

## 25. Bovingdon Place Strategy

### How have we got to this point?

Your consultation responses have told us that you support the underlying approach to the Bovingdon Place Strategy. Concerns have been expressed about the level of development that could come forward, but there was no consensus on tackling parking issues in the High Street. We have carefully considered the capacity of existing infrastructure and are suggesting a Local Allocation which can help meet village needs and will have least impact.

### Context

- 25.1. Bovingdon is a relatively large village, with a population of 4,600 (Census, 2001), set in gently undulating farmland in the south of the borough. The village has a vibrant centre characterised by historic buildings and a good provision of local shops, providing for most day-to-day needs. The village has good links to Hemel Hempstead and Chesham via the B405 (Chesham Road/Hempstead Road/Box Lane). To the north west lies HMP The Mount and the disused Bovingdon Airfield that hosts popular Saturday and Bank Holiday markets. The village does not have any designated employment sites, although Bovingdon Brickworks, HMP The Mount and working farms around the edge of the village are important sources of local employment.

### The Vision

Bovingdon will remain a vibrant compact village, delivering a high quality of life for local residents and businesses. Its natural, historic and built heritage will be conserved, particularly the village centre and its setting within gently undulating open countryside. Locally distinctive features such as The Dock will be enhanced, and Bovingdon Brickworks will be protected. New housing development will be used to secure new open space for the village and a high level of affordable housing. The local centre will remain the heart of the village and continue to deliver a range of local shops, services and facilities. Support will be given to the retention of local businesses, schools and community facilities. Existing wildlife and biodiversity resources on the outskirts of the village will be protected.

### Local Objectives

- Provide around 90 (Option 1) or 150 (Option 2) new homes between 2006 and 2031.
- New open space as part of the greenfield site development.
- Safeguard the unique employment uses, such as Bovingdon Brickworks and HMP The Mount.
- Resolve parking issues along the High Street.

## Delivering the Vision

- 25.2. The compact and built-up nature of the Bovingdon limits the opportunity for additional housing within the village. However, some additional housing is required to maintain its long term population and to ensure the continued viability of local services and facilities. The village will accommodate around 90 (Option 1) or 150 (Option 2) new homes. Option 2 includes a local allocation for up to 60 new homes on the edge of the village to the north of Chesham Road, east of Molyneaux Avenue. Development at this location will provide an element of affordable housing and an area of public open space. Other housing within the village boundary will be expected to contribute towards the local objectives. Consideration will be given to the most suitable location for the provision of a residential care home for the elderly and allotments to serve the village.
- 25.3. New development will maintain the distinctive character of the village and will respect the conservation area, other historic parts of the High Street and views from the Well at the southern end of the High Street. Bovingdon Green and outdoor leisure space will be protected because of the general under provision of this type of land in the village.
- 25.4. The local shopping and service role of the village centre will be maintained. Developments that promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops retained. Bovingdon Brickworks and HMP The Mount will be safeguarded as important sources of local employment.
- 25.5. The village suffers from congestion compounded by on-street parking. A long term solution will continue to be discussed with Hertfordshire County Council. In the meantime, the focus will continue to be upon traffic management and encouraging a higher level of trips by non-car modes.

### Local Allocation (included in Housing Option 2 only)

<b>Location reference</b>	Proposal LA7
<b>Site location</b>	Land to the north of Chesham Road
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Up to 60 new homes</li> <li>• Open space</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two-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 adjoining countryside and secure a strong long term Green Belt boundary.</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</li> </ul>

	will be established.
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### **Question 26**

Do you consider that Local Allocation LA7 (land to the north of Chesham Road in Section 25 (which is in Housing Option 2) is appropriate to meet the long term needs of Bovingdon?

**Yes/No**

If **not**, please state the change(s) that should be made:

Please also give your reasons:

### **Question 27**

Do you support the approach to 'Bovingdon Place Strategy' set out in Section 25?

**Yes/No**

If **not**, please state the paragraph(s) you disagree with, giving your reasons:

Please also specify the changes you think should be made:

Figure 26

**Bovingdon Vision Diagram**

**KEY**

-  Bovingdon settlement boundary
-  Borough Boundary
-  Local Allocation
-  Open Land
-  Primary vehicular route
-  Secondary vehicular route
-  Bovingdon Airfield
-  Bovingdon Prison 'The Mount'
-  Movement Gateway
-  The Green
-  Wildlife Corridors

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Urban Zone
-  Peripheral Zone



 Scale 1:10,000  
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