

Report of: <b>DEVELOPMENT MANAGER</b>	
Date of Committee:	<b>24th April 2008</b>
Site address:	<b>35-37 Horseshoe Lane</b>
Reference Number :	<b>08/00242/FUL</b>
Description of Development:	<b>Erection of a detached dwelling</b>
Applicant	<b>Mr and Mrs S Luyt</b>
date received:	<b>22<sup>nd</sup> February 2008</b>
8wk date(minor):	<b>18<sup>th</sup> April 2008</b>
Ward:	<b>Woodside</b>

## **SUMMARY AND REASONS FOR DECISION**

Full planning permission is sought for the erection of a four bedroom detached dwelling on land within the rear gardens of 35 and 37 Horseshoe Lane. The proposed dwelling house will be located in the general position of an existing garage, close to 2a Cart Path. Access to the proposed property will be gained via Cart Path utilising the existing dropped kerb access that serves the existing detached double garage.

Following the withdrawal of a previous application, the proposal was amended to address the concerns of the Highway Authority. As amended, the proposal now complies with Policies U1, U2, U3 and H8 of the Watford District Plan 2000.

The Development Manager recommends the application be approved as set out in the report.

## **BACKGROUND**

### **Site and surroundings**

The existing properties at 35 and 37 Horseshoe Lane are detached, two storey houses with large gardens extending to the rear of the properties. No. 37 is sited directly adjacent to the junction with Cart Path, a small single carriage road leading to ten properties of varying size and form. Cart Path itself, especially close to the junction with Horseshoe Lane, is a narrow and predominantly single carriage road that extends down to the playing fields which are sited to the rear of Horseshoe Lane.

At the rear of No.37 at present is a single storey double garage with a flat roof which provides the entire off street parking available to 37 Horseshoe Lane. This garage, due to its siting and position, reads as part of the street scene of the south eastern side of Cart Path and currently has a negative impact on the surrounding street scene.

The proposed site occupies the southern end of the gardens at 35 and 37 Horseshoe Lane, with these properties sited to the north of the proposed dwelling. To the south of the site are a pair of semi detached cottages at 1 and 1a Cart Path. These houses are attractively styled and add character to the surrounding area. To the east are the end sections of the rear gardens of the properties in Horseshoe Lane. These gardens are of varying widths dependant on the size of the property, but generally assume relatively generous depths. To the west sit other properties in Cart Path, notably an infill chalet bungalow.

None of the buildings within the applicant site is listed, although there are two properties at 2 to 5 Cart Path which are a terrace of four cottages that were constructed in 1855 and are designated as Locally Listed Buildings. The site is not within a Conservation Area.

Properties within Cart Path have no generic design or siting pattern. This irregularity adds character and visual interest to the area and a strong sense of enclosure is formed by the varying levels of setback from the street and lack of a definitive building line.

There are no Tree Preservation Orders on the site.

### **Proposed development**

The proposal is for the demolition of the existing garage structure and the erection of a two storey detached dwelling house to read as an additional dwelling within Cart Path. Access to the site is via the existing crossover.

In order to overcome the loss of off street parking of No.37 Horseshoe Lane, an additional garage is to be built in the retained garden of No.37.

To the ground floor, the dwelling will incorporate a combined kitchen and dining area leading into a rear facing utility room. A living room and additional reception room also serve the ground floor, as does a downstairs toilet. To the first floor, four bedrooms are proposed, one with an ensuite bathroom. An additional bathroom is proposed to the front and storage space is provided within the roof space.

Three off street parking spaces are provided to the front of the dwelling.

Garden areas of both the proposed and retained properties meet the required standards as set out in the relevant SPG. The rear garden of the proposed house has a minimum depth of fourteen metres from the rear of the house and a maximum depth of sixteen metres. It has an area of approximately one hundred and sixty five square metres.

The property features a front facing gable with two small hipped gable features over the first floor windows. The front gable projection overhangs the ground floor to add articulation to the front elevation. A side facing gable end roof completes the development, in line with other properties situated within Cart Path.

#### *Site boundaries*

The site has a maximum frontage width of fourteen point two metres. This reduces to nine metres at the rear boundary. The house is sited 1m off the northern boundary with 37 Horseshoe Lane and 2.4m to the front and 1m to the rear to the boundary with 2a Cart Path.

The house is sited 6m from the highway and has a rear garden length of 15m.

