

## The Proposal

### Planning Consideration - Heritage

#### Policy Context

- Paragraph 192 Strategic Policy HE7.1:
- Policy HE7.2: Designated Heritage Assets
- Policy HE7.3: Non-designated Heritage Assets

Paragraph 192 of the NPPF states that when determining applications local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets.

Strategic Policy HE7.1 states that development proposals should embrace opportunities to use the historic environment to support good design and enhance the setting and understanding of the historic environment and improve Watford's historic character.

Policy HE7.2 relates to designated heritage assets and outlines that development in conservation areas will be supported where they preserve and, where possible, enhance the character, appearance and significance of the designation and clearly demonstrate they: Use building design that is of an appropriate scale and materiality; Enhance existing features and structures which contribute to the significance of the Conservation Area; and do not significantly harm important views into, out of, or within the conservation area.

Policy Policy HE7.3 which focuses on non-designated heritage assets states that proposals that impact non-designated heritage assets will be required to demonstrate how they are positively contributing towards the heritage value to enhance local distinctiveness.

#### Understanding the Historic Context and Site

##### Early History:

- St Albans Abbey claimed rights to Cassio Manor in AD 793.
- Watford not mentioned in the Domesday Book in 1086.
- Town's name likely from Old English for "full of water" and "ford."
- Watford became a chartered market town in the 12th century.
- St Mary's Church built in the town center.
- Henry VIII took over land from St Albans Abbey in the 16th century.
- Cassio sold to the Earls of Essex.
- 18th-century development around the High Street.
- Nascot area, which the application site is located within, was farmland between town and Callowland Farm.
- Some historic buildings from different periods still exist in the town.

##### 19th Century:

- Early 19th century: Grand Union Canal and railway transformed Watford, driving industrial growth.
- 1842: Land ownership by the Earl of Essex and Merton College.
- 1840s: Church Road development with quality buildings.
- Late 19th century: Town center streets planned, population grew to about 12,000.
- Expansion to Smith Street, Queen's Road, and Clarendon Road.
- South-westward development along what became Bedford Street.
- In the following decade, Earl of Essex's land between the railway and Hempstead Road was sold for urban development, accelerating growth.
- During the 1870s and 1880s new streets continued to be constructed and free plots on the older streets were developed.
- Many were developed by British Land Company and therefore have a more consistent appearance. By the middle of the 1890s, the vast majority of the area had been developed.



Early History Map of Site



Site Plan from 1960's

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#### 20th Century to Present:

- Early 20th century saw significant development.
- Modest development until the 1960s.
- Changes in the 1960s included St Albans Road bridge and widening of the road south of the railway bridge.
- Underpasses along St Albans Road were created due to improvement works.
- Recent housing demand increased due to proximity to London and improved accessibility from M1 and M25.

#### The Site:

- Late 19th-century development of streets in Watford and Nascot area.
- Historic mapping from 1871: Stratford Rd used to be Upper Nascot Road, changed to Stratford Road in 1896.
- Site was part of a larger plot called 'Ashland' with a grand house and trees.
- Ownership of the Site as part of a larger plot remained unchanged until 1939.
- By 1958, the original L-shaped building had been extended and became more irregular in plan.
- In 1962, the building was converted into two self-contained flats, with additional extensions and a garage. An outbuilding was introduced in 1986.



Aerial image of site from 20th century



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#### Assessment of Significance

Non-designated and Designated Heritage Assets within the Context:

1. Nascot Conservation Area (designated - Article 2(3) Land)
2. 49 - 51 Langley Road (non-designated - locally listed)

This buildings origin dates back to approximately 1866 and can be attributed to John Thomas Christopher, who served as the Director of the Watford Villa Company, a locally prominent architectural firm.

- The building is a two-story residence with an attic, standing as a detached structure.
- Originally a single dwelling, it has subsequently undergone subdivision into two separate properties.
- Exterior of the building is characterized by dark red brick construction, featuring a combination of pitched and hipped tile roofing along with five masonry chimneys.
- Its scale and composition contributes to the aesthetic quality of the character and appearance of the area.
- Building holds some historical interest as it was once occupied by Professor John Attfield F.R.S., one of the leading pharmaceutical chemists in the country at the time.

3. 76 -78 Langley Road and 32 Stratford Road (non-designated - locally listed)

This building origins also date back to 1866 can be attributed to the same local architect John Thomas Christopher for the Watford Villa Company.

- The building is a two-story residence with an attic, standing as a detached structure.
- Originally a single dwelling now exists as 4 residential properties.
- Features brick detailing in orange brick
- Half hipped roof with 6 brick chimneys
- Set back from the road



