

PART A	
Report of: Head of Development Management	
Date of committee:	19th April 2017
Site address:	Land at Buttermere Place, Linden Lea
Reference Number:	17/00240/FUL
Description of Development:	Demolition of garage court, incorporation of garden space at 111-121, Linden Lea into application site and erection of a 2 storey block of 6 flats and car parking.
Applicant:	Fodbury Properties Limited
Date Received:	28th February 2017
18 week date (minor):	25th April 2017
Ward:	Woodside

1.0 Site and surroundings

- 1.1 The site is located off Linden Lea and is served by a short, private access road located between Buttermere Place and 123, Linden Lea. It comprises a garage court of 17 disused lock-up garages, an area of the amenity space serving the adjoining flats at 111-121, Buttermere Place and the private access road. The garage court is currently hoarded off and unused. The private access road is in the ownership of the applicant.
- 1.2 The flats at Buttermere Place are 3 storey with flat roofs and are also in the freehold ownership of the applicant. The closest block (nos. 111-121) faces the garage court across a landscaped amenity area. To the west adjoining the site, and served by the same access road, is a further row of lock-up garages, which remain in use (some in the ownership of the applicant). These are sited to the rear of 3 storey houses fronting Linden Lea. Immediately to the south is Haines Way although there is no direct access to the site from this road.
- 1.3 With the exception of the blocks of flats at Buttermere Place and the 3 storey houses fronting Linden Lea, the surrounding area is characterised by terraces of 2 storey houses.

2.0 Proposed development

- 2.1 To demolish the existing lock-up garages and erect a single, 2 storey block of 6 flats, served off the access road. The building has a traditional design with pitched, gabled roof. The main materials are multi-red facing bricks, painted render and grey concrete roof tiles. The 6 flats proposed comprise 2 x 1 bedroom, 2 x 2 bedroom and 2 x 3 bedroom. In front of the building is a parking area for 11 cars with a bin store and cycle store.

3.0 Relevant planning history

- 3.1 There is no planning history of relevance to the current application.

4.0 Planning policies

Development plan

- 4.1 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:
- (a) *Watford Local Plan Core Strategy 2006-31*;
 - (b) the continuing “saved” policies of the *Watford District Plan 2000*;
 - (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
 - (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.
- 4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.
- 4.3 **Watford Local Plan Core Strategy 2006-31**
- | | |
|------|--|
| WBC1 | Presumption in favour of sustainable development |
| SS1 | Spatial Strategy |
| SD4 | Waste |
| HS1 | Housing Supply and Residential Site Selection |
| HS2 | Housing Mix |
| HS3 | Affordable Housing |
| T2 | Location of New Development |

INF1 Infrastructure Delivery and Planning Obligations
UD1 Delivering High Quality Design

4.4 Watford District Plan 2000

SE7 Waste Storage, Recovery and Recycling in New Development
SE36 Replacement Trees and Hedgerows
SE37 Protection of Trees, Woodlands and Hedgerows
SE39 Tree and Hedgerow Provision in New Development
T10 Cycle Parking Standards
T21 Access and Servicing
T22 Car Parking Standards
T24 Residential Development

4.5 Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026

No relevant policies.

4.6 Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

4.7 Supplementary Planning Documents

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

4.8 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.9 *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.10 National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning

policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Decision taking

- 4.11 In January 2016 the Council received the South West Hertfordshire Strategic Housing Market Assessment and associated Economic Study 2016 (SHMA) which set out an Objectively Assessed Need (OAN) for housing in the Borough that exceeds the levels in the Core Strategy. At current the Council's allocations do not provide a five year supply of deliverable housing land based on the OAN contained within the SHMA. The SHMA forms only part of the evidence based for the next iteration of the local plan and further work is being undertaken in relation to capacity assessment and allocations, however it is a material consideration which needs to be taken into account.
- 4.12 Having regard to the SHMA the most recent evidence suggests that policies relating to targets for the delivery of housing within the Watford Local Plan Core Strategy 2006-31 are out of date. Accordingly, applications for housing should be considered against the second test for decision taking in paragraph 14 of the NPPF applications for housing should be granted permission unless any adverse consequences of doing so would demonstrably and significantly outweigh the benefits when assessed against the policies of the Framework.

5.0 Consultations

5.1 Neighbour consultations

Letters were sent to 14 properties in Buttermere Place, Linden Lea and Haines Way.

The following is a summary of the representations that have been received:

Number of original notifications:	14
Number of objections:	7
Number in support:	1

Number of representations: 0
TOTAL REPRESENTATIONS: 8

- 5.2 The points of objection that have been raised are summarised and considered in the table below.

