

Watford Character of Area Study



Adopted December 2011



1.0 Introduction

The Borough of Watford is a well established urban centre in West Hertfordshire that contains a diverse patchwork of areas reflecting different types of built form. These character areas provide the spatial framework for local neighbourhoods and reflect the multifunctional nature of the town as a location for employment, leisure, study and residential provision. Although these areas provide a network of urban form, rich in “place identity”, they remain at risk of degradation from the pressures of new development. There is therefore a need to identify the Borough’s existing character areas and to provide a reference for guiding contextually responsive development that reinforces local character.

2.0 Urban Conservation Strategy

2.1 The need for a comprehensive study identifying character areas within the Borough was set out in the Council’s Urban Conservation Strategy, as detailed in the Watford District Plan 2000 (adopted 2003). The Urban Conservation Strategy sets out to deliver a package of different documents covering the various heritage assets within the town, including: conservation areas, Statutory Listed Buildings, Locally Listed Buildings and archaeology. The Character of the Area Study provides an overarching resource on urban form for the whole Borough and not just areas or buildings that are designated as heritage assets and referred to in the District Plan and the Urban Conservation Strategy.

2.2 The Watford District Plan 2000 and the related Supplementary Planning Guidance Note 28 (adopted 2003) includes information on Historic Environment Character Zones in Watford. This map based resource provides general information on the historical character zones that exist within the Borough and their archaeological potential. It does not however include information on the character of different areas of the Borough from an urban design perspective and is ultimately an archaeology-focused resource.

2.3 An additional document of note, which forms part of the Urban Conservation Strategy, is the Extensive Urban Survey Project Assessment

Report (2000). Produced by Terry Hunns on behalf of Hertfordshire County Council, the report provides additional commentary on archaeology within the Borough and the wider historical framework behind it.

3.0 Planning Policy Background

3.1 National Policy

3.1.1 Planning Policy Statement 1: Delivering Sustainable Development

makes clear that the Government is committed to protecting and enhancing the quality of the natural and historic environment, and requires a high level of protection for the most valued townscapes. It recognises that the condition of our surroundings has a direct impact on the quality of life and that the conservation and improvement of the natural and built environment brings social and economic benefits for local communities. It advises that development plan policies and planning decisions should be based on up-to-date information on the environmental characteristics of the area.

3.1.2 Planning Policy Statement 3: Housing comments that good design is fundamental to using land efficiently. It further states that local planning authorities should facilitate good design by identifying the distinctive features that define the character of a particular local area.

3.1.3 Planning Policy Statement 5: Planning for the Historic Environment advises that local planning authorities should ensure that they have evidence about the historic environment and heritage assets in their area and that this information is publicly documented. It further states that the level of detail of the evidence should be proportionate and sufficient to inform adequately the plan-making process. At a local level, plans should consider the qualities and local distinctiveness of the historic environment and how these can contribute to the development of the spatial vision in the local development framework core strategy.

3.1.4 Planning Policy Statement 12: Local Spatial Planning states that it is important for local planning authorities to have an understanding of local distinctiveness before wider planning processes can take place. Background

documents are required which provide a robust evidence base for future planning policy documents.

It is likely that these Planning Policy Statements will eventually be replaced by a National Planning Policy Framework.

3.2 Local Policy

3.2.1 The Watford District Plan 2000 includes saved Policies U2 (Design and Layout of Development) and U3 (Integration of Character). These policies state that new development should integrate with the local character of the area and be designed with an understanding of the local characteristics of the surrounding area. Reference is made to the 'Character of the Area Study', which this document now forms.

3.2.2 The Pre-submission version of the Watford Core Strategy (2011) includes Policy UD1 (Delivering High Quality Design). This policy states that new development should respect and enhance the local character of the area in which it is located and that details of the character of the built environment can be found in this Character of the Area Study.

3.2.3 This Character of Area Study also provides part of the evidence base for the Pre-submission version of the Watford Core Strategy. The evidence supports the spatial strategy that has been detailed in the emerging Core Strategy and its approach to a series of Special Policy Areas (SPAs).

4.0 Supplementary Planning Document

It is proposed that this document should have the status of a supplementary planning document, as it provides detail to support policy in higher level Development Plan Documents (District Plan and Core Strategy; see above). A key component of the development of the Local Development Framework, it helps provide a sound evidence base for policies on locating growth opportunity areas and protecting the integrity of existing areas of built form. The Character of Area Study acts as both a driver for identifying the location of key growth opportunity areas and the top layer in a stratified framework of

guidance documents on the built heritage assets within the town. As such, it also exists as a resource to be used by officers in the Development Management Section and by those bringing forward proposals for new development in Watford.

5.0 Residential Design Guides

5.1 The Council adopted a Residential Design Guide in 2008. Volume 1, concerning the building of new homes, contains a section on residential character areas within the Borough. While the document details some general character areas on a map, it does not provide comprehensive coverage of the Borough. The Watford Character of Area Study will therefore build on the work included in the Residential Design Guide and provide a more comprehensive picture of the character of the whole town.

5.2 This Study supersedes the map and related information on the character of areas within Watford that is contained within the Residential Design Guide: Volume 1.

6.0 Key Findings from the Study

6.1 Watford contains a number of distinctive urban character areas, which largely reflects the period in which most buildings were constructed, and this has created various dominant architectural typologies. The major exception to this is the High Street and its environs, where pressure for redevelopment has left the oldest part of the town with a very mixed urban character.

6.2 Although the Borough of Watford is highly urbanised, the density of development in most of the Borough is relatively low – e.g. estates of semi-detached/detached housing. The areas of open space and other green infrastructure are detailed elsewhere in the Watford Open Space Study. Higher density development is largely focused around the town centre and other key transport nodes.

6.3 There are 105 separate character areas identified in the Study. These are grouped into 38 generic types, with information provided in one table for all the localised areas featuring the same general characteristics.

6.4 As part of the Council's Urban Conservation Strategy, those areas with the highest levels of historical and architectural interest have been designated as conservation areas. However, while a significant proportion of the existing development in the Borough does not meet the criteria for conservation area designation, it does nevertheless have a character which is worth protecting. To deliver this level of control over development the Council needs to have a credible evidence base – which this study provides.

6.5 The Study clearly shows that much of the Borough has a strong localised urban character. However, there are a number of areas where the urban grain is much weaker and the character more poorly defined. The Study therefore both supports the spatial strategy and Special Policy Areas (SPAs) approach of the Watford Core Strategy document and also provides the evidence by which redevelopment proposals can be tested for compliance with the Council's wider objectives on protecting local heritage assets (see appendix 1). The SPAs identified in the town centre and at the Dome Roundabout and Health Campus are marked by poorly defined urban character where good quality redevelopment would help to integrate the areas into the wider urban fabric of the town.

7.0 Local Consultation

A draft version of this document was published for public consultation between 28th September – 4th November 2011. Responses received helped to shape this final version.

8.0 Methodology of Study

The Study aims to identify, analyse and describe in a systematic and objective way those elements, or combination of elements, that help to form the character of a place. The criteria chosen have been adapted from best practice provided by a number of key urban design publications including:

1. *By Design - Urban Design in the Planning System: Towards Better Practice*, Department for the Environment, Transport and the Regions (2001).
2. *By Design - Better Places to Live: A Companion Guide to PPG3*, Department for Transport, Local Government and the Regions (2001).
3. *Urban Design Compendium: Volume 1*, English Partnerships & The Housing Corporation (2000).
4. *Urban Design Compendium: Volume 2*, English Partnerships & The Housing Corporation (2007).
5. *Manual for Streets*, Department for Communities and Local Government & Department for Transport (2007).
6. *Manual for Streets 2: Wider Applications of the Principles*, Chartered Institution of Highways & Transportation (2010).

9.0 Structure of Study

A map follows on page 9 which details the breakdown of different character areas across the Borough, as well as green spaces. The Study then provides detail on the characteristics of generic character area types, before providing further detail on each individual character area in the Borough.

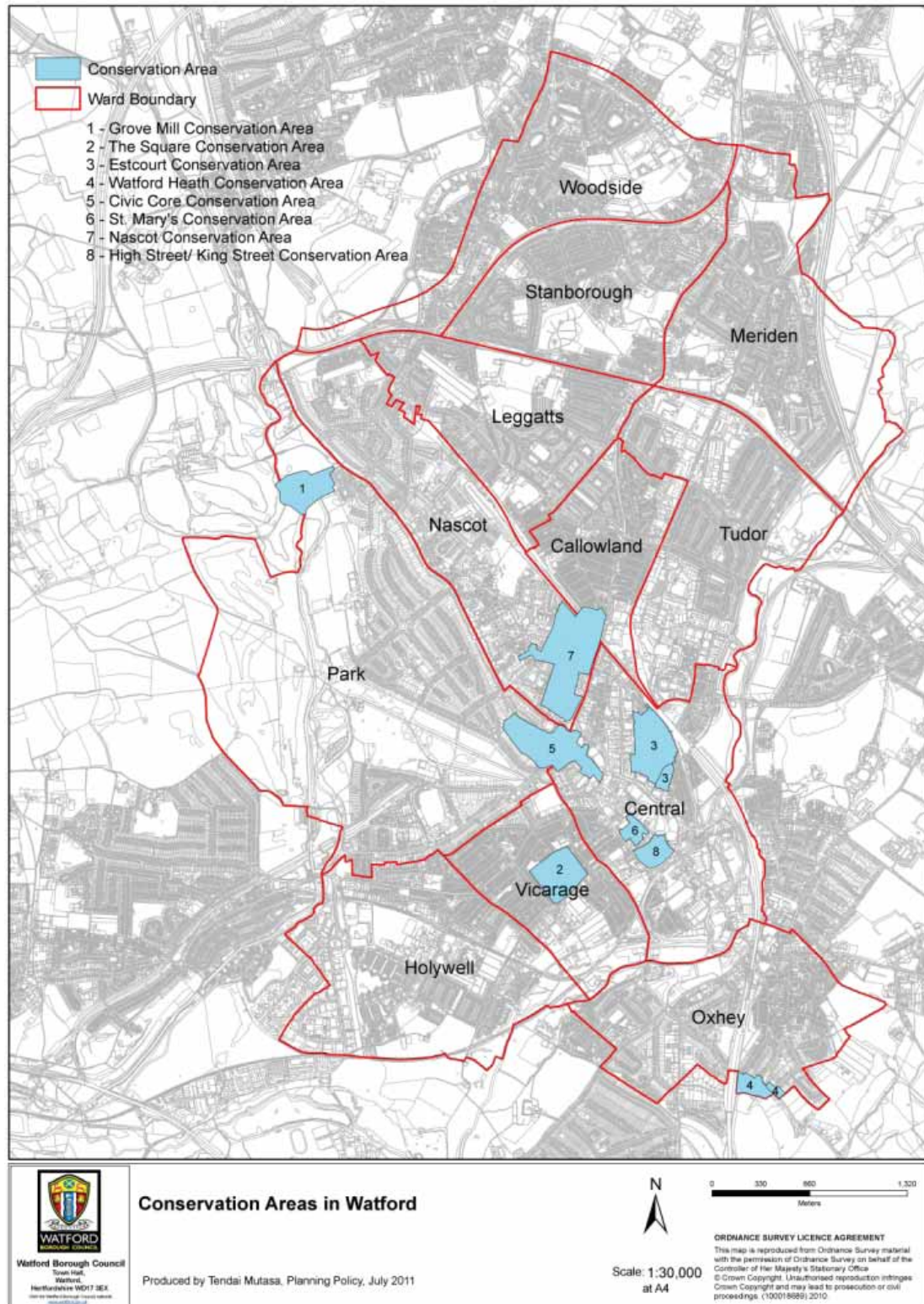
10.0 Watford Open Space Study

This Character of the Area Study is concerned with urban character within the Borough. A separate study was published by Watford Borough Council in 2010 on open spaces within the Borough. Those areas identified on the map contained on page 9 as 'green areas' are analysed in further detail within the separate Open Space Study. Although there are some buildings located within these green areas, such as sports pavilions and clubhouses, the overriding character of these areas is not urban.

11.0 Conservation Areas

Additional spatial analysis of development contained within the Borough's nine conservation areas is provided in the relevant conservation area character appraisals. The areas in question are detailed in the map below and the documents can be downloaded from:

www.watford.gov.uk/conservationareas



12.0 Nationally and locally listed buildings

Additional information on all the locally and nationally listed buildings in the Borough is contained in dedicated documents. These can be downloaded from: www.watford.gov.uk/listedbuildings

13.0 Archaeology

Information on archaeology in Watford is contained within the document: Hunns (2000) 'Watford: Extensive Urban Survey Project Assessment Report' and the County Council's Historic Environment Record (HER) www.heritagegateway.org.uk. Further coverage will be provided in a forthcoming document.

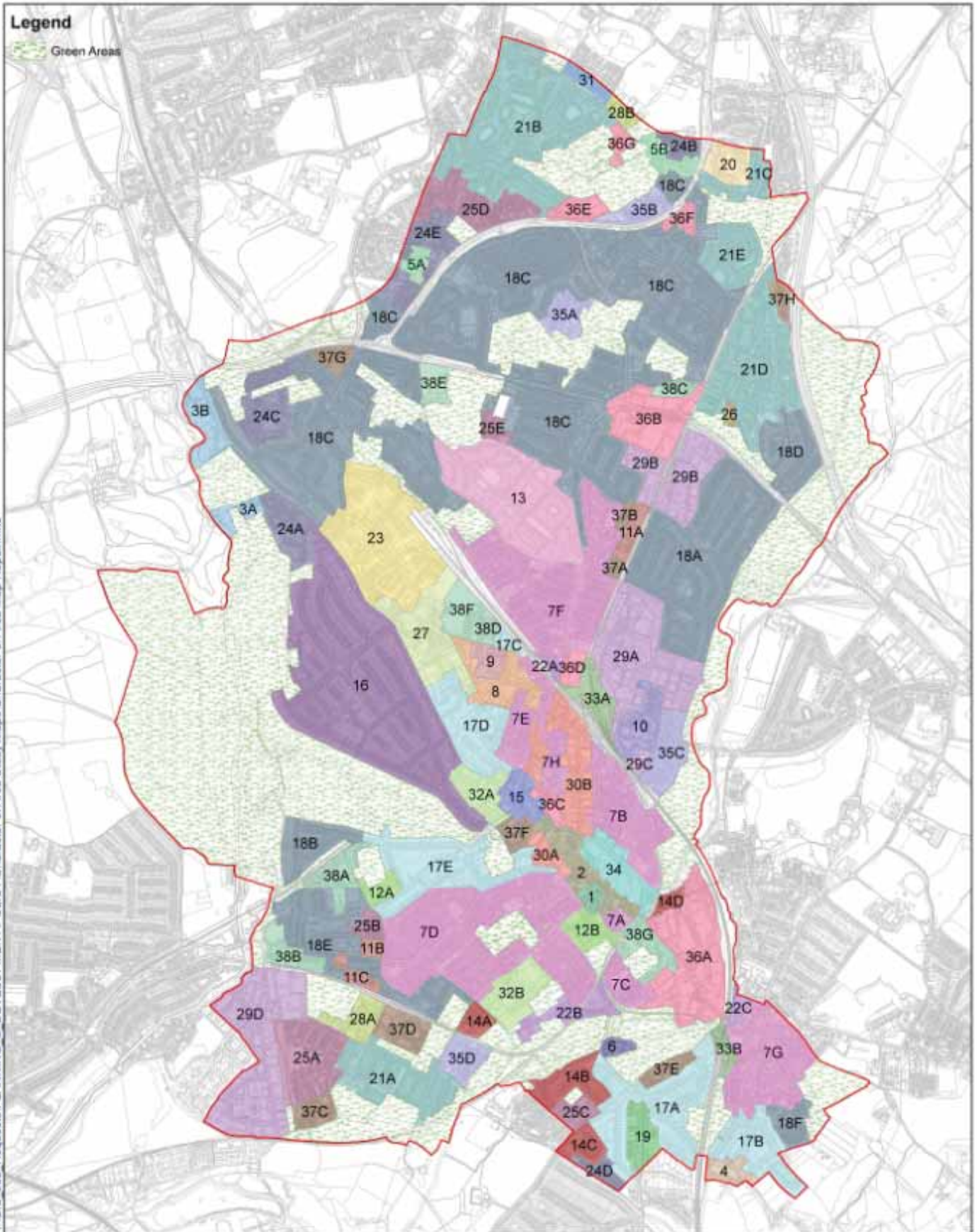
14.0 Acknowledgments

The significant amount of work contributed by staff from BEAMS (Built Environment Advisory and Management Service) and volunteers from Watford Museum on this document is gratefully acknowledged.

Legend

 Green Areas

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Character of Area Study

Produced by Tendi Mulasa Corporate GIS, April 2011



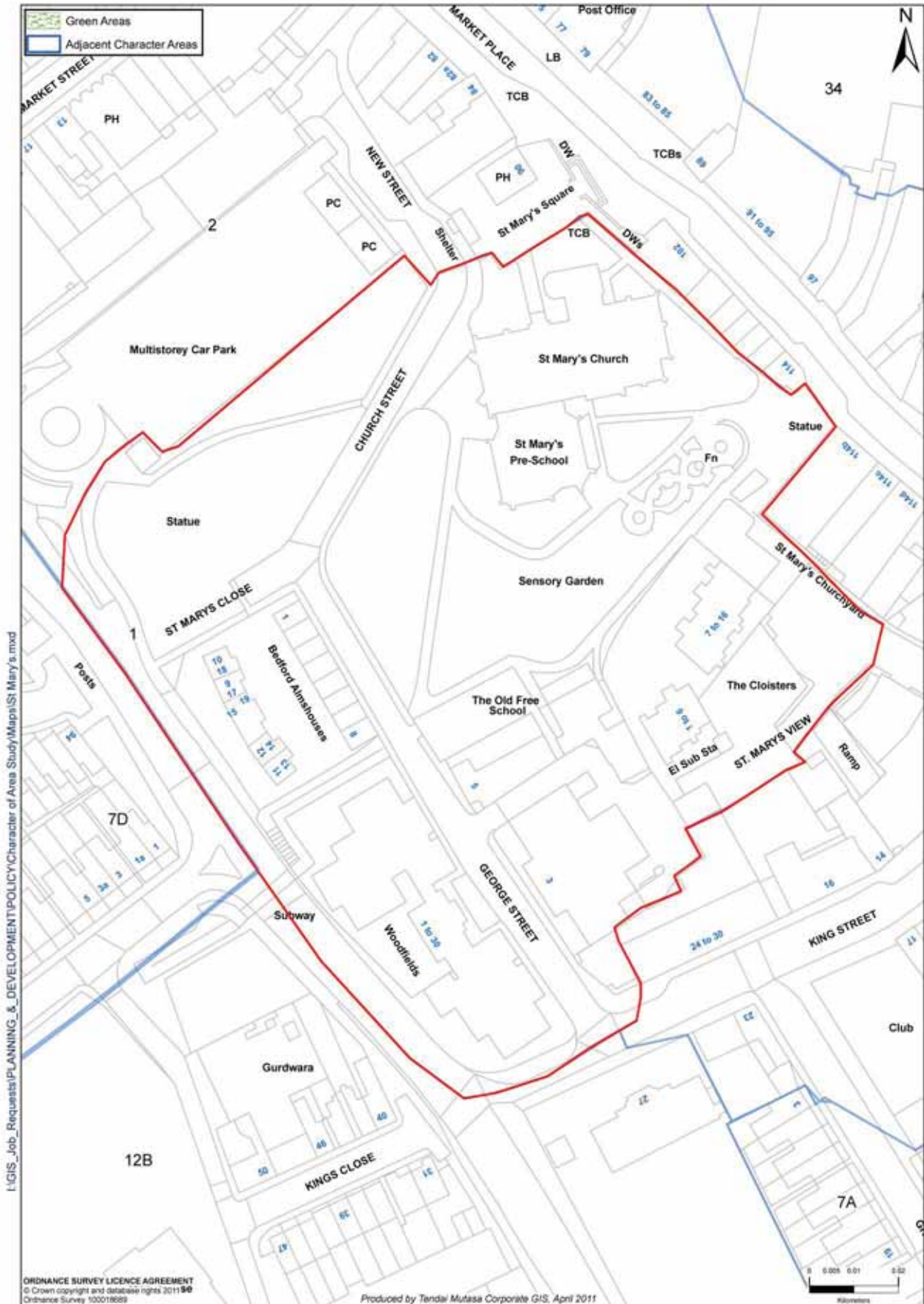
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Character Type 1

Period	Buildings of various ages from 14 th century to 20th century.
Heights	Generally two storeys
Urban grain	Mixed. Relatively tight to south-west, while loose to north-east of area.
Block size / structure	Irregular block structure, with varied sizes.
Plot sizes	Highly varied.
Streetscene	Moderate sense of enclosure due to loose structure of built form and the size of landscaped spaces. High proportion of tombs, graves and street furniture. Few active frontages.
Building lines	Varied building lines, with some buildings fronting directly onto the streets and others setback.
Front boundaries	1-2m high brick walls, metal railings or hedges.
Roof forms	Generally pitched/hipped roof forms.
Windows	Generally timber framed, but with a wide variety of types on the older buildings.
Materials	Variety of different materials. Predominantly flint and stone, brick or render. Detailing provided by stone and brick. Buildings generally have clay roof tiling.
Car parking	Some limited on-street parking along George Street/ Church Street, with a taxi rank along New Street. A poorly landscaped car parking area to the rear of St Mary's View and off George Street.
Landscaping	Green space forms a substantial proportion of the area – consisting of parkland, graveyard or sensory gardens. A well treed landscape; there are a large number of mature trees as well as lower level soft landscaping.

Character Area 1



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Area 1 Summary

This area is dominated by St Mary's Church and the surrounding green space and graveyard. This area was one of the earliest parts of the town to be developed and the Church is Watford's oldest building. St Mary's Church and the Bedford Almshouses are the two principal surviving medieval buildings in the town and although a large proportion of the buildings in this area are relatively modern, the area retains its historic character. This is due to the scale of the historic spaces, such as the church graveyard, and the larger historic buildings, such as the church. The modern buildings are also of a scale and range of materials that are largely sympathetic to the older structures. Although this character area is located firmly within the town centre, the density and structure of development give it a divergent character from the adjacent High Street. It has a mixed use character, but, without major traffic movements and only modest pedestrian footfall, the area is less congested and has a more peaceful character than the adjacent High Street. The preponderance of green spaces, such as the sensory garden, obviously contributes to this environment. With large spaces that are not built on and without the more rigid street patterns exhibited elsewhere in the town, this area has a weaker urban grain and represents a somewhat irregular pattern of development. St Mary's Church is a landmark building, which aids legibility in the area.

Other Features

- Exchange Road (A411) runs past the western side of the area. Part of the inner-urban ring road, there are only three carriageways along this section. Nevertheless, the road and its associated underpasses do dominate its surroundings and provide a vehicular dominant environment.

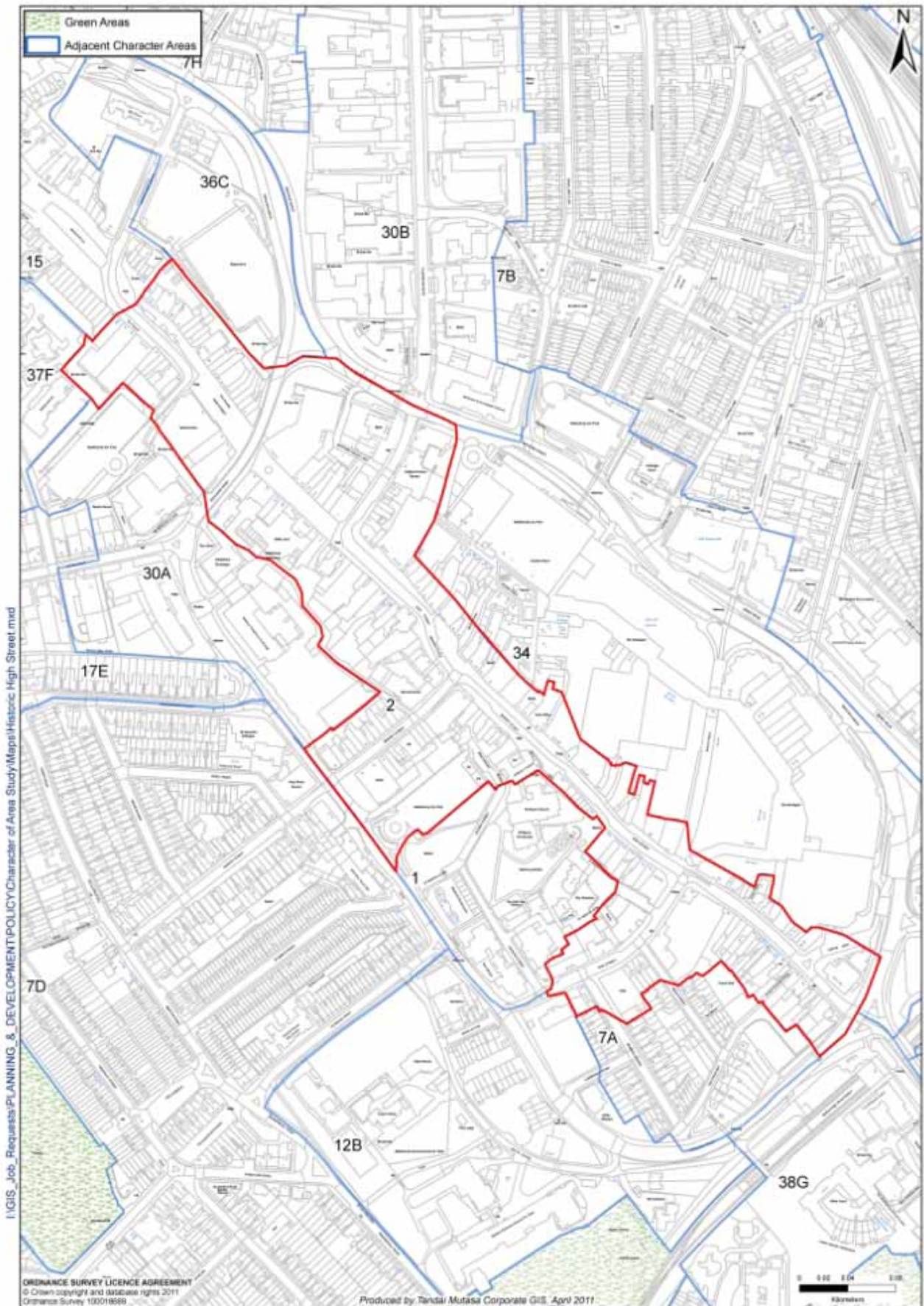


View towards St Mary's Church (left) View towards George Street (right)

Character Type 2

Period	Buildings of various ages from 16 th century to 21 st century. Majority of buildings date from 19 th century to early 20 th century.
Heights	Two or three storeys.
Urban grain	Tight urban grain.
Block size / structure	Well established linear structure. Block sizes vary depending on the varied relationships between rear of blocks and adjacent development.
Plot sizes	Highly varied.
Streetscene	Urban streetscene with commercial character. Strong sense of enclosure with high proportion of street furniture and active frontages. Width of streets and the allocation of space varies. Market Place public realm is wider, while some other areas are pedestrianised.
Building lines	Buildings front directly onto the streets.
Front boundaries	Buildings front directly onto the streets.
Roof forms	Vary between pitched/hipped roof forms of older buildings and generally flat roofs of modern buildings.
Windows	Large glazing to shopfronts, with wide variety of different types of fenestration to upper storeys.
Materials	Wide variety of different materials. Predominantly brick or render to street elevations. Detailing provided by stone, concrete, brick and terracotta. Older buildings have clay or slate roof tiling, but modern buildings have wide variety of different roofing materials.
Car parking	Streets have restricted vehicular access, with some sections that are pedestrianised. Some limited on-street car parking.
Landscaping	Very limited soft landscaping, with some street trees. Areas of hard landscaping in sections of street with stricter traffic restrictions.

Character Area 2



Area 2 Summary

At the heart of the town centre, this character area is dominated by the best preserved part of the historic High Street. It contains the space that was originally used for Watford's first market and a large proportion of the footprint of the medieval town. As the established centre of the town, the character is overwhelmingly commercial, with some limited residential uses in upper storeys. Building heights and street widths are fairly consistent, but in most other respects the character is dictated by variety – in terms of architectural styles, materials, floorscape treatment and the age of buildings. The historic character of the area comes across in the style of many of the buildings, but also in the highly varied plot sizes and relationships, as well as the relatively modest scale of the buildings – when compared to adjacent development such as the two substantial shopping centres. Well structured in terms of the tight relationship between building frontages and street form, the character area also includes a number of commercially dominated side streets that lead off the High Street to the east and west. Largely car free, the high levels of pedestrian footfall combine with significant cycle use and bus activity to give the area a dynamic character.

Other Features

- Exchange Road Flyover and the looser grain of development on the western side of Clarendon Road, next to the junction with Beechen Grove. Buildings are set back, while the area is dominated more by road carriageways and car parking.
- Church Street multi-storey car park and Exchange Road sections of inner ring road. Boundary features of a disparate scale to the majority of the character area.

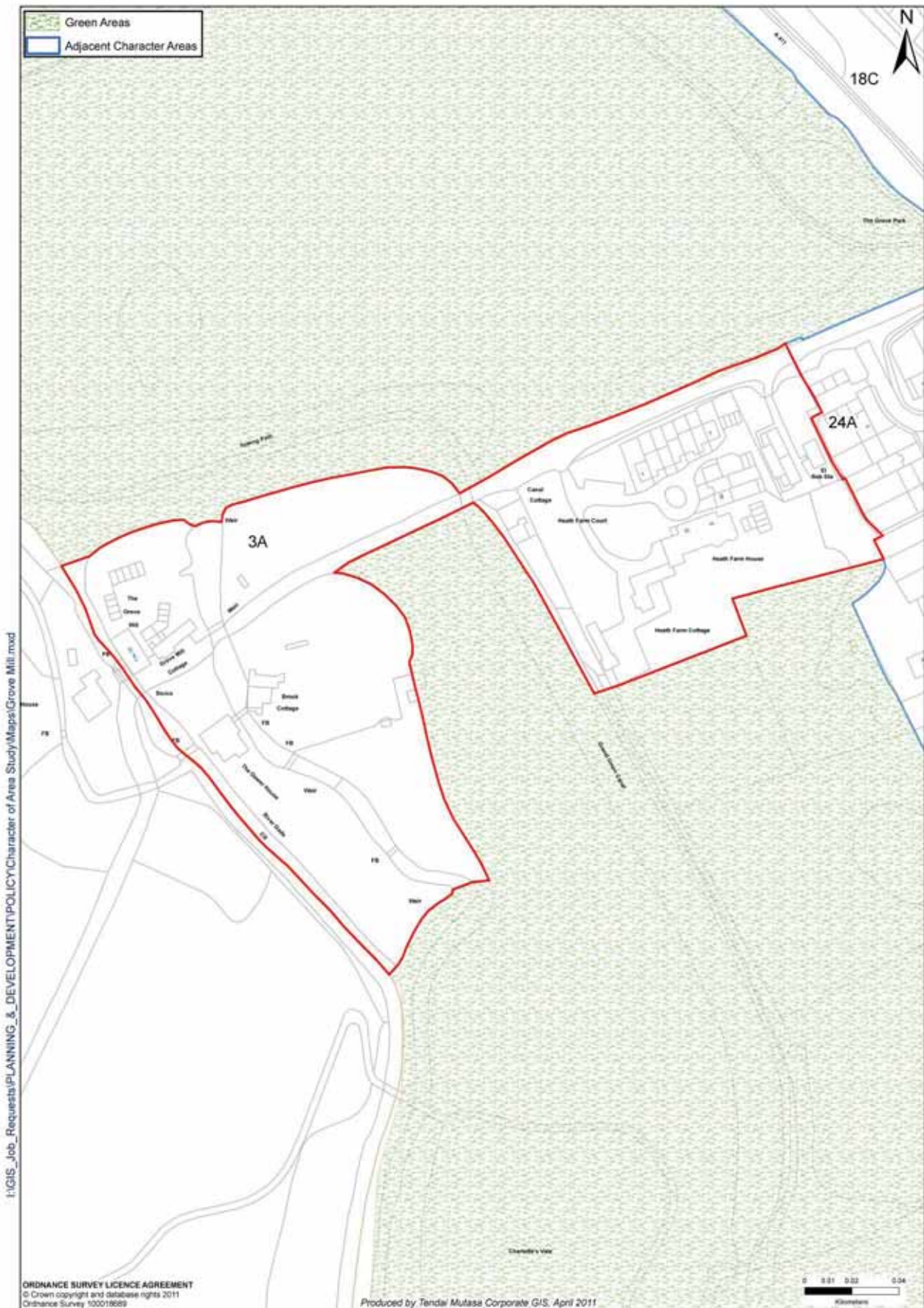


Market Street (left) and High Street (right)

Character Type 3

Period	Buildings of various ages from 17 th century to 20 th century.
Heights	Generally one - two storeys
Urban grain	Loose urban grain.
Block size / structure	Irregular block structure, with varied sizes.
Plot sizes	Highly varied.
Streetscene	Rural streetscene with informal relationships. Very limited sense of enclosure due to loose structure of buildings and limited scale of development. Few active frontages and limited street furniture or street trees. Varied street widths.
Building lines	Varied building lines, with some buildings fronting directly onto the streets, while majority are setback.
Front boundaries	Marked by a variety of different treatments. Some are open, while others have brick / stone walls, modern timber / metal fencing or hedges.
Roof forms	Generally pitched/hipped roof forms.
Windows	Generally timber framed, but with a wide variety of types on the older buildings.
Materials	Variety of different materials. Predominantly brick or render, with some weatherboarding. Detailing provided by stone and brick. Buildings generally have clay roof tiling.
Car parking	Limited on-street parking, with most informal parking provided on private plots. Surface level car parks with limited landscaping close to junction between Russells Nursery and Hempstead Road
Landscaping	A well treed landscape; the areas are dominated by mature trees around the buildings. Large private gardens, riparian features and adjacent countryside are very significant.

Character Area 3 A



Area 3A Summary

This residential character area is located in the north-west of the Borough, at the boundary with Three Rivers. It is bordered to the north and south by countryside, while the eastern boundary is marked by the transition to a 1960s housing estate. While the majority of the buildings in the area date from the nineteenth century, development in this area first occurred much earlier. A mill was recorded at the Grove in 1294-95, while two mills under one roof were recorded here in 1631-32. In addition, two of the surviving buildings in the area have elements dating back to the seventeenth century. Relatively substantial residential additions were made to the mill and former farm house sites in the later twentieth century. Although the area has historically housed working structures, such as the mill and a farm, properties are now solely used for residential land uses. Within Watford the development is very low density, with the character of the area dominated by the landscape features – such as water courses and mature trees. As a rural character area, the urban form is loosely structured along Grove Mill Lane. The road has a low level status and levels of pedestrian activity within the area are low. However, there are relatively high volumes of vehicular traffic through the area – largely relating to The Grove.

Other Features

- Electricity Sub Station on Grove Mill Lane. Group of 1960s single storey brick buildings around courtyard and enclosed with perimeter fence.



Grove Mill Lane (left) Heath Farm Court (right)

Character Area 3 B



Area 3B Summary

This mixed use character area is located in the north-west of the Borough, at the boundary with Three Rivers. It is bordered to the west and south by countryside, with the M25 to the north, while the eastern boundary is marked by the transition to a 1950s housing estate. Development in this area has occurred in a piecemeal fashion for several centuries. Although it is unclear when the first buildings were constructed in the area, a number were extant by the mid-eighteenth century. A major development came in the 1790s, when the Grand Union Canal was extended through the area. Until 1805, barges were prohibited from carrying coal further south than this point, which resulted in the construction of wharves for offloading. From 1805 until 1890 coal could be carried south, but coal tax was payable here to a resident tax collector. A number of related buildings were constructed during this period around the wharves. Further north, various other structures were constructed for agricultural/horticultural activities – such as a nursery and piggery. In the later twentieth century the existing groups of buildings were joined by a number of larger footprint structures, including the complex of buildings at the Grove Pumping Station during the 1960s, the Church Of Jesus Christ Of Latter Day Saints in the 1980s and a garden centre development in the 1990s. Within Watford the development is very low density, with the character of the area dominated by landscape features – such as water courses and mature trees. As an area that has developed gradually, rather than one that has been conspicuously planned, the architectural typology and range of land uses is highly varied – with an urban form that is highly disparate. Hempstead Road, which runs down the eastern side of the area, is a primary route into the town and is heavily trafficked. The other roads in the area have a low level status and levels of pedestrian/vehicular activity within the area are generally low.

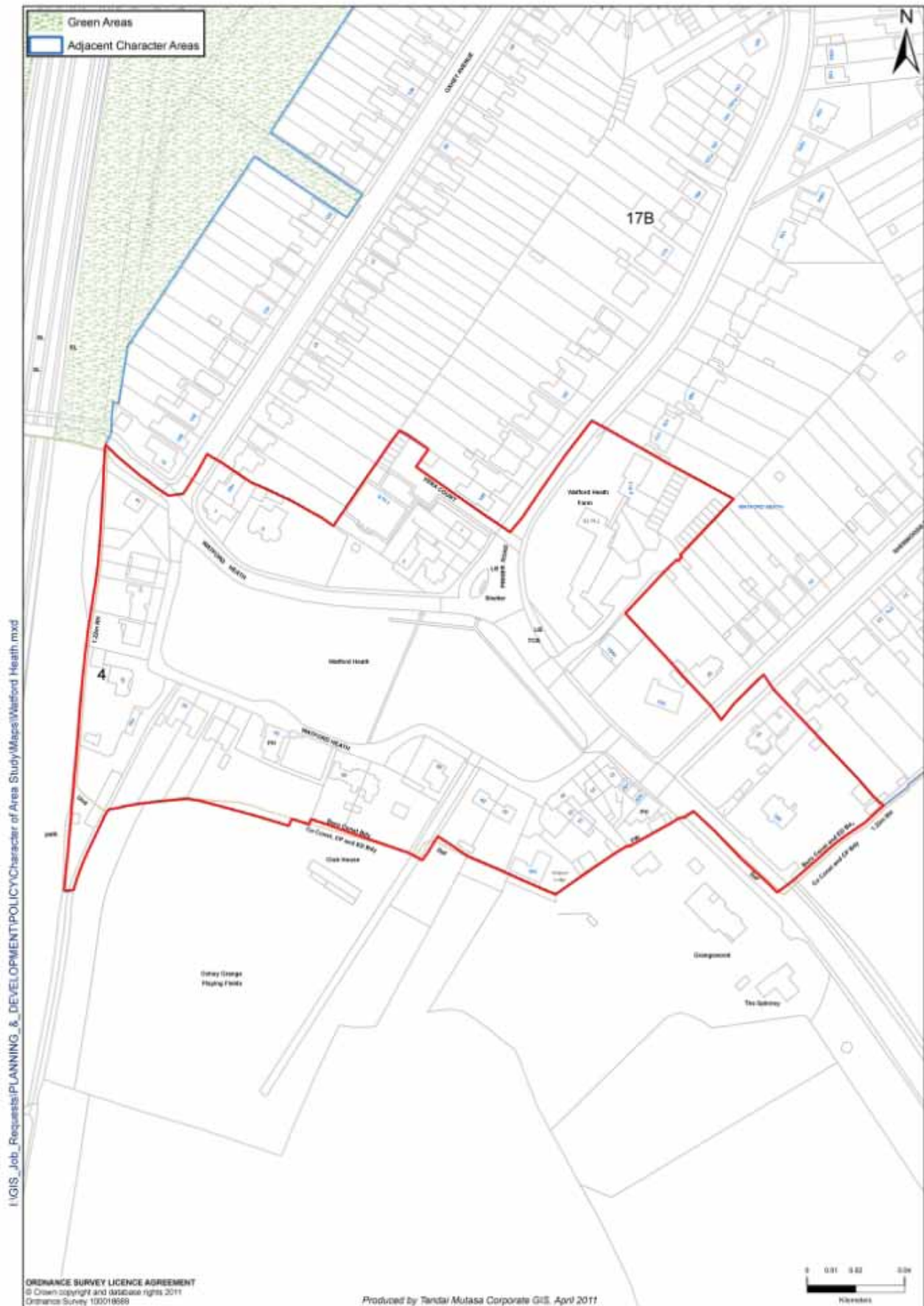


The Cottages (left) Grove Wharf House (right)

Character Type 4

Period	Buildings of various ages from 18 th century to 21 st century.
Heights	Two storeys.
Urban grain	Intermediate form.
Block size / structure	Irregular block structure around central green space.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Semi-rural streetscene dominated by tree lined heath to centre and rural fringe to south and east. Moderate sense of enclosure due to varied structure of buildings around large central space. Varied street widths.
Building lines	Varied building lines, with some properties directly facing onto pavements. More substantial set back for properties on northern side of area.
Front boundaries	Where properties are set back, the front boundaries are largely marked by native deciduous hedges or low brick walls.
Roof forms	Generally pitched or hipped roof forms.
Windows	Mixture of timber sliding sash or casement types, with some plastic framed replacements.
Materials	Buildings are generally of brick. Detailing provided by stone, brick, render or timber. Generally clay roof tiling or slates.
Car parking	Generally accommodated in front gardens. Some garages and on-street parking.
Landscaping	Line of mature trees around the Heath. Majority of properties have front and rear gardens, but sizes vary. Some hedges and larger trees to rear of properties.

Character Area 4



Area 4 Summary

This residential character area is located in the south-east corner of the Borough, at the border with Three Rivers. It is bordered to the west by the railway cutting for the West Coast Mainline and to the south and east by open space and countryside, while the northern boundary is marked by the transition to inter-war housing. Although it is unclear when development first occurred around Watford Heath it is likely that a number of buildings had been constructed around the Heath by the Early Modern Period. Map evidence shows that some limited development had occurred by the eighteenth century, while the oldest buildings currently extant are likely to date from that century. As part of the Oxhey Grange Estate, a number of properties were constructed or rebuilt during the nineteenth century, including the two public houses and a small school – which was subsequently converted to residential use. During the 1910 – 1920s a second phase of construction and redevelopment occurred with ten detached or semi-detached properties built in the area. The character area was developed in a somewhat piecemeal fashion and displays a wide range of architectural styles as a result. The varied sizes of plots and properties, as well as the Watford Heath itself, help give the area its semi-rural character. This factor is further emphasised by the rural aspect to the south and east. A relatively low density form of development, the area has a fairly loose urban grain. Pinner Road (A4008), which runs through the eastern side of the area, is a primary route into the town and has significant levels of traffic at peak times. The other roads in the area have a low level status and levels of pedestrian/vehicular activity within the area are generally low.

Other Features

- Group of three storey 1960s flats and block of three storey 1980s flats on northern side of the area, with associated rows of garages and poorly defined communal spaces.



Watford Heath (left) and (right)

Character Type 5

Period	Buildings of various ages from 18 th century to 20 th century.
Heights	Two storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Structure of narrow ribbon type development.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Predominantly suburban streetscene dominated by mature trees between buildings and the carriageways. Moderate sense of enclosure due to varied structure of buildings along streets.
Building lines	Varied building lines, with some properties directly facing onto pavements. Most buildings have front gardens of varying sizes.
Front boundaries	Where properties are set back, the front boundaries are largely marked by native deciduous hedges or low brick / stone walls.
Roof forms	Generally pitched or hipped roof forms.
Windows	Mixture of timber sliding sash or casement types, with some plastic framed replacements.
Materials	Buildings are generally of brick. Church is of flint and stone. Detailing provided by stone, brick, render or timber. Generally clay roof tiling or slates.
Car parking	Generally accommodated in front gardens. Some individual garages.
Landscaping	Mature trees in gardens and churchyard. Majority of properties have front and rear gardens, but sizes vary. Hedges and larger trees at boundary with open spaces.

Character Area 5 A



Area 5A Summary

This residential character area is located in the northern part of the Borough, between the North Orbital Road (A405) and the border with Three Rivers. It is bordered by planned estates of residential development from the later twentieth century. The character area contains most of the surviving structures which made up the former village of Leavesden. By the eighteenth century a number of properties had been constructed along the High Road, including the surviving Manor House at numbers 79-81, which dates to circa 1700. By the nineteenth century, the settlement at Leavesden included a Baptist Chapel, school, post office and the Hare Public House. In the later nineteenth and early twentieth centuries further piecemeal development occurred on the southern side of the High Road, between the junctions of Leveret Close and Redheath Close. However, as Watford expanded northwards during the mid to late twentieth century, the existing village was subsumed within the newly constructed suburban housing estates and the majority of the existing buildings were demolished and replaced with new houses. This character area was developed in a somewhat piecemeal fashion and displays a wide range of architectural styles as a result. The development is linear, with the fronts of all the buildings orientated onto the High Road. Although there is variety in terms of architecture and the distances properties are set back from the road, there is consistency in terms of building heights and urban grain. The High Road has moderate levels of pedestrian/vehicular activity and has a more intimate scale than elsewhere within this part of the Borough due to the relatively narrow street form and the high proportion of mature trees in the streetscene.

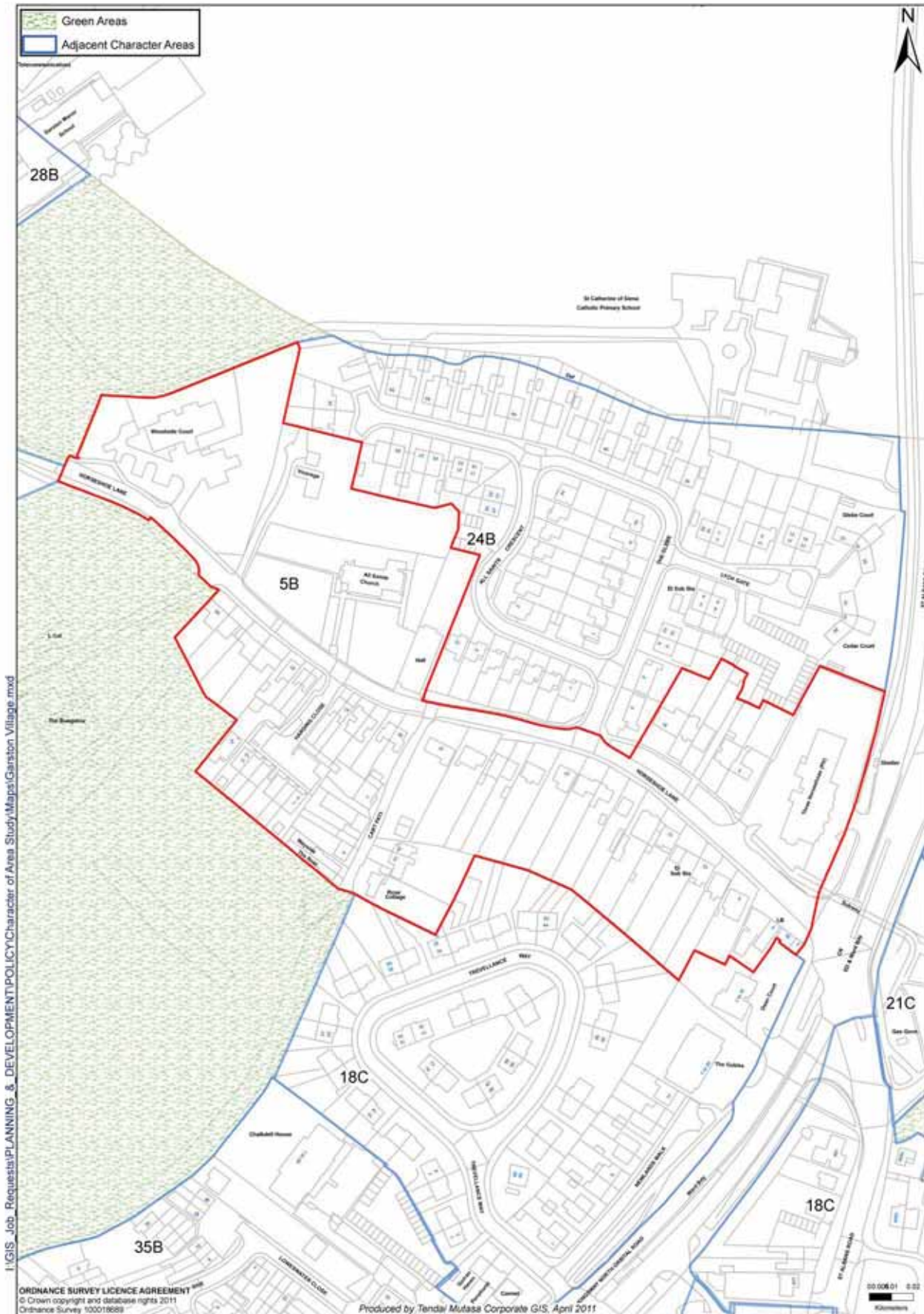
Other Features

- A three storey block of flats from the 1980s with car park and block of garages on the site of the former Leavesden Hall.



High Road (left) and (right)

Character Area 5 B



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Area 5B Summary

This residential character area is located in the northern part of the Borough, between the North Orbital Road (A405) and the border with Three Rivers. It is bordered by the Woodside Playing Fields to the south-west, the grounds of Garston Manor School to the north-west, planned estates of residential development from the interwar period to the south-east and the 1960s to the north-east. The character area contains most of the surviving structures which made up the former village of Garston. During the 1850s, a number of properties were constructed around the junction between Horseshoe Lane and Cart Path, including the Church of All Saints, which dates from 1853. By the end of the nineteenth century, the settlement at Garston included the Church, an infant school, post office and the Three Horseshoes Public House. In the later nineteenth and early twentieth centuries further piecemeal development occurred on Horseshoe Lane and Cart Path. However, as Watford expanded northwards during the mid to late twentieth century, the existing settlement was partially subsumed within the newly constructed suburban housing estates. During this period various buildings, such as the vicarage and public house, were rebuilt. This character area was developed in a somewhat piecemeal fashion and displays a wide range of architectural styles as a result. The well treed streetscape and churchyard contribute significantly to the character of the area, while the combination of Victorian buildings, mature trees, stone walls and a lynch gate help give the area its village like character. Horseshoe Lane has moderate levels of pedestrian/vehicular activity and has a more intimate scale within this part of the Borough due to the relatively narrow street form and the high proportion of mature trees in the streetscene.

Other Features

- Woodside Court. A two storey block of sheltered houses from the 1980s with car park.
- Surface level car park around the Three Horseshoes Public House.

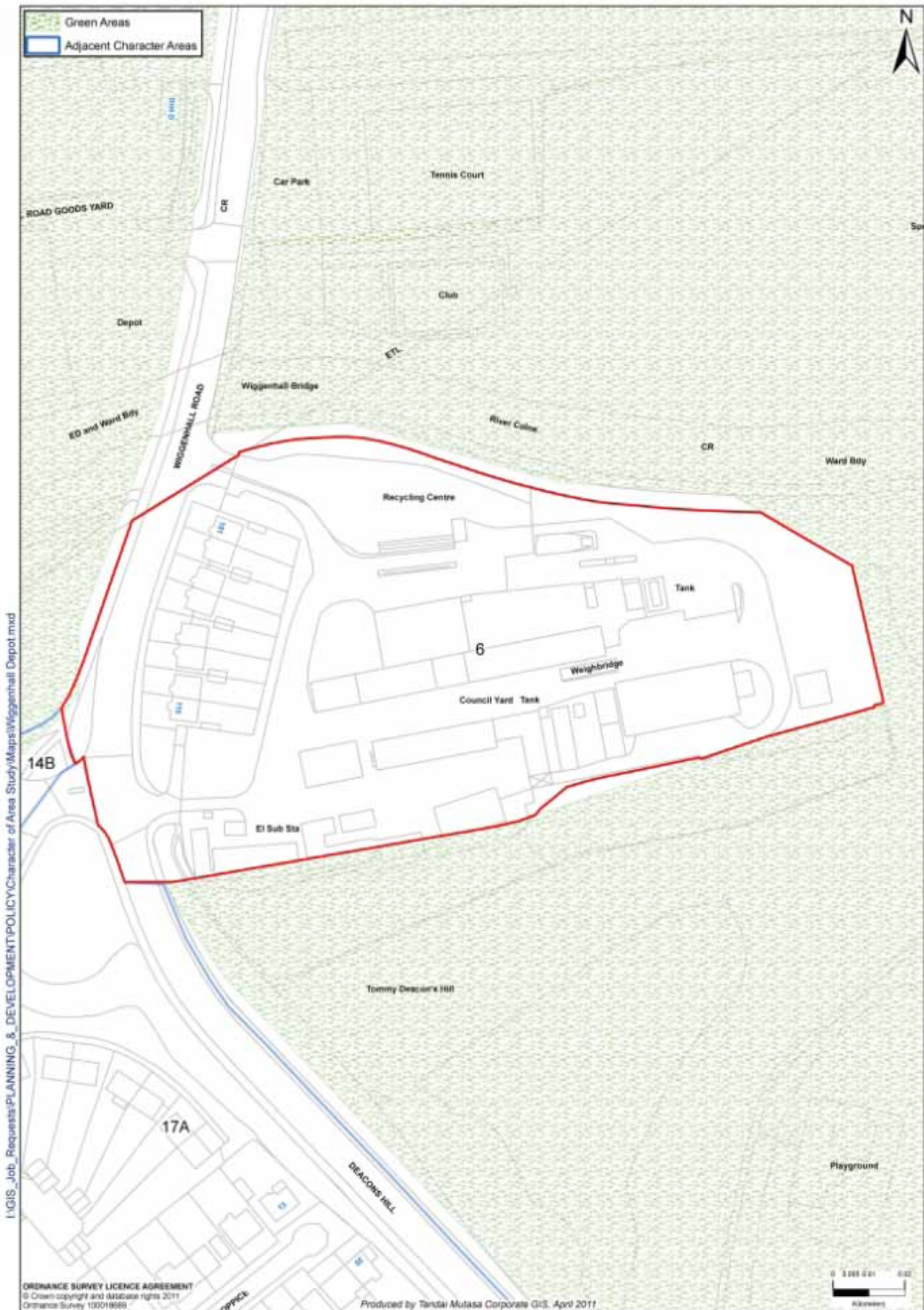


Horseshoe Lane (left) Cart Path (right)

Character Type 6

Period	Buildings of various ages from early 19 th century to 20 th century.
Heights	One – two storeys.
Urban grain	Relatively loose urban grain.
Block size / structure	Irregular block structure.
Plot sizes	Varied.
Streetscene	Suburban streetscene where the houses are located. Moderate sense of enclosure elsewhere due to loose structure of buildings and the size of hard landscaped areas.
Building lines	Other than the houses, all the buildings are setback from the road around courtyards.
Front boundaries	Limited. Some low brick walls to front of houses.
Roof forms	Generally pitched roof forms.
Windows	Generally timber or metal framed, but with a wide variety of types.
Materials	Buildings are generally of brick. Detailing provided by stone, brick or timber. Generally clay roof tiling or corrugated iron.
Car parking	Various small surface level areas of car parking, which are poorly landscaped.
Landscaping	Tree belts and landscaped riparian corridor on three boundaries. Very limited internal landscaping.

Character Area 6



Area 6 Summary

This mixed use character area is located in the south-east of the Borough, to the south of the River Colne. It is bordered to the east, west and south by public open space. Although it is unclear when development first occurred on the 'Wiggenhall' site, sources suggest that there is a significant historical narrative to the name itself. In the eighth century 'Wiggen Hall' was bestowed on the Abbey of St Albans by Offa, King of the Mercians, while a 'Wythgenhalle' is referenced in the Charter of Oxhey in 1007. Map evidence shows that the site had been developed by the eighteenth century, while the oldest buildings currently extant are likely to date from the early nineteenth century. The unusual layout of buildings reflects the site's former occupation by a large house with various outbuildings, such as stables. The house was demolished in 1950, but the majority of the outbuildings survived in use as a council depot - with further structures added during the later twentieth century. As a result of its historical development, this character area is unique within the town – lacking the scale and more conspicuously planned structure of other employment areas. A relatively low density form of development, the area has a loose urban grain and is fairly open, with the surrounding green space and riparian landscaping giving it an outer urban character. Wiggenhall Road (A4178), which runs down the western side of the area, has significant traffic volumes. The other access routes in the area have a low level status and levels of pedestrian/vehicular activity within the area are low.

Other Features

- Row of four semi-detached houses on the eastern side of Wiggenhall Road, which date from the 1950s.

