

# Planning Statement Chesham Road

Relating to site at  
45-46 Chesham Road, Bovingdon, Hertfordshire, HP3 0EA

April 2021

The logo for hgh consulting, consisting of the lowercase letters 'hgh' in a white, sans-serif font, enclosed within a white rectangular border.

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**Contents**

1.0 Introduction ..... 3

2.0 Description of the Site and Surrounding Area..... 5

3.0 Planning History ..... 11

4.0 Proposed Development ..... 14

5.0 Planning Policy ..... 16

6.0 CIL and Planning Obligations ..... 18

7.0 Planning Assessment ..... 19

8.0 Conclusion ..... 29

Appendix 1 ..... 30

## 1.0 Introduction

- 1.1 This Planning Statement has been prepared by hgh Consulting on behalf of Ron New and Roger Fleet (“the applicants”). It supports a full planning application for residential development at 45-46 Chesham Road, Bovington, Hertfordshire, HP3 0EA (“the site”). The site is located within the administrative boundary of Dacorum Borough Council (DBC).
- 1.2 The extent and location of the site is identified in Figure 1 below:

**Figure 1.0: Site Location Aerial Photograph**



- 1.3 The planning application is for the following description of development:
- Demolition of existing bungalows, construction of semi-detached houses and associated access, parking and landscaping.***
- 1.4 This planning application is submitted for full planning permission. It follows the approval of two similar development schemes within close proximity to the application site. These include:
- 50-53 Chesham Road. The demolition of an existing bungalow and construction of 2 semi-detached dwellings and 7 terraced dwellings was allowed at appeal on 9 January 2019, (application reference (ref): 4/01779/FUL and appeal ref: APP/A1910/W/18/3202687).
  - 49 Chesham Road. The demolition of an existing bungalow and construction of 8 semi-detached dwellings was also approved on 26 May 2020 (application ref: 19/02696/FUL).
- 1.5 The existing site comprises two separate bungalow properties in large spacious plots. The proposal demonstrates that 8 new dwellings would sit comfortably within the application site. The proposed development will mean that the site offers a more efficient provision of residential accommodation in a manner that adheres to the evolving character of the area.
- 1.6 This Statement provides background information on the site and an assessment of the proposed development against relevant planning policies and any other material considerations in accordance with Section 38(6) of the Planning and Compulsory Purchase Order Act 2004 (as amended).

### Structure of Statement

1.7 This statement is structured as follows:

- **Section 2** provides a description of the site and surrounding area;
- **Section 3** describes the relevant planning history of the site and surrounding area;
- **Section 4** provides a description of the application proposals;
- **Section 5** provides a summary of national and local planning policy and guidance of relevance to the proposals;
- **Section 6** refers to the contributions that would be made by the developer through Community Infrastructure Levy (CIL);
- **Section 7** examines the planning considerations of the proposed development; and
- **Section 8** draws out conclusions in respect of the proposals.

### Consultant Team and Supporting Documentation

1.8 hgh Consulting are the appointed planning consultants and have been instructed to prepare this planning statement and submit the planning application.

1.9 This Planning Statement draws from and should be read in conjunction with the accompanying application plans and reports:

- Design and Access Statement (Richard Boast Architects);
- Drawings (Richard Boast Architects);
- Transport Statement (Transport Planning Associates);
- Sustainable Drainage Assessment (Edge Structures);
- Ecology Report (Green Environmental Consultants Ltd); and
- Arboricultural Survey and Tree Protection Plan (David Clarke Chartered Landscape Architect and Consultant Arboriculturist Ltd).

## 2.0 Description of the Site and Surrounding Area

### The Application Site

- 2.1 The application site, outlined in red in Figure 2 below, is located on the eastern side of Chesham Road, Bovington. It measures 0.19 hectares in area.

**Figure 2.0: Site Location Plan**



- 2.2 The application site comprises two existing bungalows; both of which are situated on large spacious plots each featuring a detached bungalow, with private access and hardstanding driveways to the front and a large garden to the rear. Both bungalows appear to have been constructed in the 1920s or 1930s, which have aged overtime with an undistinguished appearance. See figures 3.0 and 4.0 below.

**Figure 3.0: No.45 Chesham Road viewed from Chesham Road**





**Figure 4.0: No.46 Chesham Road viewed from Chesham Road**



- 2.3 Both bungalows have undergone extensions and alterations, resulting in an enlarged form that extends further to the rear than the original dwellings. No. 46 Chesham Road also has a detached garage set back from the street.
- 2.4 The two properties are currently separated by a hedge and soft landscaping. Further soft landscaping boundaries, comprising mainly hedges, are situated on either side and to the rear of the properties.

**Wider site context**

- 2.5 Bovingdon is approximately 3 miles south-east of Berkhamsted, and 4 miles south-west of Hemel Hempstead. It is described in the Dacorum Borough Core Strategy as a 'relatively large village'. The Core Strategy notes that Bovingdon '*has a vibrant centre characterised by historic buildings and a good provision of shops, providing for most day-to-day needs*' and '*the village has good links to Hemel Hempstead and Chesham via the B405*'.
- 2.6 Bovingdon is inhabited by a large number of commuters to London as well as those that live and work locally. The closest railway stations are in Hemel Hempstead and Berkhamsted, which offer frequent services to London Euston on Monday to Saturday from Berkhamsted. The journey time is approximately 40 minutes with services approximately every 10 to 20 minutes. Sunday services are provided but at a reduced frequency.
- 2.7 The application site is served by bus stops within walking distance situated 400 metres away on High Street to the north-east from the site. The 1 and 1a bus services provide transport to Hemel Hempstead and Chesham and depart approximately once every hour. Additionally, the no.352 bus runs five times daily and provides transport to Watford and Hemel Hempstead.
- 2.8 The application site is approximately 250m from Bovingdon High Street, which features an existing cluster of services including convenience stores such as Tesco Express and Co-Op, pubs, restaurants, takeaways, a pharmacy, dry-cleaners, a village hall, library and Bovingdon Academy Primary School.
- 2.9 The site is therefore well served by local services and facilities, with access to different modes of public transport.

