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Prepared by Bovingdon Parish Council &

Bovingdon Neighbourhood Plan Steering Group

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BOVINGDON NEIGHBOURHOOD PLAN 2019-2036

1 Introduction

1.1 The Purpose of the Neighbourhood Plan

- 1.1.1** The Bovingdon Neighbourhood Plan (referred to as the Neighbourhood Plan or the Plan) will, once adopted, be part of the statutory Development Plan which is formed of the Local Plan, the Minerals and Waste Local Plans for Hertfordshire, and any adopted Neighbourhood Plans. The Neighbourhood Plan will guide the direction of future development in the Designated Area up to 2036.
- 1.1.2** The Localism Act 2011, with effect from April 2012, sets out the provision for communities to produce plans that have statutory weight. Taking part in this plan-making process is an opportunity for communities to have a say about the future growth in their area. The policies contained in the Neighbourhood Plan will be used in determining planning applications, will provide guidance for developers and will inspire local residents to enjoy and improve their area.
- 1.1.3** The Neighbourhood Plan includes a vision for the future, objectives, planning policies and a set of actions, which aim to ensure that Bovingdon will grow sustainably and thrive over time. It contains an appraisal of housing in Bovingdon Conservation Area and provides policies for shaping housing growth. It seeks to protect the environment and to provide facilities that will support and enhance cater for the wellbeing of the community. It also includes policies to protect and promote the appropriate amount of economic growth and policies to improve traffic and transport issues in Bovingdon village.

1.2 National and Local Planning Policy Context

- 1.2.1** The Neighbourhood Plan is in general conformity with the Dacorum's planning policies contained in the Local Plan (saved policies) (adopted 2004) and the Core Strategy 2006-2031. The current planning documents that make up the statutory Development Plan can be found on the [Dacorum Borough Council website](#) and the [Hertfordshire County Council website](#).
- 1.2.2** The Neighbourhood Plan has been prepared with regard to the National Planning Policy Framework (NPPF) July 2021 and current Planning Practice Guidance. According to paragraph 29 of the NPPF the Neighbourhood Plan cannot propose less development than set out in strategic policies.

1.3 Legislation

- 1.3.1** While reflecting the aspirations of local communities, Neighbourhood Plans must comply with other local and national policies, as required in the Localism Act. Specifically, a Neighbourhood Plan must meet the "Basic Conditions" as set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act (1990), as referred to by Section 38A of the Planning and Compulsory Purchase Act (2004):
- 1.3.2** The Plan must not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitat and Species Regulations 2017. To this end, a Strategic Environmental Assessment (SEA) Screening Report was produced by and consulted on by Dacorum Borough Council. The Screening Determination made by Dacorum was that Bovingdon Neighbourhood Plan is unlikely to have significant effects on Natura 2000 sites therefore a Habitats Regulation Assessment (HRA) is not required. Based on the draft policies contained in the Neighbourhood Plan, it is unlikely to have a significant effect on the

environment and so the Bovingdon Neighbourhood Plan does not require a SEA Assessment

- 1.3.3** A separate document, the Bovingdon Neighbourhood Plan Basic Conditions Statement sets out how the Neighbourhood Plan meets these conditions and contains the above mentioned Screening Determination.

1.4 Qualifying Body and Bovingdon Neighbourhood Plan Area

- 1.4.1** Bovingdon Parish Council is the qualifying body for the Neighbourhood Plan. On 13 June 2018 Dacorum Borough Council acknowledged receipt of an application by the Parish Council to designate its parish as a neighbourhood plan area. The Neighbourhood Plan Area designation was confirmed by notice dated 24 December 2018. The designated area is shown on a map (see Figure 1).

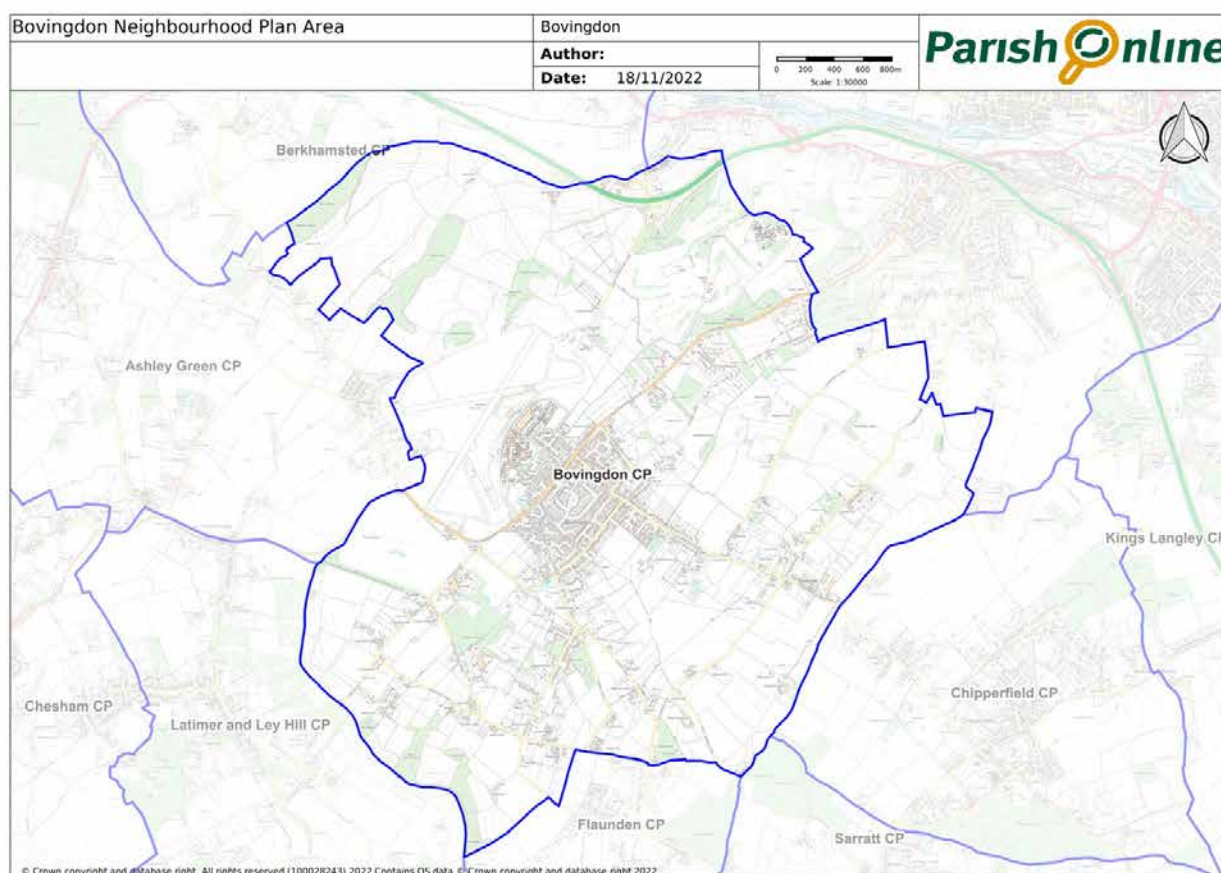


Figure 1: Bovingdon Neighbourhood Plan Area

1.5 Process of Preparing the Neighbourhood Plan

- 1.5.1** The Neighbourhood Plan was prepared by the Bovingdon Neighbourhood Plan Steering Group on behalf of Bovingdon Parish Council. The Steering Group thoroughly researched the topics of interest and the issues raised through consultation with the residents and other stakeholders in Bovingdon.
- 1.5.2** At a meeting of Bovingdon Parish Council on 5th March 2018, residents and councillors discussed the need to meet the housing requirements that had been set out in the consultation held by Dacorum on their draft Local Plan Issues and Options, in Autumn 2017. The Parish Council agreed to proceed with the production of a Neighbourhood Plan for Bovingdon.

- 1.5.3** Following consultation on the Dacorum Local Plan Emerging Strategy for Growth in early 2021, the Borough Council issued a [Consultation Summary Report](#). At a Council Cabinet meeting in June 2021, it was decided that further information should be gathered and a second 'Call for Sites' was undertaken.
- 1.5.4** The unavoidable delays to the production of a new Local Plan impacted on the nature of housing policies in the Bovingdon Neighbourhood Plan. Without the adoption of a new Local Plan the Neighbourhood Plan could not allocate sites for housing outside the Bovingdon village development boundary (in the Green Belt).
- 1.5.5** Throughout the preparation process, the emphasis shifted from providing for housing to writing the policies that would shape housing growth, safeguard the environment and improve social and economic conditions in the Neighbourhood Plan area. The Vision and Objectives of the Neighbourhood Plan can be found in chapter 4 *Vision and Objectives*. Non-planning land use issues raised during the preparation process and which will help to achieve the objectives, have been captured in the Action Plan in *APPENDIX D*.
- 1.6 Community Engagement**
- 1.6.1** The extensive consultation process included online and postal questionnaires, public open days and workshops, one-to-one meetings with landowners and social media discussion. Full details are provided in the Bovingdon Consultation Statement.
- 1.6.2** The Steering Group embarked on the process of community consultation with the aim of engaging as many people as possible from all sections of the community giving them the opportunity to shape the future of Bovingdon Parish through the creation of a Neighbourhood Plan. They also sought outcomes from key consultation events that fed directly into policy amendments and improvements to the Plan.



Figure 2: Consulting Children: Poster to encourage children to participate, January 2019

2 Bovingdon

2.1 Geography

- 2.1.1** Bovingdon is a large village in the south of the Borough of Dacorum. It is situated approximately 25 miles (40km) 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 B4505 (Chesham Road/Hempstead Road/Box Lane) and to the surrounding countryside and villages to the south and east via local roads.
- 2.1.2** The parish covers an area of 3,800 acres and is situated on the southeast slopes of the Chiltern Hills. It is 500ft above sea level and 200 ft above Hemel Hempstead, on a hilltop plateau, known as the Bovingdon and Chipperfield Plateau. The landscape is gently undulating and supports a mixed farming pattern. The soil is clay and full of flint, which was used extensively as a building material, in the past.

2.2 History

- 2.2.1** The village is not mentioned in the Domesday Book, in 1086, although a small settlement may have existed, it would have been listed under the entry for Hemel Hempstead. It is likely that the area was mostly covered in woodland. Fragmented pockets of ancient woodland (See [APPENDIX J](#)) still exist in the parish the largest at Hanging Wood, Strawberry Wood, Great Wood and Coleshill Wood to the northwest and Simons Dean to the southwest.
- 2.2.2** The settlement of Bovingdon dates from the 1200s when the forest was cleared, and arable farming began. Dwellings were clustered around individual farms all being served by St Lawrence Church est. in 1235. The manorial lord took rents from these small properties with narrow strips stretching back from the main road through the village. Relict examples of these open field arable strips are discernible to the rear of Duckhall Farm, just to the North of Hempstead Road.
- 2.2.3** The village grew around 2 centres, St Lawrence Church/High Street and Bovingdon Green which is located half a mile south east of the church. Bovingdon Green, a secondary centre to the central, historic core of Bovingdon, is dominated by the 8-acre Village Green originally on the route connecting Rickmansworth with Berkhamsted; the surrounding lanes contained dispersed farmsteads dating from the Medieval period to C20th.
- 2.2.4** The village gradually grew over the centuries eventually appearing in its present form in the 1900s. By the C16th, farmed land was mostly enclosed. In 1563, there were 50 families in the village; the population increased steadily in the C17th and by 1676 there were 285 adults over the age of 16 and by 1725, 100 families were recorded in the parish; the 1766 map shows little additional development in the heart of the village; by 1790, the population had grown to 153 families.
- 2.2.5** There were still some 30 working farms in Bovingdon in the late C19th, but from this time farmland was steadily eroded, ribbon development of mainly detached houses began to appear on the Chipperfield and Hempstead Roads, reflecting the emerging 'commuter' status of the village. These larger suburban houses were joined by the first council houses, built on the corner of Chesham Road and Newhouse Road, in the 1920s. By 1921, the population of Bovingdon had increased to 1164, placing strains on the existing infrastructure. Following the Great War, Col. DGR Ryder of Westbrook Hay, gave land for the Memorial Hall to be built and money to build it was raised by public subscription. A new school opened in the High Street in 1927. Industrial development only really started with the arrival of the brickworks in the 1930s.

- 2.2.6** The Americans arriving in WW2 to serve at the newly constructed airfield brought about the largest single change to the village, staying until the 1960s. After the Second World War, increasing pressure for new housing saw the completion of the Hyde Meadows estate in the 1950s and the High Street small shopping parade. There was little other development until the late 1960's, mostly confined to off Green Lane and Chesham Road. Fields still abounded the High Street in the 1970s. This was followed by the large Moody Homes estate resulting in the south-western expansion beyond Hyde Lane in the 1970s and then the Mount Prison in the 1980s.
- 2.2.7** Small scale development within the village boundary has continued and the current population is in excess of 5,000 (to be updated with 2021 census).

2.3 Bovingdon Today

- 2.3.1** Bovingdon is a large, but compact village, designated as such under Policy 3 of the Dacorum Local Plan 1991-2011. It has a vibrant centre, focussed on the High Street, with several local shops, eateries and services, including the primary school, library and community hall. There is a conservation area, centred around the older buildings at the southerly end of the High Street, which includes St Lawrence Church and properties along Chipperfield Road.
- 2.3.2** The village has a number of sports and community groups, including Bovingdon Football Club, Tennis Club, Bowls Club and Scout Group.
- 2.3.3** At present there are no designated employment areas within the parish, but small, light industrial areas exist at Pudds Cross and Greinan Farm. The Mount Prison is also situated within the parish, as is the Airfield. The latter is no longer operational but is the location for a number of businesses, including filming for TV and cinema and a motor sport operation.

2.4 Socio Economic Profile

- 2.4.1** With the 2021 Census figures due to be published later this year, the socio-economic profile provided below is based on figures over 10 years old. However, it gives some basic information about the residents of the Neighbourhood Plan Area and will be updated as soon as the new census information is published. Where available, comparisons have been made to Dacorum. Further information on age structure and homes can be found in the 2019 [Bovingdon Housing Needs Survey](#) (CDA Herts), and the [Bovingdon Housing Needs Assessment \(HNA\) \(AECOM, October 2021\)](#).

Age Structure

- 2.4.2** Populations in villages in England have aged over the last three decades and will continue to do so. [DEFRA's Statistical Digest for Rural England](#). In 2020 25.4% of the rural population was aged over 65 compared with 17.1% in urban areas. The average age in England is increasing but in rural towns and villages the increase is more pronounced. The report [Future of an Ageing Population](#) considers the impact of that ageing population in rural areas in terms access to services, including public transport, health care and the impact on neighbourhoods.
- 2.4.3** Bovingdon is no exception to this trend. The 2011 Census recorded 5,287 usual residents. Both the mean and median age of residents was 40, at that time. The graph below shows the age structure of Bovingdon's residents based on ONS 2011 Census figures. At that time the population in Bovingdon was generally younger than Dacorum as a whole. These figures compared with the most recent ONS population estimates (2019) in the table below show that the proportion of older residents is accelerating.
- 2.4.4** The Old Age Dependency Ratio (OADR), calculated as the number of those aged 65+ as a percentage of those in the workforce age group (aged 16-64) shows how the balance is

changing in Bovingdon. In 2011 the OADP was 27.5 with those aged 65+ making up 15.5% of the total population and in 2019 the equivalent estimated figures are 29.7 and 19.2%.

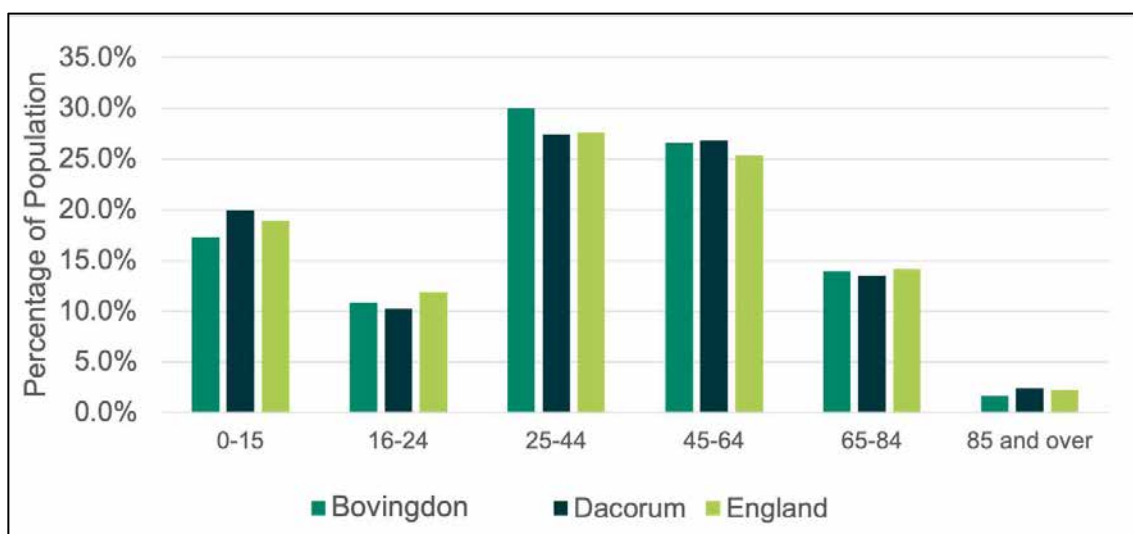


Figure 3: Age Structure in Bovingdon 2011 (Source ONS 2011)

Age group	2011 Census No.	2011 Census %	2019 (ONS est.) No.	2019 (ONS est.) %
0-15	911	17.2%	866	15.9%
16-24	573	10.8%	553	9.9%
25-44	1,583	29.9%	1,630	29.3%
45-64	1,401	26.5%	1,429	25.7%
65-84	735	13.9%	922	16.6%
85 and over	84	1.6%	146	2.6%
Total	5,287		5,566	

Table 1: Age Structure in Bovingdon 2011 and 2019 (ONS estimates)

Homes

2.4.5 The average home in Bovingdon in 2011 had three bedrooms. There was a significantly larger percentage of four bed homes (24.6%) in the housing mix compared with Dacorum. The average household size was 2.4 people.

Economic Activity

2.4.6 In 2011 66.5% of the population of Bovingdon was economically active (full and part time work). For income in relation to housing need see [Bovingdon Housing Needs Survey](#).

Car and Van Availability

2.4.7 The number of cars and vans available to households in 2011 showed that the percentage owning 2 cars, 3 cars and 4 or more cars, was higher in Bovingdon than in Dacorum.

Number of cars	Bovingdon 2011 %	Dacorum 2011 %	Hertfordshire 2011
0	7.7%	16%	17%
1	33.7%	41%	42%
2	40.2%	32%	31%
3	12.4%	7%	7%
4 or more	6%	3%	3%

Table 2: % Cars Available 2011, Bovingdon, Dacorum and Hertfordshire

3 Conservation Area Housing Character Assessment

3.1 Introduction

3.1.1 This character assessment has been carried out within Bovingdon Conservation Area, to guide the design of any future housing accommodation from building an extension or a single house to a major development. It provides a general introduction to the character and growth of the conservation area, drawing information from the published Bovingdon Conservation Area Character Appraisal & Management Proposals published in 2009 and describing the extension of the conservation area in 2011.

3.1.2 The focus is specifically on homes and the important contribution they make to the character of the conservation area. The need to produce designs that are sympathetic to the historic core of the village has been highlighted by the recent rapid growth in house building. The assessment provides a reference for designers to draw on the existing architectural style and detailing of buildings within the conservation area, to enhance the design of their housing schemes in the future.

3.2 Bovingdon Conservation Area

3.2.1 The Bovingdon Conservation Area was first designated in 1974 and later in 2011 was substantially extended. Although new development and change will always take place in conservation areas, the main purpose of designation is to ensure that any proposals will not have an adverse effect upon the overall character and appearance of an area.

3.2.2 Bovingdon Conservation Area forms the central historic core of Bovingdon Village, which is designated under Policy 3 of the Dacorum Local Plan 1991-2011 as a large village and, in retail terms, as a local centre with a neighbourhood shopping function. It occupies a slight dip in the Chiltern hilltop plateau and is divided into distinct character areas. Originally the conservation boundary covered two main areas. The churchyard which is characterised by open space and trees and by larger discrete buildings accessed by more rural, often narrower lanes. The second area comprised the tight nuclear settlement at the lower end of the High Street, with a wide street but generally small-scale clusters of houses which intermingle with shops and public houses serving the local population and passing trade. In 2011, following consultation and approval the Conservation boundary was widened to include three extension areas.

3.2.3 The first was Church Lane House, the Vicarage replacement and a further part of Vicarage Lane including gardens and the west side of the lane. This extension was added to preserve and protect the historic curtilage of Church Lane House and adjacent area.



Figure 4 Cottages in Vicarage Lane added in 1st Conservation Area Extension

- 3.2.4** The second extension to the boundary was along the High Street/Vicarage Lane to include the north west of Church Lane, this included the Memorial Hall, Fire Station, School, Library and listed cottages. This extension was added to protect the setting of the church and the houses within the 'civic' zone of the high street, the open space and views to the rear plus the remainder of the undeveloped part of Vicarage Lane.
- 3.2.5** The third extension was along Church Street/Chipperfield Road to include the houses on the south-east side of Church Street between Bury Farm and Bull Cottages, the houses on the north side of Chipperfield Road, from the former Public House The Bull up to Longfield Road and the wide verges on the south side of Chipperfield Road. This was added to protect the setting of the Church and historic streetscape of Church Street, including views towards the Church and Bury Farm from the south-east, and also the important Chipperfield Road gateway with its wide verges and views down into the centre of the Village. Map 1 below shows the original conservation areas plus extension zones and map 2 shows the full adopted boundary.