Representations	Officer's response
Linden Lea and private access road already heavily parked during evenings. Insufficient parking for existing flats and houses.	Parking on the private access road appears to be partly within demarcated bays and partly opportunistic. There will be a loss of some informal, opportunistic parking as part of the proposal. Any rights for residents of Buttermere Place to park on this private road are a private matter between the leaseholders and the freeholder (applicant). The applicant has confirmed that the flats have no allocated parking they are entitled to use on the access road. As long as sufficient parking is provided for the new development, the existing parking situation on Linden Lea would not be worsened.
Loss of part of amenity space for existing flats.	The incorporation of part of the communal amenity space into the application site is a private matter between the leaseholders and the freeholder (applicant). The applicant has confirmed that the flats have a right to use the amenity space but that this can be altered with 3 months' notice.
The private access road leads to other garages and could be blocked by construction vehicles.	This is a private matter. If third parties have a right of access over the private road it will be the freeholder's responsibility to ensure access is maintained at all times.
Existing access road is insufficient to serve the development.	The access road has a minimum width of 4.5m which exceeds the minimum width of 4.1m necessary to allow 2 cars to pass safely. Larger service and delivery vehicles will visit the site only very occasionally.
Loss of trees and shrubs.	None of these are protected and could be removed at any time by the freeholder without notice.
Overlooking and loss of privacy to flats in Buttermere.	This is considered in the report. No loss of privacy will occur to the existing flats.

One letter of support has been received stating that the proposal will greatly improve the aesthetics of Buttermere Place with the development of this unsightly site. The removal of the derelict garages would also improve the security of the area and provide much needed housing.

5.3 **Statutory publicity**

No statutory advertisement was required for this application.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

Site and surrounding:

The site accommodates two rows of garages and incorporates amenity space serving 111 to 121 Linden Lea. The proposal is to erect two storey flats containing 2 x 3 bed, 2 x 2 bed and 2 x 1 bed flats with 11 car parking spaces, one disabled bay and 8 cycle parking area. Linden Lea is an unclassified local access road some 309 m in length serving predominantly flats and semi-detached properties. Some of the properties are with on-site parking provision, but there is on-street parking all along Linden Lea on one side.

Accessibility:

The application is within residential neighbourhood and within walking distance to Leavesden High Road which provided access to daily facilities and regular bus service in to Watford Town

Access and parking:

The site access is via the existing access to the site serving the garages to the rear of the properties of Linden Lea. The planning application indicates that there will be no alteration to access arrangement, but parking will be provided with 11 spaces, plus 1 disabled parking and 8 cycle parking. The proposal is to replace existing garages, in terms of traffic the proposed development would not result in a material increase in traffic on the local road network.

Arboricultural Officer

The proposals indicate the loss of six trees consisting of ash, cypress and elder together with understorey shrubs. These currently screen the existing garages from

the flats and their loss will have an impact locally but not in the wider environment. Some replacement tree planting is indicated, however due to the proximity of the existing flats to the new properties only small growing species would be suitable to avoid shading and loss of light to the existing flats.

There are also offsite trees located adjacent to Haines Way which have been reduced and whilst the building is not likely to affect them they will overhang and cast shadow on to the rear of the end properties which could significantly reduce the useable garden area.

Should permission be granted a detailed landscaping scheme should be submitted and approved prior to work commencing on site.

6.0 Appraisal

6.1 Main issues

The main issues to be considered in the determination of this application are:

- (a) Principle of development.
- (b) Scale and design.
- (c) Quality of residential accommodation.
- (d) Impact on surrounding properties.
- (e) Access and servicing.
- (f) Car and cycle parking.

6.2 (a) Principle of development

The site is located within an established residential area and is close to local shopping facilities located on Haines Way (250m walk). Bus services run along High Road and Haines Way with bus stops within 400m of the site, including the 10 service which serves Watford Junction, the town centre and Watford General Hospital. The majority of the site comprises disused garages which are unsightly and currently serve no purpose. In photographs of the garages they appear to be in poor condition. As a redundant, brownfield site, the principle of residential development of this site is in accordance with Policy HS1 of the Core Strategy and is acceptable.

- 6.2.1 The proposal provides a mix of 1, 2 and 3 bedroom units with both the 3 bedroom units and 1 of the 2 bedroom units having private garden areas. This mix accords with Policy HS2 of the Core Strategy and is acceptable.

6.3 (b) Scale and design

The immediate locality of the site has a varied building typology including 2 storey

terraced houses with gabled roofs on Haines Way; 3 storey blocks of flats with flat roofs at Buttermere Place; 3 storey terraced houses with flat roofs at Linden Lea; and 2 storey terraced and semi-detached houses at Linden Lea. Given the proximity of the site to the 2 storey houses on Haines Way and the 'backland' location of the site in relation to Linden Lea, it was agreed at pre-application stage that the appropriate response for this site was a 2 storey building with pitched roof.