*Local characteristics*

- 2.10 Chesham Road is an established residential area and comprises a wide range of housing with regard to mix, scale, form and appearance.
- 2.11 There are a range of architectural styles and design characteristics evident throughout Chesham Road as well as Simon Dean to the rear of the application site. This is clearly shown in the figures 5.0 and 6.0 below.

**Figure 5.0: Mixed form and character of properties on the eastern side of Chesham**



**Figure 6.0: Terrace and semi-detached blocks on the western side of Chesham Road**



- 2.12 As shown below in Figure 7.0, the western side of the portion of Chesham Road in which the site is located features detached properties of a slightly larger scale than those located on the eastern side. Though these properties are relatively consistent with regard to scale and ridge height, the form and design of these properties vary greatly. It is clear these properties have little relationship with the properties on the eastern side including the application site.



**Figure 7.0: Detached dwellings on the western side of Chesham Road**



- 2.13 To the rear of the application site is a cul-de-sac called Simon Dean. This is characterised by two storey semi-detached and terrace dwellings. As shown in Figure 8.0 below, the dwellings on Simon Dean are not visually prominent when viewed from Chesham Road. Terraced blocks and semi-detached pairs on Simon Dean lack visual interest and fail to make a positive contribution to the Simon Dean and Chesham Road streetscene.

**Figure 8.0: Application site as viewed from Chesham Road**





**Figure 9.0: Properties on Simon Dean to the rear of the application site**

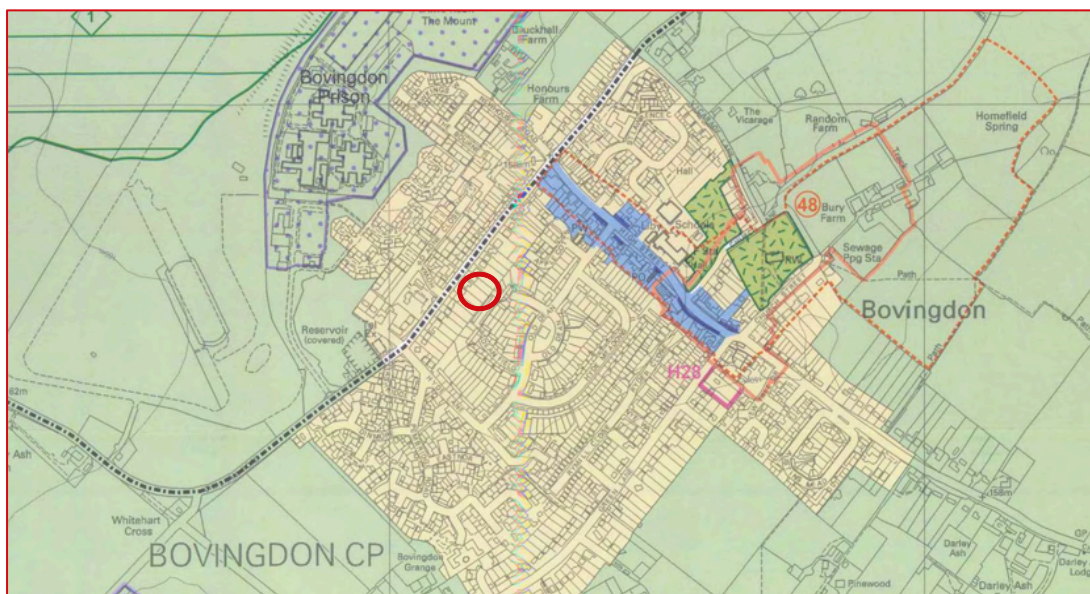


- 2.14 Notwithstanding the schemes currently with planning permission (see Section 3), the pattern of built development throughout Chesham Road is varied in scale, form and appearance. This is largely due to the fragmented and piecemeal development. This has led to a large number of detached dwellings, which generally lack design consistency.

#### **Planning Designations**

- 2.15 The Proposals Map within the Dacorum Borough Local Plan 1991-2011 (Map Sheet 5) indicates that Bovingdon is designated as a large village (see Figure 10.0 below; the site is identified by the red circle). Other than its location in the village, the application site is not subject to any other planning designations.
- 2.16 The map indicates that Chesham Road is classified as a 'County Non-Principal Category 1' Secondary Distributor Road within the Borough's road hierarchy.
- 2.17 The high street, in close proximity to the application site in a north-east direction, is designated as Town/Local Centre.
- 2.18 The application site is situated outside of the Conservation Area and Area of Archaeological Significance outlined with dark green outline and green shading in Figure 10.0.

**Figure 10.0: Planning Designations in Dacorum Borough Local Plan 1991-2011 (Proposals Map Sheet 5)**



*Heritage Assets*

- 2.19 There are no listed buildings situated on Chesham Road close to the application site. The only listed heritage assets within the vicinity of the site are situated on the High Street and Newhouse Road, at least 290m away from the application site.
- 2.20 The application site is not situated within the Bovingdon Conservation Area.

*Flood Risk*

- 2.21 The entire application site falls within Flood Zone 1, as defined on the Environment Agency flood map for planning. The site is not at risk of flooding, nor is there a requirement for a Flood Risk Assessment (FRA) to be submitted in support of this application as the site is under 1ha in area.

### 3.0 Planning History

#### Site Planning History

- 3.1 A search of the DBC online planning register revealed no previous applications or other planning history for nos. 45 or 46 Chesham Road.