#### *Property distances*

The southern flank of the house is sited a minimum distance of 2m from 2a Cart Path and a maximum of 3m. The northern flank is sited a minimum of 26m from the rear wall of 37 Horseshoe Lane.

The western elevation (front of the house) is sited a minimum of 14m from Shire House opposite the proposed dwelling and a minimum of 12m from 2 Cart Path.

#### *Access and car parking*

Vehicular and pedestrian access to the site is directly off Cart Path. The existing crossover serving the garage is to be retained to serve to the off street parking. Three off street parking spaces in total will serve the property. An additional crossover is proposed to serve the new garage for 37 Horseshoe Lane.

#### **Planning history**

98/0336/9 – Single Storey Side and Rear Extensions – Approved – 13/08/98

06/01353/PreApp – Pre-Application Enquiry for detached dwelling

07/00988/FUL – Erection of a Detached Dwelling – Withdrawn – 24/09/2007

## **Relevant policies**

### **Watford District Plan 2000 (WDP2000)**

Policy H5 Primarily Residential Areas. This Policy states that within Primarily Residential Areas proposals for residential purposes will be acceptable in principle provided they do not result in loss of necessary off-street parking or harm to nearby living conditions or character of the area.

Policy H6 Residential Standards. This Policy states that a high standard of design and layout will be required in extensions to existing dwellings and refers to Policies U1, U2, U3, U7 and relevant SPGs.

Policy H7 Primarily Residential Areas. In these areas proposals for residential purposes will be acceptable in principle provided they do not result in loss of necessary off-street parking or harm to nearby living conditions or character of the area.

Policy H8 Residential Standards. This Policy seeks a high standard of design and layout in all new development.

Policy H12 Housing Density Standards. Encourages higher density development: on sites over 0.05 hectares density should be at least 30 dwellings per hectare (120 habitable rooms per hectare net). Higher density (over 50 dwellings per hectare) encouraged in Town Centre and close to passenger transport facilities subject to meeting other criteria in Plan and SPG's.

Policy U1 Quality of Design. This Policy states that all new development should represent high quality design to enhance the quality of the built environment of the town.

Policy U2 Design and Layout of Development. This Policy sets out criteria for assessing the quality of design. The relevant ones in this case are that new development should: a) integrate with the local character of the area, b) provide satisfactory levels of sun and day lighting, privacy and outlook to the proposed development and to adjoining buildings and uses (SPGs 4 and 8), c) seek to enhance the overall quality and character of the area and d) ensure that space is given for utility (refuse stores) and access.

Policy U3 Integration of Character. This Policy states that all new development should be based on an understanding of the local characteristics of the surrounding area and sets out detailed criteria used in defining the character of the area. It refers to the Character of Area Study and Map 4 of the WDP2000, which shows historic character zones of the Borough.

Policy U6 Landscape design

This Policy states that all development proposals are required to submit a landscape scheme as an integral part of the development. Such proposals will be monitored and enforced.

Policy T4, T21 Access and Servicing Policy T4 aims to ensure that new developments do not cause or add to road congestion, safety problems for all users and that parking and traffic do not adversely affect the environment. It also aims to ensure adequate provisions for cyclists and pedestrians especially those with mobility disabilities. To this end policy T21 seeks provision for daily access and servicing needs in the design of access and site layouts.

Policy T22 Car Parking Standards. This Policy states that residential development will be expected to comply with the demand-based parking standards set out in Appendix 1B of the WDP2000.

Policy L8 Public Open Space. This policy requires all new housing developments to provide for public open space. On sites under 0.2Ha commuted payments of £2472 per extra unit created are required for provision or improvement of nearby open space based on the formula of 2.8Ha per 1,000 population.

Policy IMR2 Planning Obligations In accordance with terms of the Section 106 of the Town and Country Planning act 1990, Circular 1/97 (Planning obligations) and structure Plan Policy 2, the Council may require developers to enter into a planning obligation to provide environmental works, infrastructure, community facilities and services that directly relate in scale and kind to a proposed development.

Policy T9 Cycling. This Policy states that the Council expects new developments to make provision for cyclists and will seek contributions (of £750 per extra unit created) towards improvement of the cycle network and/or facilities for cyclists.

Policy SE37 Tree Protection. This Policy seeks retention of trees through conditions or planning obligations and, where appropriate, their replacement with locally native species.