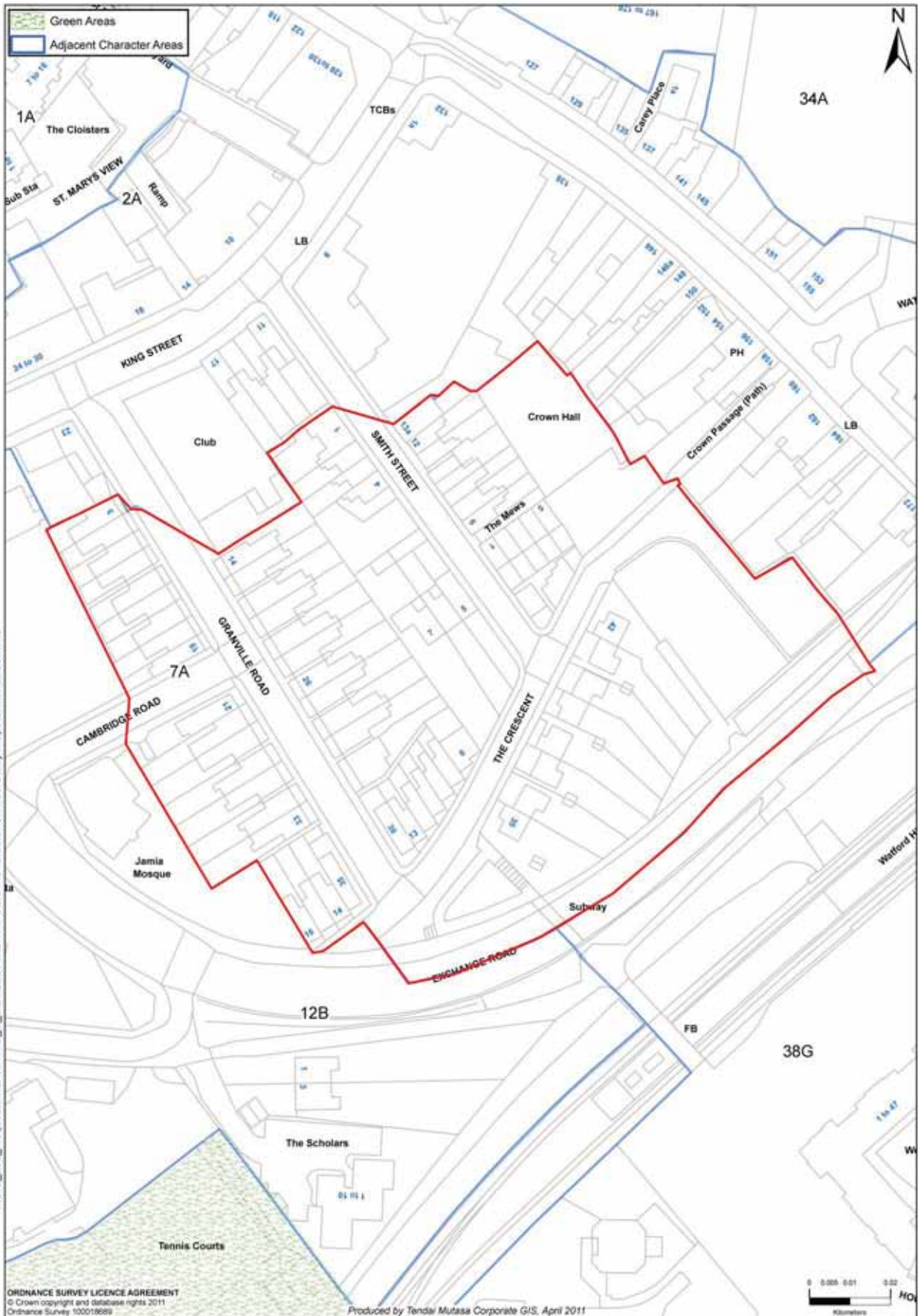


Wigenhall Depot (left) and (right)

Character Type 7

Period	Late 19 th to early 20 th Century.
Heights	Predominantly two storeys.
Urban grain	Tight urban grain.
Block size / structure	Grid street pattern. Blocks typically long and thin c.300m x 75m.
Plot sizes	Typically 4-5m x 25m. 1m gap between terraces or unbroken terrace along length of street.
Streetscene	Urban streetscene. Strong sense of enclosure. Some street trees. Some boundary hedges and walls. Carriageway width typically 7m, with 2.5m widths for pavements.
Building lines	Strong and consistent building lines. Buildings are set at back of pavement or behind small front gardens. Outriggers typical to rear.
Front boundaries	0.5 - 1m high walls or low hedges. Some have been replaced with fencing or open frontages.
Roof forms	Generally pitched roofs with brick chimneys.
Windows	Vertical proportions typical of the period. Timber framed sliding sash windows are common. Bay windows at ground floor or full height are common on later properties.
Materials	Typically yellow stock or red brick. Pebbledash, render, and painted brick are later introductions on some properties. Some decorative terracotta detailing. Clay tiles or slate roofs.
Car parking	On-street parking. Some garage blocks have been introduced to areas later.
Landscaping	Some small front gardens of 0 - 3m depth with limited planting. Rear gardens generally of 15m - 20m depth. Limited incidental landscaping within streetscene.

Character Area 7 A



Area 7A Summary

This residential character area is located immediately adjacent to the commercial centre of the town. Despite being surrounded by busy commercial streets to the north and east, as well as the inner urban ring road to the south and west, the area has a more intimate scale with low levels of pedestrian / vehicular movements. In the late eighteenth century much of this area was developed from farmland to become the gardens of Watford Place (character area 12A). Terraces of houses then gradually spread over the area between the 1850s and the 1920s. Some limited infill development has occurred since, of a similar scale and form. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used is fairly consistent. The area has a tight urban grain but still remains relatively permeable for pedestrian movements.

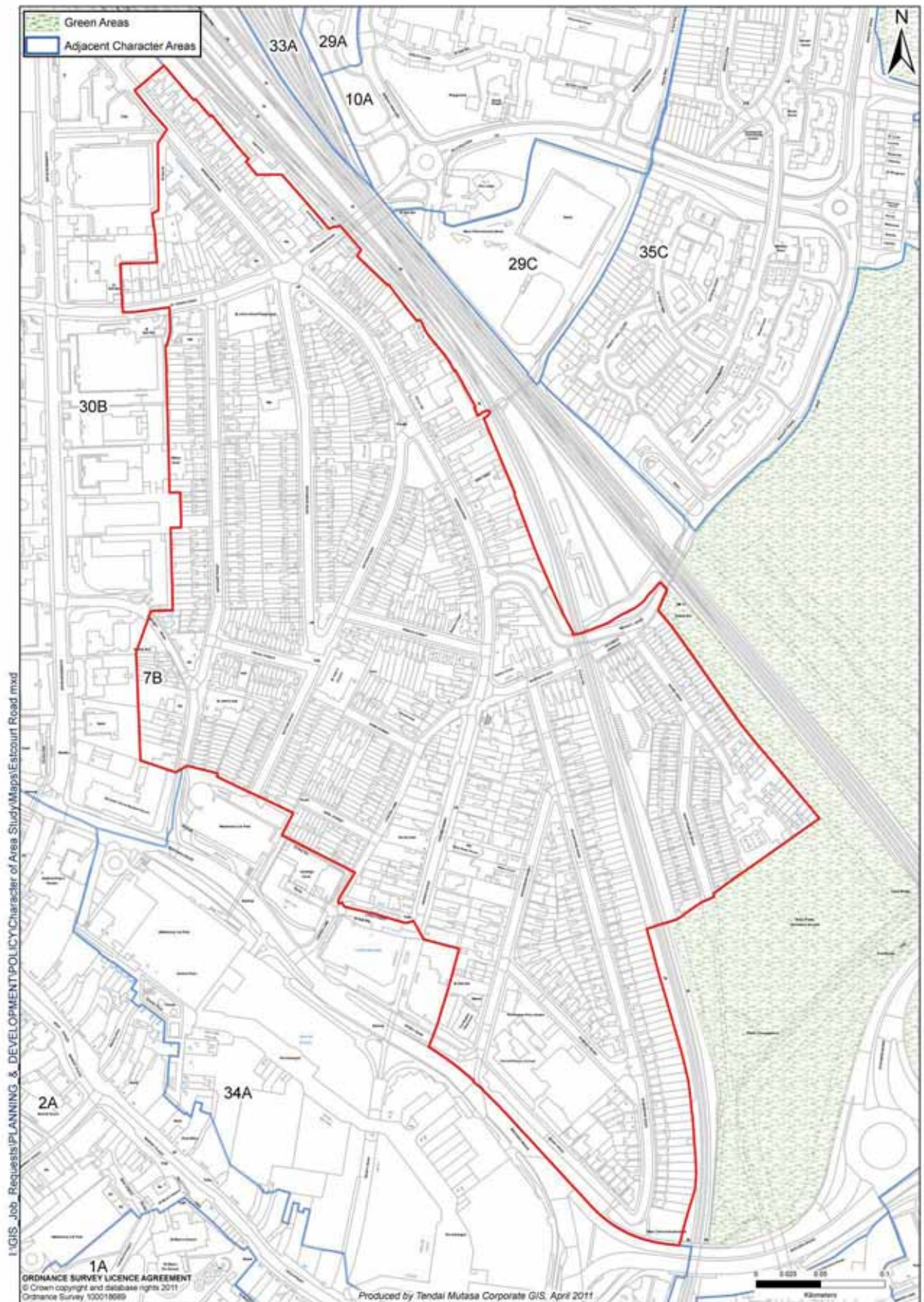
Other Features

- Exchange Road (A411) runs past the southern side of the area. Part of the inner-urban ring road, there are only three carriageways along this section. Nevertheless, the road and its associated underpasses and landscaping do dominate its surroundings and provides a vehicular dominant environment.
- Numbers 35 – 42 The Crescent date from 1926 and are semi-detached, with every other property exhibiting a projecting full height gable to front. Are otherwise similar to other properties elsewhere.
- The surface level car park and warehouse building at the eastern end of The Crescent are located on land that was previously occupied by terraced Victorian housing.



Smith Street (left) The Crescent (right)

Character Area 7 B



Area 7B Summary

This mixed use character area is located between the commercial centre of the town and Watford Junction Station. Despite being adjacent to a variety of busy roads/railway lines and employment/commercial areas, the area has a more intimate scale with relatively low levels of pedestrian / vehicular movements. This area was rapidly developed from farmland during the latter half of the nineteenth century. Other than the curved route of Loates Lane, which was a pre-existing track, all the other streets were newly laid out during this period. Some limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Although the vast majority of land use is taken up by terraces of two storey residential properties, there is a mixture of other land uses in evidence. The various churches, school buildings, shops and commercial yards provide variety to the streetscape and serve as local landmarks. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used is fairly consistent.

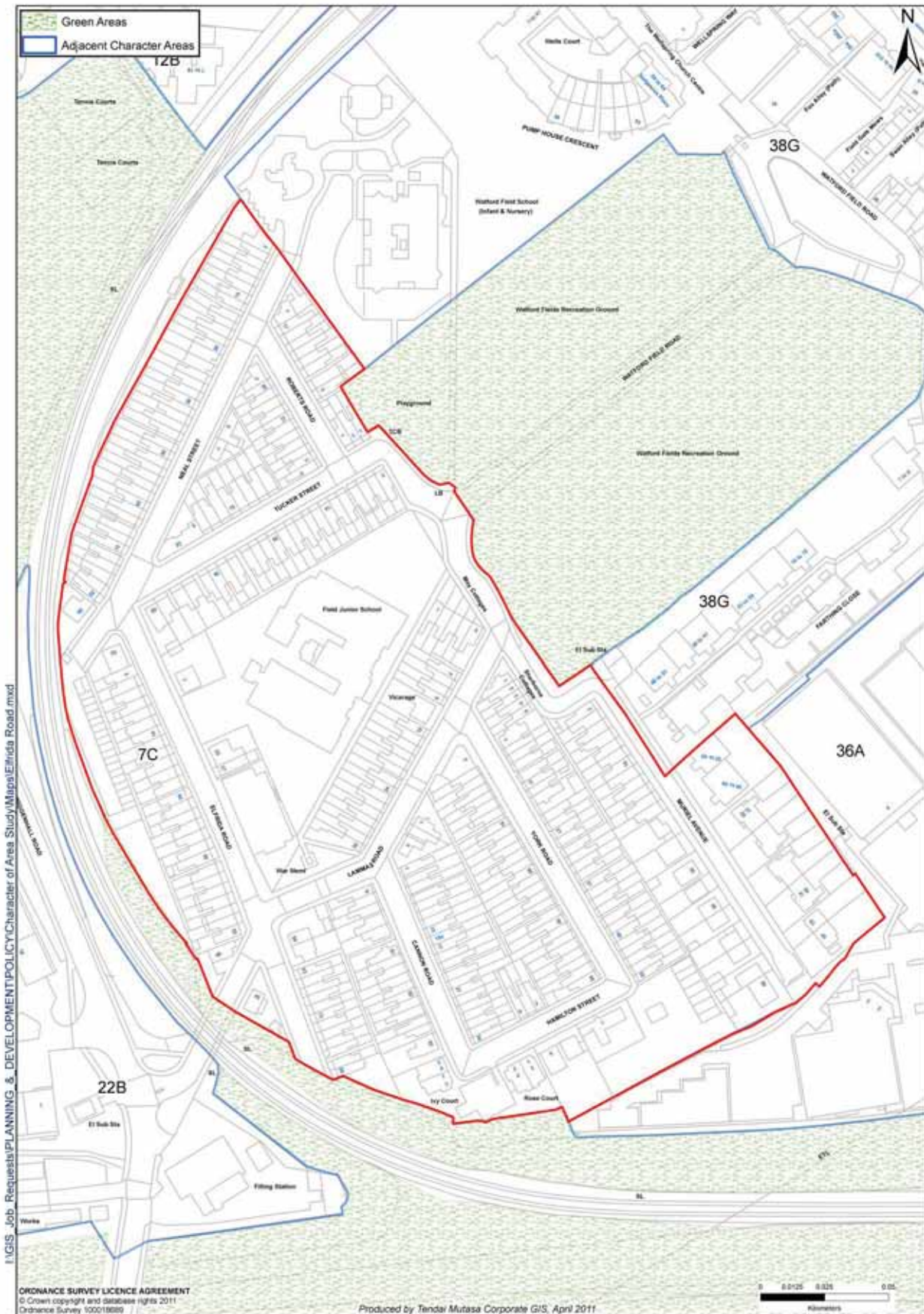
Other Features

- Beechen Grove (A411) runs along the south-western boundary of the area. Part of the inner-urban ring road, there are only three carriageways along this section. Nevertheless, the road and its associated underpass do dominate its surroundings.
- The Broadway section of Queens Road has a more commercial character than the rest of the area. There are a high proportion of shopfronts, with late nineteenth century proportions, as well as higher levels of activity and street furniture.
- The 1980s housing development on the southern side of Ebury Road exhibits broken terraces of houses, with a more expansive streetscene that is dominated by landscaped car parking.



Sotheron Road (left) Estcourt Road (right)

Character Area 7 C



Area 7C Summary

This largely residential character area is located to the south of the commercial centre of the town. It is bordered on three sides by railway embankment, with the Watford Fields Recreation Ground to the eastern side. Despite being close to the centre of the town, the railway embankment and recreation ground provide the area with a more secluded character. The more intimate scale of the area is further emphasised by the relatively low levels of vehicular movements (although the schools generate significant pedestrian movements during term times). This area was developed from farmland between 1890 and 1910. Limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Although the vast majority of land use is taken up by terraces of two storey residential properties, the various buildings occupied by the Watford Field Junior School dominate the centre of the area. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used is fairly consistent.

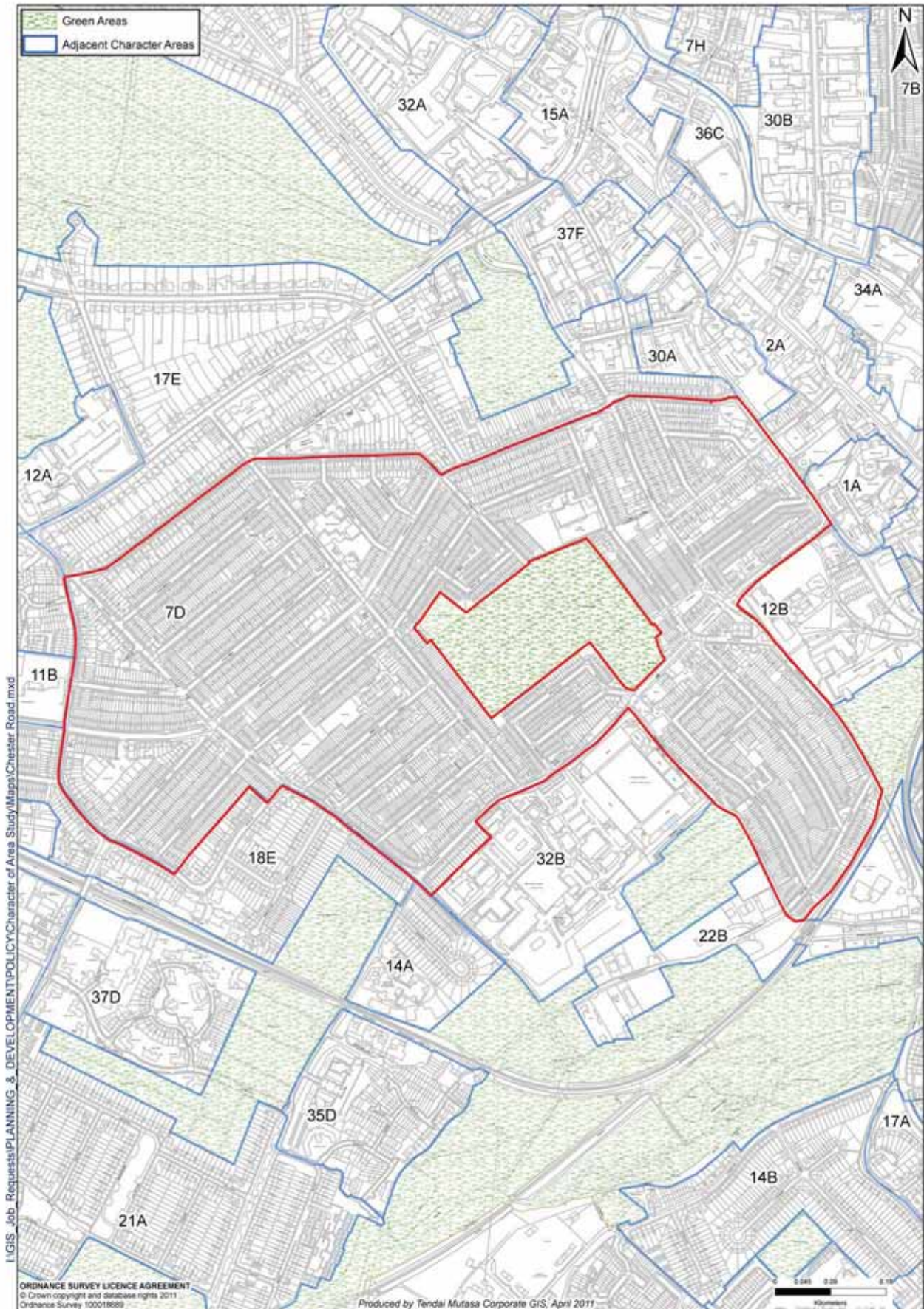
Other Features

- Semi-detached housing dating from the 1930s and 1970s on Muriel Avenue.
- Lower density light industrial land uses to the south of Hamilton Street, with some infill residential development from the 2000s.
- Row of garages between the railway embankment and Elfrida Street.
- Former church and adjacent landscaped space, which includes a war memorial, provides landmark features.



Tucker Street (left) Neal Street (right)

Character Area 7 D



Area 7D Summary

This largely residential character area is located to the west of the commercial centre of the town. It is bordered to the north and west by later areas of housing, while the southern boundary is dominated by the mixed use area containing the Watford General Hospital and Vicarage Road Stadium. This is a very urban character area, dominated by long terraces of residential properties and containing only relatively modest areas of green space. Although the network of streets is largely made up of local roads with moderate traffic levels, certain streets – such as Vicarage Road and Whippendell Road, are notably busy and congested. This area was largely developed between 1890 and 1910. Occupied by farmland before this period, part of the area had been taken up with the buildings of Harwoods Farm. Limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Although the vast majority of land use is taken up by terraces of two storey residential properties, the Chater Infant and Junior Schools are also significant land uses in relation to the street scene. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used is fairly consistent.

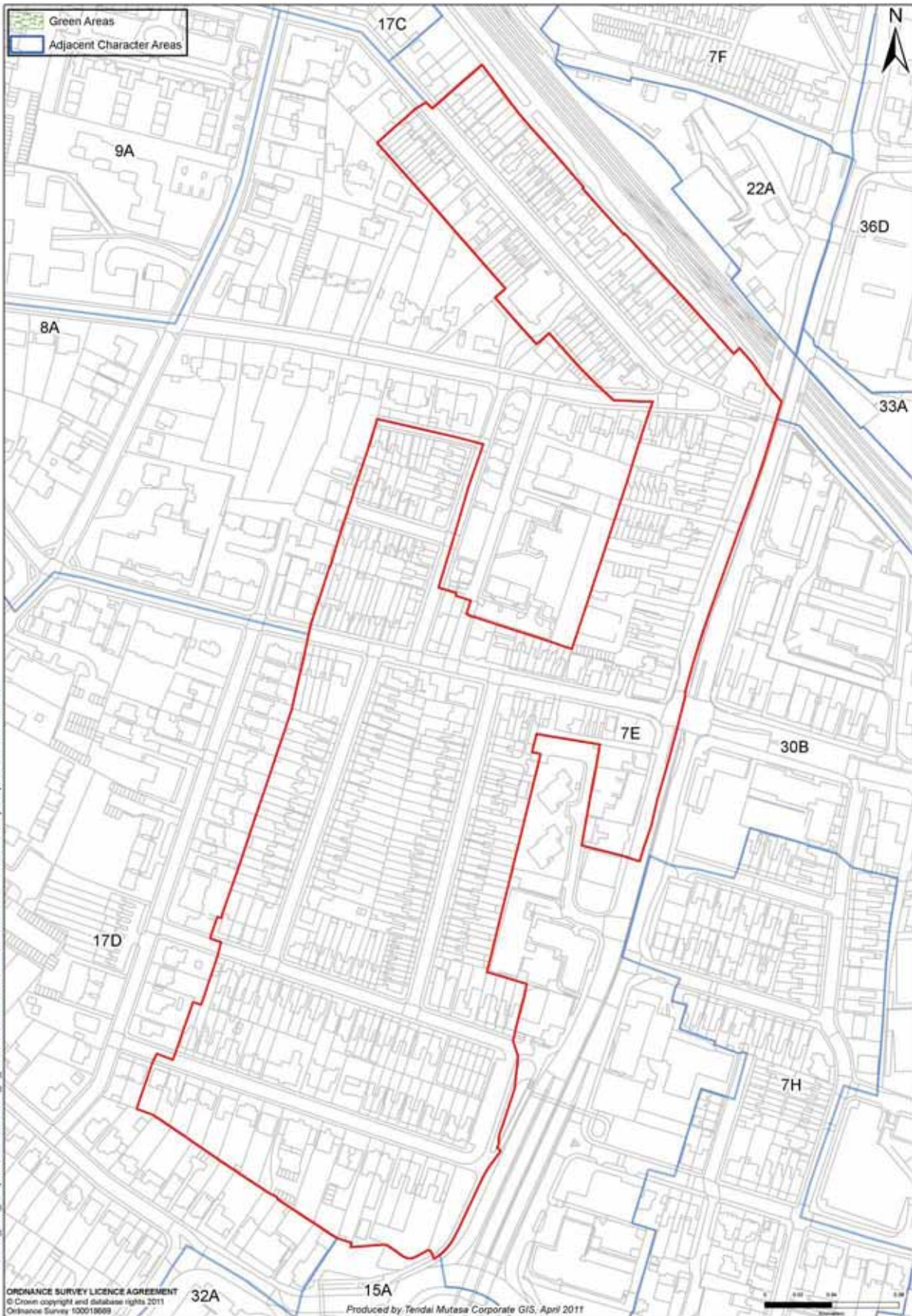
Other Features

- Small scale warehousing, retail sheds and light industry to the north of St Mary's Road, Benskin Road and Euston Avenue. Buildings are set in yards/car parks and have larger footprints than wider development.
- Pedestrianised parade of shops at The Hornets, with additional commercial units to the west along Vicarage Road.
- Terraces of shops along Market Street, with some further commercial units to the west on Cassio Road.
- Holy Rood Church and the associated ecclesiastical buildings off Market Street and Percy Road. The Church is a landmark building.



Oxford Street (left) Queens Avenue (right)

Character Area 7 E



Area 7E Summary

This largely residential character area is located to the north-west of the town centre. It is bordered to the north by the railway cutting for the West Coast Mainline and to the east by the larger scale of development along the A412, while the southern and western boundaries are marked by the transition to lower density residential areas. This area was developed from farmland between the 1840s and 1890s. Some limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Although the character of the area is clearly urban – with limited areas of green space, there are subtle variations in the structure of the built form and layout. The northern part of the area exhibits more variety in terms of architectural styling, while the space created by the intersection of Church Road and Park Road combines with the diverse building styles to give the area a more informal and distinctive character than the later and more uniform streets to the south. Despite being surrounded by a busy commercial street to the east, the area generally has a more intimate scale - with low levels of pedestrian / vehicular movements.

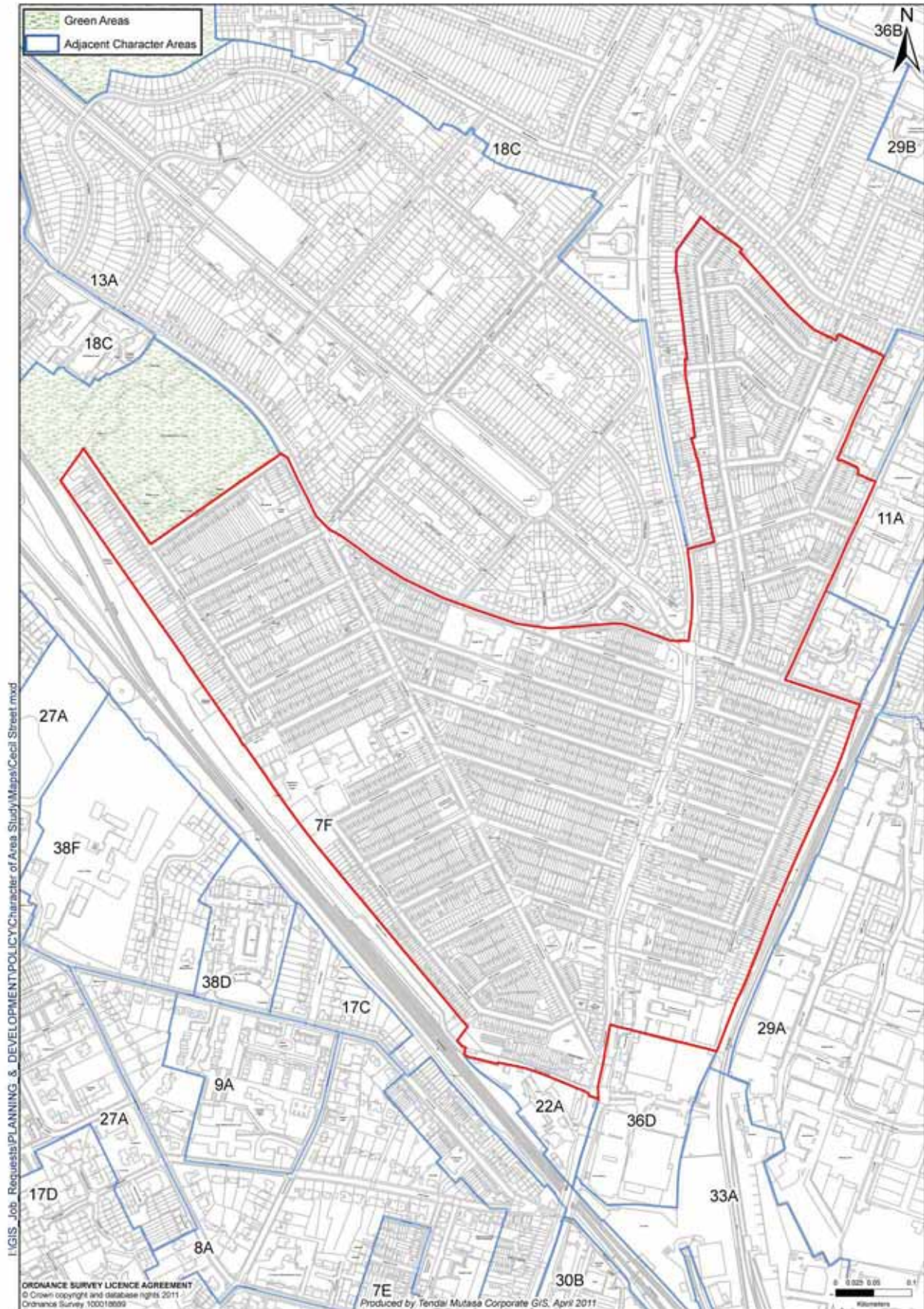
Other Features

- Church of St Andrew is a larger scale landmark building within the streetscene. The site has a relatively small car park and there is no grave yard. However, there are some substantial mature trees around the boundaries of the site.
- Area of car parking and hard standing to the rear of 103-117 St Albans Road is less well defined than the rest of the character area.
- Terraces of shops along St Albans Road, with some additional commercial units along the eastern part of Langley Road. Of a domestic scale. Some related street clutter along St Albans Road.
- Railway cutting for the West Coast Mainline to the north, with substantial belt of trees at margins (subject to periodic reductions).



Langley Road (left) Denmark Street (right)

Character Area 7 F



Area 7F Summary

This largely residential character area is located to the north-west of Watford Junction. It is bordered to the east, south and west by railway lines and industrial estates, while the northern boundary is marked by the transition to lower density residential areas. This area was largely developed between 1890 and 1910, although the northern section was mostly developed between 1900 and 1920. Predominantly occupied by farmland before this period, part of the area had been taken up with the buildings of Callowland Farm – of which one barn survives on Cecil Street. Limited infill development has occurred in the residential areas since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Of the two principal roads, Leavesden Road has gradually lost much of its mixed use character, while St Albans Road retains a very high proportion of commercial properties and has seen some later redevelopment of shopping units. This is a very urban character area, dominated by long terraces of residential properties and containing only relatively modest areas of green space. Although the network of streets is largely made up of local roads with moderate traffic levels, certain streets – such as St Albans Road and Leavesden Road, are notably busy and congested at peak times.

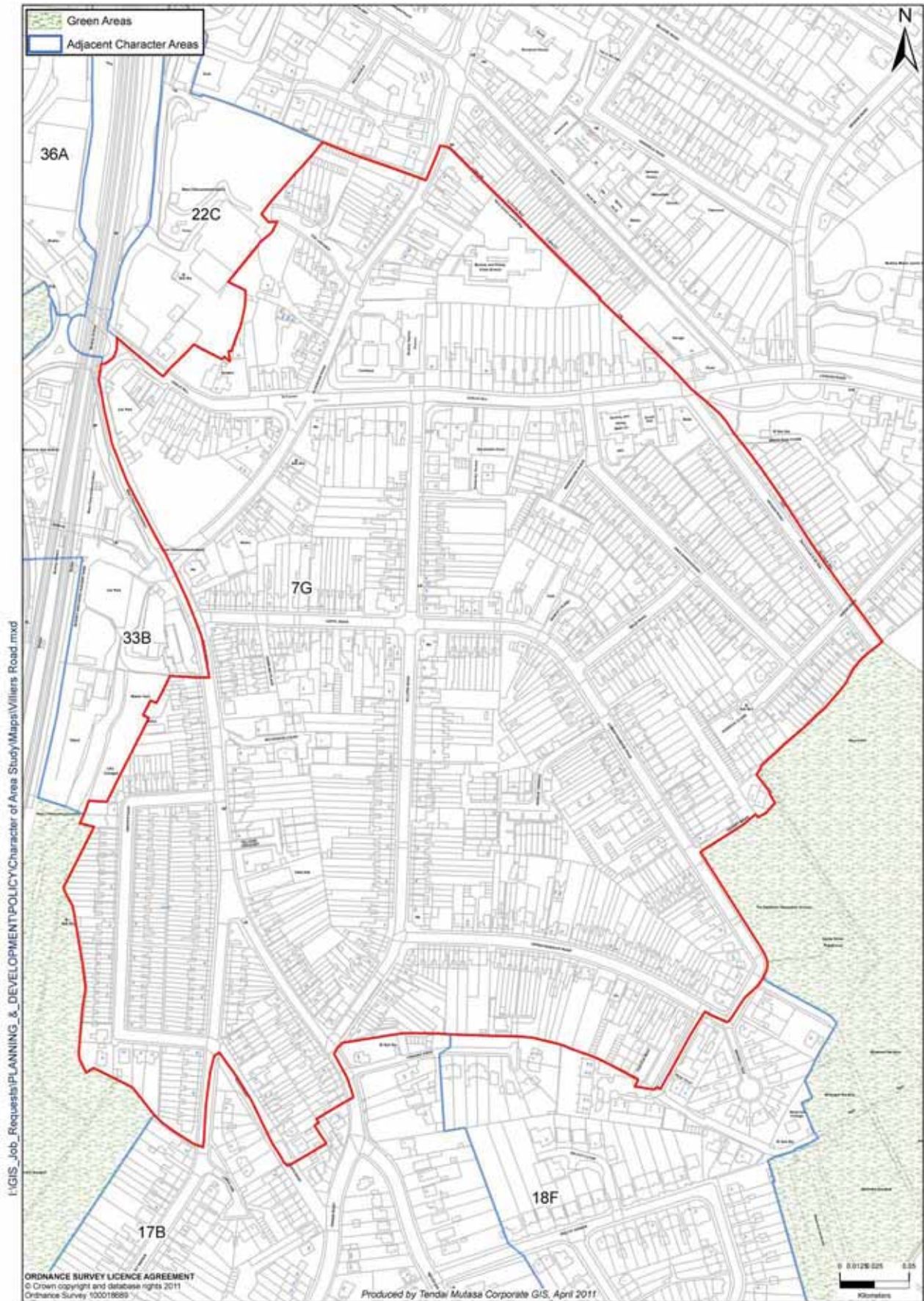
Other Features

- Small scale light industry on the northern side of Cecil Street and on the western side of Acme Road/Shakespeare Street.
- Leavesden Road Baptist Church is a larger scale landmark building within the streetscene, as are the two churches on St Albans Road.
- Parkgate Junior School on Southwold Street features larger scale buildings on a larger plot of land than is otherwise typical.
- Two former school sites on Leavesden Road and Gammons Lane feature larger scale buildings on a larger plot of land than is typical.
- Hille House site on St Albans Road features a range of commercial buildings from late 19th – late 20th centuries. Larger building footprints are arranged around public realm dominated by car parking.



Copswood Road (left) Judge Street (right)

Character Area 7 G



Area 7G Summary

This largely residential character area is located to the south-east of Bushey Station. It is bordered to the west by the railway line and associated industrial land and to the east by open space, while the northern and southern boundaries are marked by the transition to lower density housing. This area was developed from farmland between 1860 and 1890. Limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Although the rows of terraced Victorian properties give the area a strong urban character, the high proportion of front gardens and the proximity to the green belt give it a markedly more suburban feel than some of the other comparable areas of nineteenth century development in Watford. The network of streets is largely made up of local roads with moderate traffic levels but Pinner Road is notably busy and subject to traffic congestion at peak times. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used is fairly consistent.

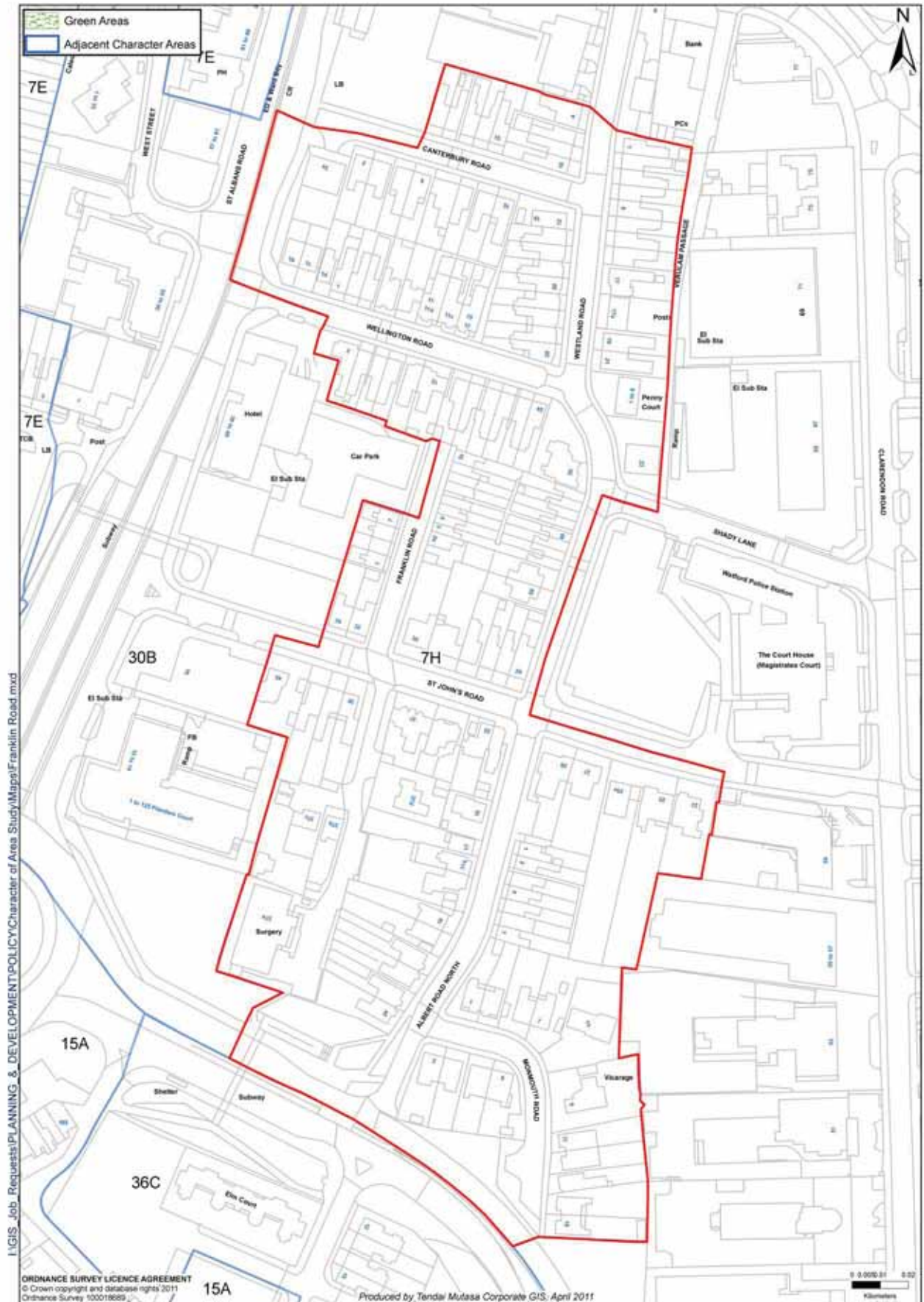
Other Features

- Detached and semi-detached infill residential development on Avenue Terrace, Belvedere Court, Hillside Crescent, Warneford Place, Aldenham Road, The Larches and Paddock Close from late twentieth and early twenty first centuries.
- Various detached Victorian properties set back from the street in the northern part of the area.
- Two landmark Nonconformist churches along Chalk Hill.
- Large footprint single storey primary school off Aldenham Road.
- Higher density residential development from 2010s on Aldenham Road/Pinner Road (of character type 14). Neighboured by small scale commercial property and car park from twentieth century.
- Area of garages and hard standing off west side of Lower Paddock Road and Paddock Close.



Pinner Road (left) Upper Paddock Road (right)

Character Area 7 H



Area 7H Summary

This residential character area is located between Watford Junction and the High Street. It is bordered to the west by St Albans Road (A412) and the neighbouring larger scale of later development, while the eastern boundary is marked by the larger scale of commercial properties on Clarendon Road. The southern boundary is formed by Beechen Grove (A411), which forms part of the inner urban ring road, while the northern boundary is marked by the larger scale of later office development on Station Road. The area was developed from farmland during the mid-nineteenth century, with most plots built on by 1900. Originally, this residential area had a strong relationship with the contemporary residential developments to the west and north. However, the road widening that occurred during the mid twentieth century around this character area and the related development of larger scale buildings at its margins have resulted in it appearing isolated. Limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its Victorian character. Building heights and street widths are of the typical scale of Victorian terraced streets. While there is a certain amount of variety in the architectural detailing of different terraces of houses, the scale and general materials used are fairly consistent. Some variety in terms of housing mix, with a number of detached and semi-detached properties. Line of recessed Plane trees along eastern side of Westland Road is key landscape feature.

Other Features

- The buildings along the southern part of Albert Road North and all of Monmouth Road were largely constructed during the 1900s and have a different architectural style. Generally semi-detached properties.
- Suthergrey House Medical Centre is set back to the south of St John's Road. A two storey building with a pitched roof; the building footprint is larger than is otherwise typical in this character area. There is a small car park and some significant tree groups around the boundaries.

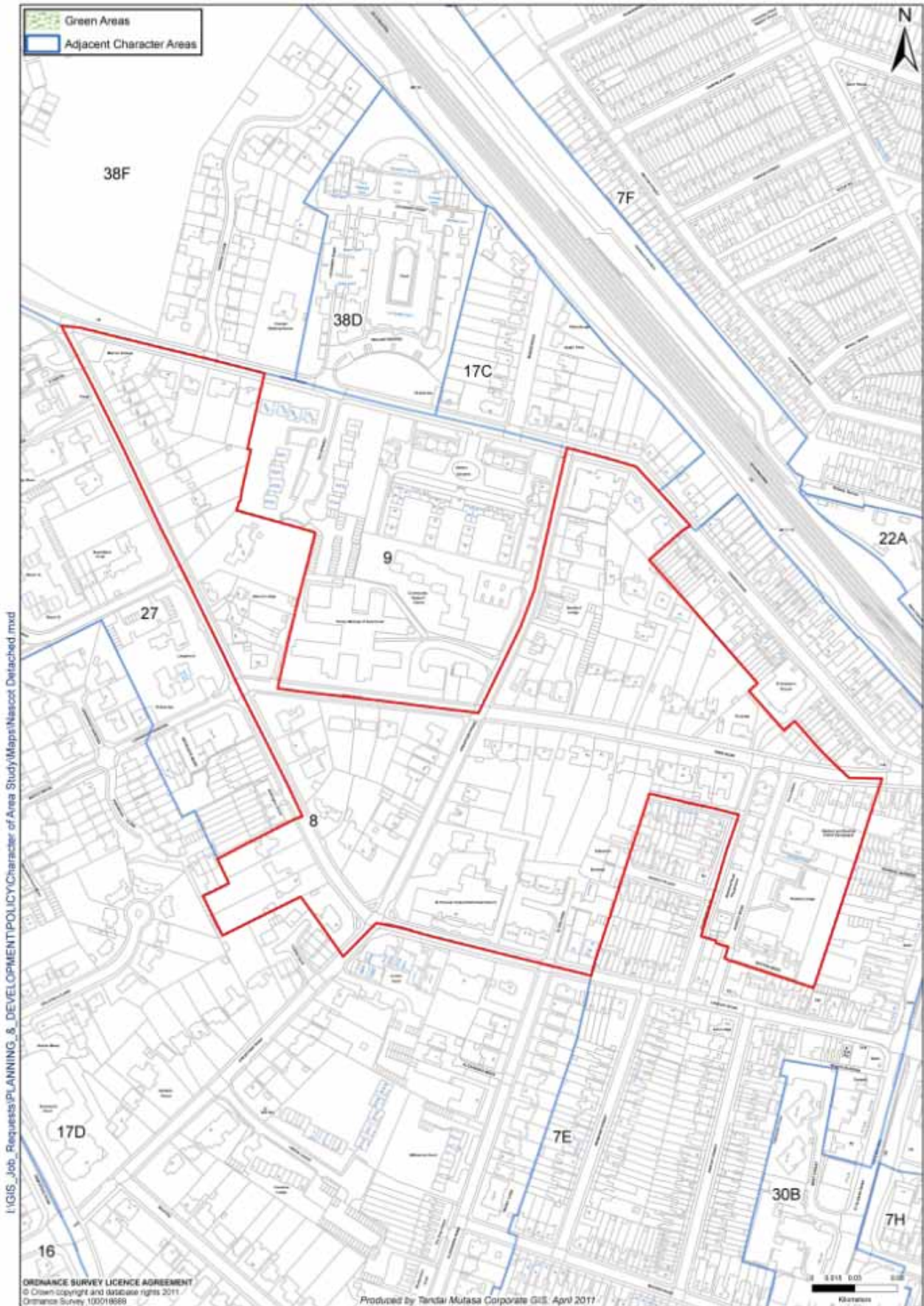


St John's Road (left) Albert Road North (right)

Character Type 8

Period	1850s – 1980s.
Heights	Predominantly two storeys.
Urban grain	Intermediate form.
Block size / structure	Irregular block structure, with varied sizes.
Plot sizes	Large plots typically 15m x 70m. Buildings generally situated in centre of plot away from plot boundaries. Gaps between dwellings predominantly 1-3m.
Streetscene	Suburban streetscene. Limited sense of enclosure. Trees generally in front gardens. Some boundary hedges and walls. Carriageway width typically 7-8m, with 2.5-3m widths for pavements.
Building lines	Buildings are set back from the front boundary but generally maintain consistent building line.
Front boundaries	Marked by a variety of walls, fences and hedges to front gardens.
Roof forms	Varied rooflines and profiles. Generally hipped or pitched and of slate/clay tiles – with brick chimneys.
Windows	Variety of types. Timber sliding sash type typical on older properties. Bay windows at ground floor or full height are fairly common.
Materials	Generally red brick. Render and painted brick are common on later properties. Decorative stone/terracotta/timber detailing or tile hanging is a common feature. Clay or slate roof tiling.
Car parking	Plots large enough to accommodate off-street parking. Later houses often built with integral garages.
Landscaping	Large front gardens 10m-20m deep. Large rear gardens 30m-80m deep with mature landscape features.

Character Area 8



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Area 8 Summary

This largely residential character area is located to the north-west of the town centre. It is bordered to the east and south-east by Victorian terraced housing, with inter-war housing development to the south-west. The western boundary is marked by the transition to higher density flatted development from the late twentieth and early twenty first centuries, while there is a range of different character areas to the north – all marked with higher densities. This area was developed in a piecemeal manner from farmland from the mid nineteenth century onwards. It is dominated in the eastern part by large Victorian villas, many of which have since been subdivided; while the western part largely consists of detached housing from the mid twentieth century. Although there has been some later infill development, the area has not experienced the more comprehensive levels of redevelopment in evidence further west in Nascot. The character of the area is markedly different from the higher density areas around it, with larger gardens and wider gaps between buildings. Mature trees and older walls also add significantly to the character of the area, while the piecemeal pattern of development has resulted in a diverse typology of architectural styles and materials. The limited number of through routes and the more intimate scale of development ensure that there are relatively low levels of pedestrian / vehicular movements in the area – with Langley Road experiencing the highest traffic volumes.

Other Features

- St Thomas' United Reformed Church on the northern side of Langley Road dates from the 1970s. It has a large floor plan and a surface level car park with limited landscaping.
- Rutland Lodge on the eastern side of Nascot Road dates from the 1980s. It has a large floor plan, with communal gardens and a small surface level car park.
- Short rows of two storey terraced housing from the 1980s on Elton Park and Keston Mews, with off-street parking.
- Railway cutting for the West Coast Mainline to the north.



Park Road (left) Nascot Road (right)

Character Type 9

Period	Buildings of various ages from 1860s to 1990s.
Heights	Predominantly one – two storeys.
Urban grain	Loose urban grain.
Block size / structure	Complex of buildings in parkland setting with strong internal structure, but limited permeability between different sub areas.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Suburban streetscene dominated by mature trees and boundary walls/fences between buildings and the carriageways. Limited sense of enclosure due to set back of built structures. Fairly informal internal road network. Varied street widths.
Building lines	Varied building lines, set back from the streetscene. Generally in symmetrical groups.
Front boundaries	The front boundaries are largely marked by brick and stone walls, with other boundaries marked by close board fencing and lines of trees.
Roof forms	Generally pitched or hipped roof forms.
Windows	Mixture of timber sliding sash or casement types, with some plastic framed replacements.
Materials	Buildings are generally of brick. Detailing provided by stone or brick. Generally clay roof tiling.
Car parking	Series of modest sized surface level car parks with some landscaping.
Landscaping	Mature trees in communal gardens around buildings. Formal landscaping consisting of lawns, with beds of shrubs and hedges.

Character Area 9



Area 9 Summary

This largely residential character area is located to the north-west of the town centre. It is bordered to the south, east and west by streets of late nineteenth and twentieth century detached housing. To the north is inter-war housing around Manor Road and the higher density development at Willow Grange. In the mid nineteenth century this area was developed from farmland with the construction of the complex of buildings called the Salters' Company Almshouses and four adjacent detached houses. Subsequent development was limited until The Spinney site was redeveloped in the 1960s. During the 1980s – 1990s, new terraces were added to the Almshouses and the Nascot Grange site to the south was redeveloped with a complex of buildings for residential care accommodation and community health care provision. Although the area was principally developed in two main phases, which were over 100 years apart, it is unified by shared characteristics. The parkland setting of the buildings is dominated by groups of mature trees and formal lawns, while building heights are similarly modest – generally with only one storey. Although there is some car parking provision, it does not dominate the landscape, while the groups of buildings are generally set back from the road in coherent patterns. The Victorian Almshouses form a significant component of the area's character with their elaborate Gothic detailing and landmark central tower construction. The limited number of through routes and the suburban character of the area ensure that there are relatively low levels of pedestrian / vehicular movements in the area.

Other Features

- Development at The Spinney dates from the 1960s, when the three existing Victorian houses, which included the former vicarage for the Church of St Andrew, were demolished and the site was redeveloped. There are three blocks of three storey blocks of flats, with car parking accommodated by a surface level car park and a group of garages.



Salters' Company Almshouses (left) Prince Michael of Kent Court (right)

Character Type 10

Period	Buildings of various ages from 1870s to 1990s.
Heights	Two – three storeys.
Urban grain	Relatively loose urban grain.
Block size / structure	Highly varied block sizes reflecting former institutional land uses. Terraces, single blocks and ‘U’ shaped blocks arranged in symmetrical pattern around street network.
Plot sizes	Varied plots sizes. Plots containing flats 20m x 60m. Plots containing terraces 5mx20m.
Streetscene	Formally landscaped streets and spaces. Street trees are a feature, but not comprehensively. Stand-alone single storey bin and cycle storage units are also a feature. Varied street widths.
Building lines	Varied building lines, which are generally set back from pavements. Most buildings have front gardens of varying sizes.
Front boundaries	Buildings generally set back from street in communal spaces – with soft landscaping marking boundaries. Some later development has rows of parking to front of properties or small gardens with low hedges.
Roof forms	Generally pitched or hipped roof forms.
Windows	Timber sliding sash window type
Materials	Buildings are generally of London stock or buff brick. Detailing provided by stone or brick. Generally slates for roof covering.
Car parking	Off-street parking provided through landscaped courtyard parking. Some undercroft parking.
Landscaping	Extensive landscaping consisting of variety of different types. Formal communal gardens around blocks – with lawns, trees, beds of shrubs and hedges. More informal green spaces dominated by mature trees at edge of area. Formally landscaped park with avenue of trees. Also, some properties have small front gardens 2m-3m and/or rear gardens 5m-10m deep.

Area 10 Summary

This residential character area is located to the north-east of the town centre and to the east of Watford Junction. It is bordered to the east by a 1980s housing estate, with the mainline railway to the south. To the north and west is an industrial estate. In the mid nineteenth century this area was developed from farmland with the construction of the complex of buildings called the London Orphan Asylum. In 1989 the area was redeveloped, with a number of the original Victorian buildings converted to residential use and the construction of additional blocks and terraces of residential property. Although the area was principally developed in two main phases, which were over 100 years apart, it is unified by shared characteristics. The parkland setting of the buildings is dominated by groups of mature trees and formal lawns, while buildings heights are fairly consistent – generally of three storeys. Although there is some car parking provision, it is fairly well integrated into the wider urban landscape. Buildings are orientated around central green spaces or car parking areas in groups or as individual blocks, rather than forming larger and more comprehensive perimeter blocks. The Victorian orphanage forms a significant component of the area's character with its elaborate Gothic detailing and landmark central tower construction. The limited number of through routes and the residential character of the area ensure that there are relatively low levels of pedestrian / vehicular movements, with Orphanage Road experiencing the most significant traffic volumes.

Other Features

- The former lodge to the London Orphan Asylum, in the southern part of the area, was demolished in the 1990s and replaced with a three storey residential block.
- The former chapel of the London Orphan Asylum, in the southern part of the area, was converted in 1989 into a block of residential flats.



Orphanage Road (left) and (right)

Character Type 11

Period	Buildings of various ages from 1900s to 1980s.
Heights	One - three storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Large super block with irregular internal block structure of varied industrial buildings around service yards.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Street widths comparable to neighbouring Victorian residential development. Limited street trees and clutter on boundary pavements. Informal arrangements for internal route networks.
Building lines	Varied building lines, with some properties directly facing onto pavements, while others are set back behind car parks.
Front boundaries	Generally marked by ornate iron railings or low brick walls. Also chain link fencing.
Roof forms	Generally pitched or hipped roof forms.
Windows	Wide range of types and materials – generally metal framed on older buildings.
Materials	Buildings are generally of brick, with some later ones of rendered concrete and/or metal. Detailing provided by stone or brick. Generally asphalt, corrugated iron or slate roofs.
Car parking	Surface level car parking – either informal or in marked areas.
Landscaping	Generally limited within the areas, but various mature and semi-mature trees are located around the perimeters.

Character Area 11A



Area 11A Summary

This industrial character area is located in the northern half of the Borough, directly to the west of the Abbey Line. It is bordered to the north by a lower density later industrial character area, while the southern border and part of the western border are marked by the transition to later twentieth century residential development. There is also early twentieth century housing to the west of the character area. Following the construction of the neighbouring railway line between Watford and St Albans in 1858, this area was first developed for industrial use from farmland around 1900 with the construction of a confectionary factory. Periodically impacted on by major fires in the early twentieth century, the area was developed and redeveloped in a piecemeal fashion over the course of the century. The original railway sidings were removed in the latter half of the twentieth century and the land has been partially redeveloped. The historical development has resulted in an area with a wide variety of different buildings of different scales and architectural styles. Although altered from its earlier layout, the area does nevertheless retain a higher density of development than later industrial estates and retains much of its Victorian/Edwardian character due to the survival of various older brick buildings. The northern part of the area features later built structures, with a much lower ratio of built floor space to external servicing yards. Sandown Road has moderate levels of pedestrian/vehicular activity and is not a primary transport corridor within the Borough. However, the employment uses in this character area are a more significant generator of traffic than neighbouring residential development.

Other Features

- A 'railway cottage' was first built at 112 Bushey Mill Lane in 1910. However, the current two storey building dates from a 1970s redevelopment of the site.



Industrial development on Sandown Road (left) and (right)

Character Area 11B



Area 11B Summary

This industrial character area is located in the south-western part of the Borough, close to the comparable industrial character area 11C. It is bordered to the south and east by early twentieth century terraced housing, while the northern and western borders are marked by the transition to later twentieth century residential development. This area was first developed for industrial use from farmland in the 1900s with the construction of a watch factory. The principal factory building was further expanded in the following two decades, before the site experienced further piecemeal development during the latter part of the twentieth century. This historical development has resulted in an area with a certain amount of architectural variety – primarily between the older buildings to the south and the more modern buildings to the north. Rembrandt House, which fronts onto Whippendell Road, dominates the character area due to its scale and extensive elevational detailing – including extensive ordered fenestration. The area is notable for the strong building lines to the adjacent streets, but also includes an extensive area of car parking and other hard landscaped space to the north. Whippendell Road has relatively high levels of vehicular activity and moderate levels of pedestrian activity. Hagden Lane and King George’s Avenue are less busy, although the former is a through route. However, the employment uses in this character area are a more significant generator of traffic than neighbouring residential development.