#### Other Relevant Planning History

*Nos. 50-53 Chesham Road*

- 3.2 An application for a neighbouring property (ref: 4/01779/17/FUL) to the north of the application site at nos.50-53 Chesham Road was refused by delegated powers on 5 March 2018 for:

***Demolition of existing bungalow and construction of 2 new semi-detached dwellings. Construction of new terraced dwellings on land to the rear of 50-53 Chesham Road. New access road to terraces.***

- 3.3 The reason for refusal states that:

*“The proposal would introduce a second tier of housing behind the Chesham Road frontage. This backland scheme would detract from the established character of the area, being detrimental to the residential amenity of residents of the existing nearby housing by reason of overlooking and overbearing visual impact and establishing a cramped overdevelopment with the site dominated by car parking, contrary to Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Design) of the Dacorum Core Strategy. The proposed dwellings to replace no. 50 Chesham Road would not be served with any turning facilities to safely enable vehicles to enter and exit in forward gear, contrary to Policy CS12 of Dacorum Core Strategy”.*

- 3.4 Following the refusal, a subsequent application was submitted at the site (ref: 4/01095/18/FUL) for:

***Demolition of existing bungalow and construction of 2 new semi-detached dwellings and 7 terraced dwellings with new access road to terraces.***

- 3.5 This second application proposed a similar quantum of development with a similar layout but with several changes as summarised below:

- Revised building form with fenestration and massing amended to mitigate perceived overlooking and overbearing impact;
- Re-designed building elevations with contrasting materials to break up building mass;
- Proposed shared pathways to provide access to gardens and bin stores;
- Siting and layout of proposed dwellings fronting Chesham Road reconsidered to negate requirement for parked cars to reverse on to Chesham Road; and
- Amended landscaping in car parking and hardstanding areas to increase level of proposed hedges and planting.

- 3.6 This application was also refused by delegated powers on 29 August 2019. The reason for refusal states:

*“The proposal would introduce a second tier of housing behind the Chesham Road frontage. This backland scheme would detract from the established character of the area, being detrimental to the residential amenity of residents of the existing nearby housing by reason of overlooking and overbearing visual impact and establishing a cramped overdevelopment with*

*the site dominated by car parking, contrary to Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Design) of the Dacorum Core Strategy”.*

- 3.7 The applicant appealed against the refusal of both applications, through written representations. The Planning Inspectorate issued a single decision notice on the 9 January 2019, combining both appeals (Appeal A: DBC ref: 4/01779/17/FUL, appeal ref: 3202687. Appeal B: DBC ref: 4/01095/18/FUL, appeal ref: 3211074). This decision allowed Appeal A and dismissed Appeal B.
- 3.8 The proposed layout of Appeal A comprises a pair of semi-detached houses fronting Chesham Road with parking located immediately adjacent to the street frontage. It also includes an access point for pedestrians and vehicles being implemented between nos.51 and 52 Chesham Road, leading to the additional row of housing to the rear of the site. In considering both appeal schemes, the Inspector noted that though the proposals would introduce development beyond the Chesham Road frontage, the development would be of a comparable bulk and mass with neighbouring houses and would not appear as an incongruous addition to the rear of the principal houses that front Chesham Road.

**Figure 11.0: Approved site layout (ref: 4/01779/FUL and appeal ref: 3202687)**



*No. 49 Chesham Road*

- 3.9 An application relating to a site at no.49 Chesham Road was granted planning permission (ref: 19/02696/FUL) through delegated powers on 26 May 2020 for:

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



- 3.10 The application proposed a similar development pattern to the allowed appeal at nos. 50-53 Chesham Road. It proposed four semi-detached pairs between the Chesham Road frontage and a second row behind with an access route between the two pairs fronting Chesham Road.

**Figure 12.0: CGI aerial view of approved permission (ref: 19/02696/FUL)**



- 3.11 The summary of the key points provided in the officer's report are as follows:
- The proposal represents sustainable development of a brownfield site in an accessible location close to the centre of Bovington Village and is compliant with the NPPF and local policies NP1, CS1 and CS4.
  - The proposal is considered to be of an acceptable scale and design within the context of the site and its surroundings. It would complement the character and appearance of the site and surroundings without harm to residential amenity, in accordance with Policies CS11 and CS12 and Saved Policies 10, 18, 21, 99 and 111, and Appendix 3 of the saved Local Plan (2004).
  - The proposed access and parking arrangements are considered satisfactory and would not adversely impact highway safety, and would therefore accord with Policies CS8 and CS12, and Saved Policies 51, 54, 58 and Appendix 5 of the saved Local Plan 2004.
- 3.12 In discussing the principle of the development, the officer's report notes the application site is within an "*established residential area*" and that the previous appeal decision carries "*significant weight in favour of the current application, particularly because the current proposal is next to the appeal site and comprise a similar form, scale and design*".
- 3.13 No other planning history in the locality of the site that is considered relevant to this proposal.

## 4.0 Proposed Development

### The Proposed Development

4.1 This full planning application is for:

***Demolition of existing bungalows, construction of semi-detached houses and associated access, parking and landscaping.***

4.2 A comprehensive description of the design and layout of the proposals is set out within the accompanying Design and Access Statement.

4.3 A summary of the proposal is provided below.

### Housing Mix

4.4 The proposed development will create 8 new residential units. The proposed housing mix provides a variety of unit sizes, incorporating family-units as outlined below:

- 6 x 3-bed residential units; and
- 2 x 4-bed residential units.

4.5 Two of the proposed units have been designed to comply with Building Regulations Part M4(2), while the remaining six proposed units will be built to comply with Part M4(1).

### Design and Layout

4.6 The proposed units comprise semi-detached pairs incorporating 2.5 storeys.

4.7 The proposed layout will consist of two rows of housing with one row fronting Chesham Road and a second row behind. The proposed arrangement will resemble the layout of recent schemes at no.49 and nos.50-53 Chesham Road.

4.8 The semi-detached pairs fronting Chesham Road will be separated by the proposed vehicular access route leading to the units at the rear.

4.9 Car parking will be located towards the front of each unit with a parking court accommodating additional parking provision.

4.10 The proposed units will feature a similar scale as other semi-detached pairs throughout Chesham Road.

### Amenity and Landscaping

4.11 The 8 proposed residential units will be provided with private rear gardens, all accessible via the living area within each unit, as well as by a gate on the flank wall of each unit.

4.12 The proposed rear gardens will range in area from 51.2sqm to 87.9sqm, featuring paved and lawned areas and perimeter fencing to separate the amenity spaces between each semi-detached pair.

4.13 Planting will be implemented between the parking area for each proposed unit. Soft landscaping will feature between the proposed vehicular access to each proposed residential unit as well as on the boundary of the site, towards adjacent properties.

### Access and Parking

4.14 The existing vehicular access points from both nos.45 and 46 will be removed. A new vehicular access fronting Chesham Road sited in the centre of the site, between the two proposed semi-detached blocks, will be created.

4.15 A total of 19 parking spaces will be provided on site. This amounts to over 2 car parking spaces per residential unit with an additional 2 visitor car parking spaces.