Policy SE39 Tree Provision. This Policy states that development proposals on sites containing trees and/or hedgerows the Council will expect a survey of existing vegetation and a plan for protection.

SPG4 Privacy Guidelines. This guideline aims to ensure reasonable levels of privacy between new and existing development by requiring 27.5m between first floor windows to habitable rooms and a distance of 13.75m between first floor windows and garden boundaries. In certain circumstances screening can assist.

SPG5 Private Gardens. This guideline aims to ensure that every house, and where appropriate flat, has its own private amenity space of 37.2sqm for 1 or 2 people plus 18.6sqm for every additional person. It also gives minimum garden length of 13.75m.

SPG6 Internal Room Space Standards This guideline sets out the standards for the minimum space required for different types of rooms depending on the amount of people living within the dwelling.

SPG10 Open Space Provision This guideline sets out the standards of open space provision required per thousand population and sets out the commuted payments scheme and their calculation.

## **Planning Policy Guidance Notes**

PPS 1 Delivering Sustainable Development Presumption is favour of development that is in accord with the Development Plan (i.e. the WDP2000). Applicants should demonstrate in a written statement and with illustration (photos, plans and elevations) that they have had regard to the Development Plan and to Supplementary Guidance and the setting and wider context of their proposal. Local Authorities are encouraged to reject poor designs particularly where their decision is supported by the Development Plan and SPG's. Relevant design aspects include overall scale, density, massing, height, landscape, layout and access in relation to neighbouring uses and their local area more generally.

### PPS3 Housing

Sets out how the planning system supports the growth in housing completions needed in England. This replaces Planning Policy Guidance 3: Housing (published March 2000). Encourages higher density developments in accessible locations and existing urban areas. Encourages good design to create attractive, high quality environments:



- create places with their own identity but respect and enhance the local character
- promote design that embraces issues of public health, crime prevention and safety
- give priority to pedestrians over vehicles
- promote energy efficient housing

PPG13 Planning and Transportation Encourages more sustainable modes of Public Transport such as public transport and cycles.

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## **CONSULTATIONS**

### **Neighbour consultations:**

Letters were sent to 28 addresses in Horseshoe Lane, Cart Path, including the Cart Path Residents Association.

26 letters of objection have been received citing the following objections:

- No parking spaces provided for the house
- Limited privacy of both the proposed house and the existing dwellings nearby
- Pollution from additional vehicles
- Too close to houses opposite the site
- Potential conversion of loft space in the future
- Date for traffic survey is out of date
- Underground stream near to the top of the road could cause problems with construction
- Result in less wildlife in the area
- Access to Cart Path is already difficult
- Building is overbearing and out of character
- Access for emergency vehicles will be difficult
- Connection to sewers

1 letter in favour of the development was submitted.

The Committee will be advised of any additional representations received after the date this report was written.

### **Advertisements in local paper/ site notices**

Site Notices were put up.

### **Statutory consultations**

#### **Arboricultural Officer**

The proposals indicate the loss of two trees – a pollarded lime and a small holly. The holly is barely visible from outside of the site whilst the lime is situated very close to the neighbouring building and would need to be maintained as a pollard and not be allowed to attain any great significance in the landscape. Therefore the proposed loss of these trees will not have a significant impact upon the treescape and I have no objection to the proposal.

#### **Highway Authority**

The applicants have undertaken consultation with the Highway Authority prior to the submission of this application after the previous application was recommended for refusal due to highways reasons.

The proposal seeks to erect one additional dwelling on land to the rear of 35 and 37 Horseshoe Lane. Parking for three vehicles is required to the front of the new property, requiring a new access onto Cart Path. Concurrent with the construction of the new dwelling, a new garage to the rear of No.37 is proposed, also with access to Cart Path.

Cart Path is designated as a local access unclassified road within the Hertfordshire Hierarchy of Roads. Cart Path is a 5m wide cul de sac with turning head and no footpaths.

I do not consider that the proposed dwelling represents a significant impact on the safety and efficiency of the public highway within the vicinity. I therefore have no objection to the grant of planning permission subject to the following condition:

1. All areas for parking and storage and delivery of materials associated with the construction of the development shall be provided within the site on land which is not the public highway and the use of such areas must not interfere with the use of the public highway.