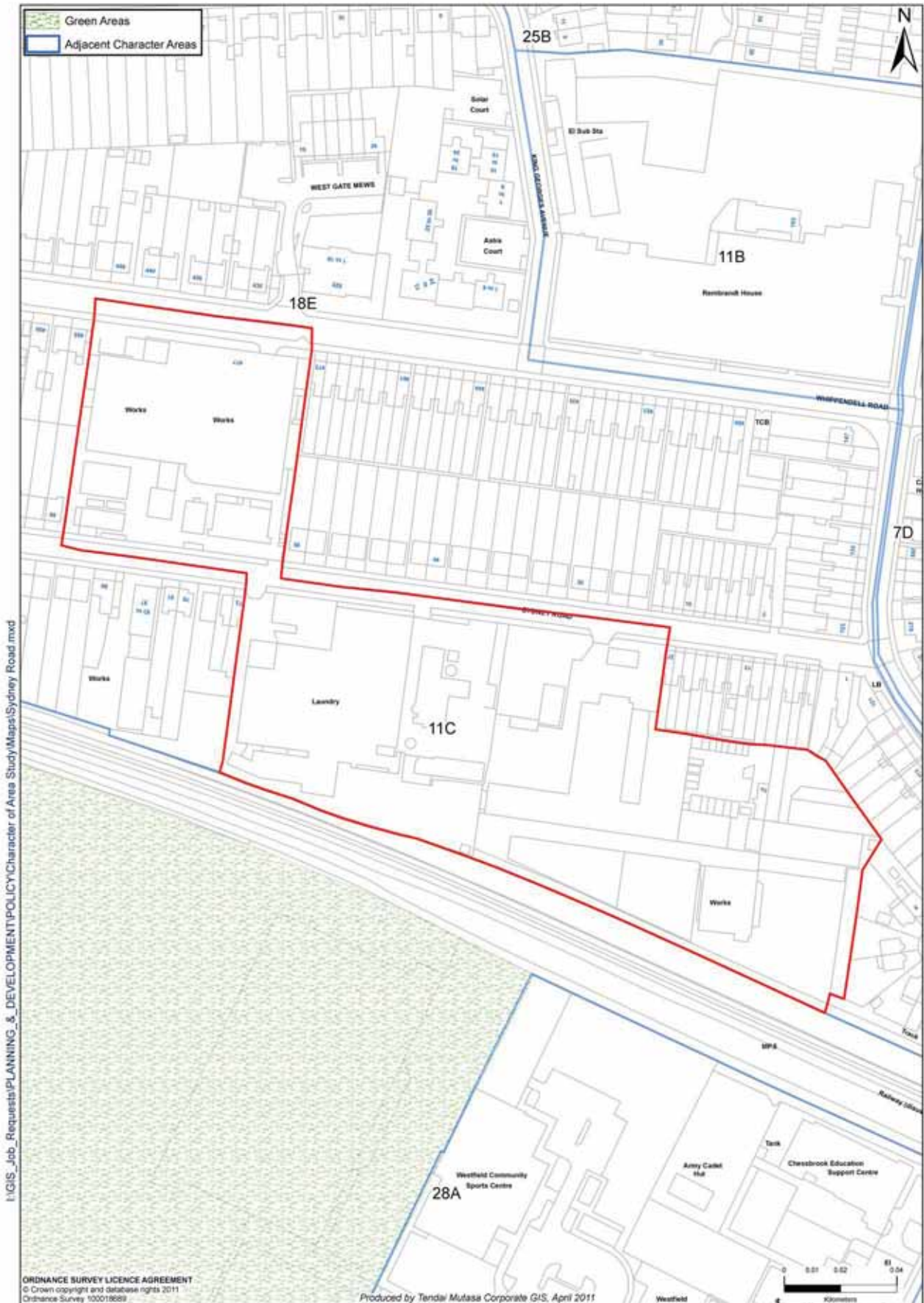
Other Features

- In the centre of the area is a two storey building, which was constructed in the 1900s as a residential property for the industrialist who owned the adjacent factory. This scale structure has lost its original detached status from the neighbouring industrial buildings.



Rembrandt House on Whippendell Road (left) rear car park (right)

Character Area 11C



Area 11C Summary

This industrial character area is located in the south-western part of the Borough, close to the comparable industrial character area 11B. It is bordered to the south by the former railway line between Croxley Green and Watford Junction. It is bordered to the east, west and north by the transition to terraced and semi-detached residential development from the early twentieth century. Contemporary with the construction of the neighbouring railway line between Watford and Croxley Green in 1912, this area was first developed for industrial use from farmland in the 1900s with the construction of an industrial laundry. The area was further developed and redeveloped in a piecemeal fashion over the course of the twentieth century. This historical development has resulted in an area with a wide variety of different buildings of different scales and architectural styles. Although somewhat altered from its earlier layout, the area does nevertheless retain a higher density of development than later industrial estates and retains much of its Edwardian character due to the survival of various older brick buildings. A large proportion of the buildings are set back from the street form, but the former WEMCO factory on Whippendell Road has a strong relationship to the street. Its scale and extensive fenestration also give it landmark qualities. Whippendell Road has relatively high levels of vehicular activity and moderate levels of pedestrian activity, while Sydney Road is less busy. However, the employment uses in this character area are a more significant generator of traffic than neighbouring residential development.

Other Features

- Along the southern boundary of the character area is the currently defunct railway line from Watford to Croxley Green. While this transport link may come back into operational use in the future, its principal character influence at present relates to the large scale of the tree belt alongside it.

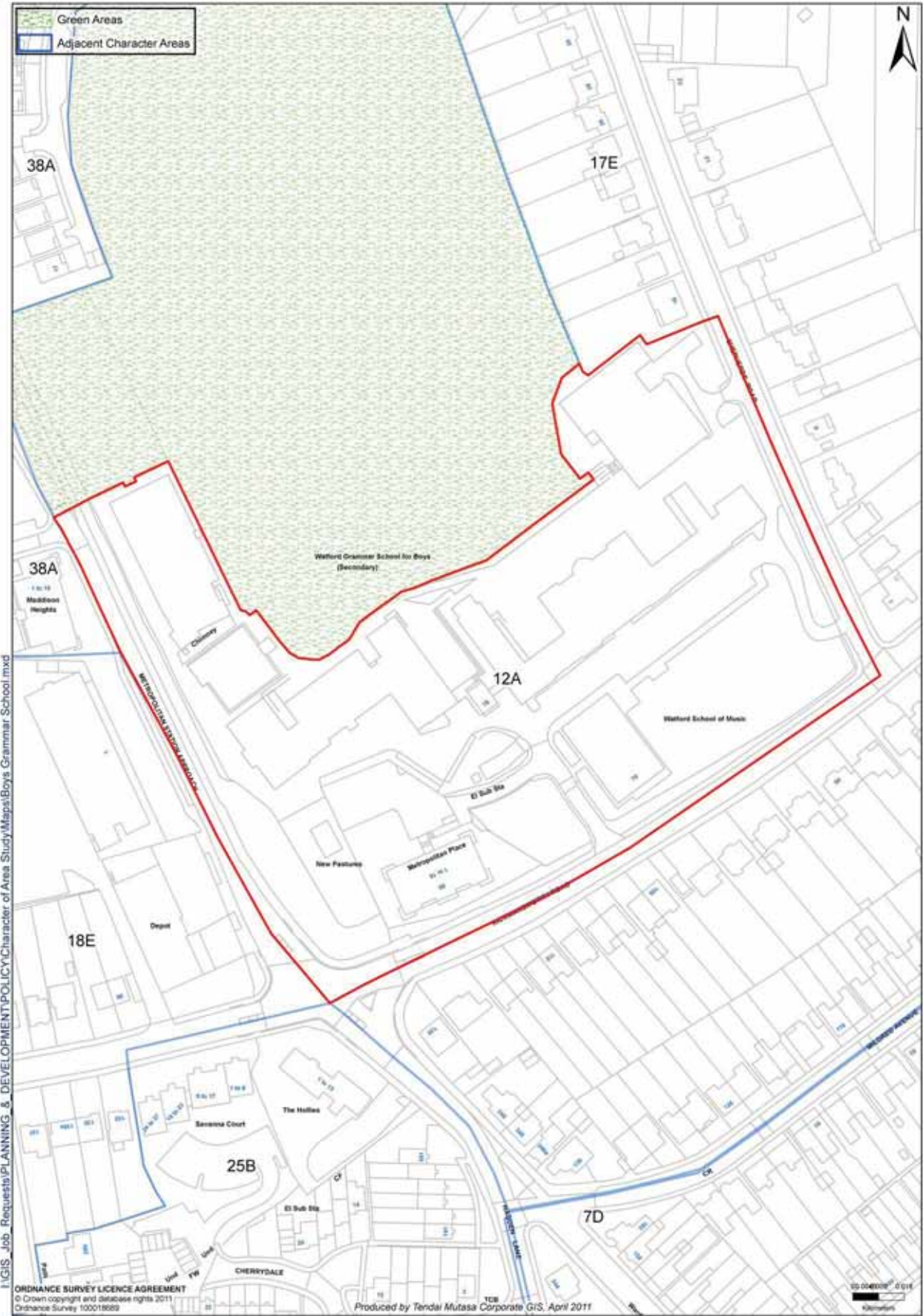


Works on northern side (left) and southern side of Sydney Road (right)

Character Type 12

Period	Buildings of various ages from the late 18 th century to 21 st century. Principal buildings from 1905 – 1930.
Heights	One – three storeys. Generally two storeys.
Urban grain	Intermediate form. Generally a loose urban grain, but tighter relationship between principal educational buildings.
Block size / structure	Complex of buildings in parkland setting of large scale.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Predominantly suburban streetscene dominated by mature trees between buildings and the carriageways. Moderate sense of enclosure due to varied structure of buildings along streets.
Building lines	Varied building lines, but generally set back from the streetscene. Generally in symmetrical groups.
Front boundaries	Perimeter boundaries are largely marked by native deciduous hedges or brick walls. Some metal railings or brick walls with planting behind. Trees are common at boundaries, while there are some close boarded fences to private gardens.
Roof forms	Generally pitched or hipped roof forms for older buildings, with flat or curved roofs for later ones.
Windows	Mixture of timber sliding sash, top hung or casement types of various materials.
Materials	Buildings are generally of brick, with some later ones of rendered concrete, metal or cast glass. Detailing provided by stone or brick. Generally slate or asphalt roofs.
Car parking	Series of surface level car parks with some landscaping.
Landscaping	Parkland landscape to campus with mature trees, hedges and lawns. Grassed playing fields. Some private gardens of varying sizes with shrub planting.

Character Area 12A



Area 12A Summary

This largely scholarly character area is located in the south-western part of the Borough, to the south-east of the Watford Metropolitan Station. It is bordered to the east and south by streets of early twentieth century housing and to the north by the playing fields of the Watford Boys Grammar School. To the west is a mixture of high density residential development from the 2000s and light industry. Prior to the construction of the Watford Boys Grammar School in 1910, this area was part of the landscaped parkland of the Cassiobury Estate. The only pre-existing development was an estate lodge in the south-eastern corner of the area, which was subsequently demolished in the mid twentieth century. The main school block was built 1910 – 1912, with further piecemeal additions to the school over the course of the twentieth century. A new music centre, called the Clarendon Muse, was a significant addition in 2007. This historical development has resulted in an area with a certain amount of architectural variety – with the range of scales of structures reflecting the varied activities undertaken within the school complex. The original school buildings dominate the character area due to their scale and extensive elevational detailing – including extensive ordered fenestration. While the various buildings are set back from the surrounding road network, they are orientated around a strong internal block structure. The other major influences on the character of the area are the well treed parkland setting and the varied topography – with a significant level change north from Rickmansworth Road. The principal road to the south, Rickmansworth Road (A412), is a primary route into the town and has relatively high levels of vehicular activity. Shepherds Road and Metropolitan Station Approach are comparatively less busy. Due to the location of the Grammar School, the area has significant pedestrian movements during term times.

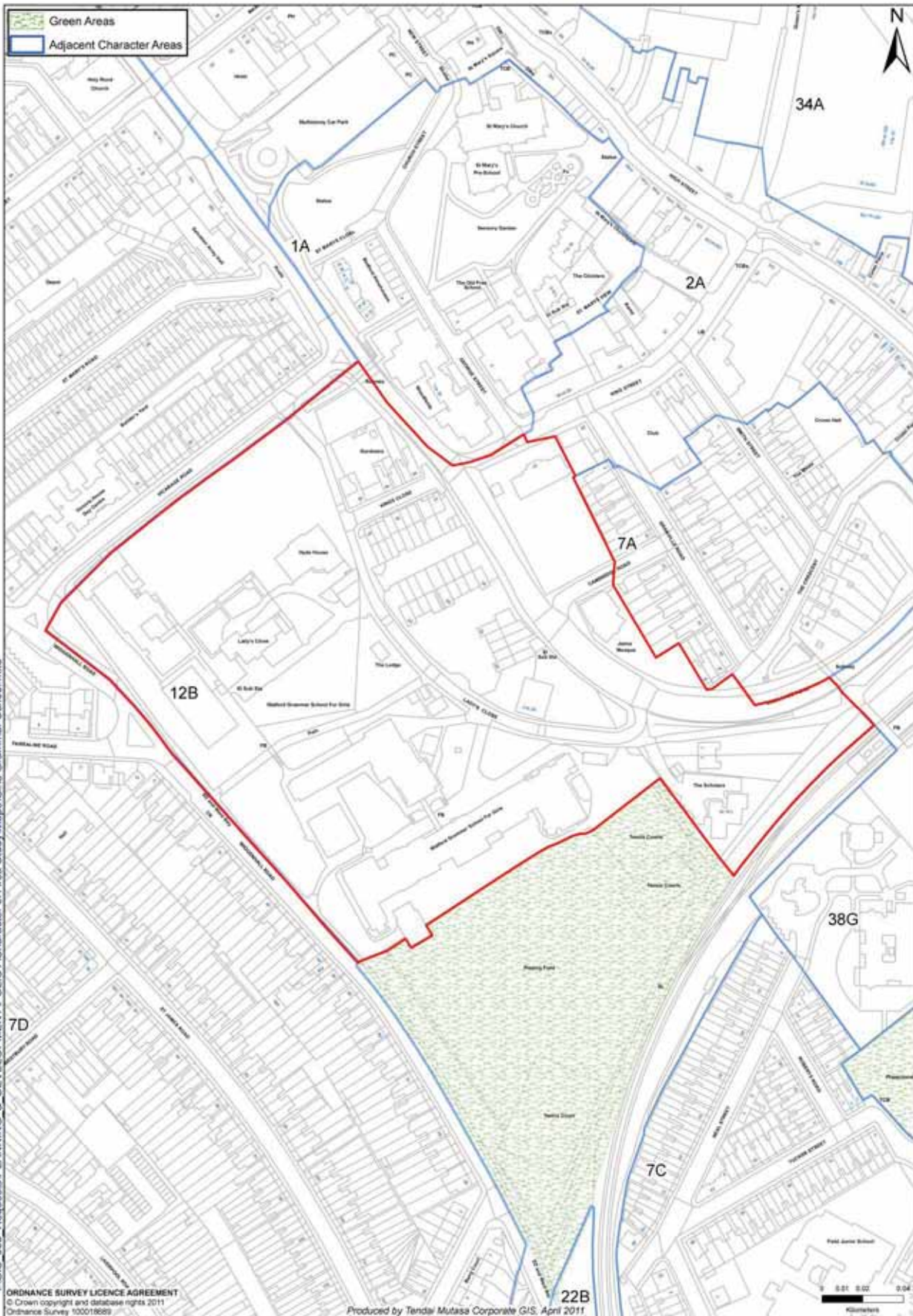
Other Features

- There is a three storey block of flats in the south-west corner of the area. This dates from the 2000s and adjoins a small area of communal green space and a surface level car park.



Watford Boys Grammar School (left) and (right)

Character Area 12B



Area 12B Summary

This largely scholarly character area is located on the south-western side of the town centre, with the railway cutting for London Overground services to the south. It is bordered to the north and west by streets of later nineteenth century terraced housing, while to the east are further streets of the same sort of terraced housing and an area of mixed use medium density development from the later twentieth century. The area was first developed from farmland in the 1790s when Watford Place was constructed off a carriage way, which would later become King Street. During the mid-nineteenth century three additional detached houses were built to the west of Watford Place, while the Watford County Court House and a row of terraced housing were constructed to the north of the new detached houses. The next big development came in 1905 when the Watford Girls Grammar School was constructed to the south-west. The school was subsequently extended and added to over the course of the twentieth century, while the Jamia Mosque was constructed to the east in 1984. This historical development has resulted in an area with a certain amount of architectural variety – with the range of scales of structures reflecting the varied activities undertaken within the school complex and religious buildings. The original school buildings dominate the character area due to their scale and extensive elevational detailing – including extensive ordered fenestration. While the various buildings are set back from the surrounding road network, they are orientated around a strong internal block structure. The other major influence on the character of the area is the well treed parkland setting. Exchange Road (A411) passes through the area and is part of the inner urban ring road. It has significant levels of vehicular activity, while Vicarage Road (A4145) and Wiggshall Road (A4178) are smaller scale roads with significant traffic volumes. Due to the location of the school and other community buildings, the area has significant pedestrian movements, with other local roads less dominated by traffic.

Other Features

- To the north of Kings Close are Victorian terraced houses and the former Court House, which is now a Sikh Community Centre. To the south are two rows of terraced houses which date from the 1990s. These buildings have a strong relationship with the street form and have the attributes of character type 7.

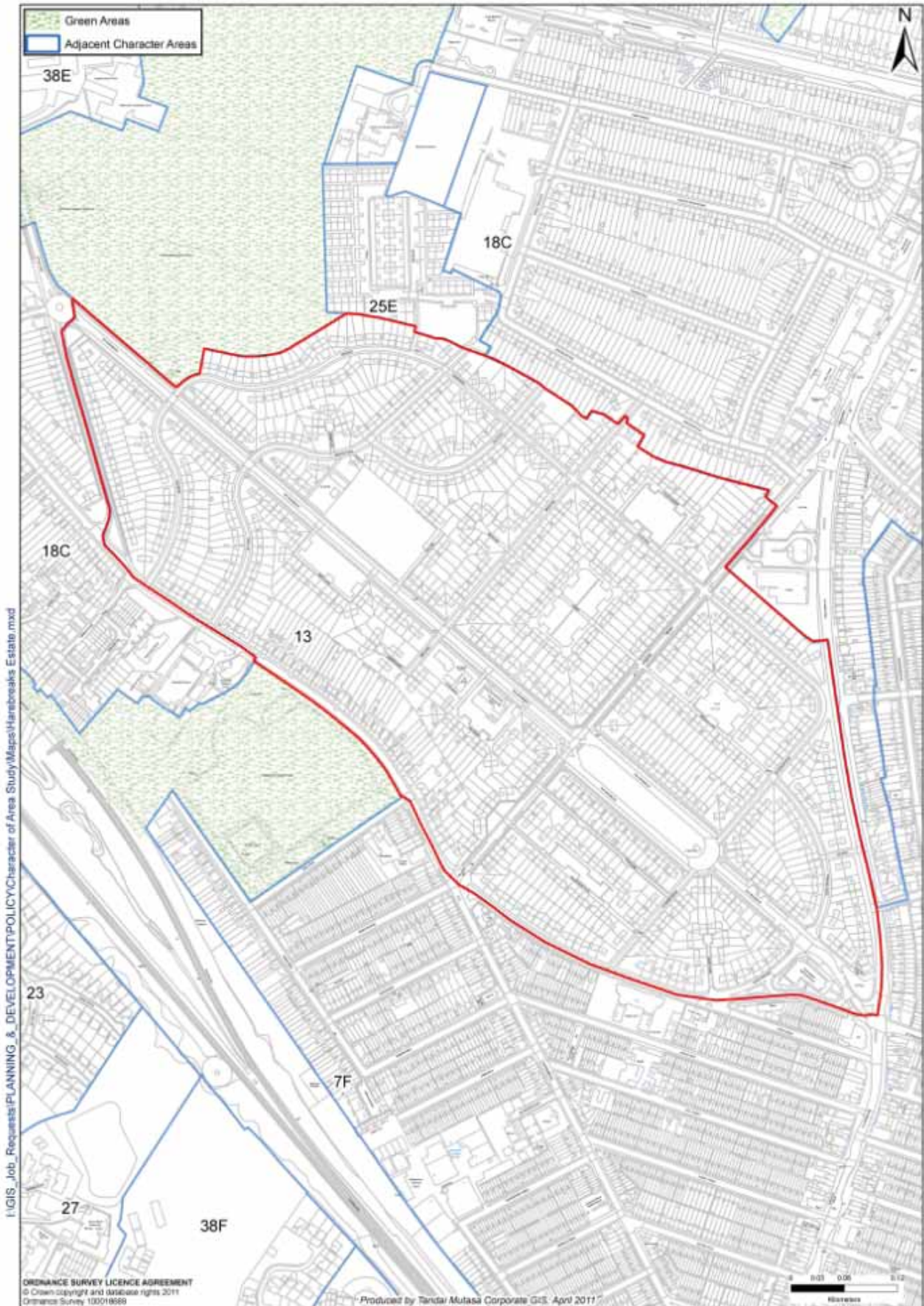


Watford Girls Grammar School (left) and (right)

Character Type 13

Period	1920s.
Heights	Two storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Block size typically 200m x 150m. Variety of blocks designed around series of green spaces and ordered road network.
Plot sizes	Typically 9m x 30m.
Streetscene	Suburban streetscene. Primary and secondary street network, with the former wider and featuring grass verges and rows of street trees. Lower order streets are relatively narrow, with less space for trees or on-street parking. Limited street furniture. Green squares and other open spaces are an important feature of the area. Primary streets are approximately 25m wide, while lower order streets are either 9-10m wide or 4m wide.
Building lines	Generally consistent building lines behind front gardens, although variation in setbacks follows a set pattern in places.
Front boundaries	Generally marked by low hedges of approximately 0.5 – 1 m. Many original hedges have been replaced with walls, timber fences or open frontages.
Roof forms	Mixture of pitched or hipped roof forms. Consistent roof pitches along rows of properties. Brick chimneys are standard.
Windows	Originally metal framed (Crittall) windows. These have generally been replaced since with various types of uPVC windows.
Materials	Plain red brick, rendered, painted brick or pebbledash, with plain tiled roofs.
Car parking	Limited parking provision originally provided. Large proportion of front gardens have since been altered to allow car parking. Private garages not an original feature, but some have been added in former garden land. Also, some provision of rows of parking bays at side of road carriageway or on edges of green spaces.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges and tree/shrub planting are common in gardens. Some streets are tree lined. Various areas of green space, which are generally in a symmetrical pattern within wider development. Green spaces are dominated by grass, with relatively limited levels of tree/shrub planting.

Character Area 13



Area 13 Summary

This residential character area is located in the northern half of the Borough, to the north-west of the Victorian terraced streets of Callowland. It is bordered to the north and west by public open space and separately planned estates of residential development, which were built later in the twentieth century.

This area was occupied by farmland until the early 1920s when it was developed by the Urban District Council as a major new public housing estate. The Harebreaks Estate was designed by the architect E. Vincent Harris and was built by the local firm of Charles Brightman. The development was the earliest of the large scale public housing developments in the Borough and shares characteristics with the contemporary development model known as 'garden suburbs'. It is a formally planned development, with streets structured symmetrically in primary and secondary level routes around various green spaces. There is a consistent architectural typology across the development, with buildings exhibiting broadly similar materials and a fairly consistent scale. Nevertheless, there is a degree of variety, with both terraced and semi-detached properties. Later new build development in the area is limited, although smaller scale changes are often notable, such as the removal of hedges and the greater dominance of car parking.

In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are larger traffic volumes along The Harebreaks and Gammons Lane than elsewhere in the area. Although front gardens are a common feature in the area, parts of it have a more intimate scale due to the relatively narrow street form and the high proportion of mature trees in the streetscene.

Other Features

- A landmark building is the North Watford Methodist Church, which is located close to the St Albans Road junction with The Harebreaks. It dates from the 1920s and the church hall from the 1970s. St Helen's Church, located at the junction of The Harebreaks and Middle Way, is also a landmark building. It dates from the 1930s, while the church hall dates from the 1970s. These structures are of a larger scale than neighbouring development and have surface level car parks.
- Numbers 86 - 158 Gammons Lane were privately built between 1909 and 1915. The row of largely two storey houses are a mixture of detached and semi-detached properties, with varied detailing and modestly sized front gardens.
- The Harebreaks Centre is located at the junction of The Harebreaks and The Square. It dates from the 1970s and is adjoined by a block of garages. The Centre is of a larger scale than the neighbouring older development and has a surface level car park.

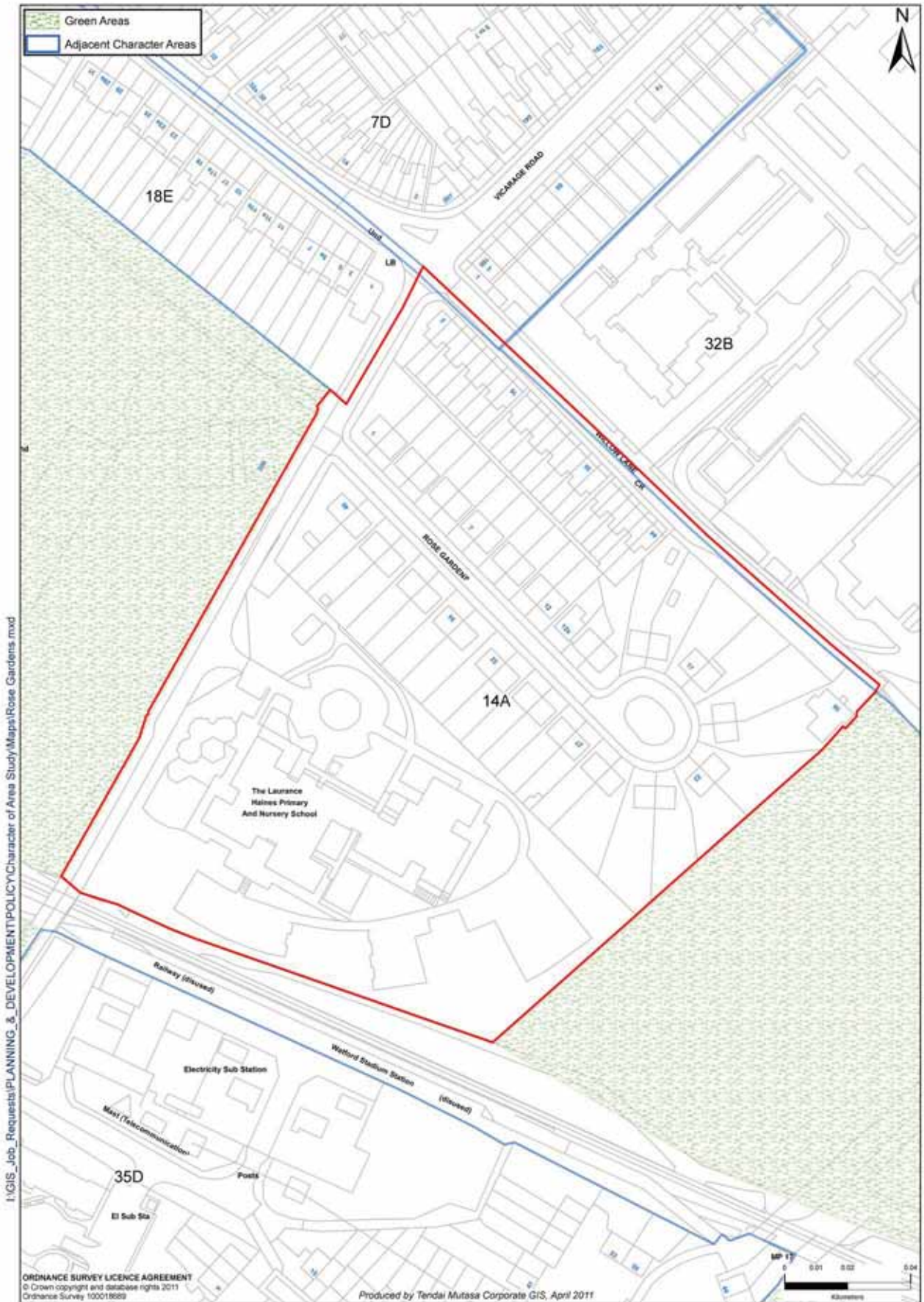


Gammons Lane (left) Breakspeare Close (right)

Character Type 14

Period	1920s.
Heights	Two storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Block size typically 200m x 150m.
Plot sizes	Typically 9m x 30m.
Streetscene	Suburban streetscene. Relatively narrow carriageway, typically 4m, with 2.5m widths for pavements. Some street trees and limited street furniture.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Generally marked by low hedges of approximately 0.5 – 1 m. Many original hedges have been replaced with walls, timber fences or open frontages.
Roof forms	Generally hipped roof forms. Consistent roof pitches with chimneys.
Windows	Originally metal framed (Crittall) windows. These have generally been replaced since with various types of uPVC windows.
Materials	Plain red brick, generally covered in light coloured render, with plain tiled roofs.
Car parking	Limited parking provision originally provided. Large proportion of front gardens have since been altered to allow car parking. Private garages not an original feature, but some have been added in former garden land. On-street parking encroaches heavily onto pavements.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges are common. Some street tree planting. Limited integrated green space (compared with contemporary development at The Harebreaks).

Character Area 14A



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Area 14A Summary

This largely residential character area is located in the south-western part of the Borough. It is bordered to the south by woodland and the former railway line between Croxley Green and Watford Junction. It is bordered to the west by open space, with Watford General Hospital to the east and the transition to terraced residential development from the early twentieth century to the north. The area was partially developed from farmland during the late-eighteenth to early-nineteenth century, with the construction of a pest house off a track called Pesthouse Lane. By the 1910s the wider expansion of West Watford reached the edge of this area and a row of houses was built along Pesthouse Lane, which became known as Willow Lane. The pest house was demolished and in the 1920s new housing was built by the Urban District Council around the new street of Rose Gardens. In the 1970s, a primary school was built to the south of the existing housing and a small block of flats was built to the east in 2002. The houses are generally semi-detached and exhibit a fairly uniform architectural typology. A tight urban grain is formed by the limited gaps between properties, but the density is lower than the earlier terraced housing located nearby. Boundary hedges form an important component of the character of the area, although many of them have been removed since the development was originally built. Rose Gardens and Willow Lane are not through routes and experience low levels of vehicular / pedestrian activity. In comparison, Vicarage Road experiences more significant traffic volumes – despite its relatively modest scale. Notable pedestrian movements are generated by the local primary school and adventure playground facility.

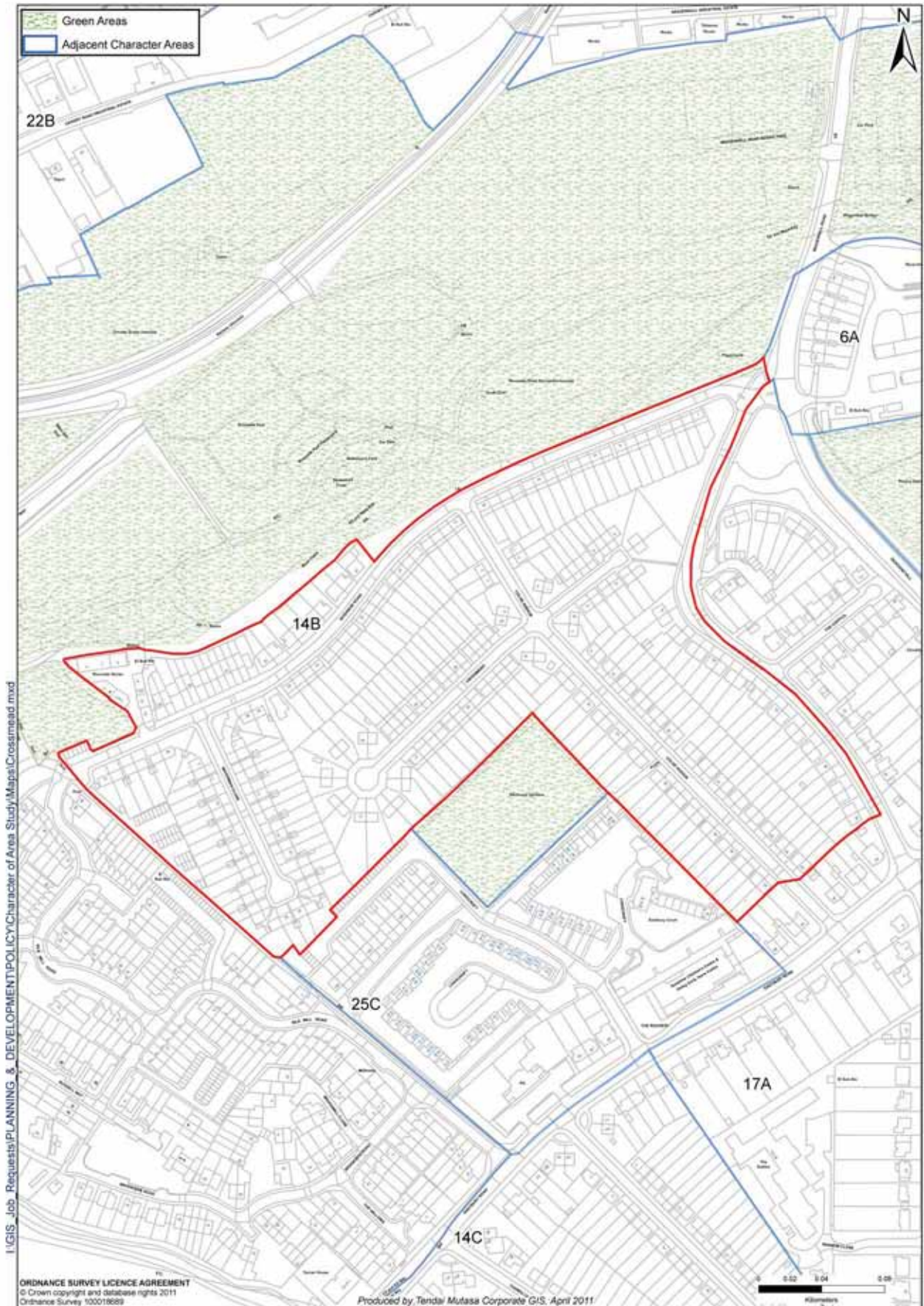
Other Features

- Laurance Haines Primary and Nursery School was built in the 1970s and features a central complex of buildings with a large building footprint and extensive associated outdoor play space.



Rose Gardens (left) and (right)

Character Area 14B



Area 14B Summary

This largely residential character area is located in the southern part of the Borough, at the border with Three Rivers. It is bordered to the north by the River Colne and associated areas of green space, while there are mid-twentieth century housing estates to the south, east and west. To the south-east are streets of more architecturally diverse inter-war private housing development. The area was first developed in the mid-eighteenth century, when the Rookery Silk Mill was constructed at the end of a track, which is now known as Riverside Road. Other than the track and mill, the area consisted solely of farmland until the 1920s, when the Urban District Council constructed public housing around a number of new streets. Some limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its 1920s municipal housing character. The houses are generally semi-detached and exhibit a fairly uniform architectural typology. A tight urban grain is formed by the limited gaps between properties, but the density is lower than earlier terraced housing. Boundary hedges form an important component of the character of the area, although many of them have been removed since the development was originally built. The river and open green space to the north impact on the character of the area, as do the groups of older trees on the eastern side of the area. The various streets are not major through routes and experience low levels of vehicular / pedestrian activity.

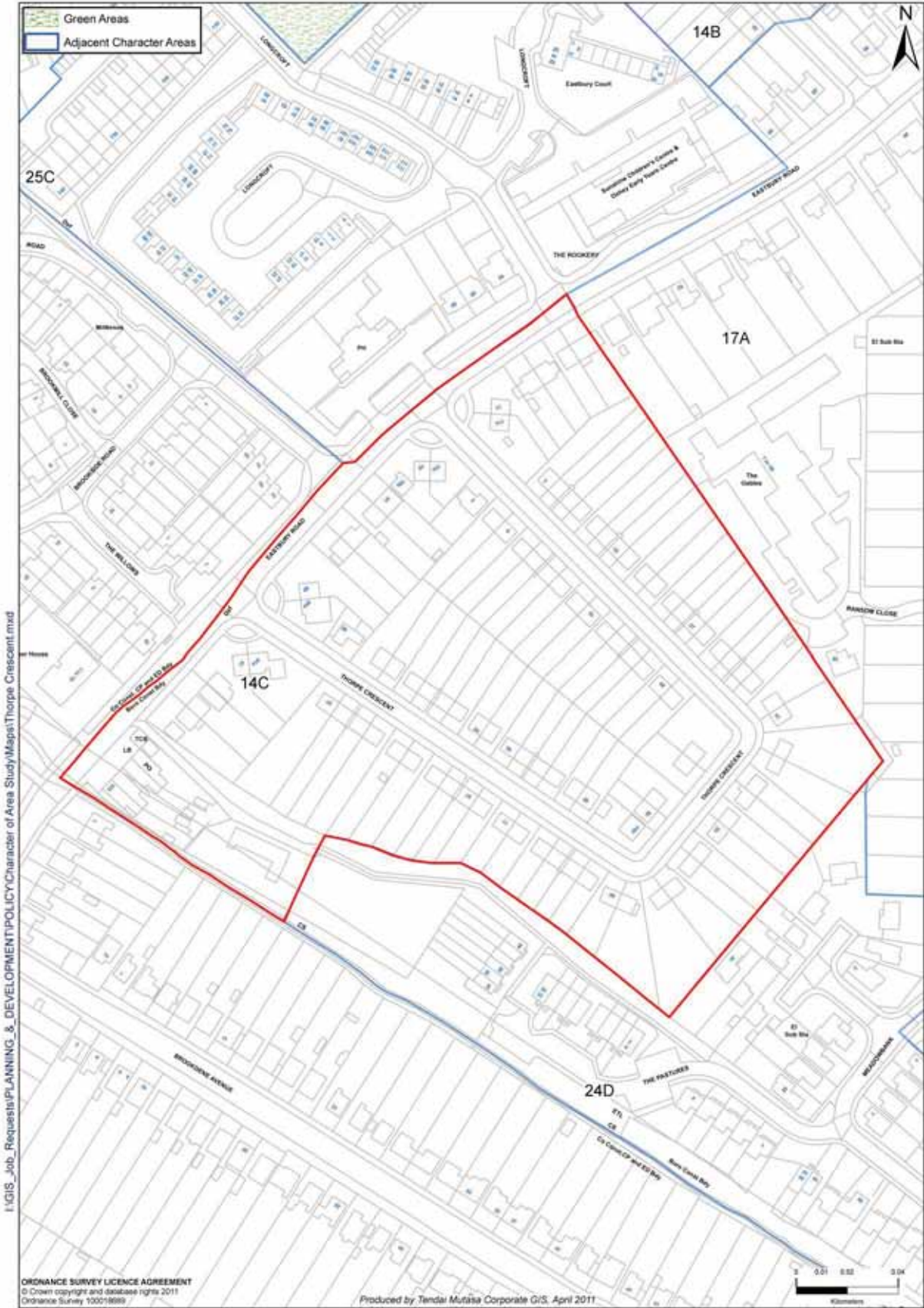
Other Features

- The Rookery Silk Mill became an industrial steam laundry in the 1880s, before the original buildings were largely destroyed by fire in the 1950s. The riverside site is currently occupied by smaller scale single storey industrial buildings and car parking.
- Numbers 85 – 109 Riverside Road were built in 1999 and consist of two storey brick terraced housing.
- The houses on Waterman Close date from the late 1940s and consist of short terraces of two storey rendered brick houses with pitched roofs and chimneys.



Riverside Road (left) Waterman Close (right)

Character Area 14C



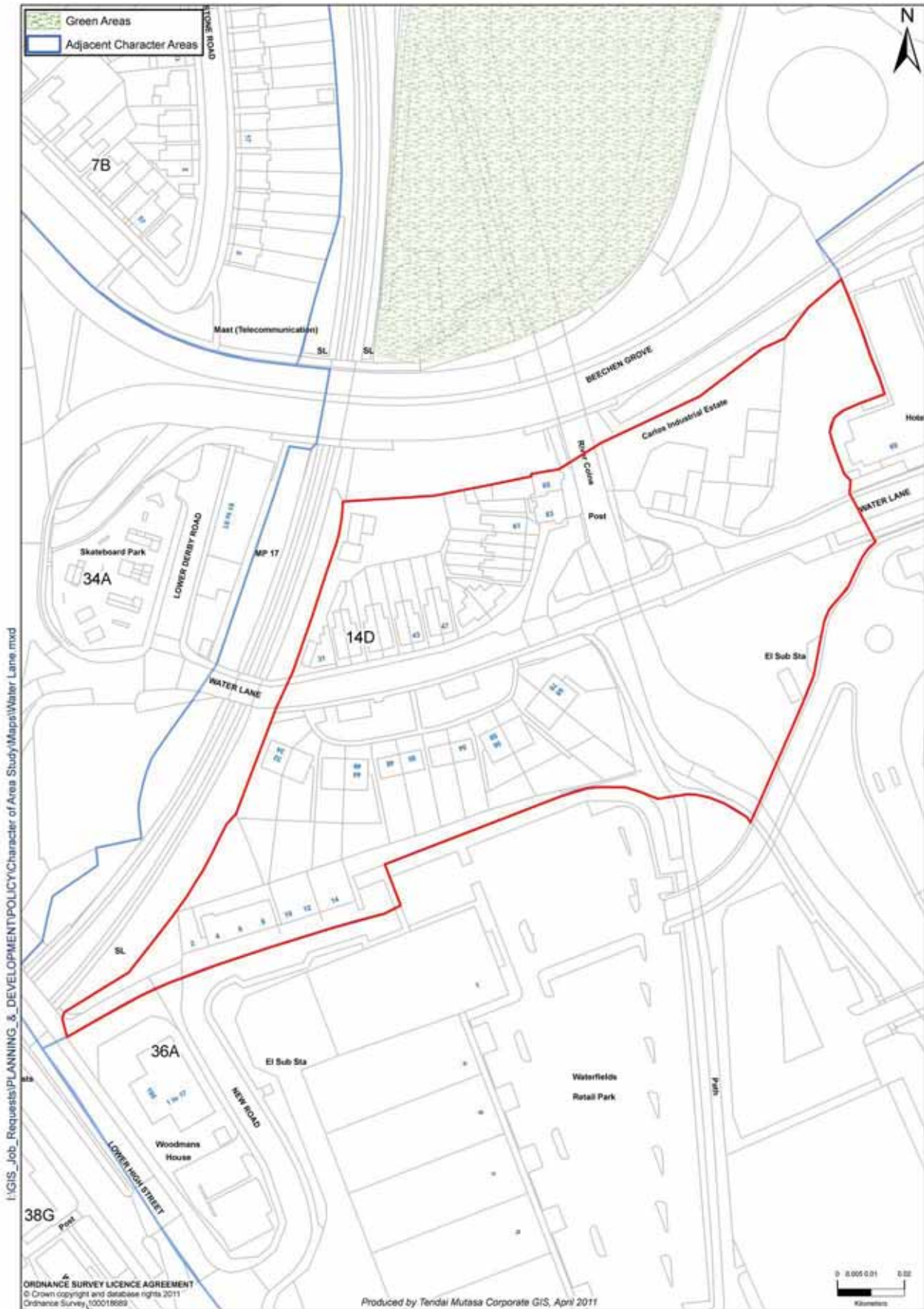
Area 14C Summary

This residential character area is located in the southern part of the Borough, at the border with Three Rivers. It is bordered by a variety of different types of twentieth century residential development, including detached inter-war housing to the north-east and a mixture of later twentieth century flats and houses on the other sides. Eastbury Road was originally called Hamper Mill Lane and was a track leading westwards to a medieval mill. Other than the track, the area consisted solely of farmland until the 1920s, when the Urban District Council constructed public housing around the newly created Thorpe Crescent. Some limited infill development has occurred since, of a similar scale and form, but the area overwhelmingly retains its 1920s municipal housing character. The houses are generally semi-detached and exhibit a fairly uniform architectural typology. A tight urban grain is formed by the limited gaps between properties, but the density is lower than the earlier terraced housing located nearby. Boundary hedges form an important component of the character of the area, although many of them have been removed since the development was originally built. Thorpe Crescent is a cul-de-sac and experiences low levels of vehicular / pedestrian activity. In comparison, Eastbury Road (A4125) experiences more significant traffic volumes as a primary route into the town from the south-west.



Thorpe Crescent (left) and (right)

Character Area 14D



Area 14D Summary

This largely residential character area is located to the south-east of the historic centre of the town. It is bordered to the west by the railway cutting for London Overground services and to the north by the raised roadway of Beechen Grove (A411). To the south and east are lower density commercial land uses. This area was first developed several centuries ago as a route eastwards out of Watford, with a bridge over the River Colne. By the late eighteenth century there was a property on the northern side of Water Lane, as well as a stretch of water to the south called Little Otter's Pool. In the late nineteenth century a row of terraced houses was built on the northern side of the street and in the 1920s the Urban District Council constructed six semi-detached houses on the southern side – partially over where the former water feature had been located. It is a hybrid character area between the Victorian houses and 1920s houses on each side of Water Lane. The houses are generally semi-detached and exhibit a fairly uniform architectural typology on the two sides of Water Lane. A tight urban grain is formed by the limited gaps between properties and the land between the railway cutting and river is tightly constrained. Around the intersection with the river, the built form curves around where the original bridge over the river was located. Boundary hedges and mature trees form an important component of the character of the area, as does the River Colne. There is also a notable change in levels across the area, with the low point around the river. Water Lane experiences relatively low levels of vehicular / pedestrian activity, as the later link road to the north takes most of the traffic volume in this area.

Other Features

- A row of 1930s commercial buildings are located on the northern side of New Road. One – two storeys brick buildings with pitched roofs and surface level car parks to front and sides.

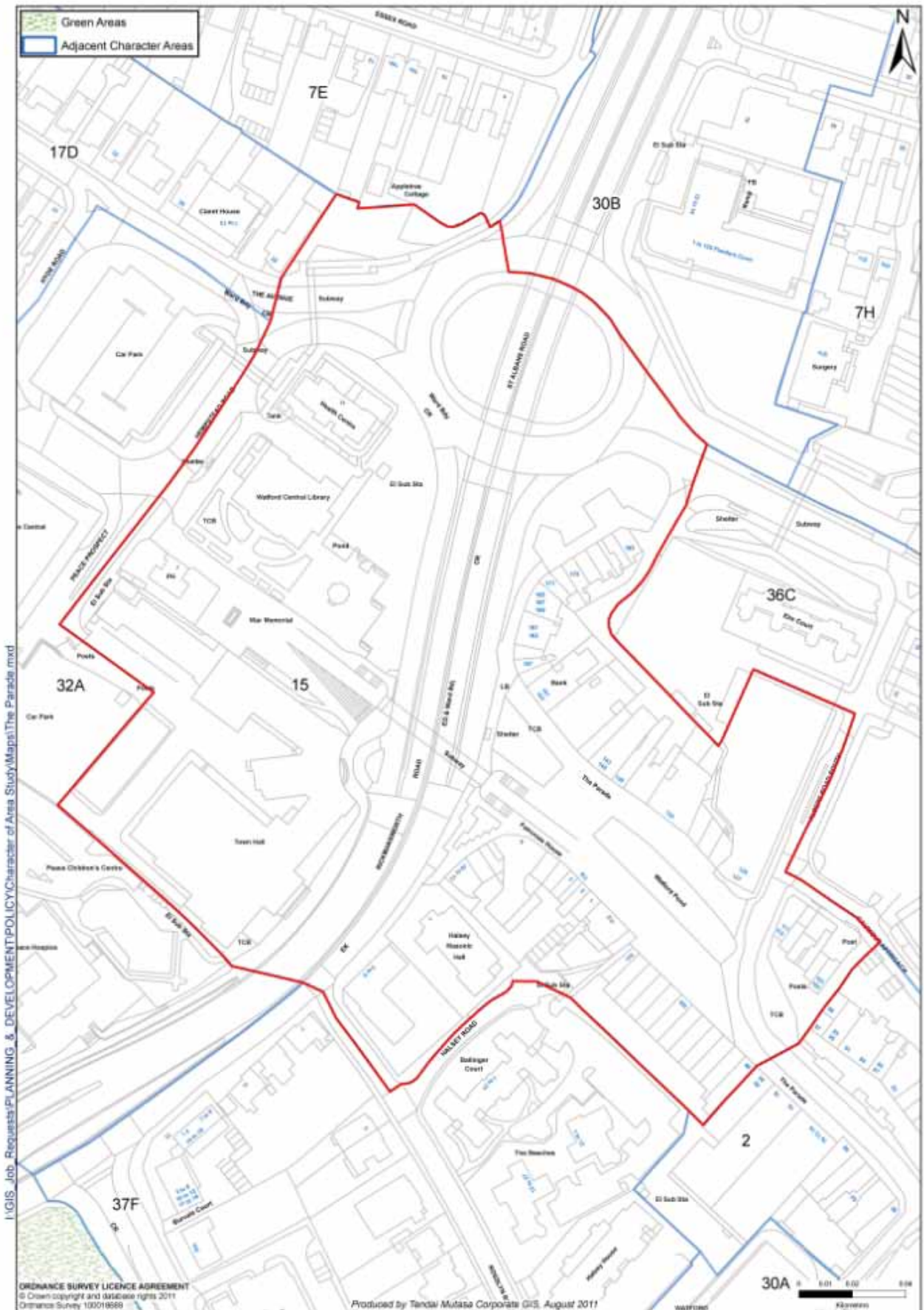


Water Lane (left) and (right)

Character Type 15

Period	Buildings date from 1920s to 1960s.
Heights	Generally three or four storeys
Urban grain	Relatively tight urban grain.
Block size / structure	Well established linear structure around major four way junction. Block sizes vary depending on the varied relationships between rear of blocks and adjacent development.
Plot sizes	Varied.
Streetscene	Urban streetscene with commercial character. Moderate sense of enclosure with large scale buildings, but wide streets (25-35m wide). High proportion of street furniture, sculptural and water features including large pond. High proportion of active frontages
Building lines	Strong and consistent building lines, generally fronting directly onto the streets
Front boundaries	Buildings front directly onto the streets
Roof forms	Generally pitched/hipped roof forms, with some flat roofs on later buildings.
Windows	Large glazing to shopfronts, with wide variety of different types of fenestration to upper storeys.
Materials	Variety of different materials. Predominantly brick or render with sham timbering to street elevations. Detailing provided by stone, concrete and brick. Buildings generally have clay roof tiling.
Car parking	North-west to south-east axis is pedestrianised, while the A412 is a strategic route with restricted on-street parking. Some poorly landscaped car parking areas to rear of blocks.
Landscaping	Limited soft landscaping, with some street trees. Areas of hard landscaping featuring various sculptural and water features along pedestrianised streets.

Character Area 15



Area 15 Summary

This area is dominated by the northern section of the town's historic High Street, but is of a character that is different from areas to the south. By the eighteenth century a collection of buildings to the north of the crossroads known as Cassio Hamlet had been developed, while larger houses with big gardens were located to the south. Other than a few public houses, the character was overwhelmingly residential until the twentieth century when housing and garden land was gradually redeveloped with civic and commercial buildings. The character is now overwhelmingly commercial, with some residential uses in upper storeys. Building heights and street widths are more substantial than the section of the High Street to the south. Although most of the buildings date from the early twentieth century there is some variety in terms of architectural styles and materials exhibited. Significant generators of pedestrian footfall, such as the Town Hall, College and Central Library, give the area a relatively dynamic character. However, the generously proportioned spaces, which feature various sculptural and water features, give the area a more spacious character than other parts of the town centre. The two large rectangular spaces to the east and west of Rickmansworth Road are pedestrianised, with a significant proportion of the spaces taken up with the access points to the subway connecting the two areas.

Other Features

- Rickmansworth Road (A412) runs east-west across the area, with six carriageways at the junction with The Parade. A wide strategic road with some associated landscaping at its margins, it dominates its surroundings and provides a vehicular dominant environment.
- The Horns Public House is all that remains of the former group of one and two storey buildings known as Cassio Hamlet. The other properties were gradually demolished over the course of the twentieth century.

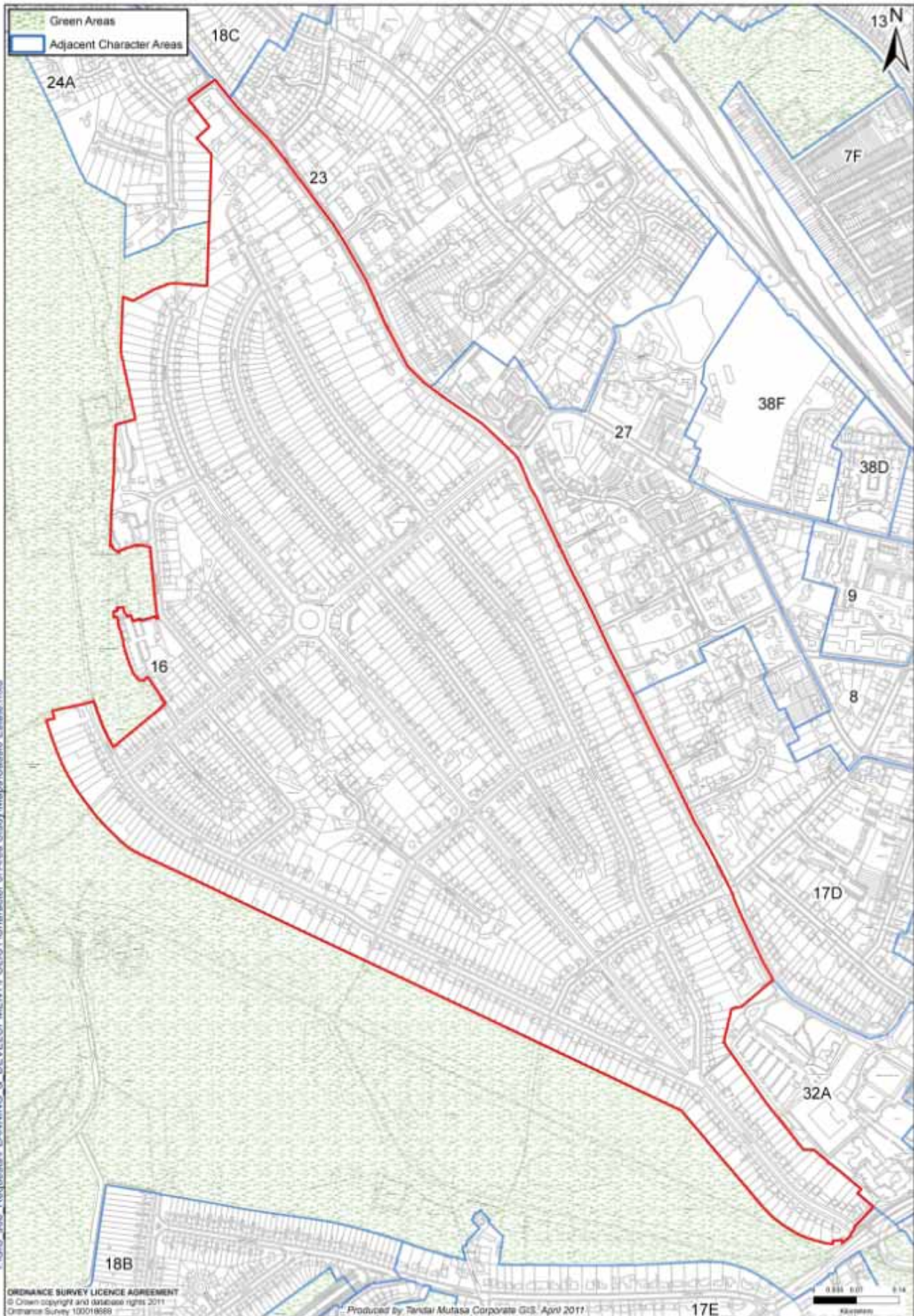


East side of The Parade (left) West side of The Parade (right)

Character Area 16

Period	1920s – 1950s.
Heights	Two storeys.
Urban grain	Intermediate form.
Block size / structure	Block size typically 200m x 150m.
Plot sizes	Typically 9m x 30m.
Streetscene	Suburban streetscene. Wide carriageways (7 m for total), with pavements each side of 3.5-4.5m width - generally featuring street trees. Limited street furniture.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Marked by hedges of varying heights, brick walls or timber fences. Many original hedges / walls are now open frontages to allow car access.
Roof forms	Highly varied, but generally hipped or pitched roof forms, with brick chimneys. Projecting gables to front elevation are common.
Windows	Originally metal or timber framed windows. These have generally been replaced since with various types of uPVC windows.
Materials	Materials include variety of brick types, render and mock-Tudor style timbering. Brick banding and terracotta detailing also a feature. Tile roofs.
Car parking	Variety of integrated garages and later additions to side of houses. Other parking accommodated in front drives. Limited on-street parking following introduction of a controlled parking zone.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges are relatively common. Street tree planting along most pavements. Limited green space outside of gardens. No grass verges between carriageways and pavements. At junctions along the principal axis of the estate are beds of shrubs with trees. Large parkland to west features extensive sports pitches. Also tennis courts off The Gardens.

Character Area 16



Area 16 Summary

This residential character area is located to the north-west of the town centre and to the east of Cassiobury Park. It is bordered to the north, south and west by public open space and separately planned estates of residential development, which were built later in the twentieth century. To the east is the employment area around the Town Hall and a diverse range of separately planned residential development, which dates from the late nineteenth to the early twenty first century. The area was previously occupied by the buildings, gardens and parkland of the former Cassiobury House. During the early 1920s the Cassiobury Estate was sold off for redevelopment, with the majority of existing buildings demolished. A number survived, such as former estate lodges and the stables complex, while much of the parkland became Cassiobury Park. The new housing estate was planned as a private residential development in the 1920s, with the housing developed in a piecemeal fashion until the end of the 1950s. Subsequent development has been limited, with some higher density housing development on Cottage Close and some more free-form development of note at Farm Field. Although the housing estate was principally developed over a period of four decades and with houses designed individually by different architects, the area is unified by the design specifications included in the land deeds from the original sale of the Earl of Essex's land. In addition, the area has characteristics associated with the 'Metroland' aesthetic of domestic scale suburban architecture from the inter-war period. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are significant traffic volumes along Hempstead Road (A411), which is a primary route into the town.