Non-designated and Designated Heritage Assets within the Context



49-51 Langley Road. 2022



49-51 Langley Road. Circa 1880



## The Proposal

### Planning Consideration - Heritage

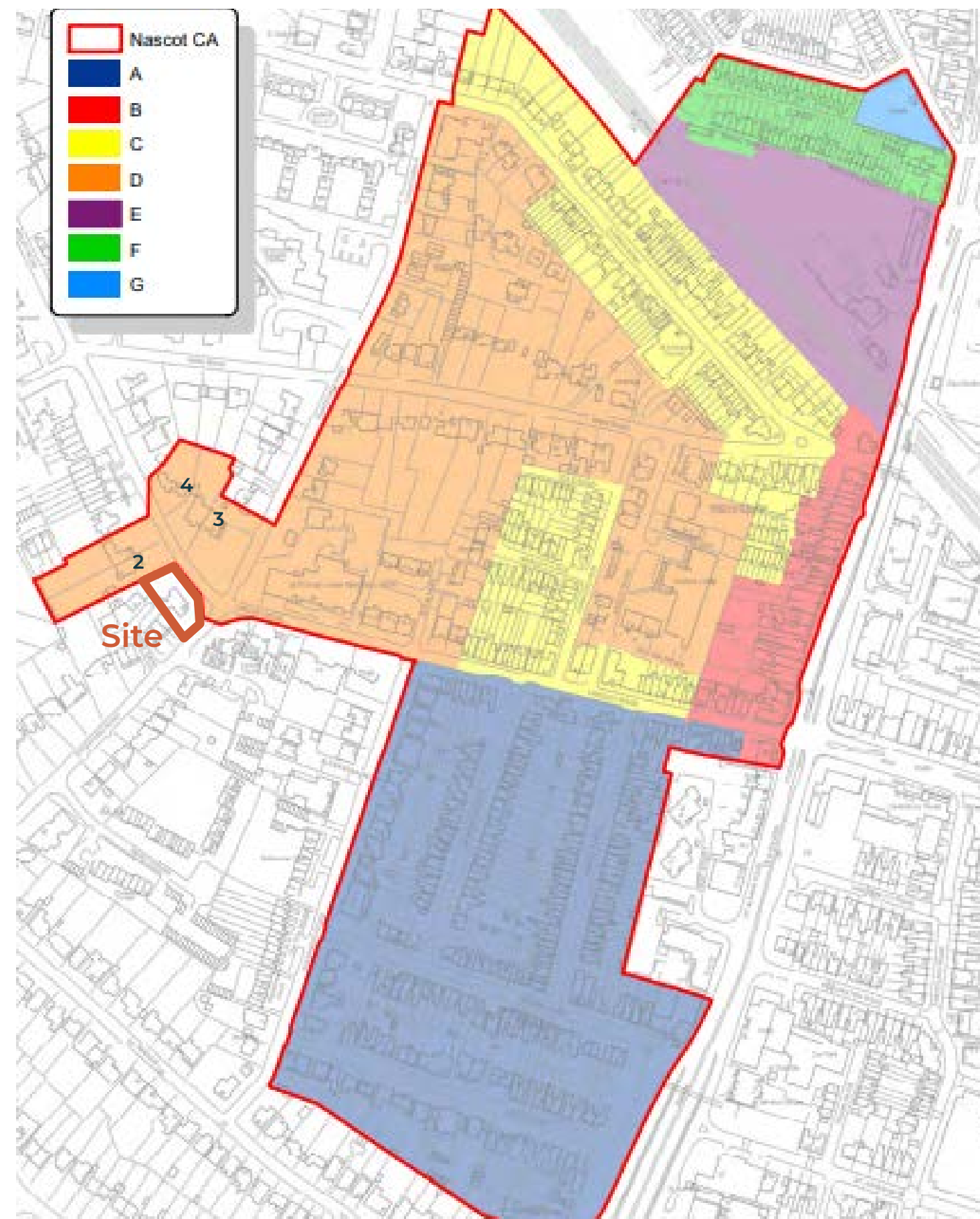
#### 4. 80 Langley Road (non-designated - locally listed)

The Nascot Conservation Area:

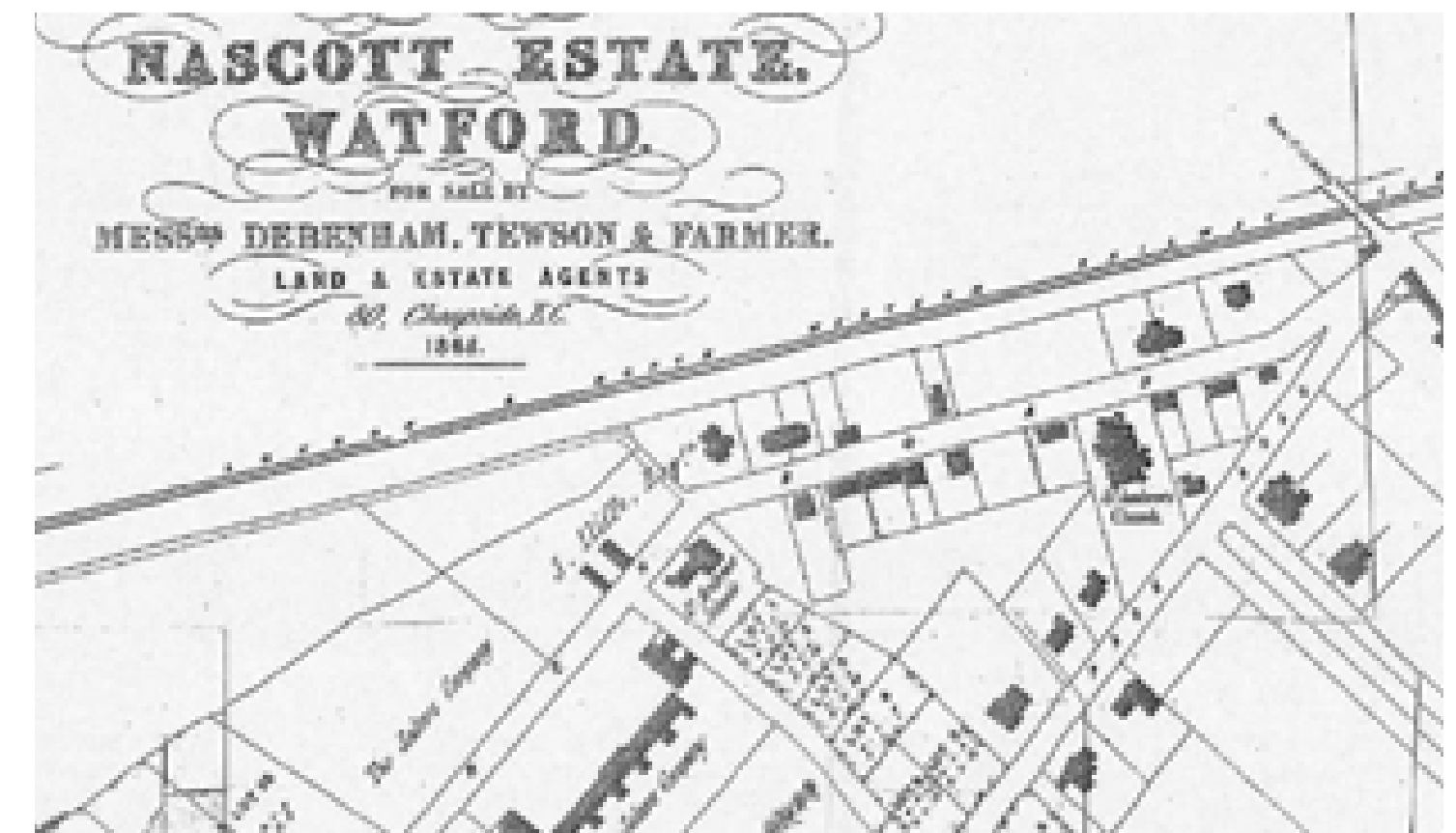
The Nascot Conservation was first designated in 2001 and features unique architectural styles with diverse detailing and the significance of the railway are notable elements of the area's historic development. The Conservation Area is densely built with a suburban residential character, featuring terraces, shops, and landmarks like the Church of St Andrews and notable buildings.

