

Nascot



Conservation Area
Character Appraisal

Adopted December 2015



Planning for a Better Watford

Contents

1.0	Introduction	page 3
2.0	Background, scope and structure	page 3
3.0	Designation	page 3
4.0	Definition/summary of special interest	page 3
5.0	Location and setting	page 3
6.0	Archaeology and historic development	page 4
6.1	Archaeology	page 4
6.2	Historic development	page 4
7.0	Spatial analysis	page 14
7.1	Character and interrelationships of spaces	page 14
7.2	Key views and vistas	page 15
8.0	Character analysis	page 16
8.1	Character zones	page 16
8.2	Activity	page 18
8.3	Quality of the buildings and their contributions to the area	page 18
8.4	Listed Buildings	page 19
8.5	Locally Listed Buildings	page 21
8.6	Industrial buildings	page 23
8.7	Other significant buildings/structures	page 24
8.8	Prevalent local and traditional building materials and the public realm	page 24
8.9	The contribution made by trees and green spaces	page 26
8.10	The extent of intrusion or damage (negative factors)	page 28
8.11	Capacity for change	page 30
8.12	Neutral areas	page 30
9.0	Boundary changes	page 30
10.0	Changes to Locally Listed Buildings	page 30
11.0	Management proposals	page 31
12.0	Article 4 Directions	page 31
13.0	Community involvement	page 31
	Bibliography	page 32
	Map of Conservation Area	page 33

1.0 Introduction

The Nascot Conservation Area Character Appraisal aims to set out the area's special character and appearance and how it can be preserved or enhanced.

This appraisal will be used to help inform the design of any future development proposals so that they preserve or enhance the area and acknowledge its features.

It is important to note that no appraisal can ever be completely comprehensive and that the omission of a particular feature, building or open space should not be taken to imply that it is of no interest.

2.0 Background, scope and structure

The borough of Watford contains eight conservation areas, the oldest of which were designated in 1973 and 1975. The Urban Conservation Strategy produced during 2001 designated a further five conservation areas - including Nascot. The High Street / King Street Conservation Area was designated in 2006, while the Watford Heath Conservation Area and Estcourt Conservation Area were extended in 2008 and 2010 respectively. More recently, Macdonnell Gardens was designated as a conservation area in 2012 and Oxhey was designated as a conservation area in 2013.

This appraisal is structured to include:

- A summary of designation
- Policy background
- Definition of the special interest of the area via spatial and character analysis, historical development and important features.

3.0 Designation

The Nascot Conservation Area was designated on 22 January 2001 under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Conservation Area was subsequently extended on the 28 November 2001. The main aims stated within the original designation report for the Conservation Area (Watford Borough Council, 2001) were:

- to prevent demolition of the original buildings of the then New Town circa 1840-70;
- to protect the old brick boundary walls from demolition;
- to enhance the space at the junction of Church

Road and Park Road;

- to enhance the surroundings of Bedford Street and the setting of the former railway station on St Albans Road.

As the Conservation Area has been extended since the original aims were drawn up, it is deemed appropriate to amend them where they are no longer fit for purpose. Therefore the first aim is amended to:

- to prevent demolition of the Victorian buildings of the then New Town.

4.0 Definition/summary of special interest

The core of the Nascot Conservation Area was the first substantial area in Watford to be developed away from the historic High Street. It includes the town's first railway station, which dates from 1837 and was the first significant structure to be built within the area. Following the station, the area was developed in phases and the urban form that we see today was predominantly completed by the 1890s.

The Conservation Area largely retains its Victorian character and through its surviving urban form and architectural detail, it demonstrates the gradual development of the town, including the tight urban grain of Bedford Street and the lower density street scene of detached and semi-detached houses along Langley Road. The key difference between this area and many of the other areas of Watford that date from the nineteenth century, relates to the notable variety of architectural styles displayed and to the diversity of detailing evident on the buildings.

Largely residential and suburban in character, the area does nevertheless contain a number of other important architectural components. These include a Victorian terrace of shops and various public houses, as well as small scale former industrial buildings. Feature buildings, such as the Church of St Andrews, form key elements of the Conservation Area, while the railway line and related buildings on the eastern side of the area are important components in the development of Watford's transport infrastructure.

5.0 Location and setting

The Nascot Conservation Area lies to the north-east of Watford town centre – between St Albans Road and

Hempstead Road. The Conservation Area is divided by the West Coast Mainline, with the bulk of the designated land to the south and a smaller parcel of land to the north. It extends as far north as the southern stretch of Leavesden Road and as far south as the junction between The Avenue and St Albans Road. The wide expanse of St Albans Road provides a clear boundary to the eastern side of the Conservation Area, with the section between 99 St Albans Road and the Malden Road junction excluded due to the loss of much of the historic urban form. The northern boundary is formed by the railway line and the edge of the nucleus of transport related buildings. The western boundary is largely formed by the transition along Stratford Road and Alexandra Road from predominantly Victorian buildings to the east, to the more modern buildings to the west. The Salters' Almshouses and their environs are excluded due to their existing heritage protection as Nationally Listed Buildings and their unique character. The rear garden boundary line of the houses on Essex Road provides the final significant edge to the Conservation Area – marking a clear transition point between different character areas.

6.0 Archaeology and historic development

6.1 Archaeology

In the absence of detailed survey work into the archaeological potential of the area covered by the Conservation Area, it is difficult to make any conclusive comments on this topic. There are no recorded archaeological finds for the area on the County Council's Historic Environment Record, while the Extensive Urban Survey Project Assessment (2000) focused on developments in the area from the Victorian period onward.

There are no scheduled monuments in the Conservation Area.

6.2 Historical development

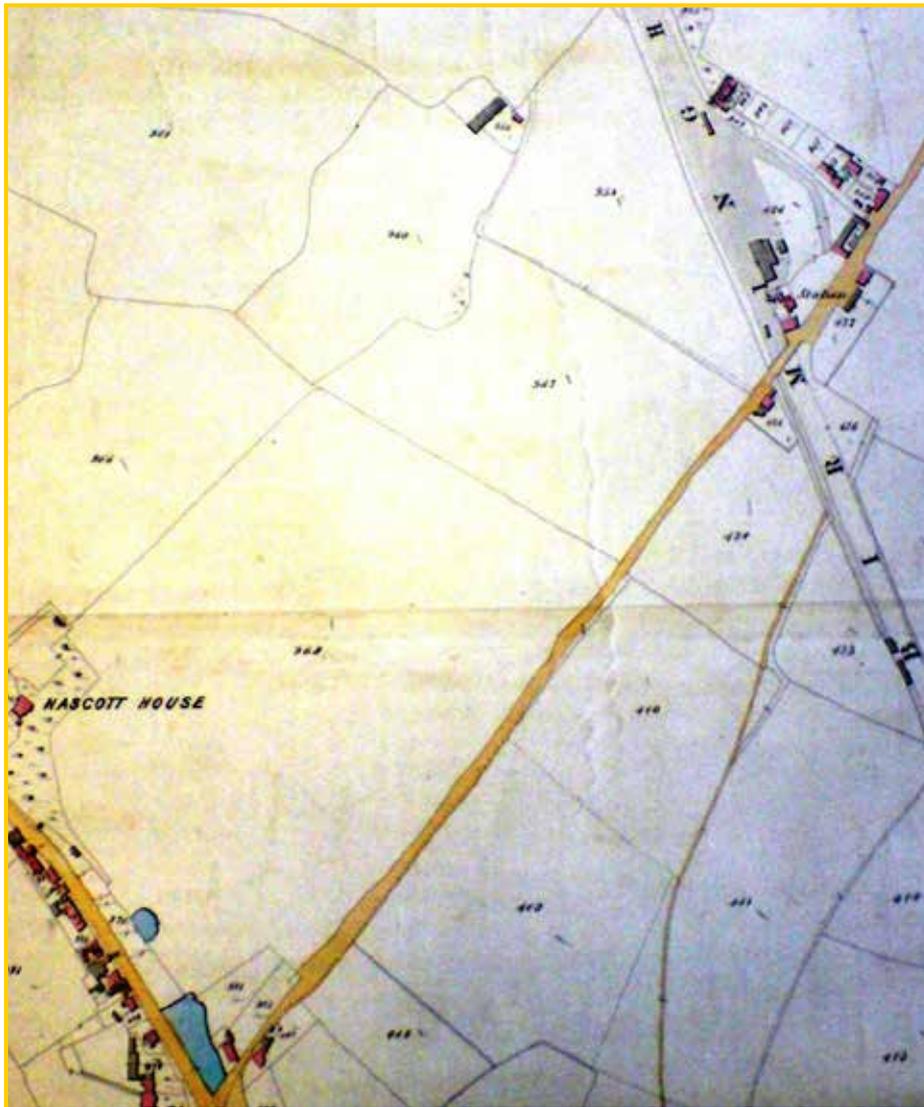
Before the arrival of the railway, development in Watford had been largely limited to the town's historic core around the High Street. The agrarian nature of the area in question can be seen on the Dury and Andrews' map from 1766, which shows the Nascot area as farmland between the town and Callowland Farm. The road to St Albans, which marks the eastern boundary of the present day Conservation Area, is the only major feature that existed in the area during this period.