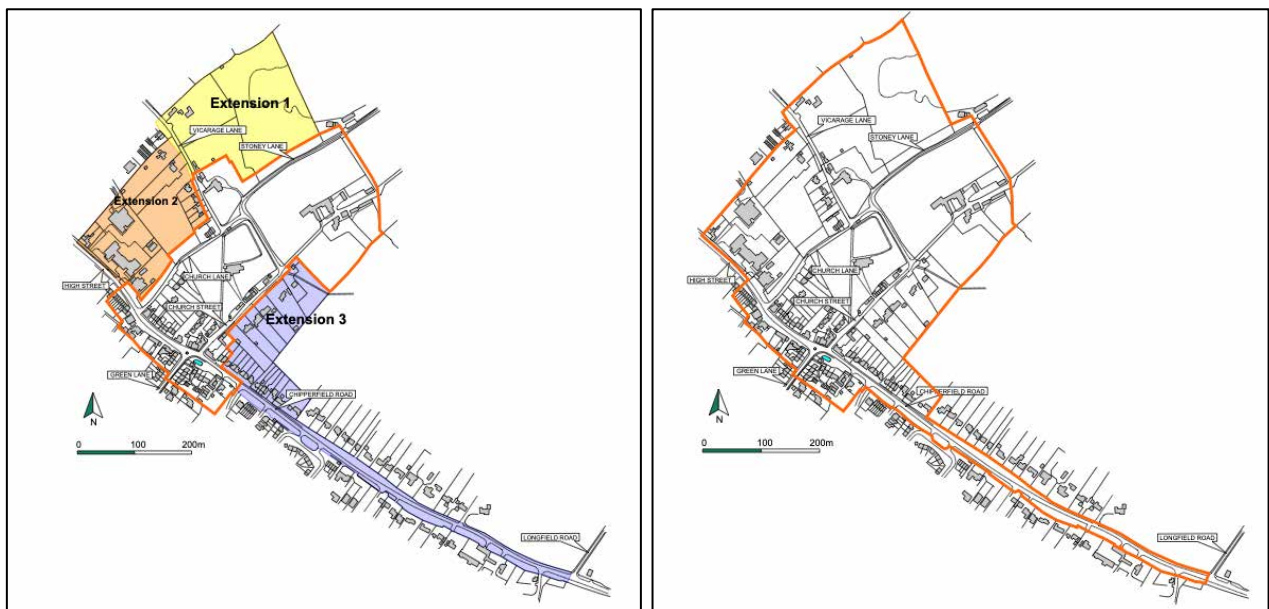


Figure 5: Map 1 showing extensions and Map 2 the approved 2011 Conservation Area Boundary

- 3.2.6** Bovingdon Conservation Area is subject to many pressures. Development within it has not always complemented the 'grain' or character of the Conservation Area. The High Street is subject to heavy traffic, insufficient traffic management and an unimaginative streetscape. Development surrounding it blurs the edges and gateways of the Conservation Area.
- 3.2.7** A good selection of buildings dating from the medieval period to the present can be found in the conservation area. The vernacular scale of the buildings in the High Street ensures it retains an individual sense of place and a village 'feel'. There is little 'estate' influence in the village, perhaps one factor which has helped it develop in a dynamic and self-sufficient way, with an excellent range of shops and other facilities.
- 3.2.8** The village population in the 2011 census was 4,611. This had increased to over 5,000 by 2019. Its rapid growth in the late C20th has highlighted the urgent need for sympathetic conservation measures to be taken in the historic core of the village to protect and enhance its unique identity and character.

3.3 Architectural Style and Detailing

- 3.3.1** There is tremendous variety to be encountered in the Conservation Area, in terms of both date and style. The character of Bovingdon Conservation Area owes much to the use of local materials in the construction of its historic buildings and minor structures such as outbuildings and boundary walls.
- 3.3.2** The palette of materials is typical of the Chilterns – timber and clay pre-dominate. Timber frames utilise oak, sometimes elm. Bull Cottages (see Figure 10) are noteworthy for their heavy timbers. Evidence of wattle and daub infill survives in the east gable in No. 1, Church Street and in the interior walls of Nos. 106-108 High Street.



Figure 6: Timber framing of 106 & 108 High Street, encased in brick in C18th

- 3.3.3** Timber-framed farm buildings are often clad with tarred weatherboarding, as at the Bury Farm, and even some ancillary High Street buildings retain boarded exteriors - for example at Yew Tree Farm, the former Bull Public House and No. 98 High Street (Bovingdon Stores where the weatherboard is painted white).
- 3.3.4** With the growing scarcity of timber from the late C17th, bricks were increasingly used; Bury Farm for example was substantially re-faced in brick. Red or pinkish-red bricks were available in the neighbourhood from the late medieval period they are sometimes used in conjunction with burnt headers. Chalky white, gritty lime mortars are common in early brickwork and only start to be displaced by cement/sand in the C20th.
- 3.3.5** Bovingdon brickworks opened in the 1930's and thus has historically provided a doorstep facility for ensuring a local, sustainable approach to construction. Sadly, today this business is no longer producing bricks, so we have to find other local sustainable building materials where possible.

- 3.3.6** No 5 Church Street is a mid-C19th brick cottage that was extended in the C20th. The extension is at the front to the left of the picture.



Figure 7: No 5 Church Street, Mid C19th, later extended brick cottage

- 3.3.7** In common with the north Chilterns, flint is not abundantly used – its prime was probably in the C19th when it was used to re-construct the Church and Churchyard walls (the pits around Bury Farm possibly suggest its source); it is used in flank walls (e.g. No. 49, flanking Church Lane, Nos. 106-8 flanking Green Lane, former Public House The Bull, flanking Church Street and at the north gable end of Nos. 68-82, High Street) and it also appears randomly and unknapped in other boundary walls as at Bury Farm.



Figure 8: Flint used in modern gable wall (left) and St Lawrence church yard wall (right)

- 3.3.8** Clay peg-tile roofs predominate, mostly with gable ends and plain third round ridges (the hipped roof of the former Public House The Bull is an exception). There are no examples of patterned or scalloped tiles on roofs in the Conservation Area, and only one example of tile-hanging is encountered at Yewtree Farm, where it has been used to protect the formerly exposed timber-framing. Offsets to chimneys are often tiled, as at No. 3 Church Street. Barge boards and fascias, where they appear at all, tend to be restrained; rafter ends are often left exposed. Slates, introduced from c.1800, occupy flatter pitches – an outstanding example is Church Lane House. The eaves of a brick building such as Nos.100 & 102 High Street show signs of being raised to take them. No. 53, The Surgery and No. 59, High Street, have tiles at the front, where the pitch is steeper and slates to the rear.



Figure 9: Tiled roof dominates in conservation area

- 3.3.9** No examples of thatch survive in the Conservation Area. Roofs in Bovingdon are for the most part uncluttered by dormers, roof lights or solar panels; their absence contributes to the strong, simple roofscapes which characterize the Conservation Area. Windows in the Bovingdon Conservation Area tend to be plain timber casements – there are also a few surviving sash windows.

3.4 Medieval to C.1650

- 3.4.1** All early buildings in Bovingdon (except the base of the tower of the Parish Church) are timber framed. Within the central village original conservation area, there is an example of cruck-framed construction (Bull Cottages, Church Street – the later cross-wing is box-framed with a crown-post roof) , possibly a box-framed open hall (No. 86 High Street), a jettied building (the former Wheatsheaf-the jetty was later underbuilt), and examples of early C17th lobby-entry houses (e.g Bury Farm, YewTree Farm).The framing tends to be in large panels, with brick replacing daub as the most common infill material. In a number of cases render, tile-hanging (Yew Tree) or even fake applied timbers conceal the original framing. Buildings with expressed frames have clay tile roofs; a few, like Bull Cottages

may once have been thatched. Internal brick chimneys, as at Bull Cottages are prominently displayed; end stacks as at Nos. 100 & 102 High Street have tiled off sets. An example of a diamond mullion window survives at No. 108 High Street.



Figure 10: Bull Cottages incorporating medieval cruck and box framing

3.5 Period 1650 - 1750

3.5.1 Few entirely new buildings appear in the village during this period. Existing houses such as the Bury, Yew Tree Farm and The Bull (a former Public House) have large extensions added. Nos. 106 and 108, the Bury and Church Lane cottages are probably re-faced in brick at this time.

3.5.2 Tumbleweed Cottage 84 High Street and Bovingdon Cottage 86 High Street are also Listed Buildings of about C16th & C17th, timber framed with a variety of interesting original features and some C19th alterations and extensions.

3.6 Period 1750 - 1850

3.6.1 Building activity takes off during this period. The Church is almost entirely re-built. Church Lane House, 'newly built' in 1838 illustrates a combination of Classical formality in the façade with an informal plan inspired by the Gothic Revival. Nos. 100 and 102 are robust brick examples, but smaller terraced housing, such as Nos. 68-82 High Street, 86 High Street and Tumbleweed Cottage, and Budge Row in Church Lane, are a particularly favoured style during this period. New materials such as slates are imported into the village. A number of buildings show signs of re-building and extension.



Figure 11: Little Maddison House, formally part of Church Lane House

3.6.2 Street furniture become more sympathetic in this period, including cast iron bollards with chains for boundary demarcation, granite kerbs and stone paving.



Figure 12: Street furniture on corner of High Street and Church Street (No. 1)

3.7 Period 1850 -1900

3.7.1 The Ryder Memorial of 1881 is probably the most prominent built legacy from this period.



Figure 13: Image of Ryder Memorial

3.7.2 49 High Street (Zeera's) is an example of late C19th/ early C20th with flint panels between brick piers and feature courses. Corrugated iron as a cladding material makes its appearance in the former Reading Room (Gentleman's Lounge Barbers).

3.8 Period 1900 - 2000

3.8.1 While brick continues to be used as the main walling material many buildings of the period 1920 – 1950 have painted pebble-dashed render with expressed timber features.

3.8.2 The 50's to the 70's was a period of growth. A surge in mass production with a drive to reduce costs saw the introduction of cheaper faced flettons, concrete pantiles, lower quality simplified joinery often unsympathetic. Some better-quality homes would use the local stock facing brickwork and clay tiles. The 1960's introduced new homeowners to DIY and more cost effective repairs and attempted improvements. The legacy of this also left scars of inappropriate and unsympathetic works.

3.8.3 Generally, infilling consists mainly of both terraces and large, detached houses with eclectic plan forms. A variety of styles can be found. At the same time, the existing housing stock has been subject to pressures to modernise and extend. Much of the larger Chipperfield Road extension to the original Conservation area borders its later C20 housing.

3.8.4 The 1990's saw the growth of white PVCu as a cheaper alternative to timber and for a reduction in redecoration and repair. The increasing awareness for energy saving brought

the introduction of double glazing. Sadly, often inappropriate and unsympathetic while attempts to replicate features and styles were out of proportion and overly heavy.

3.8.5 A growing awareness of the need to preserve and conserve brought about various rafts of Planning legislation and Policy to attempt to control the situation and resist pressures for expansion in housing.

3.8.6 The growth in home ownership and ever increasing property values also drove pressures for redevelopment but also introduced more capital for improvements.

3.9 Period 2000 to present

3.9.1 There are some good examples of sympathetic new builds such as a pair of detached houses on Vicarage Lane. Cottage style and scale with traditional building materials and construction features give a richness and warmth to their appearance. There have been drives for much better quality designs from speculator/developers.



Figure 14: Detached houses on Vicarage Lane

3.9.2 Although located just outside the Conservation Area, the Old Butchers Shop at New Hall illustrates how sympathetic repairs can give new life to a historic building whilst retaining its character. This is an illustration of the case for a need for a further extension of the Conservation Area (see Action Plan in [APPENDIX D](#)).

3.10 Future Challenges

3.10.1 Taking action to prevent escalation of climate change is now vital as there is increasing awareness of issues and consequences. We must accept that hand in hand with this is the need for new construction techniques and sustainable materials to produce new near zero carbon homes. The older housing stock is poorly insulated and inefficiently heated, needing improvements which are likely to have a great impact on appearance and character. These issues place greater pressures on conservation areas. How to achieve a balance to retain the character and conservation set against the drive for change to save the planet is the question? Also, to learn from the past, to overcome the demand of some quick fix low cost solutions to repair and maintenance problems, weighed against preserving quality and original character.



Figure 15: The Old Butchers Shop, New Hall

3.10.2 Further study should be instigated to investigate the further extension of the Conservation area to include the rest of the High Street to protect and conserve the Village character. Any changes to overcome parking and access problems should be sensitive to the quality of the High Street and its Historic context.

3.11 Summary

3.11.1 The Conservation area has three different identities, with a marked contrast between the High Street area and its wide street but generally small scale buildings, the unexpectedly secretive nature of the area around the church, characterised by larger discrete buildings accessed by more rural, often narrow lanes and the openness of the wide verges of Chipperfield Road with medium to low density housing from old to new set back. Further study is needed to protect these verges to deal with growing demand for more better-quality homes and improvements to cope with climate change. There seems a reasonable argument to extend the conservation area to include the rest of the Street up to and including the roundabouts at the junction with Chesham Road/Hempstead Road.



Figure 16 Wide grass verges, Chipperfield Road

4 Vision and Objectives

4.1 Vision

4.1.1 The Vision of this Neighbourhood Plan is:

Bovingdon’s vision to 2038 is to be a village in which residents enjoy an excellent quality of life, where they feel valued, safe and connected. Bovingdon will preserve its historic legacy and welcoming character, while ensuring that nature and green spaces are protected, and any planned development is sustainable. There will be a flourishing local economy, and the infrastructure will be enhanced to benefit all residents, visitors and businesses. Development in Bovingdon will strengthen the community, enrich the rural identity and enhance the safe and inclusive essence of the village.

4.2 Objectives

4.2.1 The following objectives are derived from the vision statement:

Housing

- A. Ensure that any new housing developments are inclusive, affordable and accommodating to the different needs of local residents
- B. Require new development to be of high-quality design, complementary to the existing built environment in the parish and built to a high sustainability standard

Community, Natural Environment and Heritage

- C. Improve social facilities and spaces for all generations, to promote social inclusivity, foster well-being and build on the already strong sense of community and social harmony in Bovingdon
- D. Protect existing Local Green Spaces, wildlife corridors and natural habitats, ensuring future developments include green space, and space for wildlife
- E. Enhance existing recreational spaces such as playgrounds, sports facilities or nature reserves, developing new resources such as allotments
- F. Ensure public rights of way are maintained and build new footpath and cycle networks that promote greater access to the countryside, while retaining old paths and routes
- G. Protect existing views from being compromised through future development
- H. Protect Bovingdon’s historic legacy, including existing and potential conservation areas, as designated and non-designated heritage assets

Economy and Employment

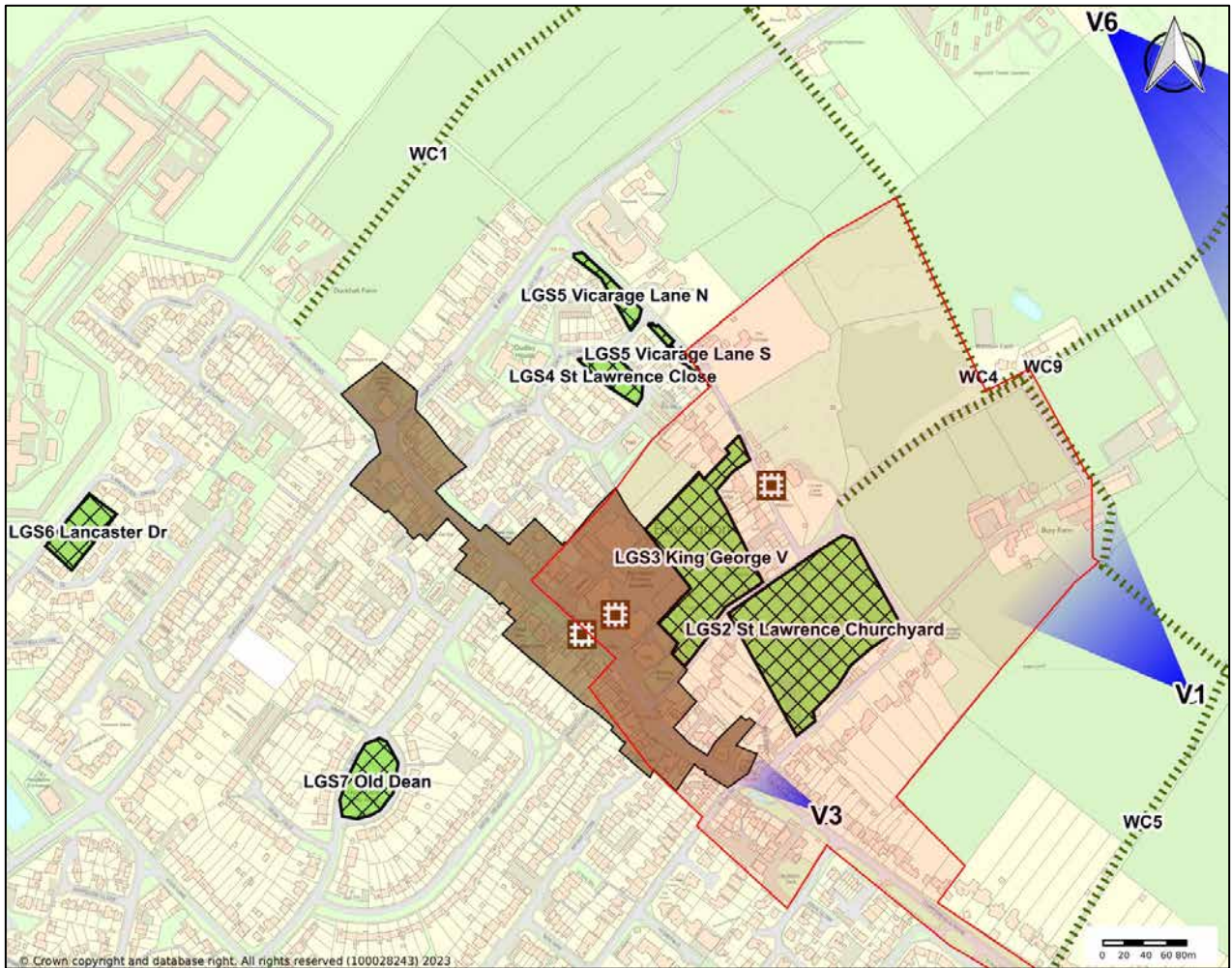
- I. Ensure that the needs of businesses are identified, and measures are put in place to ensure that these needs are met
- J. Protect existing and encourage appropriate retail development in the High Street Commercial Zone
- K. Improve Bovingdon’s digital infrastructure and connectivity, including providing broadband with sufficient speed and reliability to attract new businesses while ensuring current enterprises flourish

Travel, Transport and Parking

- L.** Improve Road Safety in partnership with key stakeholders
- M.** Protect and enhance current public transport infrastructure to encourage residents and visitors to take advantage of the public transport available
- N.** Improve parking provision for the village centre to support shops and to ensure the free flow of traffic
- O.** Improve non-motorised accessibility to the village centre and safety of the pedestrian environment for all abilities and needs
- P.** Create safe routes and encourage alternative, sustainable modes of travel, including encouraging new technologies

4.3 Neighbourhood Plan Policies and Policies Map

- 4.3.1** The following chapters contain the Neighbourhood Plan Policies. The chapters following the order of the grouped objectives above.
- 4.3.2** The policies should be read in conjunction with the Policies Map below and detailed maps in **APPENDIX B** and Figure 42: Policies Map Extract Commercial and Business Zones.
- 4.3.3** Non-planning land use issues are represented in the Action Plan in **APPENDIX D**. The Action Plan will remain a live document which will be part of an ongoing process of achieving the Neighbourhood Plan Objectives.