The area is divided into seven distinct character areas, with Area D (see associated figure) being the most relevant to the Site, characterised by lower density, 2 to 2.5 storey detached and semi-detached houses from the later Victorian period, often with large building plots and mature tree-covered front gardens. The Conservation Area Appraisal highlights key vistas, including views along Church Road, Park Road, and northwards up Stamford Road.

The Application Site is situated along the western edge of the Conservation Area, thereby falling within its immediate environment. The building is a representation of the widespread residential development that characterised the area in the 1930s, contributing to the diverse townscape. However, since the Site neither prominently highlights the significance of the Conservation Area nor enhances the views in or out of it, its contribution to the Conservation Area's setting is considered neutral.



The Nascot Conservation Area



Land Sale Plan from 1865



76-78 Langley Road and 32 Stratford Road



## The Proposal

### Planning Consideration - Heritage

#### The Proposal and Effect on the Conservation Area/Heritage Assets

The proposed development has been formed following the assessment of the conservation area and identified heritage assets noted within this report. The proposal seeks to positively respond to this context both in regards to the approach to the site and the design of each of the detached buildings on the site.

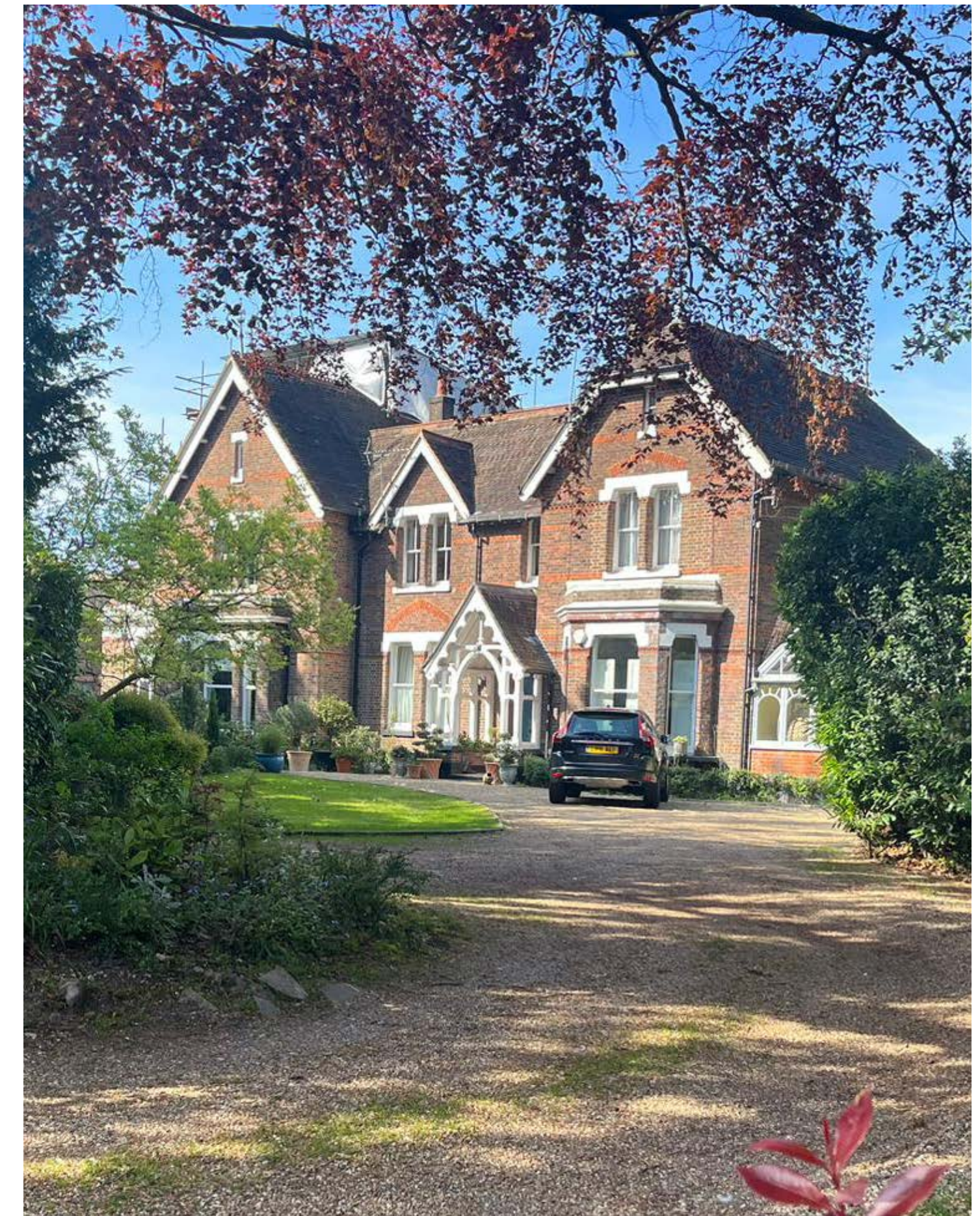
The application site is not situated within the designated conservation area, however, it is situated on the border and therefore development of the plot has the potential to impact it's setting. The proposed development includes 3 detached dwellings, which has been very carefully positioned to minimise deteriorating the setting of the conservation area.