1766 Dury and Andrews Map with approximate area of Conservation Area highlighted in red

All this was to change with the coming of the railways during the 1830s. Between 1833 and 1838 the London and Birmingham Railway Company constructed a new line between the aforementioned cities, which passed through the environs of Watford and involved the construction of a new station locally. One of the earliest ever inter-city railway lines, the route through Watford was significantly complicated by opposition from local landowners - most notably the Earls of Essex and Clarendon. The original route proposed, which followed the valleys of the River Colne and River Gade, had to be abandoned and the route we see today was adopted instead.

Approximately a mile away from the existing centre of Watford, a new station was completed in 1837 to the west of the road to St Albans. A relatively modest affair, the station buildings were quickly complemented by a cluster of other buildings that related to the railway development. A new road was laid out off the St Albans Road, which was later to be called Bedford Street, and within five years of the station being completed there were a dozen additional properties located nearby. The 1842 Tithe Map shows these developments in the area. However, it remains an overwhelmingly rural picture - dominated by farmland.



The Tithe Map also provides detail on the makeup of land holdings within the area during this period and reveals that land to the west of the railway line was owned by the Earl of Essex, who resided at the nearby Cassiobury House, while farmland to the north-east of the line was owned by Merton College, Oxford. Much of the land within this area had been in the ownership of Merton College since the Middle Ages; however, during the nineteenth century, the Earl of Essex moved to acquire the assets for his estate. The land was farmed by tenants, principally from the nearby Callowland Farm, and was a mixture of arable farmland and meadows.



As well as the station and railway infrastructure, a new road bridge can be seen along St Albans Road and the 'U' shaped building was a hotel with attached stables called the Clarendon Tap. Plots along Bedford Street were starting to be developed with housing – with 1a-4a, 8-18 and 56 Bedford Street already completed by 1842. At the junction with St Albans Road two further buildings can be seen, which were recently built public houses. The northernmost was 'The Stag', which was owned by the London brewer John Dyson and the southernmost was 'The Leviathan Steamer', which was owned by the St Albans' brewer Henry Parsons. A footpath can be seen heading northwards from this point, which was later to become Leavesden Road.

1842 Tithe Map with railway related development shown in greater detail below



1849 Board of Health Map

The next detailed map we have for the area is from 1849 and this shows that development had moved on significantly in the preceding 7 years. The majority of the terraced houses, along what later became Bedford Street, have been built and development has begun to the south-west of the railway line for the first time. Immediately to the south of the bridge over the railway, a small brewery was built by Samuel Roate in 1848

– at what is now 147 St Albans Road. Contemporary with this, a number of new houses and commercial premises were built to the south, including the set-back 'T' shaped property, which is now known as 117a and 117b St Albans Road.

During the 1840s a new road was created that ran parallel with the railway line, but to the south. It did not come to be known as Church Road until the following decade. However, by 1849 a number of properties had already been constructed. The earliest of these new buildings was at what is now known as number 1 Church Road, which was built as two cottages between 1847-1848. Other houses constructed at this time include number 3 – 9 and 37.

During the following decade it appears that new development was largely restricted to Church Road, while larger plans for more extensive development in the area were prepared.

Nevertheless, the 1850s saw the building of a number of the most attractive and important buildings on the street. Between 1853 and 1857 the Church of St Andrews was constructed to designs by the architect Samuel Sanders Teulon, while a number of elaborate houses, such as 61 and 72-78 Church Road, were constructed. The latter properties were built for a speculative developer called Henry H. Henson, a railway engineer who was responsible for some of the building along Church Road at this time.



A significant development that occurred elsewhere during the 1850s was the opening of a new railway station at the eastern end of Station Road in 1858. This impacted on the Nascot area by resulting in the closure of the station on St Albans Road. It also incited a land agent to complain to the railway company about the station move, on the grounds that it would lead to land depreciation for their existing and planned building developments.

In the following decade, development within the Nascot area accelerated and a number of new streets were set out. This was the period when the bulk of the Earl of Essex's landholdings between the railway line and the Hempstead Road were being sold off for urban development. Much of this area was called 'Nascot Park', which was land belonging to the former Nascot Farm on Hempstead Road. New roads like Park Road and Nascot Road took their names from this source.



Land sale plan from 1865

In 1860 a new school, called St Andrew's School, was built on Church Road, at the kink in the road westwards from number 61. Two years later, the large site to the west of the school was purchased from the Earl of Essex by 'The Order of Mystery of Salters of London', who built a complex of almshouses on the land. Although the development of the Salters' Almshouses occurred beyond what is now designated as Nascot Conservation Area, their history is relevant, not least since it is believed the name of Stratford Road comes from a connection with the Salters' Company. Both Stratford Road and Park Road are shown as existing on a map from 1857 that shows the boundaries of St Andrew's Parish; however, it appears that building on them did not take place until the 1860s.

Over the course of the decade most of the building plots on the eastern portion of Park Road were developed, while gaps in Church Road were built on – including much of the northern side, which had previously been clear. A number of small cul-de-sac streets were established on the western side of St Albans Road at this time, including Terrace Gardens, the northern side of which was completely built during the decade. Most of the remaining plots on the western side of St Albans Road were built on, including the prominent Martindale Terrace (presently numbers 125-135) and Portman Terrace (present day numbers 103-115). However, the most dramatic changes to take place during the 1860s were on the former farmland west of St Albans Road and south of Park Road. It was here that the new streets of Nascot Road, Nascot Place, Stamford Road, Cole Road and Langley Road were created. The latter names were derived from a variety of origins: 'Stamford' came from a property on Park Road called 'Stamford Lodge'; 'Cole' came from a well known local building contractor named 'James Cole', while 'Langley' related to the fact that the new road leads towards Kings Langley.

By 1870 three large villas had been built on the east side of Nascot Road and most of the plots on the west side of Stamford Road had been developed. The latter included the Nascot Arms Public House, which was built on Stamford Road in 1869. In addition, Nascot Place had largely been built and the south side of Cole Road had been developed. A significant proportion of the buildings on Langley Road had also been constructed, which

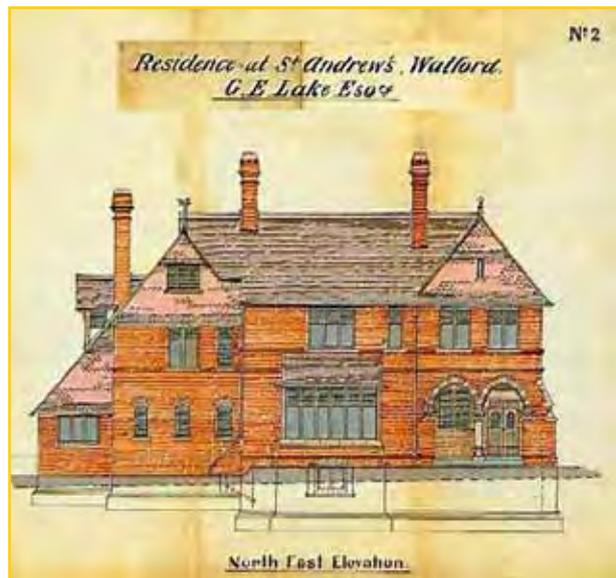
included a diverse mixture of terraced properties towards the eastern end and larger detached houses towards the west. The former included 24 Langley Road, which may have originally been a post office, and the Bedford Arms Public House, which was built in 1869 on Langley Road. The latter included the grand houses at 49-51 and 76-78, which may have been designed by the distinguished architect John Thomas Christopher – who was a director of their developers: the Watford Villa Company.

The 1871 OS Map reveals that an additional network of new streets has been laid out to the south of Langley Road. The lack of new buildings adjacent to these new streets, with the exception of Nascot Street, suggests that they had only very recently been created. As with other new streets, the land for development was sold from the estate of the Earl of Essex and it is from this source that most of the new street names were derived. The etymology of 'Essex Road' is self explanatory, while 'Malden Road' derives from the fact that the Earl of Essex had been created 'Viscount Malden' in 1661. He was also appointed Ambassador to the Court of Denmark in 1670 – from where 'Denmark Street' may have its origins. 'Alexandra Road' probably arises from the marriage in 1863 between a Danish princess called 'Alexandra' and the Prince of Wales. The marriage of a princess from Denmark may also be where Denmark Street takes its name from.

During the 1870s and 1880s development progressed, as the new streets became built up and the remaining free plots on the older streets were developed. The newer streets to the south, such as Malden Road, were developed by a large business called the British Land Company. As a result the terraces of houses are more consistent than the varied architecture of other parts of Nascot, which were developed in a more piecemeal fashion.



Photo of 'Ashlands' 49-51 Langley Road from circa 1880.



Original drawing from 1881 of 'Innage House' 43-45 Park Road

It is during this period that a number of well known local architects can be observed to have been designing new buildings in Nascot. A grand new residence at 43-45 Park Road was designed by the architectural practice of John Thomas Christopher and Eley Emlyn White in 1881, while around this time new premises on Nascot Street for the 'Steam Mineral Water Company' were designed by William H. Syme. From 1886 the architect Charles P. Ayres lived in 'Highcroft' House, at 25-27 Park Road, which, given the style, is likely to have been designed by Ayres himself. In addition, eight cottages on Church Road, designed by Ayres, were approved by the Local Board of Health in the same year. These are likely to have been 'St Andrew's Terrace' at numbers 36-50.