Important Views & Vistas

High Street Commercial Zone

Wildlife Corridors

Non Designated Heritage Assets

Local Green Spaces

Conservation Area

Figure 17 Policies Map Inset

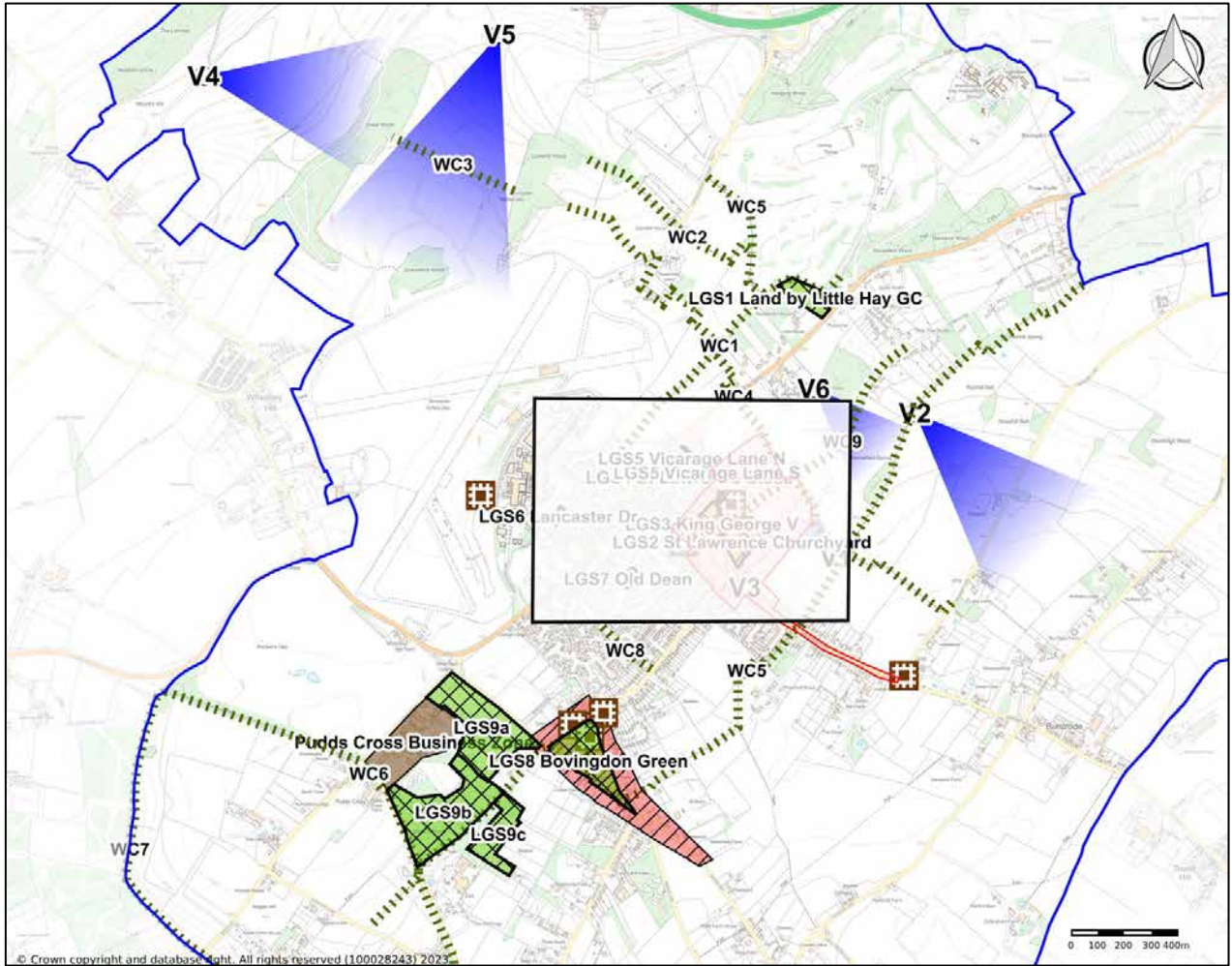


Figure 18 Policies Map

5 Shaping Housing Growth

5.1 Introduction

- 5.1.1** The new Dacorum Local plan Emerging Strategy for Growth was subject to consultation in late 2020/early 2021. It was proposed that the Dacorum Local Plan will replace the Site Allocations Development Plan Document (2016), the Core Strategy (2013) and the ‘saved policies’ from the Dacorum Borough Local Plan (2004).
- 5.1.2** Very many responses were received to the consultation and a further stage of information gathering commenced. This further stage of information gathering is examining the potential development constraints of the Green Belt, the Chilterns Area of Outstanding Natural Beauty (AONB) and the Chilterns Beechwoods Special Area of Conservation (SAC). An additional ‘Call for Sites’ was undertaken focusing on a search for more sites on urban and brownfield land.
- 5.1.3** A new strategy to protect the Ashridge Estate and Tring Woodlands in the Chilterns Beechwoods SAC has been agreed with Natural England. The ecological report revealed that more action was needed to help protect these sensitive areas from the increasing visitor pressure from the Borough and surrounding areas. The report shows that recreational activities are causing landscapes to come under increasing pressure, eroding habitats and disturbing wildlife.
- 5.1.4** Neighbourhood Plans must be screened for their potential to significantly impact the environment. Dacorum Borough Council considered whether Bovingdon Neighbourhood Plan could potentially have significant negative environment effects and concluded, following consultation that a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) would not be required. The Screening Statement is published on [Dacorum Borough Council’s website](#).
- 5.1.5** This Neighbourhood Plan could not proceed if it contained policies promoting housing development, without a Strategic Environmental Assessment. The decision was made to proceed without housing policies but rely on the Design Code and other policies in the Plan to guide development that comes forward. One local solution to provide mitigation for the SAC would be to identify/establish a Suitable Alternative Natural Greenspace (SANG) in the Neighbourhood Plan Area. Whilst this option is being considered, the timescales involved in establishing such a facility would cause a significant delay to the Neighbourhood Plan.
- 5.1.6** This Neighbourhood Plan therefore contains no proposals for housing development. Instead, it includes guidance on how housing growth should be shaped in the future. The Plan contains policies on affordable housing, housing mix, and design. The principles underlying the Plan are concerned with retaining green belt land wherever possible and using brownfield land for any future development, maintaining the identity of the village from other settlements, meeting housing need in Bovingdon, providing detailed guidance in the form of a Design Code, including re-use of construction materials and adaption of existing buildings rather than rebuilding, and the impact of Covid-19.
- 5.1.7** The objectives which help to structure this section are:
- A.** Ensure that any new housing developments are inclusive, affordable and accommodating to the different needs of local residents
 - B.** Require new development to be of high-quality design, complementary to the existing built environment in the parish and built to a high sustainability standard.

5.2 Green Belt and Brownfield Land

5.2.1 Bovingdon is classed as a large village in Dacorum’s Emerging Strategy for Growth. The village is defined by a village boundary and all land outside that boundary is in the Green Belt. Bovingdon’s green spaces are greatly valued but open space is generally in short supply. Some opportunities may become available within the village, on brownfield land, to make improvements for the community and for the local economy (see policies in chapter 6 Community, Natural Environment and Heritage and chapter 7 Economy and Employment). The loss of Green Belt land for housing would only be supported where it was demonstrably meeting the needs identified in this Neighbourhood Plan.

5.3 Maintaining Village Identity

5.3.1 To retain the special character of Bovingdon, as distinct from surrounding villages (Boxmoor, Whelpley Hill, Flaunden and Chipperfield) and the town of Hemel Hempstead, any future development strategy should maintain the separation between settlements and minimise the impact on the Green Belt. This would be in accordance with current government guidance in the NPPF (2021) and the White Paper ‘Levelling Up and Regeneration (May 2022). The NPPF paragraph 142 promotes sustainable patterns of development within urban areas and towns and villages inset within the Green Belt. The White Paper says that existing protections for the Green Belt will remain whilst options will be pursued to make the Green Belt even greener.

5.3.2 A large part of the special identity of Bovingdon is contained within the Bovingdon Conservation Area. An assessment of the character of the Conservation Area, particularly in relation to housing character can be found in chapter 3 Conservation Area Housing Character Assessment. Natural and physical heritage of Bovingdon is described in chapter 8 Community, Natural Environment and Heritage.

5.4 Housing Need

5.4.1 The Neighbourhood Plan survey identified local need for a range of homes of mixed tenure to accommodate those moving within Bovingdon as well as those who may move into the village. This has been confirmed by the 2019 Community Development Action (CDA) Hertfordshire Housing Needs Assessment and the 2021 AECOM Housing Needs Assessment.

Affordable Housing

5.4.2 The [CDA Housing Needs Assessment \(Jan 2019\)](#) highlighted the need for more social housing (local authority or housing association) with 41% less social housing in the parish than the average for Hertfordshire. Information available from Dacorum Borough Council indicates that there are 93 affordable housing units available in the parish for general needs and sheltered units. The report also noted that 55 people from Bovingdon were on Dacorum Borough Council’s waiting list (for predominantly 1 and 2 bed properties). Of these 55, 35 stated they wanted to stay in Bovingdon.

5.4.3 Of those people responding to the CDA survey, 20 people said they needed a physically adapted home, 22 needed care due to health or mobility issues, and 16 needed more security of tenure. 24 people needed alternative accommodation due to relationship breakdown which may be one of the causes for relatively high demand for 1 or 2 bed properties.

- 5.4.4** Rented accommodation was more popular for single people and young people, while housing for sale was more popular for families and sheltered housing for the elderly. However, there was also strong interest in both for sale and rent for all categories, so this preference should not be read to mean lack of demand for rented accommodation for families, for instance.
- 5.4.5** There was also significant demand expressed in the survey for new shared ownership properties for single people (21 people in housing need and 102 positive responses from the general survey), families with children (182 responses) and housing for young people (178 responses). Some demand existed for self-build and community lead housing (24 of those in housing need).
- 5.4.6** A second Housing Needs Report was commissioned for the Neighbourhood Plan: [Bovingdon Housing Needs Assessment AECOM October 2021](#). This was desk based but looked in more detail at tenure options in Bovingdon, particularly First Homes. Home ownership in Bovingdon is not an option for most local people, when housing costs are compared with incomes (see Appendix A, of Bovingdon Housing Needs Assessment). Private renting is more affordable than home ownership but is only a small part of the current tenure mix. The Housing Needs Assessment concluded that First Homes at the highest possible discount of 50% discount could be justified in Bovingdon.
- 5.4.7** Dacorum's current housing policy is that 35% of new homes should be affordable (excepting Rural Housing Exception Sites). Government policy is currently that at least 25% of affordable homes must be first homes, the remainder being for affordable rent. In the absence of a Borough wide target for the proportion of homes for social rent, evidence presented above supports a 60/40 split between social rent and affordable rent (shared ownership or similar). The preference is for a 60/40 split for any future housing schemes in Bovingdon. If housing was proposed on Green Belt land, then in order for this to be supported, 60% of affordable rented homes should be for social rent to address the affordability issues Bovingdon has.
- 5.4.8** However, the viability implications of maximising the discount on First Homes could mean that there would be an overall reduction in the number of affordable homes in Bovingdon. This was confirmed by Dacorum Borough Council who also suggested that a greater discount could result in the provision of fewer 2 and 3 bed homes in favour of cheaper 1 bed homes, which were unpopular. Until such time as Dacorum has considered its own policy on First Homes or a viability assessment is carried out for the new Local Plan, the Neighbourhood Plan will reflect the Governments minimum discount of 30%. The Housing Needs Assessment recommendations were for an overall housing mix as follows:
- 10% 1 bed: 35% 2 beds: 40% 3 beds: 10% 4 beds: 5% 5+ beds
- Schemes demonstrating a mix that supports the housing needs of Bovingdon would be more likely to be supported.
- 5.4.9** The Housing Needs Assessment concluded that there was a small surplus of affordable rented units for the Neighbourhood Plan period and that the backlog of households on the Housing Needs Register would lessen over time. The mismatch of size of home available to size required could be addressed if further affordable homes were constructed over the Plan period.

POLICY BOV H1 Affordable Housing

- 1. Preference will be given to schemes that provide genuinely affordable homes that demonstrably meet the need for affordable housing in Bovington. First Homes will make up 25% of affordable homes at a discount of at least 30%, with a recommended mix of affordable housing for rent comprising 60 social rent/40 affordable rent. This 60/40 split will be strictly adhered to on Green Belt sites unless an alternative method of providing genuinely affordable homes is proposed.**
- 2. Schemes should provide a mix of house sizes, including extra care schemes, that support housing need in Bovington.**

Accessible Housing

- 5.4.10** The Neighbourhood Plan Household survey and the CDA Housing Needs survey corroborate the identified need for specialist or accessible/adaptable homes in Bovington. The detail provided by these surveys shows that those needing to move homes for mobility reasons strongly prefer to live independently in accessible homes, rather than sheltered age-specific housing. At whatever age greater accessibility is required, ambitious standards of accessibility and adaptability have the advantage of benefitting all age-groups.
- 5.4.11** The emerging Dacorum Local Plan Policy DM10 requires 20% of all new homes and 100% of socially rented homes, to meet Building Regulations standard M4(2): Accessible and Adaptable Dwellings and up to 10% M4(3): Wheelchair User Dwellings. The Housing Needs Assessment established that the population in Bovington was slightly older and becoming increasingly older than Dacorum as a whole. This could justify a slightly higher % of M4(2) and M4(3) housing in Bovington. Pending the Government's response to the 2020 consultation on raising accessibility standards for new homes, the overall aim of this Neighbourhood Plan is that all new homes should be capable of remaining accessible for the lifetime of their occupants. This would mean that the need for older and vulnerable people to move out of their familiar surroundings would be reduced.
- 5.4.12** All existing supported housing in Bovington is sheltered, for those with relatively less care needs. Whilst the larger quantity of established need is for sheltered housing with less support, these needs could be met through adaptations to existing housing stock or new accessible housing meeting M4(2) standards. The gap in provision is currently for extra-care housing.
- 5.4.13** While it is important to maximise accessibility to local health and other services and facilities for all new housing, it is particularly important for specialist housing for older people to be provided in sustainable accessible locations. This is because residents may lack access to a car and so need access to essential services on foot; so that staff have the choice of accessing their workplace by sustainable modes of transport, and so family and friends can visit specialist accommodation by sustainable modes of transport.
- 5.4.14** By locating specialist housing in accessible locations, economies of scale can be achieved. A specialist housing scheme in Bovington would be a reasonably good location (despite the somewhat limited public transport service) than the smaller more constrained villages around Bovington. Extra care schemes could achieve higher densities than otherwise set out in the Design Code and reduced parking requirements.
- 5.4.15** Covid-19 has also had an impact on options for older people considering options for care according to the ([Institute and Faculty of Actuaries article 3 August 2020](#)). An [Institute for](#)

[Public Policy Research \(IPPR\) survey](#) suggested that people are less likely to seek residential care than was the case prior to the pandemic and there is anecdotal evidence that Domiciliary Care Agencies (DCA) have received a greater number of enquiries and demand for their services.

POLICY BOV H2 Accessible Housing

- 1. All new homes must comply with Part M of the Building Regulations 2015, as amended; socially rented homes should be built to at least Building Regulations standard M4(2): Accessible and Adaptable Dwellings. Alternatively.**
- 2. Developments of specialist housing for older and vulnerable people (whether new or conversions from other uses), including an extra care development, must be within walking distance, on a safe and level route or within easy reach by passenger transport, to village shops and services and built to Building Regulations Standard M4(3).**

5.5 Master Planning and Design

- 5.5.1** The [Dacorum Strategic Design Guide](#), parts 1, 2, and 3 and the [Bovingdon Design Guidance and Code \(AECOM 2022\)](#) set out guidelines that should be followed for all new developments. In particular, the approach to Masterplanning should be followed when any major housing development comes forward. Masterplanning can help to create the physical conditions that residents and users find attractive and safe to encourage social interaction, and layouts that are easily understood.
- 5.5.2** The Chilterns Conservation Board publishes planning guidance for development proposals in and around the Chilterns Area of Outstanding Natural Beauty. The extent of the AONB coincides with the parish boundary in the south west for 1.5 kms and is only 3.5 kms from the western edge of Bovingdon village. Natural England are reviewing the extent of the AONB, and it may in the future reach into the parish and much closer to the village. Chilterns AONB design guidance may be applicable to proposals within the Neighbourhood Plan Area, particularly in character area CA9 Outer Fringe identified in the Bovingdon Design Code.
- 5.5.3** The main objective of the Design Code is to provide guidance for future development to help protect and enhance the special character of the Bovingdon Neighbourhood Plan Area. The first part of the report presents a local character analysis of the area including key characteristics, and describes land use, movement corridors, density of development and environmental designations. It describes in detail the characteristics of the 9 identified village Character Areas.
- 5.5.4** The Design Codes form part 3 of the report and sets out the expectations that applicants for planning permission in the parish will follow and which others can use as reference for schemes that do not need permission. The NPPF paragraph 124 notes that good design is a key aspect of sustainable development and creates better places in which to live and work. The Codes are structured into 5 topics with a detailed set of codes in each; settlement layout, safe movement; buildings, respecting local character and sustainability, followed by character area specific requirements.
- 5.5.5** The Design Guidance and Code (AECOM 2022) is too large to physically append to this Neighbourhood Plan it is however an essential part of the Neighbourhood Plan and is specific to Bovingdon. Any development proposals not following the guidance will be

expected to provide evidence of the exceptional circumstances that have led to deviation from the Code.

- 5.5.6** An example of an exceptional circumstance would be at Bovingdon Airfield. In exceptional circumstances, structures needed for filming could exceed 2 storeys. Complimentary modern building materials may be acceptable subject to an assessment of their impact on Character Area CA3 as identified in the Design Code.
- 5.5.7** Options for Sustainable Drainage Systems (SuDs) are discussed in the Design Code, in general terms, and specifically in relation to the eventuality of land between Chesham Road and Molyneaux being developed and the impact this might have on the reservoir on the site. SuDs have many uses including capturing surface water run-off, reducing flood risk, providing new green/blue infrastructure, and improving water quality to protect water features, rivers, and biodiversity. SuDs schemes often rely on a single attenuation basin, but SuDs distributed around a development site can be more effective in controlling surface water.
- 5.5.8** Bovingdon has no watercourses. It is however a surface water risk hotspot as a surface water flow path runs through the village. This has resulted in several flooding events concentrated around Ryder Close, Rymill Close, Hyde Lane and Green Lane. (see **APPENDIX E**). When consulted on planning applications, the Lead Local Flood Authority will require the use of above-ground SuDS to ensure surface water is managed effectively in any new development.
- 5.5.9** SuDs can also be retrofitted on a local level to provide, for example, rain gardens (which absorb water) into green spaces.
- 5.5.10** All development should comply with local and national design guidance on SuDs such as Hertfordshire County Council's adopted Local Flood Risk Management Strategy (LFRMS2). Further information is available on [Hertfordshire County Council's website](#).

POLICY BOV H3 Design Code

- 1. The Bovingdon Design Code is relevant to all developments in the Neighbourhood Plan area. The Code forms an essential part of the Neighbourhood Plan and should be used when preparing proposals, to secure high quality design that contributes to its character area, or comment on or assess applications for planning permission.**
- 2. Other design guidance published by Dacorum Borough Council or the Chilterns Conservation Board may also be used, where appropriate.**

5.6 Design in Bovingdon Conservation Area

- 5.6.1** To provide a guide for planning applications and any other proposed works in Bovingdon Conservation Area chapter 3 **Conservation Area Housing Character Assessment** provides background information. This adds to the content of the Bovingdon Design Code giving more detail about the growth of housing through the centuries and the styles and design features that are prevalent. It should be used as a reference guide.

5.7 Residential Car and Cycle Parking

- 5.7.1** The Neighbourhood Plan survey revealed that the average number of cars per household in Bovingdon was 2. This is likely due to the low level of public transport serving the village. The 2011 census ranked the ward of Bovingdon, Flaunden and Chipperfield with the second highest average car ownership in the county at 1.7 vehicles per household. For these reasons, the highest car parking standard should be adhered to.

5.7.2 The Dacorum Parking Standards Supplementary Planning Document (SPD) was adopted on 18 November 2020. This document divides the Borough into three accessibility zones. Bovingdon lies in Zone 3 which is the lowest accessibility. The parking standards in this zone start from a minimum of 1.25 spaces for a studio, bedsit or 1 bedroom home up to 3 spaces for a 4 bedroom home. Additional spaces should be provided for visitors (unallocated spaces). Where garages are provided as part of the parking standard, they must be effective in providing storage space for cars and measure at least 6m long and 3m wide. Cycle parking standards are also provided in the SPD. The SPD or a future update to it should be adhered to for all developments in Bovingdon.

5.8 The Impact of Covid-19

5.8.1 Before the COVID-19 crisis, London was already in the midst of a housing unaffordability crisis. Now, mid 2022 we are in the throes of an economic recession. The number of people who have left the job market following the pandemic has led to a very tight labour market and low unemployment. The pent-up demand for housing has not dampened the demand for affordable and social housing. In addition, the reduction in housebuilding during the lockdown put further pressure on affordable housing supply. The public health response to the virus also meant that many Londoners spent most of their time confined to their homes. There was evidence that demand for houses over flats and to moving outside London to places such as Bovingdon grew and prices reflected this. ONS reports annual house price growth to May 22 in the Southeast as 13.5% and 14.7% in the East of England, compared to 8.2% in London. People are looking for different attributes in their homes based on their experiences of the crisis.

5.8.2 Savills report that by July 22 house price growth is losing intensity after the surge post-pandemic (June 20 onwards). Lucian Cook (Head of research) found that post pandemic, Country Homes saw a huge surge in searches compared to London Searches (which have dropped) driven by families wanting to move out of London.

5.8.3 In March 21, 61% of London Business who were polled for the London Chamber of Commerce said they would keep conducting meetings virtually where possible, when the pandemic is over and 32% said they would allow hybrid working at least 2 days a week. 31% said they will continue with a reduced space in some form. 62% had allowed remote working during the pandemic. The transition may well have resulted in a figure somewhere between leaders' aspirations and what was achieved during the pandemic given the tight labour market and the need to meet employees' expectations to maintain retention. Remote working has largely become standard practice, and this too will have fuelled demand over the medium to longer term for living in villages with good connections such as Bovingdon.

6 Community, Natural Environment and Heritage

6.1 Introduction

- 6.1.1 This section is built around a group of objectives which cover the following objectives:
- C. Improve social facilities and spaces for all generations, to promote social inclusivity, foster well-being and build on the already strong sense of community and social harmony in Bovingdon
 - D. Protect existing Local Green Spaces, wildlife corridors and natural habitats, ensuring future developments include green space and space for wildlife
 - E. Enhance existing recreational spaces such as playgrounds, sports facilities or nature reserves, developing new resources such as allotments
 - F. Ensure public rights of way are maintained and build new footpath and cycle networks that promote greater access to the countryside, while retaining old paths and routes
 - G. Protect existing views from being compromised through future development
 - H. Protect Bovingdon's historic legacy, including existing and potential conservation areas, as designated and non-designated heritage assets
- 6.1.2 Initial issues were raised through the Neighbourhood Plan survey, and these were investigated in more detail to see how they could be tackled from a social/community aspect. These focused on improving access to the countryside, green spaces, parks and nature reserves. Following a further survey on proposed policies there was a clear desire to improve other facilities and the aesthetics of the High Street. 92 % of those responding strongly supported existing retail employment and retail shops. There was little support for relocation of facilities such as the school and bowls club, to allow for improvements. The Parish Council have enlisted expert help to advise on how the wished-for improvements can be made without spoiling the character of what is perceived to be the heart of Bovingdon village.
- 6.1.3 Future uses of land in the High Street for leisure and community facilities will be carefully considered. The aim of the Parish Council is to make the best use of land but to retain the ability to have a communal meeting place in the High Street.

6.2 Community and Recreational Facilities

- 6.2.1 The valued village community facilities are the Memorial Hall, the sports clubs (football, bowls, tennis and cricket), the library, St Lawrence Church, Bovingdon Academy, and the medical and dental facilities, of which there are four. Each is considered in the following paragraphs. The **Action Plan** at **APPENDIX D** provides further details of community activities that will contribute to achieving the objectives for this section.

Memorial Hall

- 6.2.2 The War Memorial Hall opened in 1921 to provide a lasting memorial to the villagers who died in the First World War and to act as a social centre for the benefit of everyone. The residents hold the Memorial Hall dear, but it is no longer able to accommodate everyone who wishes to use it now that the village has grown. Demands will clearly increase in the future (38% of respondents to the Neighbourhood Plan survey highlighted the need to improve facilities).
- 6.2.3 A survey was undertaken to ascertain whether the hall met the needs of current users. The overall response was that they were generally satisfied, apart from the lack of storage. However, when the playgroup is using the hall, people cannot access other parts of the

building thereby restricting its usefulness. In addition, there are other groups who would like to use the hall, but there is no room for them. Considering the hall is not able to accommodate all groups wishing to use it, additional space is needed either through extensions or a re-build. Either of these options needs to be carried out in a sensitive way to ensure the memory of the hall's original purpose and the history behind its conception are kept alive.