4.16 Two cycle parking spaces will be provided within each rear garden, all of which will be accessible via a separate side gate entrance.

**Refuse / Recycling Provision**

4.17 The proposed vehicular access route is suitable for refuse vehicles that serve the local area.

4.18 Refuse vehicles will enter the site in a forward gear and utilise the vehicular access/parking area to turn around prior to re-entering Chesham Road in a forward gear.

4.19 Refuse will be contained in the rear garden of each dwelling and brought to the front of the property on collection days. Separate side entrances are proposed so occupiers can move refuse containers to collection points externally.

4.20 Further details have been set out by the accompanying Transport Statement.

## 5.0 Planning Policy

- 5.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application shall be in accordance with the development plan unless material considerations indicate otherwise.

### The Development Plan

- 5.2 The adopted Development Plan relevant to this site comprises the following:
- Dacorum Borough Core Strategy 2006-2031 (adopted 2013);
  - Saved policies of the Dacorum Borough Local Plan 1991-2011 (adopted 2004); and
  - Site Allocations Development Plan (adopted 2017).
- 5.3 The New Dacorum Local Plan (2020-2038) 'Emerging Strategy for Growth' is currently being prepared. The Regulation 18 draft Local Plan was recently subject to a consultation, which closed on 28 February 2021. Once adopted, the new Local Plan will replace the Site Allocations Development Plan Document (2016), Core Strategy (2013) and 'saved policies' from the Dacorum Borough Local Plan (2004). Given the early stages of the New Local Plan, it is not being referred to in the consideration of planning applications and is therefore not referred to within this planning statement.
- 5.4 For the purposes of this Planning Statement, the Dacorum Borough Core Strategy 2006-2031 is hereby referred to as 'the Core Strategy'. Similarly, the Dacorum Borough Local Plan 1991-2011 is to be referred to as 'the Local Plan'.
- 5.5 A table summarising the relevant planning policies is attached in Appendix 1.

### Other Material Planning Considerations

- 5.6 The following are also important material planning considerations:
- National Planning Policy Framework (NPPF) (2019);
  - National Planning Practice Guidance;
  - Parking Standards Supplementary Planning Document (November 2020)

#### *National Planning Policy Framework (2019)*

- 5.7 The NPPF sets out the Government's overarching national strategic planning objectives and forms a material consideration in the planning process.
- 5.8 At the centre of the adopted NPPF is a presumption in favour of sustainable development. It involves seeking positive improvement in the quality of the built, natural and historic environment, as well as people's quality of life. NPPF provisions, which are relevant to the proposal include:
- Making effective use of land;
  - Replacing poor design with better design;
  - Widening the choice of high-quality homes; and
  - Improving the conditions in which people live, work, travel and take leisure.

- 5.9 The NPPF advises that local planning authorities should approach decisions on proposed development in a positive way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. It also indicates that local



planning authorities should seek to approve applications for sustainable development wherever possible.

- 5.10 Paragraph 68 of the NPPF identifies the importance of small and medium sized sites in contributing to meeting the housing requirement of an area and recognises that small and medium sized sites are often built out relatively quickly.

## 6.0 CIL and Planning Obligations

### Community Infrastructure Levy (CIL)

- 6.1 DBC adopted a Community Infrastructure Levy (CIL) in February 2015. CIL is a charge on development to help fund infrastructure such as transport schemes and schools, which is required to help support and accommodate new growth from development. This is set out in policy CS35 of the Dacorum Core Strategy.
- 6.2 The Charging Schedule indicates that the site is in Zone 2 and is subject to the charge of £196.65 per sqm, based on the January 2021 CIL indexation.
- 6.3 The CIL form submitted with this application confirms the CIL payment applicable for this scheme, payable on implementation of the development.

### Planning obligations

- 6.4 The development is anticipated to be subject to any site-specific obligations that will be considered during the determination period of the planning application.
- 6.5 In accordance with the NPPF paragraph 56, planning obligations should only be sought where they meet all of the following tests:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.
- 6.6 Issues such as the timing of delivery, triggers and the amount of financial contributions where applicable will be considered as the planning process moves forward towards determination.

## 7.0 Planning Assessment

7.1 This section assesses the proposals against the development plan and other material considerations and provides the planning justification for the proposed development.

7.2 The key considerations relevant to the planning application are:

- Principle of the proposed development;
- Housing;
- Design;
- Residential Amenity;
- Trees and Landscaping;
- Ecology and Biodiversity;
- Transport, Access, Parking and Servicing;
- Sustainable Drainage;
- Air Quality; and
- Energy and Sustainability.

### Principle of the Proposed Development

7.3 The application site comprises two neighbouring detached purpose-built bungalows, each on a separate plot. The proposed development includes the demolition of these existing buildings, neither of which are protected by any national or local designation. Due to their unexceptional contribution to the character of the streetscene and wider area, the principle of their demolition is considered to be acceptable.

7.4 The application site constitutes previously developed land by means of the existing bungalows, driveways and parking hardstanding on the site. Policy CS2 of the Core Strategy states that this is one of the criteria for land within defined settlements to be considered appropriate for development.

7.5 Policy CS1 of the Core Strategy identifies Bovingdon as a 'large village' within the settlement hierarchy of Dacorum. This policy describes such locations as "*areas where limited development is appropriate to ensure population stability*". Similarly, policy CS4 of the Core Strategy seeks to ensure development is guided to appropriate areas within settlements, and that residential development is appropriate in residential areas while promoting higher densities. The proposal fits in with these policy objectives.

7.6 Furthermore, the application site is within an established residential area and close to shops and services in the village centre on the High Street approximately 800m or 10 minutes' walk to the north-east. This is representative of a sustainable location and therefore supports the sustainable nature of the proposed development, in accordance with the NPPF's presumption in favour of sustainable development.