**Reason:** In the interest of highway safety and the free and safe flow of traffic.

Informative:

I recommend the inclusion of the following advisory note to ensure any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1 – The applicant be advised that they consider the provision of drainage to the hard standing within their property, that the hardstanding be constructed of a bound material, that gates (where proposed) do not open outward onto the public highway and should be setback to allow a vehicle to park in front whilst the gates are opened. The consideration of these points shall reduce the likelihood of future enforcement action under the relevant section of the Highways Act.

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## **APPRAISAL**

The Development Plan for the site, for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, comprises the “saved” policies of the Hertfordshire Structure Plan Review 1991-2011 and the Watford District Plan

2000. The Structure Plan was adopted in April 1998 and provides strategic level policies for the area. In so far as its “saved” policies are still consistent with emerging regional guidance and PPGs and PPSs, they continue to have weight as material considerations in accordance with the above Act. The District Plan was adopted in December 2003 and provides local level policies. This Plan provides the most up to date “development plan” policies and should therefore be afforded considerable weight in decision making on planning applications.

The Supplementary Planning Guidelines have been prepared and adopted following consultation exercises detailed above. They are, therefore, a material consideration in the determination of planning applications and are intended to ensure consistency in decision making.

#### **Principle of proposed development**

The proposal is within a Primarily Residential Area where residential use is considered acceptable under Policy H5 subject to high quality design. Policy H5 and H7 of the Watford District Plan 2000 indicates that within primarily residential areas proposals for residential purposes will be acceptable provided they accord with a number of criteria. The application proposal accords with these criteria in that the proposed development will not result in:

- An overall loss of residential accommodation
- A significant over supply of housing in the plan period
- A detrimental loss of open space
- Loss of a community facility or off street car parking
- Harm to nearby living conditions

The proposal is therefore acceptable in principle subject to details of the scheme.

### **Siting, design and layout**

The proposed dwelling on the land at the rear of 35 and 37 Horseshoe Lane is acceptable as it complies with the policies of the Watford District Plan 2000. The design of the proposed dwelling, as detailed on the submitted plans, is in keeping with the general character of the street scene and local area. There is no regular design theme throughout Cart Path and the mix of dwellings varies considerably from the older properties to the south of the street and the new, infill development opposite the application site. The proposed dwelling is to be built in a similar architectural style to other properties in Cart Path and will feature a gable end roof and forward projecting front gable like many of the properties within the street. Along Cart Path there are a mix of semi-detached houses and detached houses with a single detached property opposite the application site.

Cart Path itself has varied building lines and a strong sense of enclosure created by buildings being sited close together with a narrow road and a tight urban grain. The side of the road on which the house is proposed has a very irregular building line and the proposed dwelling respects this by occupying a position slightly in front of 2a Cart Path, yet set behind No.1a and Rose Cottage. This irregularity creates an interesting street scene that is organic in feel.

There is an infill house which is sited opposite the proposed dwelling. This property does not sit particularly comfortably within the surrounding context and, moreover, is not of a particularly high standard of design.

Again, there is irregularity in the distances between houses within Cart Path. Many houses are semi detached, and the detached houses sit close to their boundaries with minimal spacing between them. In this context therefore, the proposal integrates to a sufficient level.

### **Amenity space**

SPG5 advises that properties of this size should provide around 93.3sq.m of

amenity space per dwelling. As discussed above, the proposed dwelling provides more than adequate amenity space and therefore meets the above guidance. The proposed dwelling will have at least 155 square metres of amenity space.

### **Access and parking**

Access to the proposed property will be gained via Cart Path utilising the existing crossover. The development will not have a negative impact upon parking within the area as three off street spaces will be accommodated on site, which falls within the maximum provision as set by the Watford District Plan

Replacement car parking for 37 Horseshoe Lane is addressed through the construction of the garage adjacent to the site.

Planting on the junction of Cart Path and Horseshoe Lane is to be removed in order that visibility splays can be provided in line with advice from the Highway Authority.

### **Impact on street scene**

This proposal has been sited to be read as a form of development most appropriate to Cart Path. As such, its frontage and proportion, setback from the road and side boundaries reflects this existing vernacular and built form.

The existing garage on the site is partially concealed by the fence, but this proposal will not have a negative impact on Cart Path. It has been designed and sited appropriately to its context and responds positively to the built form that surrounds it.