- 6.2.4** The Neighbourhood Plan survey revealed a wish for a community hub for people to meet. There is an opportunity to incorporate this desire in a renovated/new Memorial Hall which would meet the needs of the village's large elderly population and to provide a safe place for the younger generation to meet.

Open Space

- 6.2.5** The [National Planning Policy Framework](#) advises that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities (paragraph 98). [The Sport England Planning for Sports Guidance](#) contains 12 Planning for Sport principles. Principle 11 is "Plan Positively". The designation and protection of spaces with an aim to improve access to green spaces is fundamental to this Neighbourhood Plan.
- 6.2.6** [Dacorum's Open Space Study March 2008](#) states on page 78 that "The open space of Bovingdon has a total area of 14.615 hectares: this equates to 3.170 ha per 1000 population. Bovingdon is deficient of 6.63 hectares of leisure space. There are no allotments or parks and gardens in Bovingdon. The provision of children and young people facilities is below the minimum standard in the current Local Plan. New provision should be considered when opportunities arise, and developer contributions could be sought to fund new provision. Old Dean and the amenity space at Lancaster Drive are recommended as potential additions to the Open Land designation." The importance of these two spaces mentioned in the last paragraph has been recognised by their inclusion as Local Green Space designations in this Plan.
- 6.2.7** [Dacorum's Open Space Study Standards Paper July 2019](#) reconfirms the under provision of green space in Bovingdon. Bovingdon still does not have a park. The report proposes a new standard of provision of 0.25 ha of play space per 1000 population. Bovingdon along with Kings Langley is jointly the most deficient in play provision.
- 6.2.8** The most significant spaces are Little Hay Golf Course and the Brickfields. The only other spaces of any size are Bovingdon Green, the school playing field (King George V Playing Field) and the churchyard.



Figure 19 King George V Playing Field

6.2.9 Although Bovingdon is deficient in open space there are four main sports clubs: Football Club; Bowls Club; Tennis Club; and Cricket Club.



Figure 20: Cricket on Bovingdon Green

6.2.10 The cricket club was formed in 1884. The Green was given to the Rural District Council in 1928 with the stipulation that the cricket club should continue to have use of the green. Facilities are limited for the tennis and football clubs on Green Lane. The bowls club is the only sports club in the village allowing members to walk to and not requiring parking. It operates all year round due to its all-weather pitch. The social facility provides a safe and welcoming place, particularly for those on their own. Discussions will continue between the Parish Council and the clubs, to see if joint relocation can achieve economies of scale and shared facilities.

The Library

6.2.11 The library is a large airy building that meets the needs of the community. It was built in 1991, the first in the county to have shared use of the facilities with the primary school and the public. It features a characterful Bell Cupola on the roof.



Figure 21 Bovingdon Library

- 6.2.12** In 2018, Hertfordshire Libraries entered into a partnership with Bovingdon Community Library Volunteers who deliver library services with support from staff at Hemel Hempstead Library. Hertfordshire Libraries will maximise the potential for partnership working with Bovingdon Community Library by contributing positively to projects that connect individuals and families and that create healthier communities in line with the county council's Inspiring Libraries Strategy.

St Lawrence Church Hall

- 6.2.13** Demand for the use of St Lawrence Hall by both church and community is increasing but the site is unsuitable, and the building is getting old and more expensive to maintain. The plans for an extension to the church to provide a new hall would provide facilities that could support the community. Better parking could be accommodated for use of the church and the extension. This in turn will help to attract and retain new generations of church worshippers who will continue to use the building regularly and fund its upkeep.

1st Bovingdon Scouts

- 6.2.14** The Scouts have had their own HQ for over 50 years in the village. It was a temporary building which has recently been demolished and the community is supporting the Scouts to rebuild their base as a youth hub for the community.

Bovingdon Academy

- 6.2.15** Bovingdon Academy combines an infant and junior school with capacity to support the development of further homes in the village.
- 6.2.16** A group of pupils at the Academy were surveyed to gather their opinions about living in Bovingdon from a child's perspective. In summary, most of the children liked living in Bovingdon finding the people friendly, the village quiet and peaceful with friends living nearby. A large proportion of children attended clubs, although these were not necessarily all in Bovingdon. They would like to see better cycle routes, more shops such as Take-Aways, a games shop, restaurants, etc. They felt it was important that new homes had renewable energy.
- 6.2.17** As there is no senior school in Bovingdon, secondary schools that Bovingdon's children attend were also asked to gather information including on likes and dislikes about Bovingdon, along with specific questions about green spaces, the possible use of the Memorial Hall and what other changes they would like to see.
- 6.2.18** Further details of both school surveys can be found in the Bovingdon Neighbourhood Plan Consultation Statement.

Medical and Dental Facilities

- 6.2.19** There are two doctors' surgeries, Longmeadow Surgery which is a branch of Kings Langley Surgery and Archway Surgery. The Neighbourhood Plan survey in 2021 indicated that some residents were concerned about capacity of GP patient lists. Dental and GP practices were approached to ascertain if they had capacity to increase their patient lists should there be further housing development. All the practices felt they would be able to accommodate an increased list.



Figure 22 Dentist Surgery

POLICY BOV COM1 Community and Recreation Facilities

- 1. The development of new or enhanced community facilities and services, including those that increase opportunities for recreation and for social inclusivity, will be supported.**
- 2. New or improved community and recreation facilities to accommodate the population growth of the village are a priority for S106/CIL funding. These should include:**
 - a. Indoor facilities in the form of an extension/redesign of the village hall or a new hall**
 - b. Outdoor sports facilities to create a multi-use games area on Dacorum owned land that is currently in recreational use or could be converted to recreational use**
 - c. Other facilities where opportunities for enhancement are identified.**
- 3. Existing community facilities listed above in Section 6.2 should be retained and protected. Loss of these facilities will only be acceptable where alternative provision is of a scale and standard equivalent to, or superior to, the existing facilities. Alternative provision should be within walking or cycling distance for the village community, on safe access routes.**

6.3 Green Spaces

6.3.1 Bovingdon's rural character is an aspect that the respondents to the Neighbourhood Plan survey wanted to preserve. Further consultation reaffirmed that the rural character should not change. Green spaces make up an important part of that rural character. The Neighbourhood Plan survey in 2019 identified the top green space activities as:

- Walking/running 37.5%
- Leisure events/meeting friends 37.5%
- Sports (including casual games) 12.5%

6.3.2 Green spaces within the Neighbourhood Plan area were identified with the help of a variety of reports including the [Dacorum Open Space Study \(2008\)](#) and the [Bovingdon Conservation Area Character Appraisal and Management Proposals](#).

- 6.3.3** The Playing Fields (King George V) off Church Lane, mostly outside the boundary of the Conservation Area are an important green lung in the centre of the Village. The 2021 survey indicated that this green space is valued. The Springfield wood alongside King George V Playing Fields were also identified. The Springfield green space is valued by the school community and should be protected for future generations of children. These two spaces combine to make one Local Green Space.
- 6.3.4** An extensive green space, St Lawrence's churchyard dominates Bovingdon Conservation Area and is the second largest churchyard in Hertfordshire. It includes a well-tended avenue of yew trees (probably dating from 1872, when the path was laid out). Boundary planting creates subtle views rather than vistas into and out of the churchyard, making this feature, along with the overall softening impact of green, an important part of the character of the conservation area, in addition to the benefits for residents and visitors of the green space itself.
- 6.3.5** The generous grass verges with property boundary lines well set back from the road are a feature of the conservation area. A particularly good example outside the Conservation Area is the verge at the Hempstead Road end of Vicarage Lane. This verge is a valued green space.
- 6.3.6** Open spaces outside the conservation area, Bovingdon Green and the Bovingdon Brickfields are limited. There are pockets of small grassy areas around the village providing some relief for the areas of dense housing development. They play a special role for residents of these estates. Green spaces on St Lawrence Close, Lancaster Drive and Old Dean are particularly valued. In addition, a small field to the north west of the entrance to Little Hay Golf Course (which is owned by Dacorum Borough Council) is included for its potential as a recreation space.
- 6.3.7** Bovingdon Green is described in detail later in this section but its value as a green space includes its contribution to the character of this part of the village and its varied use for sheep grazing and cricket. Of great importance is its accessibility in perpetuity, granted by virtue of it being granted 'Field in Trust status in 2012, protecting it as a recreation space.



Figure 23 Bovingdon Green Fields in Trust

- 6.3.8** By contrast, the exceptional nature conservation value of Bovingdon Brickfields is due partly to the management of the space for nature conservation. There are no designated Local Nature Reserves in Bovingdon although there are several Local Wildlife Sites (LWS),

of which the Brickfields is one. All of LGS9a and part of LGS9c and LGS9c are in LWS74/055/01 Bovington Brickworks Central. The description of the LWS includes is as follows: *Worked out clay pits on former secondary grassland/former airfield land, with irregular land form of spoil heaps and hollows, some developing temporary pools and one old pond. Scrub and a few old trees and former hedge -lines.* In addition, LGS9b and LGS9c contain show on the Priority Habitat Inventory for Deciduous Woodland.

- 6.3.9** Each part of the Brickfields has a different character. LGS9a had important hedgerows and is mainly neutral grassland. LGS9b is a mix of scrub and neutral grassland. LGS9c is broadleaved woodland with some semi-improved grassland. Each of the three areas is clearly delineated. LGS9a and LGS9b are divided by Footpath BOV 008. LGS9c is almost completely separate with a short boundary with LGS9b along which Footpath BOB 010 runs.
- 6.3.10** The Box Moor Trust who own the Brickfields offer nature walks to residents and school groups. Their primary purpose for this site is to restore it for nature conservation. A small part of the priority habitat lies outside LGS9b and is in private ownership.
- 6.3.11** All the spaces described above meet the criteria for designation as Local Green Spaces. Although Bovington Green currently benefits protection through Fields in Trust and the Brickfields are also protected. They are suitable for Local Green Space designation due to their great significance to the local community. A spreadsheet showing how each space meets the criteria and large scale maps of each LGS can be found in **APPENDIX C**. A much larger spreadsheet showing how many spaces were considered for designation can be found as part of the Environment Report in the Additional Evidence section of the Neighbourhood Plan webpage. The designation of Local Green Spaces is guided by the NPPF paragraphs 101 -103. These spaces have been identified by the community as of particular importance to them.



Figure 24 St Lawrence Churchyard LGS2

POLICY BOV NE1 Designated Local Green Spaces

1. The following sites contribute to local amenity, character, historic significance or green infrastructure. They have been identified as Local Green Spaces (LGS), are shown on the Policies Map, described in further detail in APPENDIX C and are listed below:

LGS1 Land to the north west of Little Hay Golf Club entrance

LGS2 St Lawrence Churchyard

LGS3 King George V Playing Field

LGS4 St Lawrence Close amenity green

LGS5 Vicarage Lane/St Lawrence Close junction northwest and south amenity greens

LGS6 Lancaster Drive amenity green

LGS7 Old Dean green & playing area

LGS8 Bovingdon Green

LGS9a The Brickfields (Leyhill Road/Green Lane/BOV 08 Footpath)

LGS9b The Brickfields (Shantock Hall Lane/BOV 10 & BOV08 Footpaths)

LGS9c The Brickfields (east of Baker's Wood and BOV10 Footpath)

2. Development will only be allowed within a designated Local Green Space where it does not conflict with the purpose of its LGS designation, is



Figure 25 King George V Playing Field (left) and King George V Play Park (right) (LGS7)



Figure 26 Old Dean Play Park and Green (LGS3)

- 6.3.12** Allotments would be eligible for designation as Local Green Space were Bovingdon to have any. During the 1970s when a decision was made by HM Government to build a prison on Bovingdon Airfield, Bovingdon Parish Council negotiated an agreement whereby Bovingdon Villagers could have allotments on the proposed building site. The allotments were in existence for approximately 5 years from 1977 to 1982. By the Spring of 1983 the allotments were vacated and building work commenced. No provision was made to relocate the allotments.
- 6.3.13** The need for allotments for resident's use was confirmed by the Horticulture Society through consultation during the preparation of the Neighbourhood Plan. Residents responding to the consultation on draft policies in July 2021 said that there was a need for more allotments (82% of those responding). Even more importantly, 23% of respondents, which equates to 88 people, said that they would use an allotment plot should it be available. This helps to substantiate how great the need is. According to [Dacorum's Open Space Study Standards Paper July 2019](#) Bovingdon is the most deficient in allotment space of the 6 study areas. Possible sites have been identified in the ownership of Dacorum Borough Council. Discussions between Dacorum and Bovingdon Parish Council to secure a site for allotments will continue until a solution has been found.



Figure 27: LGS1 Land North West of entrance to Little Hay Golf Course

6.3.14 Children’s play areas are also an issue in Bovingdon. The provision of facilities for children and young people is below the minimum standard in the current Dacorum Local Plan. New provision should be considered at each opportunity and developers contributions sought if the site being put forward is too small to provide facilities in the development.

6.4 Accessible Natural Green Space

6.4.1 [Dacorum’s Urban Nature Conservation Study](#), although over 15 years old, identified that accessible natural green space was lacking in Bovingdon. The study said that if the village of Bovingdon was to be expanded, then the creation of a new wildlife site on the edge of the village would contribute to the provision of much needed open space and for part of a wildlife corridor. Dacorum’s Open Space Study Paper July 2019 highlights that Bovingdon is severely under provided for in terms of natural and semi-natural green spaces. The proposed standard is 1.8 ha per 1000 population, but the area has only 0.22 ha per 1000 population. Furthermore, the only natural or semi-natural green space on Lancaster Drive is of low quality and largely inaccessible.

6.4.2 Pressure from the expansion of settlements in Dacorum and adjoining boroughs has resulted in a detrimental impact on the Chilterns Beechwoods Special Area of Conservation. Natural England has introduced a 12.6 km zone of influence around Chilterns Beechwood Special Area of conservation and requires mitigation in the form of Suitable Alternative Natural Greenspace (SANGs) to be identified across the borough. Such accessible natural greenspace would be very welcome in Bovingdon.

6.4.3 Options for a SANG in Bovingdon are being considered. Two possible options are Brickfields and Little Hay. However, an unquantifiable increase in visitors to Brickfields might be detrimental to the management of the site. Little Hay might be more resilient but is less easy to reach by non-motorised modes of transport, from the village.

6.4.4 The search will continue in collaboration with Dacorum Borough Council. In the meantime, the recognition of natural areas of green space for learning, particularly for children and for health and wellbeing, is recognised in this Plan. Major new developments should fulfil their green space requirements by providing natural areas as well as space for active play.

The accessibility of natural greenspace can be enhanced through the inclusion of new rights of way or potential enhancement of existing routes. This will enable greater access to the countryside. Orbital routes can be especially beneficial.

POLICY BOV NE2 New Areas of Natural Greenspace

- 1. New major developments must include an area of accessible natural greenspace with a maintenance plan to ensure its sustainability. Natural greenspace can incorporate appropriate children's play space.**
- 2. Proposals for the creation of a Suitable Alternative Natural Greenspace will be welcomed subject to having no conflict with other policies in this Plan. The inclusion of new or enhancement of existing rights of way should be included where possible.**

6.5 Footpaths and Access to the Countryside

- 6.5.1** There are 28 footpaths registered on the definitive map and a further 17 un-registered, some being convenience accesses, within the Parish boundary of which two are not defined as Rights of Way. Their total length is approximately 28 km (17 miles), the shortest (BV19) being approximately 0.16 (0.1 miles) and the longest (BV29) is 3.4 km (2.1 miles). The main ones are maintained by Dacorum Borough Council and volunteers from The Chiltern Society. [The Chiltern Society](#) publish a comprehensive set of walks leaflets on their website (maps 5 and 17 are the relevant ones for the parish) and HCC publish a [Rights of Way GIS Map](#) based on the Definitive Map on their website. HCC produced a May 2023 version of the definitive map specifically for this Neighbourhood Plan (see **APPENDIX F**). Further information in the Environment Report in the Additional Evidence section of the [Neighbourhood Plan webpage](#).
- 6.5.2** Two long distance paths (LDP's) pass through the Parish; The Hertfordshire Way and the Chiltern Way. Both go through, and cross over one another in St Lawrence Churchyard.
- 6.5.3** Some traditional areas for walking such as routes through the Box Moor Trust land have changed focus. There is now livestock in this area to facilitate management for biodiversity and walking on the land with dogs is now discouraged. On the other hand, during preparation of the Plan, an ancient track was identified linking Duckhall Farm to Little Hay Farm and beyond. Bovingdon Parish Council Outdoor Committee are progressing the possibility of opening up this ancient path.
- 6.5.4** Strategically the footpaths do not appear to have been planned with adequate forethought to enable walking access around the village. As an example, Path BV15, which is a useful cut-through from Green Lane to Hamer Close, provides a link to the Moody Estate, but does not allow access to / from Rymill Close. It would be very useful to have a link between Ryder Close and the High Street. New developments should include pathways within their layouts which facilitate pedestrian access to other areas of the village. Anecdotal information gathered during consultation on the Neighbourhood Plan suggests that new footpaths from existing homes to the centre of the village, for example, from Lancaster Drive would encourage people to walk rather than use their cars. Future housing developments should consider whether and how this can be achieved.
- 6.5.5** The Neighbourhood Plan survey responses indicated that 42% of residents enjoy walking, 31% of whom walk with their dogs. It is very important that footpaths and pavements are "safe". This includes the maintenance of surfaces as well as personal safety. Many footpaths are not well maintained. 57% of respondents to the survey wanted to see improvements to footpaths and more access to the countryside.

- 6.5.6** In accordance with NPPF para 110, planning policies should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks.
- 6.5.7** Hertfordshire County Council's (HCC) Rights of Way Improvement Plan (RoWIP) should be used as an opportunity to enhance or create new routes. Where new routes are designated, they should be bridleways or restricted byways, to provide for a range of vulnerable road users with safe off-road routes, including users with a disability. Routes 9/52, 9/59, 9/60, 9/63 and 9/85 are mentioned in the RoWIP. Anomalies in the Definitive Map create confusion and require updates to be made. This can be done as part of relevant planning approvals.
- 6.5.8** Dacorum Borough Council has a Local Cycling and Walking Infrastructure Plan (LCWIP). It is important that these initiatives do not operate in isolation but provide joined up solutions to providing access to the countryside. Countryside access by bike, on rights of way which allow it, are particularly important where they provide alternative routes to key destinations where the public highway is not suitable or attractive to cyclists.
- 6.5.9** HCC's Local Transport Plan (LTP4) requires developments to include infrastructure connecting new homes to local destinations, notably the High Street in Bovingdon. Existing housing areas are not all well connected, and opportunities will be taken to improve this situation through the [Action Plan](#).

POLICY BOV NE3 Footpaths and Access to the Countryside

- 1. Access to the countryside is now more important than ever. Development proposals must consider how they can provide access to the countryside and access across the village (see also POLICY BOV T4). This can be achieved by:**
 - **Funding the maintenance of existing footpaths, bridleways and restricted byways**
 - **Installing new non-motorised routes where possible**
 - **Reinstating and protecting ancient tracks and routes**
 - **Major developments including, or financially contributing towards new restricted byways and/or bridleways.**
- 2. Proposals in Hertfordshire Country Council's Rights of Way Improvement Plan for the area, to create or enhance non-motorised rights of way, will be supported.**
- 3. Opportunities to resolve anomalies in the recorded path network, such as unexpected changes of path status will be sought as part of relevant planning approvals.**

6.6 Wildlife Corridors and Biodiversity

- 6.6.1** There are more than 20 Local Wildlife Sites (LWS) in Bovingdon, including Bovingdon Brickfields, Gorsefield and Ramacre Woods, Great Wood north of Bovingdon airfield, and Little Hay Golf Course. A Map showing Local Wildlife Sites can be found in [APPENDIX I](#).
- 6.6.2** Narrow, tree and hedge-lined lanes are a feature of the smaller roads through the area. Wide grassed areas in front of houses provide a more open feel to the village. A significant feature beyond the village is the network of old hedgerows, especially south and east of

Bovingdon. Typically mixed they include hazel, blackthorn, holly and hornbeam. It is clear that surviving interconnecting hedgerows are valuable in maintaining a network of wildlife habitat. Wildlife corridors are shown on the Policies Map.

6.6.3 Hyde Lane running from Green Lane to the Moody Estate is an example of an ancient road that now provides a corridor for different species. Stoney Lane, Pocketsdell Lane and Green Lane are part of the rights of way network. Most non-motorised rights of way provide wildlife corridors. HCCs' Countryside Management Service (CMS) engages volunteers in the improvement of the local environment for people and wildlife. The rights of way network in Bovingdon can benefit from the activity of CMS led and co-ordinated volunteers who monitor and undertake minor repairs if routes in Bovingdon are promoted. There has been a substantial increase in volunteer work, demonstrating that coordinated and well managed community volunteers can have a significant role to play in ensuring that the network is well maintained and easy to use. Over the period of this Plan the range of volunteer roles will be broadened, allowing people to contribute to path upkeep, and maintaining wildlife corridors whether it is walking, riding, surveying or carrying out practical improvements outdoors in small teams.

6.6.4 House martins live nearby the Brickfields and could possibly nest at Grange Farm. House Martins are an endangered species and therefore need protection. House Martin boxes mounted under the eaves of buildings facing the Brickfields would providing nesting sites and could help to increase numbers. Great Crested Newts breed within a few hundred metres of Bovingdon Green community pond and may also be found at Grange Farm. A churchyard survey on grasses, lichens, plants and trees, and a bird survey can be found in the Environment Report in the Additional Evidence section of the Neighbourhood Plan webpage.



Figure 28: Galega in Bovingdon Brickfields

6.6.5 The Environment Act 2021 contains ambitious provisions, including a mandatory requirement for new developments to provide a 10% biodiversity net gain as set out in a biodiversity plan. Pending the details of this advancement being set out in statute, biodiversity should be measured using a biodiversity calculator.