Other Features

- St Luke's Church is located at the junction of Langley Way and Devereux Drive. The building has a larger floorplan and scale than neighbouring development and dates from 2003. Within the area it is a landmark building and has a car park to the west.
- First Church of Christ Scientist is located between Cassiobury Drive and Parkside Drive. The building has a larger floorplan and scale than neighbouring development and dates from 1932. Within the area it is a landmark building and has a car park on its western side.
- Two – three storey parade of shops at junction of Cassiobury Drive and Langley Way, with yard and garage blocks to the rear. Ornamental beds of planting to front, with row of on-street parking. Essex Arms Public House is located opposite the shopping parade. First developed during the 1950s, but significantly altered since; the building has a large floorplan and car park.
- There are a number of larger scale buildings on the western side of Bellmount Wood Avenue. As well as sports halls and changing rooms, there are the Cassiobury Nursery, Infant and Junior Schools. Later twentieth century buildings with various car parks and related outbuildings.

- Former stables to Cassiobury House are located on the northern side of Richmond Drive. Building dates to the eighteenth century and features a series of two storey brick wings around a courtyard, with a communal green space to the south. Complex of buildings is of a larger scale than neighbouring development and is a landmark building.
- There are three former lodges to Cassiobury House located along Hempstead Road. These nineteenth century buildings are of a broadly similar scale to later residential development, but feature a more limited building setback from the road. The gaps created along Hempstead Road, by the varied detached properties, allow views through to the mature trees that punctuate the landscape beyond.
- Complex of six fenced off tennis courts on the western side of The Gardens.



Cassiobury Drive (left)

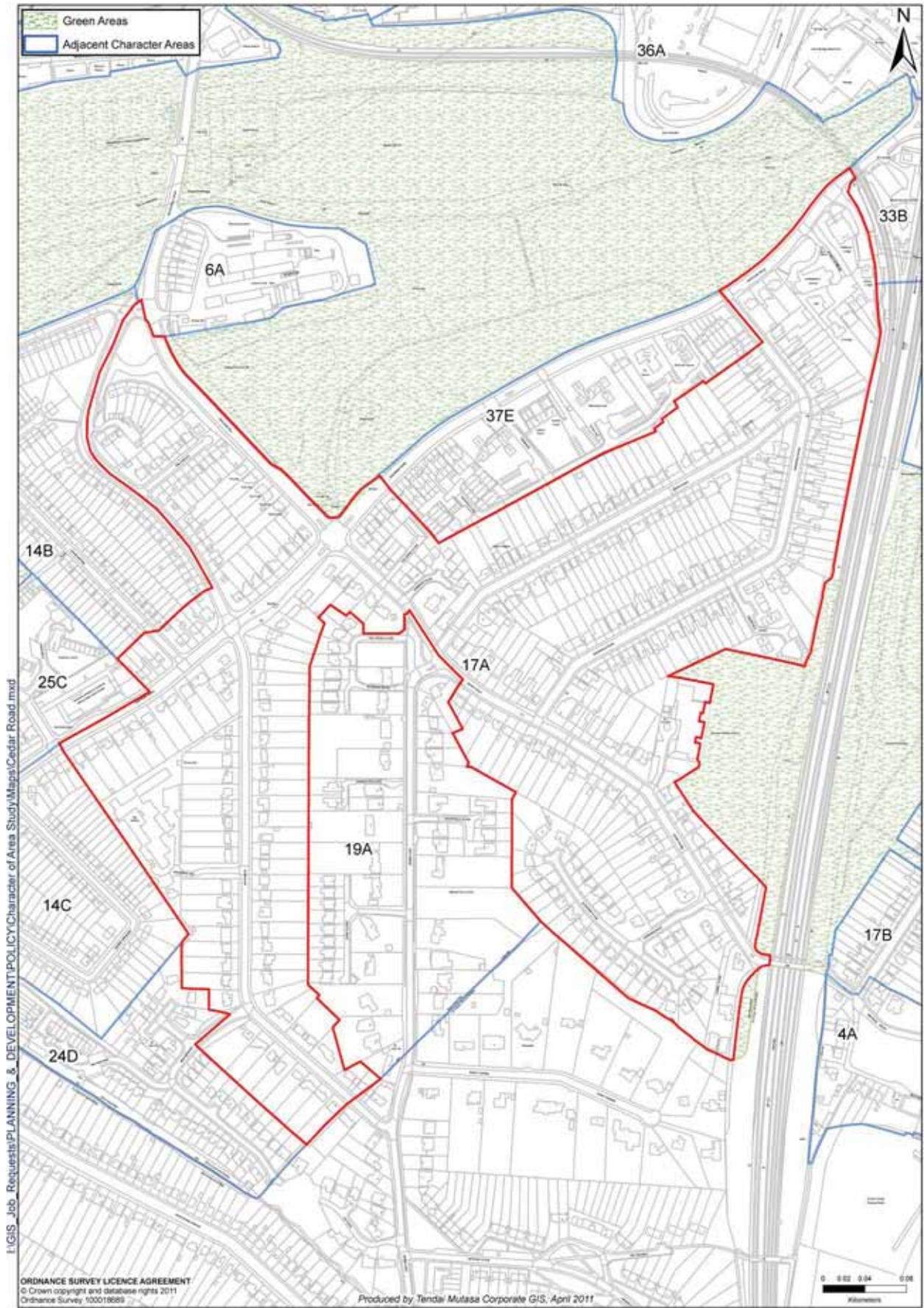


Woodland Drive (right)

Character Area 17

Period	1900s – 1950s. Generally inter-war.
Heights	Predominantly two storeys. Some bungalows.
Urban grain	Intermediate form.
Block size / structure	Regular pattern of blocks varying in size (450m x 80m). Generally larger block sub-division than Victorian/Edwardian development.
Plot sizes	Typically 8m x 40m. Gaps between buildings of 4m-5m.
Streetscene	Suburban streetscene. Wide carriageways (7m for total), with pavements typically 2.5m wide – some of which feature street trees. Limited street furniture.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Marked by hedges of varying heights, brick walls or timber fences. Many original hedges / walls are now open frontages to allow car access.
Roof forms	Highly varied, but generally hipped or pitched roof forms, with brick chimneys. Projecting gables to front elevation are common.
Windows	Originally metal or timber framed windows. These have generally been replaced since with various types of uPVC windows.
Materials	Materials include variety of brick types, render and mock-Tudor style timbering. Brick banding and terracotta detailing also a feature. Tile or slate roofs.
Car parking	Variety of integrated garages and later additions to side of houses. Other parking accommodated in front drives. On-street parking is more common with older properties.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges are relatively common. Street tree planting along some pavements. Limited green space outside of gardens. No grass verges between carriageways and pavements.

Character Area 17A



Area 17A Summary

This largely residential character area is located in the southern part of the Borough, at the border with Three Rivers. It is bordered to the east by the West Coast Mainline Railway and to the south by lower density residential development. To the north is Oxhey Park and groups of later twentieth century blocks of flats along Eastbury Road, while there is more uniform municipal built housing to the west. The area was occupied by farmland/woodland until the late nineteenth century when buildings at Oxhey Farm were constructed to the west of Green Lane, as well as development further east including St Mathew's Church and Vicarage, a lodge at the eastern end of what was to become Oxhey Road and a reservoir immediately to the west of the railway line. After 1900, residential development gradually spread westwards from St Mathew's Church in a piecemeal fashion – with development along Kingsfield Road dating from pre-WW1, while development elsewhere is generally inter-war. Following the closure of the railway reservoir, the site was redeveloped in 1970 as Bromet Primary School. Various later twentieth century additions occurred around the area, but it generally retains its original character. The character of the area is suburban, with consistency in terms of general building heights and plot relationships. However, the piecemeal development of houses, using different architects and builders, has resulted in a high degree of variety in terms of architectural detailing of individual properties. The older housing is typically semi-detached, while the later housing is generally detached. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, Eastbury Road (A4125) experiences more significant traffic volumes as a primary route into the town from the south-west, while the church and school create significant levels of activity.

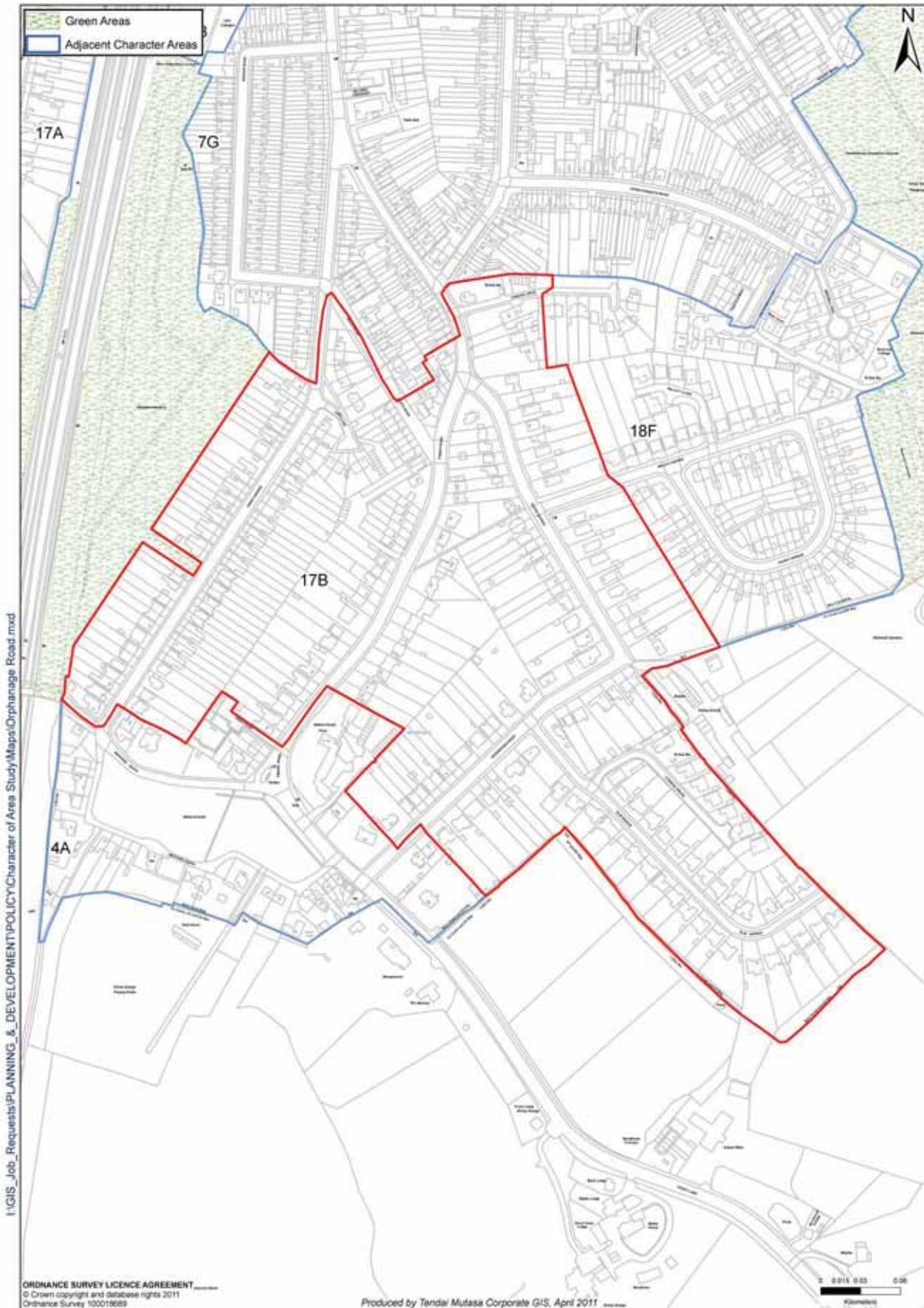
Other Features

- A landmark building is St Mathew's Church, which is located on the southern side of Eastbury Road. The Church dates from 1880 and has a larger scale than neighbouring development, with a tower and spire. The original vicarage was demolished during the 1980s when the site was redeveloped with two detached and one semi-detached properties. Adjacent is single storey church hall and modestly sized car park.
- Two blocks of flats are located between Bushey Station and St Mathew's Church on the site of the former station master's house. These three storey blocks date from 2003 and have some communal green space and car parking (part undercroft).
- Semi-detached housing at the northern end of Blackwell Drive dates to 1959, while the housing on Walverns Close dates from 1965.
- Detached housing on Blenheim Close was built during the 1960s, while the housing on Rainbow Court dates from 1983.
- Infill flatted development at Kingsfield Court and Ransom Close date from the 1960s and 1980s respectively. Modest areas of communal green space, with car parks.
- Bromet Primary School, set back off Oxhey Road, is a larger scale single storey building with car park and outdoor play space.



Kingsfield Road (left) Oxhey Road (right)

Character Area 17B



Area 17B Summary

This largely residential character area is located in the south-eastern part of the Borough, at the border with Three Rivers. It is bordered to the west by allotments and the West Coast Mainline Railway and to the south by the more informal development around Watford Heath and open countryside. To the north is Victorian terraced development, while to the east is countryside and more uniform inter-war housing. The area was occupied by farmland until the early twentieth century when development expanded southwards towards Watford Heath. Development along Oxhey Avenue largely occurred during the 1920s, while development elsewhere is generally from the 1930s. Some limited later twentieth century development occurred around the area, but it generally retains its original character. The character of the area is suburban, with consistency in terms of general building heights and plot relationships. However, the piecemeal development of houses using different architects and builders has resulted in a high degree of variety in terms of architectural detailing of individual properties. The older housing is typically semi-detached, while the later housing is generally detached. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, Pinner Road (A4008) experiences more significant traffic volumes as a primary route into the town from the south-east.

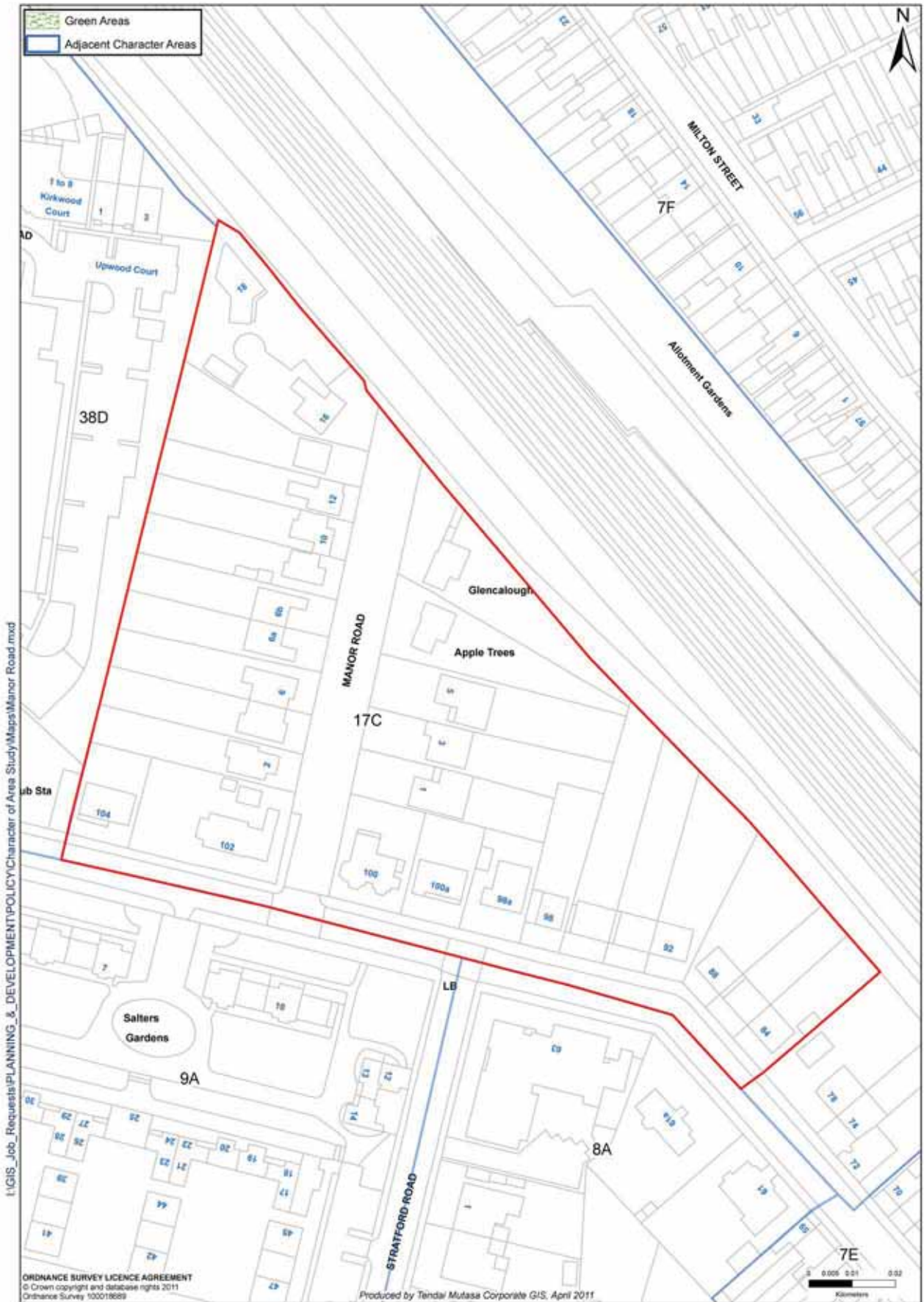
Other Features

- Semi-detached housing on Lime Close dates from the 1940s and is of a style similar to housing in character type 14.
- Detached housing on Lawson Grove was built during the 1960s, while the terraces of housing on the western side of Heath Road were built on the site of an older house during the 1960s.



Bucks Avenue (left) Oxhey Avenue (right)

Character Area 17C



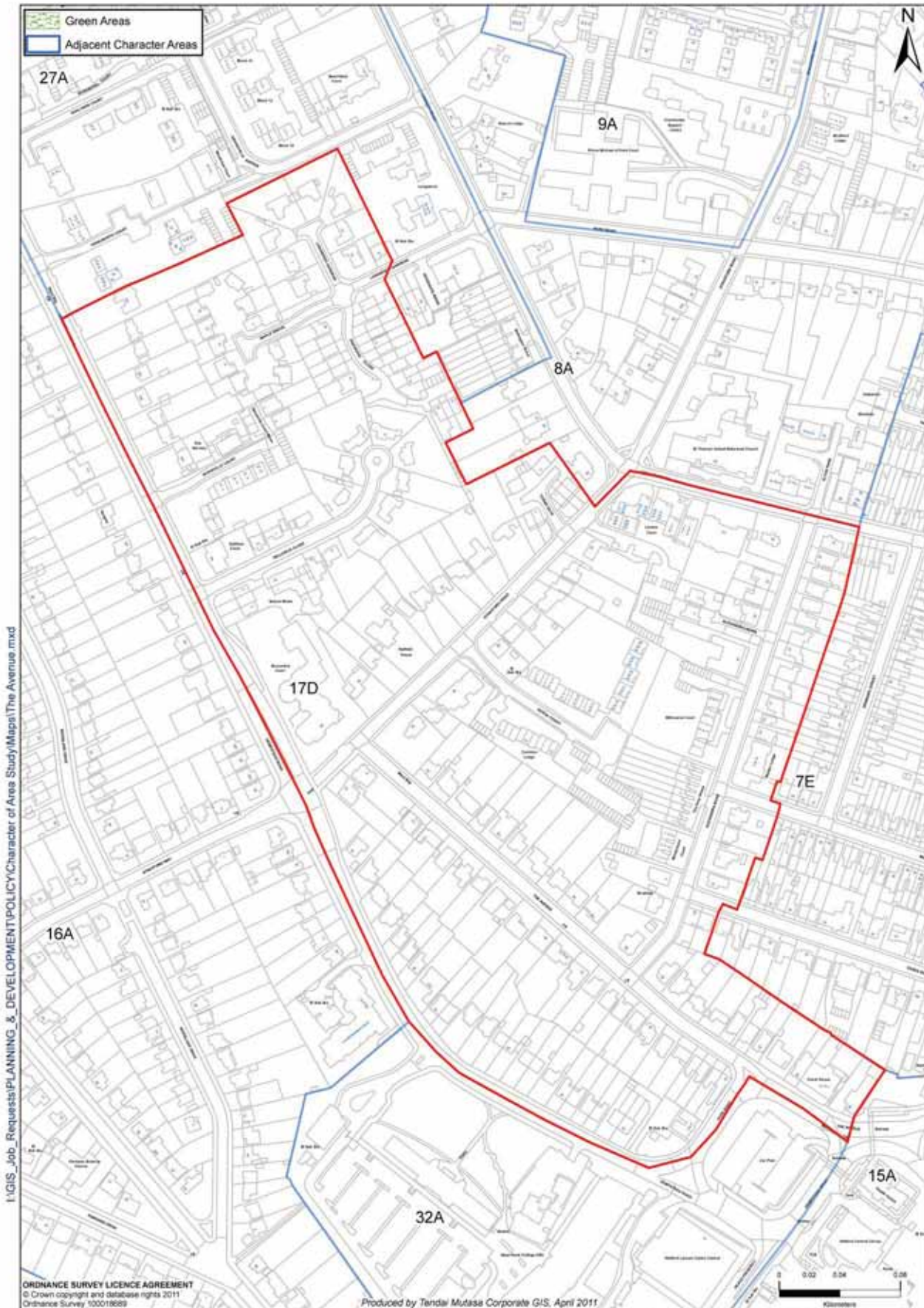
Area 17C Summary

This residential character area is located in the centre of the Borough, to the north-west of Watford Junction. It is bordered to the north by the railway cutting for the West Coast Mainline and to the west by the transition to higher density flatted development from the early twenty first century, while the eastern and southern boundaries are marked by the transition to various types of Victorian residential development. The area was occupied by farmland until the mid-nineteenth century, when a large property called the Manor House was built. Further development was limited until 1909 when Manor Road was laid out and a number of houses were built at its southern end. During the early 1920s the Manor House was demolished and rows of terraced houses were built on its former grounds, while further houses were built on the northern side of Manor Road in the 1930s. A further pair of houses were built during the 1960s, before further infill development occurred around the area during the 1980s. The character of the area is suburban, with buildings of a modest domestic scale. The piecemeal development of houses, using a variety of architects and builders, has resulted in a high degree of variety in terms of architectural detailing of individual properties. This suburban area does not include through routes and has low levels of pedestrian/vehicular activity. Manor Road is a private road. It has a gravel finish, with no road markings or pavements.



Manor Road (left) Church Road (right)

Character Area 17D



Area 17D Summary

This residential character area is located to the north-west of the town centre and to the east of the Cassiobury Estate. It is bordered to the north by loosely structured flatted development, while to the east is Victorian housing. To the south is the employment area, which includes West Herts College and the Town Hall. Until the mid-nineteenth century the area was largely occupied by farmland, with the only built form consisting of a complex of buildings close to Hempstead Road called Nascot House. By the 1870s Stratford Road had been laid out off the much older Hempstead Road, with some limited housing development alongside it, while Alexandra Road had been laid out awaiting development. However, it was not until the 1900s when the area started to be developed more substantially, with significant new areas of housing completed by 1939. During the latter half of the twentieth century, the undeveloped areas of land set back from the streets were gradually developed with terraces of flats and new groups of higher density detached houses. New blocks of flats were also built on some of the larger plots of land which had contained the older Victorian houses within the area. The character of the area is suburban, with consistency in terms of general building heights and plot relationships, although there is more variety in the centre of blocks. However, the piecemeal development of houses by a variety of different architects and builders has resulted in a high degree of variety in terms of architectural detailing of individual properties. In general this suburban area has moderate levels of pedestrian/vehicular activity, with notably low levels in the various cul-de-sacs. However, there are significant traffic volumes along Hempstead Road (A411), which is a primary route into the town.

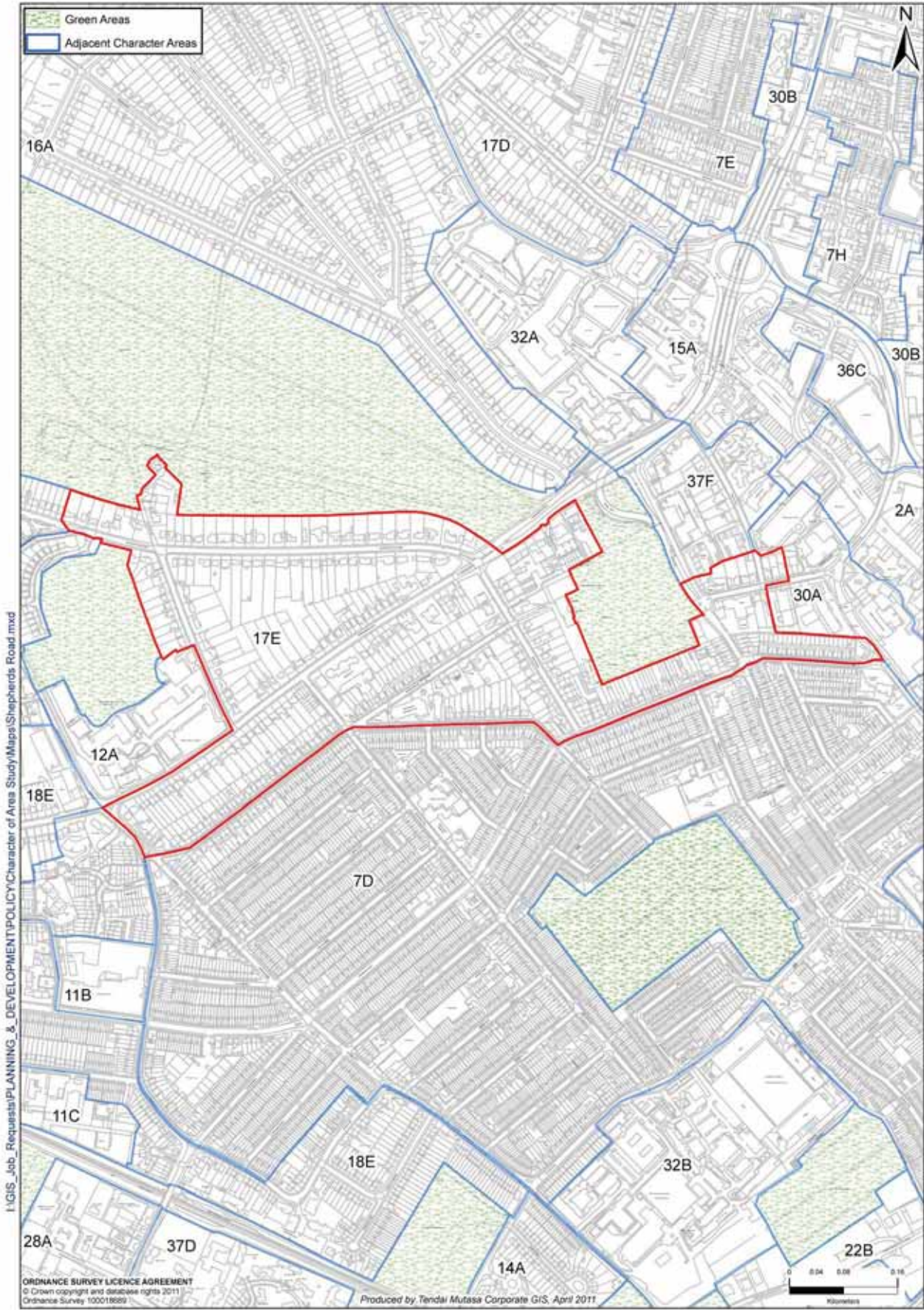
Other Features

- Housing development around Maple Grove, Yorke Gate and Pinewood Close dates from the 1980s and 1990s. It is higher density and of a more uniform architectural style.
- Brunswick Court, at the junction of Hempstead Road and Stratford Road dates from the 1990s and is of larger scale and massing than surrounding development.
- Blocks of flats at Herga Court and along the western side of Alexandra Road were built during the 1960s and 2000s. They are of three storeys and have a more functional design aesthetic. Also have single storey garage blocks and communal green areas containing large trees.



The Avenue (left) Alexandra Road (right)

Character Area 17E



Area 17E Summary

This residential character area is located to the west of the town centre and to the south of Cassiobury Park. It is bordered to the east by the West Herts Sports Ground and the higher density development of the town centre. To the west are the grounds of the Watford Boys Grammar School, while the southern border is formed by the transition to Victorian terraced development. Before 1900 this area remained largely undeveloped, with the land to the north of Rickmansworth Road occupied by the parkland of the Cassiobury Estate, while there was farmland to the south. New housing to the south of Rickmansworth Road was developed in a piecemeal fashion from the 1900s, while development to the north began during the 1910s. By 1939 virtually all the available plots of land in this area had been developed. Subsequent development has been limited, with some higher density blocks of flats built on redeveloped land along Rickmansworth Road. The piecemeal development of houses by a variety of architects and builders has resulted in a high degree of variety in terms of architectural detailing of individual properties. Development to the south of Rickmansworth Road is of a higher density than that to the north and can be seen as a transitional typography of residential development between the Victorian terrace and the inter-war streets of semi-detached houses. The area north of Rickmansworth Road has characteristics associated with the 'Metroland' aesthetic of domestic scale suburban architecture from the inter-war period. There is a notably large triangle of well treed back garden land between Cassiobury Park Avenue and Rickmansworth Road. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are significant traffic volumes along Rickmansworth Road (A412), which is a primary route into the town.

Other Features

- A landmark building is St Michael's Church, which is located between Mildred Avenue and Durban Road West. The Church principally dates from 1911-1913 and is a larger scale building within the area. To the west is a small triangle of landscaped green space, while it is adjoined to the east by a church hall and modestly sized car park.
- Groups of three storey blocks of flats along the southern side of Rickmansworth Road, with communal areas of green space and parking courts. Generally follow established building lines, but have larger floorplans than older neighbouring houses.
- Group of municipally owned park buildings to the north of Shepherds Road. Including a council depot and tea rooms, which date from the 1920s. Buildings are setback from the street and are adjoined by a playground, gardens and yard. Modest parking provision.
- There are a number of larger scale buildings to the east of Park Avenue. Set back behind the residential development, with playing fields to the east. As well as sports halls and changing rooms, there is a large car park to the south.

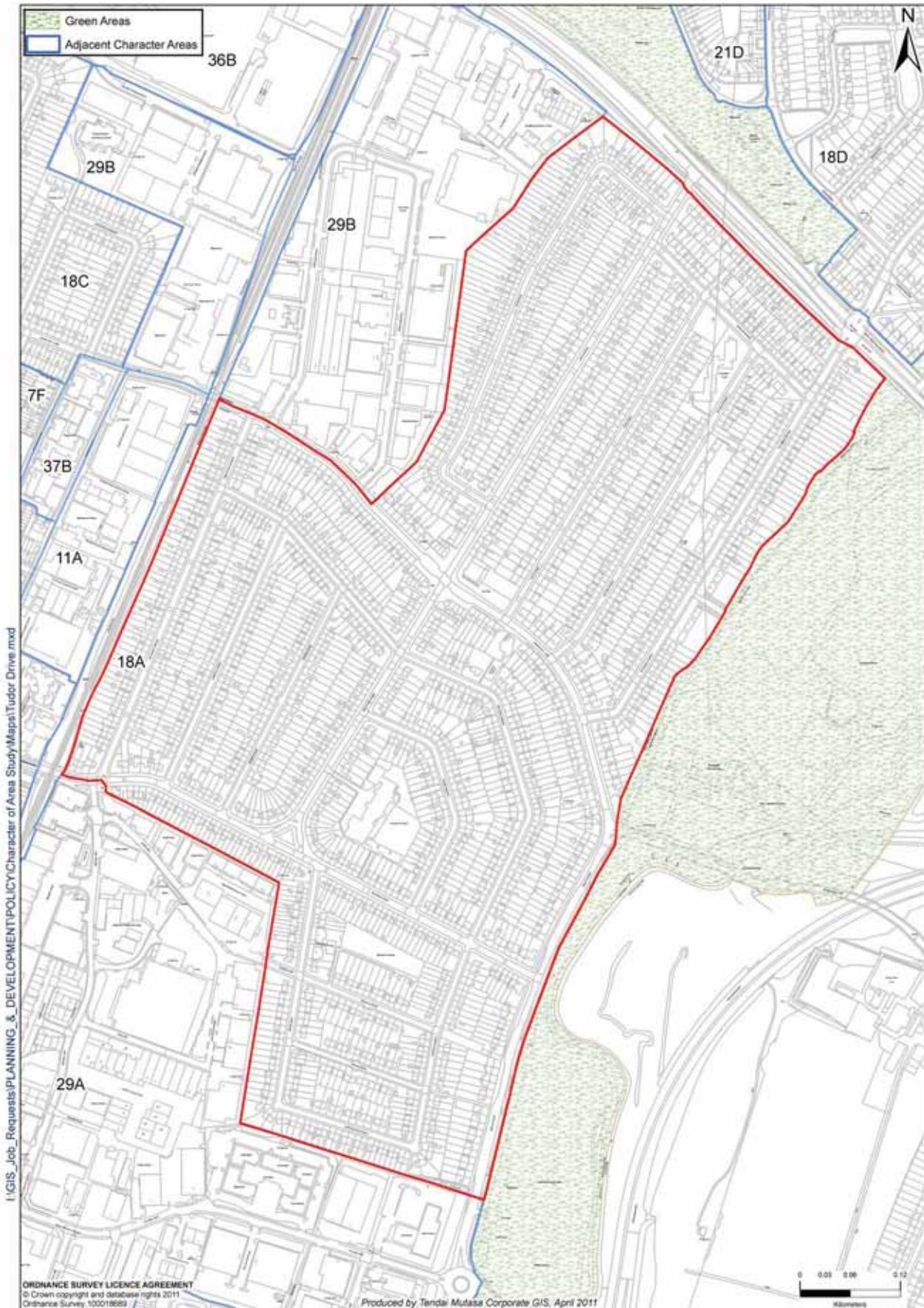


Cassiobury Park Avenue (left) Mildred Avenue (right)

Character Area 18

Period	Generally 1930s. Includes 1900s – 1950s.
Heights	Predominantly two storeys. Some bungalows.
Urban grain	Intermediate form.
Block size / structure	Regular pattern of blocks varying in size (450m x 80m). Generally larger block sub-division than Victorian/Edwardian development.
Plot sizes	Typically 8m x 40m. Gaps between buildings of 4m-5m.
Streetscene	Suburban streetscene. Wide carriageways (6-7m for total), with pavements of 2.5-3.5m widths – some of which feature street trees. Limited street furniture.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Marked by hedges of varying heights, brick walls or timber fences. Many original hedges / walls are now open frontages to allow car access.
Roof forms	Generally hipped tile roofs, with brick chimneys.
Windows	Originally metal or timber framed windows. These have generally been replaced since with various types of uPVC windows. Projecting two storey bay windows are common.
Materials	Materials include variety of brick types, render and mock-Tudor style timbering. Tile roofs.
Car parking	Large proportion of houses have garages as later additions to the side. Majority of parking is accommodated in front drives. Some on-street parking.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges are relatively common in rear gardens, but less so in front gardens. Street tree planting along some pavements. Limited green space outside of gardens and formal parkland/playing fields/allotments. No grass verges between carriageways and pavements

Character Area 18A



Area 18A Summary

This residential character area is located on the eastern side of the Borough, at the border with Hertsmere. It is bordered to the north by the Colne Way (A41), while there are industrial estates to the west and south. To the east is countryside, which includes the River Colne, while to the west is the St Albans Abbey Railway Line. The area was previously occupied by farmland and the complex of buildings off Bushey Mill Lane that made up Bushey Lodge Farm. In the 1930s the area was developed as the Bradshaw Estate and Bushey Lodge Estate – principally by the local building firms of Rice Brothers and Clifford & Gough. By 1939 only a small proportion of plots on the northern side of the new housing estate remained undeveloped. A number of these were developed during the 1950s with new housing in a similar style to the earlier phase of development, while some plots were developed by the Local Authority during the 1960s in a more modernist style. The architectural style of the housing estate is fairly consistent and reflects mass produced housing using standardised housing designs. However, houses to the north of Bushey Mill Lane generally feature ‘tudorbethan’ styling – with timber and render to front elevations. The character of the area is overwhelmingly suburban and is dominated by tree lined streets of residential properties. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are more significant traffic volumes along the primary routes connecting the estate to Stephenson Way (A4008) and the Colne Way (A41). The district centre on Bushey Mill Lane and Knutsford Primary School generate more significant pedestrian movements.

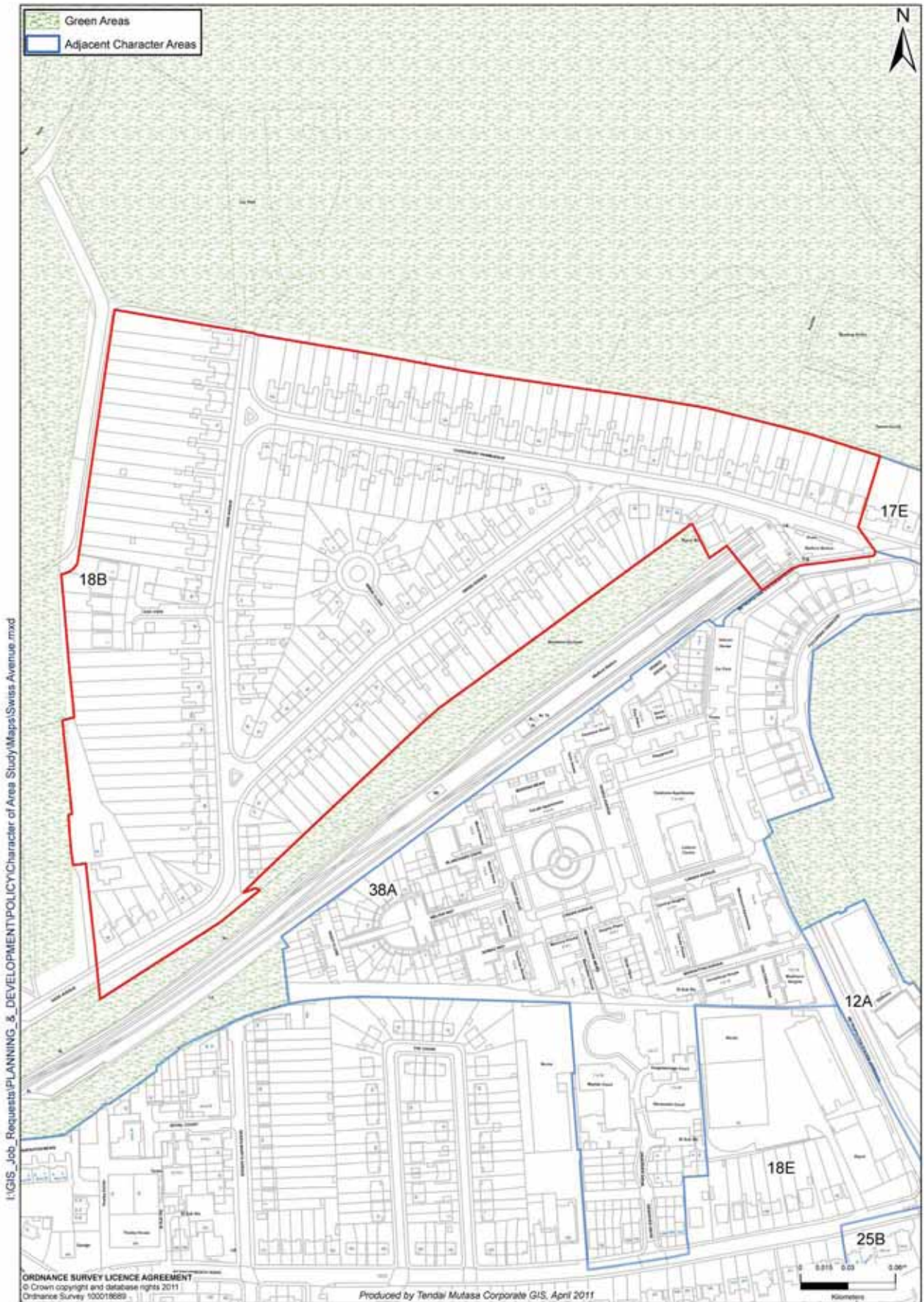
Other Features

- A landmark building is St Peter’s Church, which is located on Bushey Mill Lane. The hexagonal church building dates from 1966, while the rectangular church hall building to the rear dates from the 1930s.
- Two – three storey parade of shops and detached public house at junction of Bushey Mill Lane and Tudor Avenue, with garages to the rear and car park. Contemporary with wider housing development.
- Knutsford Primary School, set back off Balmoral Road, is a larger scale building with car park and outdoor play space. It was rebuilt in 2000.
- Residential development from the 1960s on Woodmere Avenue, Hillrise Avenue and Douglas Avenue is largely of two storeys and of brick with pitched roofs. Has communal green spaces and garage blocks.



Tudor Avenue (left) Knutsford Avenue (right)

Character Area 18B



Area 18B Summary

This residential character area is located on the western side of the Borough, close to the border with Three Rivers. The area is bordered by the Metropolitan Line Railway to the south and east, while Cassiobury Park borders the area to the north and west. The area was previously occupied by the parkland of the former Cassiobury House, with a property called Swiss Cottage to the west. During the early 1920s the Cassiobury Estate was sold off for redevelopment, while Swiss Cottage was burned down during the 1940s. The new housing estate was planned as a private residential development and was developed in a piecemeal fashion during the 1920s – 1930s. The main developers were the local firms of Brightman & Pleasants and James Goss. Subsequent development has been limited, with some infill development and redevelopment on various plots. The architectural style of the housing estate is fairly consistent and reflects mass produced housing using standardised housing designs. The character of the area is overwhelmingly suburban and is dominated by tree lined streets of residential properties. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, both the Metropolitan Line Station and the car park for Cassiobury Park generate significant activity levels at the edge of the area.

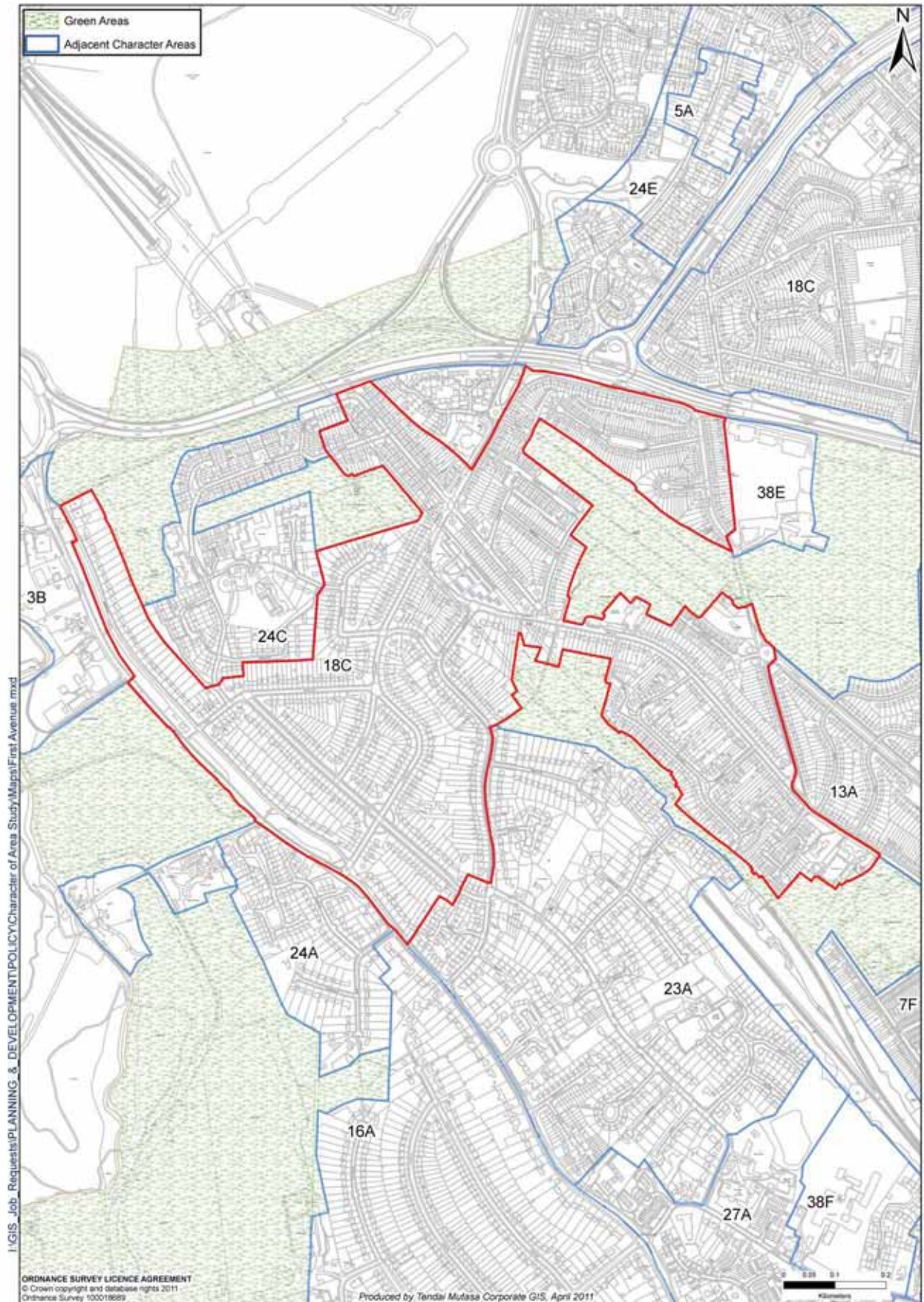
Other Features

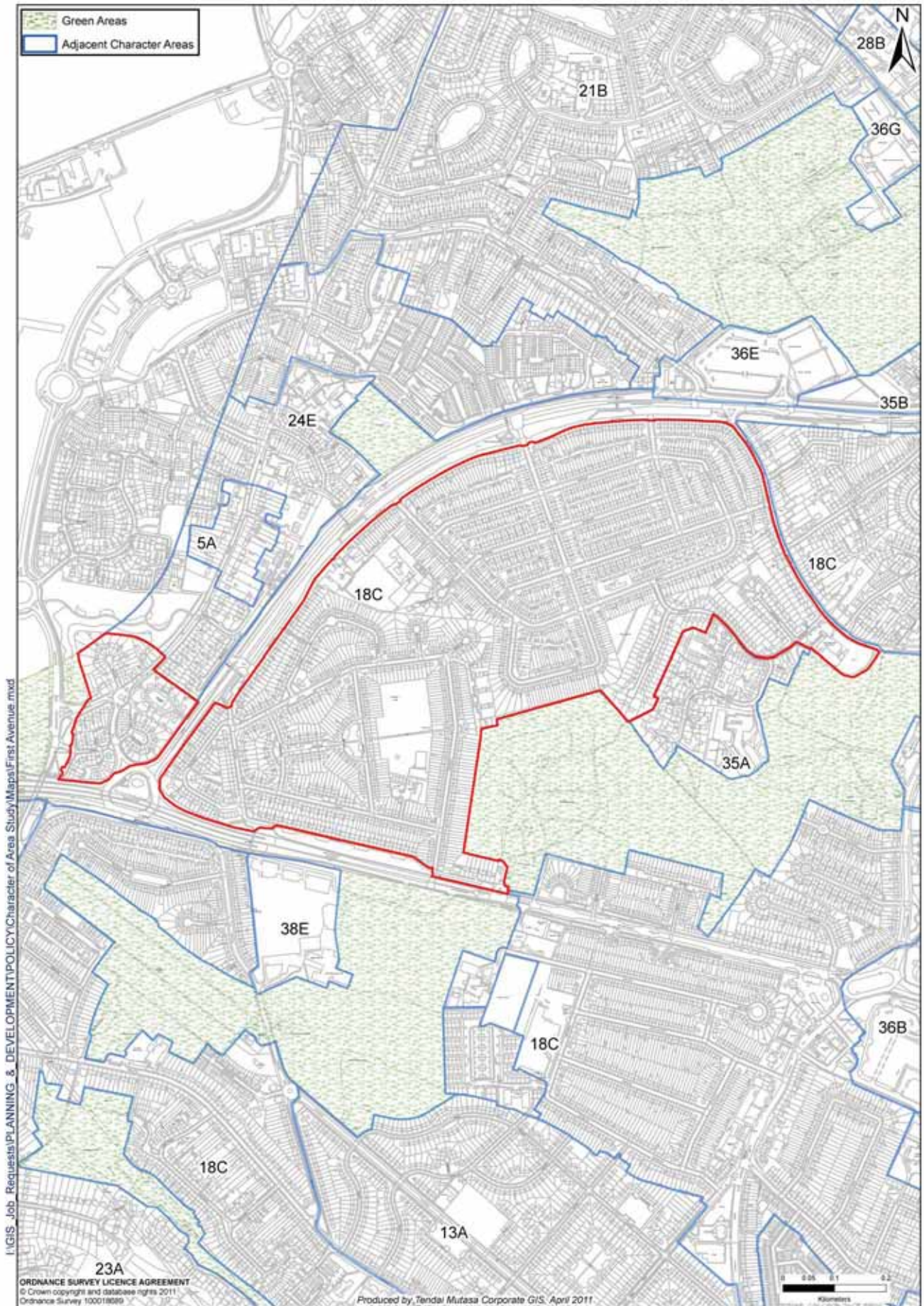
- Watford Metropolitan Line Station dates from 1925 and includes commercial premises. It includes a small area for car and cycle parking.
- The houses at 90 – 92 Gade Avenue date from 1955 and are set back from the street down a private lane.
- Five detached houses are set back off the western side of Gade Avenue. Oakview development dates from 2003 and is of a higher density than neighbouring housing development from the 1930s.

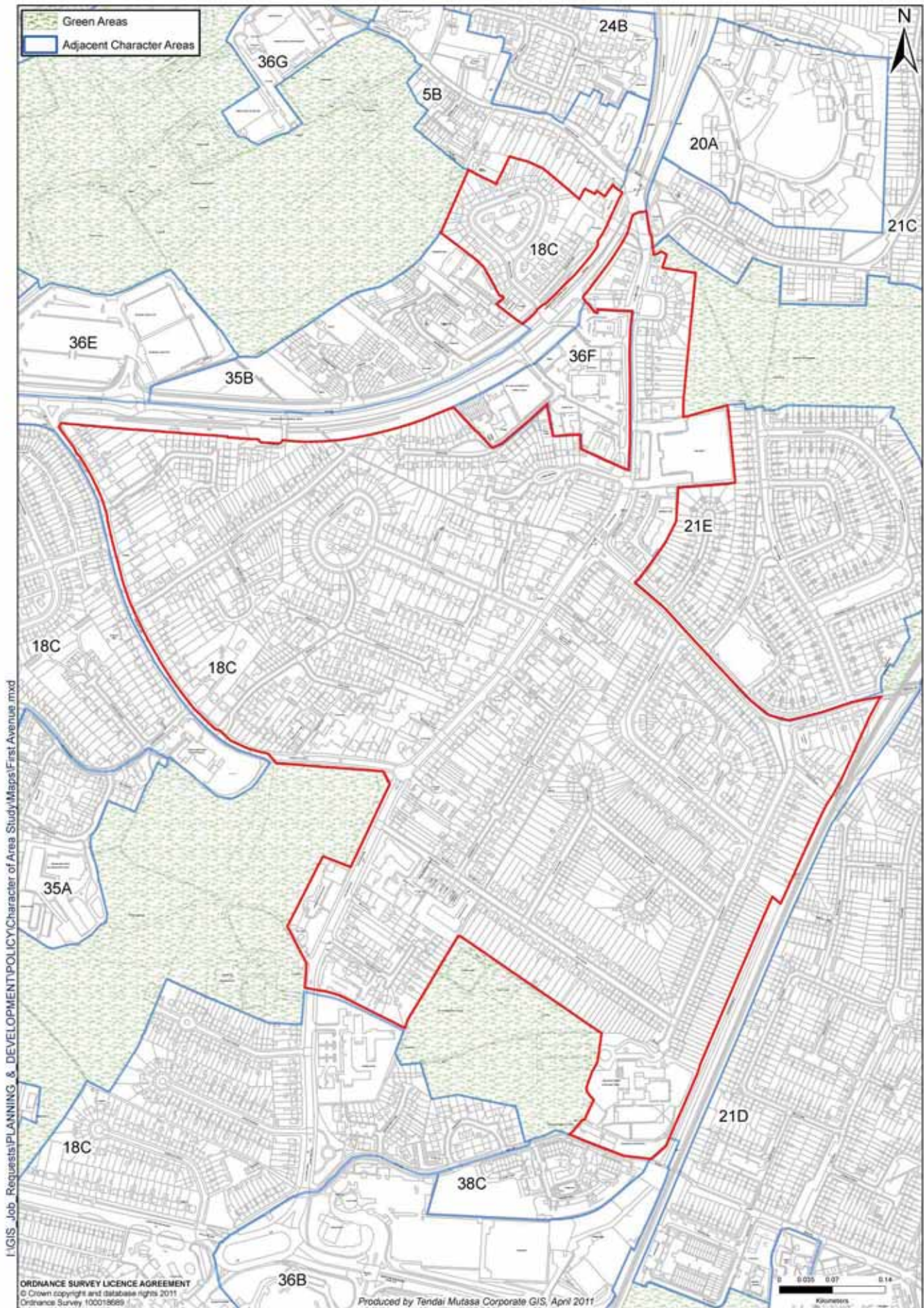


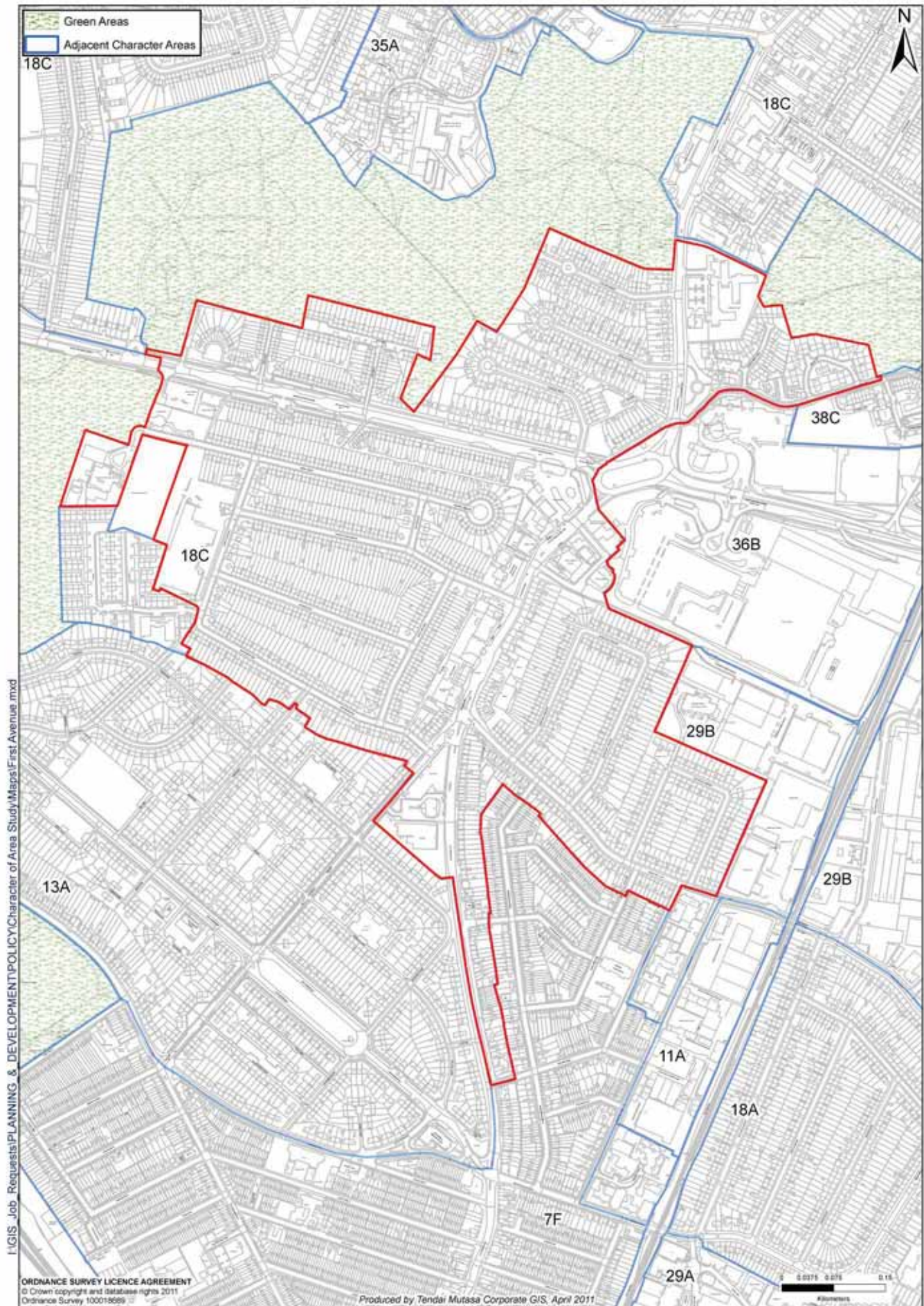
Gade Avenue (left) Cassiobury Park Avenue (right)

Character Area 18C









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Produced by Tendai Mutasa Corporate GIS, April 2011

Area 18C Summary

This largely residential character area is the biggest one in the Borough and covers a significant proportion of North Watford. It is located to the north of the Victorian/Edwardian part of Watford and the municipally developed Harebreaks Estate. It is bordered to the east by later twentieth century commercial and residential development, as well as the St Albans Abbey Railway Line and a series of playing fields and parks. It is bordered to the west by the semi-rural character areas of Grove Mill Lane and Russells Nursery, while to the south-west there is later twentieth century residential development. It is bordered to the north by residential development from the later twentieth century, as well as open space, leisure land uses and major road infrastructure. Until the 1920s, this area was largely occupied by farmland and woodland, while the area to the west of Ridge Lane was occupied by parkland relating to the Russells Estate. Previously a rural area, built form was limited to some ribbon development along St Albans Road and the buildings relating to the various farms which occupied the area. As well as the lodges to the Russells Estate, there were groups of buildings at Lea Farm (Cow Lane), Garston Farm (Garston Lane), Kingswood Farm (Sheepcot Lane), Gammons Farm (Gammons Lane) and Leggatts Farm (Leggatts Way). The pre-existing route network consisted of what are now known as St Albans Road, Hempstead Road, Ridge Lane, Sheepcot Lane, Garston Lane, Gammons Lane and Cow Lane.