Although some of the properties further down the street have irregular footprints, analysis of the block plan shows that properties closer to the application site have more geometric, regular footprints and this proposal is in line with this

approach.

### **Impact on neighbouring properties**

The proposal will not have any detrimental impacts on neighbouring properties. No side windows are proposed, and therefore there will be no issues of loss of privacy towards any of the houses in Horseshoe Lane.

A first floor side window is sited within the angled element of 2a Cart Path and the proposed dwelling will come forward of this window to some degree. Whilst some loss of light to this window is noted, it is mitigated by the fact that the window is north facing and is not the only window serving the room. A window to the front of the property allows additional light to enter the room.

Although bedroom windows are sited to the rear elevation, these overlook the rear most parts of the gardens in Horseshoe Lane and are not areas of amenity space that are most used. The houses will also have sufficient levels of private amenity space elsewhere.

Despite not meeting the distance set out in SPG 6 in terms of distances between houses with the properties opposite the site at Shire House and 2 Cart Path, the development responds to its context by offering distances that replicate the existing built form of the area and enabling integration through plot size and layout. None of the properties within Cart Path meets this requirement and the development is therefore appropriate to its context.

### **Trees**

The proposal does not involve the removal of any significant trees. The proposal is considered to be acceptable by the Arboricultural Officer.

### **Public open space**

The applicant has indicated a willingness to make a contribution to public open space provision or improvement to the value of £2472 in accordance with Policy L8, and this is to be secured by a unilateral undertaking.

### **Children's play space**

The site is too small to warrant provision of children's play space within its boundaries. However, the applicant has indicated a willingness to make a contribution to children's play space provision or improvement to the value of £985 in accordance with Policy L9, and this is to be secured by a unilateral undertaking.

### **Other s.106 contributions**

The applicant has indicated a willingness to enter into a planning obligation to secure contributions towards healthcare facilities, sustainable transport and other facilities as required by the County Council.

### **Comments on the representations received**

The main concerns highlighted in representations have been considered in the main report above. The likelihood of disturbance during the development stage of the scheme will be controlled by way of a condition on working hours.

### **Conclusion**

Subject to appropriate conditions, the development will provide one detached dwelling without causing material harm to the amenities of neighbouring properties, the appearance or character of the surrounding area or the safety and free flow of traffic within the area and complies with the Policies within the Watford District Plan 2000.

The application is therefore recommended for approval.



## HUMAN RIGHTS IMPLICATIONS:

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.

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## RECOMMENDATIONS

- (A) That planning permission be granted subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure the contributions referred to in this report and subject to the conditions listed below:

### 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 51 of the Planning and Compulsory Purchase Act 2004.

2. Construction of the development hereby approved shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays.

**Reason:** To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed.

3. No development shall commence until details of all the materials to be used for all the external surfaces of the building, including windows and doors, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using only the approved materials.

**Reason:** In the interests of the visual appearance of the site pursuant to Policy U3 of the Watford District Plan 2000.

4. No development shall commence until details of a landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out no 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.

**Reason:** In the interests of visual appearance of the site pursuant to Policy U3 of the Watford District Plan 2000.

5. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B, C, D, E, F and G of the Order shall be carried out to the dwelling hereby approved without the prior written permission of the Local Planning Authority.

**Reason:** To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to the character and appearance of the proposed development and will not prove

detrimental to the amenities of adjoining occupiers and having regard to the availability of amenity space for the dwellings in accordance with Policies H8 and U2 of the Watford District Plan 2000.

6. No development shall commence until details of the siting, height and type of fencing or other means of enclosure around the boundaries of the site and within the site have been submitted to and approved in writing by the Local Planning Authority. These approved works shall be carried out prior to the first occupation of the development and shall be maintained as such at all times thereafter.

**Reason:** In the interests of the visual appearance of the site, in accordance with Policies U1, U2 and U3 of the Watford District Plan 2000.

7. The development hereby approved shall not be occupied until refuse and recycling stores and cycle storage facilities have been provided in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority. The stores and storage facilities provided shall be retained at all times thereafter for refuse/recycling and cycles only and shall not be used for any other purpose.

**Reason:** In the interests of the visual appearance of the site and its impact on the street scene and character of the surrounding area in accordance with Policy U2 of the Watford District Plan 2000

8. All areas for parking and storage and delivery of materials associated with the construction of the development shall be provided within the site on land which is not part of the public highway and the use of such areas shall not interfere with the use of the public highway.