POLICY BOV NE4 Wildlife Corridors and Biodiversity

1. Existing wildlife corridors should be retained in all development proposals and the opportunity to improve existing wildlife corridors or create new ones should be taken wherever possible. Wildlife corridors are shown on the Policies Map.
2. Wildlife corridors should be focussed on the existing hedgerow network and priority habitats. Minimum 12m buffers of complimentary habitat will be required for all priority habitats affected by or adjoining development proposals.
2. The habitat value of ancient lanes should be protected and enhanced:
 - Stoney Lane (Byway BOV 020)
 - Pocketsdell Lane (LWS) (part Byway and part Bridleway BOV 009)
 - Hyde Lane
 - Green Lane (Footpath LT8 to Ley Hill) (Local Wildlife Site)
3. Development proposals must conserve and enhance biodiversity by applying the mitigation hierarchy and deliver net biodiversity gains of at least 10% (in accordance with the current best practice DEFRA Biodiversity Metric).
4. All designated Local Wildlife Sites should be protected from the negative impact of development and buffered. If biodiversity offsets are required in the Neighbourhood Plan Area, Local Wildlife Sites should be targeted to receive these offsets, if habitats are suitable.
5. All buildings bordering open space must include integrated boxes for swifts and bats. All fencing must be permeable to wildlife, for example, hedgehog highways.

6.7 Hedges and Significant Trees

- 6.7.1 Trees and hedgerows perform many functions including supporting biodiversity, providing shade and shelter, modifying the effects of climate change, and the general feeling of wellbeing and amenity they provide. Hedges were once important delineators of boundaries. Pressures of development have tended to strip out some of these ancient hedgerows that would have delineated orchards, fields and property boundaries. Many have been replaced by fences and walls.
- 6.7.2 There are numerous recent statements by wildlife and conservation organisations on the benefits of hedges (See references in [APPENDIX L](#)), including Campaign for the Protection of Rural England (CPRE), Royal Society for the Protection of Birds (RSPB), the Royal Horticultural Society (RHS) and Hedgelink. The RHS article sums up the benefits stating “Hedges are a relatively simple and cheap natural barrier capable of providing a spectrum of benefits. They capture air pollutants, reduce risks of localised flooding (through intercepting rainfall), cool the proximate air, support wildlife and much more.”
- 6.7.3 With the help of a local expert and the Tree Officer for Dacorum, surveys conducted will be used to formulate a plan for the future management and protection of important trees. An oak was identified at the entrance to the field at Homefield Close. The process has commenced for the serving of a Tree Preservation Order to protect the tree for the benefit of residents and wildlife.
- 6.7.4 An Ancient hedgerow species survey and a Tree Preservation Order Map can be found in the Environment Report in the Additional Evidence section of the Neighbourhood Plan

webpage. In addition, there are 3 Veteran Trees identified on the Herts Environmental Records Centre data base (a Hornbeam and a Yew in Ramacre Wood, and a Horse Chestnut on Bovingdon Reach in an arable field).

- 6.7.5** Trees contribute to the urban and rural landscape. In Stoney Lane, stretches of hedgerow have been traditionally laid. Boundary trees around spaces like the Churchyard, the Old Vicarage and Bury Farm provide important screens and definition to the village 'edge'. An avenue of Irish Yews lies within the churchyard. Trees line Church Lane, Vicarage Lane, Green Lane, Chipperfield Road, Hempstead Road/Box Lane and Stoney Lane. Most of the village's orchards have been lost to housing since the first World War apart from one at Bury Farm which survives in an open field.



Figure 29: Oak Tree in Homefield Close

- 6.7.6** A Tree Charter will be prepared as part of the Action Plan (see [APPENDIX D](#)) to implement as many of the 10 principles of the Woodland Trust Tree Charter as possible, including protecting irreplaceable trees and woodlands, strengthening our landscapes with trees, and planting for the future.
- 6.7.7** Some tree planting has taken place on Bovingdon Green including the Queen Elizabeth II Fields in Trust Oak tree. Further planting and softening of the urban landscape in the village will be undertaken in accordance with landscape design plans being commissioned by Bovingdon Parish Council.

POLICY BOV NE5 Hedges Woodland and Significant Trees

- 1. The hedges and significant trees identified in the Evidence Base are important to the character of the area and to biodiversity. Hedges coincide with Wildlife Corridors (WC5, WC6, WC8 and WC9 on the Policies Map). Ancient Woodland is mapped in APPENDIX J.**
- 2. Proposals should be designed to retain all ancient trees and those with recognisable amenity value. Any development that would impact on these features should provide an assessment of that impact and how it can be mitigated.**
- 3. Developers and local landowners will be encouraged to plant trees, preferably native, able to withstand climate change at every opportunity.**
- 4. Further information will be contained in the Tree Charter on the Neighbourhood Plan webpage.**



Figure 30 Hedge, Holly Hedges Lane

6.8 Important Views

- 6.8.1** Bovingdon Conservation area is tightly defined as the historic core of the village. The topography and settlement evolution in which the conservation area sits unobtrusively, lies either in the dip of the plateau or hidden behind the High Street. There are consequently no encompassing views, and the best views are from outside the village looking in – for example, the footpath that leads into fields opposite the eastern corner of the churchyard.
- 6.8.2** Although Bovingdon is lacking in community open space there is the feeling of openness because of the privately owned fields in the area. The community is very keen that we do not lose this feeling of openness as a result of development.
- 6.8.3** To assess the landscape and visual impact on important views, an appropriate methodology should be used, such as, the use of Verified Views (see [Historic England Research Report Series 12-2019](#)). Mitigation of important views could take the form of natural screening, for example, boundary planting, or careful choices of colour and materials. Evidence to support the inclusion of these views can be found in **APPENDIX G**.



Figure 31: VIEW1 From Footpath 17 to Bury Farm and west to St Lawrence church



Figure 32: VIEW2 From Footpath 16 between Homefield Spring and Rainhill Spring eastward



Figure 33: VIEW3 From Chipperfield Road looking west to the Ryder Memorial



Figure 34: VIEW4 From Footpath 36 at Mounts Hill east towards Great Woods



Figure 35: VIEW5 From Footpath 29 south towards Strawberry Woods



Figure 36: VIEW6 From Footpath BV21 at junction with Stoney Lane looking southeast

POLICY BOV NE6 Important Views

1. **Development proposals will only be supported where it can be demonstrated that measures have been taken to contain and mitigate the visual impacts of development on the open character of the landscape setting of Bovingdon village.**
2. **6 cherished views have been identified on the Policies Map and are detailed below, including photographs and specific features of each view:**
 - VIEW1 From Footpath 17 to Bury Farm and west to St Lawrence church**
 - VIEW2 From Footpath 16 between Homefield Spring and Rainhill Spring looking south east**
 - VIEW3 From Chipperfield Road looking west to the Ryder Memorial**
 - VIEW4 From Footpath 36 at Mounts Hill east towards Great Woods**
 - VIEW5 From Footpath 29 south towards Strawberry Woods**
 - VIEW6 From Footpath BV21 Stoney Lane looking southeast across fields at the junction of the footpath.**
3. **New development within the identified views listed above and indicated on the Policies Map must ensure that key features of the view can continue to be enjoyed including distant buildings, areas of landscape and the juxtaposition of village edges and countryside. Development proposals must, where appropriate, include a landscape and visual assessment, using an appropriate methodology, of the harm to those views. Proposals where a harmful impact is identified will only be permitted where effective mitigation measures can be delivered.**

6.9 Heritage Assets

- 6.9.1** There are currently 55 listed Heritage Assets in Bovingdon, including two Grade II* listed; Bovingdon Parish Church of St Lawrence and Rent Street Barn on Chipperfield Road. There are no Scheduled Monuments in the Parish. Designated Heritage Assets are protected by local and national planning policy including in chapter 16 of the NPPF (2021).
- 6.9.2** There are examples of Medieval farming in Bovingdon. Relict examples of these open field arable strips are discernible to the rear of Duckhall Farm, just to the north of Hempstead Road. There is also a medieval strip of land used for harvesting hay, adjacent to Box Lane. This ancient medieval grassland is characterised by sweet vernal grass and common bent. Common pasture may also survive in the form of Rough Down, now part of the former airfield.
- 6.9.3** Stoney Lane and Pocketsdell Lane are an excellent reminder of the appearance of most roads in the parish prior to 1930s. (Unspoilt un-metalled track)



Figure 37: Stoney Lane un-metalled track

Bovingdon Parish Church of St Lawrence

- 6.9.4** The most significant listed building is the Grade II* listed parish church. The church is over 150 years old, built on the site of the original c. 1320 church. The church is set in the second largest churchyard in the county. Many of the gravestones are of significant historical value. There is a Lychgate at the entrance to the church built in the 1880s. The churchyard has ancient graves of historic significance namely the Cunard's. In the 1872s two rows of Irish Yew trees were planted and are still evident. The wall surrounding the church is also of historic interest. Added protection is given to the churchyard in this Plan through its designation as a Local Green Space.

- 6.9.5** The church is an important heritage asset which needs an engaged congregation, willing to use the building regularly, fund its upkeep and reach out to the community at large, offering decent, accessible facilities. The proposed extension will help to enable this vision.
- 6.9.6** Listed buildings and structures in Bovingdon can be found on Historic England's website: <https://historicengland.org.uk> and search for 'Bovingdon'.



Figure 38: St Lawrence Church and Churchyard

Bovingdon Conservation Area

- 6.9.7** A Conservation Area Housing Assessment has been produced (see Conservation Area Housing Character Assessment) which includes a description of the conservation area and how it has grown in stages over time. Views within the High Street have suffered from poor planning decisions which have had an adverse impact on the character of the area. The Tesco store at the junction of High Street and Hempstead Road protrudes above the roof line of surrounding buildings and presents an obtrusive and overbearing structure when looking up the High Street.
- 6.9.8** Ongoing discussions with Dacorum Borough's Conservation Officer are considering possible ways of enhancing the conservation area. These include planting schemes in the High Street and discussions with land and building owners, for example, Bovingdon Stores which retains heritage features with painted weatherboarding, to enhance both the conservation area views and the businesses that operate within it.

POLICY BOV HE1 Conservation Areas in Bovingdon

- 1. In accordance with the Bovingdon Conservation Area Appraisal or any updated document, the character or appearance of Bovingdon Conservation Area and its setting will be preserved and, where possible enhanced. Specific enhancements have been identified and can be found in the Action Plan in APPENDIX D.**



Figure 39: High Street with new planters and Bovington Stores



Figure 40 Bovington Green (LGS 8)

Bovington Green

- 6.9.9** Bovington Green is an 8-Acre Green that originally consisted of farms and cottages, some now Grade II listed. The Green received the Queen Elizabeth II 'Field in Trust' status award in 2012 and a commemorative plaque has been mounted on stone situated on the green. This means that the green is protected as a recreational space forever.
- 6.9.10** Bovington Cricket Club and residents use the green. There is an information board with information about the history of the green and surrounding area.
- 6.9.11** The verges along The Green suffer due to inconsiderate parking and improved parking should be provided. There is a large established pond, which attracts wildlife, and which is maintained by the Parish Council. Some new planting of trees took place last year around the green.
- 6.9.12** The designation of Bovington Green as a second conservation area in the village is progressing, with the cooperation of Dacorum Borough Council, including the preparation

of a Bovingdon Green Conservation Plan. Without the status of a conservation area, the green is thought to be at risk from degradation so in addition to the designation of Bovingdon Green as a Local Green Space, it is also designated in the Plan as a Non-designated Heritage Asset.

6.10 Non-designated Heritage Assets

- 6.10.1** In addition to the designated Heritage Assets in Bovingdon, Bovingdon Parish Council value several buildings and structures which currently have little (are in Bovingdon Conservation Area but not designated) or no heritage protection outside the conservation area. These buildings and structures make an important architectural or historic contribution to the area.
- 6.10.2** Each of the buildings and structures is described and identified with photographs in **APPENDIX H**.
- 6.10.3** A new Government initiative was launched in September 2019 to help ensure locally identified buildings are preserved for future generations by encouraging non-designated heritage assets to be identified during the preparation of neighbourhood plans. Historic England describe non-designated heritage assets are locally identified buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions (see [Local Heritage Listing Historic England Advice Note 7](#)). Local heritage can benefit the local economy as well as help to define a sense of place and provide a feeling of community identity and well-being.

POLICY BOV HE2 Non-designated Heritage Assets

1. The following non-designated heritage assets have been identified:

- **Postbox in wall of Grange Farm, Green Lane**
- **Postbox in wall of The Stable House, on Longcroft Lane**
- **Letter box in wall of Garden Cottage, Green Lane**
- **Queen Elizabeth Commemorative Plaque on Bovingdon Green**
- **Airfield Control Tower, Bovingdon Airfield**
- **Bovingdon's Millennium village sign**
- **'Little Madison' House, Vicarage Lane**
- **Bovingdon Primary School, original 1920's building**
- **Bovingdon Green**

2. Development proposals which affect these heritage assets, or are within their setting, should avoid or minimise any harm to their significance. A proportionate description of their significance and the impact of the proposals on it should be provided by applicants, to enable a balanced judgement to be made, having regard to the scale of any harm or loss and the significance of the asset.

7 Economy and Employment

7.1 Introduction

7.1.1 The research and consultations undertaken with people who live and work in Bovingdon, in the process of preparing the Neighbourhood Plan, provided clear feedback and recommendations that form the basis of the economic and employment objectives and policies. The aims were to support the existing retail and service provision whilst also supporting new employment opportunities. New small business development will be encouraged in appropriate locations. The impact of the Covid-19 virus on employment practices, particularly the need to work from home for long periods of time showed the need to support home-based businesses. One of the essential requirements for home working is dependable fast telecommunications. A High Street Commercial Zone and two Business Zones are designated in this Neighbourhood Plan.

7.1.2 The objectives for the section are as follows:

- I.** Ensure that the needs of businesses are identified, and measures are put in place, so these needs are met
- J.** Protect existing and encourage appropriate retail development in the High Street Commercial Zone
- K** Improve Bovingdon’s infrastructure and connectivity, including providing broadband with sufficient speed and reliability to attract new businesses while ensuring current enterprises flourish

7.2 Existing Employment

7.2.1 The Neighbourhood Plan is committed to protecting existing businesses and supporting the improvement of employment and retail sites within the Parish to enable companies to modernise, grow and sustain their businesses.

7.2.2 Most of the employment within the Parish excluding the ‘Work from Home’ segment is in two employment areas: Pudds Cross Employment Zone and the High Street Commercial Zone see Table 3: Bovingdon Employment Zones and on the Policies Map (see extract in Figure 42).

Location	Reference	Description of Uses
Bovingdon High Street	Commercial Zone 1 (CZ1)	Retails shops and services Use Class E and Sui Generis
Pudds Cross	Business Zone 1 (BZ1)	Business services Use Classes B2 and B8

Table 3: Bovingdon Employment Zones

7.2.3 Pudds Cross includes light industrial premises which may now be included in Class E and a builders’ merchant that can be classed as B8. However, new applications in this zone will be limited to B2 and B8, commensurate with the location of the zone outside the village where limited opening hours would be more appropriate.



Figure 41 Bovington Airfield

- 7.2.4** The former Second World War II RAF and USAF airfield at Bovington is split into three family ownerships. More than 100 acres is now Bovington Airfield Studios (BAS) with three permanent sound stages (studios) and 60 acres of backlot. The ten-year vision seeks further brownfield expansion with more studios, workshops and office accommodation for the film and TV production industry.
- 7.2.5** BAS is also home to ITV's largest sound stage in the UK. Production credits include Dancing on Ice, the Masked Singer and, for the BBC, Michael McIntyre's The Wheel. Over the years Bovington Airfield site has been used to shoot numerous films for multiple production companies. Recent credits include 1917, Masters of the Air, Bohemian Rhapsody, Star Wars Rogue One, Argylle and, most recently, Amazon Studio's Rings of Power season 2.



Figure 42: Policies Map Extract Commercial and Business Zones

- 7.2.6** Bovingdon brickworks was the dominant business in the Pudds Cross Business zone, but it has now closed, and its extensive facilities have been demolished. The business development envisioned in the Neighbourhood Plan will be redevelopment of the brownfield site formerly occupied by the brickworks, not expansion into the Green Belt.
- 7.2.7** To maintain the vitality of the local economy and the important employment it provides, change of use of a premise to residential in the business zones will not be supported unless it can be demonstrated the site is no longer suitable for business use and/or there is documented evidence that there is no prospect of a new commercial occupier being found.
- 7.2.8** The Parish Council will work with Dacorum Borough Council to implement Article 4 Directions (under Article 4(1) of the Town & Country Planning Order 1995) requiring planning permission to be obtained from the local planning authority for development within these two sites.
- 7.2.9** The Neighbourhood Plan survey of business revealed that 56% of businesses surveyed had plans to expand their facilities within the next 5 years.
- 7.2.10** Relevant references that support the safeguarding of existing employment, in the NPPF, are paragraphs 93d, 107a, 107e, 108, 110 112.

POLICY BOV EE1 Safeguarding Existing Employment

- 1. Loss of existing employment land or buildings will not be supported unless evidence has been submitted documenting the property has been actively marketed for at least 12 months at realistic market terms and a new business occupier could not be found.**
- 2. The expansion and modernisation of existing business will be supported provided such development:**
 - a. is in keeping with the scale, form and character of its surroundings;**
 - b. does not have an adverse impact on the amenity of neighbouring businesses, residents and the environment;**
 - c. provides safe road access and includes required off-street parking and Electrical Vehicle (EV) charging points in line with Dacorum Borough Council’s Parking Standards.**



Figure 43 Pudds Cross

7.3 Retail Employment

- 7.3.1** Bovingdon High Street is the retail and service hub of the Parish offering a wide selection of 19 shops, 16 services and 5 restaurants/cafes/pubs and 9 community services. This includes 3 food stores, 3 dentists, 2 GP services, 2 butcher shops, 2 barbers, 2 estate agents, a hairdresser, beauty salon, post office/newspaper shop, pharmacy, dry cleaner and an off-licence (see [APPENDIX K](#) for full list of shops). There are rarely empty retail units but when they become available the sites are quickly re-let, increasingly to niche / specialist service providers.
- 7.3.2** The Neighbourhood Plan survey in 2019 revealed that 91% of respondents utilised a High Street business or service at least once a week and the most frequently used services, on at least a weekly basis were village shops (87%) and village pubs, restaurants, cafés (48%). When asked if they would like to see new shops or services in the High Street, 94% said they would. The most popular choice was a bakery/delicatessen, supported by 72% and which has now been established by Simmons.
- 7.3.3** Businesses were also asked to fill in a survey. When they were asked what improvements, they would like to see in Bovingdon, to support their businesses, the top answer was more parking facilities on the High Street (69%) and the second answer was reduced traffic congestion in the High Street (56%). More details on the responses to the Neighbourhood Plan Survey can be found in Bovingdon Neighbourhood Plan Consultation Statement. In response to these requests, a holistic plan for the High Street will be developed including how changes to buildings may impact on transport and congestion.
- 7.3.4** Saved policy 57d from the [Dacorum Borough Council Local Plan 19991-2011](#) states that *'provision of short stay visitor or shopper parking will be managed to reduce dependence on the car, whilst supporting the vitality and viability of town/local centres.'* Hertfordshire County Council's Local Transport Plan (LTP4) supports the continuing aim of reducing dependence on the car. However, while measures such as improving pedestrian and cycling access and better managing the limited on-street parking are important, it is not enough, especially given the scale of the village, its ageing population and the potential growth in new homes during the period of this plan. Sufficient off-street parking is essential to help resolve this historic parking problem and the traffic congestion it causes in the High Street.
- 7.3.5** In the Neighbourhood Plan survey and other public consultations undertaken, residents have indicated that the increasing parking problems and traffic congestion on the High Street during peak periods often results in them traveling all the way to Hemel Hempstead, Berkhamsted, Apsley and/or Chesham to shop. If not addressed these problems threaten the quality of life for Bovingdon residents. They also threaten to increase pollution from vehicle emissions in the Neighbourhood Plan Area as residents travel further to shop. The economic viability and sustainability of the village's shops and services will also be threatened. Traffic congestion problems are addressed in more detail in chapter 8.
- 7.3.6** The Neighbourhood Plan recognises the vital role retail plays in ensuring the overall quality of life, a vibrant and sustainable village centre and Parish. It seeks to protect, retain and improve the retail and service offering. When residents were consulted on draft policies for the Neighbourhood Plan, 93% confirmed strong support for the protection of existing retail employment and shops in the village. There was less support for new retail facilities.
- 7.3.7** The Neighbourhood Plan promotes the siting of retail and professional services in the High Street Commercial Zone, and industrial or transport businesses in the outlying Commercial Zones. The increase in motor traffic and a congested village centre is not well suited to large vehicles negotiating restricted space causing even more congestion, inconvenience, and danger.

- 7.3.8** Relevant references that support the protection and promotion of retail employment, in the NPPF, are paragraphs 81, 82a, 92c, 104, 105, 106d, 107 and 108.

POLICY BOV EE2 High Street Commercial Zone

- 1. Measures to protect existing and encourage new retail development in the Bovingdon High Street Commercial Zone, as shown on the Policies Map will be supported including:**
 - a. the expansion of existing premises that will result in a net increase in full-time equivalent jobs and/or that has been demonstrated to be necessary to enable the business to grow;**
 - b. new shops and services that complement and contribute positively to the vitality and sustainability of the High Street.**
- 2. In the High Street Commercial Zone, development requiring planning permission should retain retail or services uses. Existing premises with ground floor access should retain an active retail frontage and new buildings should create new active retail frontage to attract customers.**
- 3. Redevelopment proposal on the High Street should introduce mixed uses that provide new business with residential units above.**
- 4. New High Street developments and existing shop upgrades and expansions should reflect the desired character at a scale that is in line with existing High Street development and does not have an adverse impact on the amenity of neighbouring businesses and residents or a detrimental impact on the local environment.**

- 7.3.9** Specific projects to improve accessibility and reduce congestion by encouraging walking and cycling to the High Street (Commercial Zone 1) will be pursued through the Action Plan in [APPENDIX D](#). See also Policy BOV T3 Parking in High Street Commercial Zone.

7.4 New Business and Employment

- 7.4.1** Bovingdon village is surrounded by rural Green Belt land and significant parts of the parish are serviced by country lanes. This is an important consideration for new business development. Through local knowledge, most of the existing businesses are in the small and micro categories.