6.3.1 The design is traditional and simple with a symmetrical front elevation. The main elevations are to be finished in red multi brick and painted render with grey concrete profile roof tiles. There is no objection in principle to these materials, which reflect those seen in the surrounding area, subject to seeing samples.

6.3.2 The scale, design and appearance of the proposed building will sit comfortably alongside the existing buildings and will not appear unduly prominent within the streetscene of Haines Way.

6.4 (c) Quality of residential accommodation

All of the proposed flats meet or exceed the nationally described space standard for new residential development. The building will be orientated north-south and all of the flats will be dual aspect, facing east and west. All of the flats will have good levels of outlook, natural light and privacy. All living/kitchen rooms face east and overlook the car parking area and access.

6.4.1 The ground floor flats will each have private garden areas of 45m² for the 2 bedroom flat and 73m² and 79m² respectively for the 3 bedroom flats. These are considered acceptable as the minimum requirements set out in the Residential Design Guide are 50m² for 1 and 2 bedroom units and 65m² for 3 bedroom units. The 3 upper floor flats will have no access to private amenity space, which is regrettable. Sufficient communal amenity space (a minimum area of 65m²) could be provided for these flats by reducing the car parking provision (say to 6 or 7 spaces, providing 1 space per flat) but, on balance, it is considered that given the existing parking congestion in the locality, the provision of car parking is preferable in this case (see paragraph 6.7 below).

6.5 (d) Impact on surrounding properties

The proposed block of flats adjoins existing residential properties on 3 sides. To the north is the 3 storey block of flats at 111-121, Buttermere Place. To the east is a terrace of houses fronting Haines Way with the closest house to the site being no.130. The flank elevation of this house is separated from the site by a public footpath and a significant boundary hedge which runs alongside the footpath and the rear boundary of the application site. To the south-west is another terrace of houses fronting Haines Way (nos. 132-144) with no. 132 closest to the site. The rear

garden of this house adjoins the southern boundary of the application site.

6.5.1 *i) 111-121, Buttermere Place*

The application site incorporates part of the communal amenity area sited in front of this block. At present, this area varies in depth from 15m to 22.5m from the front of the block to the rear of the existing garage court. The boundary with the garage court is marked by some significant trees and shrubs which screen the garage court from view, although none are protected. The application site incorporates part of this amenity area (approximately 260m²). This will involve the loss of the existing trees and shrubs and a reduction in the depth of this area to 9.5-11.5m.

6.5.2 The existing block comprises 6 flats (odd numbers only) which, under the Residential Design Guide, would require a minimum communal amenity area of 110m². Although the loss of 260m² of the existing amenity space is significant, nevertheless, an area of 450m² to the front and side of the block will remain. This is still a significant area and is acceptable.

6.5.3 The view from the habitable room windows in the front elevation of the block will change significantly, with the loss of the trees and the siting of the proposed new building. However, the loss of view is not the same as a loss of outlook. No-one is entitled to a view over another person's land. Outlook is related more to visual dominance, sense of undue enclosure and overbearing impact. The flank elevation of the proposed building will be sited 15m from the front elevation of the existing block, although only the flats in the eastern part of the block (nos. 111, 115 and 119) will directly face the new building. The western 3 flats will overlook the parking area. The 2 storey flank elevation measures 8.5m deep with a height to eaves level of 5.5m and a ridge height of 8.5m. This is a very similar scale to the surrounding 2 storey houses. Existing rear to flank relationships in the surrounding houses vary between 12-20m. Given the distance between the flank elevation of the proposed building and the existing block of flats, it is not considered that the proposal will have any significant adverse impact on the outlook from these flats.

6.5.4 In respect of privacy, the flank elevation of the proposed building will contain no windows and, therefore, will not give rise to any loss of privacy. The scale and siting of the proposed building will also ensure the building will have no adverse impact on daylight and sunlight to the existing flats.

6.5.5 *ii) 130, Haines Way*

The flank elevation of this house is sited 12.5m from the 2 storey rear elevation of the proposed building. It contains no windows and will not experience any loss of outlook, natural light or privacy. A single first floor bedroom window in the proposed building will allow oblique views across the rear garden area of no.130,

but this will not result in any significant loss of privacy.

6.5.6 *iii) 132, Haines Way*

The proposed building is sited 8.5m at its closest point from the rear corner of the garden area of this property but is orientated more than 90° from the rear elevation of the house itself. The nearest first floor windows are to a bathroom and a living room. Due to the orientation of the proposed building, it will not give rise to any direct overlooking of the rear windows in no.132. There will be some oblique overlooking of the rear garden area from the living room window but this will not be significant.

6.5.7 The siting of the proposed building to the north-east of the existing house will ensure it will result in no loss of outlook or natural light to the existing house.