1871 OS Map



1896 OS Map

By the middle of the 1890s, when the next comprehensive map of the area was produced, the vast majority of the area had been developed and very few building plots remained empty within the locale that now forms the Conservation Area. To the north of the properties on Bedford Street, a new street has appeared between 1890-1892 called Copsewood Road. The origins of the name are not entirely clear, however, as part of the road's layout was on land that had formally been woodland, it is possible that the name derived from arboricultural origins. The land had belonged to Merton College, Oxford during part of the nineteenth century, but by the time it came to be developed it had passed to the London and North Western Railway Company.

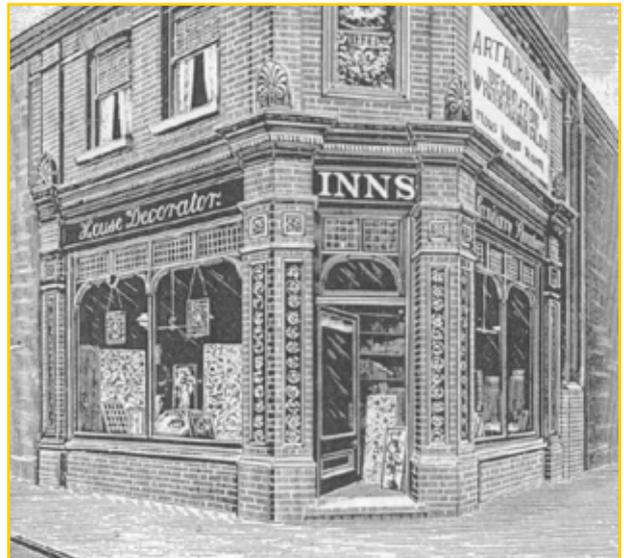


New housing on Alexandra Road from the turn of the century.



1914 OS Map

The differences between what is shown of Nascot on the 1896 OS Map and the 1914 edition, which was the next one to be produced, are limited to some infill development on Alexandra Road (see above). These houses were built in 1902 by a building firm called Darvill, who had operated from offices behind number 12 Nascot Street since 1895. Change during this period was therefore less to do with major new building developments and more to do with changes to existing buildings and the land uses that occupied them. For example, the pictures below of Langley Road show that the row of commercial units at numbers 2 – 8, which had been built in 1888, changed their use during this time. In 1890 number 2 Langley Road was being used by a home decorating firm, but within a few years it was occupied by the 'New Town Post Office'.



2 Langley Road in 1890



View westwards up Langley Road from junction with St Albans Road circa 1900s

Another notable change during this period was the addition of shopfronts to Martindale Terrace, at number 125-135 St Albans Road, as they developed from townhouses to mixed use buildings. By the early twentieth century, the stretch of St Albans Road south of the railway line had taken on a character that was dominated by commercial units (see following page).



St Albans Road in 1904 looking south



Junction of Church Road & from close to the Church Road junction. Park Road in 1909 looking west.

Further developments within Nascot during the early part of the twentieth century remained relatively modest in scale. In 1911 a new cinema was opened on the site of the former 'Railway Hotel', immediately to the south of the Leviathan public house on St Albans Road (see below). The cinema was originally known as the 'Coliseum, but by the time it closed in 1954, to be replaced by a petrol station, it was known as 'The Plaza'. On the 25th August 1920 a new bus garage was opened on the corner site between St Albans Road, Leavesden Road and Copewood Road. Built for the London

General Omnibus Co. Ltd., the Leavesden Road Bus Garage was used by a variety of different bus operators, including the early development of Green Line coaches, before it was ultimately replaced in 1952 by the new bus garage at Garston.



The Coliseum cinema in 1911



Leavesden Road Bus Garage in 1936

The other major development in the area during the 1920s involved the demolition of the 'Manor House' on the northern side of Church Road, close to the junction with Stratford Road, and the redevelopment of the site with new housing. Built in two phases by the Watford builders George Wiggs & Son, numbers 84-90 Church Road were finished in 1920 and numbers 92-98 Church Road were finished in 1921. Although the former house on this site was completely demolished; a folly structure, which appears to be contemporary with the original property, remains in one of the rear gardens of the 1920s housing.



Widening of the bridge over the railway line on St Albans Road in 1961

As well as road widening, the 1970s also included a series of building demolitions elsewhere. The row of terraced houses known as 'Railway Terrace', which were located at the north-western end of Bedford Street, had been demolished by 1973. The dozen terraced houses known as 'Railway Cottages', which were located to the south of Bedford Street on the railway works site, were demolished a few years later.



Railway Cottages in 1973

More recently, a group of houses off the northern side of Langley Road were developed during the 1980s called Elton Park. A residential care home, called Rutland Lodge, was built along a wide stretch of the eastern side of Nascot Road in the same decade. It replaced a house of the same name. A new terrace of housing was built on the garages site between 46 and 56 Bedford Street in 2011. The United Reformed Church, which was first built in the 1970s, is currently being rebuilt on a smaller footprint, with new housing adjacent to it on Langley Road.



Housing on Bedford Street



Good example of modern infill development on Church Road

7.0 Spatial analysis

This section considers the morphology of the area, key spaces, and important views and vistas into and out of the area.

7.1 Character and interrelationships of spaces

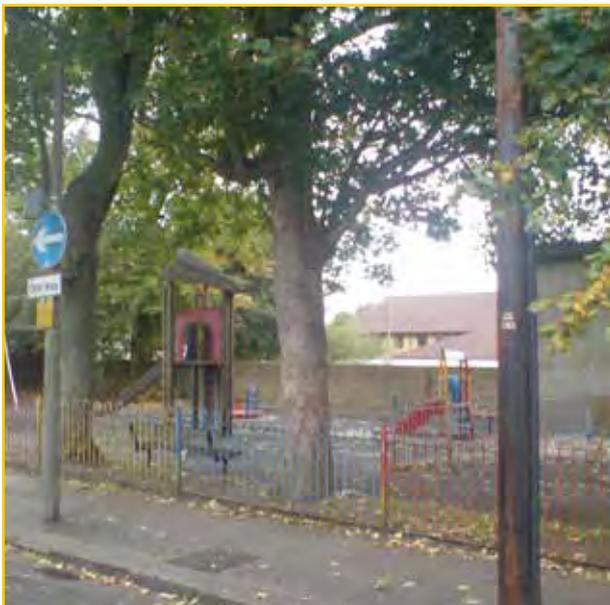
As a heavily built up area, the importance of open spaces within Nascot becomes heightened due to their limited scale and frequency. The two modestly sized parks are quite different in historical terms. The playground on Stamford Road is on a rectangular plot of land that was left over from building development in the late nineteenth century. In comparison, the public space to the east of Essex Road is a later twentieth century creation. The key historic space within Nascot is found at the junction of Church Road and Park Road, where feature buildings punctuate the townscape and the most interesting street relationship is found.



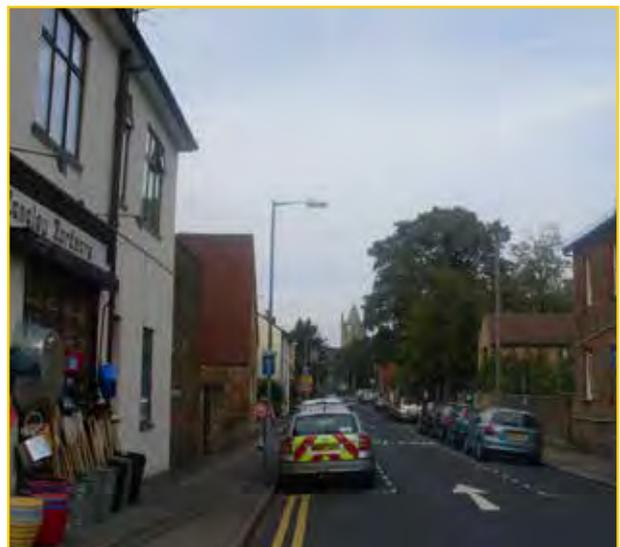
Church Road & Park Road junction

the west are mediated by the curvature of road layouts and the screening provided by street and garden trees. Looking south from Leavesden Road, the former bus station dominates the vista, while views northwards into the southern end of the Conservation Area are weakened by the prominence of the back-to-back housing.

Within the Conservation Area there are strong vistas along Church Road and Park Road, with the Church of St Andrew providing a key landmark. The church has a similar landmark function in the vista northwards up Stamford Road. Significant trees and some of the more prominent buildings, like 18 – 20 Church Road, also have some landmark quality in internal vistas.



Playground on Stamford Road



Stamford Road looking north

7.2 Key views and vistas

There are a variety of different views into the Conservation Area, some of which are clearer than others. Generally flat and with buildings of similar heights, the topography and built form of the area serves to mitigate against some of the more dramatic views found in other conservation areas in the town. The view into the Conservation Area from St Albans Road varies between the strong edge of the terraces of buildings between Park Road and Langley Road and the weaker edges elsewhere. Views into the Conservation Area from



St Albans Road looking south west

8.0 Character analysis

8.1 Character zones

The conservation area is large and has a number of **distinct character areas, defined principally by a change in the scale and relationship of the buildings in the area.** These areas are shown on the map on page 23.