- 7.4.2** In the Neighbourhood Plan survey responses from residents, 53% of respondents thought that more land should be allocated for business purposes. When asked what types of land should be allocated for business, allocating Green Belt land came at the bottom of the list. 26% of respondents thought that no land should be allocated for business use.

Types of Land for Business Use	% Support from Respondents
Existing buildings	61%
Brownfield land	48%
Part residential (mixed)	10%
Green Belt land	10%

Table 4: % Support for Types of Land for Business Use

- 7.4.3** While there is land available in the three commercial/business zones, this is limited. To protect the Green Belt, farm diversification through the development of unused or underutilised agricultural buildings will be considered to meet new small business requirements, subject to the conditions set out in Policy BOV E4.

POLICY BOV EE3 Encouraging New Employment

- 1. To meet local economic needs and help maintain and protect the Green Belt, development of brownfield land for employment use, redevelopment of existing employment sites, and expansion of the film industry and supporting businesses, will be favourably considered provided that:**
 - i. Development is first considered in the two commercial and businesses zones as shown on the Policies Map, which still have available brownfield land and/or existing buildings for development or at the airfield where it would not have a significant detrimental impact on the openness of the Green Belt, and;**
 - ii. When limited or no suitable brownfield land is available for development, support will be given to farm diversification and development of underutilised agricultural building for small business, with a planning condition that restrict conversion to residential use for a period of at least 5 years from the last business occupation.**
- 2. Proposals for new employment uses will be considered against the following criteria:**
 - a. Development is in keeping with the scale, form and character of its surroundings;**
 - b. There is no adverse impact on the amenity of neighbouring businesses and residents or a detrimental impact on the local environment;**
 - c. The required EV charging points are provided;**
 - d. Safe road access and sufficient off-street business parking not resulting in additional on-street parking or deliveries is available;**
 - d. There is access to existing, or provision of safe pedestrian/cycle routes to support sustainable travel options for employees is made.**

- 7.4.4** It is anticipated that over the next decade, the employment opportunities in the film and TV production industry at Bovingdon Airfield will bring millions of pounds into the local economy. As the site continues to be developed the driving principles will remain sustainability and user friendliness, reflecting BAS core values. Bovingdon Studios are seeking to limit the light pollution generated, which is a local concern. With Bovingdon Market now permanently closed, expansion of the film making industry on the site can be managed so as not to create traffic problems for the village. Options to encourage staff at the airfield to use the village shops and services should be investigated (see [APPENDIX D](#)).

- 7.4.5** Relevant references that support encouraging new employment, in the NPPF are paragraphs 81, 84a and 84b, 107a, and 107e, 112, 117.

7.5 Home-based Business and Homeworking

- 7.5.1** At the time the Neighbourhood Plan Survey was undertaken, 27% of respondents said that there was someone in their household working from home either full or part-time. That figure is likely to be larger now as some workers changed to homeworking during the Covid-19 pandemic and have continued to work from home on a full or part-time basis since. In addition, 13% of respondents indicated that someone in their household ran a business from home. Growth of these two economic segments is expected to remain strong.
- 7.5.2** When asked what is needed to better support home-based business and/or working from home the top priorities were improved mobile phone signal (68%) and improved broadband speed (65%).
- 7.5.3** Enabling and encouraging small home-based businesses and facilitating homeworking will have several benefits for Bovingdon:
- Help to reduce the need to commute to work and the associated pollution this generates.
 - Boost the local economy through increased use of local shops and services.
 - Improve health and well-being and enhance spending power because of reduced commuting time, costs and stress.
 - Reduce the pressure to build more office space.
- 7.5.4** Relevant references that support encouraging home based businesses and ensuring high quality communications, in the NPPF, are paragraphs 82d, 114, 115, 116.

POLICY BOV EE4 Support Home-based Businesses and Micro Businesses

Change of use of part of a dwelling, ancillary extensions, conversion of outbuildings or small free standing buildings, to accommodate a home-based or micro business will be supported provided they comply with the criteria in POLICY EE3.

7.6 High Quality Digital Communications

- 7.6.1** The NPPF supports the development of high-quality communications and infrastructure. Paragraph 114 says “*Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.*”
- 7.6.2** Currently broadband speeds and mobile service level can and do vary greatly within the Neighbourhood Plan Area, especially for those residents and businesses located in the more remote rural areas who experience slower speeds and inconsistent service quality. When businesses were asked what improvements are needed, increased broadband speed (38%) and improved mobile phone signal (47%) were top priorities.
- 7.6.3** Provision of dependable ultrafast broadband service and modern mobile telecommunication services is essential for businesses. Ultrafast broadband is nine times faster than superfast broadband.

POLICY BOV EE5 Ensuring High-quality Digital Communications

- 1. The provision of dependable ultrafast fibre broadband infrastructure and modern mobile telecommunications services, or a suitable alternative in rural areas, to commercial, residential and community properties is a top priority and will be supported.**
- 2. All developments are to be served by ultrafast fibre broadband infrastructure unless it can be documented by the developer through consultation with relevant service providers that it is not possible, practical or commercially viable.**
- 3. To assure required service levels, any new infrastructure providing ultrafast fibre broadband and/or modern mobile telecommunication services will be supported provided any proposal meets the following criteria:**
 - a. The siting and appearance of equipment does not have a significant adverse impact on the character and appearance of the surrounding area or on the amenity of nearby residents and businesses.**
 - b. Any equipment installed on existing buildings and structures is sympathetically designed.**
 - c. New freestanding masts will only be acceptable where it can be demonstrated that it is not possible to site the equipment on or in an existing building or structure.**

8 Travel, Transport and Parking

8.1 Background

8.1.1 Bovingdon is a rural village with transport and communication structures built for such a settlement. During World War II the main road passing through the village (B4505 Hempstead and Chesham Roads) was enlarged to cope with the large amount of heavy military traffic feeding the airfield at Bovingdon. More than 77,000 vehicles a week (May 2015) travel through this road which in parts is cramped and residential.

8.1.2 There are several heavy demands placed on this road, all impacting village life. These demands put a heavy burden on Bovingdon's infrastructure and, in particular, its residents. The road is not designed to carry the size and volume of vehicles which cause concern to residents as they negotiate the narrow pavements. Sometimes, with pushchairs, these people are literally inches away from heavy goods vehicles. 51% of respondents to the Neighbourhood Plan Survey either strongly agreed or agreed that the village is not safe for its pedestrians.

8.1.3 Bovingdon is a medium sized village with one of the highest populations in Dacorum located between Hemel Hempstead and the towns of Chesham and Amersham. However, for its size and traffic, it is the only village in the Borough which is not served by a main road/bypass protecting the central residential streets from large volumes of heavy traffic.

Town/Village	Population (2018)	Relief Road	Car Parks	Parking Spaces (Off Road)
Hemel Hempstead	102,364	A41	8+	2,667+
Berkhamsted	21,644	A41	5	1,021
Tring	12,307	A41	5	284
Kings Langley	5,338	A41	2	123
Bovingdon	5,282	-	2**	23
Markyate	3,189	A5183	1	28

Table 5: Comparison of towns/villages with relief roads and their car parking facilities

**Note: The only two areas for public/customer off-road parking in the village centre are the front of Jarman's (14 spaces) and the Tesco Express (9 spaces).

8.1.4 Other useful data from the Neighbourhood Plan Survey that bears on this chapter show that 84% of respondents use their car daily, 66% of respondents travel to the High Street either daily or weekly and 93% of respondents were concerned about both the impact on village centre parking and the increased traffic in the village if more development is permitted.

8.1.5 The objectives for this section are as follows:

- L.** Improve Road Safety in partnership with key stakeholders
- M.** Protect and enhance current public transport infrastructure to encourage residents and visitors to take advantage of the public transport available
- N.** Improve parking provision for the village centre to support shops and to ensure the free flow of traffic
- O.** Improve non-motorised accessibility to the village centre and safety of the pedestrian environment for all abilities and needs
- P.** Create safe routes and encourage alternative, sustainable modes of travel, including encouraging new technologies.

8.2 Road and Traffic Issues

8.2.1 In addition to the increase in traffic over recent years, the following road and traffic issues are discussed below. The impact of these issues is far reaching. Development proposals should include provisions to improve road safety in Bovington. Responses to the consultation on draft policies in July 2021 revealed that 95% of respondents thought that improving road safety was a high priority. Suggestions on how these issues can be resolved are outlined. For further information on actions to solve the road and traffic issues see **APPENDIX D**.

8.2.2 The long term aim is to discourage car use and encourage more sustainable modes of transport. In the meantime, even small developments can show how they are contributing to this aim by accommodating cycle storage and safe pedestrian access in their design. Larger developments will be required to provide safe accessible routes to local destinations, including the facilities in the centre of the village.

Volume of heavy goods vehicles on the B4505

8.2.3 The residential section of the B4505, Chesham Road, is between the double roundabouts at the junction with High Street and the mini-roundabout junction with Hyde Lane. An almost straight road of around 300 metres distance. The road has a single carriageway in each direction, each carriageway being just 2.80 metres wide separated by a single broken white line. At the Northern end of this road, it becomes the B4505, Hempstead Road. This road is wider at 3.00 metres per carriageway and has white edge of carriageway lining giving a clear edge to the roadway.

8.2.4 The Chesham Road has pavements on both sides for use by pedestrians, children, baby carriages, wheelchairs and mobility scooters. Over the entire length of these pavements the width varies depending on restrictions caused by hedgerows and miscellaneous pieces of roadside furniture. On the southern side of the road the width of the pavement can be as little as 70cm. On the northern pavement around 100cm. As baby carriages and mobility scooters range from 58 to 67cm in width, there is very little room for safety, with twin baby carriages forced to move into the roadway. Pedestrians, particularly with pushchairs, regularly move into private driveways to get away from large vehicles. Others are finding alternative (but less direct) routes to avoid walking in Chesham Road at all. For example, using Lancaster Drive and Newhouse Road to get to the village centre.

8.2.5 In the UK standard residential streets can be as narrow as 5.50 metres, however, at only 5.60 metres wide, this road carries a high volume of heavy goods vehicles. There is little visible separation between the pavements and the road. Owing to repeated resurfacing of the road the kerb height can be as little as 5cm. With very little difference in height many motor vehicles mount the 'kerb' and obstruct what little pavement there is. In essence there is effectively a dropdown kerb almost the whole length of the road. There is urgent need for not only a full and proper kerb on both side of Chesham Road but also properly constructed and clearly marked dropdown kerbs where they are necessary.

8.2.6 As new housing developments take up land ever closer to the carriageway, there are only a limited number of ways to improve safety and pedestrian comfort. These include:

- Add or improve mini roundabouts at identified location so to reduce traffic speeds, as detailed in the Office of the Police and Crime commissioner (OPCC) Road Safety Fund (Round 2) Feasibility Study (2018).
- Add or improve pedestrian crossings on this road, including a new crossing near the junction with Hyde Lane (near proposed development LA6) and improved pedestrian central reservation in Hempstead Road opposite the Halfway House PH (as per OPCC's Feasibility Study).

- Replace kerbstones on both sides of Chesham Road to create a physical and visible demarcation between the pavement and road. Create, properly marked, dropdown kerbs where necessary.
- Relocate lampposts, signs and other roadside furniture which obstructs the already narrow pavements.
- Paint a line along the edge of carriageway to encourage drivers to keep away from the kerb.
- Consider relief road options as the opportunities to widen pavements are limited.

Continual increase in dwellings on B4505

8.2.7 There have been several new developments and more recently planning applications relating to homes in Hempstead Road and Chesham Road. Most of these developments involve the removal of existing buildings to provide additional residential accommodation, increasing the number of households by 118 with the resultant increase in motor vehicles on this road, as follows:

- Mountbatten House, Hempstead Road HP3 0HE – Development of 34 retirement units (Granted and Built)
- Bobsleigh Inn, Hempstead Road HP3 0DS – Development of 36 Apartments and 24 houses. (Awaiting Final Decision)
- 49 Chesham Road HP3 0EA - Demolition of existing bungalow and construction of 2 new semi-detached dwellings and 8 terraced dwellings. (Granted)
- 41 Chesham Road HP3 0EA - Enlargement of existing house and creation of 1 additional three-bedroom self-contained annex. (Granted)
- 45 Chesham Road HP3 0EA - Demolition of bungalow and construction of 8 new semi-detached houses. (Granted)
- Greymantle, Hempstead Road HP3 0HF - Alteration of existing property and building of 2 additional homes (Not Granted)
- 50-53 Chesham Road, HP3 0EA – Demolition of existing bungalow and construction of 7 new terraced homes (Granted)
- 37 Chesham Road, HP3 0EE – Demolition of existing detached dwelling and construction of 2 new semi-detached homes (Granted)

Traffic using the Industrial zone in Ley Hill

8.2.8 According to a survey conducted in May 2019 commercial traffic (vans, lorries, and buses) travelling from Hemel Hempstead split roughly into three after entering the village. This is either by turning into the High Street, Ley Hill or continuing on the Chesham Road towards Chesham. An improved link from the main A41 trunk road (at its present Bourne End junction) to the Buckinghamshire side on the village would instantly reduce this source of traffic by two-thirds.

Bovingdon TV and Film Studios

8.2.9 The first instance of filming in Bovingdon was in the 1960s when the active RAF/USAF airbase was used in the production of films such as 'War Lover' and '633 Squadron'. Now, the airfield is used to produce TV programmes and feature films because of its convenient location and its clear/uninterrupted skies. Supporting such a venture has meant the creation of local enterprises which contribute to the wealth of the village. On the other hand, there is yet more traffic demand on road space for both support vehicles and

audiences. In the long term, a new link road is likely to take most of the TV/film studio traffic away from Bovingdon village.

Outside the Village

- 8.2.10 The planned Maylands Gateway logistics centre close to Junction 8 of the M1 motorway could increase traffic on feeder routes such as between Hemel Hempstead and Chesham/Amersham. A further reason for a new link road.
- 8.2.11 Bovingdon is also seen as a ‘hub’ that extends services to smaller settlements such as Whelpley Hill, Flaunden, Chipperfield etc. This adds to the traffic pressures in the village.
- 8.2.12 Proposals for development on the edge of the village should ensure that they provide safe vehicular access, for example using Chesham Road rather than Green Lane, in addition to encouraging access to amenities in the village by non-motorised modes and on safe, accessible routes.

POLICY BOV T1 Safer Roads

All development proposals must demonstrate how they will encourage sustainable travel, reduce the impacts of the development on the already high volumes of traffic passing through the village, and mitigate the cumulative impacts on the accessibility of the village. Sustainable travel options can be encouraged in developments of any size from cycle storage at a single home to safe pedestrian access in street design..

8.3 Village Centre Issues

- 8.3.1 The village centre has several specific issues. The High Street does not have the capacity for current levels of traffic let alone any further expansion of the village. There is insufficient parking space and lack of suitable locations to build such parking spaces. 69% of respondents to the Neighbourhood Plan Survey agreed that there are not enough parking spaces in and around the High Street. Each issue is discussed below. For further information on actions to solve the village centre issues see **APPENDIX D** for the Neighbourhood Plan Action Plan.
- 8.3.2 A planning appeal was refused in October 2019 (COM/3223576) for the installation of six tarmac surfaced parking bays on common land comprising a roadside grassed verge in the High Street. The land was deemed to be green amenity space and the Inspector felt that the damaging urbanising effect would have unacceptably harmed landscape interests.
- 8.3.3 The village centre is fortunate to have a public transport service. This is beneficial to the environment. An improved public transport service would contribute to reducing congestion in the village.

POLICY BOV T2 Public Transport Infrastructure

To encourage greater use of passenger transport, public transport infrastructure should be enhanced through S106 contributions/CIL funding or other funding mechanisms. Infrastructure provision can include bus services, taxis and other publicly available community/charitable passenger services, along with public transport infrastructure improvements that include high-quality waiting areas, enhanced accessibility to public transport and prioritisation of public transport modes. Possible options are set out in the Action Plan in APPENDIX D.



Figure 44 Encourage Greater Use of Public Transport

Parking in the High Street

- 8.3.4** When consulting on draft policies in the Plan in July 2021, 94% of respondents thought that it was very important or important to improve the availability of parking spaces in the village centre (for the purposes of this policy defined as the High Street Commercial Zone). Dacorum Borough Parking Standards should be used when considering planning proposals.
- 8.3.5** Those identified as parking in the High Street are residents, service users (shoppers, for example), and those employed in the High Street. A vehicle count conducted at 22:00 hours in the evening and again at 10:00 hours the following morning on 21st/22nd May 2019 gave the below results:
- 38 vehicles parked overnight and 8 of these remained in place while 30 left the next morning.
 - 55 vehicles parked during the day with a net increase of 47 vehicles. Some of these 47 parked vehicles were for employees of the shops and businesses.
 - Additional parking facilities for those vehicles parking all day in the village centre would free-up spaces for users of the village centre facilities.
 - Every opportunity should be taken to find additional parking provision when applications for development in the village centre are considered.
 - Commerce in the village centre suffers through lack of parking for customers who opt to travel out of the village to shop elsewhere.

POLICY BOV T3 Parking in High Street Commercial Zone

- 1. For every commercial or residential development proposal in the High Street Commercial Zone, consideration must be given to including an improvement to the quality and quantity of off-street parking provision, and the reduction in on-street parking, to improve the pedestrian environment and reduce congestion. Solutions which respond to this requirement will be proportional to the size of the development proposal.**
- 2. Off-street parking provision should be provided for residential and commercial development in accordance with Dacorum Borough Council's Parking Standards SPD.**

The Village School

- 8.3.6** The school is in the High Street, in the exact centre of the village. With pupils being dropped in the morning and collected in the afternoon, the village suffers periods of complete gridlock, often blocked from end to end with nowhere for cars to stop or park safely. NP Survey: 50% of the respondents agreed that there was too much school traffic.
- 8.3.7** There are numerous instances of inappropriate driving and illegal parking which causes obstruction to footways and difficulty for pedestrians crossing the road. This is bad for the village and unsafe for the students. These detrimental effects on High Street congestion and road safety did not happen before the pupil drop-off/collection point was moved from the rear entrance of the school in St Lawrence Close to the front entrance in the High Street.
- 8.3.8** A three-step approach with short, intermediate and long term actions to overcome the problem should be investigated. During this phased approach the Parish Council would work with the Chief Executive Officer and Chief Operations Officer of Aspire Academic Trust together with the school's Principal. Possible options could include alternative methods of bringing children to school, creating a dialogue with stakeholders to look at solutions such as a drive in, drive out (i.e., no parking) pick up and drop off, and considering the appropriate balance of a school in the heart of the village or on the edge of the settlement (see the Action Plan [APPENDIX D](#)).



Figure 45: Examples of High Street pavement parking and illegal parking outside the school

Residents Parking on the Road

- 8.3.9** Questions about residents parking on the road were asked in the Neighbourhood Plan survey. It was found that there were more motor vehicles owned by households that were parked off-road than on the road. The Neighbourhood Plan Survey indicated that 63% of respondents parked a vehicle(s) off road.
- 8.3.10** The heaviest areas for on-road car parking were in residential areas such as Howard Agne Close, Granville Dene, Austin's Mead and Dinmore according to the Neighbourhood Plan Survey. As the residential areas were not on main roads or through routes, this did not have any effect on overall congestion in the centre of the village. Although this is having an impact on grass verges (see Action Plan [APPENDIX D](#)).
- 8.3.11** To counteract the tendency for households to convert their garages into living accommodation at the expense of off-road parking space, the Parish Council and Dacorum Borough Council must assess each planning application to ensure that the resulting development still meets Dacorum's residential parking standards.

Pedestrians and Cyclists

- 8.3.12** Encouraging walking and cycling, safely to and from facilities and services would contribute to reduced traffic and the impact of congestion. To achieve this, it must be safe for all users. Major development proposals should identify orbital routes and internal circulation routes across the development, joining up with existing routes, where possible.

POLICY BOV T4 Encouraging Walking and Cycling

- 1. All development proposals will require high quality sustainable access to local destinations, specifically the village centre and from the village centre towards Hemel Hempstead Railway Station. This will require the delivery and/or improvement to pedestrian and cycle routes (including bridleways) where they do not exist or are not of a high standard. In addition, major developments should provide orbital and cross routes within their developments, which join up with existing routes. Options for improving walking and cycling are set out in APPENDIX D.**
- 2. The establishment of new walking and cycling routes should ensure no loss of amenity for existing residents along proposed routes.**

Implementation and Monitoring

8.4 Implementation

- 8.4.1** The Neighbourhood Plan will be implemented through a combination of methods. Primarily the policies will be used by Dacorum Borough Council when determining planning applications in Bovingdon.
- 8.4.2** Planning permissions where Section 106 planning obligations are secured will contribute towards achieving the community benefits identified in the Action Plan in **APPENDIX D**.

8.5 Monitoring

- 8.5.1** Despite the fact that the preparation of the Neighbourhood Plan is prior to the adoption of a new DBC Local Plan (2020-2038) everything possible has been done to ensure that it is in line with proposed Development Plan policies. Bovingdon Parish Council will consider whether the Neighbourhood Plan should be reviewed periodically. Reviews could be triggered by changing national or local policy but may also be required if local circumstances change.
- 8.5.2** The Parish Council will also monitor planning decisions in Bovingdon to ensure the policies in the Neighbourhood Plan remain effective.

POLICY BOV IM1 Funding Priorities

Bovingdon Parish Council will maintain, update and publish the Action Plan annually as a schedule of priorities to receive the benefit of funding from S106 agreements and any other funding streams such as a Community Infrastructure Levy.