**Reason:** In the interest of highway safety and the free and safe flow of traffic.

**INFORMATIVES:**

1. The Local Planning Authority's reasons for granting planning permission in this case are as follows:

The Development is in accordance with the policies of the Development Plan (namely the Watford District Plan 2000 and Hertfordshire Structure Plan); and the Development is considered to comply with the provisions of the appropriate Supplementary Planning Guidance (setting out acceptable standards for new development) adopted by the Council following public consultation and having regard to the sites location, the character of the surrounding area and the impact upon surrounding buildings and uses, there are considered to be no other materials planning interests that would as a result of the development being carried out be materially harmed.

2. In reaching its decision the Local Planning Authority had regard to the following policies of the Watford District Plan 2000:

- L4 - Open Space Protection
- L5 - Playing Fields
- L8 - Open Space provision
- L9 - Children's Playspace
- SE29 – Utilities Infrastructure
- SE36 – Replacement trees and hedgerows
- SE37 – Protection of trees, woodlands and hedgerows
- H7 - Primarily Residential Areas
- H8 - Residential Standards
- H12 - Housing Density Standards
- U1 - Quality of Design

U2 - Design and Layout  
U3 - Integration of Character  
U6 - Landscape Design

3. Highways Informative:

The applicants are advised to consider the provision of drainage to the hard standing within their property, that the hardstanding be constructed of a bound material, that gates (where proposed) do not open outward onto the public highway and should be setback to allow a vehicle to park in front whilst the gates are opened. The consideration of these points will reduce the likelihood of future enforcement action under the relevant section of the Highways Act.

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Drawing numbers:

1369.101, 1369.100, 4E, 5E, 1E, 2E, 3E, 1369.110, P593-1

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**(B)** In the event that an acceptable planning obligation under Section 106 of the Town and Country Planning Act 1990 has not been completed by 24 July 2008 as referred to above, the Development Manager be authorised to refuse planning permission for the application for the following reasons:

1. The proposed development fails to make provision for public open space or children's play space, either in the form of on-site works or commuted payments, and as such is contrary to Policies L8 and L9 of the Watford District Plan 2000.
2. The proposed development fails to contribute towards the implementation of sustainable transport measures forming part of the South West Hertfordshire Transportation Strategy, either in the form of off-site highway

works or commuted payments, and as such is contrary to Policies T1, T2, T4, T7, T9 and T11 of the Watford District Plan 2000.

3. The proposed development fails to make provision by way of a contribution towards health care facilities and as such is contrary to Policy H10 of the Watford District Plan 2000.
  4. The proposed development fails to make provision by way of a contribution towards other community facilities and as such is contrary to Policy H10 of the Watford District Plan 2000.
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## **ACCESS TO INFORMATION**

### Background Papers: (letters, memos, file documents)

1. Letter from Hamilton Rd, Berkhamstead
2. Letter from Onslow Close, Hatfield
3. Email from Park Avenue, Bushey
4. Email from 5 Cart Path
5. Letter from 1 Cart Path
6. Letter from 151 Briar Road
7. Letter from 'Wayside', Cart Path
8. Letter from 74 Daneland, Barnet
9. Letter from 50 Harvey Road, Croxley Green
10. Letter from 27 Crown Road, Borehamwood
11. Letter from 15 Caldwell Road, Watford
12. Letter from 37 Trevallance Way, Watford
13. Letter from 26 Gregson Close, Borehamwood
14. Letter from 27 De Vere Walk, Watford
15. Letter from 6 Field Way, Rickmansworth
16. Letter from 1 Birch Tree Walk, Watford

17. Letter from 48 Knutsford Avenue, Watford
18. Letter from 43 Coates Way, Watford
19. Letter from 23 Arundel Road, Abbots Langley
20. Letter from 38 Codicote Drive
21. Letter from 2a Cart Path
22. Letter from 'The Rest', Cart Path
23. Letter from 2 Cart Path
24. Letter from 3 Cart Path
25. Letter from Cart Path Residents Association
26. Letter from 34 Trevellance Way
27. Letter from 236 Horseshoe Lane

Published Documents:

PPS1

Hertfordshire Structure Plan 1998

Watford District Plan 2000

SPGs 4, 5 and 6

Case Officer: Neil Farnsworth

Tel: 01923 278083