Area A

The largest of the character areas is the one formed by the streets to the south of Langley Road. A largely residential area, these streets consist mainly of semi detached properties dating from the late nineteenth century. The relationship between the buildings and the street form is strong and the public realm is marked by street trees. Buildings have small front gardens and the general height of properties is two storeys.

Area B

In comparison the frontage onto St Albans Road, to the north of Langley Road, is of a commercial character, where buildings front straight onto the pavement. Buildings predominantly date from the mid to late nineteenth century and are a mixture of two and three storeys high.

Area C

The character area is made up of Church Road, Cole Road, Nascot Place and Stratford Road, as well as the eastern end of Park Road and Langley Road. Dominated by mid to late Victorian buildings, there is a tight urban grain that consists largely of two storey terraced houses. Front gardens are nominal and there are no street trees.

Area D

In comparison to area C, the character area that is largely to the west, but also includes Nascot Road, is of a much lower density. Houses are predominantly detached or semi detached and date from the later Victorian period. Most of the properties have front gardens and these generally include trees. Buildings are two or two and a half storeys and the urban grain is looser – with large building plots.

Area E

South of Bedford Street the area is dominated by commercial and transport related land uses. Building

heights are up to two storeys and there is a loose urban grain, which lacks the coherence of the townscape that other parts of Nascot exhibit.

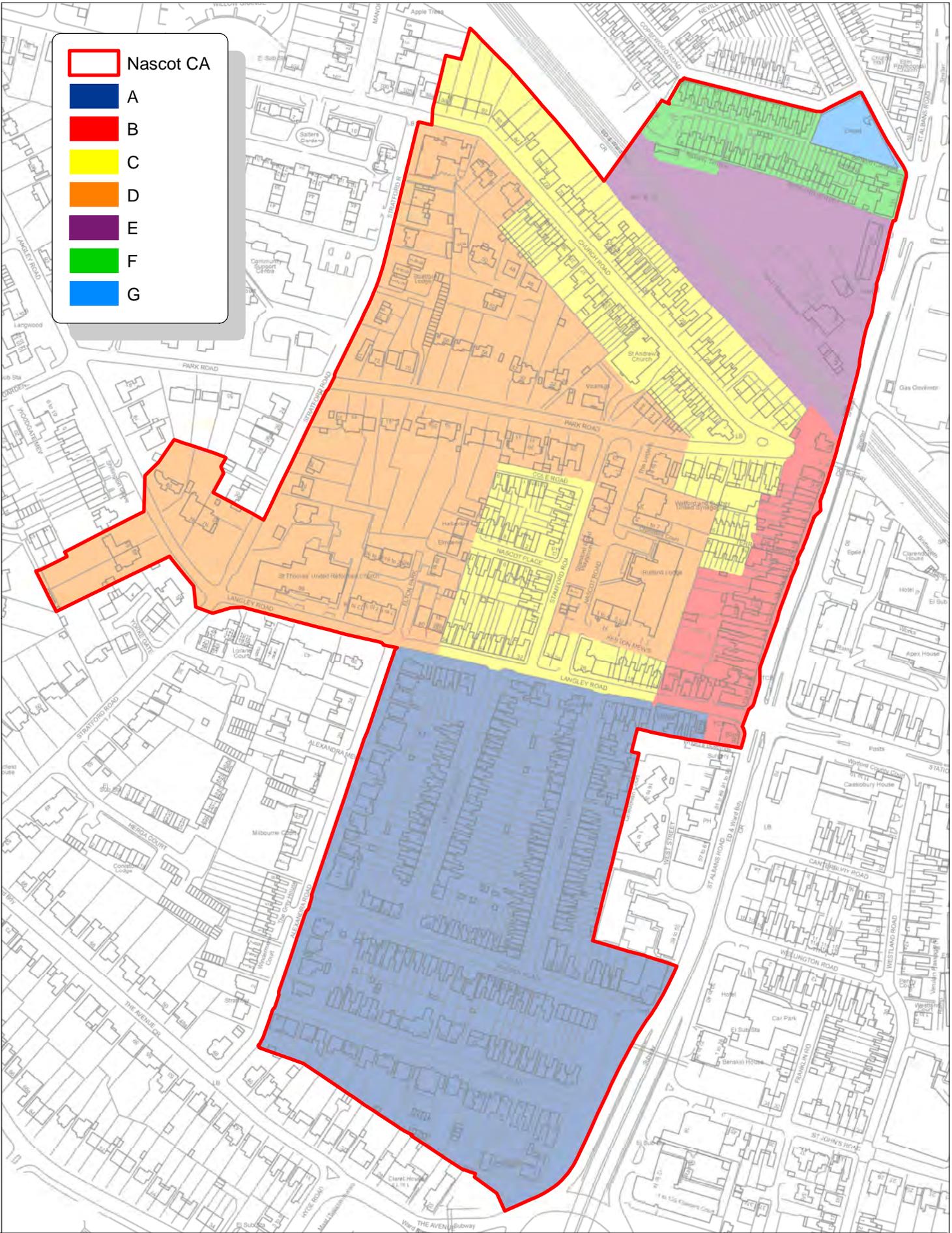
Area F

The northern side of Bedford Street is marked by terraced buildings from the mid nineteenth century. Properties are two storeys high and there is a strong relationship to the street form. Front gardens are small and vegetation is modest. The buildings fronting Copsewood Road are of a similar character but date from the later Victorian period.

Area G

In comparison, the former bus garage on Leavesden Road has a unique character of its own. Tightly related to the street form, the building is much larger in floor area, although not in height, than the buildings around it.

	Nascot CA
	A
	B
	C
	D
	E
	F
	G

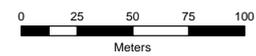



Watford Borough Council
Town Hall,
Watford,
Hertfordshire WD17 3EX
Visit the Watford Borough Council website
www.watford.gov.uk

Nascot Conservation Area

N

 Scale 1:3,400



ORDNANCE SURVEY LICENCE AGREEMENT
 © Crown copyright and database rights 2013
 Ordnance Survey 100018689
AERIAL PHOTOGRAPHY
 Copyright GeoPerspectives

8.2 Activity

Given the predominantly residential land use of the Conservation Area, levels of street activity are relatively low. The exception to this is St Albans Road, which has a high proportion of commercial land uses and higher levels of pedestrian and vehicular activity. Langley Road does have a number of shops towards its eastern end and is the primary east-west route within the Nascot area. Levels of pedestrian activity are moderate; however, the junction with St Albans Road creates notable queues of vehicular traffic – particularly at peak periods during rush hour. In addition, the various churches and public houses can be seen to be generators of activity within particular time frames.

8.3 The qualities of the buildings and their contribution to the area

The Conservation Area is remarkable for its terraced cottages, including early ones, such as at Bedford Street and Church Road, as well as later ones, such as on Denmark Street; for individual villas, which are often substantial and have become increasingly important as examples outside the Conservation Area gradually disappear; and for the non-residential buildings - many of which are relatively early nineteenth century examples.

As most of the buildings date from the mid to late nineteenth century and therefore have general similarities in terms of materials and features, there is an overall homogeneity in the area but with punctuation. The dominant urban form comprises terraces of two storey brick buildings with pitched roofs. Nascot also includes a number of detached 'Victorian villas', especially towards its western side, which are larger and have more elaborate detailing.

Three storey buildings are less common within the conservation area and as a result form long established features in the townscape. Notable examples are 103 – 115 and 125 – 135 St Albans Road. Church Road is also punctuated by some three storey buildings.

The earlier buildings have somewhat different characteristics to the later Victorian ones in the Conservation Area and later Victorian extension of the town. They have a simple, hipped roof form with slate covering, rolled lead ridges, and oversailing eaves (often

bracketed) together with elevations in old London stock bricks. Examples of this include: 147 Church Road, 39 Park Road, 37 Church Road, 33-35 Church Road and 52 Church Road; although the latter building is much altered. This building form is also reflected in the Bedford Street terraces - where not obliterated by later alterations. Old London yellow Stocks can also be seen in other properties, such as the Devon House terrace of shops on St Albans Road.

Some of the individual, large Victorian villas reflect a Gothic style, including tall gables with elaborate decorative timber members.

Some later Victorian buildings, such as 1 - 3 Stratford Road, have "plum" purple/red facing brick, with soft red feature brickwork. These also show decorative tile-hanging and barge boarded gables. Gault facing bricks are also seen on a number of buildings. Soft red brickwork is also common, such as in The Bedford Arms on Langley Road.

The buildings on Church Road result in a rich streetscape of modest terraces punctuated by one-off or occasional pairs of Victorian buildings, such as 1 Church Road and 61 Church Road. Chimneys are also an important feature here, as well as in other streets.

Several pairs of villas and individual houses on Alexandra Road give a strong, notable streetscape via pairs of steep gables and robust architectural detail.

St Albans Road features variation in scale from up to the two - three storey terraces, some of which have been marred by inappropriate dormers. Frontages are fairly narrow and there are still a few good original shopfronts.