Figure 46 Jubilee Beacon, Bovingdon Green

APPENDIX A. Objectives mapped to Policies

Obj no.	Shaping Housing Growth	Neighbourhood Plan Policies
A	Ensure that any new housing developments are inclusive, affordable and accommodating to the different needs of local residents	BOV H1 BOV H2
B	Require new development to be of high-quality design, complementary to the existing built environment in the parish and built to a high sustainability standard	BOV H3
Obj. no.	Community, Natural Environment & Heritage	Neighbourhood Plan Policies
C	Improve social facilities and spaces for all generations, to promote social inclusivity, foster well-being and build on the already strong sense of community and social harmony in Bovingdon	BOV COM1
D	Protect existing Local Green Spaces, wildlife corridors and natural habitats, ensuring future developments include green space and space for wildlife	BOV NE1 & NE2 BOV NE4 BOV NE5
E	Enhance existing recreational spaces such as playgrounds, sports facilities or nature reserves, developing new resources such as allotments	BOV NE2
F	Ensure public rights of way are maintained and build new footpath and cycle networks that promote greater access to the countryside, while retaining old paths and routes	BOV NE3
G	Protect existing views from being compromised through future development	BOV NE6
H	Protect Bovingdon's historic legacy, including existing and potential conservation areas, as designated and non-designated heritage assets	BOV HE1 BOV HE2
Obj. no.	Economy and Employment	Neighbourhood Plan Policies
I	Ensure that the needs of businesses are identified, and measures are put in place, so these needs are met	BOV EE1
J	Protect existing and encourage appropriate retail development in the High Street Commercial Zone	BOV EE2
K	Improve Bovingdon's infrastructure and connectivity, including providing broadband with sufficient speed and reliability to attract new businesses while ensuring current enterprises flourish	BOV EE3 BOV EE4 BOV EE5
Obj no.	Travel, Transport and Parking	Neighbourhood Plan Policies
L	Improve Road Safety in partnership with key stakeholders	BOV T1
M	Protect and enhance current public transport infrastructure to encourage residents and visitors to take advantage of the public transport available	BOV T2
N	Improve parking provision for the village centre to support shops and to ensure the free flow of traffic	BOV T3 BOV EE3
O	Improve non-motorised accessibility to the village centre and safety of the pedestrian environment for all abilities and needs	BOV T3 BOV EE3
P	Create safe routes and encourage alternative, sustainable modes of travel, including encouraging new technologies	BOV T4

APPENDIX B. Policies Map (detail)



Figure 47 Policies Map detail LGS1



Figure 48 Policies Map detail LGS2, LGS3, LGS4 & LGS5



Figure 49 Policies Map detail LGS6 & LGS7

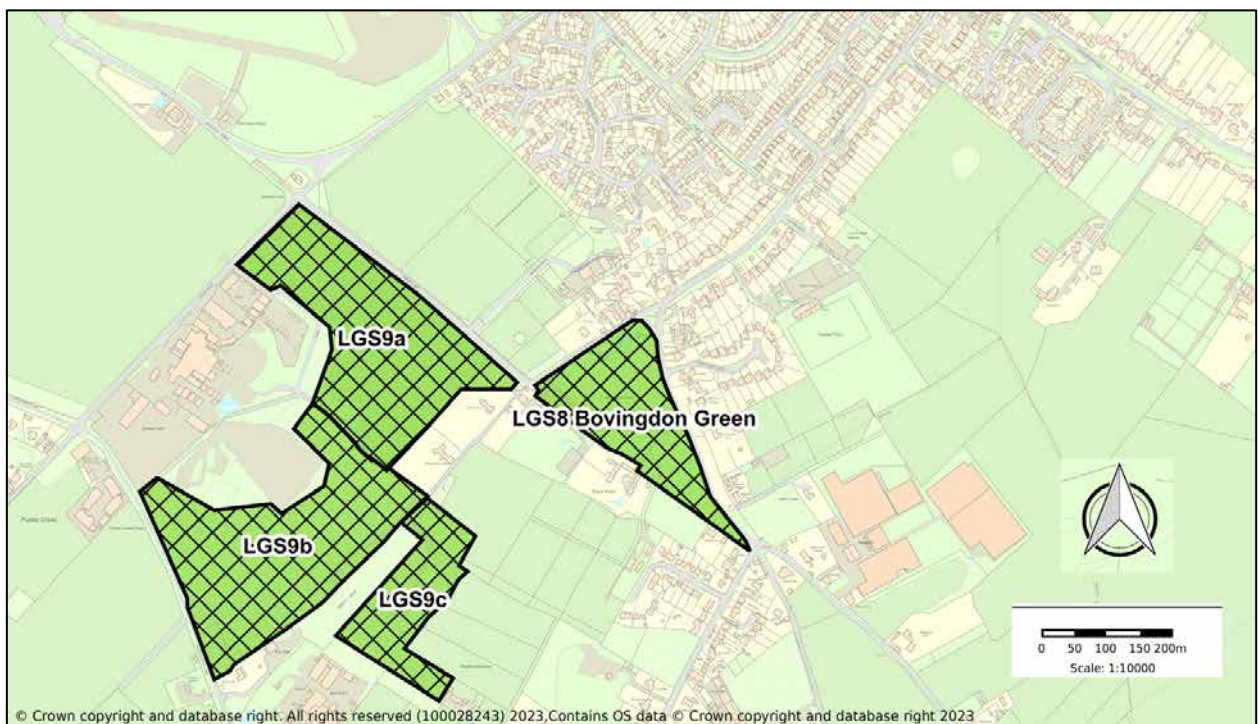


Figure 50 Policies Map detail LGS8 & LGS9a, 9b & 9c

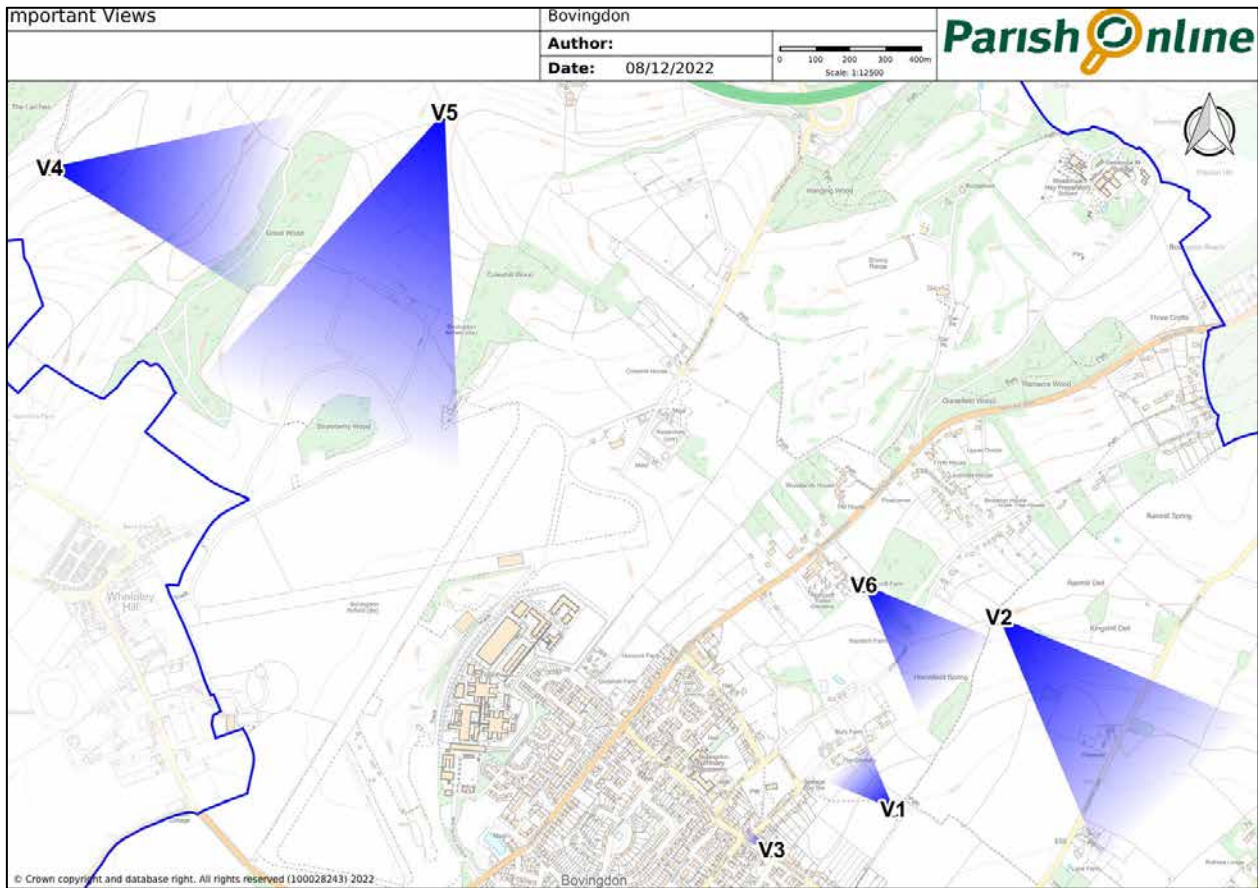


Figure 51 Policies Map detail Important Views

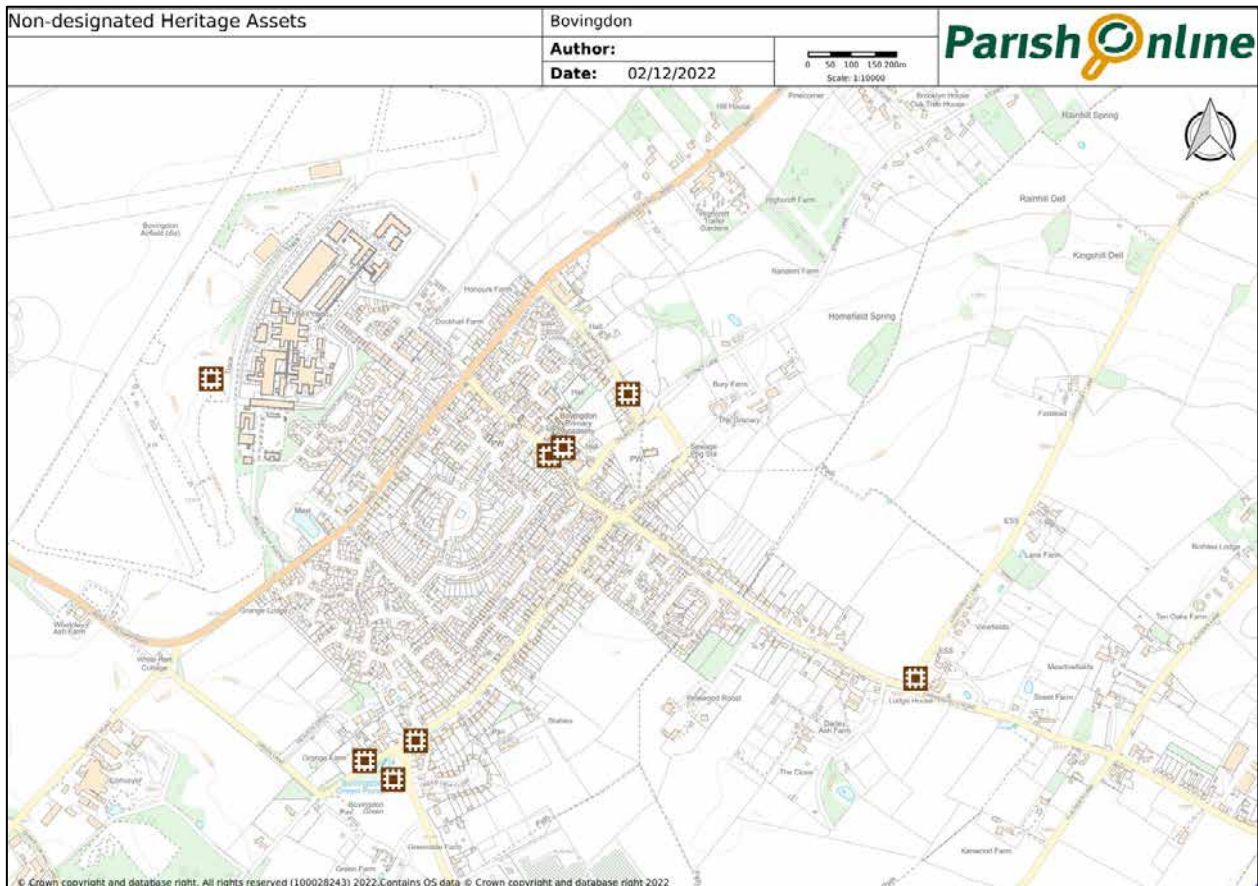


Figure 52 Policies Map detail Non-designated Heritage Assets

APPENDIX C. Local Green Space Assessment

No	Site Name	Site size ha*	Potential site for dev	Private garden	Extant planning permission	Owner known	Local	Close by	Beauty	Historical	Recreation	Wildlife	Tranquil
3	King George V Playing fields	1.06	No	No	No	Yes	Yes	In village centre	Yes	No	Flexible space: recreation, childrens park, & cultural events	Yes	Yes
2	St Lawrence Churchyard	1.58	No	No	No	Yes	Yes	In village centre	Yes	13th C & 2nd largest churchyard in Herts	Peaceful with walks and sculptures	flora & Fauna	Yes
5	Vicarage Lane Grass Verges	0.50	No	No	No	Yes	Yes	Yes	Yes	Ancient route	No	Yes	No
4	St Lawrence Close	0.14	No	No	No	Yes	Yes	Yes	No	No	Open space	No	No
7	Old Dean Green Space	0.28	No	No	No	Yes	Yes	Yes	Yes	No	Childrens park	Yes	No
6	Lancaster Drive (2)	0.22	No	No	No	Yes	Yes	Yes	Yes	No	Open space	Yes	Yes
1	Land to NW of Little Hay GC	1.33	No	No	No	Yes	Yes	Yes	Yes	Ancient Farmland	Golf & Walking	Yes	Yes
8	Bovingdon Green	3.81	No	No	No	Yes	Yes	Yes	Yes	Yes	Cricket events / walking etc	Natural pond	Yes
9a	Brickfields (Leyhill Road/Green Lane/BOV 08 FP)	7.03	No	No	No	Yes	Yes	Yes	Yes	Sheep grazing	Yes	Nature Reserve	Yes
9b	Brickfields (Shantock Hall Lane/BOV 10 & BOV08 FP)	7.65	No	No	No	Yes	Yes	Yes	Yes	Sheep grazing	Yes	Nature Reserve	Yes
9c	Brickfields (east of Baker's Wood and BOV10 FP)	2.71	No	No	No	Yes	Yes	Yes	Yes	Sheep grazing	Yes	Nature Reserve	Yes

* Total hectares of Local Green Space designations = 26.31ha

APPENDIX D. Action Plan

This Action Plan contains projects/tasks arising from consultation on the Neighbourhood Plan. These projects/tasks will require prioritising by the Parish Council and where necessary funding sources assigned.

Achievable through planning applications

CIL Priorities

Housing Priorities

No	Project / Task	Time	Project Lead	Effects of non-implementation	Outcome sought / Objective	Project Size	Cost
1	Review DBC's Local Plan when adopted and revise Neighbourhood Plan to incorporate housing sites and other updates.	Mid term	Clare Norton Jacqueline Veater	The Neighbourhood plan will not align with the Local Plan	A Neighbourhood Plan which aligns with the Local plan	Large	Small
2	Collaborate with developers of Molyneux Avenue, The Bobsleigh, and/or other promoters of future development proposals to deliver on key Neighbourhood Plan policies.	Short term	Parish Council Planning Committee Chair	Lack of impact of the NP.	To improve delivery of 2/3 be homes affordable housing, accessible housing for older people.	Med	Nil
3	Promote the Design Guide widely across the Parish, starting by publishing on PC website and in Reg 14 Consultation booklet.	Short term	Parish Council Planning Committee and Officers	Developments which do not fit with the character of Bovingdon	Well designed and sustainable homes	Med	Low
4	Review Census 2021 data when released. Add appendix to the Neighbourhood Plan.	Short term	Clare Norton Jacqueline Veater	Out of date data may lead to additional insight or actions being lost	Accurate and robust analysis and actions	Med	Low

BOVINGDON NEIGHBOURHOOD PLAN- APPENDICES

Community Priorities

No	Project / Task	Time	Project Lead	Effects of non-implementation	Outcome sought / Objective	Project Size	Cost
5	Explore feasibility of improving the quality of indoor/outdoor sports facilities	Long term	BPC officers	Stagnation of sports clubs' aspirations.	Improved facilities eg 3G/4G pitch, indoor gym, enhanced access and parking.	Large	High
6	Provide allotments to meet identified need and avoid need to drive to grow food.	Mid term	NP Steering Group	Lack of amenity.	Horticultural Society has established a need for at least 10 allotments.	Med	Med
7	Work with the Chiltern Society and with input from Dacorum funded staff to improve rural rights of way and other historic routes eg improved signage and seasonal maintenance and explore a new network of Greenways.	On-going	NP Steering Group	Loss of valuable routes pedestrian footpath routes	Improve access to the countryside by providing new and maintaining existing paths.	Var	Var
8	Work with developers to include safer pedestrian and cyclist access to the centre of the village (priority – footpath from Lancaster Drive into the village).	As opport-unity arises	NP Steering Group/Chair of Planning Committee	More vehicle journeys to village centre	Easier and safer pedestrian/cycle journeys through throughout village.	Var	Nil to village
9	a) Seek designation of Bovingdon Green as a conservation area. b) Provide evidence for extension of Bovingdon Conservation Area along High Street. c) Consider additional protection to avoid verge damage on the Green.	Long term	NP Steering Group	Potential loss of heritage assets and character of Bovingdon Green. Not recognise the heritage value.	a) To retain the unique character Bovingdon Green. b) Future extension of High Street conservation area.	Med	Low
10	Undertake a feasibility study to improve or re-build the Memorial Hall as a Community Hub.	Mid term	BPC Officers	Residents may be forced to use other facilities	Multi-use community facility for ad-hoc use, incl. office space.	Large	High
11	Recruit volunteers for community projects such as maintaining footpaths, wildlife corridors, Springfield and Bovingdon Connect	Short term	NP Steering Group	Unable to realise Neighbourhood Plan ambitions	Vibrant community supporting its environment	Med	Low

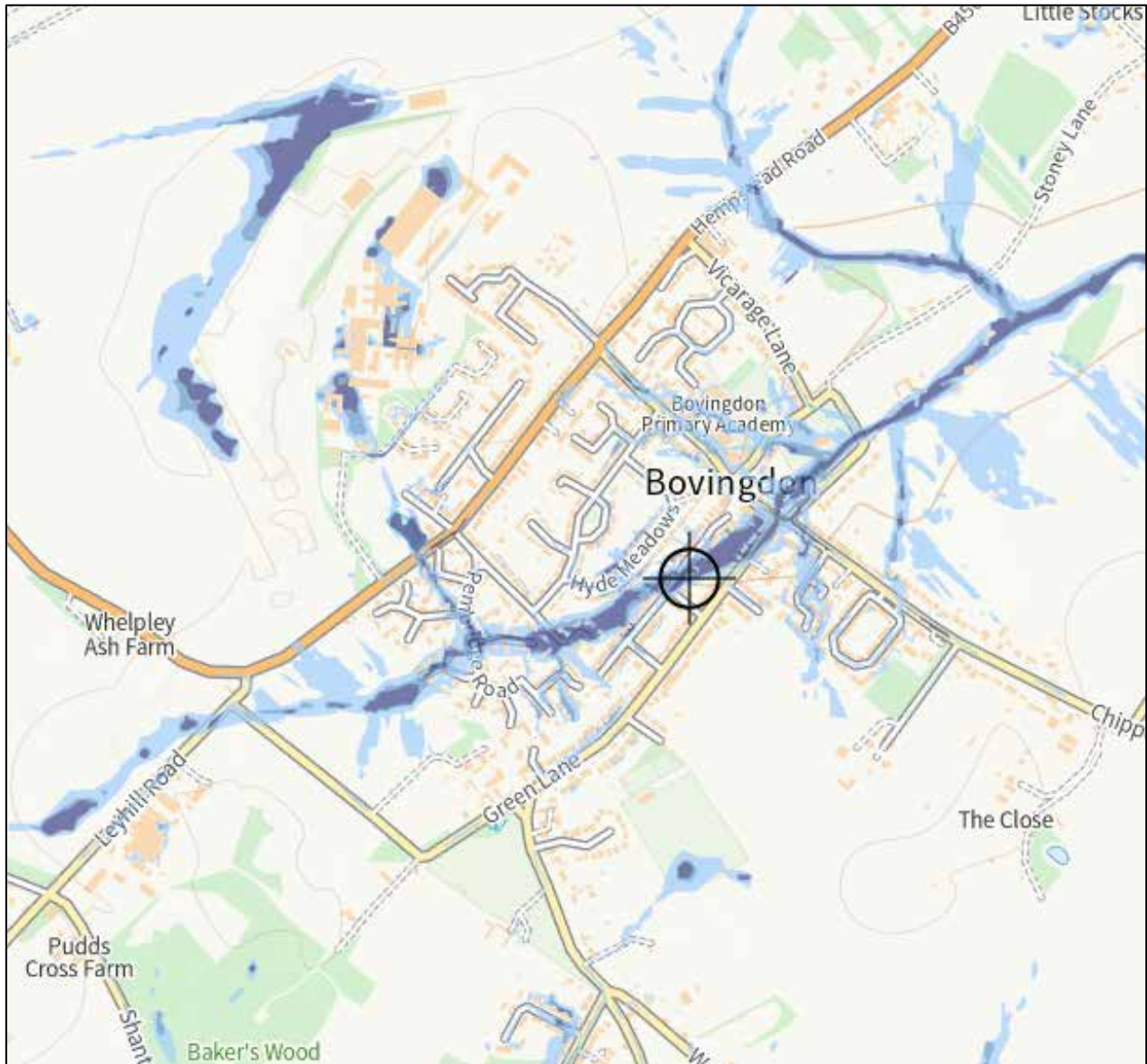
Economy and Employment Priorities

No	Project / Task	Time	Project Lead	Effects of non-implementation	Outcome sought / Objective	Project Size	Cost
12	Establish a local Business Network run by the business community and supported by BPC.	Mid term	BPC Officers and local Businesses	Static growth of High Street. Decline of retail Business in the High Steet.	Sustain existing businesses and support new shops and services to improve the vitality and viability of the village centre.	Small	Nil
13	Encourage residents to walk or cycle to the High Street to increase footfall to shops, businesses, and restaurants, including providing more cycle parking here and at sports/community facilities.	Short term/ on-going	BPC officers, Dacorum and HCC	Static or decrease in Retail activity within the High Street	Increased retail activity in the High Street. Reduce traffic congestion.	Med	Low
14	Provide advice and support to High Street shops and businesses to enhance and maintain their visual impact (frontages) in support of 11 and 12 above.	Mid term	BPC Officers, Dacorum and HCC. Local landowners and Shop owners.	Worsening of appearance and attraction to the potential retail customers	Vibrant and attractive village centre Improve look of conservation area.	Small	Low
15	Use the Business Network to develop a Jobs Board of local opportunities. Link into the growth opportunities being created by the expansion of the film industry on the airfield to benefit the village.	Mid term	BPC Officers, Dacorum and Local Business	Depletion of local skills base. Need to travel to work by unsustainable modes. Loss of additional trade for local businesses.	Enhanced employment and work experience opportunities in the Village.	Med	Low

