### Phasing

- 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 The Council will require that when a planning application or planning applications are brought forward for the allocation they demonstrate compliance with this Master Plan and a comprehensive approach to the development of the allocation, including the nature and timing of delivery of community infrastructure and other planning obligations.
- 7.6 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

- 7.7 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 106<sup>5</sup>, or a combination of both.

---

<sup>5</sup> 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.

7.8 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;
- *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 advice 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**

7.9 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.

7.10 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 Dacorum Borough Council and Ministry of Justice to inform the Core Strategy examination) (Examination Document Ref. SG7) (September 2012);
- Minutes of stakeholder meeting (May 2013)
- Dacorum Community Infrastructure Levy (CIL) Viability Report, DBC (July 2013);
- Dacorum Borough Council Community Infrastructure Levy: Strategic Sites Testing, BNP Paribas (October 2013);
- Archaeological Assessment Stage 1: Desk-based Assessment: Land at Chesham Road, Bovingdon, Archaeological Services & Consultancy Ltd (July 2013);
- Phase 1 Habitat Survey (The Mount, Bovingdon: Ecological Survey), Herts & Middlesex Wildlife Consultancy (April 2011);
- Hertfordshire's Ecological Networks: A report on the current situation and priorities for restoration, Hertfordshire Local Nature Partnership (2013).
- Landscape Character Assessment SPG, DBC (May 2004);

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>