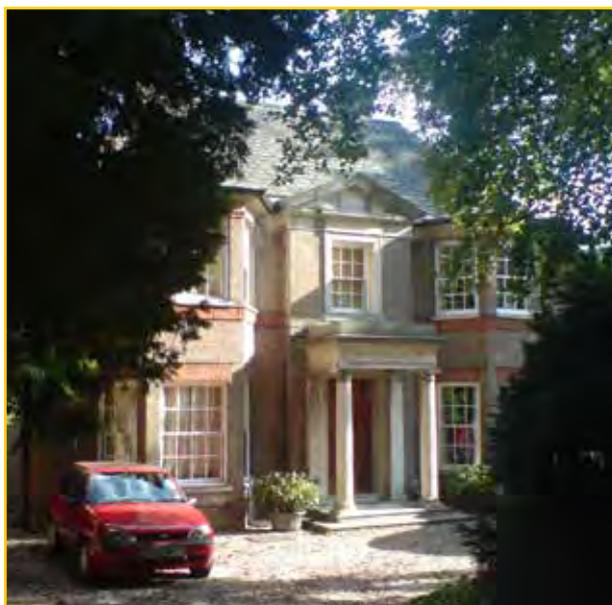
The Essex Road, Malden Road, Denmark Street, Nascot Street group are more homogenous in form and character than other parts of the conservation area.

While largely residential, the streets also include a number of public houses, shops, workshops, halls and churches. These functions and the architectural features of these buildings give interest to the character and appearance of streets and the buildings often serve as local landmarks and important facilities.

Later development is sufficiently scattered to allow the Victorian character of the Conservation Area to still predominate. For example, westwards from number 84 Church Road, has a “garden suburb” flavour but maintains the terraced, two storey theme in the area. The former Vicarage at 27 Stratford Road appears to be of notable quality, while dating from after 1914.



Western end of the section of Church Road that is included in the Conservation Area



27 Stratford Road

Houses such as 54 – 58 Park Road maintain a characteristic local to that specific character area, i.e.: that of larger detached houses within large plots. Much of the mid twentieth century development, such as 2-12 Malden Road, is of poor visual appearance and does not reflect the qualities of the Conservation Area. However, there are some good small scale examples of very recent infill development or small extensions

8.4 Listed Buildings

The following buildings are included on a register called the “List of Buildings of Special Architectural or Historic Interest,” issued by the Department of the Environment under the Planning (Listed Buildings and Conservation Areas) Act 1990, with assistance from English Heritage.

- Church of St Andrew (Church Road) – Grade II. Listed in 1983.

The church was built to serve the needs of the growing population within this part of Watford. Using land acquired from the Earl of Essex, the foundation stone was laid on the 24 November 1853. Although the Earl of Essex had been due to lay the stone, he was prevented from attending by illness and Lord Robert Grosvenor, who was Chairman of the Building Fund Committee, carried out the ceremonial duty instead. However, building work on the church only continued until 1854, where-upon they came to a halt for three years. This was initially due to a lack of funds, all of which had come from donations, but then further delays were caused by disputes with the Government. Moneys to make up the funding shortfall were offered by an Act of Parliament but this funding was contingent on the church only serving as a subservient chapel of ease to the principal Parish Church of St Mary’s.



The church as it was originally designed by Teulon in 1853

Eventually the building issues were resolved and the church was completed and consecrated in 1857. The principal architect of the church, Samuel Sanders Teulon (1812-1873), lived and had his architectural practice in London. He was on the Royal Institute of British

Architects' Council and over the course of his career was responsible for the design of 114 new or restored churches. The builders of the church were Messrs. Fassnidge & Son of Uxbridge. Extensions were added to the church in 1866 (south aisle) and 1872 (north aisle).

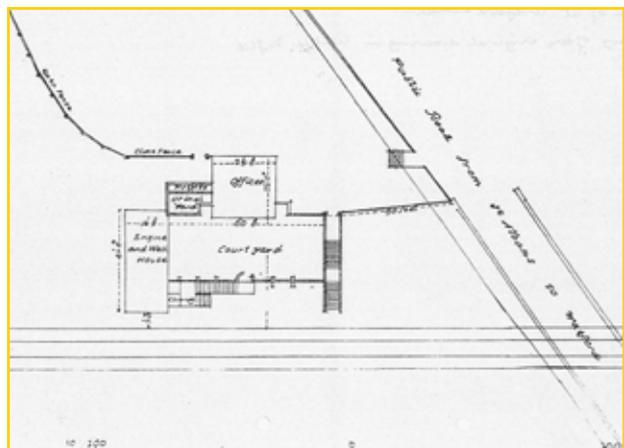
An important community building, the church was partially remodelled internally in 1979 to provide a church hall and various other facilities. Other factors of note include the incorporation of seven stone railway sleepers in the west wall of the church and the attendance of the former Prime Minister William Gladstone at services in the church whilst visiting the Earl of Clarendon at The Grove. As well as operating as a church for the local community, the building was also used occasionally in recent years for the filming of the television series 'Eastenders'.



St Andrew's Church circa 1900 and the architect Samuel Sanders Teulon

- The Old Station House (147a St Albans Road) – Grade II. Listed in 1979.

This is the oldest building in the Conservation Area and was the original railway station for Watford. Built in 1837 by the London and Birmingham Railway Company, the structure that remains was one part of a collection of buildings that existed in this location to serve the newly opened railway line. Designed by George Aitchison and built by William Starie of London at a cost of £1,355, this small building accommodated the booking office and first and second Class waiting rooms. From here steep steps led down to the trackside and adjacent to it were a building to house a pumping engine, plus a locomotive shed and a carriage shed.



Plan of the original station showing the surviving building to the north of a courtyard and steps leading down to the railway line.

The station had no platform and was principally a place for the locomotives to stop for coke and water. It was nevertheless used by passengers and the station was used by Queen Victoria and her husband Prince Albert on the 1 November 1843, when they caught a train to visit the Prime Minister, Sir Robert Peel, at his home at Tamworth. It was also used on a number of occasions by Queen Adelaide, the widow of William IV, principally when she was living at Cassiobury House during the 1840s.

The building did not remain Watford's principal railway station for long and on the 5th May 1858 the much larger station was opened at the eastern end of Station Road. No longer used by the railways, the building remains as one of the oldest station structures in the country.



An artist's impression of the station as it originally would have looked. The western elevation of the surviving building can be seen on the left side of the picture.



12 – 18 Bedford Street



The former station building in 1979



153 St Albans Road

8.5 Locally Listed Buildings

As part of the Council's Urban Conservation Strategy, a register of Locally Listed Buildings was compiled within the Watford District Plan 2000 (2003). The following buildings were included in the list due to their importance in terms of architectural interest, function, historical interest, landmark quality and streetscape quality.

Callowland Ward	
Building Name	Construction Date
1a - 4a Bedford Street	1837 - 1842
8 - 10 Bedford Street	1837 - 1842
12 - 18 Bedford Street	1837 - 1842
56 Bedford Street	1837 - 1842
Former Bus Garage, Leavesden Road	1920
Former Leviathan Public House, 151 St Albans Road	1839 & 1928
Former Stag Public House, 153 St Albans Road	Late nineteenth century

Nascot Ward	
Building Name	Construction Date
1 Church Road	1847 - 1848
Denmark Cottages, 3 - 9 Church Road	1847 - 1848
11 - 15 Church Road	1849 - 1865
21a - 31 Church Road	1842 - 1865
28 - 30 Church Road	Circa 1869
33 - 35 Church Road	1863
37 Church Road	1847 - 1850
Mormon Terrace, 41 - 59 Church Road	1842 - 1865
61 Church Road	1850s
72 - 78 Church Road	1850s
2 - 8 Langley Road	1888
24 Langley Road	1866 - 1871
Bedford Arms Public House, 26 Langley Road	1869
34 - 40 Langley Road	1866 - 1871
42 - 44 Langley Road	1871 - 1896
46 - 48 Langley Road	1866 - 1871
49 - 51 Langley Road	Circa 1866
50 - 56 Langley Road	1868
76 - 78 Langley Road	Circa 1866
Little Stratford, 80 Langley Road	1871 - 1896
Nascot Villas, 14 - 16 Nascot Road	Mid 1860s
The Lindens, 18 - 20 Nascot Road	1863
23 Park Road	Circa 1880s
30 - 32 Park Road	1862
39 - 39a Park Road	1865
Innage House, 43 - 45 Park Road	1881
Martindale Terrace, 125 - 135 St Albans Road	1849 - 1871
117a - 117b St Albans Road	1842 - 1849
Nascot Arms Public House, 11 Stamford Road	1869



1 Church Road



Nascot Arms Public House



61 Church Road



39 Church Road

Addition to register of Locally Listed Buildings in 2010:

- **Bank Premises, 99 St Albans Road**

This neo-Georgian style building was built in 1928 for Lloyds Bank. It was designed by the architects Burgess, Holden & Watson. Julian Gulson Burgess and Walter Frederick Clarke Holden were London based architects; the latter was the Chief Architect for the National Provincial Banks Ltd. They both achieved Fellowships from the Royal Institute of British Architects.

It is an oversized single storey building of multicoloured brick, with a two storey rear extension. The entrance has broad moulded stonework around double wooden doors, with stone steps and top light. There is stone banding across the building's main elevations. Three large 9 over 9 wooden sliding sash windows are located on each of the street elevations. These are topped by gauged brick jack arches, with the central keystones painted white, and have stone cills. There is also a row of comparative windows on the northern elevation, but they are 4 over 4s. The roof is hipped and of tiles. It is located behind a brick parapet, with a flat roof to the rear.