- 7.7 The neighbouring schemes at nos.50-53 Chesham Road (appeal: 3202687) and at no.49 Chesham Road (ref: 19/02696/FUL) (see Section 3) both proposed demolition of pre-existing properties fronting Chesham Road and a two-tier site layout and gained planning consent. These form material planning considerations to the proposal.
- 7.8 The proposal is very similar in nature and in proximity to both sites. Coupled with the existing irregular pattern and piecemeal nature of the built environment on Chesham Road and the surrounding area, the principle of the proposed development is considered acceptable in this location.
- 7.9 In summary, the site is in an area identified to be suitable for residential development, within close proximity to local amenities and public transport services. The proposal has been designed with the intent of utilising this location by increasing the level of residential accommodation that benefits from it and making a more efficient use of the site. The principle of the proposed development is therefore considered to be acceptable with regard to policies CS4, CS11 and CS12 of the Core Strategy, policies 10 and 21 of the saved Local Plan policies, and the NPPF.

### **Housing**

- 7.10 The proposed development will provide a contribution to housing delivery rates within Dacorum. This is consistent with policy CS17 of the Core Strategy which outlines annual housing delivery objectives for the Core Strategy plan period (2006-2031), and states that 430 net additional dwellings should be provided each year.
- 7.11 DBC has delivered only 89% of its housing target in the last three years. As a result, the Council is required to implement an Action Plan to bring future delivery in line with its target. The proposed units would make a valuable contribution to the borough's housing requirements and will assist in boosting the delivery of much needed housing.
- 7.12 The proposed development is available for development now and would contribute towards the borough's five-year housing supply and delivery of the annual housing target. This may assist in alleviating pressure on larger, more complex sites that cannot be delivered or developed as easily or quickly as the application site.

### *Unit mix*

- 7.13 The proposed development will provide the following mix:
- 6 x 3 bed residential units; and
  - 2 x 4 bed residential units.
- 7.14 This housing mix is proposed to offer housing that will cater for families in an appropriate location. This accords with paragraph 61 of the NPPF and Core Strategy policy CS18, which highlights the requirement for new development to include a mix of housing types and sizes, to meet the needs of all sections of the community, provide a choice of homes and encourage sustainable, inclusive and mixed communities.

### *Affordable Housing Provision*

- 7.15 As per paragraph 63 of the NPPF, provision of affordable housing should not be sought for residential developments that are not major developments. As fewer than 10 homes are proposed and the site



has an area of less than 0.5ha, the proposed development does not constitute a major development and therefore does not exceed the threshold to provide affordable housing.

### Design

- 7.16 National and local planning policies attach great weight and importance to design. The NPPF particularly establishes that the Government gives great importance to the design of the built environment and recognises that it is a key aspect of sustainable development.
- 7.17 Chapter 12 of the NPPF seeks to achieve well designed places. Planning decisions should ensure that development: will function well and add to the overall quality of the area; is sympathetic to local character including the surrounding built environment; and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

### Scale/Appearance

- 7.18 All proposed units are semi-detached dwellings and will feature a maximum height of 2.5 storeys.

**Figure 13.0: Proposed streetscene onto Chesham Road**



- 7.19 The 2.5-storey height of the proposed units will prevent the height from appearing visually obtrusive within the context of the street scene. The proposed units feature rooflight windows to enable a third storey to provide well-balanced family accommodation, without significantly exceeding the scale of neighbouring properties.
- 7.20 The Chesham Road streetscene is characterised by how properties vary in design, particularly with regard to the range of roof forms and heights. This is notably more evident amongst properties on the eastern side of Chesham Road including those in close proximity to the application site. Indeed, 2.5 storey units were approved for the schemes at no. 49 Chesham Road and nos. 50-53 Chesham Road. The proposed height and roof form would not be out of keeping with the existing and emerging pattern of built development.
- 7.21 Barn ends on the roofs of the proposed units will result in a roof form that will give articulation to the buildings' appearance whilst preventing an obtrusive appearance when viewed from the context of the street. This will ensure the proposal is compliant with policy CS12 of the Core Strategy with regard to respecting the design of neighbouring properties.
- 7.22 The properties to the rear of the application site on Simon Dean are not clearly visible from the Chesham Road streetscene, though a marginal line of sight is possible at points along Chesham Road adjacent to the application site. To accord with policy CS11, the height and massing of the

proposed units does not significantly exceed those of neighbouring properties and would appear complementary and respectful when viewed in the same context from the adjacent side of Chesham Road.

#### *Layout*

- 7.23 Introducing a second tier of housing set back from the Chesham Road frontage would contribute to a more efficient use of the site and is consistent with policy CS4 of the Core Strategy which promotes higher density development. This is also in line with saved Local Plan policy 10 which seeks to optimise the use of urban land. In proposing to increase the quantum of residential accommodation on site, while maintaining consistency with the density and layout of neighbouring sites, the proposal is also compliant with policy CS11 which intends to enhance quality of neighbourhood design while respecting existing densities in the area.
- 7.24 Two of the proposed semi-detached pairs will front Chesham Road (plots 1-4) with adequate setback to provide resident parking for each dwelling, whilst also ensuring that the outer plots (1 and 4) create a positive relationship and build line with neighbouring properties. These two pairs will be separated by adjacent landscaping and the proposed central access road which will be 4.5m wide and is proposed to provide a means of access and servicing as required by policy CS11 of the Core Strategy.
- 7.25 All proposed semi-detached pairs will retain a gap between their flank walls and respective boundaries shared with neighbouring properties. This will enable residents to access their rear gardens through a side gate, while retaining a considerable gap between each of the proposed plots 1 and 4 and neighbouring properties, to respect the neighbouring amenity of existing properties at nos.47 and 44 Chesham Road.
- 7.26 The residential units to the rear of the site will be situated far enough to provide adequate space for the proposed parking. The proposed set back of the properties to the rear provides the most efficient layout with regard to achieving acceptable rear garden depths. A gap is to be retained between the two proposed semi-detached pairs at the rear of the site to ensure that the two blocks clearly appear separate when viewed from Chesham Road via the proposed central access route.
- 7.27 All proposed units adhere to the 23m minimum separation distance that Appendix 3 of the Local Plan states should be retained between the rear windows of existing properties and the rear windows of the proposed units.
- 7.28 The layout of the proposal is similar to the schemes granted planning permission at nos.50-53 and 49 Chesham Road. It is considered that the layout of the proposed units with a central access road and parking forecourt between, makes the most efficient use of the land. The design of this aspect of the proposal therefore accords with Chapter 11 of the NPPF and policy 10 of the saved Local Plan policies, pertaining to making the most efficient use of land as well as with Appendix 3 of the saved Local Plan policies which provides guidance on the layout and design of residential areas.
- 7.29 The siting of the proposed development will reinforce character established by the neighbouring schemes and contribute to the quality of design within the neighbourhood in compliance with policy CS11 of the Core Strategy, while contributing to providing a greater quantum of housing on the underutilised site in accordance with policy 10 of the saved Local Plan Policies.