During the 1920s development began in the southern part of the area. Shops and houses were built along the eastern side of St Albans Road – opposite the newly built Harebreaks Estate, and on the southern side of Bushey Mill Lane, while housing development got underway further west along Gammons Lane. Further north, the Seventh Day Adventist Church was built in 1927 at the eastern end of the Stanborough Park Estate (an area detailed further in the section on character area 35A). However, the vast majority of development in this area took place during the 1930s with the construction of various privately built housing estates to the north of the 1920s development. New development was linked with the construction of the new distributor roads through the area, with the ‘Watford By-pass’ (A41) completed by 1929 and the ‘North Orbital’ (A405) completed in 1932. In the early 1930s the Bushey Mill Gardens Estate (area around Northfield Gardens) and the Leggatts Rise Estate (area around Leggatts Wood Avenue) were developed to the south of the A41. From 1933 the largest part of the area, between North Western Avenue, St Albans Road and Kingsway, was developed as the Kingswood Estate by the Hillingdon Estates Company. Development started on the eastern side of the area and gradually spread westwards, with the interruption of WW2 resulting in development around Orbital Crescent being completed during the 1950s. Adjacent to the Kingswood Estate, the North Watford Cemetery and associated buildings were completed in 1931. On the eastern side of St Albans Road, the Garston Park Estate was developed from the mid-1930s onwards, with the northern section around Woodhurst Avenue completed during the early 1950s. Development of the Lindifarne Estate around Trevellance Way took place during the late 1930s, while new cul-de-sacs of housing were developed at the western end of Leavesden High Road

from the late 1930s, with housing at Poundfield completed during the 1950s. To the south-west, the Leavesden Green Estate was developed from the mid-1930s onwards, with early development on the eastern side – along streets such as Maytree Crescent and Leggatts Close. New housing planned during the 1930s was only completed on the western side of this area, by Hempstead Road, during the 1950s. During the later twentieth and early twenty first centuries various pockets of development or redevelopment occurred around the area, but it largely retains its inter-war character.

The area is largely made up of streets of semi-detached housing which demonstrate a high degree of architectural uniformity due to having been built to standard designs. There is some variety between different housing estates in terms of detailing, such as type of bay windows, as different developers were responsible for building in separate areas. However, the general pattern of development is very consistent in terms of plot sizes and building heights/footprints. The vast majority of houses have hipped tile roofs and are brick built with a render covering. Streets are generally tree lined and wider than earlier equivalents, but there are far less integrated green spaces than the municipal led development – such as The Harebreaks. Levels of pedestrian/vehicular activity vary strongly between the primary routes and the suburban streets and cul-de-sacs. There are major traffic volumes along the primary routes of Hempstead Road (A411), St Albans Road (A412), North Western Avenue (A41) and North Orbital Road (A405).

Other Features

- Housing development on Sheepcot Lane, St Albans Road and Gammons Lane dating from the 1920s – 1930s with varied architectural design (like character area type 17).
- Kingswood Estate between Sheepcot Lane and Bramble Close features rear alleys with piecemeal garage development behind back gardens.
- Macdonnell Gardens is a purpose built development of bungalows for disabled ex-military officers. Was developed during the early 1930s and features a central green with memorial gardens and flag.
- Landmark religious buildings include the Seventh Day Adventist Church (1927), Salvation Army Hall (1920s) and Garston United Reformed Church (1950s) on St Albans Road; St Mark's Church and Harebreaks Gospel Hall on Leggatts Way (both 1930); Kingswood Baptist Church on North Approach (1956) and North Watford Mosque on North Western Avenue (2003).
- Two – three storey parades of shops on Longspring, North Approach, Courtlands Drive (1930s) and Garston Park Parade (1949). Include single storey garages to rear. Two storey office blocks with car park dating from 1990 to the rear of Garston Park Parade.
- Various commercial buildings along St Albans Road, between the junction with Fuller Road and the Dome Roundabout. Buildings generally date to the mid-twentieth century. Includes buildings with larger floor plans, such as North Watford Library and Fire Station, and

larger areas of car parking, such as at junction with Longspring.
Building heights vary from one –three storeys.

- Large scale factory building on western side of Cherry Tree Road with large surface level car park.
- Garston Bus Garage on the eastern side of St Albans Road dates from 1950 and includes a complex of buildings with large floor plans and areas of hardstanding.
- Various larger scale groups of buildings on school sites. Cherry Tree Primary School off Berry Avenue (1970s), Kingsway Schools off Briar Road and North Approach (1930s and 1970s), Kingsway Nursery on Briar Road (1948), Berrygrove Schools off Fourth Avenue (1950s), Beechfield School (1960s) and Orchard Primary School (1970s) off Gammons Lane, Stanborough Primary School off Sheepcot Lane (1970s).
- Municipal housing development dating from the 1960s around Hudson Close and at Hollytree House, with larger blocks of two/three storey flats, communal landscaped areas and blocks of garages.
- Infill housing development from the 1960 – 1970s (similar to character type 24) located around Severn Way, Gwent Close, Ellwood Gardens, Gullet Wood Road, Heronslea, Biddenham Turn and Kilby Close.
- Infill housing development from the 1980 – 1990s (similar to character type 35) at Edward Amey Close, Wilcon Way, Churchfields Road, Gisburne Way and Lamb Close.
- Langley House Nursing Home has a large floor plan and surface level car park. Dates to 1993.
- Various flatted developments along St Albans Road from the 1980s – 2010s. Typically three storeys with rear parking courts.
- Office building for Seventh Day Adventists off St Albans Road, which dates to 2010, with adjacent lodge from 1900s.



Beechwood Rise (left) Northfield Gardens (right)

Character Area 18D



Area 18D Summary

This residential character area is located in the north-east of the Borough, directly to the west of the M1 Motorway. It is bordered to the south-east by open countryside and to the south-west by the Colne Way (A41). To the north and north-west is an area of public housing, which dates from the 1950s and is more loosely structured. The area was occupied by farmland until 1928, when construction work began on the A41 road to the south. In the 1930s the area was developed as the Lea Farm Estate by the Liverpool based developers Graylands Estates. A second phase of development occurred during the 1950s, when the houses on the north-western side of the area were constructed. The architectural style of the housing within each phase of development is fairly consistent and reflects mass produced housing using standardised housing designs. However, while both phases of development are similar in terms of structural variables, such as plot densities and building heights, the later houses are of brick with pitched roofs, while the older houses are rendered and have hipped roofs. The character of the area is overwhelmingly suburban and is dominated by wide tree lined streets of residential properties. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are significant traffic volumes along the adjacent M1 Motorway and Colne Way (A41).

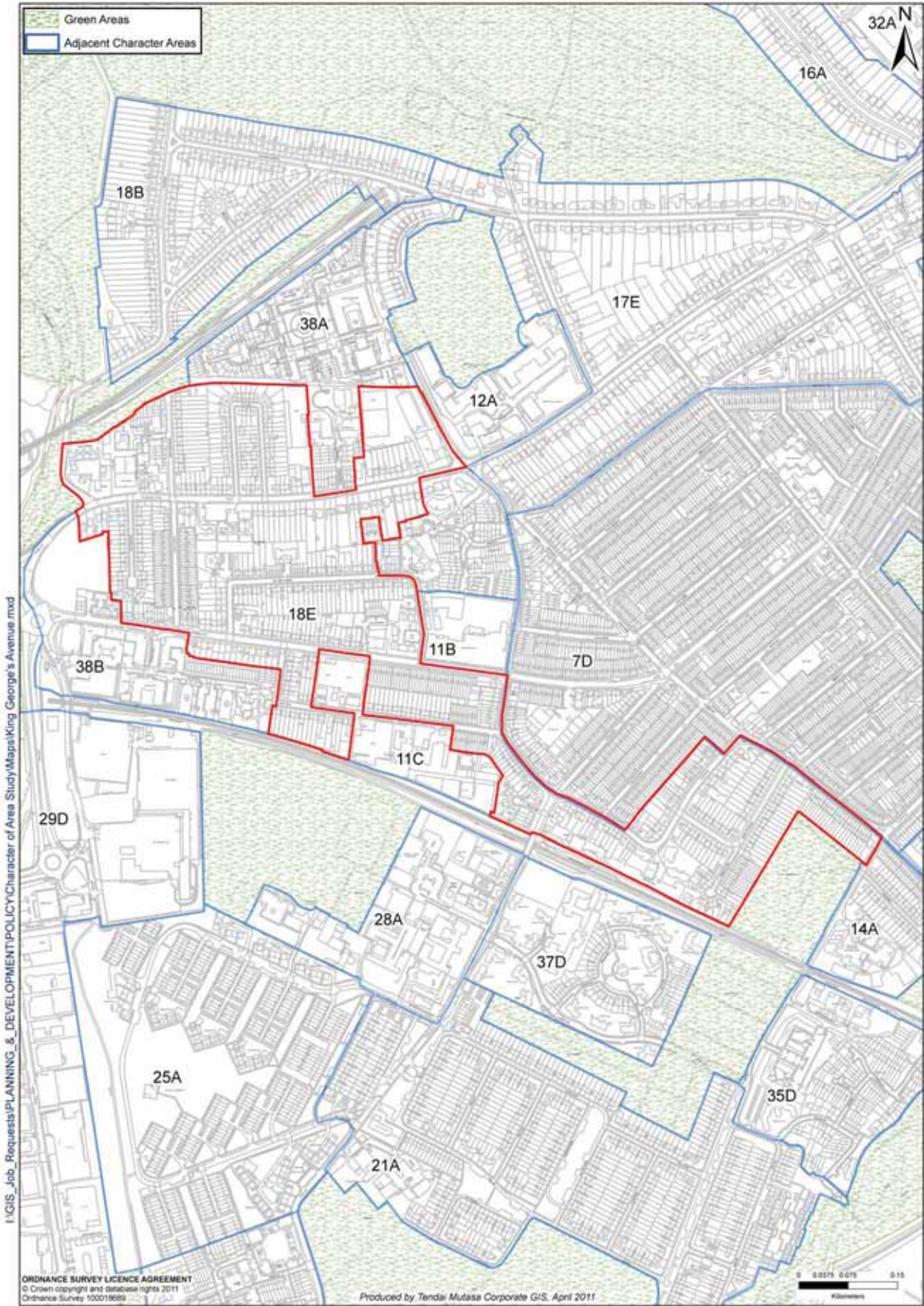
Other Features

- Tree belt and off-road cycle path runs along the south-eastern boundary of the area.
- Areas of structural landscaping on Leander Gardens and Widgeon Way with a number of mature trees.



Eastlea Avenue (left) Widgeon Way (right)

Character Area 18E



Area 18E Summary

This largely residential character area is located in the western part of the Borough. It is bordered to the south by the former railway line between Croxley Green and Watford Junction, while to the east are streets of terraced housing from the later nineteenth century. It is bordered to the north by the tree covered embankment of the Metropolitan Line Railway and higher density flatted development from the early twenty first century. It is bordered to the west by parkland and further higher density flatted development from the early twenty first century. Before 1900 this area remained largely undeveloped, with the land to the north of Rickmansworth Road occupied by the parkland of the Cassiobury Estate, while there was farmland to the south. Buildings consisted of the complex of structures at the southern end of Hagden Lane called Cole Kings Farm, as well as the surviving terrace of estate cottages and Cassio Bridge Lodge on Rickmansworth Road. In the 1900s a number of short terraces of houses were built around the area, such as along Cassio Bridge Road and the eastern ends of Sydney Road and Whippendell Road; but development in the wider area largely dates to the inter-war period. This mostly consisted of private development of houses using generic designs, but there was some municipal housing development along Sydney Road during the 1920s. A number of small industrial areas were also developed during this period and these have subsequently been largely redeveloped from the 1980s onwards with higher density blocks of flats. The urban form across the area is fairly consistent, but the architectural style of the housing varies between the different estates. Within individual streets the architecture is fairly consistent and reflects mass produced housing using standardised housing designs. The character of the area is very urban, with limited areas of green space or structural landscaping. Street trees are not common, but planting in front gardens provides some landscaping to the streetscene. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are significant traffic volumes along Whippendell Road/Rickmansworth Road, which are primary routes into the town.

Other Features

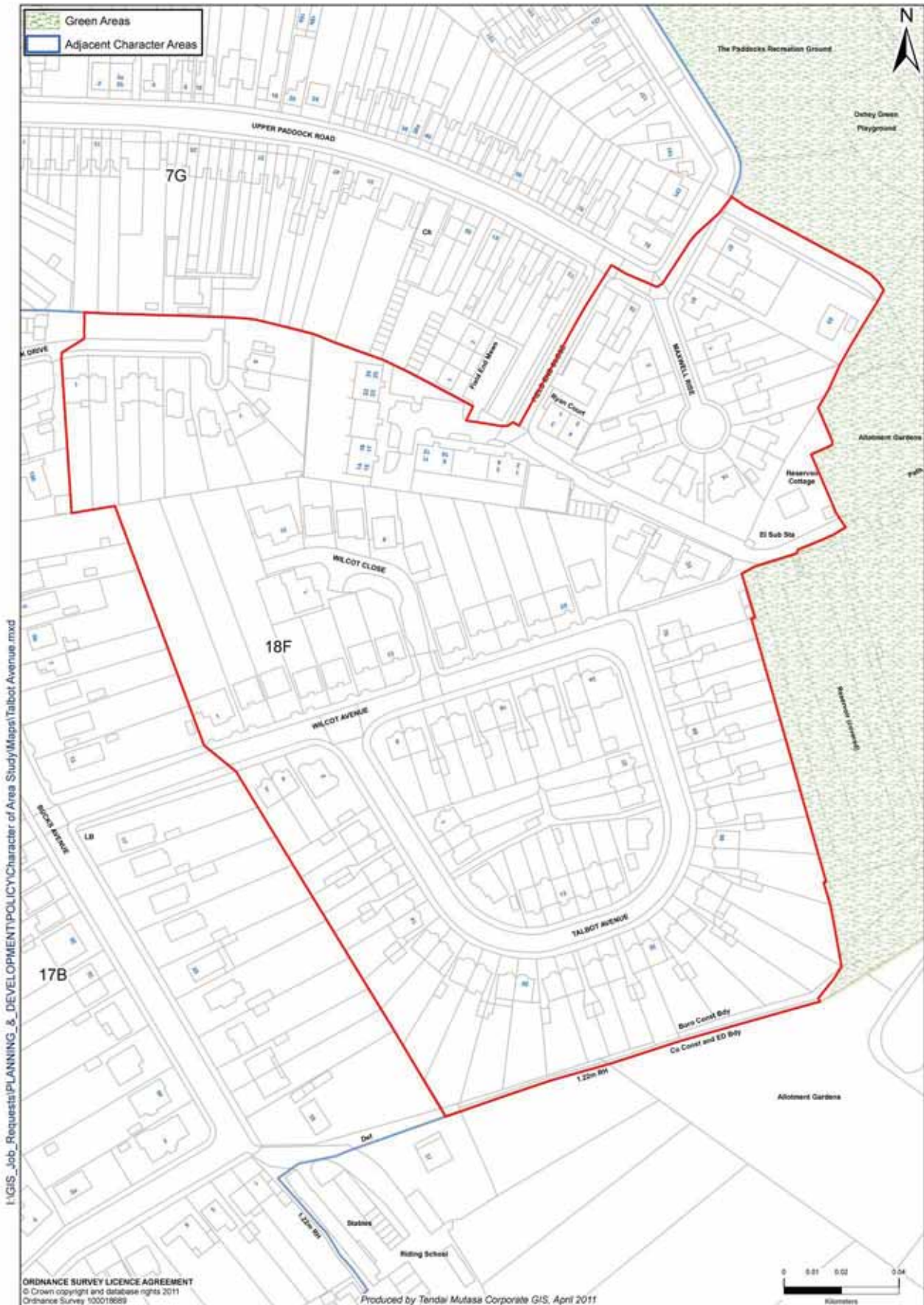
- Small scale light industry to the east of Tolpits Lane and to the west of Metropolitan Station Approach. Additional light industry to the east of The Chase and to the west of Queen Mary's Avenue. Number of large scale industrial sheds, as well as smaller structures adjacent to the streetscene relating to car sales/repair.
- Groups of three storey blocks of flats off King George's Avenue include: Astra & Solar Court (1984), Alwin Place (1991) and Hanover Court (2006). Group of three storey blocks of flats with large surface level car park to the rear off south-eastern corner of Hagden Lane. On the site of the former Cole Kings Farm and dating from 1990, the development is called Holm Oak Park. Group of three storey blocks of flats with large surface level car park on the eastern side of Gade Avenue. Sheraton Mews dates to 1981. Larger building footprints than elsewhere and with communal green spaces.

- Development to the west of Queen Mary's Avenue dates from 2010 and consists of two storey terraces of houses and a four storey block of flats. Royal Court has communal central space including surface level car park.
- The Chase was designed in 1924 by the local architect William Grace. Houses are generally grouped in short terraces of four properties and are of Fletton brickwork, which is unusual within Watford.



The Chase (left) Queen Mary's Avenue (right)

Character Area 18F



Area 18F Summary

This residential character area is located in the south-eastern part of the Borough, at the border with Hertsmere. It is bordered to the south and east by open countryside and allotments, while to the north there are streets of terraced Victorian development. Development to the west consists of detached housing from the inter-war period, where individual houses have bespoke architecture – rather than uniform design across whole housing estates. The area was occupied by farmland until the mid-nineteenth century when development began expanding southwards into its northern part. Two houses were built to the east of Upper Paddock Road during the 1860s, while the covered reservoir and associated house were constructed during the 1870s. However, the majority of the area was developed during the 1920s – 1930s, when Wilcot Avenue, Talbot Avenue and Maxwell Rise were developed. Maxwell Rise dates to 1937 and was developed by J. H. Maxey, while the Wilcot Estate to the south was largely developed from the late 1920s – early 1930s by Grover and Higgs. Some infill development subsequently took place in the later twentieth to early twenty first centuries. The architectural style of the housing estate is fairly consistent and reflects mass produced housing using standardised housing designs. The character of the area is overwhelmingly suburban and is dominated by semi-detached properties. Street trees are not common, but planting in front gardens provides some landscaping to the streetscene. In general this suburban area has moderate levels of pedestrian/vehicular activity, reflecting the lack of through routes.

Other Features

- Housing along Firbank Drive was built in 1953, while the housing on Wilcot Close dates from 1995.
- Various two storey blocks of flats on Field End Close date from the 1980s and 2008. They are accompanied by parking courts and blocks of garages.

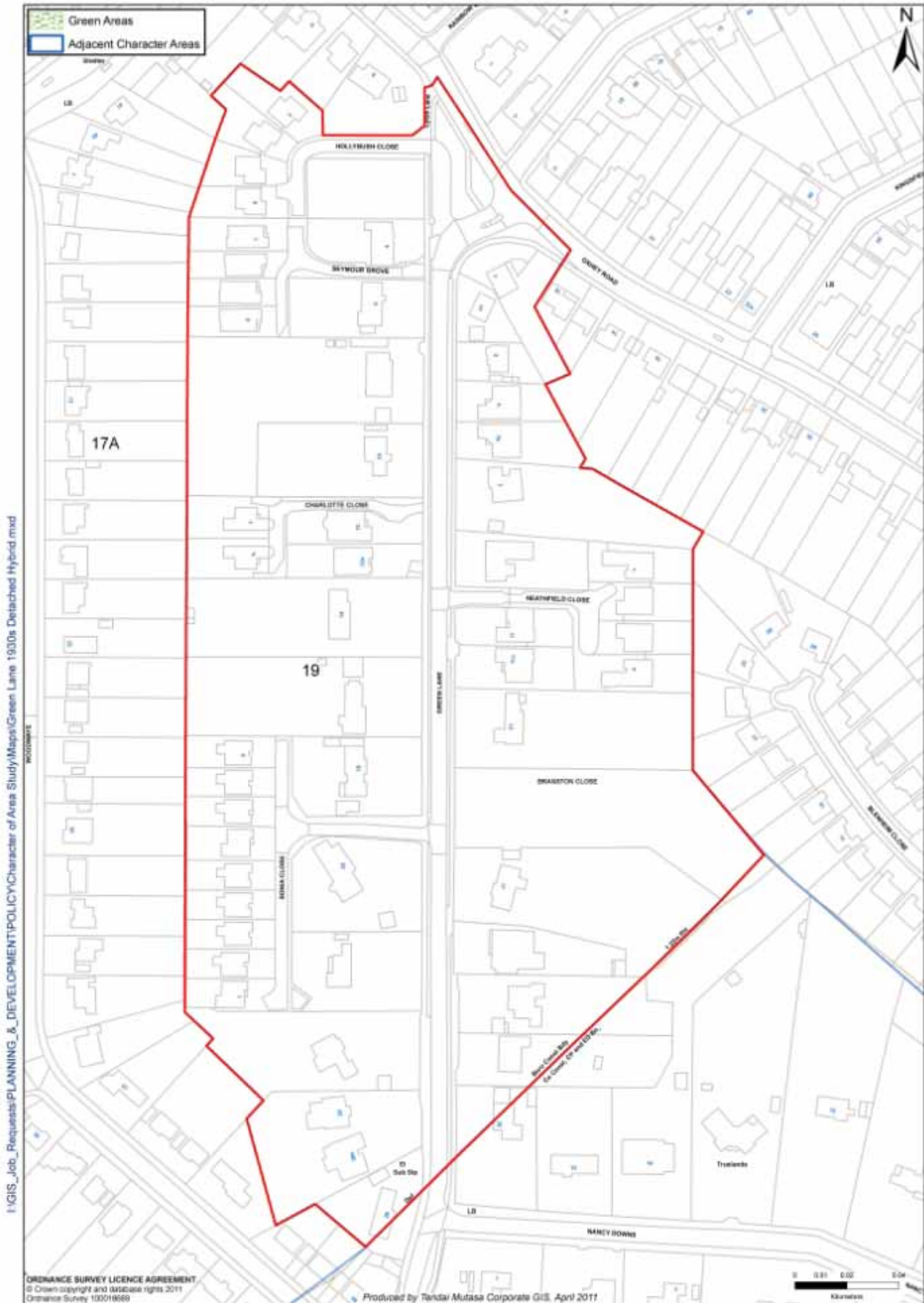


Wilcot Avenue (left) Talbot Avenue (right)

Character Area 19

Period	First phase of development: 1920s – 1930s. Second phase of development: 2000s – 2010s.
Heights	Two storeys.
Urban grain	Mixed. Relatively loose urban grain for earlier development, with relatively tight urban grain for later development.
Block size / structure	Irregular block structure.
Plot sizes	Typically 12m x 50m.
Streetscene	Suburban streetscene. Carriageways are 6m wide, with pavements of 3m widths – part featuring narrow strips of grass. Limited street furniture. High walls and planting to front boundaries create sense of enclosure.
Building lines	Generally consistent building lines, well set back behind front gardens.
Front boundaries	Generally marked by brick walls and hedges of more than 1m. Some timber fences.
Roof forms	Generally hipped or pitched roof forms, with brick chimneys. Variety of roof pitches, generally with projecting gables to front.
Windows	Originally metal framed or timber framed casement windows. These have generally been replaced since with various types of uPVC windows.
Materials	Materials include variety of brick types, render and mock-Tudor style timbering. Brick banding and terracotta detailing also a feature. Tile roofs.
Car parking	Variety of integrated garages and later additions to side of houses. Other parking accommodated in front drives. Limited on-street parking encroaches on grass verges.
Landscaping	Front gardens typically 10m deep. Rear gardens typically 30m-50m deep. Hedges and mature trees are common in front/rear gardens. One metre width strips of grass between pavements and carriageways.

Character Area 19



Area 19 Summary

This residential character area is located in the southern part of the Borough, at the boundary with Three Rivers. It is bordered by streets of higher density inter-war housing. This area was occupied by farmland until the 1920s, when detached houses were developed along the lane in a piecemeal fashion by a number of different builders. Green Lane itself had existed as a route for several centuries before this point – providing a link to Oxhey Lodge and Oxhey Place to the south and what is now known as Eastbury Road to the north. Within Watford, the twentieth century development along Green Lane was comparatively low density. In the 2000s and 2010s, this factor was exploited with various ‘back land’ developments of higher density housing occurring along the Lane. As a result of the later house building, this area has become a hybrid character area between these two phases of development. The character of the area is dominated by the well treed streetscape along Green Lane and the wider width between building frontages - in comparison with nearby development. Plot widths are approximately twice that of the neighbouring inter-war housing development and street cross-sections are 70% wider on average. Although the density of development is relatively low, a strong sense of enclosure to the street is created by the mature planting in front gardens. Although the houses exhibit a variety of architectural styles, they are generally of a similar height and scale. This suburban area is on a through route and generally has moderate levels of pedestrian/vehicular activity, although vehicular movements are subject to temporal spikes at peak times.

Other Features

- A number of the houses at the southern end of Green Lane were built during the 1960s. However, they are broadly similar in terms of scale and massing to the earlier houses on the street.

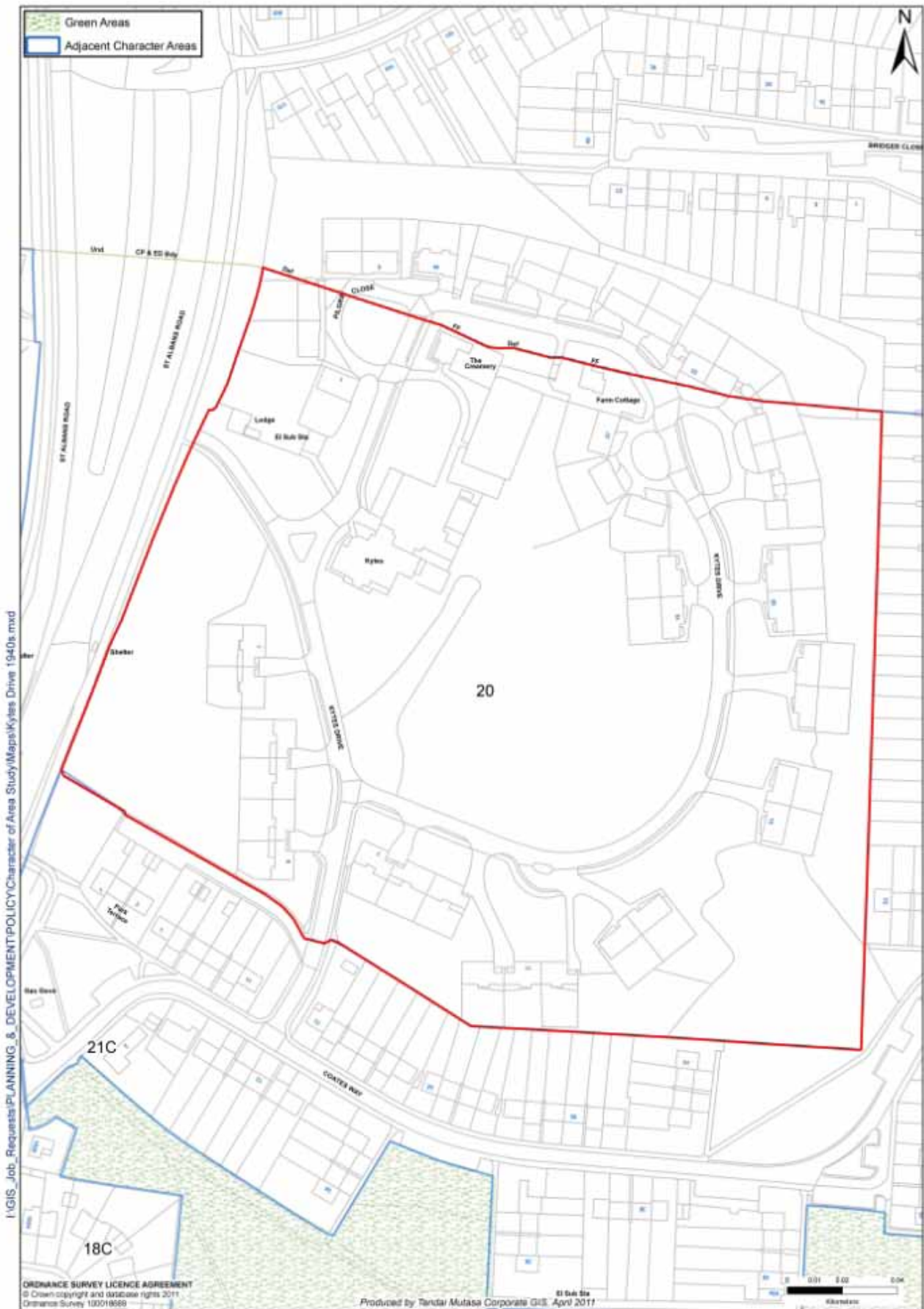


Green Lane (left) and (right)

Character Area 20

Period	Largely 1940s.
Heights	Largely single storey.
Urban grain	Loose urban grain.
Block size / structure	Irregular block structure.
Plot sizes	Lack of clear boundary delineation between plots. Plot sizes are approximately 15m x 45m. Buildings generally in centre of plots, away from plot boundaries. Gaps between buildings are generally 3m.
Streetscene	Informal and open streetscene. Large grass verges between houses and the road, with limited trees or street furniture. Generally only a pavement on one side of carriageways.
Building lines	Buildings are generally set back from the carriageways, with varied building lines.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces.
Roof forms	Generally pitched roof forms. Consistent roof pitches with brick chimneys. Some older buildings have hipped roofs.
Windows	Originally windows on 1940s house have been replaced with uPVC windows. Timber sliding sash on older properties.
Materials	Soft coloured brick, with plain tiled roofs. Some older buildings have render over brick and slate roofs.
Car parking	Variety of integrated garages and later additions to side of houses. Other parking accommodated in front drives, courtyard parking or on-street.
Landscaping	Generally no front gardens. Rear gardens typically 15m-25m deep, with hedges common. Some mature trees within green spaces, with more substantial groups at margins. Area dominated by large grassed areas.

Character Area 20



Area 20 Summary

This residential character area is located in the northern part of the Borough, at the boundary with Three Rivers. It is bordered to the west by the North Orbital Road (A405), while there are separately planned estates of more formal 1950s residential development to the north, east and south. This area was occupied by farmland until the early nineteenth century, when Kytes House was constructed, along with various estate buildings – such as stables. A lodge followed to the west in the late nineteenth century and two additional houses were built to the north in the early twentieth century. The estate was used by the army in the Second World War and was bought by a Trust afterwards. Bungalows for disabled people were subsequently built in the grounds in 1949. Within Watford, this is a very low density development, with an informal street layout dominated by the parkland setting of Kytes House. There is a consistent architectural typology across the 1940s development, with buildings exhibiting similar materials and of a consistent scale. Nevertheless, there is a degree of variety provided by the various older properties and their associated landscaping. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring North Orbital Road.

Other Features

- Kytes house and the associated single storey outbuildings to the northern side have more elaborate architectural detailing than the later housing development. As well as having a larger floor plan, the Victorian house is of a larger scale in general than adjacent development.

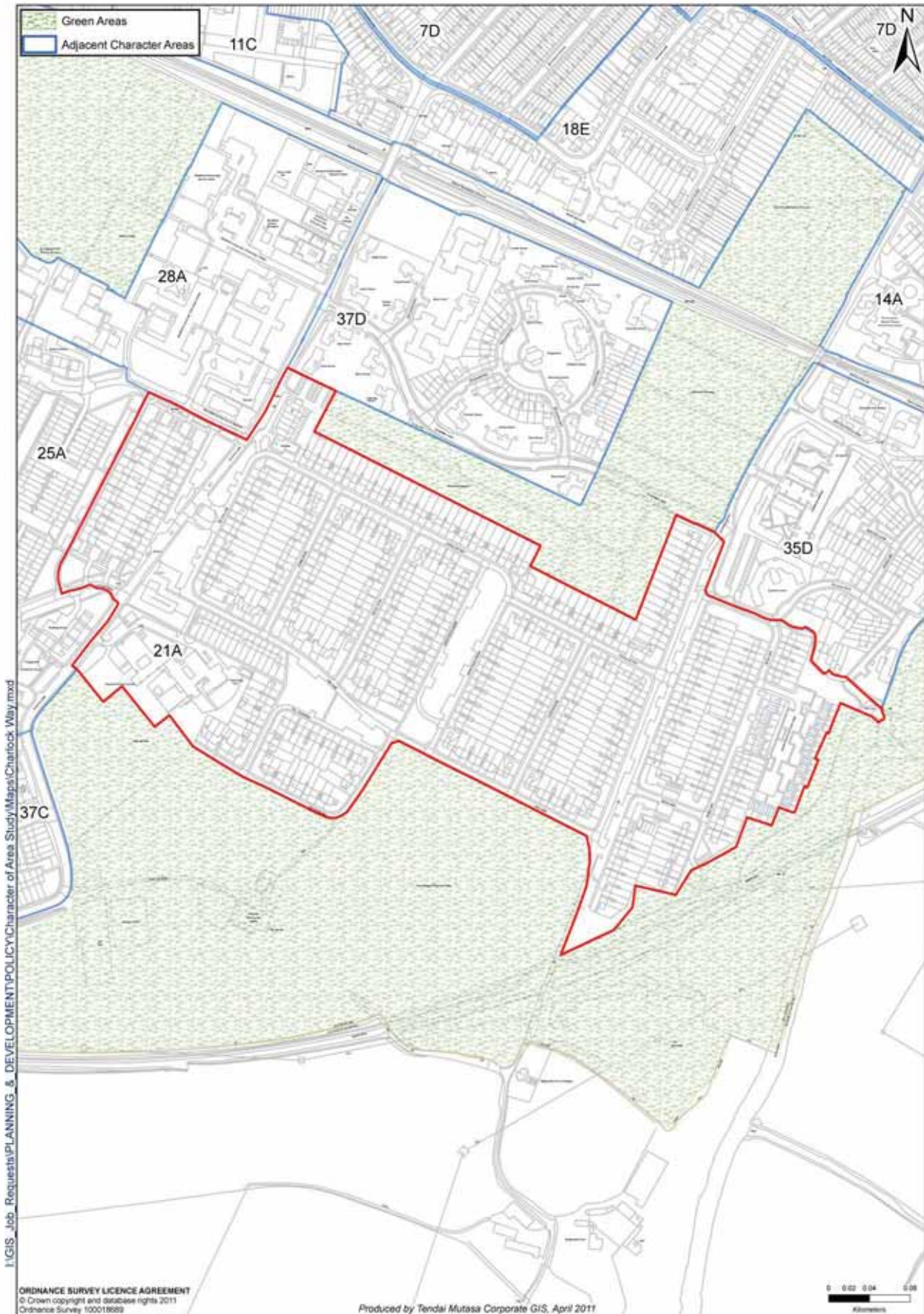


Kytes Drive (left) and (right)

Character Area 21

Period	Largely 1950s.
Heights	Generally two storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Block size typically 200m x 150m. Variety of block shapes – either rectangular or curved, around integrated green spaces.
Plot sizes	Typically 10m x 35m.
Streetscene	Suburban streetscene. Primary and secondary street network, with street trees a common feature. Carriageways are typically 4.7m wide, with pavements of 2.3m widths. Limited street furniture. Green squares and other open spaces are an important feature of the area.
Building lines	Generally consistent building lines behind front gardens, although variation in setbacks of terraces follows a set pattern in places to create variety.
Front boundaries	Generally marked by low hedges of approximately 0.5 – 1 m. Many original hedges have been replaced with walls, timber fences or open frontages. The latter is the most common alternative to hedging.
Roof forms	Mixture of pitched or hipped roof forms. Majority are pitched. Generally consistent roof pitches along row of properties, but projecting front gables are a relatively common feature to provide added variety. Brick chimneys are standard.
Windows	Original metal framed or timber windows. These have generally been replaced since with various types of uPVC windows.
Materials	Light red brick. A minority of properties have render finish and/or weather boarding. Plain tiled roofs.
Car parking	Largely accommodated in front gardens using a variety of surface treatments. Private garages are not common, although a number of blocks of garages were built on the estates during the 1960s. Also, some provision of rows of parking bays on edges of green spaces. On-street parking is relatively common feature.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Hedges and tree/shrub planting are common in gardens. Some streets are tree lined. Various areas of green space within wider development. Green spaces generally feature fairly robust levels of tree/shrub planting.

Character Area 21A



Area 21A Summary

This largely residential character area is located in the south-western part of the Borough, close to the boundary with Three Rivers. It is bordered to the south by playing fields, while there is further green space around the river corridor to the east. To the north are allotments and higher density residential redevelopment from the 1990s, while to the west is differently structured residential development from the 1960s. This area was occupied by farmland until the 1950s, when Watford Council developed the first phase of the Holywell Estate. Subsequent development has consisted of taller residential development at the eastern and western fringes, but the area largely retains its original character. The development was one of a number of large scale municipal housing projects to take place in the post-war period and its style is transitional between the more traditional inter-war estates and the modernist estates from the 1960-1970s. It is a formally planned development, with streets structured in primary and secondary level routes around various green spaces. There is a consistent architectural typology across the development, with buildings exhibiting similar materials and of a fairly consistent scale. Although generic house designs were used, a degree of variety was included between semi-detached houses and short terraces. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are larger traffic volumes along Tolpits Lane (A4145), while the school generates temporal spikes in pedestrian/vehicular activity during term times.

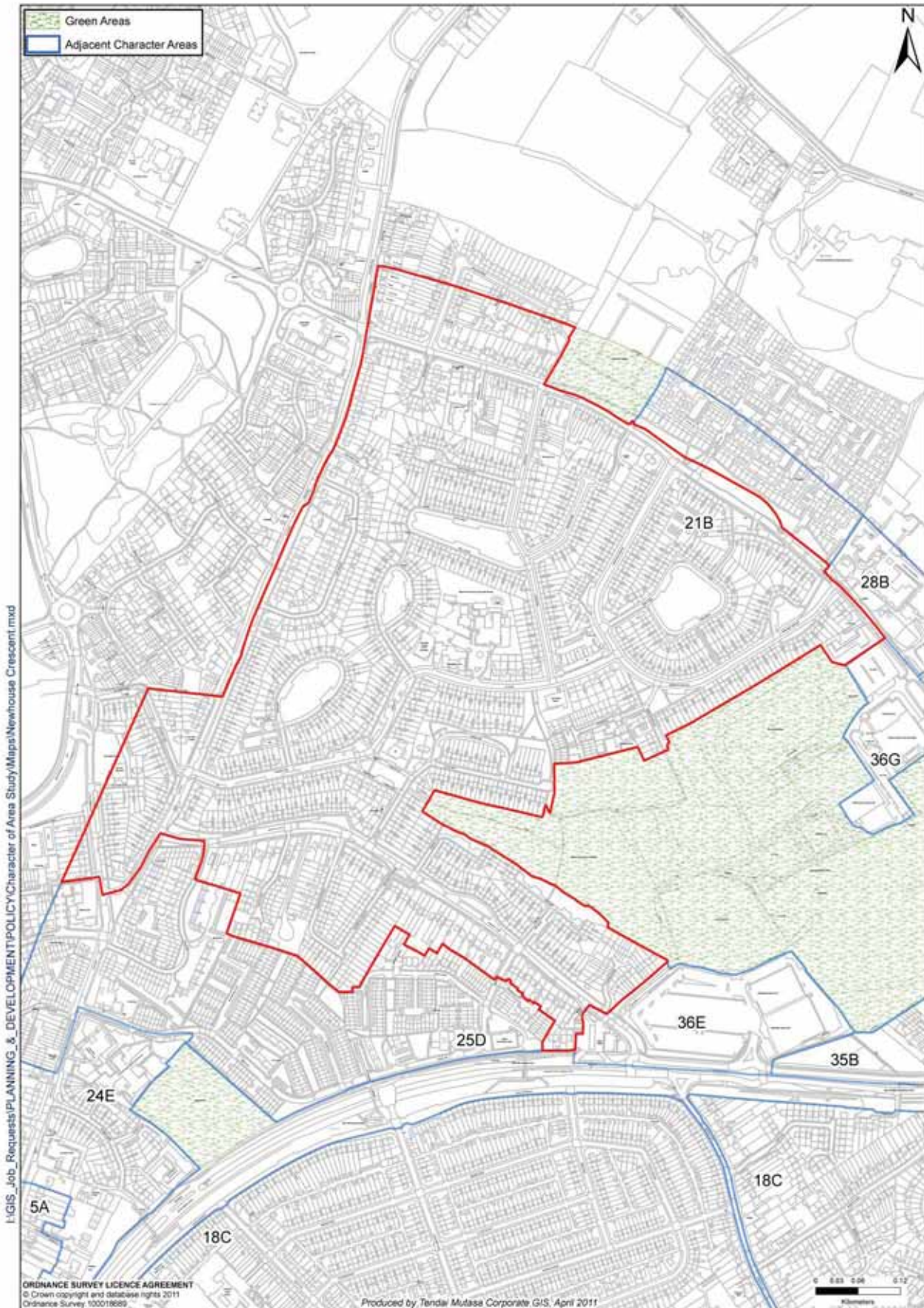
Other Features

- One – three storey parade of shops and doctor's surgery on the eastern side of Tolpits Lane, with garage blocks to the north and car park to the rear. Contemporary with wider housing development, while surgery was extended significantly during the 2000s.
- Holywell Primary School was built in 1957 and features two central complexes of buildings with a large building footprint and extensive associated outdoor play space.
- Four storey residential block at the western end of High View. Summer Place is accompanied by communal green space and a surface level car park. Three storey blocks of flats on Caractacus Cottage View date to the 1970s and have a mixture of communal and private gardens, as well as a surface level car park.



Charlock Way (left) Caractacus Green (right)

Character Area 21B



Area 21B Summary

This largely residential character area is located in the north-western part of the Borough, at the boundary with Three Rivers. It is bordered to the south-east by woodland, open space and sports infrastructure, while to the south-west is differently structured residential development from the 1970s. To the north-east are allotments, differently structured residential development from the 1970s and inter-war housing within the neighbouring Borough, while to the north-west is later residential development within the neighbouring Borough. Before the twentieth century, this area was dominated by farmland and woodland, with Newhouse Farm located off Horseshoe Lane and a series of agricultural related buildings off Leavesden High Road / Old Forge Close. The only other established track was Sheepcot Lane, which was the focus of piecemeal private residential house building during the 1920s – 1930s along its southern side. Similar inter-war housing was also developed at the north-western end of Horseshoe Lane. However, the vast majority of the area was not developed until the 1950s, when a major new municipal housing estate was developed. Subsequent infill development occurred in various locations in the following decades, but the area largely retains its original character. The development was one of a number of large scale municipal housing projects to take place in the post-war period and its style is transitional between the more traditional inter-war estates and the modernist estates from the 1960-1970s. It is a formally planned development, with streets structured in primary and secondary level routes around various green spaces. There is a consistent architectural typology across the development, with buildings exhibiting similar materials and of a fairly consistent scale. Although generic house designs were used, a degree of variety was designed in-between semi-detached houses and short terraces. In general this suburban area has moderate levels of pedestrian/vehicular activity. However, there are larger traffic volumes along Horseshoe Lane and Leavesden High Road, while the school generates temporal spikes in pedestrian/vehicular activity during term times.

Other Features

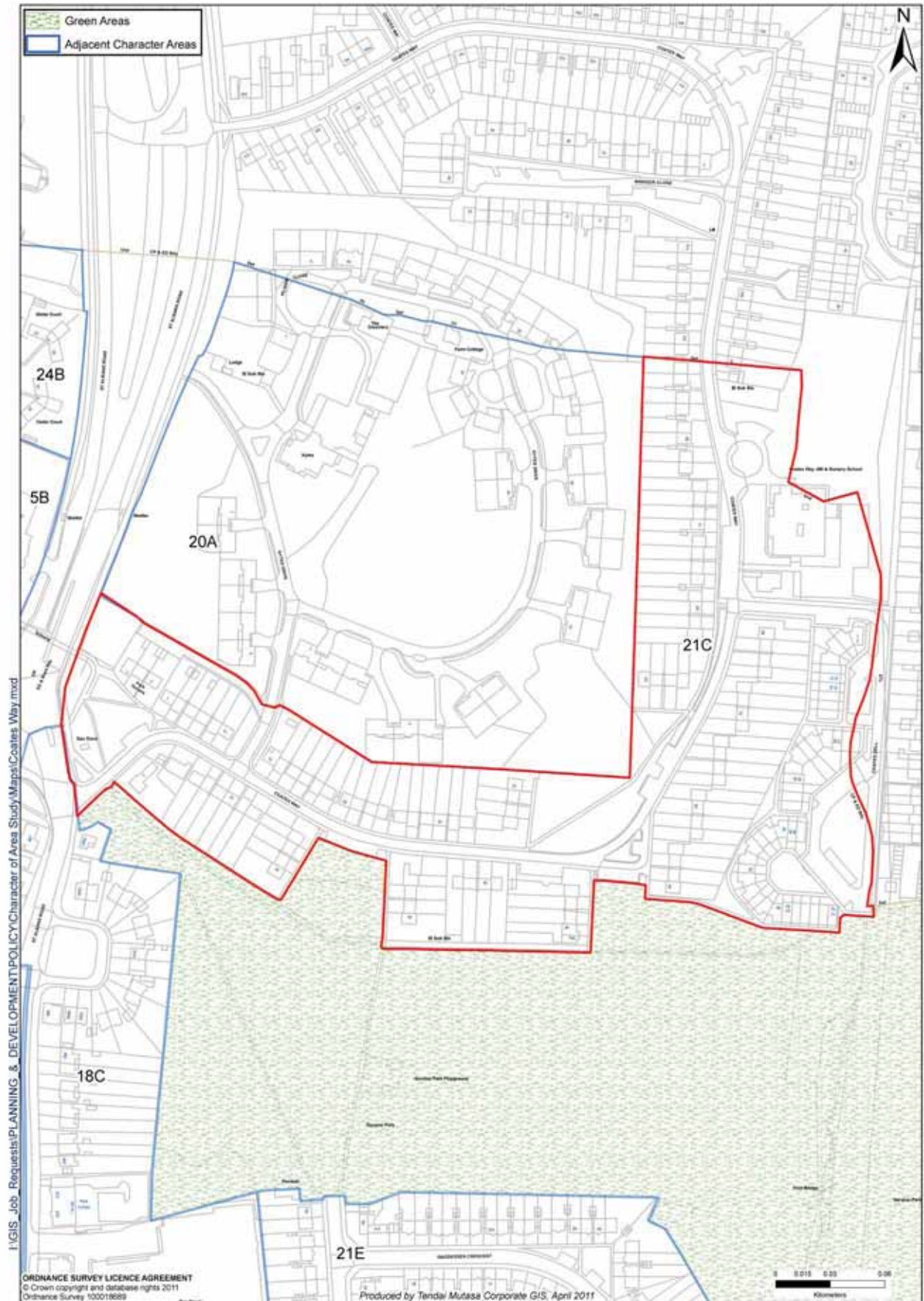
- Old Forge Cottages at the junction of Leavesden High Road and Old Forge Close date to the mid 19th century.
- Mixture of detached and semi-detached inter-war housing on the southern side of Sheepcot Lane and north-western part of Horseshoe Lane. Of character type 17, with further housing on Kenford Close and Orchard Avenue dating from the 1950s.
- Two – three storey parade of shops on The Brow, with garage blocks and parking court to the rear. Dates from 1950.
- Alban Wood Primary School was built in 1952 and features a complex of buildings with a large building footprint and extensive associated outdoor play space. Adjacent Church of the Nazarene dates from the 1970s, while the neighbouring Abbotsbury Court dates from the 1990s.
- Community Centre on The Brow dates from 1954, while the Hammer in Hand Public House at the southern end of Ganders Ash dates from 1958. Both have surface level car parks.

- Three storey residential block adjacent to the Woodside Stadium dates from the 1960s. Comewood has a garage and parking court.
- Housing development on Long Barn Close dates from 1974, while housing estate of St Michael's Drive dates from 1989.
- Two storey residential blocks at Grasmere Close date from the 1980s, with communal green space and surface level car park.
- Terraces of two – three storey houses and children's home on Alban Wood date from 2010.



Newhouse Crescent (left) Valley Rise (right)

Character Area 21C



Area 21C Summary

This residential character area is located in the northern part of the Borough, at the boundary with Three Rivers. It is bordered to the west by lower density residential development from the 1940s and the intersection of the North Orbital Road (A405) and St Albans Road (A412), while there are playing fields to the south. To the north and east is additional contemporary residential development within the neighbouring Borough. This area was occupied by farmland until the early nineteenth century, when Kytes House was constructed close by and this land became parkland. The area was subsequently developed in the 1950s by the local authority as a new municipal housing estate. The development was one of a number of municipal housing projects to take place in the post-war period and its style is transitional between the more traditional inter-war estates and the modernist estates from the 1960-1970s. The development wraps around the adjacent 1940s housing development and features various incidental green spaces – including woodland. There is a consistent architectural typology across the development, with buildings exhibiting similar materials and of a fairly consistent scale. Although generic house designs were used, a degree of variety was included between semi-detached houses and short terraces. This outer urban area operates as a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring North Orbital Road (A405) / St Albans Road (A412), while the school generates temporal spikes in pedestrian/vehicular activity during term times.

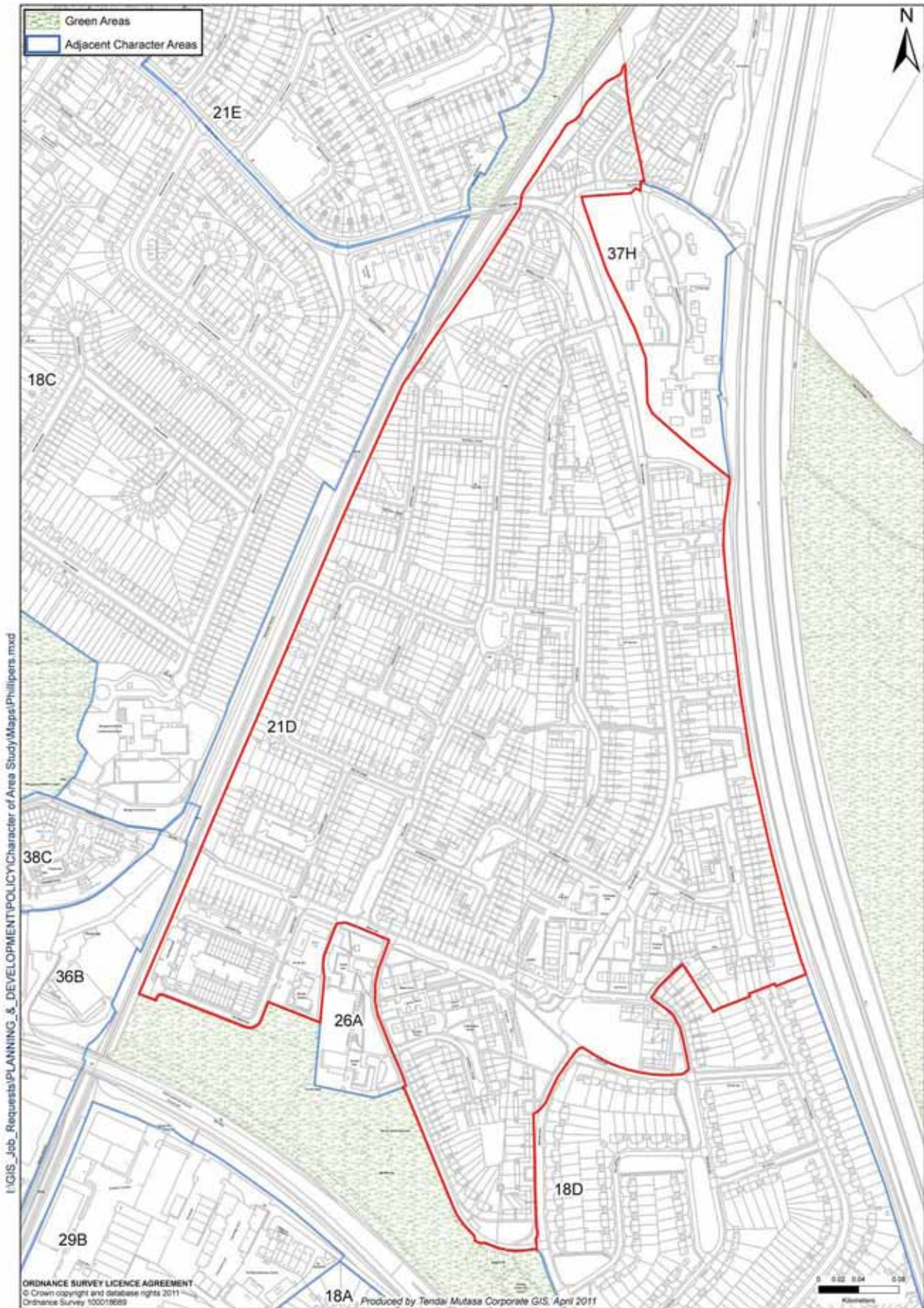
Other Features

- Coates Way JMI and Nursery School was built during the early 1970s and features a central building with large footprint and a smaller nursery block. There is extensive associated outdoor play space and a car park.
- Development at Coates Dell dates from the early 1980s and features large semi-circular residential blocks of two storeys. There are communal green spaces and rows of car parking.



Coates Way (left) and (right)

Character Area 21D



Area 21D Summary

This largely residential character area is located in the north-eastern part of the Borough, at the boundary with Hertsmere. It is bordered to the west by the St Albans Abbey Railway Line and to the east by the M1 Motorway. To the south-west are playing fields and high rise residential tower blocks, while to the south-east is earlier private sector residential development. To the north-east is woodland and later residential development. The area was occupied by farmland until 1954, when it was developed by the local authority as a new municipal housing estate. The development was one of a number of municipal housing projects to take place in the post-war period and its style is transitional between the more traditional inter-war estates and the modernist estates from the 1960-1970s. Slightly later than the other municipal development from this period, elements of the development to the south feature a large scale of buildings and a weaker street structure. In general there is a consistent architectural typology across the development, with buildings exhibiting similar materials and a fairly consistent scale. Although generic house designs were used, a degree of variety was designed included semi-detached houses and short terraces. This outer urban area has limited through routes and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring M1 Motorway, which is located beyond a landscaped strip of tree planting.

Other Features

- One – three storey group of commercial buildings on The Gossamers, with garage blocks and large areas of hardstanding.
- Four storey residential blocks off York Way and The Gossamers at oblique angles, with garage blocks, communal green spaces and parking courts. Also bungalows off York Way.
- Infill housing development on Tibbles Close dates from the 1980s, while housing at Amwell Close dates from the 1990s.
- Redeveloped school site to the south of Harvest End dates from the 2000s and features two-three storey residential blocks/terraces and the detached Meriden Surgery with car park.