8.6 Industrial Buildings



Steam Mineral Water Co. Works in 1891



The buildings in their present use

The Steam Mineral Water Company operated out of the small scale industrial buildings in Nascot Street, which had been designed by the local architect William H. Syme. In operation by the 1880s, the company produced a mixture of beverages, such as ginger ale and lemonade, as well as medicinal waters, including soda waters and tonics. Although the company no longer remains in the premises, the building structures remain largely as originally built. Closely located to the south, a building firm called Darvill has operated behind number 12 Nascot Street since 1895.



147 St Albans Road circa 1930s



The property and yard in 2015

The building and yard at 147 St Albans Road were originally used as a brewery. It was opened by Samuel Roate in 1848, before being bought out in 1898 by the larger local brewery firm, Benskin's. The picture from the 1930s shows the building as an off licence in the ownership of Benskin's.

8.7 Other significant buildings/structures

A number of unlisted buildings in Nascot Conservation Area contribute positively to the character of the area despite not meeting the criteria for statutory or local listing. The following reflect the age, style and material of a substantial number of buildings in Nascot and are a reminder of the gradual development of the town:

- 4 – 6 Bedford Street;
- 32 Church Road;
- Ash Lodge, 1 Nascot Street;
- 2 Nascot Street;
- 3 – 5 Nascot Road;
- 5 – 11 Park Road;
- 20 – 22 Park Road;
- 25 – 27 Park Road;
- 147 St Albans Road;
- 149 St Albans Road;
- 1 – 3 Stamford Road;
- 5 – 9 Stratford Road;
- 27 Stratford Road;
- 1 – 16 Terrace Gardens.

8.8 Prevalent local and traditional building materials

Facing materials

London stocks are the predominant facing brick in the Conservation Area with stone dressing used on a number of buildings; the shades of colour vary from a lighter yellow through to a reddish tone. The dominant roof material is slate or red plain clay tile on the pitched roofs. Most windows are wooden and some sliding sash, but many have been replaced by plastic versions; most are painted white.

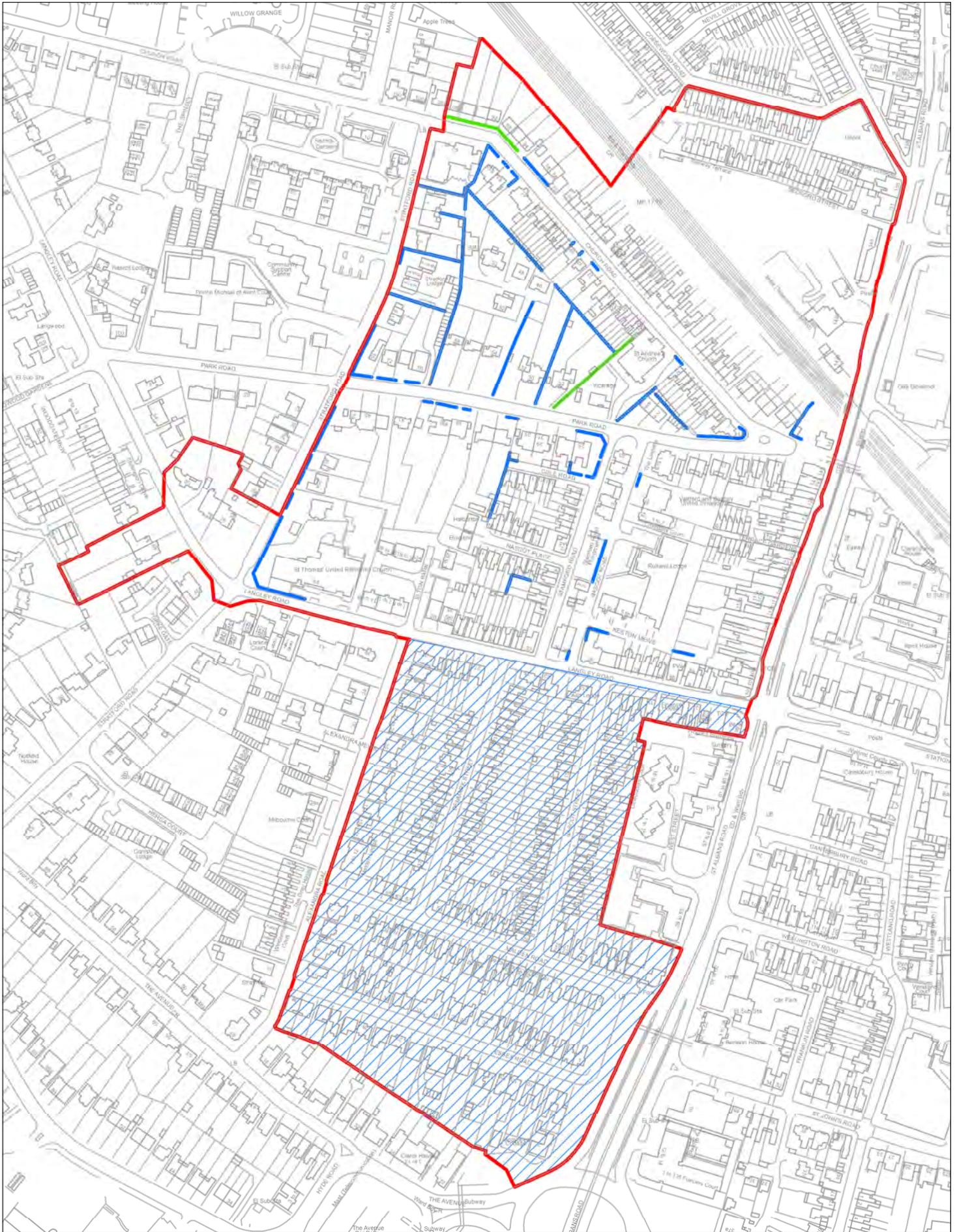
The materials used for front boundary walls range from brick to stone and flint. Many of them are arranged decoratively and are features that should be retained – particularly where they indicate former plot sizes.



Stretches of original front boundary walls along Church Road north side.

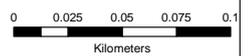


Church Road south side



Nascot Conservation Area

-  Conservation Area
-  Low front walls with raised pillars
-  Larger walls with notable historic character (from public realm)
-  Other notable low walls



Scale 1:3,500

ORDNANCE SURVEY LICENCE AGREEMENT
© Crown copyright and database rights 2013
Ordnance Survey 100018689
AERIAL PHOTOGRAPHY
Copyright GeoPerspectives

Floorscape materials

- There is little evidence of original historic fabric in the floorscape; much of the floorscape has gradually been replaced by modern concrete paving slabs or tarmac for the carriageways.
- There are some small patches of cobbled stone floor surfaces around commercial buildings, such as the former bus garage on Leavesden Road and the former industrial buildings on the eastern side of Nascot Street. These should be retained.

8.9 Contribution of trees and green spaces

There is good tree cover in both the private and public realm – even though the nature of the built up area is varied. The main planted public spaces occur at the southern end of the area adjacent to St Albans Road/ Essex Road/Malden Road and the playground in Stratford Road. Two smaller areas occur - one at the junction of Langley Road and Stratford Road, which contains two substantial pine trees, and the other at the subway located at the junction of Church Road and St Albans Road, which contains a large Lombardy poplar.