*Materials*

- 7.30 The proposed elevational treatment and materials for the proposed units will comprise facing brick, render, aluminium windows and timber weatherboarding.
- 7.31 The proposed materials are evident at a significant number of properties on Chesham Road despite variation in design and appearance. The use of these materials will assist in the proposed development's cohesion with the surrounding streetscene, enabling the site to respond positively to the existing built development surrounding the application site. The proposed materials are therefore considered to contribute to the quality of design within the neighbourhood and adjoining properties in compliance with policies CS11 and CS12 of the Core Strategy.

*Residential amenity space*

- 7.32 All proposed units are provided with spacious private gardens to the rear of each property.
- 7.33 The proposed depth of the gardens falls marginally short of the defined average minimum depth of 11.5m as outlined in Appendix 3 of the Local Plan. Notwithstanding this shortfall, the width of the proposed gardens ensures that the overall area of the private residential amenity space provides a meaningful space for future occupants to utilise. Furthermore, the guidance in Appendix 3 does allow garden depth of an equal depth to adjoining properties for in-fill development, such as the proposed. In this case, the proposed garden depths will be similar to those at Simon Dean.
- 7.34 It is noteworthy to highlight that the shortfall in garden depth does not jeopardise the separation distances between plots within the properties and properties at Simon Dene to the rear of the application site. The separation distances ensure the requirement of 23m is adhered to, in line with Appendix 3 of the Local Plan.
- 7.35 There is a slight variation in the sizes of the proposed gardens. Plot 1 and Plot 4 have slightly smaller gardens with a recessed form to the rear to accommodate for additional parking spaces between the two proposed rows of housing. This is justified by the size of proposed Plot 1 which is a two-bedroom unit and will serve smaller families than the other units. The width of the garden of Plot 4 exceeds the width of most other proposed gardens and accounts for the area lost for the parking space to the rear (P5). This is supported by policy CS18 of the Core Strategy which encourage a wide range of housing.
- 7.36 Whilst a marginal deviation of policy, the overall amenity and quality of space provided as part of the proposed development is considered to accord with the Development Plan as a whole, specifically when considering the high quality of design and accommodation required under policy CS12 of the Core Strategy.
- 7.37 Furthermore, it is noted that the proposed private amenity space is comparable to the rear gardens at no.49 Chesham Road (ref: 19/02696/FUL). The officer's report commented that those gardens were "*considered acceptable and generally comply with Appendix 3 of the Local Plan*".
- 7.38 The proposed provision of residential amenity space and high-quality site design therefore concurs with Appendix 3 of the Local Plan and policy CS12 of the Core Strategy.

*Access/Accessibility*

- 7.39 It is considered good practice to ensure that new homes are readily accessible and adaptable to meet the changing lifetime needs of occupants and to support independent living.

- 7.40 The proposed development therefore includes two units compliant with M4(2) regulations (20%) whilst all other proposed units will comply with Part M4(1).

*Density*

- 7.41 The proposed development will feature a density of 41.67 dph which is considered acceptable with regards to policy 10 of the Council's saved Local Plan Policies. This saved policy outlines that 30-50 dwellings per hectare is an appropriate density for residential development. The proposed development would therefore also accord with policy 21 of the Local Plan, which seeks to secure appropriate densities amongst residential development. Likewise, the proposal reflects the general thrust of NPPF chapter 11: Making Effective Use of Land.

**Residential Amenity**

*Amenity of future occupiers*

- 7.42 The proposed residential units all accord with internal space standards stipulated in nationally described space standards.
- 7.43 The rear of the proposed units will be orientated towards the south-east resulting in a generous provision of daylight and sunlight for future occupiers, as is the case for many properties on the south-east side of Chesham Road.
- 7.44 The proposal is therefore considered to be acceptable in terms of residential amenity for future occupiers in terms of outlook, privacy and overlooking, and accords with Appendix 3 of the Local Plan in considering (i) privacy and (iii) spacing of dwellings, and Core Strategy policy CS12, which outlines space standards for new build residential development.

*Amenity of neighbouring occupiers*

- 7.45 The proposed development has been designed to ensure that it is not visually intrusive and will not create any adverse harm on surrounding properties, in regard to daylight and sunlight considerations and loss of privacy, as required by Appendix 3 of the Local Plan (i and iv) and policy CS12(c) of the Core Strategy.
- 7.46 The proposed plots 5-8 will adhere with the 23m minimum separation distance that Appendix 3(iii) of the Local Plan states should be retained between the rear windows of existing properties. In this case, this refers to the relationship between nos.7-8 Simon Dean and the rear windows of proposed plots 5-8.
- 7.47 Landscaping will be embedded along the rear boundary of the site which will act as a natural barrier that will mitigate any overlooking, intrusion or loss of privacy that may otherwise be experienced by occupiers of the properties to the rear on Simon Dean.
- 7.48 Both properties neighbouring the proposed development fronting Chesham Road, nos. 47 and 44 Chesham Road, do not feature any fenestration above the ground floor level that will provide an unneighbourly line of sight into the proposed units. There is a rooflight on the side facing roof slope of no.44 Chesham Road from which the proposed window on the flank wall of the house on plot 1 may be visible. However, this proposed window will be obscure glazed and will not serve a habitable room and so the impact on amenity of future occupiers and neighbouring occupiers is minimal.