Transport Priorities

No	Project / Task	Time	Project Lead	Effects of non-implementation	Outcome sought / Objective	Project Size	Cost
16	Work with local bus companies to encourage the installation of electronic information boards at village centre bus stops. Keep residents informed of local transport options.	Short term	BPC officers, Bovington News and Parish website	Loss of Community mobility and alternative transport to cars	Reduced private transport usage in village. Easy access to nationwide public transport network.	Small	nil
17	Establish, set and enforce time limits on the use of parking spaces in the village centre	Mid term	BPC officers DBC, HCC, High Street Working Group	Vehicle priority in centre of village. Pedestrian safety and environmental issues unresolved.	Effective use of limited parking spaces within the village, increasing High Street footfall.	Small	Low
18	Provide more disabled parking spaces in partnership with HCC/DBC, including at Longmeadow Surgery.	Mid term	HCC, DBC, BPC, High Street working grp.	Continued lack of provision for disabled drivers	Access to High Street for all members of the community.	Small	nil
19	Develop a plan for a sustainable vibrant High Street utilising all the land in the vicinity.	Mid term	HCC, DBC, BPC, High Street working grp.	Congested and polluted village centre	Parking marked, cycle/ pedestrian friendly space, improved school drop off/pick/up.	Med	Med
20	Continue to lobby Office of the Police and Crime Commissioner (OPCC) to progress improvements and safety to village roads and Rights of Way.	On-going	BPC and OPCC	Continued congestion and parking issues in village/High Street	Raised High St. kerbs. Chesham Road footpath. Green Lane Lights	Small	nil
21	Consider options for residential areas to increase parking.	Mid term	PC	Impact on grass verges and green space in residential areas	Reduce parking damage to green spaces in residential areas	Med	Var
22	Press for development access on to B roads and improve Hyde Lane junction.	Mid term	PC	Congestion on residential streets	Traffic calming and safer roads	Med	Nil

APPENDIX E. Surface Water Flood Risk Map



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Flood Risk Key



Source: <https://check-long-term-flood-risk.service.gov.uk/map?easting=501467&northing=203459&map=SurfaceWater>

APPENDIX G. Evidence for Policy BOV NE6 Important Views

Cherished View	Type	Justification	Design Considerations
View 1 from Footpath 17 to Bury Farm and west to St Lawrence Church	Mid distance view looking towards Bovingdon, encompassing Bury Farm and St Lawrence church	This view captures part of the conservation area of Bovingdon.	Avoid visual encroachment and location of buildings in full view.
View 2 from Footpath 16 between Homefield Spring and Rainhill spring eastward	Long distance view over the countryside.	Beautiful views appreciated by walkers. A visual description of the open space immediately accessed from the centre of the village. Ancient hedgerows providing habitats for wild life.	Retain the feeling of open space within the perimeter of the village and retain the natural green space and habitat.
View 3 from Chipperfield Road looking west to the Ryder Memorial	Mid distance view approaching the conservation area.	The Ryder Memorial is an important historic asset	Retain and enhance the Heritage setting as a significant historical feature of Bovingdon.
View 4 from Footpath 36 at Mounts Hill east towards Great Woods	Long distance view over undulating countryside	A visual description of the important open space between Bovingdon and Whelpley Hill. Great Woods is an ancient woodland	Retain the heritage aspect of the ancient woodland and habitat. Avoid flood lighting visible from these viewpoints.
View 5 from Footpath 29 south towards Strawberry Woods	Long distance view over undulating countryside.	A visual description of the important open space between Bovingdon and Whelpley Hill. Strawberry woods is an ancient woodland.	Retain the heritage aspect of the ancient woodland and habitat. Avoid floodlighting from these viewpoints.
View 6 from Footpath BV21 at junction with Stoney Lane looking south east	Long distance view over undulating countryside.	The view takes in the hedge bordering Stoney Lane. This is an ancient lane with stretches of traditionally laid hedges.	Avoid visual encroachment and location of buildings in full view. Retain the habitat value of the ancient lane.

APPENDIX H. Non-designated Heritage Assets

Each of the following buildings or structures is identified as a Non-designated Heritage Asset in this Neighbourhood Plan. For each item, the background is given and then the character is described. The rationale for including the item as a Non-designated Heritage Asset is then provided.

Postbox in wall of Grange Farm, Green Lane

This is an example of a cast iron original GR (George V) 1910-1936 Post Box. It would have served the Bovingdon Green area. The box is inset into the wall of the old stable block, part of Bovingdon Grange, built in the 1800s.

This style of box was an early economy measure by the Post Office. Recessing the box into a wall cavity was less costly than producing a pillar box. It was originally used in rural areas, like Bovingdon Green where there were no pavements and minimal lighting.

Grange Farm, Green Lane Bovingdon. HP3 0LD. GR TL011030.



Postbox in wall of The Stable House

Edward VII (ER VII) Postbox in wall of The Stable House, on Longcroft Lane. Recently renovated and in immaculate condition.

HP3 149, Longcroft Lane, The Stable House, Bovingdon, HP3 0JJ. GR TL023032



Letter box in wall of Garden Cottage, Green Lane

This is a private black letter box (GR – George V 1910-1936)) fitting the character of the village, set in wall of Garden Cottage, at junction of Green Lane/Bovingdon Green. It is at risk from a planning permission. GR TL011030.



Queen Elizabeth Commemorative Plaque on Bovingdon Green

Queen Elizabeth II Fields marked her Diamond Jubilee by protecting a legacy of parks and green spaces throughout the UK in perpetuity. Fields were selected by number of votes cast locally, Bovingdon Green came second within Dacorum Borough, thus securing this protection; one of only 1,392 spaces in the UK. Along with the plaque each winning space received an oak sapling grown on the Crown Estate. GR TL011029.



Airfield Control Tower, Bovingdon Airfield

WW2 Airfield Control Tower, Bovingdon Airfield, Chesham Road HP3 0NP. Used by the Royal Air Force (RAF) and United States Army Air Forces (USAAF) in WW2. Played a significant role in the Berlin Airlift. Currently in process of renovation to restore to WW2 appearance. GR TL007038.



Bovingdon's Millennium village sign

Commissioned by BPC from local craftsman to commemorate the year 2000 the sign features St Lawrence Church and the Ryder Memorial Well. On verge outside 58 High Street, Bovingdon HP3 0HJ. GR TL014037.



Little Madison, House, Vicarage Lane

The house was built in the 1830's originally as the vicarage. The Bell cupola is visible from Vicarage Lane. The house is surrounded by a high flint wall. This has now been split into two dwellings and the photograph shown is the house with the cupola. GR TL016038.



Bovingdon Primary School, original 1920's building?

Original 1920's design and build school. The façade and cupola are important features in the High Street. GR TL015037.



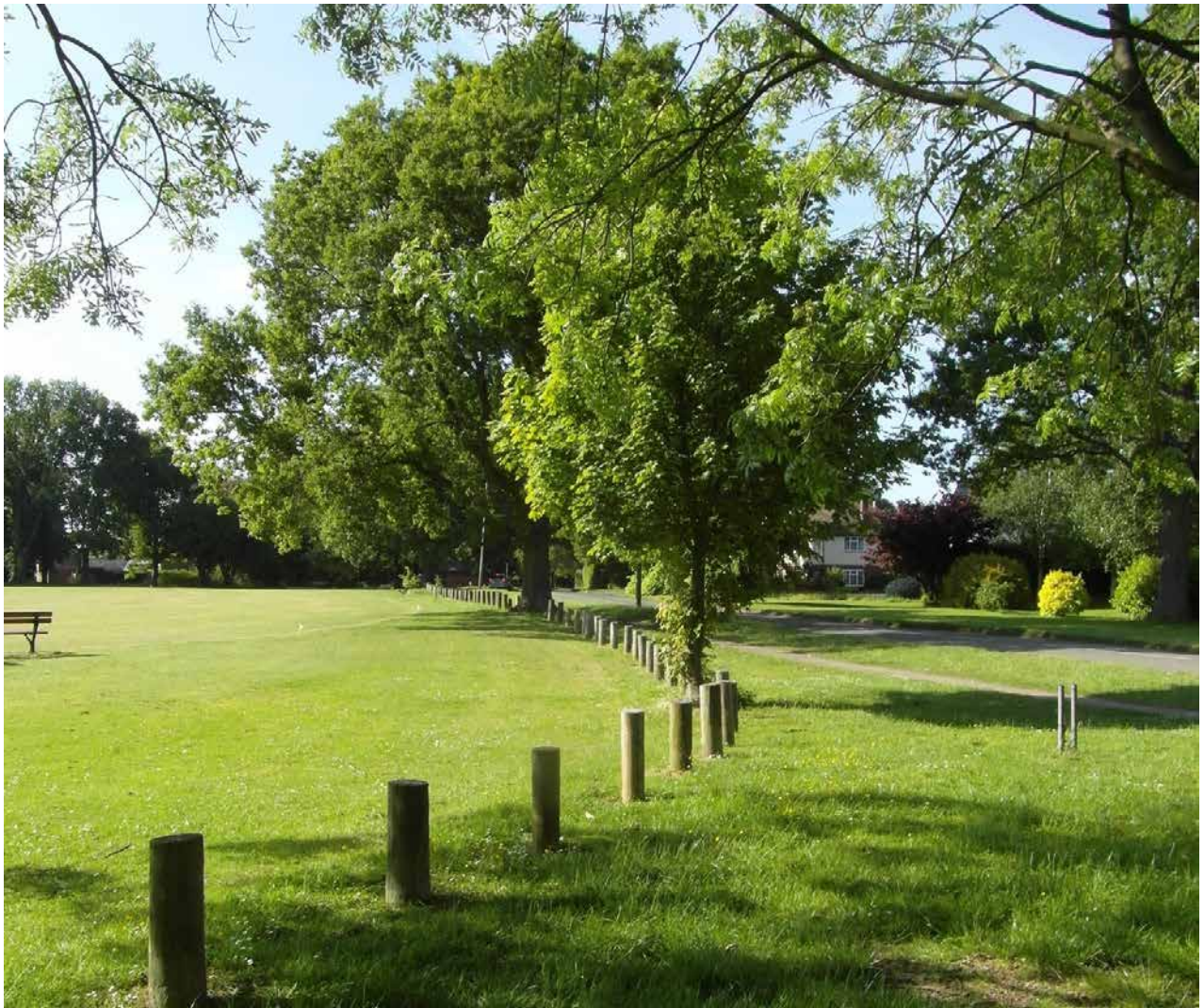
Bovingdon Green

It is proposed that Bovingdon Green including the surrounding buildings should be designated as a Conservation Area. A report has been written presenting the justification for its proposed Conservation Area status (Bovingdon Green Conservation Area Assessment).

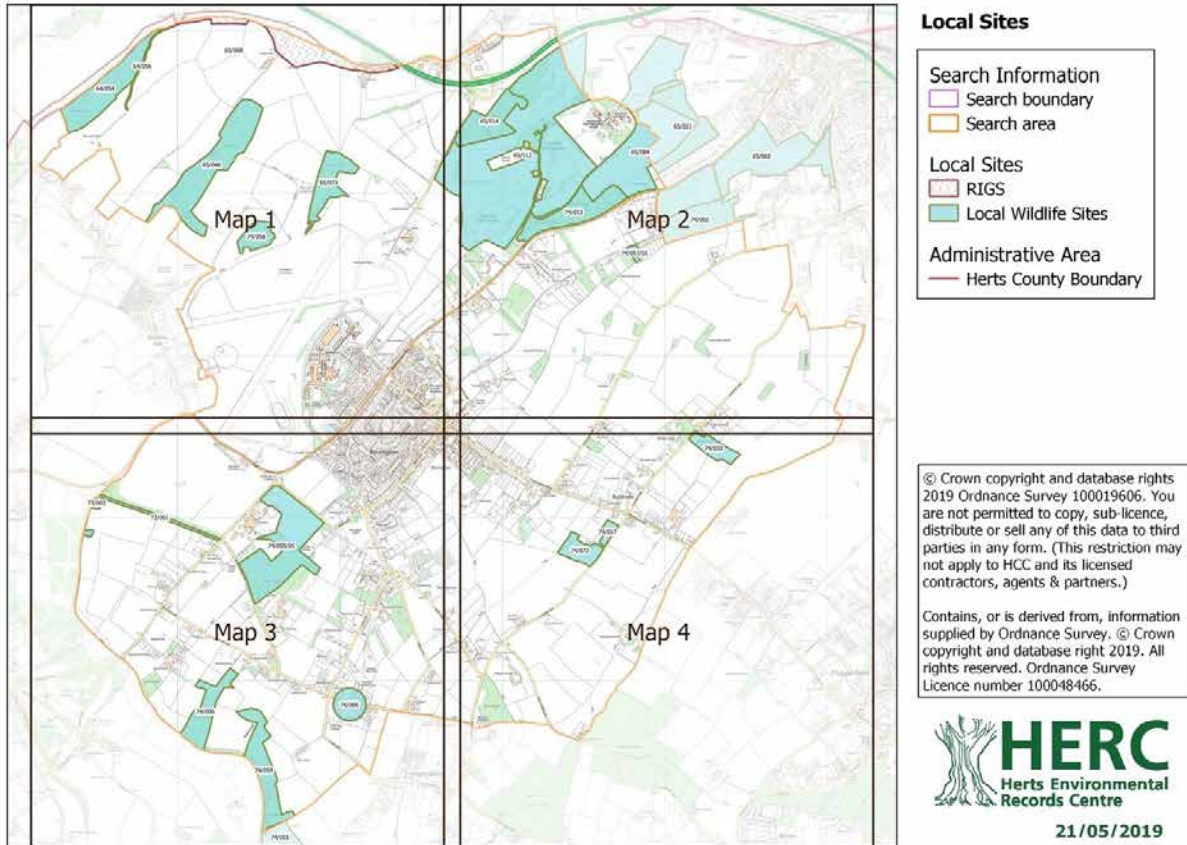
Bovingdon Green is an 8 acre village green which includes the village cricket ground which has been common land since the 1600s. It is home to a commemorative plaque announcing its Queen Elizabeth II Field in Trust status granted in 2012, which is also a non-designated heritage asset.

The village green is flanked by mature oaks and hawthorns and includes a former watering stop for animals on the old droving route. Its status as a non-designated heritage asset is a precursor to its designation as a conservation area which is being actively sought.

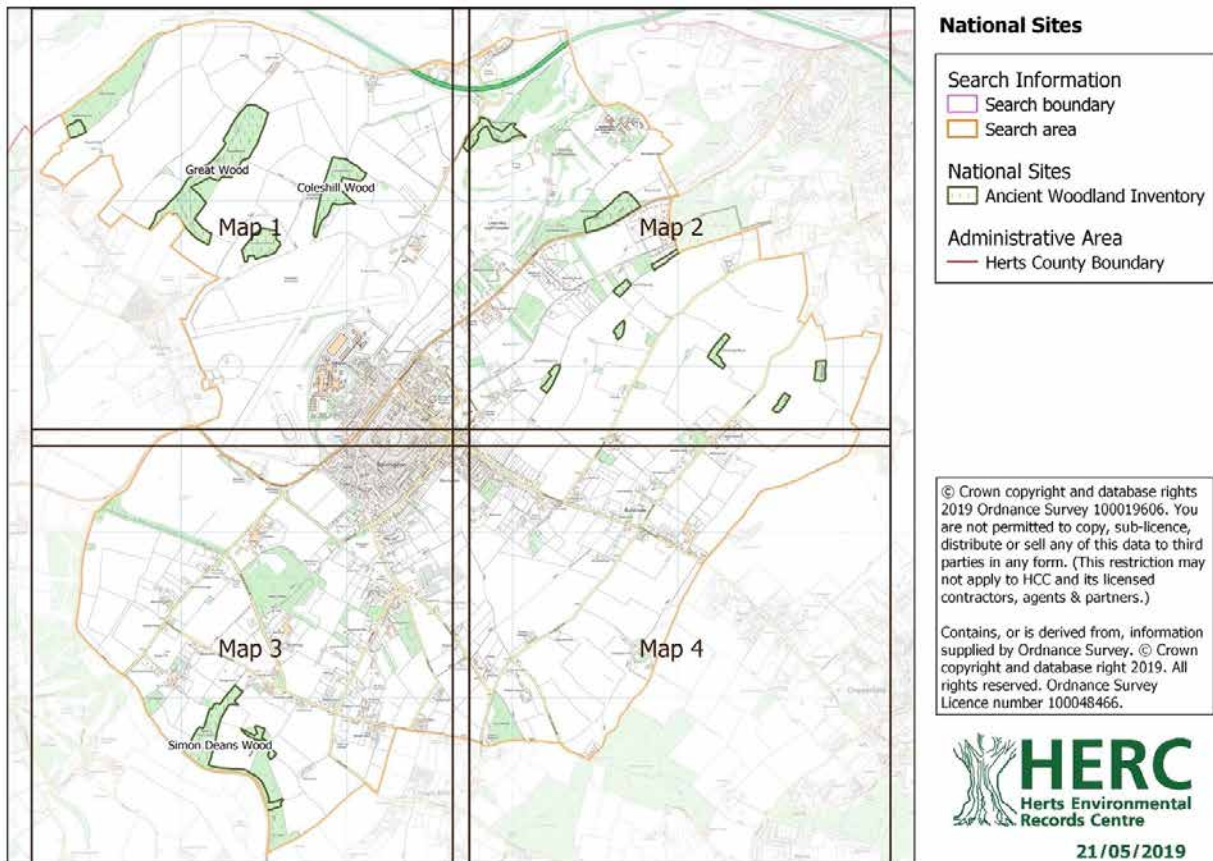
GR TL010029



APPENDIX I. Herts Ecological Network Mapping Local Sites



APPENDIX J. Herts Ecological Network Map National Sites



APPENDIX K. List of Shops in Village (July 2023)

Shops (19)

(The) Barbers of Bovingdon Ltd
 Beauty Garden
 Bovingdon Dry Cleaners
 Bovingdon Flooring
 Bovingdon News & Post Office
 Bovingdon Village Stores
 C&T Exotics
 Chiltern Pianos
 NISA Local (replaces Co-op Foods after 26.11.22)
 Cutting Garden
 R A Fyfe & Son
 Gentleman's Lounge Barber
 Jarman & Sons Hardware
 Jarman Gates & Railings
 Manor Pharmacy
 Meat Hook
 (The) New Wine Rack
 Tesco Express
 Simmons Bakers

Services (16)

Batemans
 Bovingdon Preventative Dental Practice
 Financial Resolutions
 Halo Hearing Solutions
 Laurel Cottage Dental Practice
 MSC Power Ltd
 Parish of Bovingdon
 SD Davis Dental Laboratory
 Signature Estates
 Storage Logic Ltd.
 SAPD Ltd
The Villager Newspaper
 True Wealth Potential
 White Rose Funeral Directors
 Whitewood Estates

Community (9)

Archway Surgery
 Baptist Church
 Bovingdon Library
 Bovingdon Parish Council Office
 Bovingdon Pre-School
 Bovingdon Primary Academy
 Bovingdon Scouts
 (The) Bowls Club
 Long Meadow Surgery
 Restaurants/Cafes/Pubs (5)
 The Bell
 Halfway House
 K's Café
 Bovingdon Kebab & Fish Bar
 Zeera Indian Restaurant

APPENDIX L. References

Office of National Statistics

[CPRE, Hedgerows are overlooked climate heroes of new government action plans, 18th May 2021](#)

Dacorum Borough Local Plan 1991-2011 (adopted 2004)

[RSPB, The value of hedgerows for wildlife](#)

[Hedgelink, Importance of Hedgerows, 2022](#)

[RHS, Ecosystem services delivery by urban hedges, 2021](#)

Bovingdon History of a Hertfordshire Village 200; Sarah C.M. Brown

Bovingdon A celebration of our village 2000; Reverend Tim Marshall

Bovingdon Conservation Area Character Appraisal and Management Proposals 2009

Urban Nature Conservation Study Dacorum Borough Council 2006

[Open Space Study 2008 Dacorum Borough Council](#)

Hertfordshire County Council's Local Transport Plan (LTP4)

MHLG, National Planning Policy Framework (NPPF), July 2021

Bovingdon Character Appraisal and Management Proposal (Dacorum Borough Council, 2011)

Dacorum Urban Nature Conservation Report (prepared by Community Groups)

Urban Design Assessment 2006

[Holwell NP](#)

Listed buildings and structures in Bovingdon can be found on [Historic England's website](#).

APPENDIX M. Abbreviations and Definitions

Abbreviations and acronyms used in the Bovingdon Neighbourhood Plan include the following:

CIL	Community Infrastructure Levy
CPRE	Campaign for the Protection of Rural England
HRA	Habitat Regulations Assessment
LGS	Local Green Space
ONS	Office for National Statistics
NPPF	National Planning Policy Framework
PCN	Primary Care Network (Health)
RHS	Royal Horticultural Society
RSPB	Royal Society for the Protection of Birds
SEA	Strategic Environmental Assessment
S106	Section 106 Funding

Definition of terms used in the Bovingdon Neighbourhood Plan include:

Primary Care Network: A group of GP practices working together to benefit patient care in the community.

Statutory Consultee: An organisation defined by statute, which local planning authorities are legally required to consult before reaching a decision on relevant planning and listed building consent applications.

Strategic Environmental Assessment: A systemic process for evaluating the environmental implications of a proposed plan or policy.

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Bovingdon Neighbourhood Plan