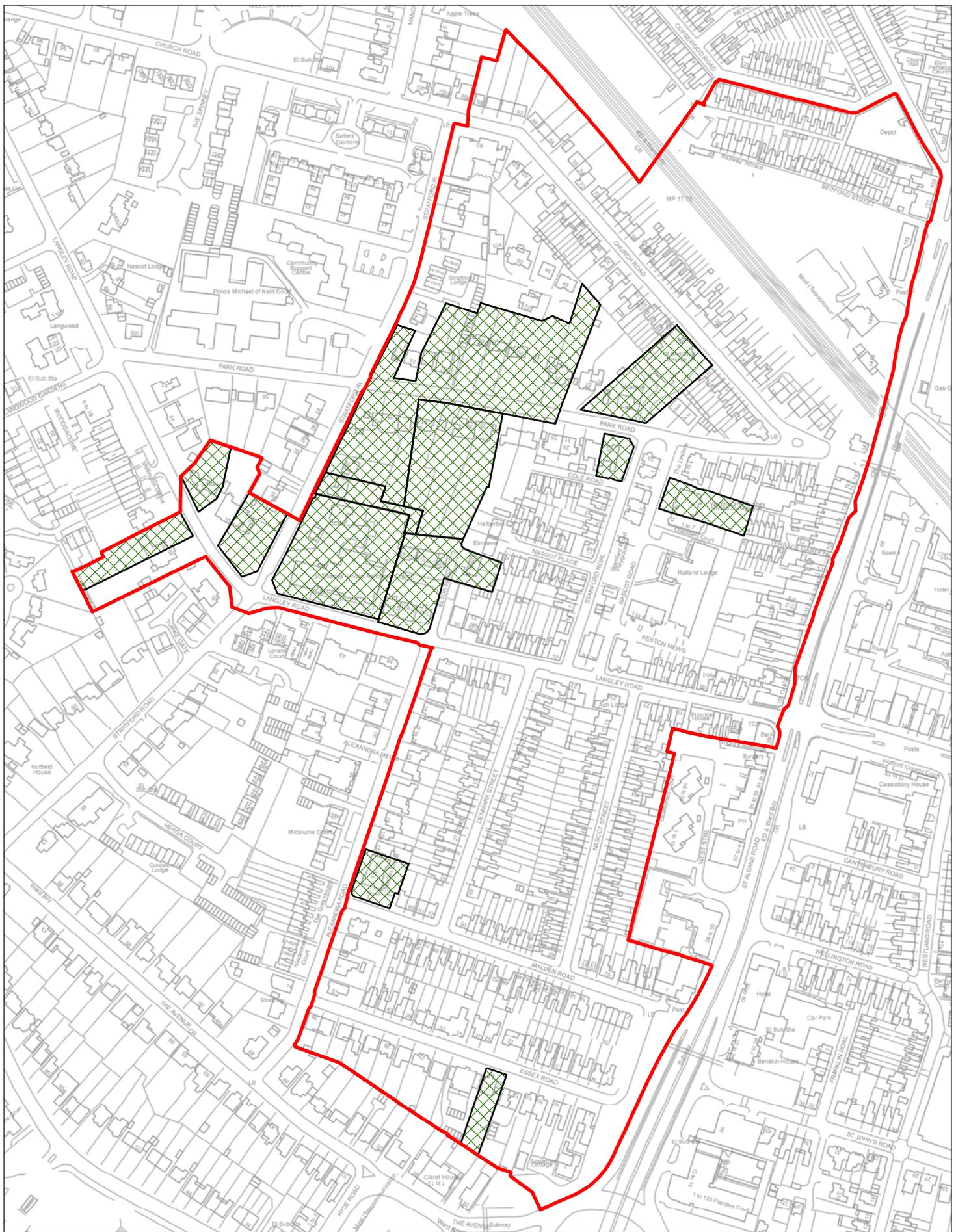
Three of the terraced streets south of Langley Road have highway planting: Denmark Street, Nascot Street and Malden Road. New street trees were planted in Essex Road during winter 2009. Views of rear garden trees are available from several locations, giving the area a verdant aspect. Only one property in this area is subject to a Tree Preservation Order (TPO no 68 – 16 Essex Road). To the north of Langley Road there are more TPOs. With the exception of the two areas noted above, the only street trees occur in Church Road between numbers 92 - 96. There are several views of garden trees, in both front and rear gardens, throughout this area. This section of the Conservation Area contains a number of TPOs on the properties with larger gardens, the two churches and synagogue. Specifically Order nos. 27 (St Thomas' Church), 34 (St Andrew's Church), 44 (39a Park Road), 63 (51 Langley Road), 81 (25a Stratford Road), 100 (16 Nascot Road), 118 (76 Langley Road and other properties outside the Conservation Area), 138 (30-70 Park Road, 43-45 Park Road, Corner Cottage Park Road & 15 Stratford Road, plus other properties outside the Conservation Area), 143 (39 - 41 Park Road) and 194 (25 Park Road) are in place. The north western section of the area also benefits from large

trees in properties just outside the Conservation Area boundary.

The railway line and the section of the Conservation Area to the north of it does include trees; however, many are poor quality self sets growing out of old fence lines and neglected areas adjacent to industrial buildings. Network Rail operates a severe cutting and felling regime on the line side trees, which results in periodic changes to the treescape.

The Conservation Area contains a good range of tree species and age classes. It has a Victorian planting theme to it, indicated by the range of large non native evergreen trees - especially in the north west of the area. Elsewhere in the rear gardens of the terraced properties a mix of Lawson's and Leyland cypress, with the occasional eucalyptus, make up the evergreen element, with a mix of lime and sycamore providing the more visible deciduous element.

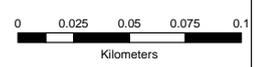
Although there are some green spaces within Nascot, the area does not contain significant areas of public open space. This subject will be further analysed in forthcoming policy documents on open space provision in the Borough.



Watford Borough Council
Town Hall,
Watford,
Hertfordshire WD17 3EX
Visit the Watford Borough Council website
www.watford.gov.uk

-  Conservation Area
-  Areas Including Tree Preservation Orders

Scale 1:3,400



ORDNANCE SURVEY LICENCE AGREEMENT
© Crown copyright and database rights 2013
Ordnance Survey 100018689
AERIAL PHOTOGRAPHY
Copyright GeoPerspectives



Nascot Road looking south



Space to south of Essex Road/ St Albans Road junction



8.10 The extent of intrusion or damage (negative factors)

Loss of building features and boundary walls

Throughout the Conservation Area there are examples of unsympathetic alterations to the external elevations of buildings. This includes the removal of original chimneys, windows, doors, shopfronts and other detailing, as well as the addition of new wall cladding, porches and satellite dishes. A particularly frequent problem is the replacement of original wooden framed sliding-sash windows with poorly suited upvc replacements. A further problem is the removal of original boundary walls, which help to give the area its character and provide continuity to the streetscape.

Shopfronts

There are a number of examples of poor shopfronts or fascias on properties located on St Albans Road and Langley Road. Some fascia boards are placed too high up the building and many are in poor quality materials. In some cases there are inappropriate replacement windows in the floors above. Individual visually poor shop units inevitably have an effect on the whole façade of the building and the perception of this stretch of the Conservation Area as a whole.



5 Langley Road



St Albans Road

Traffic and pedestrian management

Given that the area was developed before cars were invented, there are longstanding issues within Nascot over how car parking can be accommodated on some of the narrow streets of terraced Victorian properties. The more radical approaches for tackling this problem, through the demolition of existing properties and their replacement with new parking areas, is not

something which is deemed to be acceptable within the Conservation Area. Although traffic levels are relatively low throughout the majority of the Conservation Area, there are higher volumes around St Albans Road and the junction with Langley Road, which have a negative impact on the amenity of this setting.

To accommodate the increased traffic loads on St Albans Road, pedestrian underpasses were introduced in the 1970s at two locations on the edge of the Conservation Area. These constructions are visually unattractive and provide poor gateways into Nascot.



Insensitive access infrastructure



Underpass at the eastern end of Church Road

8.11 Capacity for Change

The designation of a conservation area does not provide a block on any development within its boundaries. The area has changed considerably since it was first built and the renovation and reuse of properties by new owners and businesses is to be welcomed as a means for ensuring the continued vitality of the commercial terraces of Nascot. Change must not though come at the expense of degrading the character and scale that makes the area special and alterations to properties need to be sympathetic to their context.

As an area of the town that was 'built out' well over 100 years ago, there are relatively few sites within Nascot that would be suitable for redevelopment. The triangular piece of land between Bedford Street and the railway provides the largest site that has the capacity for a development scheme. The former 'Permanent Way' building at 149 St Albans Road and the adjacent Nationally and Locally Listed buildings do however dictate that any development scheme must be particularly sensitive in design terms. As a number of the twentieth century infill developments are relatively poor in architectural terms, there remains some potential for

redevelopment; however, schemes that would involve building demolition will generally be deemed to be inappropriate within the Conservation Area.

8.12 Neutral Areas

The Conservation Area boundary was drawn in such a way as to largely avoid including extensive areas which dilute its character. There are however some areas that can be described as being 'neutral'. The majority of the land between 147a and 151 St Albans Road is weakly defined and dominated by low amenity commercial land uses. The area of car parking and other hard standing behind 103-117 St Albans Road similarly adds little to the general amenity of the Conservation Area.

9.0 Suggested Boundary Changes

It is not considered that there are material reasons for making any alterations to the boundary of the Conservation Area.

10.0 Changes to Locally Listed Buildings

The following buildings were removed from the council's list of locally important buildings in 2010 due to their non-compliance with the strict criteria set out for local listing designation:

- 17 – 21 Church Road;
- 32 – 54 Church Road;
- 84 – 90 Church Road;
- Cole Road;
- 10 – 22 Langley Road;
- Nascot Place;
- Ash Lodge, 1 Nascot Street;
- 5 – 11 Park Road;
- 20 – 28 Park Road;
- 149 St Albans Road;
- 1 – 3 Stamford Road;
- 5 – 9 Stamford Road;
- 13 – 19 Stamford Road;
- 1 – 16 Terrace Gardens.

The following building was added to the Council's list of locally important buildings in 2010 due to its compliance with the criteria set out for local listing designation:

- Bank premises, 99 St Albans Road.