The proposed dwelling closest to no.49 - 51 Langley Road (locally listed) has been set back from the public highway. Furthermore, this building features a pitched roof sloping downwards towards the site boundary with the locally listed building to achieve a sense of subordination towards the asset. Although the proposed dwelling feature 2.5 storeys, proposed ridge heights are significantly lower than

those featured on the locally listed buildings within the context. The proposed development draws on traditional Victorian architecture and architectural features and integrates this into the proposed development in a contemporary manner. This includes but is not necessarily limited to:

- Stone Lintels
- Masonry Construction (with red/orange brick)
- Masonry Chimneys
- Front Facing Gable Style Roof
- Ground floor plinth with alternate material - helps reduce overall scale
- Pitched Roof
- Large window openings
- Exposed timber roof joists

Lastly, it should be noted that the setting of both the conservation and locally listed buildings within has been subject to considerable alteration over the 20th century. The proposed development will again impact this setting but it is concluded that this will not be in a negative manner.





1. Materials



Morris+Company

2. Victorian detailing



76 -78 Langley Road

3. Contemporary Design



Unknown



## The Proposal

### Planning Consideration - Materiality

It is expected that the Local Planning Authority will apply a pre-commencement planning condition in order to secure details of materials and ultimately ensure the high quality development that the applicant seeks to achieve is delivered.

However, materials have been considered at the planning stage and the below image provides an overview of this consideration:





## The Proposal

### Planning Consideration - Quality of Accommodation

#### Policy Context

- Nationally Described Space Standards'
- Local Plan Policy HO3.10 'Building Design Standards for Healthy, Accessible and Adaptable Homes
- Local Plan Policy HO3.11: Private and Shared Private Amenity Space
- Section 7.2.22 'Private Garden Space Standards' of the Watford Residential Design Guide

Local Plan Policy states that all new homes will meet or exceed the nationally described internal space standard. Furthermore, dwellings should be designed to be accessible.

Local Plan Policy HO3.11 states that all new homes should be provided with private outdoor amenity space that meets the following minimum standards.

#### The Proposal

The proposed development aims to achieve the highest standard of residential accommodation by exceeding the national space standards which are outlined by local policy HO3.10 'Building Design Standards for Healthy, Accessible and Adaptable Homes' and the Nationally Adopted Minimum Space Standards. This is demonstrated in the following schedule of accommodation table:

Name	Provision	Area
Unit 1	4B8P	173 m <sup>2</sup>
Unit 2	4B8P	215 m <sup>2</sup>
Unit 3	4B8P	173 m <sup>2</sup>
<b>Total</b>		<b>561 m<sup>2</sup></b>

Each dwelling features an oversized open plan Kitchen/Living/Dining space that has direct access out on to private external amenity spaces. The open plan and spacious design of the ground floor spaces in each dwelling ensure an adaptable and accessible provision suitable for family accommodation.

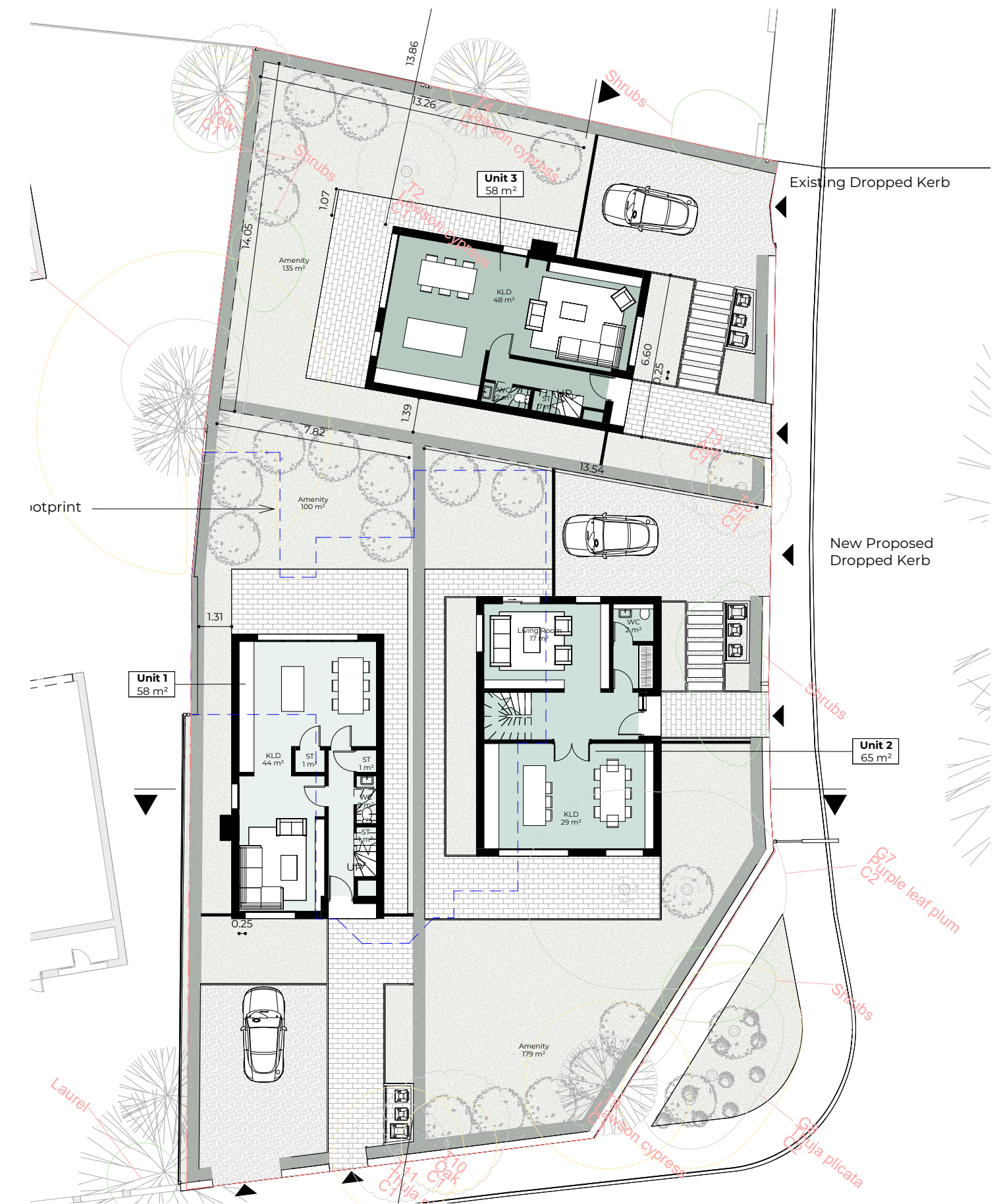
Furthermore, the ground floor of each dwelling features a W/C therefore ensuring that they achieve M4(2) compliance in accordance with the requirements set out in Local Plan Policy HO3.10.