The Gossamers (left) York Way (right)

Character Area 21E



Area 21E Summary

This residential character area is located in the northern part of the Borough, close to the boundary with Hertsmere. It is bordered to the north by the open space of Garston Park, while it is bordered to the east by the St Albans Abbey Railway Line. To the west are commercial properties from the mid-twentieth century, while there is an earlier private sector housing estate to the south. The area was occupied by farmland until 1948, when it was developed by the local authority as a new municipal housing estate. The development was one of a number of municipal housing projects to take place in the post-war period and its style is transitional between the more traditional inter-war estates and the modernist estates from the 1960-1970s. It has formally planned primary and secondary level routes around various green spaces. There is a consistent architectural typology across the development, with buildings exhibiting similar materials and of a fairly consistent scale. Although generic house designs were used, a degree of variety was designed in between semi-detached houses and short terraces. This outer urban area is laid out around cul-de-sacs and has low levels of pedestrian/vehicular activity. However, there are moderately larger traffic volumes along the neighbouring Garston Lane.

Other Features

- Two storey block of flats at Bramfield date from 1992 and has a central parking court.

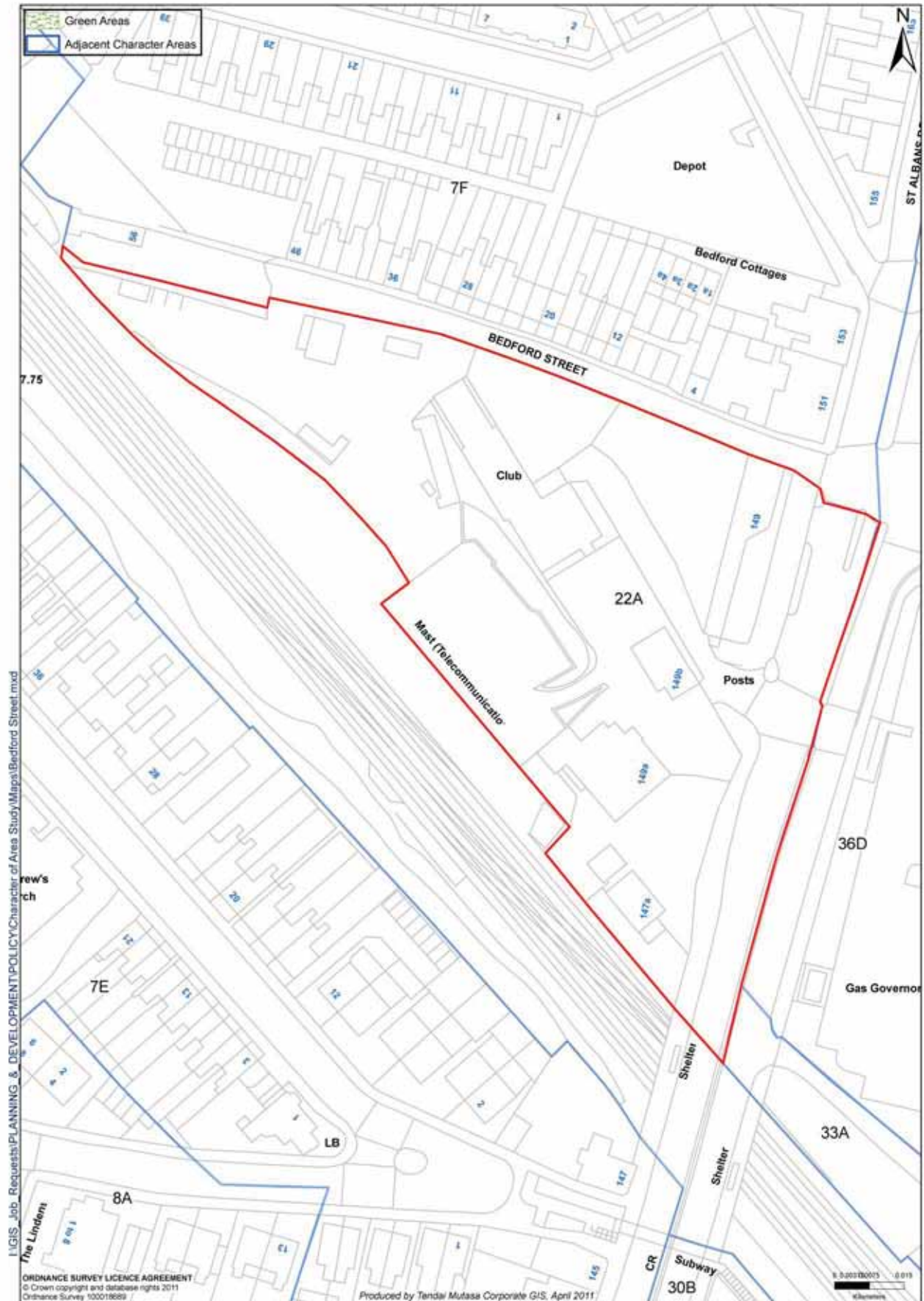


Kimpton Place (left) Garston Lane (right)

Character Area 22

Period	Buildings generally date to the mid - late 20 th century.
Heights	One - two storeys.
Urban grain	Loose urban grain.
Block size / structure	Physical constraints, such as railway lines, frame areas. Irregular internal block structure of varied industrial buildings around service yards.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Street networks within areas are generally informal, with limited markings or pavements and fluid boundaries to servicing yards. Limited street trees and clutter on boundary pavements.
Building lines	Varied building lines, with some properties directly facing onto pavements, while the majority are set back at a wide range of different angles (often reflecting former land uses).
Front boundaries	Boundary treatments are highly varied and are often simply open. Some hedging but boundaries are more frequently marked by low grade fencing.
Roof forms	Generally pitched or flat roof forms.
Windows	Wide range of types and materials – generally metal framed on older buildings.
Materials	Buildings are generally of brick, with some later ones of rendered concrete and/or metal. Detailing provided by stone or brick. Generally asphalt, corrugated iron or slate roofs.
Car parking	Surface level car parking – either informal or in marked areas.
Landscaping	Generally limited within the areas. Some informal landscaping around the perimeters, with hedging, mature and semi-mature trees.

Character Area 22A



Area 22A Summary

This mixed use character area is located to the north-west of Watford Junction. It is bordered to the south-west by the West Coast Mainline Railway, while to the north there are terraces of Victorian housing. To the east is a four lane section of St Albans Road, with surface level car parking beyond. This area was occupied by farmland until the 1830s when a new railway line was built along its western side and various buildings were constructed there – including Watford's first railway station in 1837. By the close of the nineteenth century the area was dominated by various railway related buildings, such as workshops and timber sheds. In the latter half of the twentieth century the character of the area changed dramatically as the majority of the existing buildings were demolished and new uses relating to road vehicles came to dominate the area – such as car garages. The urban structure of the area is quite weak, with buildings surrounded by large areas of hardstanding. There is some consistency in terms of building heights and buildings are generally of brick. The topography is notable with a sharp drop in levels towards the railway line, as well as level increases on St Albans Road relating to the road bridge over the railway line. Within the area levels of pedestrian/vehicular movement are relatively low, but traffic volumes and pedestrian movements along St Albans Road are much more significant.

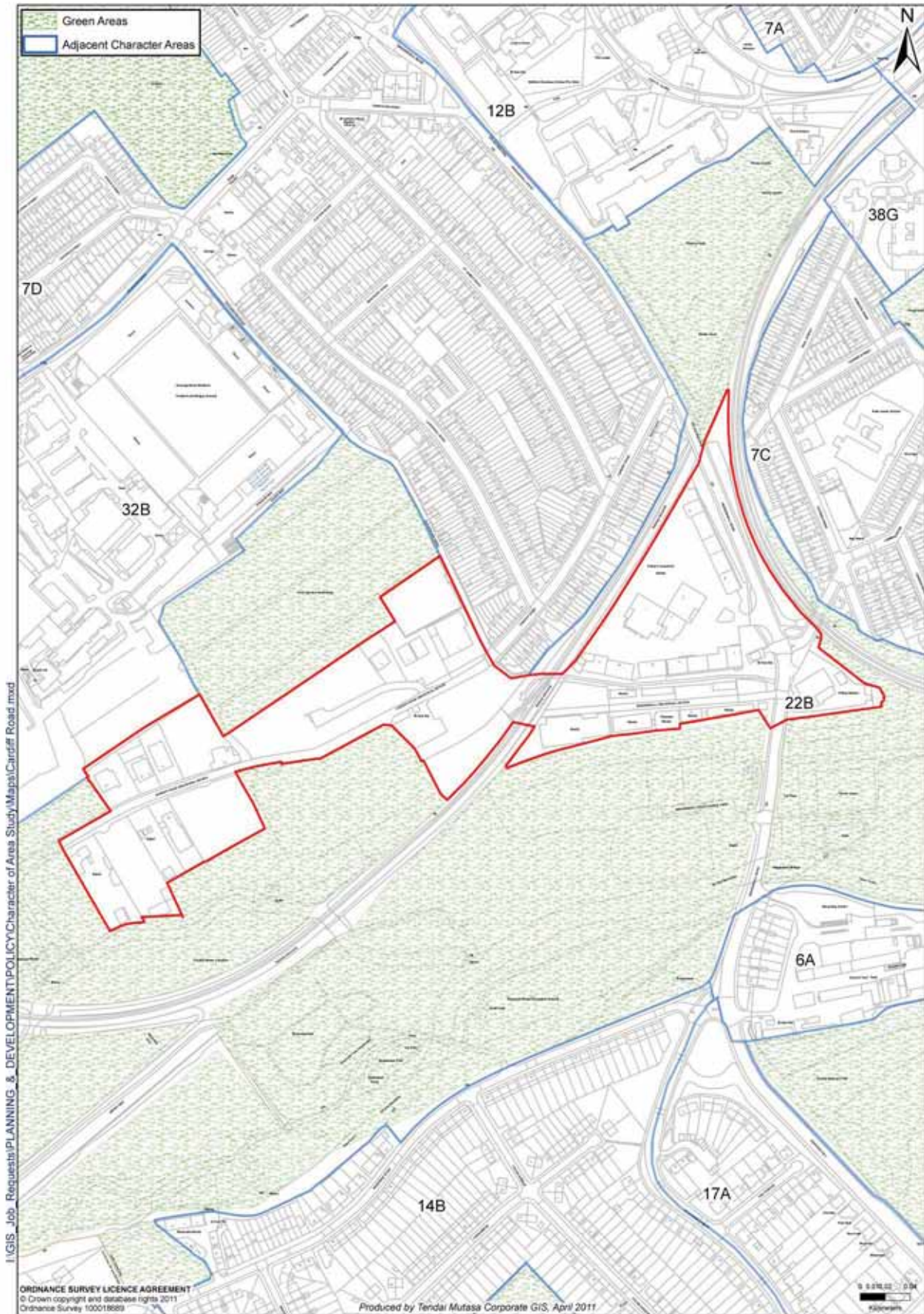
Other Features

- The former railway station at 147a St Albans Road is considerably older than the other buildings in the area and demonstrates a more traditional materials palette than is exhibited elsewhere.



Buildings south of Bedford Street (left) and (right)

Character Area 22B



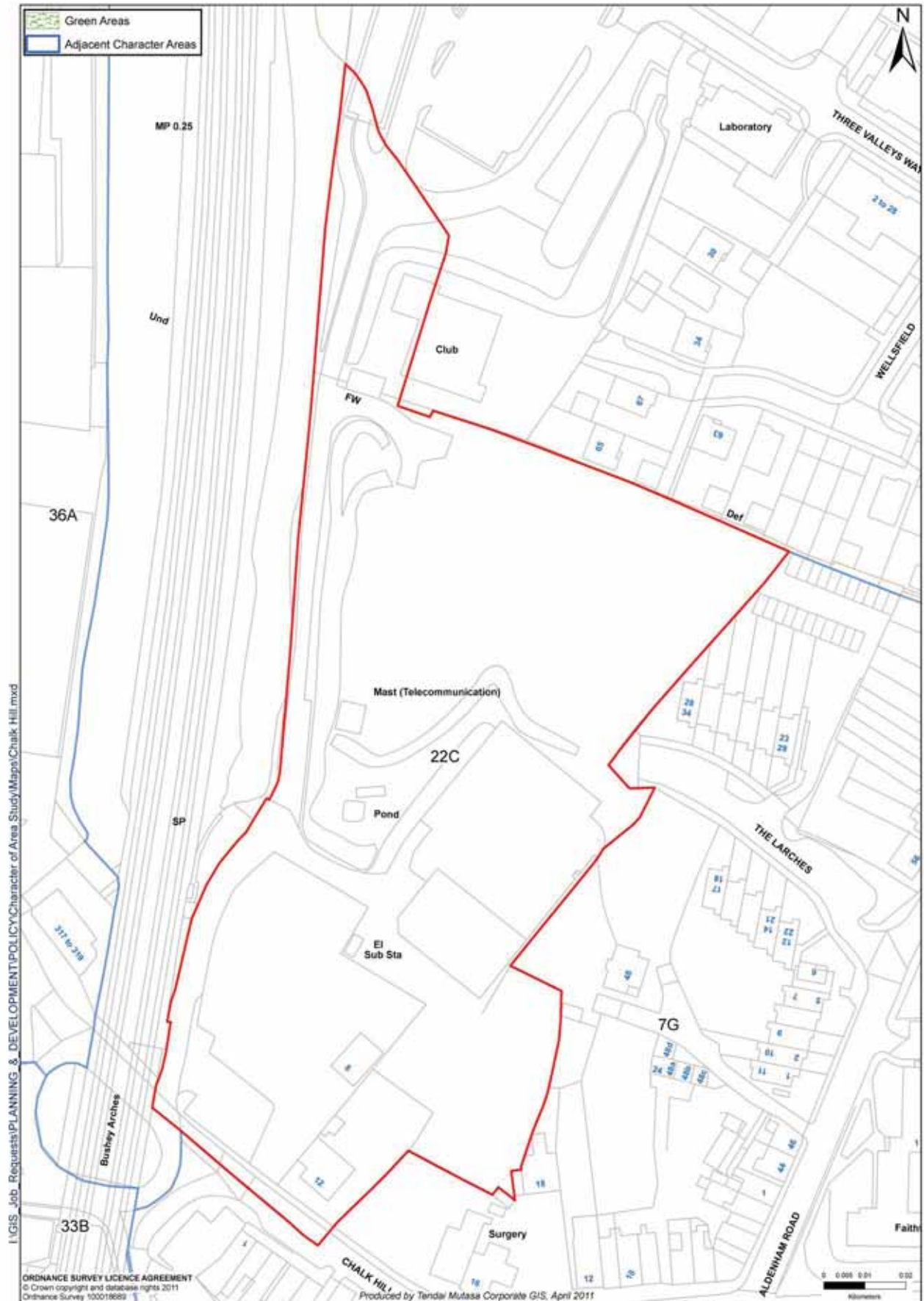
Area 22B Summary

This industrial character area is located to the south-west of the town centre. It is bordered to the north-east by terraces of Victorian housing, while to the north-west there are allotments and the car park for Watford General Hospital. To the south is a diverse landscape of playing fields, derelict railway lines, tennis courts, tree belts and other green spaces. This area was occupied by farmland until the 1860s when a new railway line between Watford and Rickmansworth was built through the area. Development in the later nineteenth century was limited to a sewage works site and a power station at the western end of the newly built Cardiff Road. In the early twentieth century additional railway lines were constructed through the area and larger scale industrial development occurred on Cardiff Road and to the west of Wiggshall Road. However, during the latter half of the twentieth century the character of the area changed again as the railway network retracted and piecemeal redevelopment occurred on the various light industrial land parcels. The area is currently in a further period of transition as it is included in the wider redevelopment plans for the Watford Health Campus. The urban structure of the area is quite weak, with buildings surrounded by large areas of hardstanding. There is however some consistency in terms of the scale of buildings within sub-areas and land uses are broadly similar. Within the area levels of pedestrian/vehicular movement are generally relatively low, but traffic volumes and pedestrian movements along Wiggshall Road (A4178) are much more significant.



Golf Court (left) Fisher's Industrial Estate (right)

Character Area 22C



Area 22C Summary

This industrial character area is located to the north-east of Bushey Station. It is bordered to the west by the raised embankment carrying the West Coast Mainline Railway, whilst there is residential development to the north across the border into Hertsmere. To the east is a tree belt, with a mixed use area beyond, while to the south is Bushey Arches, Victorian terraces and a car park. This area was occupied by farmland until the nineteenth century when the railway was developed to the west, houses were developed in the southern part of the area and the Bushey Lime Works was developed in the northern part of the area. Over the course of the twentieth century the residential properties to the south were gradually demolished and a factory was built during the mid twentieth century in the centre of the area. The urban structure of the area is weak, with what buildings there are surrounded by large areas of hardstanding. The topography is notable with level changes across the site relating to the former quarrying activity and the railway embankment. Within the area levels of pedestrian/vehicular movement are relatively low, but traffic volumes and pedestrian movements are much more significant to the south along Chalk Hill (A411).

Other Features

- A much altered nineteenth century property of a more domestic scale is located off Chalk Hill. The two storey building is of brick with a render finish and hipped tile roof.

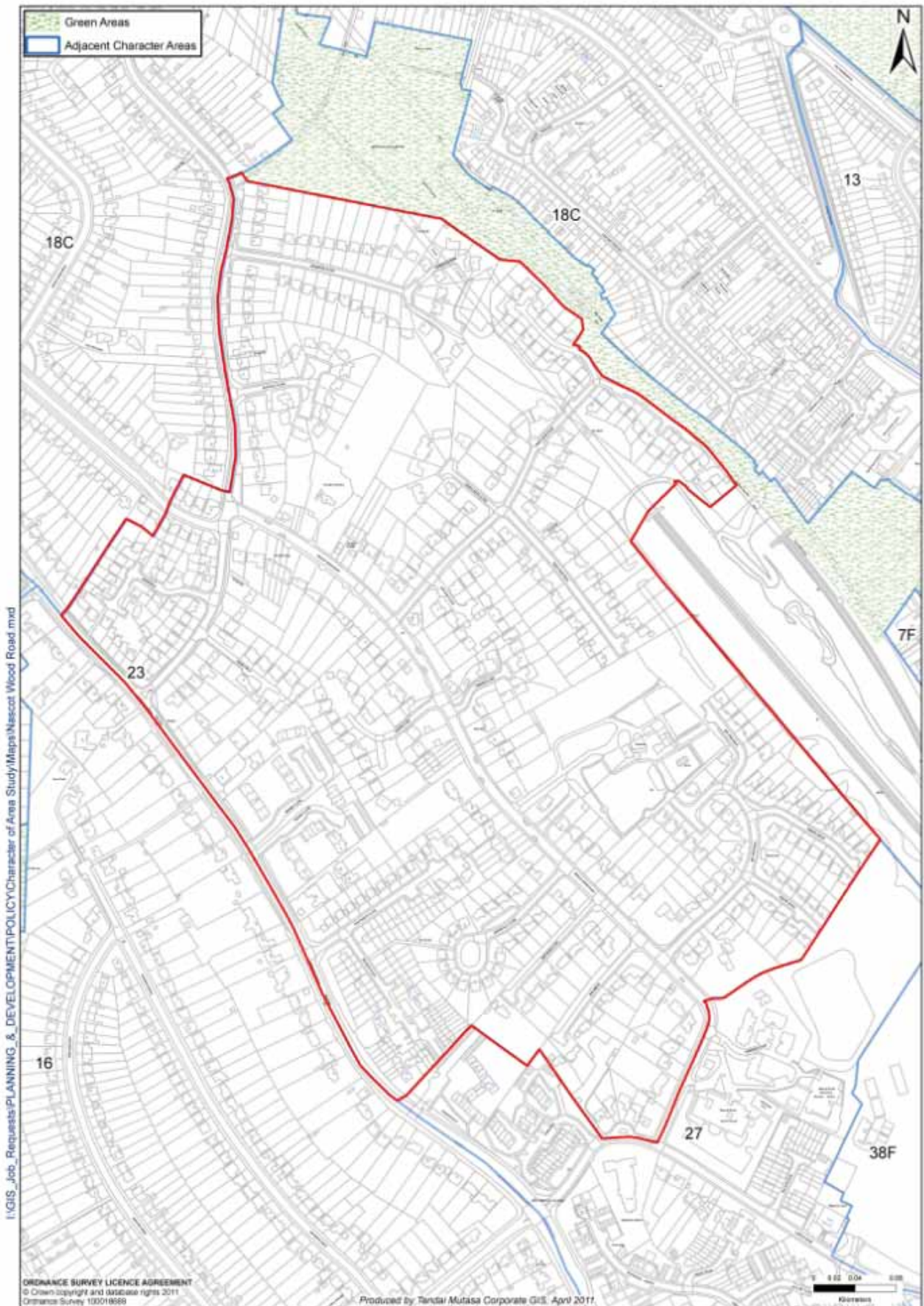


View east within area (left) View northwards from Bushey Arches (right)

Character Area 23

Period	Generally 1950s – 1960s. Includes buildings from late 19 th – early 21 st centuries.
Heights	Mixed. Generally intermediate form.
Urban grain	Typically 20 – 30 dwellings per hectare.
Block size / structure	Estate blocks vary in size in response to existing constraints. Limited primary road network supports series of cul-de-sac developments.
Plot sizes	Typically 8m x 40m. Gaps between buildings of 4m-5m.
Streetscene	Suburban streetscene. Wide carriageways for primary routes (8.5m for total), with narrower carriageways (5m for total) for cul-de-sacs. Pavements typically 2-2.5m wide – some of which feature street trees (in addition to extensive tree specimens in gardens). Limited street furniture.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Marked by hedges of varying heights, brick walls or timber fences. Later housing estates feature open frontages more frequently than earlier development.
Roof forms	Generally hipped or pitched tile roofs, with brick chimneys.
Windows	Originally metal or timber framed windows. These have generally been replaced since with various types of uPVC windows.
Materials	Materials include variety of brick types, render and mock-Tudor style timbering. Tile roofs.
Car parking	Houses generally have garages integrated or to side. Parking is also accommodated on front drives. Limited on-street parking.
Landscaping	Front gardens typically 6m deep. Rear gardens typically 15m-25m deep. Individual trees and tree groups are a major feature of this area, giving this area a well treed character. Hedges are relatively common at garden boundaries. Limited green space outside of gardens. No grass verges between carriageways and pavements

Character Area 23



Area 23 Summary

This residential character area is located in the western part of the Borough, adjacent to the southern end of the Watford Tunnels. It is bordered to the east by tree belts and the railway cutting of the West Coast Mainline, while the Cassiobury Estate is to the west. To the north are privately built estates of inter-war housing, while to the south the residential area is dominated by flatted development. This area was occupied by farmland and woodland until the late nineteenth century, when Nascot Wood Road was laid out and a small number of large detached properties were built around the area. During the early twentieth century a number of additional properties were built along Hempstead Road, Ridge Lane and Nascot Wood Road, but the density of built form in the area remained very low. During the 1950s-1960s, much of the remaining woodland and existing large gardens were developed with cul-de-sacs of standard design housing. In a similar manner, further areas of existing lower density development were redeveloped with new housing estates during the 1990s. This second phase of redevelopment was to a higher density than the earlier one. Although the majority of the original woodland has been lost, the character of the area is still significantly defined by the level of mature tree specimens in gardens. The area is largely made up of streets of detached housing which demonstrate standardised designs within separately developed areas. The general pattern of development is fairly consistent in terms of plot sizes and building heights/footprints, but there is some variety in terms of the architectural detailing of buildings from different periods. This outer urban area is laid out around cul-de-sacs and has low levels of pedestrian/vehicular activity. However, there are larger traffic volumes along Hempstead Road (A411), while Ridge Lane / Nascot Wood Road have moderate traffic levels.

Other Features

- Various nineteenth century lodges along Nascot Wood Road.
- Cheslyn House at 54 Nascot Wood Road is a Council owned property dating from 1949, which features large ornate gardens and includes woodland to the rear.
- Bromet Close is a modernist estate dating from the 1960s with terraced properties sitting in communal green spaces, with garage blocks.

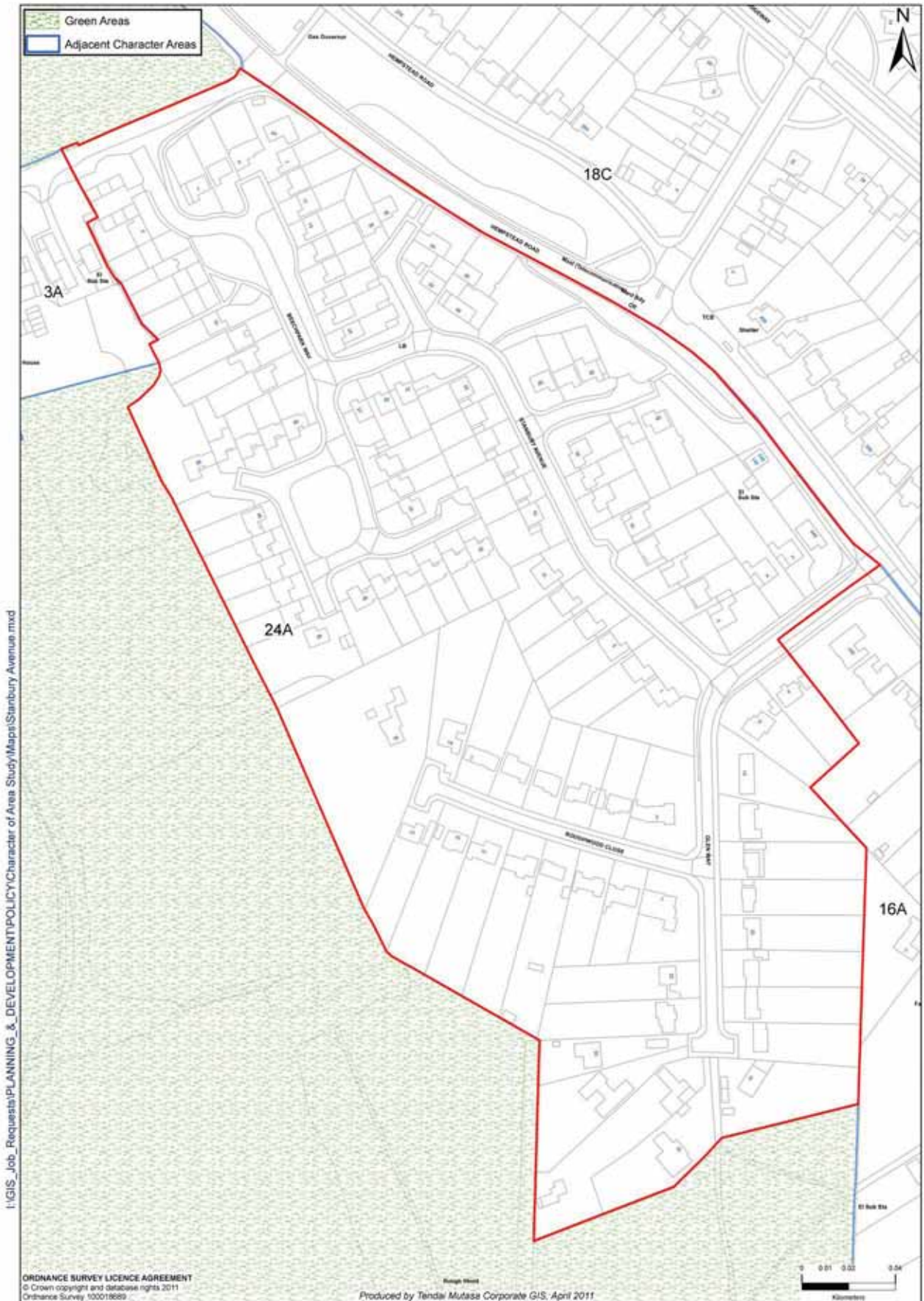


Mandeville Close (left) Nascot Wood Road (right)

Character Area 24

Period	1950s – 1970s.
Heights	Predominantly two storeys with some bungalows.
Urban grain	Intermediate form.
Block size / structure	Structure formed by series of cul-de-sacs off through routes. Relatively tight urban grain. Block size typically 70m x 50m.
Plot sizes	Typically 8m x 25m. Gaps between buildings of 2m-3m.
Streetscene	Suburban streetscene. Carriageways typically 5-6m wide, with pavements 2-2.5m wide. Limited street furniture or street trees.
Building lines	Buildings are generally set back approximately 4 – 5m from the highway, with consistent building lines.
Front boundaries	Generally unmarked. Some are marked by hedges, brick walls or timber fences of varying heights.
Roof forms	Generally pitched roof forms. Chimneys are fairly common.
Windows	Originally metal or timber framed windows. These have generally been replaced since with various types of uPVC windows.
Materials	Brick buildings, some with render or timber cladding. Tile roofs.
Car parking	Houses generally have garages integrated or to side. Parking is also accommodated on front drives. Limited on-street parking.
Landscaping	Front gardens typically 4m deep. Rear gardens typically 10m-20m deep. Some small incidental landscaped public spaces with mature trees. Trees are more common in rear gardens and there are some tree belts. No grass verges between carriageways and pavements.

Character Area 24A



Area 24A Summary

This residential character area is located in the north-west of the Borough, close to the boundary with Three Rivers. It is bordered to the north and west by countryside, open space and the semi-rural development along Grove Mill Lane, while the Cassiobury Estate is to the south. To the east is a well treed stretch of Hempstead Road, with inter-war housing beyond. This area was largely occupied by farmland and woodland until the 1950s, when housing along Glen Way and Roughwood Close was constructed. During the 1960s the two pre-existing houses off Hempstead Road, called Beech Lodge and Stanbury, were demolished and the housing on Beechpark Way and Stanbury Avenue was built. The development was built by private developers and contains relatively little communal green space within it, although large areas of green space wrap around its eastern side. The 1950s housing is very consistent in terms of plot sizes, building heights and massing, but there is some variety between buildings in terms of architectural detailing. In comparison, the 1960s development is very uniform, with limited variation between the generic designs of houses. Properties are detached, with the earlier housing having larger sized rear gardens than the later phase of development. There are also some notable level changes across the area. This outer urban area has limited through routes and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Hempstead Road (A411), which is a primary route into the town.

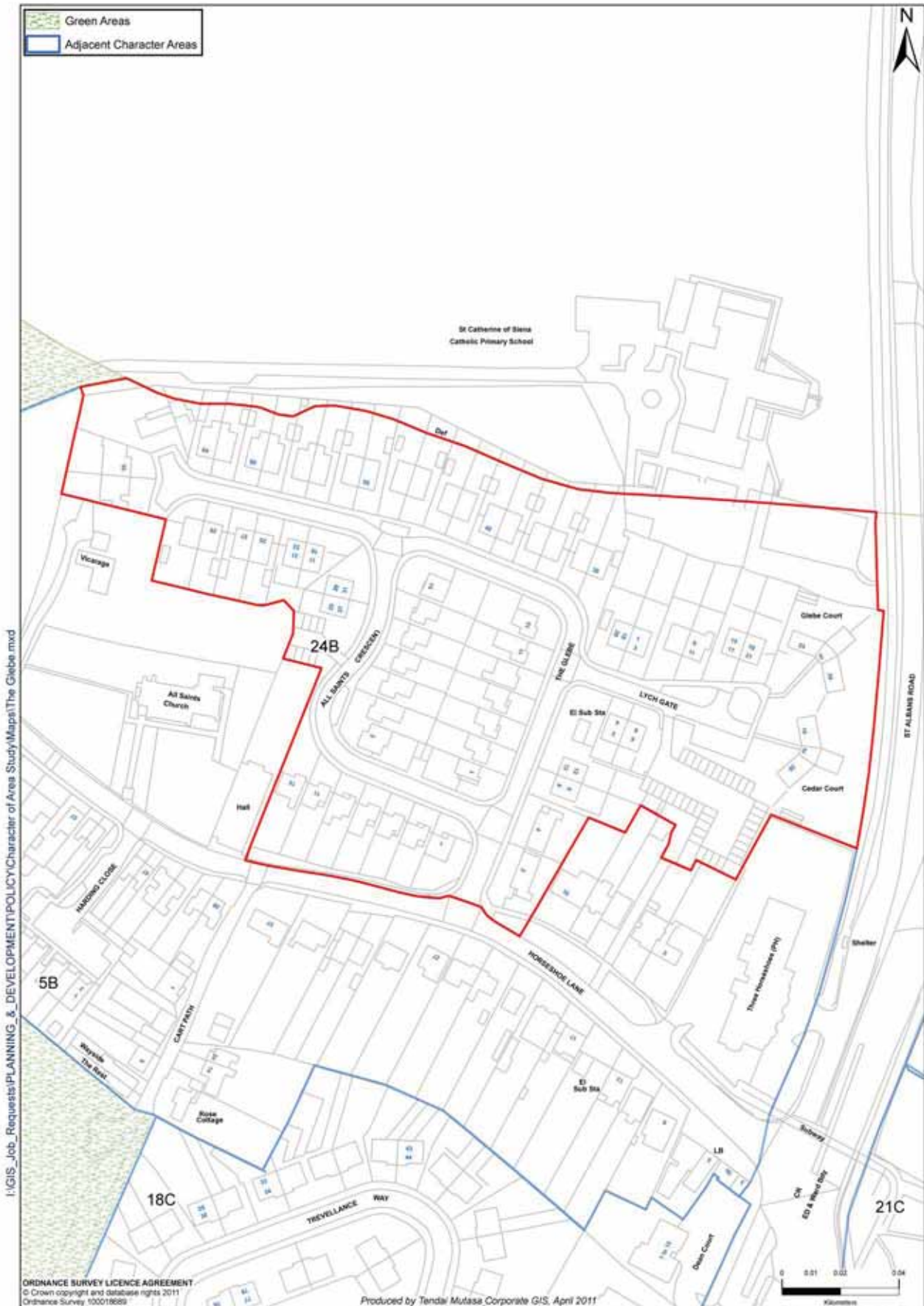
Other Features

- The north-western end of Beechpark Way features two residential terraces and a garage court with two blocks of garages.



Stanbury Avenue (left) Beechpark Way (right)

Character Area 24B



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Area 24B Summary

This residential character area is located in the northern part of the Borough, between the North Orbital Road (A405) and the border with Three Rivers. It is bordered to the north and west by playing fields and the buildings of St Catherine of Siena Catholic Primary School, while to the east is the North Orbital Road. To the south are older properties relating to the former settlement of Garston, including All Saints Church. The area was occupied by farmland until the 1850s, when a vicarage for the adjacent church was built here, with large grounds that included an orchard. In 1960 the land was sold off for redevelopment and a new housing estate was constructed. The development was built by private developers and contains relatively little communal green space within it, although large areas of green space wrap around its north-western side. The housing was built to generic designs, although there is some variety between the semi-detached bungalows and detached houses. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring North Orbital Road.

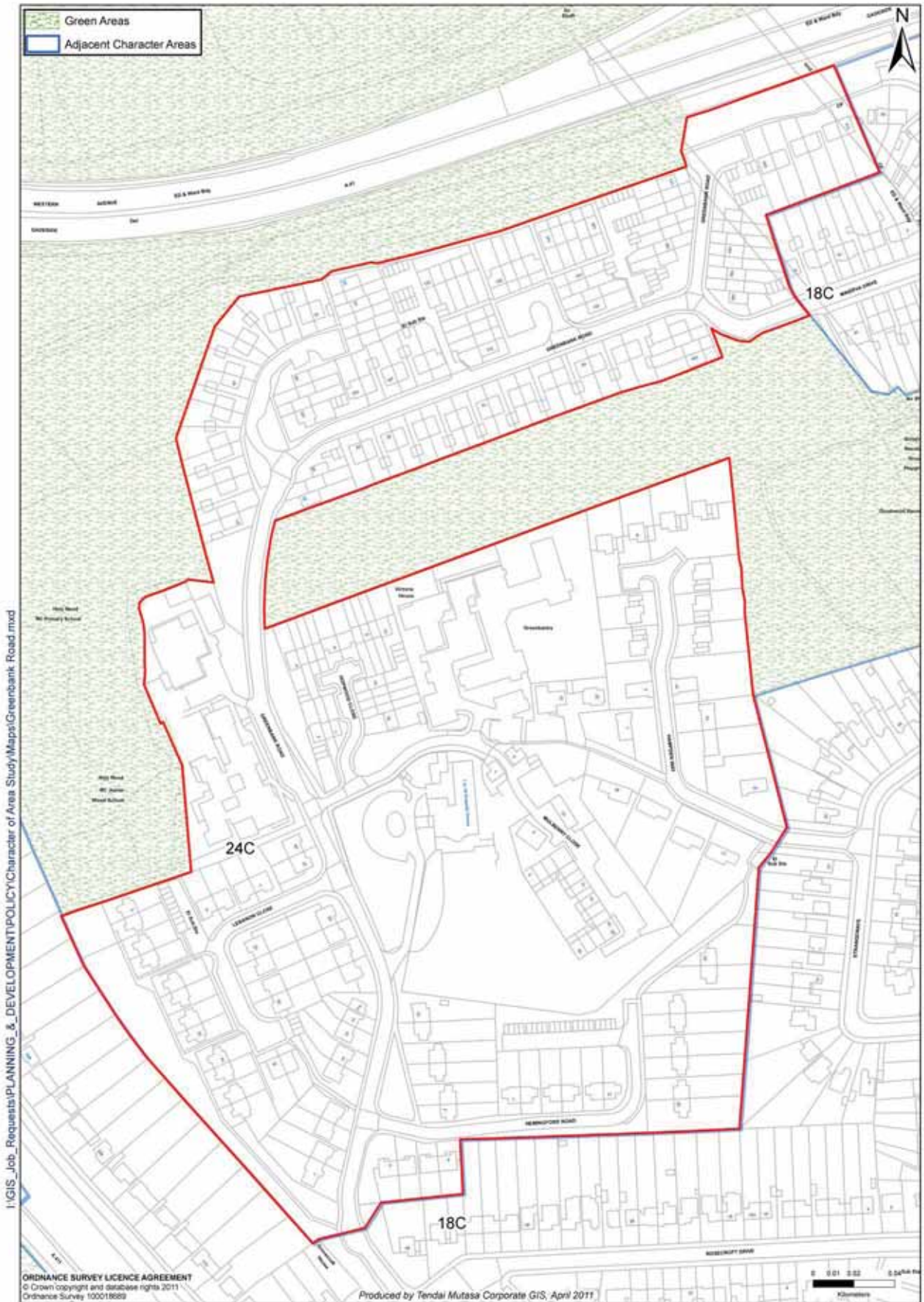
Other Features

- Lych Gate features a pair of tripartite winged three storey blocks of flats, with communal green space and a block of garages.



The Glebe (left) All Saints Crescent (right)

Character Area 24C



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Produced by Tendai Mutasa Corporate GIS, April 2011

Area 24C Summary

This largely residential character area is located in the north-west of the Borough, close to the boundary with Three Rivers. It is bordered to the north by farmland and woodland, with the A41 beyond. A mixture of largely inter-war housing and open space wraps around the area to the east, south and west. Until the mid-twentieth century this area was occupied by a central complex of buildings and parkland relating to Russell House. Much of the area was occupied by woodland and the area to the north-west had been used for gravel extraction. After the Second World War, the House and surrounding land was bought by Hertfordshire County Council, who converted the principal building into an old people's home and gradually developed the wider estate. Houses on Hemingford Way and Hampden Way were built in two phases during the 1950s-1960s as residential accommodation for police officers, while Lebanon Close and the southern end of Greenbank Road were developed for the same reason in 1975. Public housing was built in the northern part of Greenbank Road in the early 1970s. During the 1990s, Russell House was converted into flats, while the 1950s care home was rebuilt and new housing was constructed along Hopwood Close and Mulberry Close. The bulk of the development consists of semi-detached housing of generic housing designs. Housing on Hampden Way is generally detached, while the 1990s development features a much wider range of building types. Trees and woodland are a significant feature of the character area, as is the original Russell House. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, the two schools do generate significant levels of activity during term times.

Other Features

- Holy Rood Primary and Junior Schools date from 1975 and 1968 respectively. They are larger scale buildings with outdoor play space and car parks. Greenbanks Nursing Home is also a large plan building with communal space and car parking. It dates from 1994.
- Russell House is a large plan red brick villa dating to the late eighteenth century. It is adjoined by landscaped grounds with a surface level car park and various 1990s buildings - which have used comparable materials to the original House.



Greenbank Road (left) Hampden Way (right)

Character Area 24D



Area 24D Summary

This residential character area is located in the southern part of the Borough, at the boundary with Three Rivers. It is bordered to the north, west and south by inter-war residential development, while there is lower density later residential development to the east in the neighbouring Borough. This area was occupied by farmland until the 1920s, when the adjacent land was developed for housing and this area became a playing field. It was subsequently developed for housing in two phases during the early 1970s and 1980s. The two phases of development are broadly similar in terms of plot sizes and building footprints / heights. However, there is variation in terms of materials and architectural detailing, with the older housing featuring white painted timber cladding, while the later housing features Tudorbethan styling. There is some variety between the houses from each of the two periods. A number of the older houses feature asymmetrical pitched roofs, while some have three storeys. The later houses feature a mixture of hipped and pitched roof forms. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are pedestrian routes out to The Oaks and Eastbury Road – with the latter adjoining a scout hut and its associated green space.

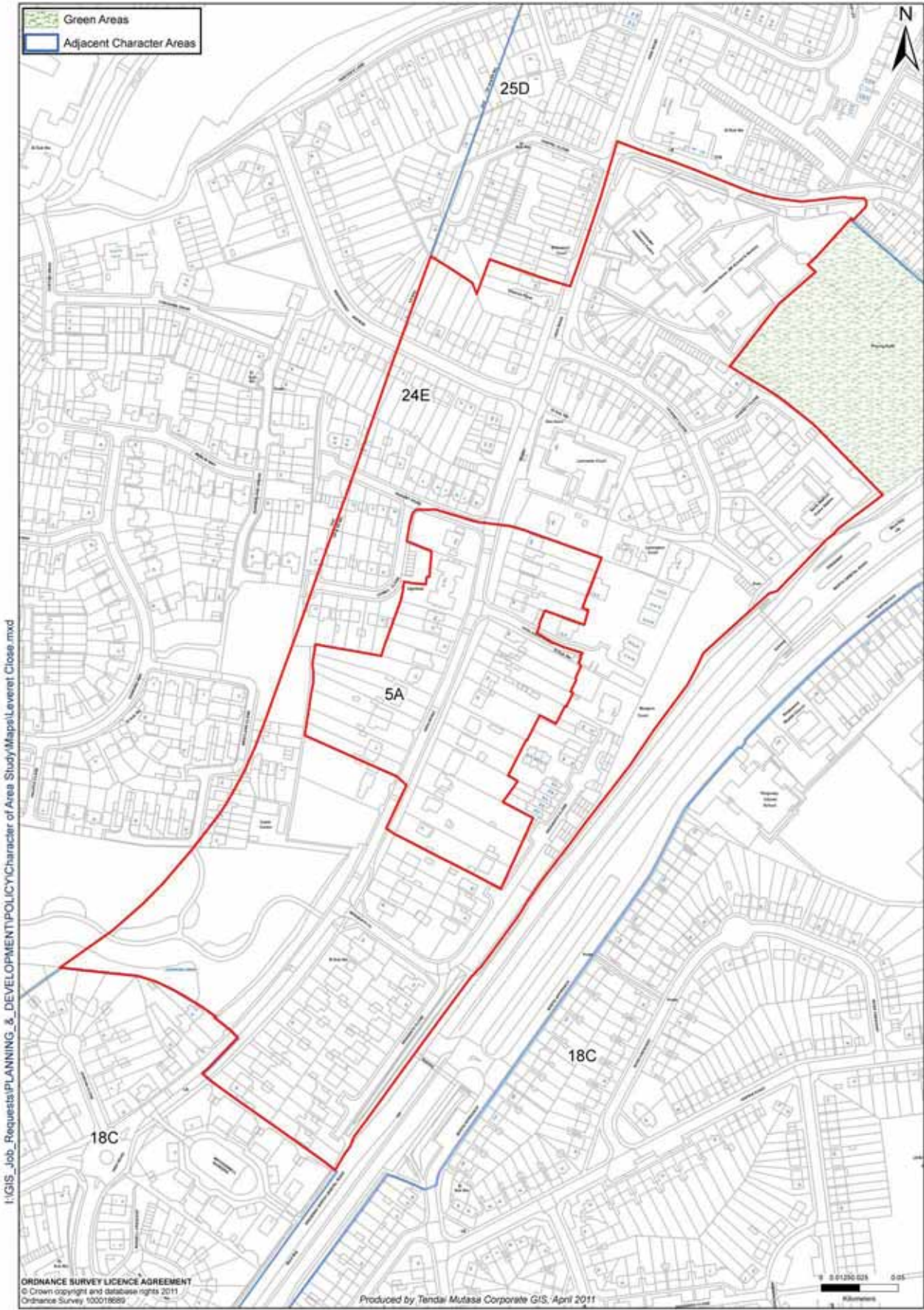
Other Features

- The western side of The Pastures features short terraces of flats, with small areas of communal green space and a car park to the front.



Meadowbank (left) and (right)

Character Area 24E



Area 24E Summary

This largely residential character area is located in the north-western part of the Borough, at the boundary with Three Rivers. It is bordered to the east by the Kingsway dual carriageway (A405), while to the north is later twentieth century development of a different urban structure. To the south is inter-war style housing, while to the west is open space and later residential development within the neighbouring Borough. Before the twentieth century, this area was dominated by farmland and orchards, with urban development limited to some scattered ribbon development along Leavesden High Road. During the 1930s semi-detached housing was built along the newly created Ridgehurst Avenue, while the 1950s saw the construction of Leavesden Green Junior School and the North Watford Police Station. However, the majority of the housing in the area was developed during the 1960s, with some further infill development during the 1980s – 1990s. The development was built by private developers and contains relatively little communal green space within it, although there are green spaces adjacent to the north-eastern and south-western corners. The housing was built to generic designs, although there is some variety between the different housing estates – such as the larger plan bungalows on Redheath Close and the two storey semi-detached houses on Leveret Close. This outer urban area is laid out around a series of cul-de-sacs off Leavesden High Road and generally has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the High Road and the School generates significant levels of activity during term times.

Other Features

- Leavesden Green JMI School and Nursery feature larger scale buildings with outdoor play space and car parks.
- There are two/three storey blocks of flats, with small areas of communal green space and parking courts off Foxlands Close, Redheath Close and Lancaster Court – the former site of The Hare PH.
- The North Watford Police Station, at the eastern end of Leveret Close, features two storey blocks with garage blocks and a parking court.
- Some surviving two storey Victorian properties with hipped roofs on Leavesden High Road.



Redheath Close (left) Leveret Close (right)

Character Area 25

Period	1960s – 1970s.
Heights	Two – four storeys.
Urban grain	Relatively loose urban grain.
Block size / structure	Irregular block structure characterised by terraces or blocks of flats set back away from road network. Relatively loose urban grain created by green spaces around blocks. Block size typically 70m x 50m.
Plot sizes	Lack of clear boundary delineation between a proportion of plots, such as blocks of flats. Plot sizes are approximately 15m x 45m for terraced properties. Gaps between buildings are highly varied.
Streetscene	Informal and open streetscene. Large grass verges between buildings and roads, with sporadic tree planting and limited street furniture. Pavements are not always on both sides of carriageways. Limited sense of enclosure and varied street widths.
Building lines	Properties are generally set back from the carriageways, with varied building lines. Terraces generally face onto carriageways or are at right angles, but some are at oblique angles to the highway. Similarly, blocks of flats are set back from the highway in a variety of angles.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces around blocks of flats. Terraces of housing have clearer definition of rear gardens – typically with close boarded fencing, but also often have fluid boundaries to building frontages.
Roof forms	Generally pitched roof forms, with some blocks of flats having flat roofs or retrofitted hipped roof forms. Generally consistent roof pitches across housing estates with small brick chimneys on terraces.
Windows	Originally windows on the terraced properties were timber casements, while blocks of flats generally had metal framed versions. Almost all have been replaced with uPVC windows, although these generally reflect the design of the originals.
Materials	Light coloured brick generally, with plain tiled roofs on pitched/hipped roofs or asphalt on flat roofs. Timber cladding is common between window groups on terraced properties. Tile hanging a feature on blocks of flats.
Car parking	Generally accommodated in garage blocks or rows of off-street parking bays.
Landscaping	Generally no front gardens. Rear gardens of terraces typically 15m-20m deep. Some mature trees within green spaces and some hedging/shrub planting. Areas dominated by large grassed areas and swathes of communal green space between building groups.

Character Area 25A



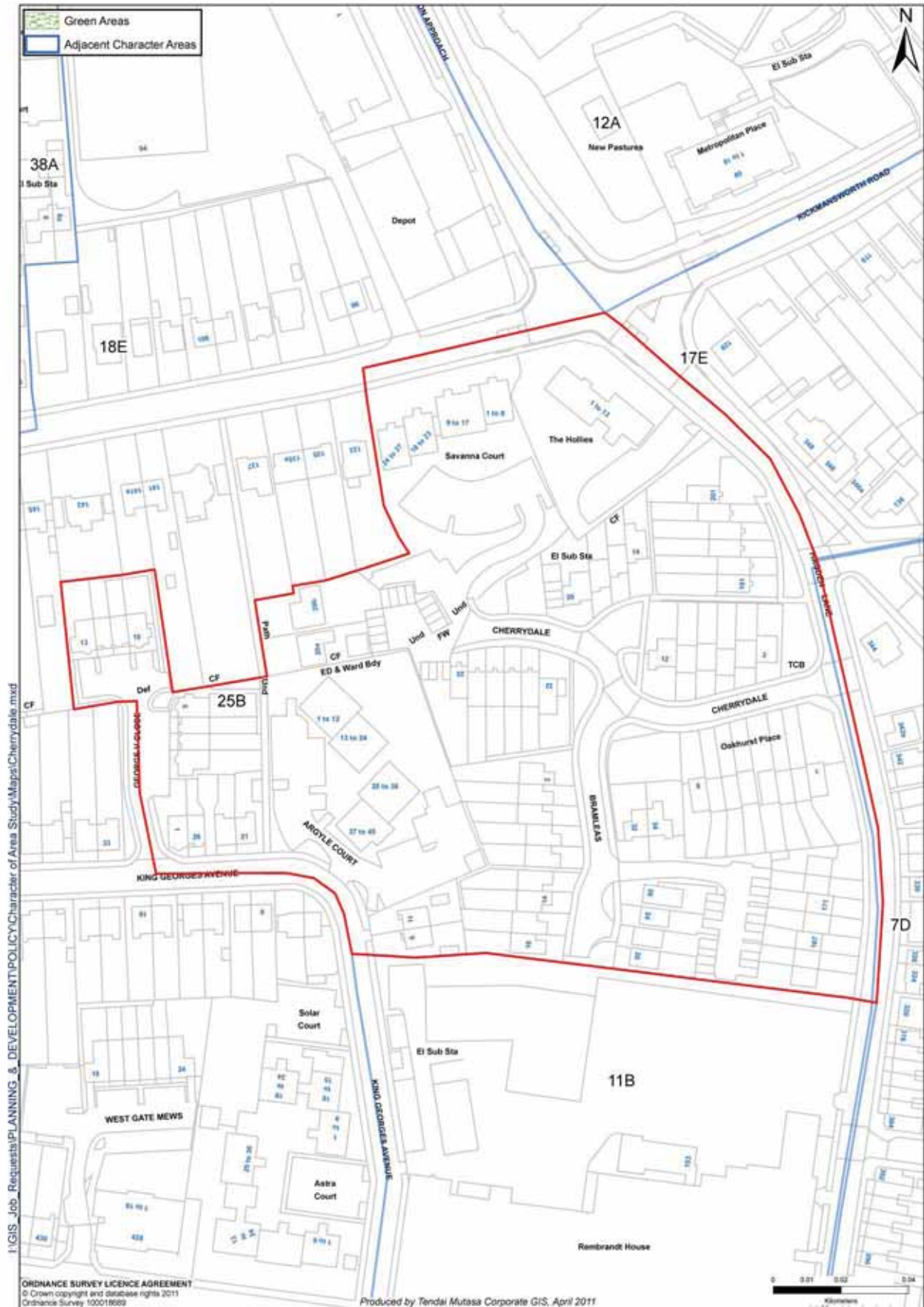
Area 25A Summary

This residential character area is located in the south-western part of the Borough, close to the boundary with Three Rivers. It is bordered to the west by open space and the Croxley Green Business Park, while there is 1980s residential development to the south. To the east are Holywell Primary School and a 1950s municipal housing development, while St Anthony's Roman Catholic Primary School and Westfield Community Technology College are located to the north. This area was occupied by farmland until the 1960s when it was developed by Watford Council as phase two of the Holywell Housing Estate. This housing estate marked a radical departure in the urban design of new development, rejecting the more conventional relationships of building frontages to street form and introducing larger scale buildings within communal green spaces. The buildings are built to uniform design specifications, although there is some variety in materials between the blocks of flats and the terraced housing. The design of the buildings is relatively plain and the limited extent of private garden space mediates against variety in the wider landscaping. While there are four storey blocks of flats, there are not any high rise tower blocks. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Tolpits Lane (A4145).



Croxley View from the south-west (left) Colborne House (right)

Character Area 25B



Area 25B Summary

This residential character area is located in the south-western part of the Borough, to the south-west of the Watford Grammar School for Boys. It is bordered to the west by inter-war housing development, while there is Victorian terraced residential development to the east. To the south is the industrial site of Rembrandt House, while to the north there is some light industrial land use and further inter-war housing. Before the twentieth century this area was occupied by farmland and an area of gravel extraction. In the early twentieth century this area was developed in a piecemeal fashion with semi-detached housing on the western side and detached housing in spacious grounds on the eastern side. Much of the area was redeveloped during the 1960s – 1970s, with the lower density housing replaced with a number of short residential terraces. Of standardised designs, these somewhat utilitarian houses have flat roofs (1960s) and pitched roofs (1970s). A further phase of redevelopment came during the 1990s – 2000s, when a number of two – three storey blocks of flats were built around the area with parking courts and communal green spaces. The density of developments are higher here than in other contemporary developments, with less open space – although mature trees are an important component of the character of the area. There are also some significant level changes across the northern part of the area. Within the cul-de-sac there are low levels of pedestrian/vehicular activity. However, there are larger traffic volumes along the neighbouring roads, particularly Rickmansworth Road (A412).

Other Features

- Blocks of flats from the 1990s – 2000s developed in piecemeal manner and exhibit some variety in terms of architectural detailing. Half hipped roofs and dormer windows are a common feature.
- Semi-detached houses from the 1920s at numbers 21-23 King Georges Avenue.



Cherrydale (left) Savanna Court (right)

Character Area 25C



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Area 25C Summary

This largely residential character area is located in the southern part of the Borough, at the boundary with Three Rivers. It is bordered to the north, east and south-west by municipal housing development from the 1920s, while there is inter-war privately developed housing to the south-east. Later twentieth century development in the neighbouring local authority area is located to the west. This area was occupied by farmland until the 1920s when it was developed as allotments for the new neighbouring residential development. The houses that face onto Eastbury Road were built during the 1930s and the Happy Hour Public House was built in 1954. The allotment land was subsequently redeveloped during the 1960s by Watford Council as a new housing estate, with the allotments retained in the north-eastern corner. The piece of land fronting onto Eastbury Road to the east was developed after World War II as Oxhey Nursery School. This site was subsequently redeveloped in 2001 as a new children's centre. The 1960s housing development is of standardised utilitarian designs, with a mixture of residential terraces and a 'T' plan block of flats. Communal garden spaces dominate the area, with some private gardens on the western side of the area. There is substantial hedging along Silk Mill Road, but landscaping is generally quite sporadic. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Eastbury Road (A4125).