11.0 Management Proposals

A separate Conservation Areas Management Plan was adopted in July 2013. The document is accessible to view here: www.watford.gov.uk/conservationareas

12.0 Article 4 Directions

An Article 4(1) Direction was made by Watford Borough Council on the 4th April 2013 for the following properties:

3, 7, 17, 21, 23, 25, 27, 29, 31, 33, 35 Alexandra Road; 1A, 2, 2A, 3A, 4, 4A, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46 Bedford Street; 1, 3, 5, 7, 9, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 57, 59, 61, 70, 74, 78, 84, 86, 88, 92, 94, 96, 98 Church Road; 1A, 1B, 1C, 1, 3, 5, 7, 9 Cole Road; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 40, 42, 44, 46 Denmark Street; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 39, 41, 43, 45, 47, 49 Essex Road; 10, 11, 13, 15, 16, 17, 18, 19, 22, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56 Langley Road; 3, 5, 9, 11, 14, 15, 17, 18, 22, 23, 26, 27, 28, 29, 30, 33, 34, 35, 36, 37, 39, 41, 43, 45, 47, 49, 51, 53, 54, 56, 57, 58, 61, 62, 64, 65, 68, 69, 72, 76, 78, 80, 82 Malden Road; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 Nascot Place; 1, 3, 5 Nascot Road; 2A, 2B, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 53, 55, 57, 59, 61, 63, 65 Nascot Street; 1, 3, 5, 7, 9, 11, 20, 22, 23, 30, 32, 39, 39A, 43, 45 Park Road; 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25 Stamford Road; 1, 3, 15, 19, 27, 32 Stratford Road; 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16 Terrace Gardens.

This Direction restricts permitted development rights with regards to:

- Development within the curtilage of a dwellinghouse comprised within the following classes of Part 1 of Schedule 2 to the said Order:

Class A – enlargement, improvement or other alteration;
Class C – any other alteration to the section of the roof

that faces the street;

Class D – the erection or construction of a porch outside any external door;

- Development within the curtilage of a dwellinghouse comprised within the following classes of Part 2 of Schedule 2 to the said Order:

Class A – the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.

Class C – the painting of the exterior of any building or work.

An Article 4(1) Direction was made by Watford Borough Council on the 4th April 2013 for the following properties:

56 Bedford Street; 2, 3, 4, 5, 6B, 7, 9, 21, 23, 24, Ash Lodge, 26, 32 Langley Road; Lindens, 14-16 Nascot Road; 2, 12 Nascot Street; 25, 27 Park Road; 99, 101, 101A, 103, 105, 107, 107A, 109, 109A, 111, 113, 115, 115A, 115B, 117, 117A, 117B, 117C, 119, 119A, 121, 121A, 121B, 121C, 123, 123A, 125, 125A, 127, 127A, 129, 131, 133, 135, 137, 137A, 141, 145, 145A, 147, 149, 149A, 149B, 151, 153 St Albans Road; Nascot Arms (11) Stamford Road.

This Direction restricts permitted development rights with regards to:

- Development within the curtilage of a property comprised within the following classes of Part 2 of Schedule 2 to the said Order:

Class C – the painting of the exterior of any building or work.

13.0 Community Involvement

A draft version of the appraisal is published for public consultation. The Council will seek to identify and consult by letter those with an interest in the conservation area. The draft appraisal will be accessible on the Watford Council website. Responses will help shape the final version.

Bibliography: Books & Reports

Ball, A.W., 1973. 'Street and Place Names in Watford.' Watford: Watford Borough Council.

BEAMS, 1999. 'Character of Area Study.' Unpublished. Branch Johnson, W.

Undated. 'Hertfordshire Inns: Part 2'. No publisher stated. Information held at Watford Central Library.

Darton, L., 2008.

'Archaeological Desk-Based Assessment: Land at Cassio Campus.'

Forsyth, M. 2008. 'The establishment and development of Watford' In Slater, T. & Goose, N. (Eds.) A County of Small Towns: The Development of Hertfordshire's Urban Landscape to 1800. Hatfield: Hertfordshire Publications.

GVA Grimley. 2005. St Albans Road Study: Strategy Report. London.

Nunn, J.B., 1987. 'The Book of Watford: A portrait of our town, c. 1800 -1987.' Watford: Pageprint.

Unknown. 1891. 'Shopping in Victorian Watford'. London: Robinson. Son & Pike.

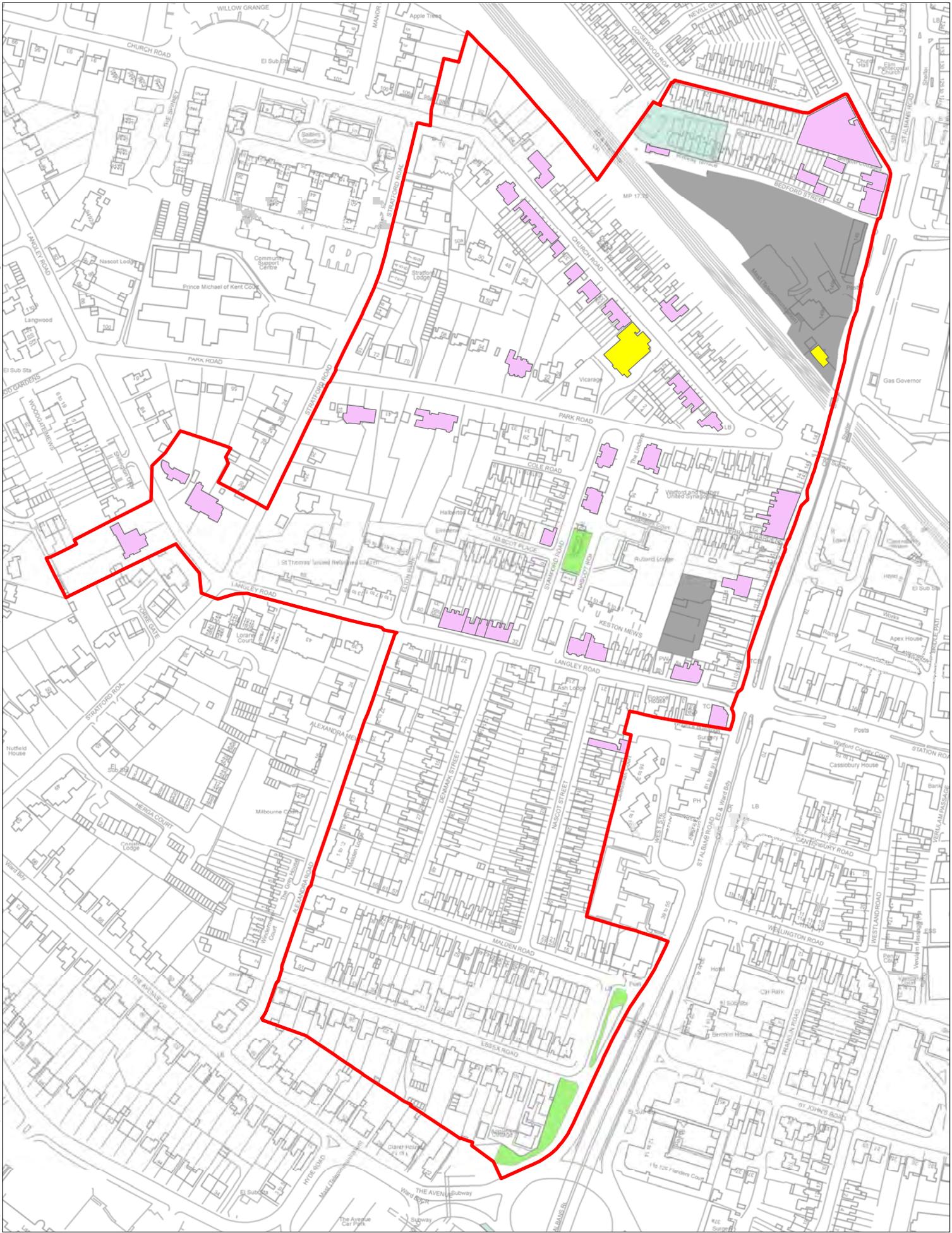
Report Map, 1849
Plan of the Nascot Estate, 1865. Copyright to Hertfordshire Archives and Local Studies; reference number: 75949G.
Ordnance Survey XLIV. 2, 1871
Ordnance Survey XLIV. 2, 2nd Edition, 1898
Ordnance Survey XLIV. 2, 1914

Contact details

Planning Policy Team
Watford Borough Council
Town Hall
Watford, WD17 3EX
Telephone: 01923278970
Email: strategy@watford.gov.uk

Maps & Plans

Watford Public Libraries,
Undated, Facsimiles of
Watford: Dury and Andrews
Map, 1766. Watford:
Watford Corporation.
Watford Tithe Map, 1842
Watford Board of Health



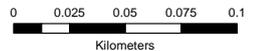
Watford Borough Council
 Town Hall,
 Watford
 Hertfordshire WD17 3EX
 Visit the Watford Borough Council website
www.watford.gov.uk

Nascot Conservation Area

- NASCOT CA
- Listed Building
- Locally Listed Building
- Public Open Space
- Neutral Area
- Negative Area



Scale 1:3,400



ORDNANCE SURVEY LICENCE AGREEMENT
 © Crown copyright and database rights 2013
 Ordnance Survey 100018689

AERIAL PHOTOGRAPHY
 Copyright GeoPerspectives



This document can be made available in alternative formats including large print. The council also has staff who can verbally translate the document into a range of other languages. Please contact us on tel: 01923 226400 for more information.

Development Management,
Watford Borough Council,
Town Hall,
Watford,
WD17 3EX.
Telephone: 01923 278293
Email: developmentcontrol@watford.gov.uk

Planning Policy Team,
Watford Borough Council,
Town Hall,
Watford,
WD17 3EX.
01923 278970
strategy@watford.gov.uk

www.watford.gov.uk/planning