The proposed development is considered to overcome the concerns raised in relation to quality of accommodation within the previously reduced application (21/00571/FUL).

Additionally, section 7.2.22 of the Watford Residential Design Guide 'Private Garden Space Standards' states that the minimum garden area for a 4-bedroom unit is 80 sqm, and as shown by the proposed plans, all three dwellinghouses are provided with the following external amenity areas:

- Unit 1: 100 sqm
- Unit 2: 136 sqm
- Unit 3: 136 sqm

As demonstrated above, each residential unit and the area of the residential gardens exceed the expected standards, providing a spacious and high quality development.



Each unit has spacious Ground Floor Plan+Private Amenity



## The Proposal

### Planning Consideration - Impact on Neighbouring Properties

#### Policy Context

- Policy CC8.5: Managing the Impacts of Development
- Section 7.3.16 of the Watford Residential Design Guidance

Policy CC8.5 relates to 'Managing the Impacts of Development' and outlines that development should be designed to protect the amenity of adjacent land uses and their occupants and local amenity, and to enhance the public realm.

Section 7.3.16 of the Watford Residential Design Guidance highlights the importance of privacy and the consideration of neighbouring properties when designing new developments. Part B 'Rear Elevation' sets a minimum separation distance of 27.5m between rear elevations of new houses and existing houses. Exceptions will be made where it can be demonstrated that adequate privacy standards can be achieved.

The 11m boundary rule requires that a minimum direct distance between upper level habitable rooms on a side or rear elevation and property boundaries of 11m should be achieved in order to minimise overlooking of private gardens

#### The Proposal

The proposed development has been designed to ensure the neighbouring properties at York Gate and 49-51 Langley Road maintain maximum levels of daylight and sunlight. This has been achieved by designing the three units at the same height as the existing property and the significant distance between each property restricts any impact, including overshadowing or a loss of privacy.

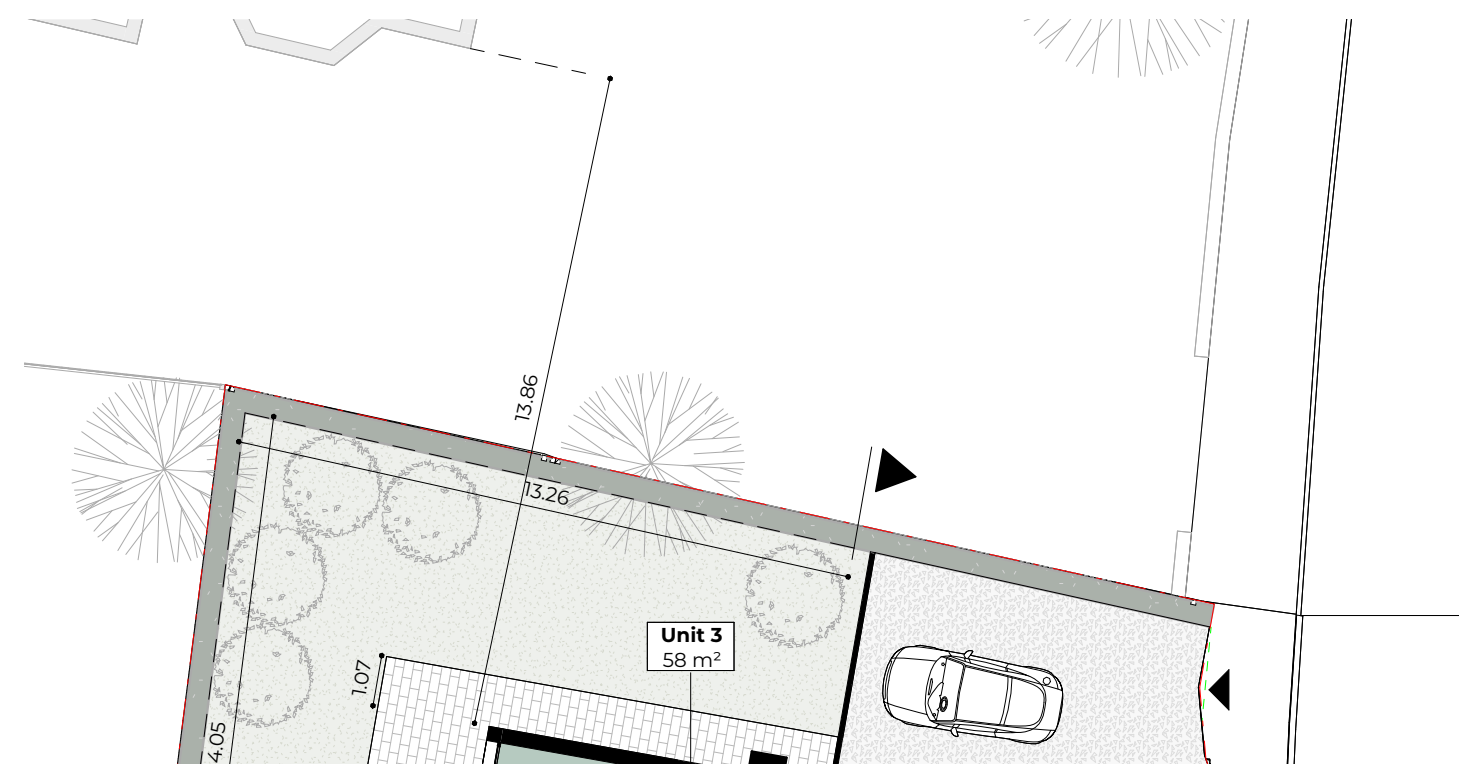
It is considered that the proposed new units are positioned with ample space between the existing residential properties at York Gate and 49-51 Langley Road. Unit 1 is located in the same proximity from No.2 York Gate as the existing property (40 Stratford Road), and Unit 3 to the rear of the plot is located approximately 11m from the boundary