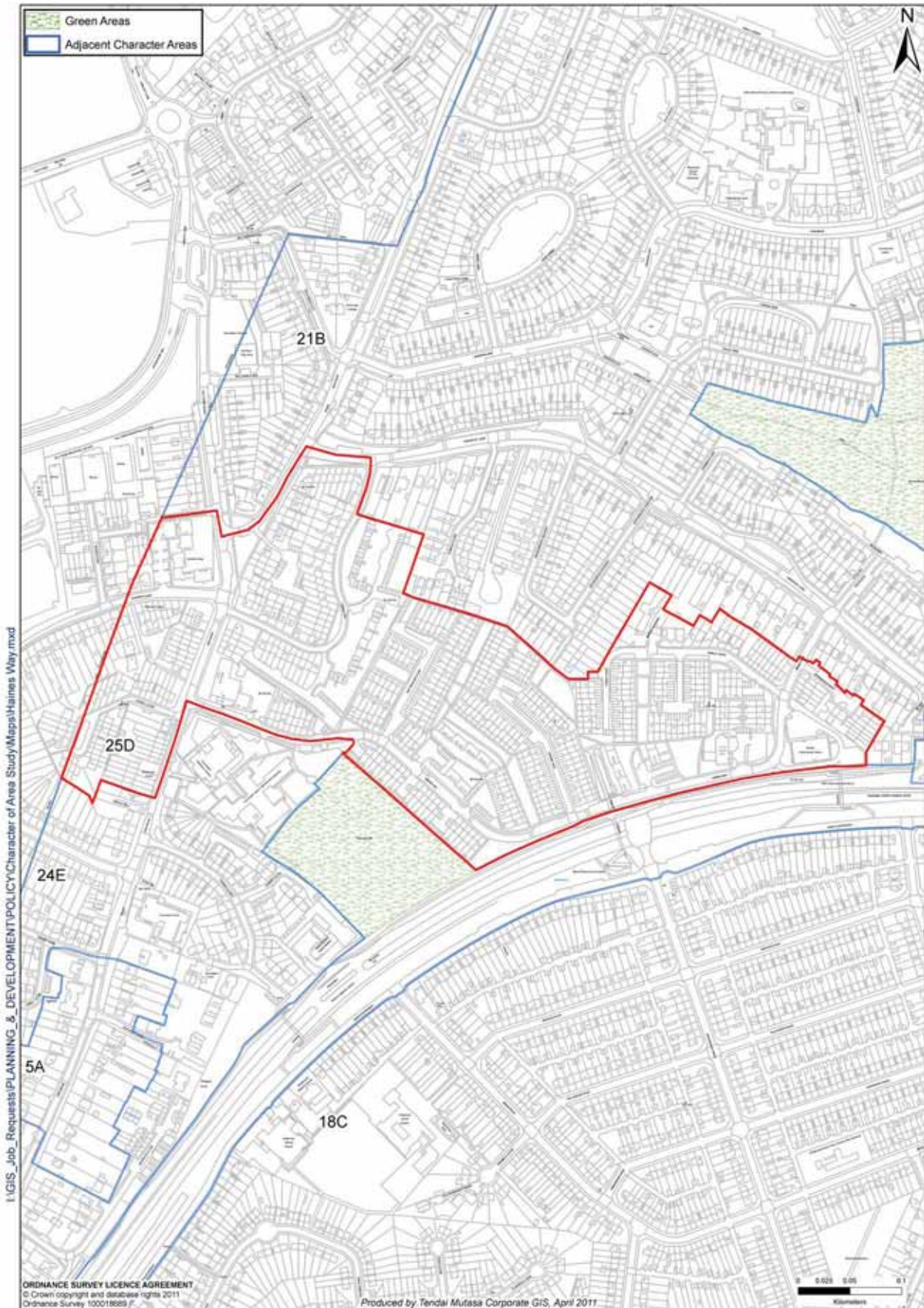
Other Features

- Development along Eastbury Road from 1930s-1950s features hipped tile roofs and projecting bays. Front gardens set back behind grass verge. Large car park to front of public house.
- Children's centre building on Eastbury Road is a large plan single storey structure with hipped roof and external play space / car park.



Longcroft (left) and (right)

Character Area 25D



Area 25D Summary

This largely residential character area is located in the northern part of the Borough, at the boundary with Three Rivers. It is bordered to the south-east by the Kingsway dual carriageway (A405), while to the north-east is residential development from the 1930s – 1950s. To the north-west is inter-war housing within the neighbouring Borough, while to the south-west is further inter-war housing and the grounds of Leavesden Green Junior School. Before the twentieth century, this area was dominated by farmland, with urban development limited to some scattered ribbon development along Leavesden High Road. During the 1930s semi-detached housing was built along the newly created Ridgehurst Avenue by private developers. However, the majority of the housing in the area was developed during the 1960s – 1970s. This municipally planned housing estate marked a radical departure in the urban design of new development, rejecting the more conventional relationships of building frontages to street form and introducing larger scale buildings within communal green spaces. The buildings are relatively plain in terms of materials and are built to uniform design specifications, although there is some variety in materials between the blocks of flats and the terraced housing. While there are four storey blocks of flats, there are not any high rise tower blocks. This outer urban area is laid out around a series of cul-de-sacs and generally has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the High Road, while the Orbital Community Centre generates significant pedestrian and vehicular movements.

Other Features

- The Orbital Community Centre and Lincoln Court, at the eastern side of Haines Way, are larger scale buildings from the 1970s, with relatively large surface level car parks.
- Neighbourhood retail premises at junction of Haines Way and High Road. Large plan single storey building with surface level car park to side and rear.



Linden Lea (left) Haines Way (right)

Character Area 25E



Area 25E Summary

This residential character area is located in the northern part of the Borough, to the north of the Harebreaks Estate. It is bordered to the west by Leggatts Wood, while there is an industrial estate to the east. To the north are allotments and Cherry Tree Primary School. This area was occupied by woodland until the 1930s when a joinery works was built off the newly created Cherry Tree Road. Following the end of World War II a new road was created to the rear of the joinery works called Woodside Close. Requiring the felling of more woodland, this new development consisted of simple prefabricated homes. The area was subject to further redevelopment during the 1970s when Watford Council built a new housing estate around the newly created streets of Foxhill and Brushrise. The 1970s housing development is of standardised utilitarian designs, with a mixture of residential terraces of two – three storeys. There is limited green space around much of the area, although there are some private gardens on the western side. The adjacent woodland and allotments impact on the landscape character of the area, although within the housing estate the public realm is dominated by car parking bays, with only sporadic areas of trees or shrub planting. The density of the development is higher than comparable areas from this period and there is less communal green open space. This outer urban area is laid out around a cul-de-sac and has low levels of pedestrian/vehicular activity. However, the adjacent school and industrial estate are significant generators of pedestrian and vehicular movements.

Other Features

- Short terraces of two – three storey houses replaced larger residential block called Yeatman House in 2011.

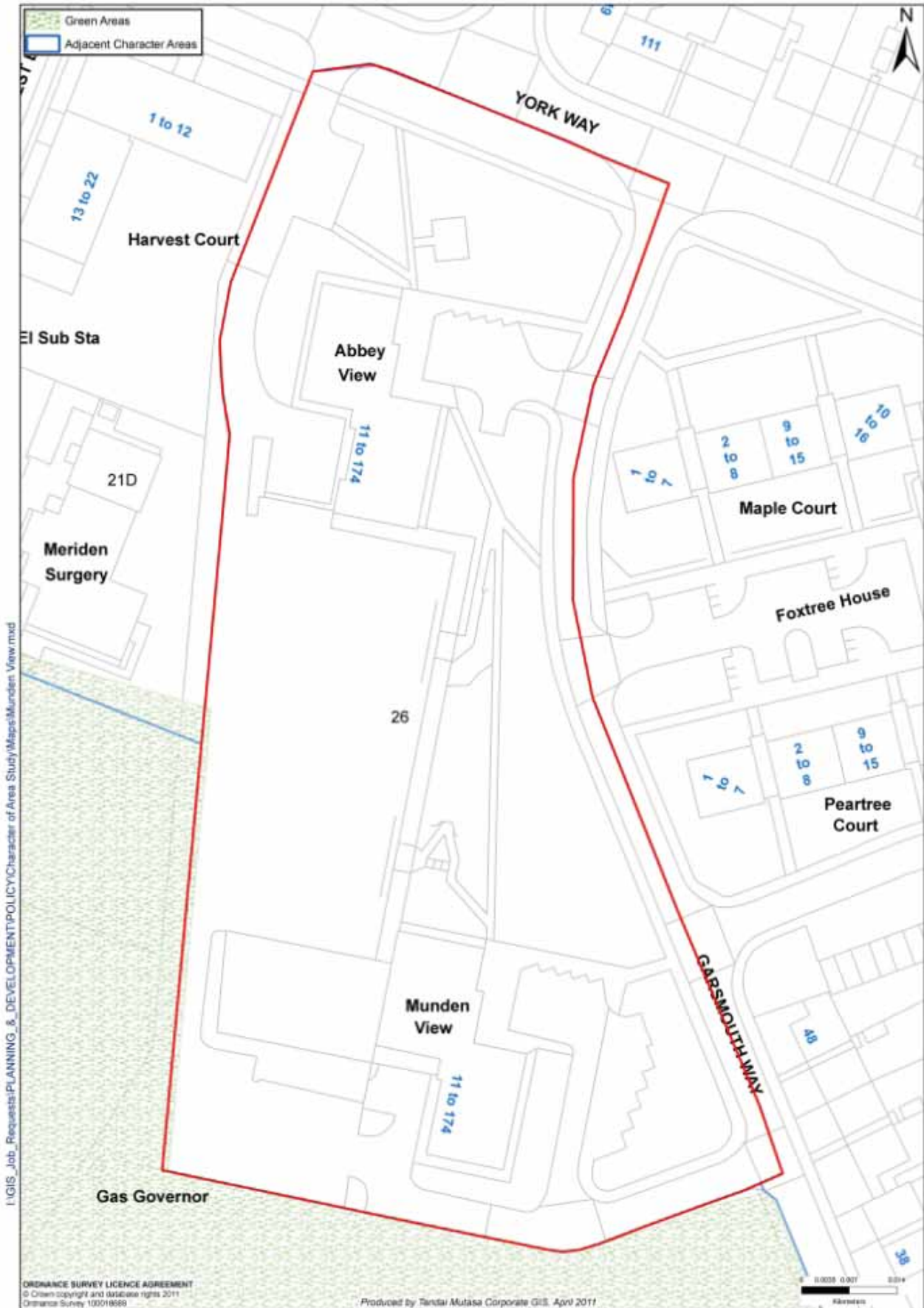


Brushrise (left) Foxhill (right)

Character Type 26

Period	1960s
Heights	16 storeys.
Urban grain	Loose urban grain.
Block size / structure	Irregular block structure characterised by blocks of flats set back away from road network. Block size 70m x 50m.
Plot sizes	Large plots for blocks of flats set in wider area of hard and soft landscaping. Boundary delineation is ambiguous.
Streetscene	Open streetscene. Relatively narrow carriageway (3.5 m for total), with pavements of similar width with some tree and shrub planting behind. Limited street furniture. Informal internal route network.
Building lines	Properties are set back from the carriageway, with varied building lines.
Front boundaries	Not formally marked, but trees and shrubs are located around most boundary edges. Lack of delineation between public and private spaces around blocks of flats.
Roof forms	Flat roofs with elevated curved elements.
Windows	Originally had metal framed windows. Have been replaced with uPVC windows, although these generally reflect the design of the originals.
Materials	Light coloured brick, concrete, composite panels, generally with asphalt on flat roofs.
Car parking	Two level concrete multi-storey structure and a number of surface level parking bays around the buildings.
Landscaping	Some modest scale landscaping around the edge of the area in communal spaces. Mixture of low level shrub planting and trees. No private gardens. Large areas of public open space to south.

Character Area 26



Area 26 Summary

This residential character area is located in the north-east of the Borough, on land between the Abbey Line, the A41 and the M1. It is bordered to the south by public open space and to the west by the grounds of Meriden Primary School, while the northern and eastern boundaries are marked by the transition to divergent residential character areas. This area was occupied by farmland until the 1960s, when the two tower blocks of Abbey View and Munden View were built. These structures are the only high rise tower blocks to have been built within the suburbs of Watford and as such are a unique residential character area. Although they are relatively close to major roads and a railway line, the local roads around the character area carry low volumes of traffic and pedestrian activity. Large open spaces around the principal buildings give the area a very open feel, although the main space between the two tower blocks is dominated by a multi-storey car park.

Other Features

- A large single storey building on the western side of Munden View is occupied by a combined heat and power plant.

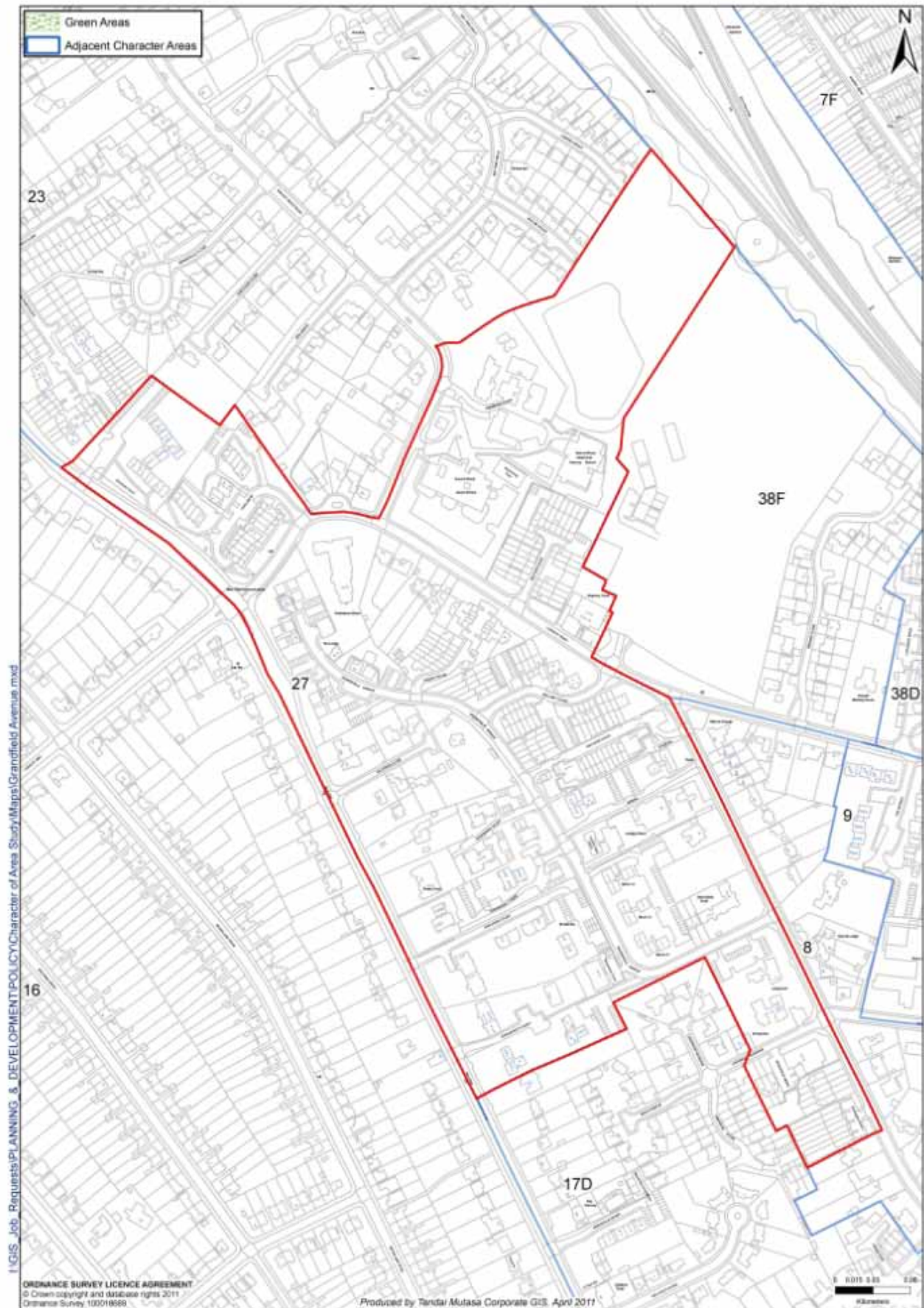


Munden View (left) Abbey View (right)

Character Area 27

Period	Late 19 th century and 1950s – 2010s.
Heights	One – three storeys.
Urban grain	Relatively loose urban grain.
Block size / structure	Irregular block structure characterised by blocks of flats set back away from road network. Relatively loose urban grain created by green spaces around blocks. Block size typically 150m x 75m.
Plot sizes	Lack of clear boundary delineation between a proportion of plots, such as blocks of flats. Plot sizes are approximately 15m x 45m for terraced properties and 40m x 60m for blocks of flats. Gaps between buildings are highly varied.
Streetscene	Generally informal and open streetscene. Grass verges between buildings and roads, with sporadic tree planting and limited street furniture. Limited sense of enclosure and varied street widths.
Building lines	Properties are generally set back from the carriageways, with varied building lines. Terraces generally face onto carriageways or are at right angles. Similarly, blocks of flats are set back from the highway in a variety of angles.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces around blocks of flats. Terraces of housing have clearer definition of rear gardens. Stronger planting along front boundaries along Hempstead Road / Langley Road.
Roof forms	Generally flat or pitched roof forms, with some blocks of flats having hipped roof forms. Small brick chimneys on some properties. Dormer windows common on later blocks.
Windows	Generally uPVC windows, including a variety of types such as top hung and casement.
Materials	Generally light coloured brick, with plain tiled roofs on pitched/hipped roofs or asphalt on flat roofs. Timber cladding or tile hanging a feature on some blocks of flats/terraced properties.
Car parking	Generally accommodated in garage blocks or rows of off-street parking bays.
Landscaping	Generally no front gardens. Rear gardens of terraces typically 15m-20m deep. Some mature trees within green spaces and some hedging/shrub planting. Areas dominated by grassed areas and swathes of communal green space between building groups.

Character Area 27



Area 27 Summary

This largely residential character area is located in the western part of the Borough, to the west of the railway cutting containing the West Coast Mainline. It is bordered to the west by the Cassiobury Estate, while there are estates of mid-twentieth century detached housing to the north and south. To the east are the railway cutting, some woodland and open space, as well as a mixture of lower density housing from the 20th – 21st centuries. This area was occupied by farmland and woodland until the late nineteenth century, when Langley Road was laid out up to the junction with Hempstead Road and a number of large detached properties were built along the two roads. The area changed little until the later twentieth century when a large proportion of the large plots of land containing houses were gradually redeveloped in a piecemeal manner. New streets were created off Langley Road and Hempstead Road, with free standing blocks of flats constructed within areas of communal green space and parking courts. Blocks are formed in a variety of shapes but are generally brick and concrete structures of three storeys, with flat or pitched roofs. Built over the course of 50 years, the blocks display some architectural variety relative to their age, with the older buildings displaying a plainer design. Mature trees and hedging provide a significant component of the local character – generally marking boundaries. Large expanses of grassland are limited in comparison with some of the other municipal built flatted estates from the same period. This outer urban area is laid out around cul-de-sacs and has low levels of pedestrian/vehicular activity. However, there are larger traffic volumes along Hempstead Road (A411), while the school generates some notable pedestrian/vehicular activity.

Other Features

- Nascot Wood Junior and Infant Schools and Nursery feature larger scale buildings with outdoor play space and car parks.
- A small number of the earlier detached houses from the later nineteenth century remain on Langley Road, Nascot Wood Road and Hempstead Road. These ornately detailed buildings are set back from the highway within large gardens.
- Kildonan Close dates from the 1950s and features individually designed detached houses with private gardens and garages.

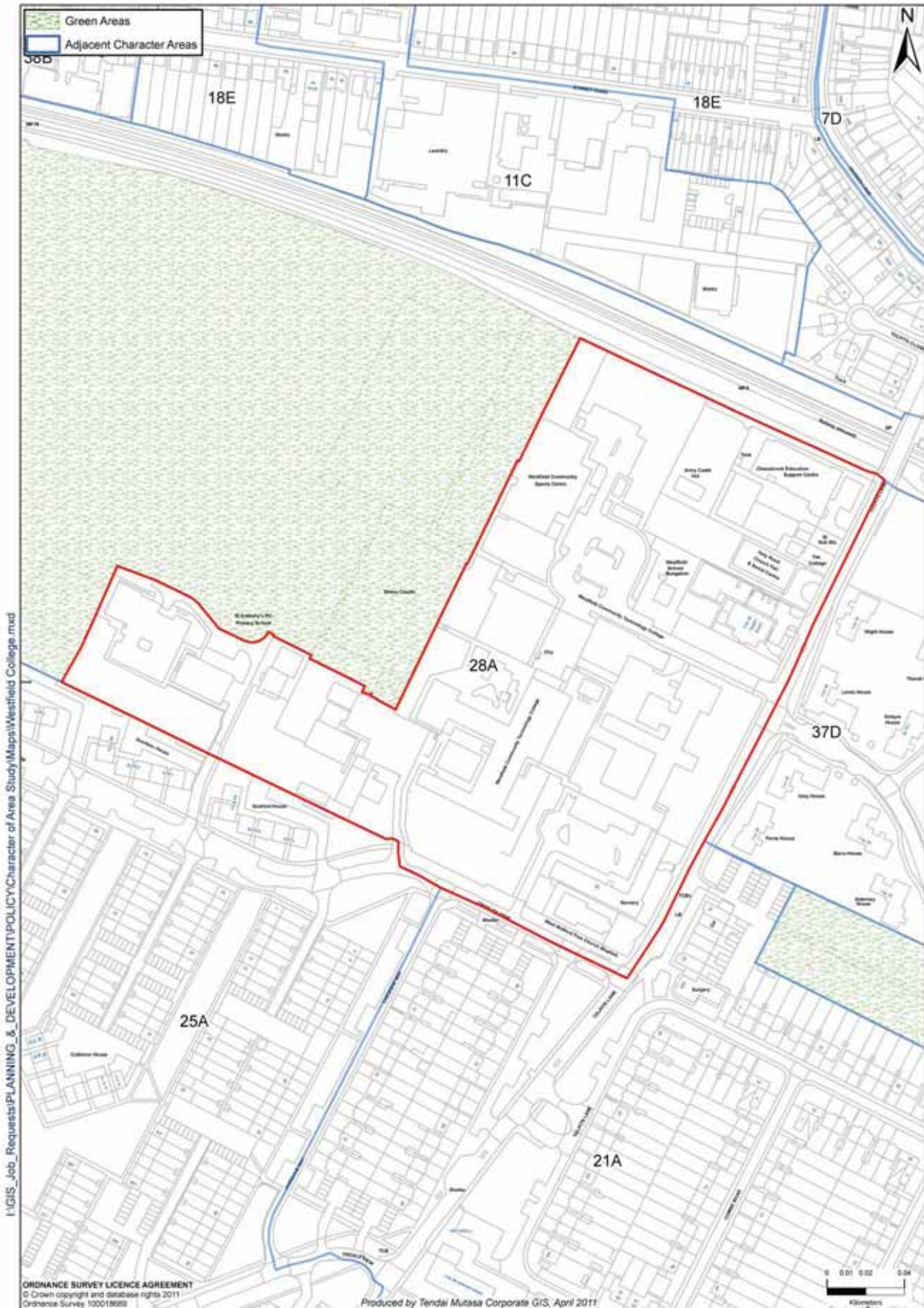


Langwood (left) Grandfield Avenue (right)

Character Area 28

Period	1950s and 2010s.
Heights	One – three storeys. Generally two storeys.
Urban grain	Intermediate form. Generally a loose urban grain, but tighter relationship between principal educational buildings.
Block size / structure	Main building complexes of large scale.
Plot sizes	Varied plot sizes and gaps between buildings.
Streetscene	Building set back creates streetscene dominated by landscaping. Hedges and tree belts create relatively strong sense of enclosure.
Building lines	Varied building lines, but generally set back from the streetscene.
Front boundaries	Perimeter boundaries are largely marked by hedges and/or metal fences. Trees are common at boundaries.
Roof forms	Generally flat roofs.
Windows	Generally metal or plastic framed windows. Generally top hung or casement types.
Materials	Buildings are generally of light coloured brick, white render, concrete. Generally asphalt roofs.
Car parking	Series of surface level car parks with some landscaping.
Landscaping	Parkland landscape to campus with mature trees, hedges and lawns. Playing fields.

Character Area 28A



Area 28A Summary

This largely scholarly character area is located in the south-western part of the Borough, to the south-west of the disused Watford West Station. It is bordered to the north by the former railway line between Croxley Green and Watford Junction, while to the west are playing fields. To the east is 1990s flatted development, while to the south is municipally planned housing development from the 1950s-1960s. This area was occupied by farmland until the early twentieth century, when part of the eastern section was developed as allotments and a sewage farm. During the 1950s The Highwayman Public House and the West Watford Baptist Church were built off Tolpits Lane. However, the area was more substantially developed during the 1960s – 1970s with the construction of new primary and secondary schools, as well as other community buildings – such as a T.A. Centre and Holy Rood Church Hall. Subsequent additions have been made to the school estate – such as a new sports centre in the 2000s. The area is dominated by the school complexes, which consist of various buildings set back from the surrounding roads around a number of courtyards. The architectural style is fairly plain and understated, with repetitive fenestration a major component of local character. There are a number of large plan buildings and a relatively informal internal route network. Landscaping is more pronounced at the eastern boundaries, while the area opens out into a large expanse of playing fields to the west. The principal road to the east, Tolpits Lane (A4145), is a primary route into the town and has relatively high levels of vehicular activity. The area has significant pedestrian movements in general due to the schools and the adjacent neighbourhood centre.

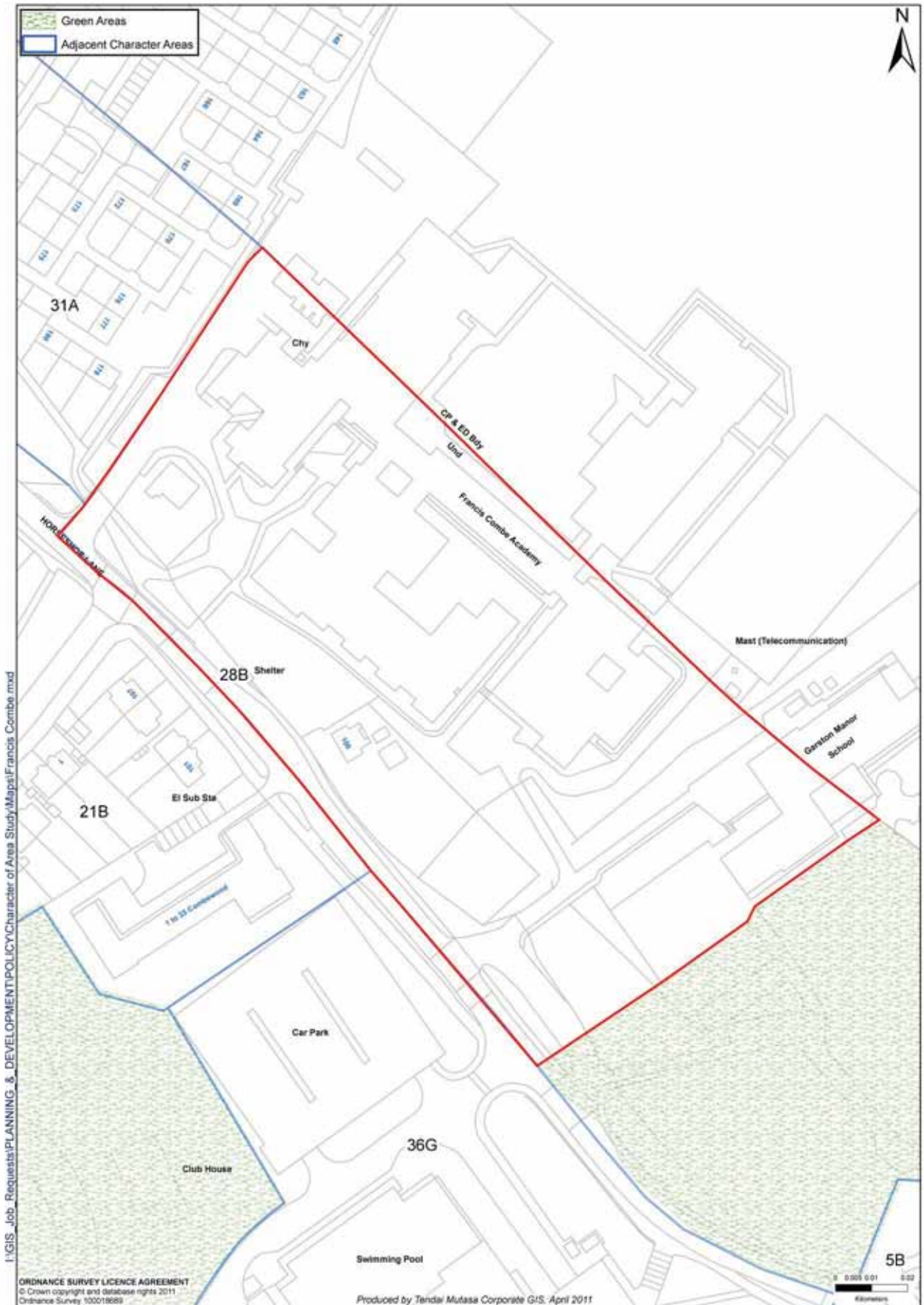
Other Features

- There is a three storey block of flats on the site of the former Highwayman Public House. This dates from 2008 and adjoins a small area of communal green space and a surface level car park.



View from Croxley View (left) and from Tolpits Lane (right)

Character Area 28B



Area 28B Summary

This scholarly character area is located in the northern part of the Borough, at the border with Three Rivers. It is bordered to the north and east by playing fields, while to the west is a 1970s municipally planned housing estate. To the south are the Woodside Sports Complex and a 1950s municipally planned housing estate. This area was occupied by farmland until the 1950s, when new primary and secondary schools were built here. Francis Combe School became an academy in 2008 and has been subject to extensive rebuilding works since 2010. The area is dominated by the school complexes, which consist of various buildings set back from the surrounding road network around a number of courtyards. There are a number of large plan buildings and a relatively informal internal route network. Landscaping is more pronounced at the western boundary, with tree belts and hedging, while the area opens out into a large expanse of playing fields to the east. The principal road to the south, Horseshoe Lane, has moderate levels of vehicular activity. The area has significant pedestrian movements in general due to the schools and the adjacent sports centre.

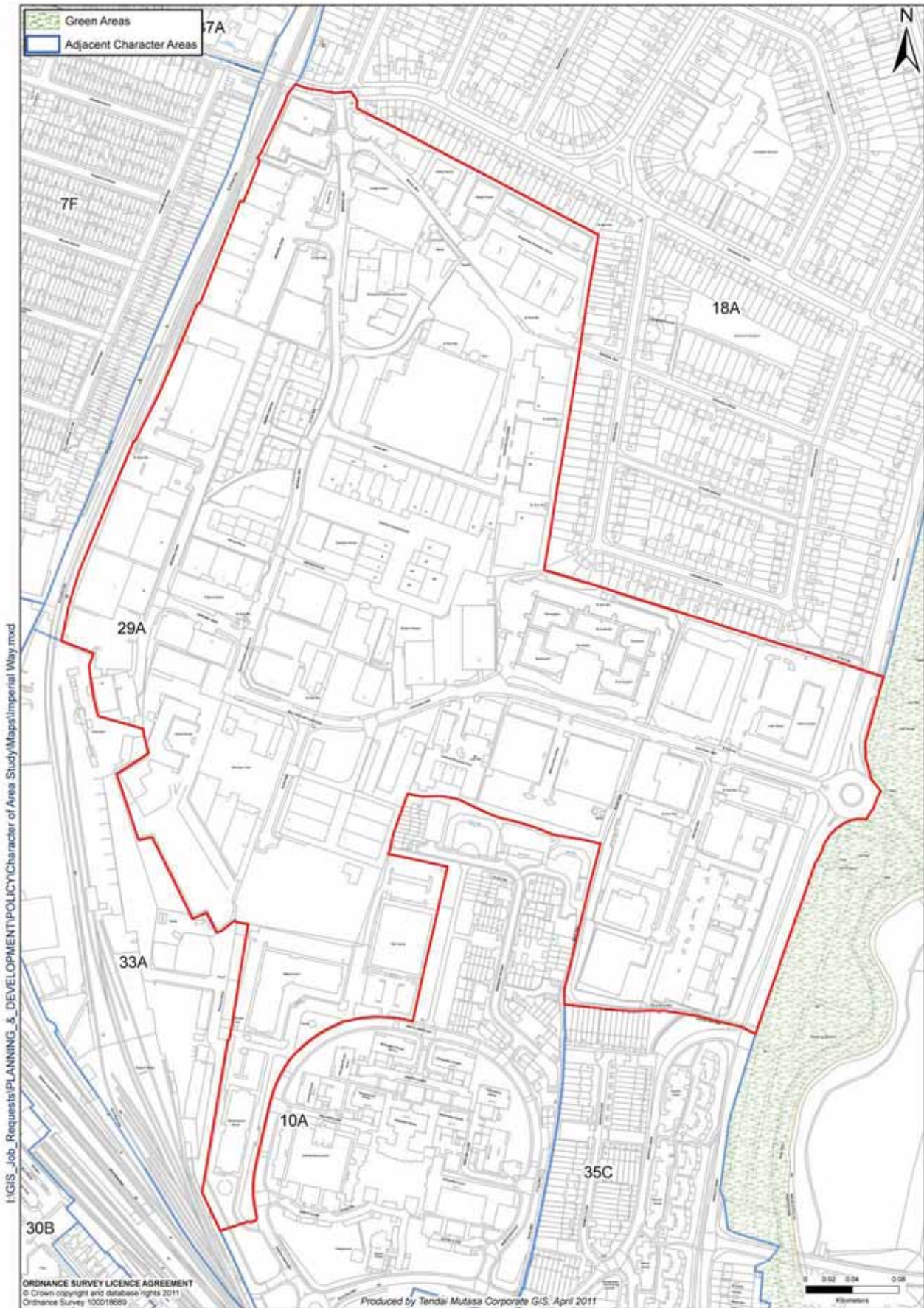


Francis Combe School (left) and (right)

Character Area 29

Period	Largely 1960s – 1990s.
Heights	Largely single storey industrial units, with some two-three storey office blocks.
Urban grain	Relatively loose urban grain.
Block size / structure	Irregular block structure.
Plot sizes	Highly varied, with some plot boundaries weakly defined. Plot sizes are typically 60m x 75m. Buildings generally in centre of plots, away from plot boundaries. Gaps between buildings are highly varied.
Streetscene	Generally informal and open streetscene, with relatively open boundaries between yards and access roads. Limited trees or street furniture. Varied street widths. Pavements on primary roads, but less frequent on side roads.
Building lines	Varied building lines. Buildings are generally set back from the carriageways behind parking areas, but some of the older industrial premises face directly onto the street.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces. Later office development generally features boundaries defined by fencing and soft landscaping.
Roof forms	Industrial premises generally feature flat or pitched roof forms. Some later office blocks have hipped roofs.
Windows	Wide range of types and materials – generally metal framed on older buildings.
Materials	Buildings are generally of brick, with some later ones of rendered concrete and/or metal. Detailing provided by stone or brick. Generally asphalt, corrugated iron or slate roofs.
Car parking	Surface level car parking – either informal or in marked areas.
Landscaping	Generally limited within the areas. Some informal landscaping around the perimeters, with hedging, mature and semi-mature trees.

Character Area 29A



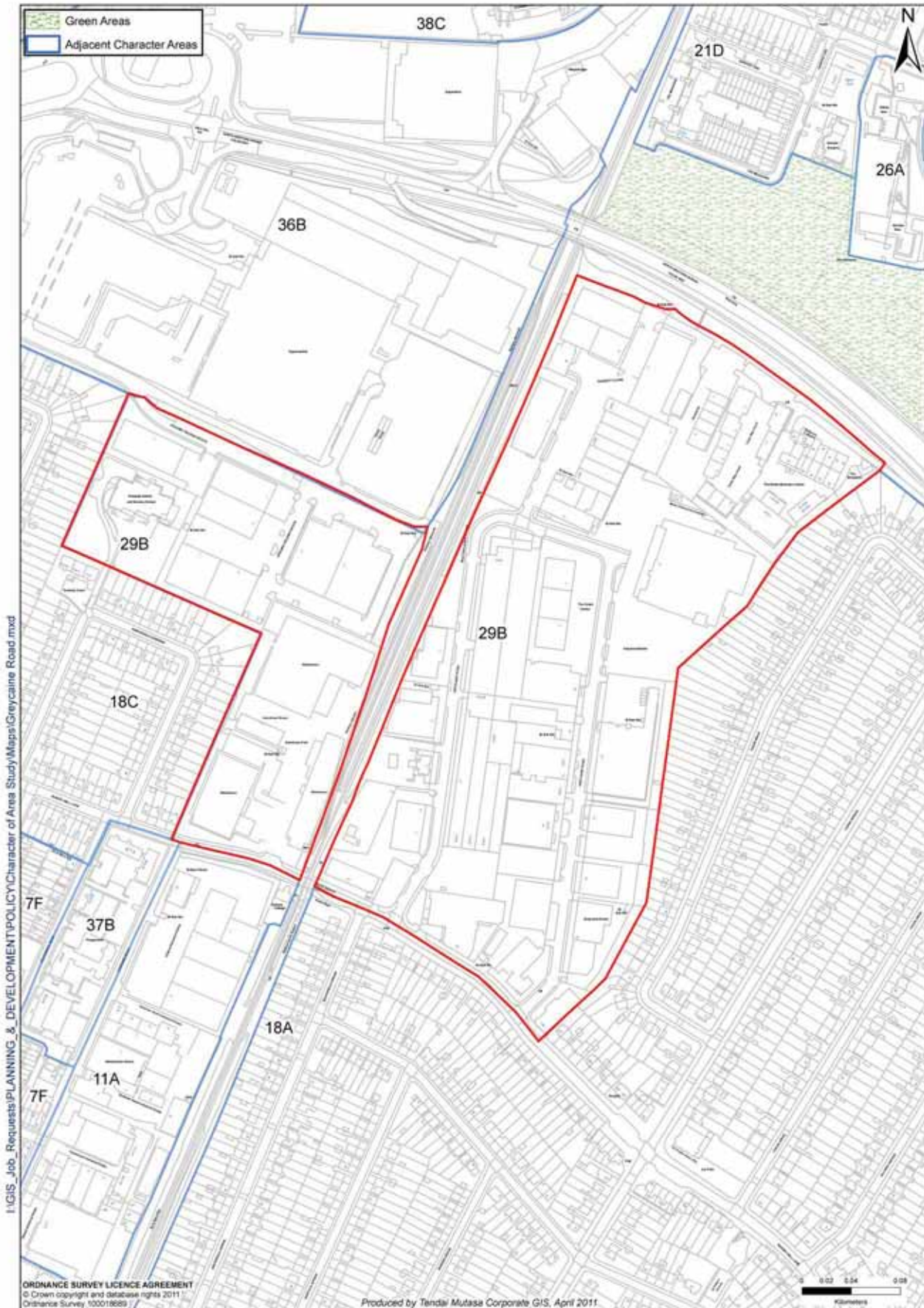
Area 29A Summary

This industrial character area is located to the north-east of the town centre and to the east of Watford Junction. It is bordered to the north by an inter-war housing estate, while to the west is the St Albans Abbey Railway Line. To the east are allotments and playing fields, while to the south is a 1980s housing estate, the mainline railway and 1990s residential redevelopment. To the north and west is an industrial estate. This area was largely occupied by farmland until the 1930s, with land in the south-east corner used for gravel extraction and part of the land to the west occupied since the late nineteenth century by a large carriage shed. Land in the north-western part of the area was developed during this period with industrial works and sidings off the railway line to St Albans. During the 1960s, the industrial estate was significantly redeveloped and spread southwards, with the larger industrial works and sidings demolished and the construction of a new road and associated new industrial premises. The office development, on land previously occupied by the grounds of the London Orphan Asylum, was built during the 1990s, while much of the rest of the wider industrial estate has been subject to piecemeal redevelopment since the 1960s. The area is dominated by a number of large industrial shed premises and office blocks. However, in general the industrial estate features a range of different sized commercial premises and plots. The individual plots generally feature extensive hard landscaped areas of car parking and yards. The estate generally has limited landscaping, although there is structured planting at the boundaries with residential development, while the later office development features some landscaping in car parks. The area has a relatively loose urban grain but the large private plots make it only moderately permeable. The lack of landmark building limits legibility, although the road network is relatively simple. The character area has limited access points, off Balmoral Road, Radlett Road and Orphanage Road, although through traffic is possible between the former two roads. Within the area there are high levels of vehicular activity, with a generally poor pedestrian environment.



Colonial Way (left) Imperial Way (right)

Character Area 29B



Area 29B Summary

This industrial character area is located in the north-eastern part of the Borough, to the south of the Colne Way (A41). It is bordered to the east, south-east and west by inter-war housing estate, while to the south-west is an older industrial area. To the north-west is a site dominated by a major supermarket and a printing works. This area was occupied by farmland until the 1930s when it was developed as an industrial estate. This early development consisted of a number of large industrial works with sidings off the St Albans Abbey Railway Line – which runs northwards through the area. The adjacent Watford North Station had opened in 1910. During the 1960s, the industrial estate was significantly redeveloped, with the larger industrial works and sidings demolished and the construction of a new loop road – Greycaine Road, and associated new industrial premises. Since the 1960s various plots on the industrial estate have been subject to further piecemeal redevelopment, but the buildings in the area overwhelmingly date to the later twentieth century. The area is dominated by a number of large industrial shed premises, with a series of smaller office units at the northern end of Colne Way. However, in general the industrial estate features a range of different sized commercial premises and plots. The individual plots generally feature extensive hard landscaped areas of car parking and yards. Around the edge of the area is generally a strong line of hedging and trees, reflecting the boundaries with rear gardens, the A41 and the railway line. However, landscaping within the site is otherwise fairly limited. The character area has limited access points and no through routes. Within the area there are moderate levels of pedestrian / vehicular activity, while the adjacent railway line only has a moderately frequent service. However, the school buildings generate significant pedestrian movements during term times.

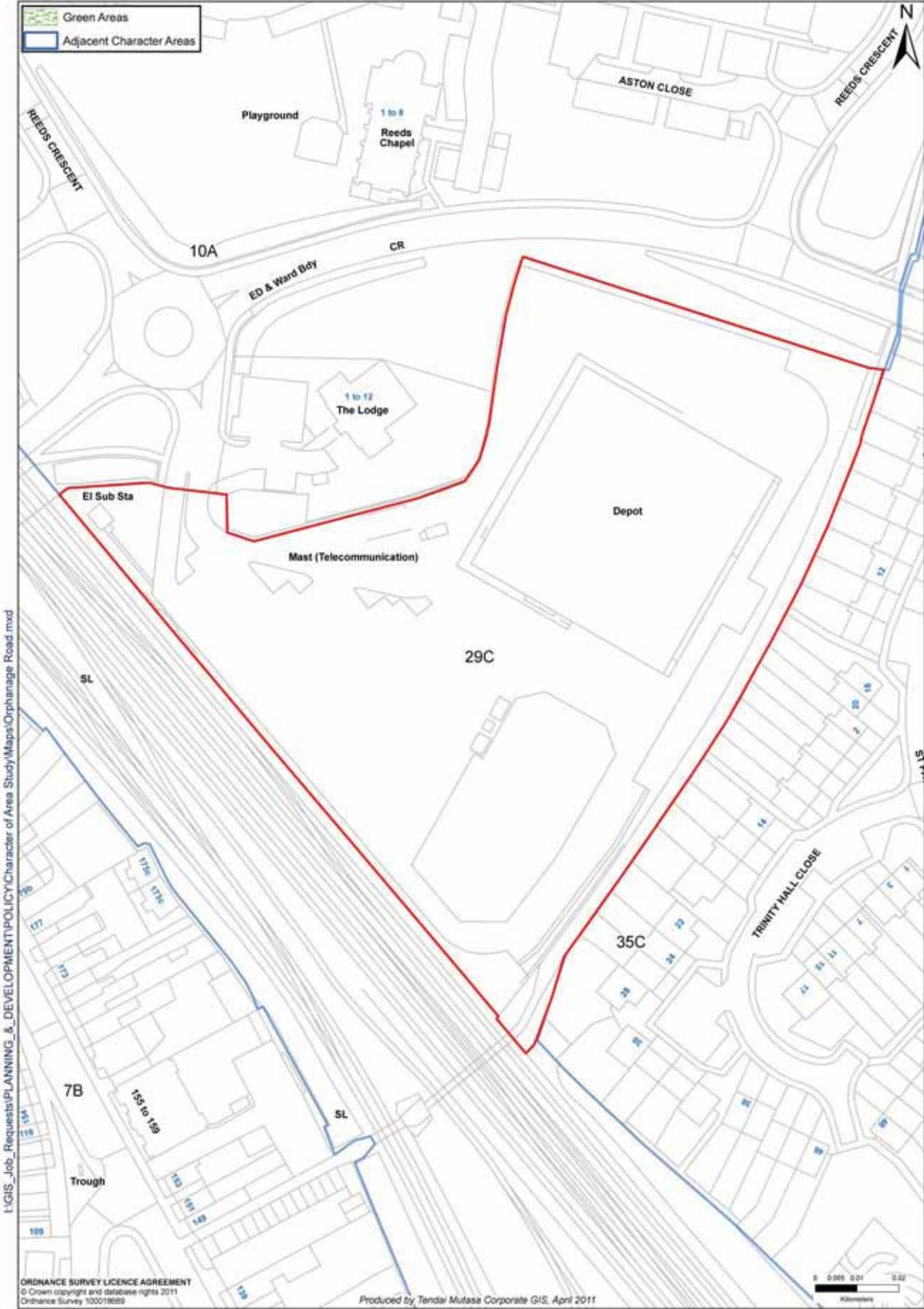
Other Features

- Parkgate Infants and Nursery School opened in 1984 on a former industrial site to the north-west of Northfield Gardens. It features a large plan single storey brick building with pitched roof, set in landscaped grounds.



Bushey Mill Lane (left) Greycaine Road (right)

Character Area 29C



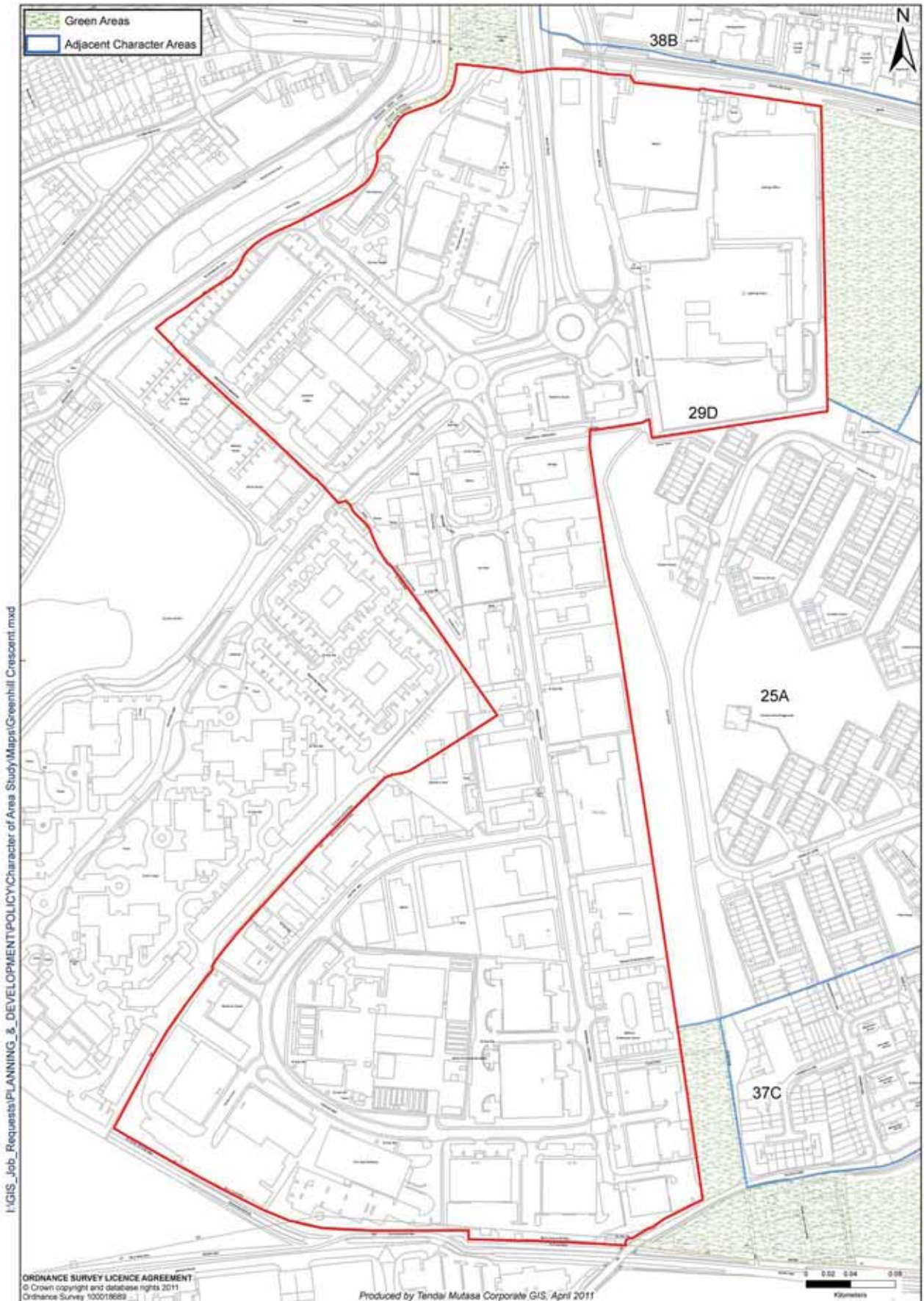
Area 29C Summary

This commercial character area is located to the north-east of the town centre and to the east of Watford Junction. It is bordered to the east by a 1980s housing estate, with the mainline railway to the south. To the north and west is a Victorian orphan asylum complex – since extended and converted into private residential accommodation. This area was occupied by farmland/wasteland until circa 1900 when it became a playing field for the adjacent London Orphan Asylum. During the 1950s, the playing field was redeveloped as an industrial depot site, before further commercial redeveloped followed during the 1970s. The area is dominated by a large industrial shed premise on its northern side, with extensive surface level car parks and yards filling up the rest of the site. Around the edge of the area is a strong line of hedging and trees, reflecting the historic boundary. However, landscaping within the site is otherwise limited. The area has a loose urban grain and its secluded character off the primary road network results in limited legibility and permeability in relation to wider character areas. However, the open aspect within the area itself makes it fairly legible/permeable. The character area only has one access point, off the Orphanage Road roundabout, which prevents through traffic. Within the area there are moderate levels of pedestrian / vehicular activity, while the adjacent railway line experiences significant rail traffic movements.



Development off Orphanage Road (left) and (right)

Character Area 29D



Area 29D Summary

This industrial character area is located in the south-western part of the Borough, at the border with Three Rivers. It is bordered to the north by the former railway line between Croxley Green and Watford Junction, while to the west is the Grand Union Canal and further commercial development in the neighbouring Borough. To the east is 1960s social housing and green space, while to the south is farmland and further commercial development in the neighbouring Borough. This area was occupied by farmland until the early twentieth century, when part of it was developed as a sewage farm. However, the area was more substantially urbanized during the 1960s by Watford Council with the development of the Holywell Industrial Estate. Since the 1960s various plots on the industrial estate have been subject to further piecemeal redevelopment, but the buildings in the area overwhelmingly date to the later twentieth century. The area is dominated by a number of large industrial shed premises and large plan office blocks. However, the industrial estate features a range of different sized commercial premises and plots. The individual plots generally feature extensive hard landscaped areas of car parking and yards. Around the edge of the area is a generally strong line of hedging and trees, reflecting the boundaries with parks, former railway lines and the canal. However, landscaping within the site is otherwise limited, although some of the later development at the northern and southern ends of the estate has some structural planting. The area has a relatively loose urban grain but the large private plots only make it moderately permeable. The lack of landmark building limits legibility, although the road network is relatively simple. The character area only has one principal access point, off the Ascot Road roundabout, which prevents through traffic. However, there are additional linkages into the industrial estate elsewhere for cyclists/pedestrians. These include the former railway line between Rickmansworth and Watford, which runs along the southern boundary of the area and is now the Ebury Way Cycle Route. Within the area there are moderate levels of pedestrian / vehicular activity.

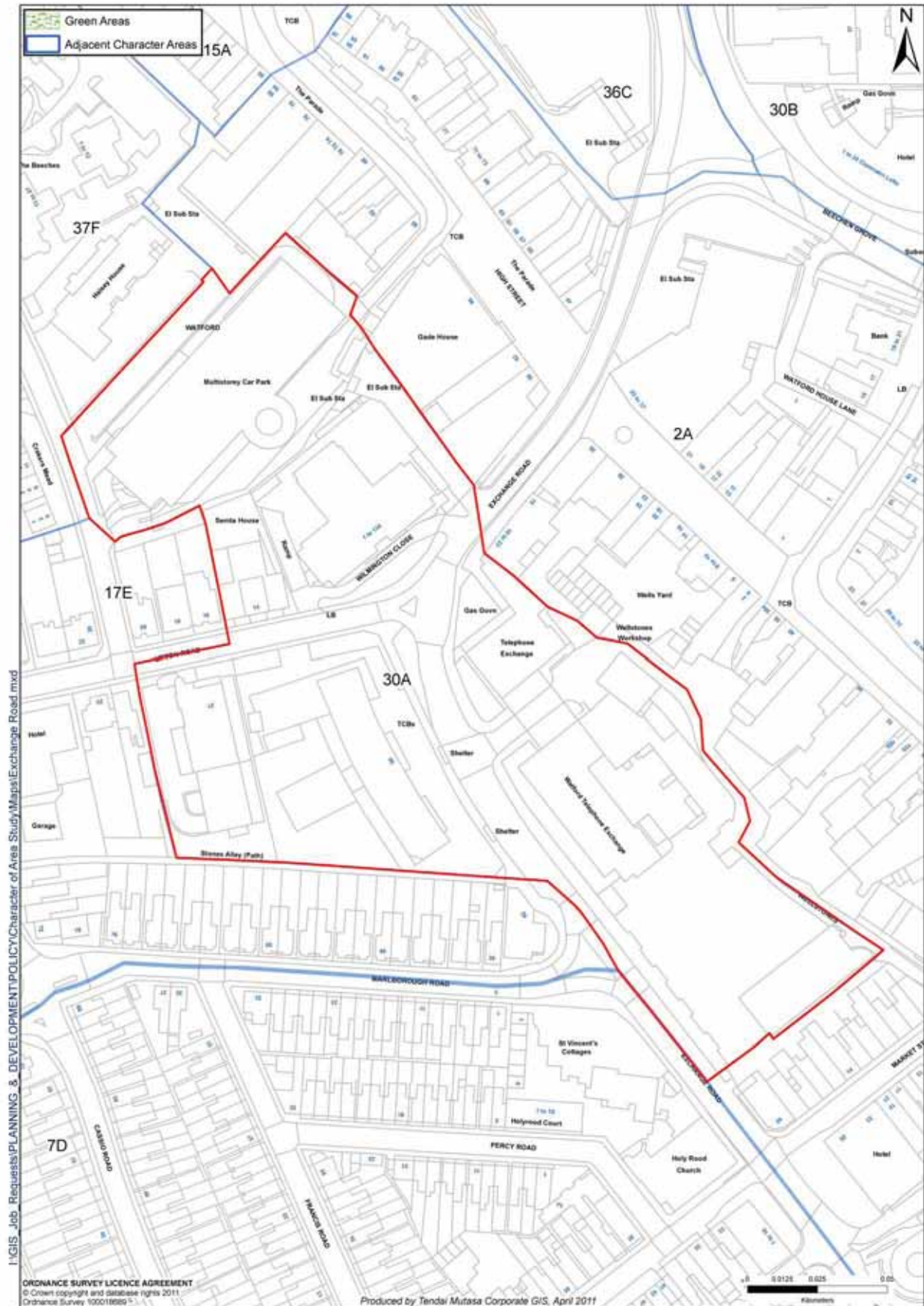


Greenhill Crescent (left) Watford Enterprise Centre (right)

Character Area 30

Period	Largely 1960s – 2000s.
Heights	One – eight storeys. Typically four – six storeys.
Urban grain	Intermediate form.
Block size / structure	No uniform block structure. Large blocks typically 200m x 100m. Relatively tight urban grain in general, with some exceptions (Watford Junction environs, Telephone Exchange car park).
Plot sizes	Some degree of variation between different streets. Plot sizes are typically 80m x 40m. Buildings generally fill majority of area of plots and are positioned towards front boundaries. Gaps between buildings are varied. Typically 8m.
Streetscene	Wide road widths and pavements (dual carriageway widths typical, excluding narrower Clarendon Road). Some cycle/bus lanes. Limited street trees. Street furniture includes extensive signage and bus stops. Tree/shrub beds in front of most plots.
Building lines	Varied building lines. Buildings are generally moderately set back from the carriageways, generally behind small parking areas.
Front boundaries	Generally marked by low walls, with associated tree/shrub planting. More open frontages around Station Road.
Roof forms	Industrial premises generally feature flat roof forms. Also some pitched or curved roof forms. Some older properties have hipped tile/slate roofs.
Windows	Extensive fenestration on office blocks. Wide range of types and materials – generally timber framed on older buildings.
Materials	Buildings are generally of brick or concrete, with some later ones using render. Generally asphalt, composite materials or processed tiles for roofs.
Car parking	Surface level car parking generally to the rear of properties. Undercroft and basement car parks below most commercial properties. Some multi-storey car parking. Limited on-street parking. Some cycle sheds.
Landscaping	Generally limited within the areas. Strips of tree/shrub planting to front boundaries are common.