- 7.49 Fencing along the boundary between the application site and no.47 and no.44 Chesham Road will prevent any loss of privacy at ground floor level on the flank walls of these properties orientated towards the proposed units from detracting from the amenity experienced by future occupiers.
- 7.50 An appropriate gap is to be retained between the flank walls of each proposed dwelling and their respective adjacent boundaries. Though the purpose of this gap is primarily to grant access to the rear gardens of the proposed units via a side entrance, these gaps will also contribute to preventing any overbearing impact experienced by occupants of neighbouring properties. The neighbouring dwellings do not extend up to the boundary shared with the application site, and so a gap will be present on either side of the boundary to minimise impact on amenity. The distance between the proposed units and the existing properties at nos.44 and 47 Chesham Road will prevent the possibility of disturbance or a loss of privacy for the neighbouring properties.
- 7.51 Proposed plots 1 to 4 have been sited closer to Chesham Road than nos. 44 and 47 to prevent the proposed units from enabling unneighbourly overlooking into the rear gardens of the aforementioned neighbouring properties.
- 7.52 The flank walls of plots 1 and 4 will feature one window at first floor level which will be obscure glazed to prevent the proposed development from providing a line of sight into the fenestration of the neighbouring properties at no.44 and no.47 Chesham Road.
- 7.53 The layout, siting and detailed design of the proposed development will provide significant levels of residential amenity for future occupiers and ensure that the proposal does not detract from the amenity of neighbouring properties, in compliance with policy CS12 of the Core Strategy and Appendix 3 of the Local Plan.

#### **Trees and Landscaping**

- 7.54 An Arboricultural Report accompanies this application. The report confirms that one group of trees will need to be removed to implement the development. These are low quality or unremarkable 'C' Category trees as set out in BS 5837:2012. The trees are visible within the street scene due to their position to the site frontage, but their amenity value is low.
- 7.55 In proposing to remove these trees, it is recommended that these trees are replaced on the site frontage as part of the landscape proposals for the proposed development. These should include trees which offer long term amenity value as well as being beneficial to wildlife. Together these proposals will mitigate for the removal of trees as part of the proposed development. This complies with the aspirations set by policy CS12(d and e) of the Core Strategy.
- 7.56 It is acknowledged that policy 99 of the saved Local Plan Policies encourages the preservation of trees, hedgerows and woodlands throughout the borough. The policy details that where new development is proposed, high priority will be given to their retention and to their protection during development. However, the Arboricultural Report confirms that the removal and replacement of these trees as part of the proposed development will not have a long term or significant impact on the visual amenity of the local area or its enjoyment by the general public.
- 7.57 The site access and the demolition of the existing dwellings will take place outside the Root Protection Areas (RPAs) and canopy spreads of retained trees. However, the construction of a dwelling, construction activity and the installation of hardstanding will take place within, or adjacent to the RPAs



and/or canopy spreads of retained trees. It is therefore recommended that pre-development tree works will be carried out prior to the implementation of the proposed development.

- 7.58 The assessment carried out and detailed within the Arboricultural Report is in line with policy CS12 which requires any loss of trees to be justified.

### **Ecology**

- 7.59 An Ecological Impact Assessment is submitted in support of this application. The report outlines that the site is located within a residential area with mature gardens, which are poorly connected to other higher-quality habitats likely to support wildlife. The assessment of the site found no evidence of European protected species.
- 7.60 The habitats within the site were generally found to be of low ecological quality. The notable exception to this is the boundary hedges which included native species and afforded shelter and nesting opportunities for birds. The assessment found that together with those in adjacent gardens, they form a network offering a moderate suitability for bat foraging and commuting. No evidence of bat roosts was identified and the suitability of the site for the presence of bats was also found to be negligible.
- 7.61 The report concludes that development of the application site will not result in significant impacts on important habitats, adjacent sites or protected species. It explains that although no significant mitigation is required, opportunities for biodiversity and enhancements are available. Consequently, the proposal should include landscaping planting to encourage and support wildlife, the provision of integrated bat boxes, bird boxes and Hedgehog corridors. These measures will be incorporated in a detailed landscaping plan.
- 7.62 The proposal is therefore consistent with both local and national policies which seeks to preserve protected species and habitats and prevents development that would result in them being damaged or lost.

### **Transport, Access, parking and servicing**

- 7.63 A Transport Statement (TS) has been prepared and accompanies this planning application and considers the transport and highway matters related to the proposals.
- 7.64 Paragraph 109 of the NPPF advises that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* In line with this, the proposed access route and hardstanding area provides adequate space for safe access for all users. This is also compliant with policy CS12 of the Core Strategy.
- 7.65 Appropriate visibility splays will be maintained at the point where the proposed access route adjoins Chesham Road. The proposed splays would be 2.4m by 4.3m in accordance with guidance stipulated in Manual for Streets for a 30mph road. The proposed splays are shown in the proposed site layout TPA drawing 2102-059 SK01.
- 7.66 The Swept Path Analysis and Transport Statement submitted with the application demonstrates that all vehicles including emergency and refuse vehicles, will be able to safely access, manoeuvre within and egress the site.
- 7.67 The proposed development is therefore consistent with policy 51 of the saved Local Plan Policies which prevents development proposals which would have a significant adverse transport impact with regards to capacity, effectiveness and safety. The proposal is also considered to comply with policy

54 which outlines the need for new development proposals to meet current and local standards for highway design.

#### *Car Parking*

- 7.68 The proposed access route and parking area will ensure adequate space is retained for the parking and safe manoeuvring of residents, visitors, deliveries and servicing vehicles to each of the proposed units. It is consistent with policy CS12 of the Core Strategy through the provision of adequate access, sufficient parking for all users and space for servicing. The proposal is supported by policies 57 and 58 of the saved Local Plan Policies relating to provision and management of parking, and private parking provision respectively.
- 7.69 DBC's Parking Standards Supplementary Planning Guidance (2020) indicate a total 'parking standard' of 15 parking spaces based on the proposed residential accommodation. The SPD is clear in explaining that it's standards are what development should aim for, rather than minimum or maximum standards and that there is flexibility in the level of parking provision expected from development.
- 7.70 A total of 19 parking spaces will serve the proposed development. Two of these spaces located to the rear of the proposed units fronting Chesham Road will provide visitor parking.
- 7.71 The provision four spaces above the SPD 'standard' of 15, is for visitors, servicing and delivery vehicles with minimal impact on the parking provision of the proposed units and to ensure the proposal does not lead to an increase of parking on Chesham Road that may impair highway safety.
- 7.72 With regards to car parking provision, the proposal is therefore considered to be consistent with policy 57 of the saved Local Plan Policies which outlines preferable principles for on and off-street parking, as well as with policy 58 which requires decision making of development proposals involving private parking to be made in accordance with principles set out in policy 57.