of 49-51 Langley Road.

Fenestration on each of the three dwellings have been designed to ensure that the privacy of the adjoining properties is not adversely harmed as a result of the development. Windows do not directly face habitable windows serving any neighbouring property. Furthermore, windows are adequately distanced from neighbouring gardens to ensure that the privacy of these spaces are adequately retained.

The breaking of massing proposed across the site in the form of three detached dwellings assists in avoiding significant overshadowing and subsequent loss of daylight of neighbouring properties that could be caused by one single massing across the site.

No concern regarding the impact on neighbouring accommodation was raised by the Local Authority during the previous application for three terraced dwellings (Ref.no: .22/01252/FUL). The same should be concluded on assessment of the impact on amenity undertaken for this application.



Distance to 49-51 Langley Road - 13.9m



The site is wrapped with a hedge fence ensuring privacy for occupants and neighbours



## The Proposal

### Planning Consideration - Transport: Access and Parking

#### Policy Context

- Local Policy ST11.5 'Electric vehicles, Car Parking and Car Clubs'
- Local Policy ST11.3, Paragraph 11.46 'Cycle parking in residential developments'

Local Planning Policy ST11.3, Paragraph 11.46 'Cycle parking in residential developments' encourages cycle parking to be provided at the rear, side or within the building. Following this, Local Planning Policy ST11.5 'Electric vehicles, Car Parking and Car Clubs' sets out the residential car parking standards which requires x 1 car parking space per dwelling of three or more bedrooms.

#### The Proposal

As presented on the proposed plans, all three of the dwelling houses are provided with x 1 off-street car parking space in accordance with the guidance provided in Appendix E of the Watford Local Plan.

Furthermore, in accordance with Local Plan Policy ST11.5, all three spaces will be provided with passive electric vehicle charging facilities.

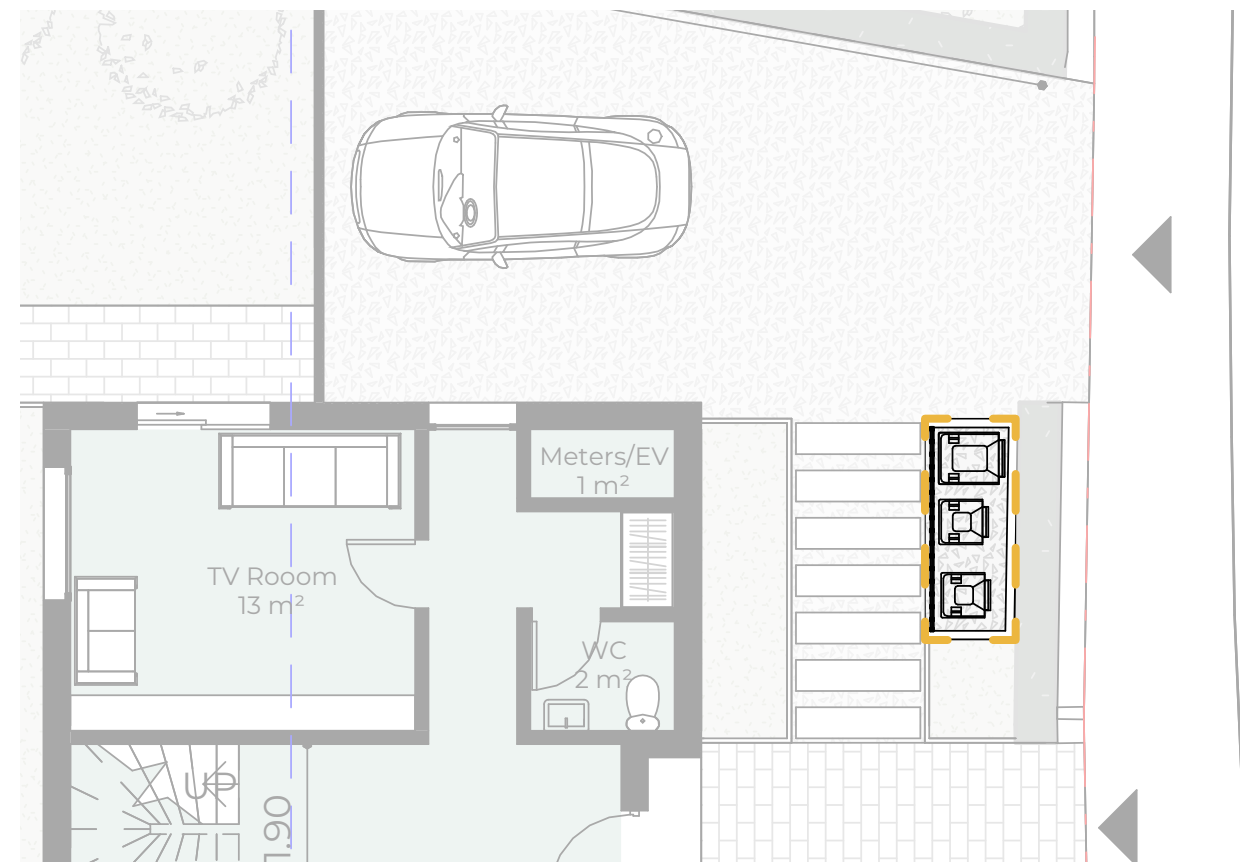
In regards to access, Units 1 and 2 will rely on the existing vehicular crossovers established on site along both Stratford Road (Unit 1) and Langley Road (Unit 3).