6.6 (e) Access and servicing

The site will be accessed solely from the existing private access road off Linden Lea, which enables vehicular and pedestrian access to the existing garages and the flats at 111-121, Buttermere Place. This is acceptable. The road is a minimum of 4.5m wide which is sufficient to allow 2 cars to safely pass (minimum width required of 4.1m). There will be no access to the site from Haines Way. The parking area in front of the proposed building has a 7.5m deep manoeuvring area in front of the parking spaces which is sufficient to allow service and delivery vehicles to enter the site. The bin store is located to allow easy access to future residents and for collection purposes.

6.7 (f) Car and cycle parking

The Council's current maximum car parking standards for residential development in this location are 1.25 spaces for 1 bed, 1.5 spaces for 2 bed and 2.25 spaces for 3 bed units. Based on the proposed 6 flats, the maximum provision for the proposed development would be 10 spaces. The proposal provides 11 spaces which is 1 space above the maximum.

6.7.1 Evidence from a site visit and from local residents is that Linden Lea suffers from significant on-street parking congestion. This may be due to the fact that the flats at Buttermere Court and some of the houses on Linden Lea were originally provided with parking in the form of lock-up garages. Although no survey information has been submitted, it is considered likely that many of these garages are not used by residents for parking cars. This could be due to changes in ownership or because the garages are not of sufficient size for many modern cars. Nevertheless, given the evident existing parking problems experienced in the locality, it is considered acceptable in this case for the proposal to exceed the maximum standard. This will ensure the proposal does not add to these parking problems. It is also worth noting

that some informal parking on the private access road within the application site will be lost. This parking is used on an opportunistic basis by local residents.

- 6.7.2 The applicant has confirmed that no spaces are allocated to the existing flats and that there is no entitlement or right in any of the flat leases to park in any demarcated spaces or on the private access road.

7.0 Community Infrastructure Levy and Planning Obligations

7.1 Community Infrastructure Levy (CIL)

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

The CIL charge applicable to the proposed residential development is £120m². The charge is based on the net increase of the gross internal floor area of the proposed development. Exemptions can be sought for charities, social housing and self-build housing. If any of these exemptions is applied for and granted, the CIL liability can be reduced.

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, there is no requirement for a planning obligation.

8.0 Conclusion

- 8.1 The site is located within an existing residential area with access to local shops and bus services. It is a brownfield site comprising derelict lock-up garages. The development of the site to provide a range of 1, 2 and 3 bedroom flats is therefore acceptable.
- 8.2 The scale and design of the proposal is acceptable in this locality and will provide a good quality of accommodation for the future occupiers. The proposal will have no significant or harmful impacts on the existing residential properties.
-

9.0 Human Rights implications

- 9.1 The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.
-

10.0 Recommendation

That planning permission be granted subject to the following conditions:

Conditions

1. The development to which this permission relates shall be begun within a period of three years commencing on the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved drawing:-

931.03 Rev.D

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No construction works shall commence until details of the materials to be used for all the external finishes of the building, including walls, roof,

balconies, doors and windows have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

Reason: In the interests of the visual appearance of the building, the streetscene and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as the materials need to be agreed with the Local Planning Authority before construction commences.

4. No dwelling shall be occupied until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the retention of the existing trees along the western boundary, measures to protect these trees during construction works, and new tree planting within the site. The approved tree protection measures shall be implemented before construction works commence and shall be retained throughout the construction period. The approved planting scheme shall be carried out not later than the first available planting and seeding season after completion of the development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

5. No dwelling shall be occupied until full details of a hard landscaping scheme, including details of all site boundary treatments and all fencing within the site, have been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the site and the local area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

6. No dwelling shall be occupied until a sustainable drainage scheme for the drainage of the car parking spaces has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented in full.

Reason: To prevent surface water flowing on to the public highway.

7. No dwelling shall be occupied until details of the refuse and recycling store to serve the development, as shown in principle on the approved drawing, have been submitted to and approved in writing by the Local Planning Authority, and the store has been constructed and made available for use. This facility shall be retained as approved at all times.

Reason: To ensure that adequate facilities exist for residents of the proposed development, in accordance with Policy SE7 of the Watford District Plan 2000.

8. No dwelling shall be occupied until details of a secure and weatherproof cycle store to serve the development, as shown in principle on the approved drawing, have been submitted to and approved in writing by the Local Planning Authority, and the store has been constructed and made available for use. This facility shall be retained as approved at all times.

Reason: To ensure that adequate facilities exist for residents of the proposed development, in accordance with Policy T10 of the Watford District Plan 2000.

Informatives

1. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health & Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.

In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:

https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.

A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email (semeta.bloomfield@watford.gov.uk).

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
4. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The Council also gave advice on the proposal and sought amendments during the application process.

Drawing numbers

Site location plan
931.03 Rev.D

Case Officer: Paul Baxter

Email: paul.baxter@watford.gov.uk

Tel: 01923 278284