#### *Cycle Parking*

- 7.73 Two secure cycle parking spaces will be provided within each garden which can be accessed via the rear entrance or separate side gate provided at each dwelling.
- 7.74 This exceeds cycle provision requirements outlined in Dacorum Borough Council's Parking Standards Supplementary Planning Document which requires 1 space per unit if no garage or shed is provided.
- 7.75 Given the proposed level of cycle parking and the appropriate road network for cyclists surrounding the application site as detailed in the Transport Statement submitted with this application, the proposal is considered to provide a suitable level of parking to promote the use of this sustainable mode of transport.

#### *Refuse*

- 7.76 Bins will be kept in the rear gardens of the proposed dwellings and will be brought to the front of each respective property for collection days. Each of the proposed units will feature a separate entrance into the rear garden accessed via a gate, which will be utilised by occupiers when moving bins to the front of their property for collection.
- 7.77 As outlined in the Transport Statement, refuse and other site servicing vehicles will enter the site via the proposed private access road from Chesham Road. Refuse and service vehicles will then proceed to the turning head near the centre of the site to manoeuvre the vehicle prior to egressing the site.

### **Flood Risk and Sustainable Drainage**

- 7.78 The application site is less than one hectare and within Flood Zone 1 where the NPPF only requires a Flood Risk Assessment (FRA) to be prepared for proposals of 1 hectare or greater in Flood Zone 1. As such, an FRA is not required to be submitted with this application.
- 7.79 As demonstrated in the Drainage Report submitted with the application, the proposed surface water drainage network has been designed to contain runoff without flood off-site or on-site for rainfall events up to and including the 1 in 100 year + 40% climate change event. An additional document has been submitted with the application outlining the proposed site drainage operation and maintenance regime.
- 7.80 The submitted drainage report confirms that the proposal will result in a significant improvement over peak flows of the existing site.
- 7.81 The proposal is compliant with policy CS29 of the Core Strategy which promotes sustainable design and construction including by requiring development to provide an adequate means of surface water drainage, and with policy CS31 which pertains to water management and prioritises development outside of Flood Zones 2 and 3.

### **Air Quality**

- 7.82 Policy CS32 of the Core Strategy outlines the requirements of development proposals with regard to impact on air, soil and water quality. It states that any proposals which would cause harm from a significant increase in pollution will not be permitted.
- 7.83 The proposal will not cause significant air quality impacts.

### **Energy and Sustainability**

- 7.84 Policy CS28 of the Core Strategy seeks to reduce carbon emissions through building design and construction. Policy CS29 also requires new development to comply with the highest standards of sustainable design and construction where possible. In line with the principles established within this policy, all materials will be sustainable and, where possible, locally sourced to minimise the carbon footprint of construction materials to assist in meeting the requires set by CS28 and 29.

## 8.0 Conclusion

- 8.1 This Planning Statement has been prepared by hgh Consulting on behalf of Ron New and Roger Fleet in support of a full planning application. The application seeks permission for the demolition of two existing bungalows and the creation of 8 new residential units at 45-46 Chesham Road, Bovingdon.
- 8.2 This planning application follows the approval of two similar development proposals within close proximity to the application site at No. 50-53 Chesham Road (appeal ref: APP/A1910/W/18/3202687) and No. 49 Chesham Road (application ref: 19/02696/FUL). These approved schemes are material considerations to the proposal, particularly the principle of optimising the land and fitting in with the local character, and have been referred to in developing the design.
- 8.3 The proposed development has been designed to utilise the application site in an effective way and in consideration of the neighbouring and adjoining properties. This approach ensures that a high-quality residential development is created for the future occupants of the site, whilst ensuring the adjoining residential amenity of the site is not impacted and enhanced, where possible, in line with the local and national policy requirements.
- 8.4 To this end, the key principles of the scheme include:
- A more effective use of land leading to a net increase of 6 houses therefore contributing to the local housing need.
  - A readily developable site that will be brought forward and developed in the short term (1-3 years).
  - A mix of housing that will serve a range of household sizes therefore creating an inclusive and diverse community.
  - A high-quality design that will improve the appearance of the site, the street scene and the character of the wider residential area.
  - Provision of living space and spacious gardens creating excellent living conditions.
  - Enhancement of landscaping and natural features on the site that will encourage ecological biodiversity at the site.
  - The consolidation of access points into one and formal arrangement leading to a controlled access and thus safer highway.
  - Provision of 19 car parking spaces, including 17 spaces to serve residents and an additional 2 visitor parking spaces.
  - Provide financial contributions for local infrastructure through CIL.
- 8.5 The proposed residential development of 45-46 Chesham Road is compliant with national and local policy rhetoric and should be approved without delay.

## Appendix 1

### **Core Strategy 2006-2031 (Adopted September 2013)**

- NP1 – Supporting Development
- CS1 – Distribution of Development
- CS2 – Selection of Development Sites
- CS4 - The Towns and Large Villages
- CS8 – Sustainable Transport
- CS9 – Management of Roads
- CS11 – Quality of Settlement Design
- CS12 – Quality of Site Design
- CS17 – New Housing
- CS18 – Mix of Housing
- CS32 – Air, Soil and Water Quality
- CS35 – Infrastructure and Developer Contributions.

### **Dacorum Borough Local Plan 1991-2011 (Adopted April 2004):**

- Policy 10 – Optimising the Use of Urban Land
- Policy 13 – Planning Conditions and Planning Obligations
- Policy 18 – The size of New Dwellings
- Policy 21 – Density of Residential Development
- Policy 51 – Development and Transport Impacts
- Policy 54 – Highway Design
- Policy 57 – Provision and Management of Parking
- Policy 58 – Private Parking Provision
- Policy 99 – Preservation of Trees, Hedgerows and Woodlands
- Policy 111 – Height of Buildings
- Appendix 3 – Layout of Residential Development
- Appendix 5 – Car Parking Standards.





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