Unit 2 will achieve access via a newly established vehicular crossover along Junction Road. This has been placed at an adequate distance from the junction between Langley and Stratford Road to ensure safe access and egress for future occupiers. The construction of a dropped kerb will be secured via a S278 highways agreement post planning.

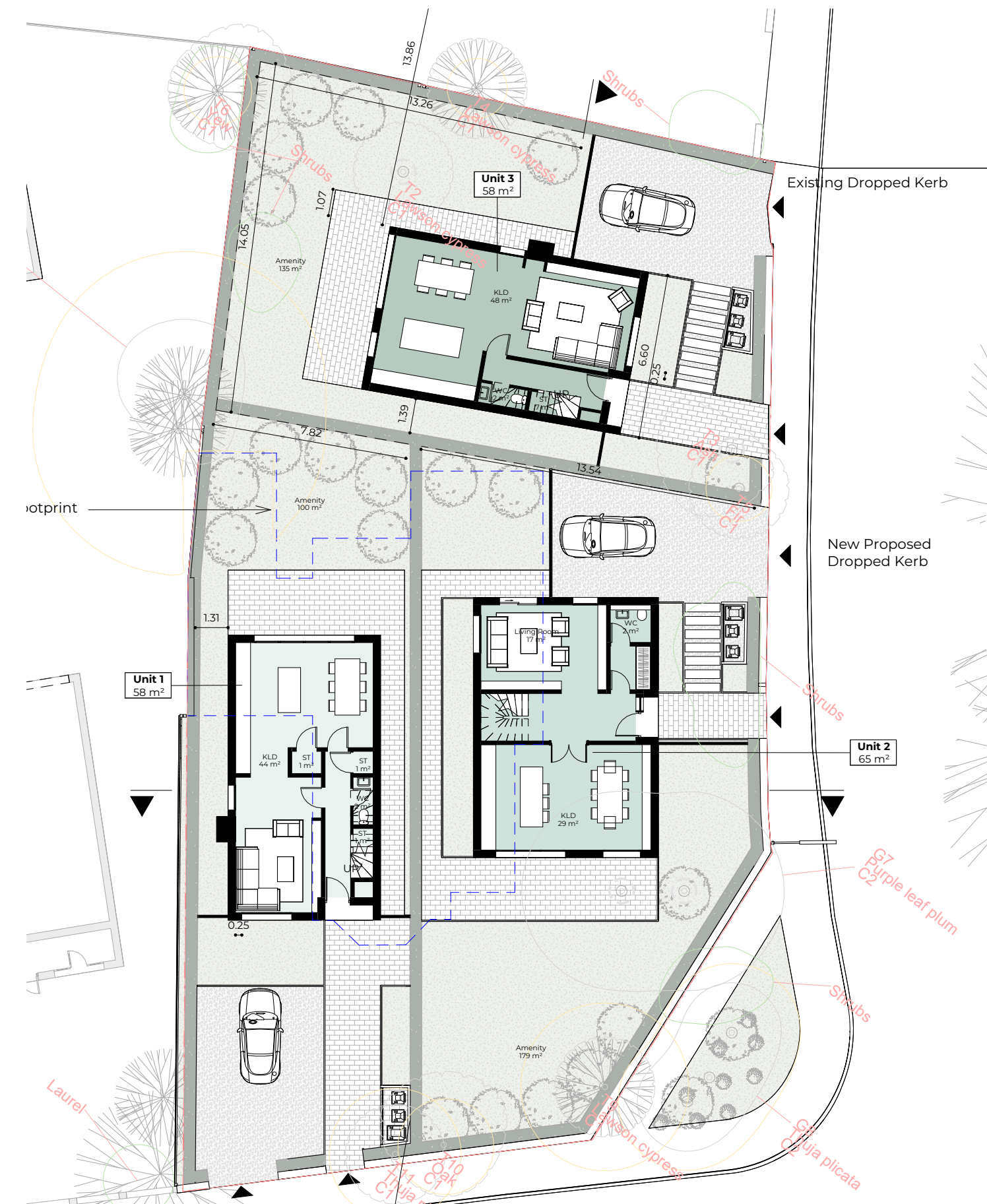
Safe and secure cycle storage is provided at the rear of all three dwelling houses, to ensure a safe and secure location in line with local policy ST11.3. It is expected that details of cycle parking will be secured via pre-occupation planning condition.

All three units are provided with covered refuse storage in accordance with Watford Borough Council's standards. Each unit will be provided with the following storage volumes for each waste stream;

- 1 X 140 L non-recyclable waste bin
- 1 x 240 L Recycling bin
- 1 X 23 L Food waste bin



Refuse storage is kept close to street for collection and away from entrance



Each unit is allocated with 1x EV compatible parking space towards the front.



## The Proposal

### Planning Consideration - Trees and Biodiversity

#### Policy Context

- Section 15 of the NPPF 'Conserving and enhancing the natural environment'
- Local Policy NE9.1 'The Environment'

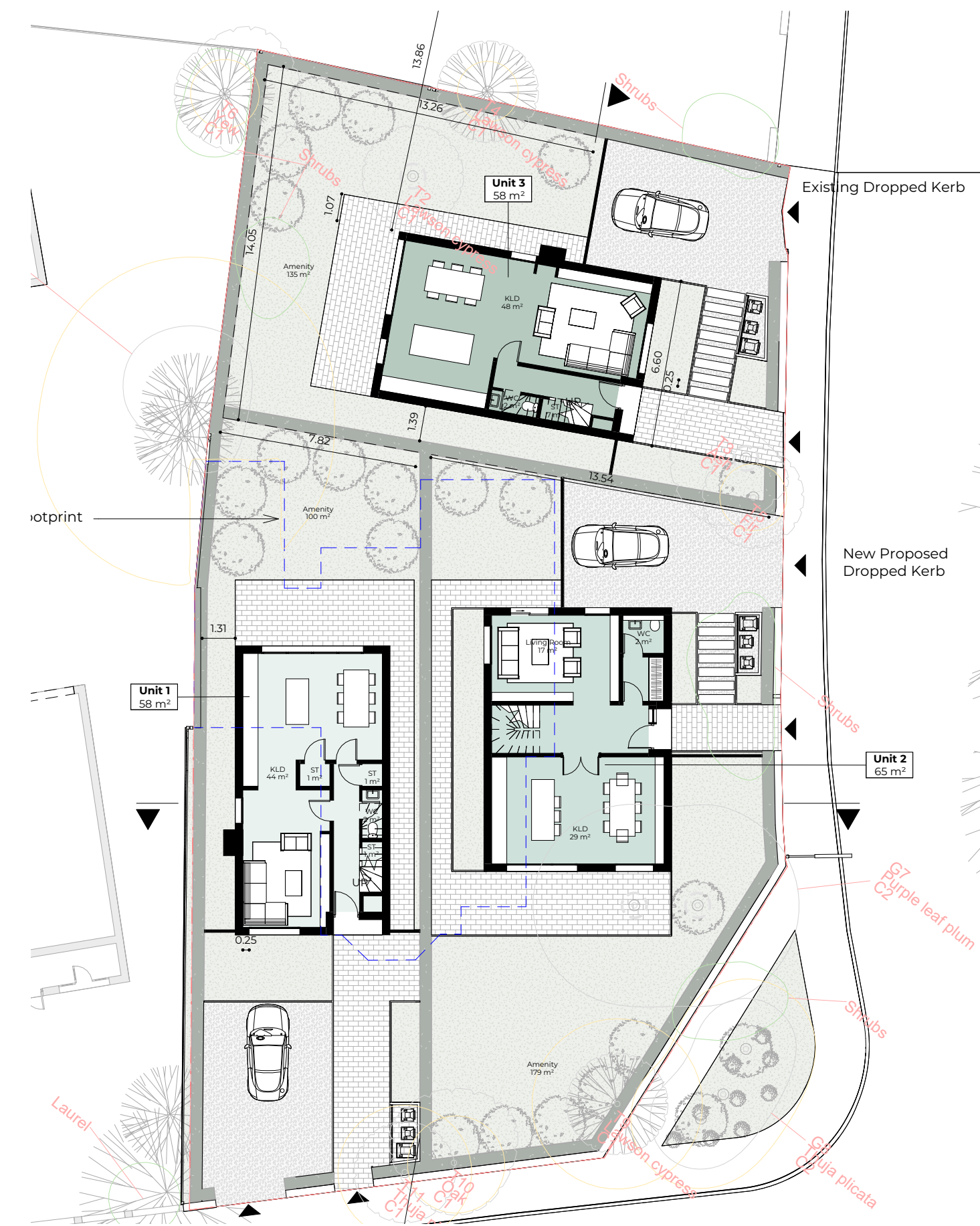
At both the national and local levels, the preservation of trees and biodiversity is considered a key planning concern, especially regarding developments that may impact trees protected under a Tree Protection Order (TPO). This commitment is articulated in local policy NE9.1, 'The Natural Environment,' and in section 15, 'Protecting and enhancing the natural environment,' of the National Planning Policy Framework (NPPF). These policies recognise that trees play a vital role in enhancing biodiversity and must, therefore, be safeguarded.

#### The Proposal

The tree assessment and tree protection submitted with this application should be read in conjunction with this Planning Design and Access Statement.

In response to the above policy, the cluster of protected trees located at the boundary of York Gate will be conserved and protected throughout the construction process as demonstrated by the proposed plans which show where the tree protection areas are, and highlight the other significant tree locations.

The trees that are present on the site are significant assets of the site and will form a key part of the proposed development, hence retention of the majority of the trees in the proposed plans and the crucial protection of the protected trees at Yorke Gate. This enhancement and protection assures a response to the objections raised from application ref.no 22/01252/FUL, which was refused partly on the grounds that there was harm to the trees and natural environment.



Proposed footprint and relation to existing trees



# Drawings







## Conclusion

The existing site relates to an existing detached two storey dwelling on a 927.75 sqm plot located at 40 Stratford Road, Watford, WD17 4NZ. The application site is located on the prominent corner plot between Stratford Road and Langley Road, though both the current and proposed properties are set back significantly from the road.

This application seeks full planning permission for the erection of x 3 detached residential dwellings and associated parking, access and refuse arrangements following the demolition of the existing building on site, described in further detail in the preceding report. The proposed dwellings are designed to provide high-quality family sized accommodation. The proposed dwellings have been designed with due consideration for the character of the surrounding area.

The proposed development is considered to be compliant with national, regional and local planning policy and the relevant planning guidance.



Upp