Character Area 30A



Area 30A Summary

This mixed use character area is located on the western side of the town centre. It is bordered to the west by residential development from the late nineteenth century, while there is mixed use development from the late nineteenth century to the south. To the east is the varied commercial development on the High Street, while to the north is an area dominated by later twentieth century flatted development. This area was occupied by farmland until the late nineteenth century, when largely residential development expanded westwards from the town's urban core. However, up until the latter half of the twentieth century much of the area remained unoccupied by buildings – with development limited to the south of Upton Road and the east of Marlborough Road. This open aspect was exploited in the 1960s with the construction through the area of the Exchange Road section of the inner urban ring road. Accompanying this new road form were a series of large modernist buildings – including the imposing Telephone Exchange and curved plan Exchange House. Previous land uses were redeveloped and as a result the majority of buildings now in evidence date to the later twentieth century. Built form generally fronts onto the street network but a number of the buildings have sections elevated above vehicular through routes at ground floor level, leading to rear/recessed parking areas. The large provision of car parking – in both surface level and multi-storey car parks provides a significant component of the urban form. This serves to break up the coherence of the public realm. The scale of both the buildings and the principal road form are noteworthy while the modernist architecture provides a stark contrast with adjacent older development. This central urban area has high levels of pedestrian/vehicular activity. The A411 runs through the area and traffic volumes are significant.

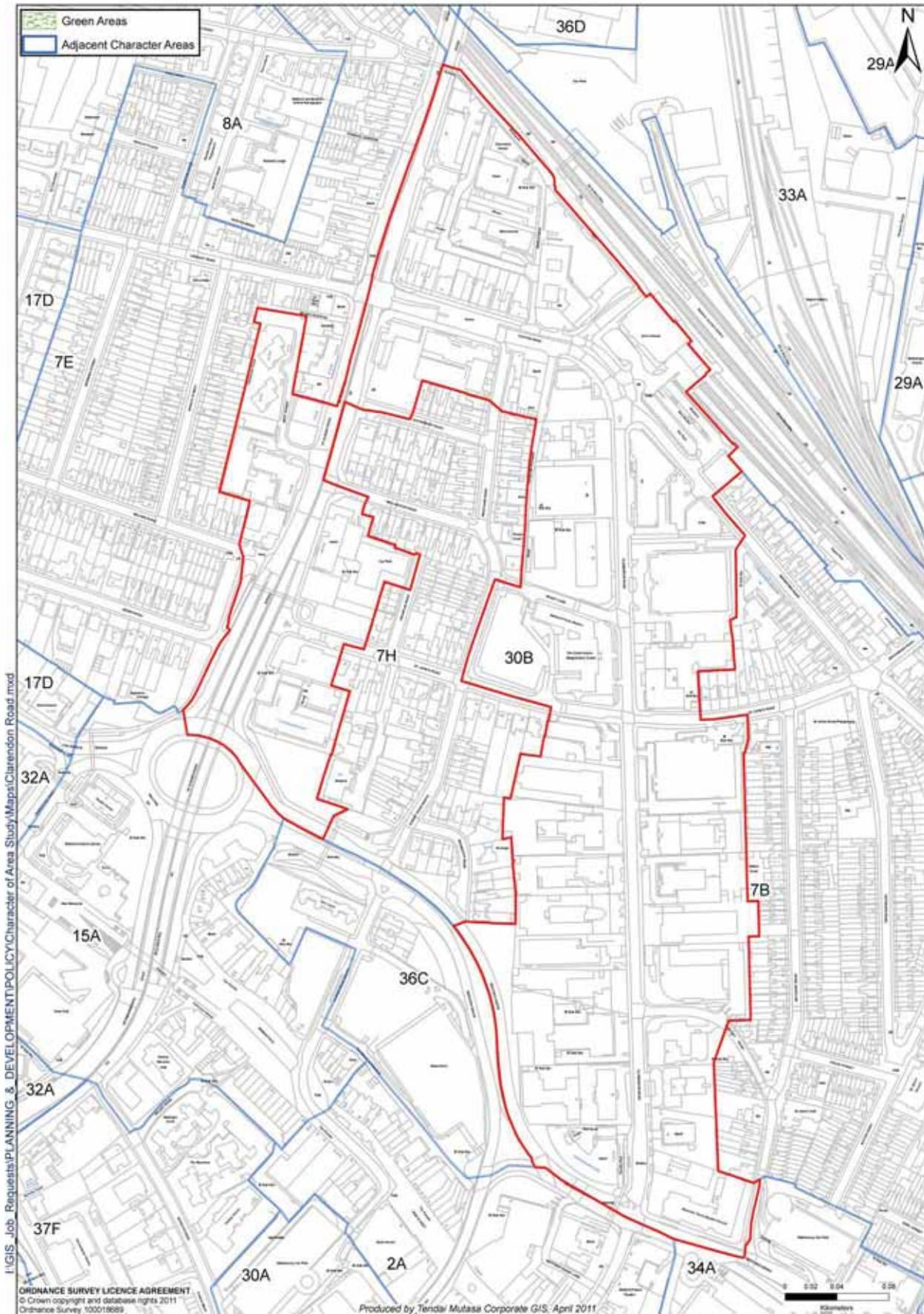
Other Features

- The Wilmington Close block of flats dates to 2011 and is on the site of a former office block. The building has commercial space at ground floor level, with seven storeys of residential accommodation above.



Exchange Road – west side (left) and north-east side (right)

Character Area 30B



Area 30B Summary

This mixed use character area is located between the town centre and Watford Junction. It wraps around and is bordered to the west and east by late nineteenth century terraced development. To the north is Watford Junction Station, while to the south is the inner urban ring road (Beechen Grove A411) – with mixed use commercial development in the town centre beyond. This area was occupied by farmland/gardens until the mid nineteenth century when Watford Junction Station opened to the north and predominantly residential development started spreading along the newly created streets of Clarendon Road and Station Road, as well as the existing St Albans Road. Early development along Clarendon Road consisted of large detached houses, while development elsewhere was generally higher density terraced housing. The character of the area gradually changed over the course of the latter half of the twentieth century due to road widening and the redevelopment of residential plots with larger footprint office and residential blocks. A number of the Victorian properties remain, but the area is dominated by buildings that are relatively large and modern within the Watford context. This inner urban area is formed around a series of large scale streets, which are heavily trafficked. The rail and bus stations at the northern boundary of the area are major transport nodes and generate significant levels of pedestrian/cycle and other vehicular activity.

Other Features

- Surviving Victorian properties on Clarendon Road include the landmark Beechen Grove Baptist Church, as well as three detached houses – which are now in commercial use. On Station Road there is the landmark Flag Public House, as well as an adjacent row of Victorian/Edwardian houses.
- There are a number of car repair garages along St Albans Road.
- Watford Junction Station has a hard landscaped front forecourt with parking for taxis, bicycles, cars and a series of bus stops.

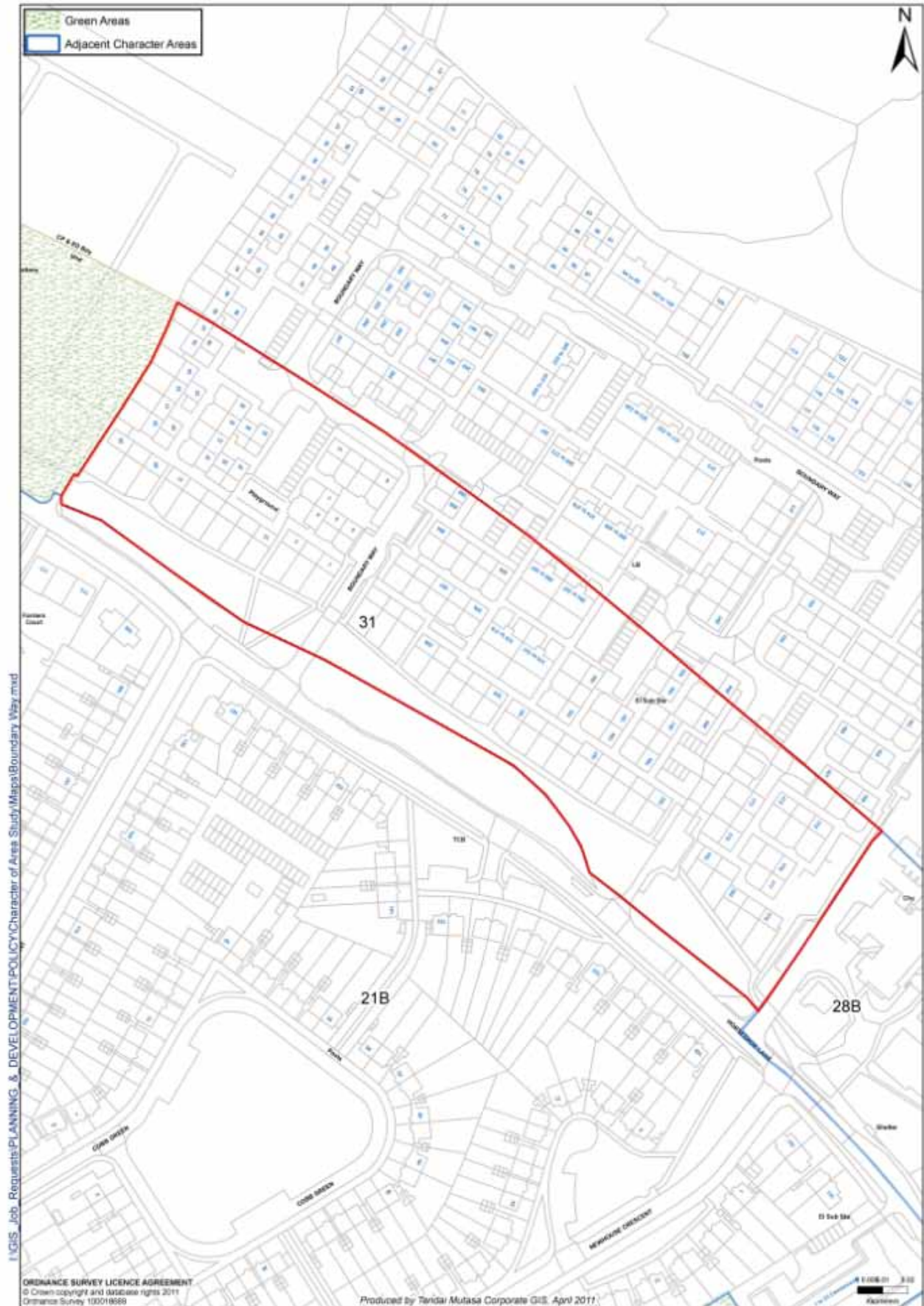


Clarendon Road (left) St Albans Road (right)

Character Area 31

Period	1970s.
Heights	Two –three storeys.
Urban grain	Relatively tight urban grain.
Block size / structure	Irregular block structure.
Plot sizes	Lack of clear boundary delineation between plots. Plot sizes are approximately 12m x 30m.
Streetscene	Relatively narrow roads with one-way system. Modest sense of enclosure created by relatively dense building form, which is set back. Narrow grass verges between some houses and the road, with limited trees or street furniture. Carriageways typically 5-7m wide in total. Pavements are not consistently on both sides of the carriageway.
Building lines	Buildings are generally set back from the carriageways. Generally at right angles to the carriageways.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces. Some boundaries are marked by close boarded fencing or metal railings.
Roof forms	Asymmetrical pitched roof forms. Consistent roof pitches with brick chimneys. No chimneys or dormer windows.
Windows	UPVC windows. Either top hung or casement types. Limited on building frontages with more extensive fenestration overlooking rear gardens.
Materials	Brick covered in light coloured render, with plain tile roofs.
Car parking	Extensive parking accommodated in parking courts, rows of bays at edge of carriageways and in blocks of garages.
Landscaping	Generally no front gardens. Rear gardens typically 12m-14m deep. Grass verges in various places between carriageway and houses. Some mature trees on these spaces, with more substantial groups at margins of estate. Limited landscaping in an area dominated by hard surfacing.

Character Area 31



Area 31 Summary

This residential character area is located in the northern part of the Borough, at the border with Three Rivers. It is bordered to the east by the grounds of Francis Combe Academy, while to the north is woodland. To the south is a 1950s municipally planned housing estate, while to the west are allotments. This area was occupied by farmland until the 1970s, when Watford Council planned a new housing development known as the Boundary Way Estate. The housing development was completed in 1976 and changes since have been modest in scale. The majority of the housing estate is located within Three Rivers, although access is provided on the Watford side. The development is relatively high density and consists of a series of two – three storey terraces of houses and blocks of flats in close proximity to each other. Buildings have a weak relationship with street form – with building frontages frequently facing away from the streetscene. The route network within the estate is poorly defined and the legibility of the development is poor. The design of buildings is consistent across the development and the architecture is plain and understated. Landscaping is limited around the development and the public realm is dominated by car parking. The principal road to the south, Horseshoe Lane, has moderate levels of vehicular activity. Boundary Way itself is a suburban cul-de-sac and has low levels of pedestrian / vehicular activity.



Boundary Way (left) and (right)

Character Area 32

Period	Seventeenth – twenty first centuries. Largely 1970s – 2010s.
Heights	One – seven storeys. Largely two – five storeys.
Urban grain	Intermediate form.
Block size / structure	Irregular block structure.
Plot sizes	Lack of clear boundary delineation between plots.
Streetscene	Peripheral streetscene feature moderate sense of enclosure from built form. Variety between dual carriageways and single carriageway roads, with pavements. Relatively informal internal road networks within areas. Limited street trees and street furniture.
Building lines	Varied building lines. Buildings are generally moderately set back from the carriageways (e.g. Central Leisure Centre), but some are setback more substantially (e.g. Lanchester Building).
Front boundaries	Highly varied across the areas. Many front boundaries are open and unmarked (e.g. around Hospital site). Some marked by shrub/tree planting or low brick walls.
Roof forms	Large scale buildings generally feature flat roof forms. Also some pitched or curved roof forms. Some older properties have hipped tile/slate roofs.
Windows	Extensive fenestration on medical/educational blocks. Wide range of types and materials – generally timber framed on older buildings.
Materials	Buildings are generally of brick or concrete, with some later ones using render, timber boarding and copper. Generally asphalt, composite materials or processed tiles for roofs.
Car parking	Large scale surface level car parks with varied levels of landscaping. Some undercroft parking provision and some smaller scale parking adjacent to individual buildings. Some cycle sheds.
Landscaping	Generally limited within the areas. Strips of tree/shrub planting between some plots. Later car parks are interspersed with trees.

Character Area 32A



Area 32A Summary

This mixed use character area is located at the north-western side of the town centre. It is bordered to the west and north by the inter-war Cassiobury Housing Estate, while to the south is the six carriageways Rickmansworth Road (A412). To the north-east is further inter-war housing development, while to the south-east is the Civic Core area of town. Before the twentieth century this area was largely occupied by parkland relating to the nearby Cassiobury House. A dower house, called Little Cassiobury, was built close to Hempstead Road during the late seventeenth century, while a small settlement, known as Cashio Hamlet, had been established further south on Hempstead Road by the seventeenth century. Following the sale of the Cassiobury House and Estate during the 1920s, the development of the area took off with the construction of the Peace Memorial Hospital and Municipal Swimming Baths. During the mid-twentieth Watford Technical College was built in the northern part of the area, while further medical related development followed in the southern part of the area. In the early twenty first century, much of the area was redeveloped with new educational, medical and leisure development. Essentially this area consists of a series of large plan buildings, largely relating to public service use, within a wider public realm dominated by surface level car parks. The mature trees and lawns give the northern part a parkland setting, while the road layout at the southern end of the area creates significant level changes. In general the relatively informal route network within the area has moderate levels of vehicular activity. However, there are significant pedestrian movements through the area – due to the land uses, while traffic volumes are high along Hempstead Road (A411) and Rickmansworth Road, which are primary routes into the town.

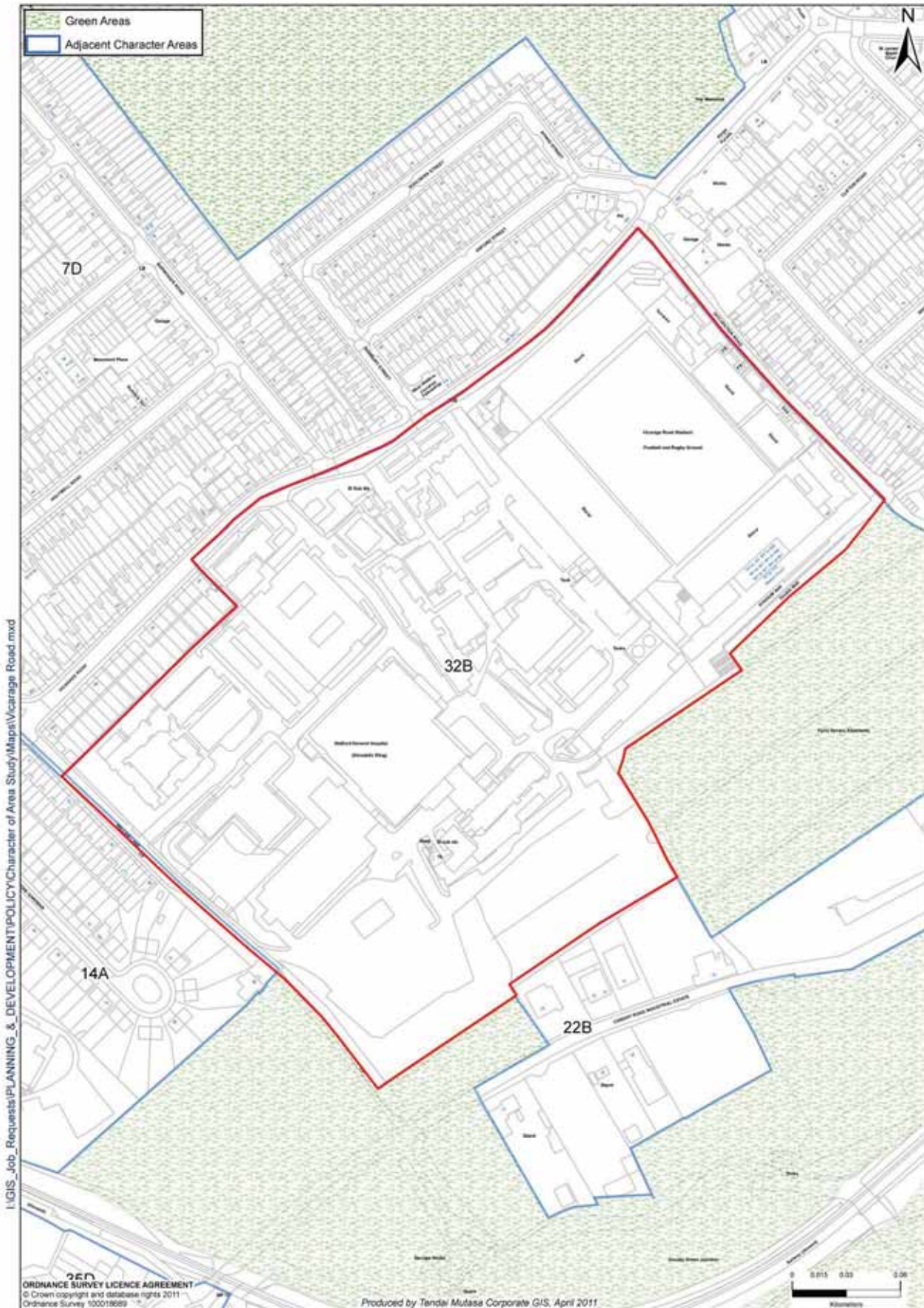
Other Features

- Little Cassiobury is a former residential property which dates to the 17th century. This small complex of two storey brick buildings of a domestic scale and features a more traditional materials palette.



West Herts College from the south (left) and from the north (right)

Character Area 32B



Area 32B Summary

This mixed use character area is located in the southern part of the Borough, to the south-west of the town centre. It is bordered to the north, east and west by Victorian terraced residential development, while to the south there are allotments, a low density industrial estate and green space. This area was occupied by farmland until the 1830s, when the Watford Union Workhouse was constructed on the southern side of Vicarage Road. In the later decades of the nineteenth century the Workhouse expanded, while gravel extraction occurred to the east and west of the Workhouse complex. In the early twentieth century the land to the east of the Workhouse was used as recreation ground before being developed as a football stadium in 1922. The Workhouse complex expanded further during the 1900s before being taken over by Watford Borough Council in 1930 - who renamed it as the Shrodells Public Assistance Institution. The Institution became part of the NHS in 1948 as Shrodell's Hospital and further piecemeal expansion and redevelopment occurred in the following decades. The Vicarage Road Stadium was expanded during the later decades of the twentieth century and a block of flats was wrapped around its southern side during the 2000s. The area is dominated by the Stadium and the tightly spaced complex of buildings which make up Watford General Hospital. In general the relatively informal route network within the area has moderate levels of vehicular activity. However, there are significant pedestrian movements through the area, due to the land uses, while traffic volumes are high along Vicarage Road (A4145), which is a primary route into the town.

Other Features

- The former Workhouse survives as an administrative building for Watford General Hospital. A part two, part three storey brick building of a domestic scale and featuring a more traditional materials palette.
- Either side of the main entrance into the Hospital site off Vicarage Road are brick built buildings with hipped tile roofs from the early twentieth century. Like the former Workhouse building, these structures have a more formal relationship with the street network.

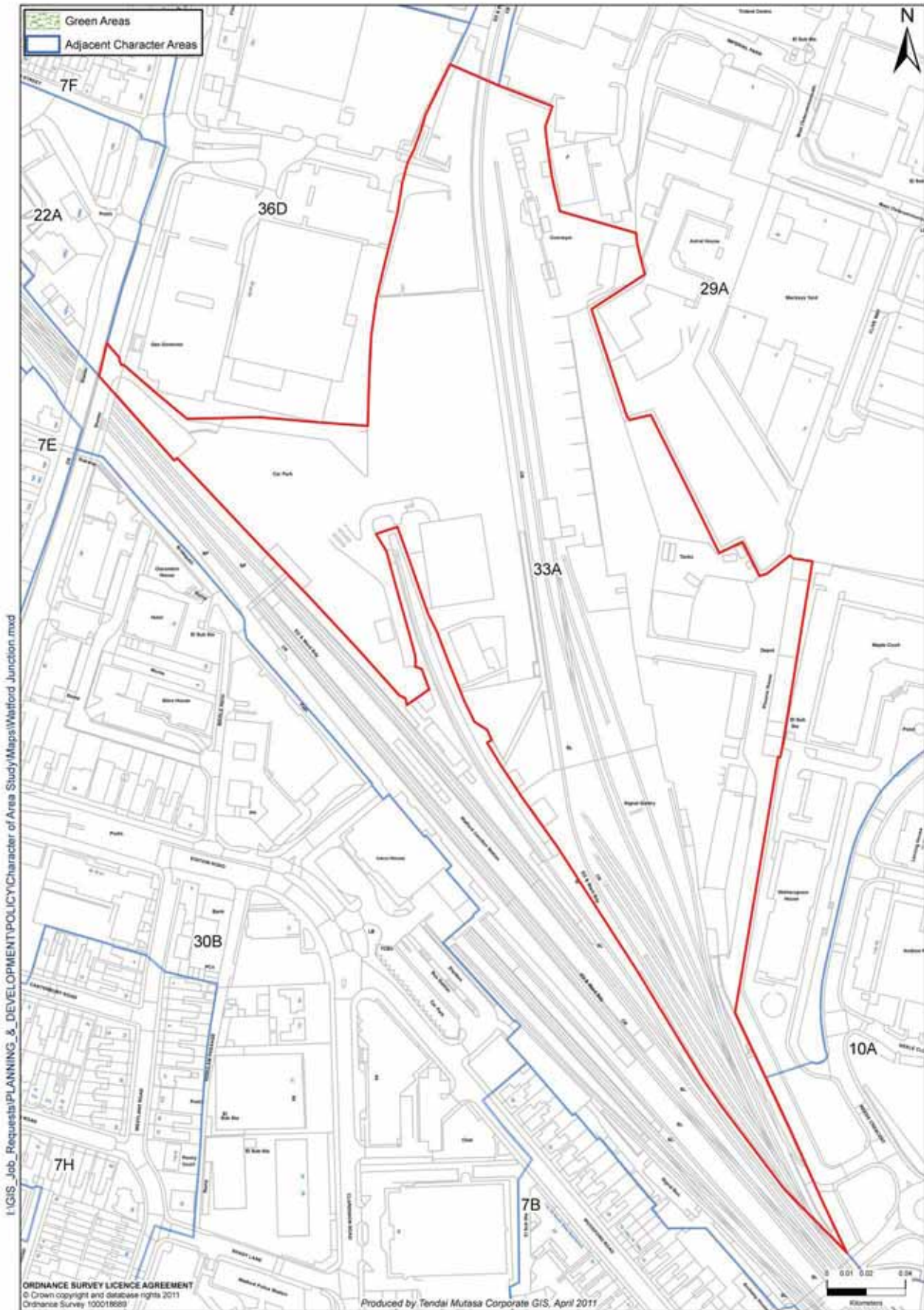


Watford General Hospital from the north (left) and from the south (right)

Character Area 33

Period	Largely 1970s – 1990s.
Heights	Largely single storey.
Urban grain	Loose urban grain.
Block size / structure	Irregular block structure defined by railway lines.
Plot sizes	Lack of clear boundary delineation between plots.
Streetscene	Informal route networks within area, such as around surface level car parks.
Building lines	Buildings are generally set back from the carriageways, with varied building lines.
Front boundaries	Generally unmarked. Lack of delineation between public and private spaces.
Roof forms	Mixture of pitched, hipped and flat roof forms. Some older buildings have brick chimneys.
Windows	Generally metal or plastic framed windows. Generally top hung or casement types.
Materials	Wide variety of different materials on permanent / temporary structures. Older buildings are of stock/red brick with slate roofs.
Car parking	Large surface level car parks covering significant proportions of the areas. Multi-storey car park provides additional parking provision.
Landscaping	Informal landscaping is limited to small areas of self set trees and vegetation at the margins.

Character Area 33A



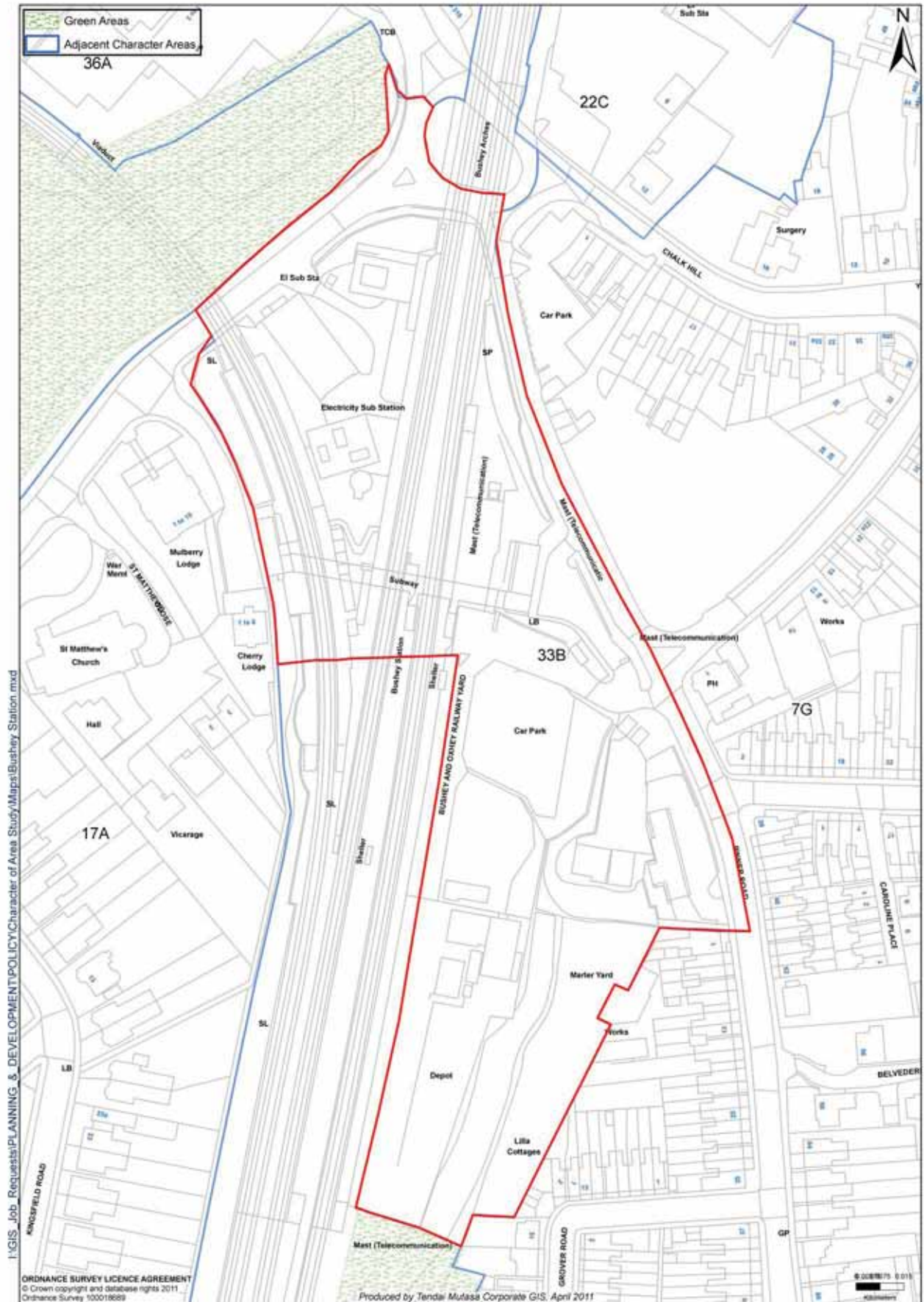
Area 33A Summary

This character area is focused on the northern environs of Watford Junction Station. It is bordered to the north-east by the Imperial Way/Colonial Way Industrial Estate, while to the north-west is retail shed development off St Albans Road. To the south is an employment area, which is dominated by office blocks – including the one above the entrance to Watford Junction Station. This area was occupied by farmland until the 1830s when a section of the London and Birmingham Railway was constructed. A station master's house was built on land towards St Albans Road in 1849 and the Watford Junction Station followed in 1858. The railway line heading northwards to St Albans was opened in 1858 and various goods, engine and carriage sheds were built in the latter decades of the nineteenth century. The general makeup of the area remained broadly similar over the next century before being radically transformed in the latter stages of the twentieth century with the remodelling of Watford Junction Station and the redevelopment of much of the land to the north. The various railway related sheds were demolished and new structures, such as the multi-storey car park were built. This character area is dominated by Watford Junction Station and the railway lines running through it. Although it is an urban area, there are relatively few buildings located here and a number of those that do exist are only temporary structures. The majority of the area is taken up with platforms, railway lines, car parks and yards. The disparate buildings that there are feature a variety of architectural styles, while the landscaping is limited to small areas of self set trees and vegetation at the margins. This urban area is located adjacent to busy roads (St Albans Road and Station Road). Watford Junction Station itself experiences high rail traffic and generates significant associated pedestrian/cycle/traffic movements.



Watford Junction Car Park (left) and (right)

Character Area 33B



Area 33B Summary

This character area is focused on Bushey Station and its environs. It is bordered to the south-west by later nineteenth century residential terraces, while to the south-west is similar housing from the early twentieth century. To the north-west is St Mathew's Church and later infill housing development, while to the north-east is higher density flatted development from the 2010s. To the north is a wooded section of Oxhey Park and retail shed development on the Lower High Street. This area was occupied by farmland until the 1830s when a section of the London and Birmingham Railway was constructed. The first Bushey Station was opened in 1841 but was subsequently subject to further redevelopments and additions. The present station buildings date to 1911-1912. In the later twentieth century the sidings in the area were removed and various light industrial buildings were constructed alongside a new station car park. This character area is dominated by Bushey Station and the railway lines running through it. Although it is an urban area, there are relatively few buildings located here and a number of those that do exist are only temporary structures. The majority of the area is taken up with platforms, railway lines, car parks and yards. The disparate buildings that there are feature a variety of architectural styles and reflect the dynamic nature of the area. Landscaping is largely limited to self set trees and vegetation at the margins of different land uses. A key component of the character of this non-residential character area is the varied topography as level changes rise up to the elevated sections of railway lines. This intermediate urban area is located adjacent to the busy road junction around the Bushey Arches and there are significant levels of vehicular activity along Eastbury Road (A4125) and Pinner Road (A4008). Bushey Station experiences high rail traffic and generates significant pedestrian movements.

Other Features

- The principal buildings of Bushey Station are ornately detailed brick structures, connected by a pedestrian subway beneath the railway lines.

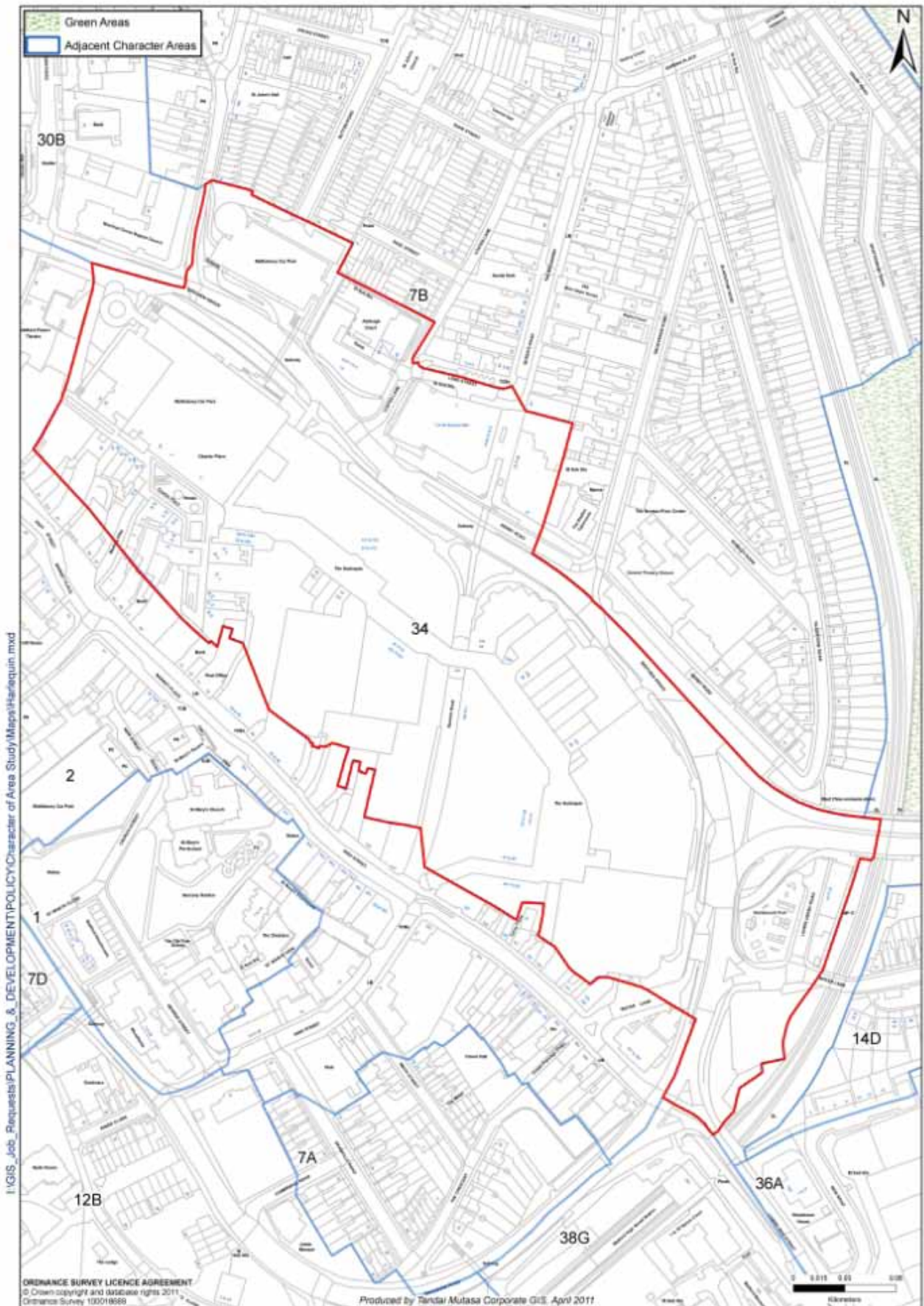


View from Pinner Road (left) view westwards within area (right)

Character Type 34

Period	1980s – 2010s.
Heights	One – eight storeys. Generally 3 – 6 storeys.
Urban grain	Loose urban grain.
Block size / structure	Superblocks formed by shopping centres and multi-storey car parks. Limited subdivision and street divides.
Plot sizes	Varied for individual units within overarching shopping centres.
Streetscene	Urban streetscene. Streets consist of a mixture of pedestrianised areas (some covered) and wide roads for inner-urban ring road. Moderate sense of enclosure created by super blocks. Some street trees and banks of shrub planting.
Building lines	Strong and consistent building lines. Set at back of pavement or modest landscaping.
Front boundaries	Frontages to pavement edge.
Roof forms	Generally flat roofs, with some pitched roofs as well. Flat roofs generally accommodate car parking.
Windows	Extensive fenestration on residential blocks. Wide range of types and materials. Fanlights and multi-level strips of windows across elevations to Harlequin Centre.
Materials	Generally brick or concrete, with some elevations covered in light coloured render. Roofs are either glazed, of felt, or concrete covered for car parking.
Car parking	Large scale multi-storey and basement parking.
Landscaping	Some modest scale landscaping at edge of highways. Mixture of low level shrub planting and street trees.

Character Area 34



Area 34 Summary

This largely commercial character area is located on the eastern side of the town centre. It is bordered to the north by Victorian terraced development, while to the south is the historic High Street. To the east is the railway cutting for London Overground services, while to the west is the smaller scale development along Clarendon Road. By the eighteenth century this area largely consisted of a mixture of yards, alleyways and outbuildings to the rear of the established line of buildings along the High Street. During the late nineteenth century a series of more formal streets of terraced properties were constructed to the south of Loates Lane – with the whole area largely occupied by buildings and streets by 1900. The character of the area changed dramatically in the 1960s with the construction of the ring road, as well as in the 1970s with the construction of the Charter Place Shopping Centre and in the 1980s with the construction of the Harlequin Shopping Centre. Further development of large scale blocks of flats has since followed to the east and south. The area is dominated by the large massing of the two shopping centres, with limited open streets through the area and an associated loss of both permeability and legibility within the wider public realm. Combined with the adjacent ring road, the linkages with wider built form are poorly realised, while the northern aspect is dominated by a series of multi-storey car parks. The street network within much of the area is effectively internalised and pedestrianised, with high levels of pedestrian footfall during shopping centre trading hours. In comparison Beechen Grove (A411) is open but has high levels of vehicular activity.

Other Features

- Row of single storey commercial premises along the cul-de-sac of Derby Road. Fronted by hard landscaped public skate park.
- Series of large plan blocks of flats with commercial uses at ground floor level along the northern side of the ring road.
- Eight storey free standing residential tower block adjacent to the eastern railway cutting with modest area of adjoining communal space.



Beechen Grove (left) and (right)

Character Area 35

Period	Generally 1980s. Some 1980s – 2010s.
Heights	Two – three storeys. Generally two storeys.
Urban grain	Intermediate form.
Block size / structure	Varied block structure reflecting varied land parcels of sites. Irregular structure of cul-de-sac streets with weak pedestrian permeability. Block size average of 50m x 60m.
Plot sizes	Typically 7m x 30m. Where gaps exist between buildings they are typically of 2-3m.
Streetscene	Suburban streetscene. Carriageways are typically 5-6m wide. Pavements are generally on both sides of carriageways, but are absent in some places. Limited street furniture or street trees.
Building lines	Generally consistent building lines behind front gardens.
Front boundaries	Front boundaries are generally open, with limited delineation to street.
Roof forms	Fairly consistent rooflines and profiles within individual developments. Majority of properties have pitched roofs and do not have chimneys.
Windows	Varied window treatment and proportions. Generally uPVC casements.
Materials	Materials are predominantly of generic mass produced types, such as red or buff brick with clay or artificial roof tiles. Limited architectural detailing. Some mock-Tudor timbering with render.
Car parking	Houses generally have an integrated garage, with an additional parking space in front garden. Some on-street parking, as well as some parking courts and rows of garages.
Landscaping	Limited communal green spaces. No grass verges adjacent to carriageways and limited intermediate landscaping or street trees. Front gardens typically 5m – 6m deep. Rear private gardens typically 15m – 20m deep.

Character Area 35A



Area 35A Summary

This largely residential character area is located in the northern part of the Borough, to the north of Stanborough Wood. It is bordered to the north and west by 1960s detached housing, while there is private parkland to the east. This area was occupied by a mixture of farmland and woodland until the early twentieth century, when the land was purchased by the Seventh Day Adventist Church. During the 1900s a row of houses, called Stanborough Park Villas, were constructed along with a food factory, printing works and college. Further buildings followed in the subsequent decades, but the area remained one dominated by a parkland setting. Residential development encroached on the northern margins during the 1960s, but the area changed most dramatically during the 1980s with the demolition of the older buildings and extensive new development. A mixture of detached housing and short terraces of residential development were built around a series of cul-de-sacs, while Stanborough School was rebuilt. The housing estate features generic suburban housing types, although there is some variety across the area in terms of architectural detailing and materials. This suburban area is laid out around cul-de-sacs and does not have any through routes. There are low levels of pedestrian/vehicular activity in general. However, the school buildings generate significant pedestrian movements.

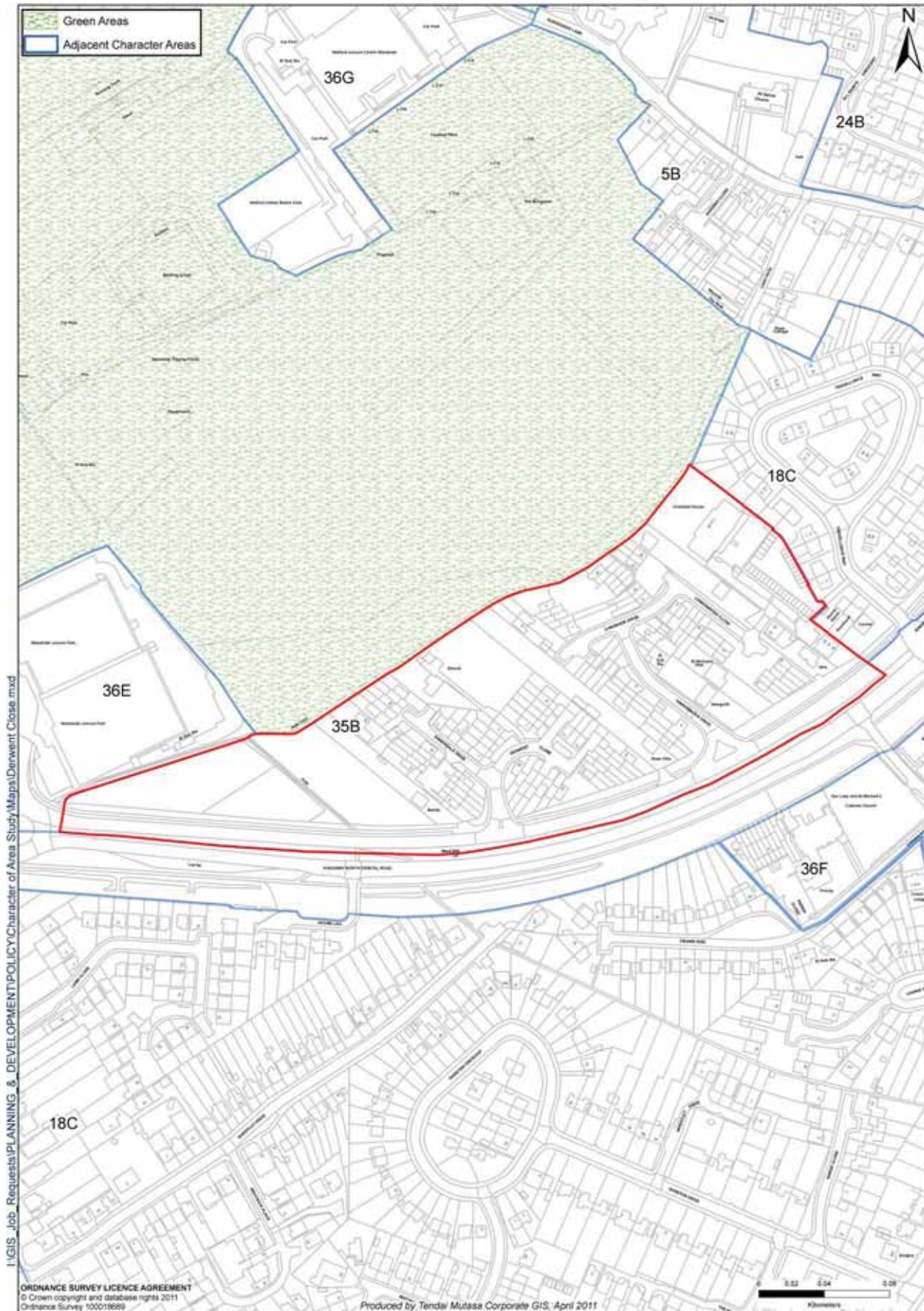
Other Features

- Stanborough School is an establishment for both primary and secondary school pupils. The large plan buildings are one – three storeys and are adjoined by large areas of parkland and a surface level car park.
- The Conifers consists of two short terraces of 1960s housing (one single storey and one two storey), with a mixture of private and shared garden space.



Cypress Walk (left) Cedar Wood Drive (right)

Character Area 35B



Area 35B Summary

This residential character area is located in the north-eastern part of the Borough, to the south of Woodside Playing Fields. It is bordered to the west by the Woodside Leisure Park, while the North Orbital Road (A405) dual carriageway is to the south. To the east is an inter-war development of semi-detached houses. This area was occupied by farmland until the 1930s when the North Orbital Road (A405) was built and a series of detached houses were built within long plots on its northern side. The majority of the area was subsequently redeveloped in two phases. The eastern part (Haweswater Drive, Lingmoor Drive and Loweswater Close) was developed during the 1990s, while the western part (Derwent Close and Ennersdale Drive) was developed during the 2000s. These housing estates consist of a mixture of semi-detached houses and short residential terraces, set around a network of cul-de-sacs. The proportions and appearance of the houses is fairly consistent, although there is some variation in terms of orientation to the street network. In general landscaping within the housing developments is relatively limited. However, there is a strong belt of established trees on the northern boundary with Woodside Playing Fields. This suburban area does not have any vehicular through routes and the levels of pedestrian/vehicular activity are low. However, there are large traffic volumes along the neighbouring North Orbital Road.

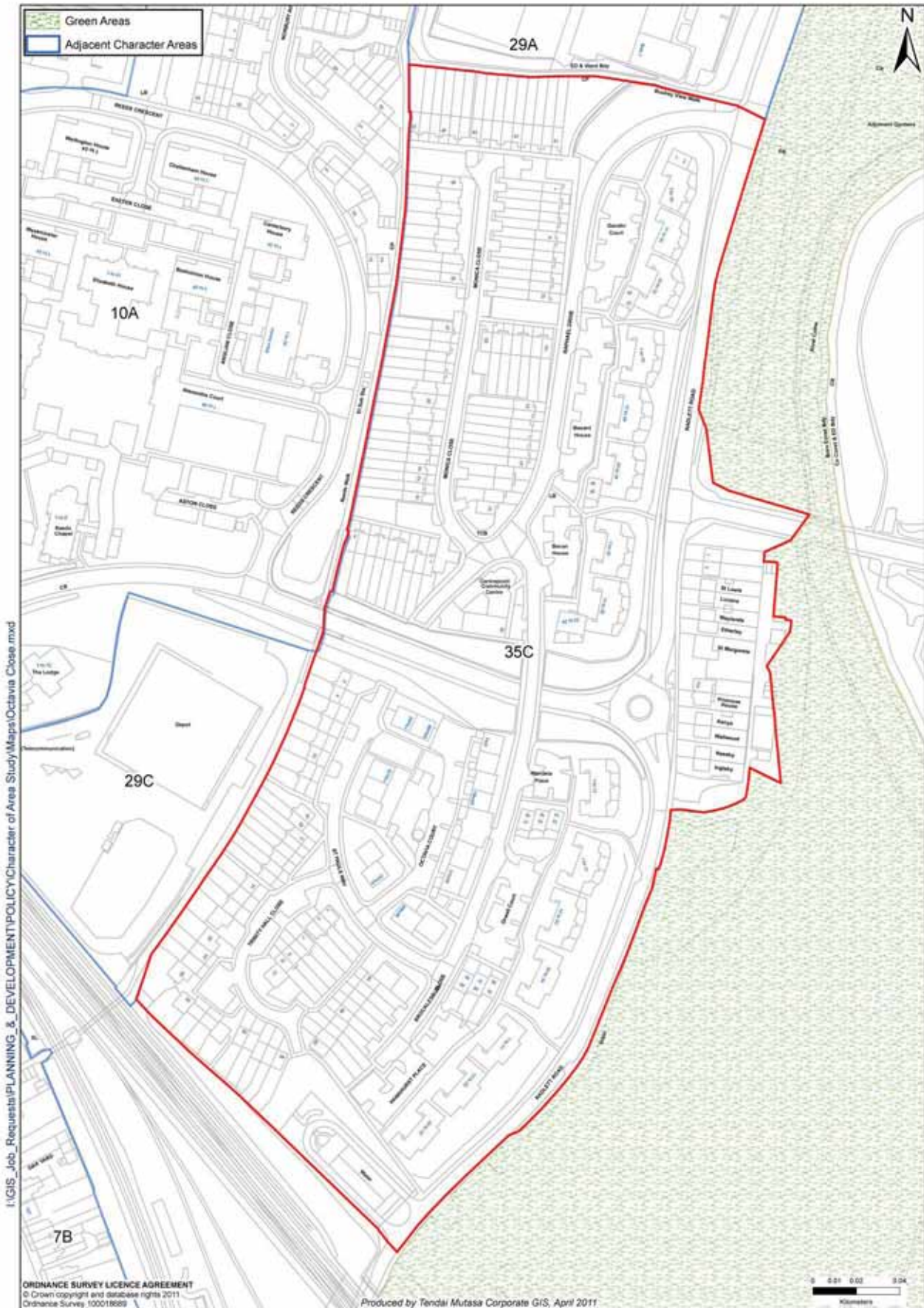
Other Features

- A number of the older houses remain amongst the later residential development. These buildings are a mixture of bungalows and two storey detached houses, with private gardens of varying sizes.
- The northern part of Loweswater Close features a large plan block of flats. It is a part two, part three storey building and is fronted by a large surface level car park, with communal garden space to the rear.



Lingmoor Drive (left) Derwent Close (right)

Character Area 35C



Area 35C Summary

This residential character area is located to the north-east of the town centre and to the east of Watford Junction. It is bordered to the east by allotments and playing fields, with the mainline railway to the south. To the west is a Victorian orphan asylum complex – since extended and converted into private residential accommodation, while to the north and south-west are industrial estates. This area was largely occupied by farmland until the early twentieth century, when the southern part was turned into allotments. During the nineteenth century a complex of buildings, possibly relating to agriculture, were built on the eastern side of Radlett Road (formerly Loates Lane). In the 1930s a row of houses were built immediately to the north, while the remaining farmland was converted to allotments in the following decades. However, the area changed most dramatically during the 1980s when the allotments were developed for residential land use. This social housing development consists of a series of cul-de-sacs off a spine road, with a mixture of short residential terraces and modestly sized blocks of flats. The architectural style is fairly consistent across the housing estate, but there is a certain amount of variety in terms of scale and proportions. There are significant tree belts along Orphanage Road, where there are also notable level changes. There is also an established line of lime trees along the western boundary with Reeds Crescent and a small park in the northern part of the area. This suburban area has limited through routes and has low levels of pedestrian/vehicular activity in general. However, there are larger traffic volumes along the peripheral Radlett Road and Orphanage Road.

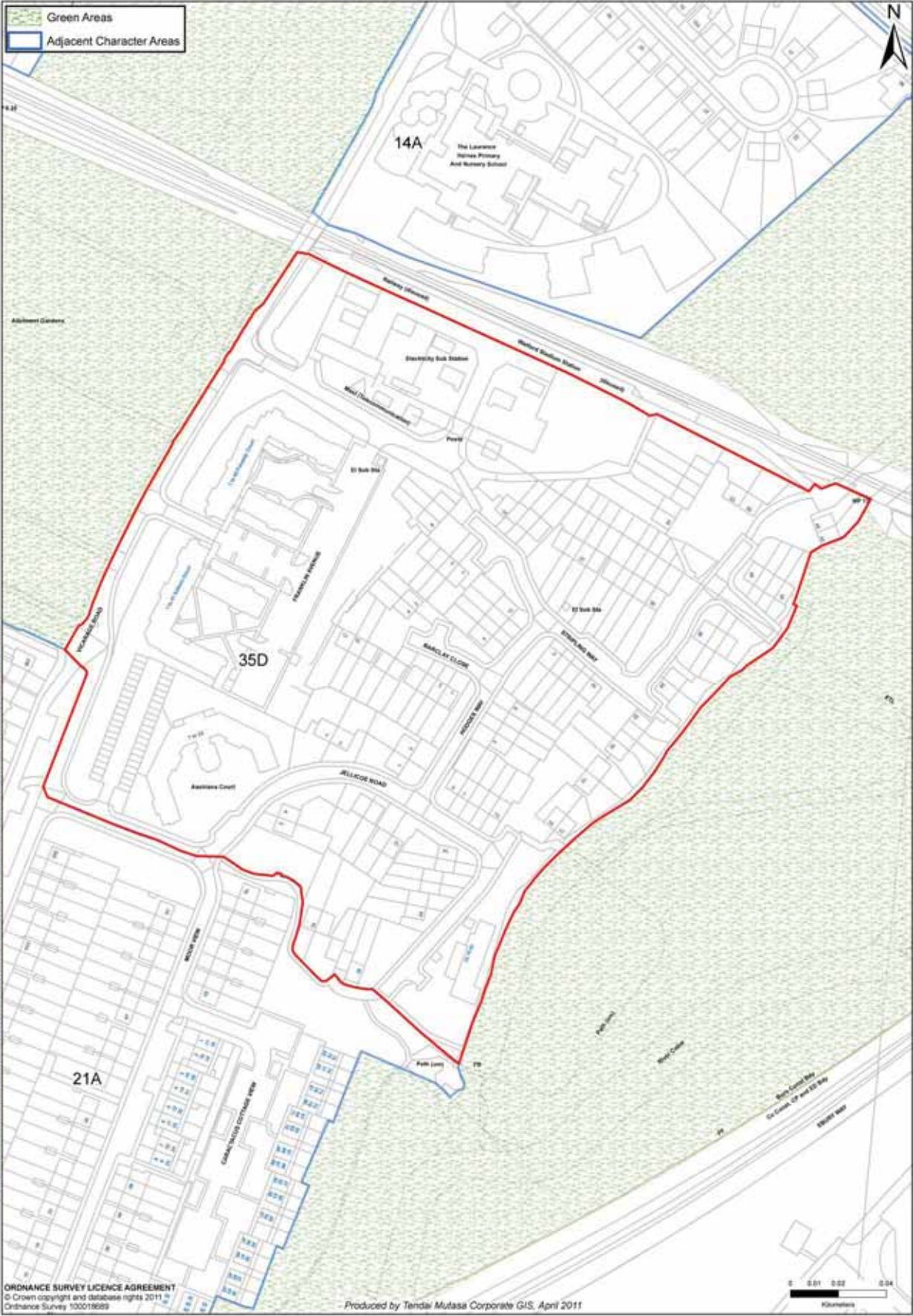
Other Features

- The neighbourhood centre at the northern end of Brocklesbury Close includes a retail unit and the Centrepoint Community Centre. A part one/part two storey complex of buildings, including an octagonal plan section, with a small car park.



St Paul's Way (left) Raphael Drive (right)

Character Area 35D



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Produced by Tendai Mutasa Corporate GIS, April 2011

Area 35D Summary

This residential character area is located in the south-western part of the Borough, to the south of the former railway line between Croxley Green and Watford Junction. It is bordered to the east by green space along the river corridor, while to the west are allotments. To the south is a mixture of terraced residential development from the 1950s and flatted development from the 1970s. For several hundred years this area was occupied by the complex of buildings and adjacent farmland that made up Holywell Farm. After much of the land nearby had been urbanised, the farm site was redeveloped during the latter half of the twentieth century. An electricity substation was constructed during the 1950s and in the following decade various commercial buildings were constructed – including an abattoir and office block. More significant redevelopment was subsequently to occur in two phases. Firstly, during the 1990s, the eastern part of the area was developed with a new housing estate. This was followed during the 2000s with the western part of the site being redeveloped with further residential land use. While the western part of the area includes a mixture of three and four storey blocks of flats, the majority of the area is taken up with a mixture of semi-detached houses and short residential terraces. There is a large lawn along the frontage to Vicarage Road and various tree belts at the border with the disused railway line and river corridor, while there are significant level changes across the area. This suburban area is laid out around a series of cul-de-sacs and has limited through routes. In general there are low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Vicarage Road and the nearby school is a significant generator of pedestrian movements.

Other Features

- The electricity substation consists of a complex of single storey brick buildings and associated infrastructure. The area is contained behind high fencing.
- There are two long garage blocks at the junction of Moor View and Vicarage Road.

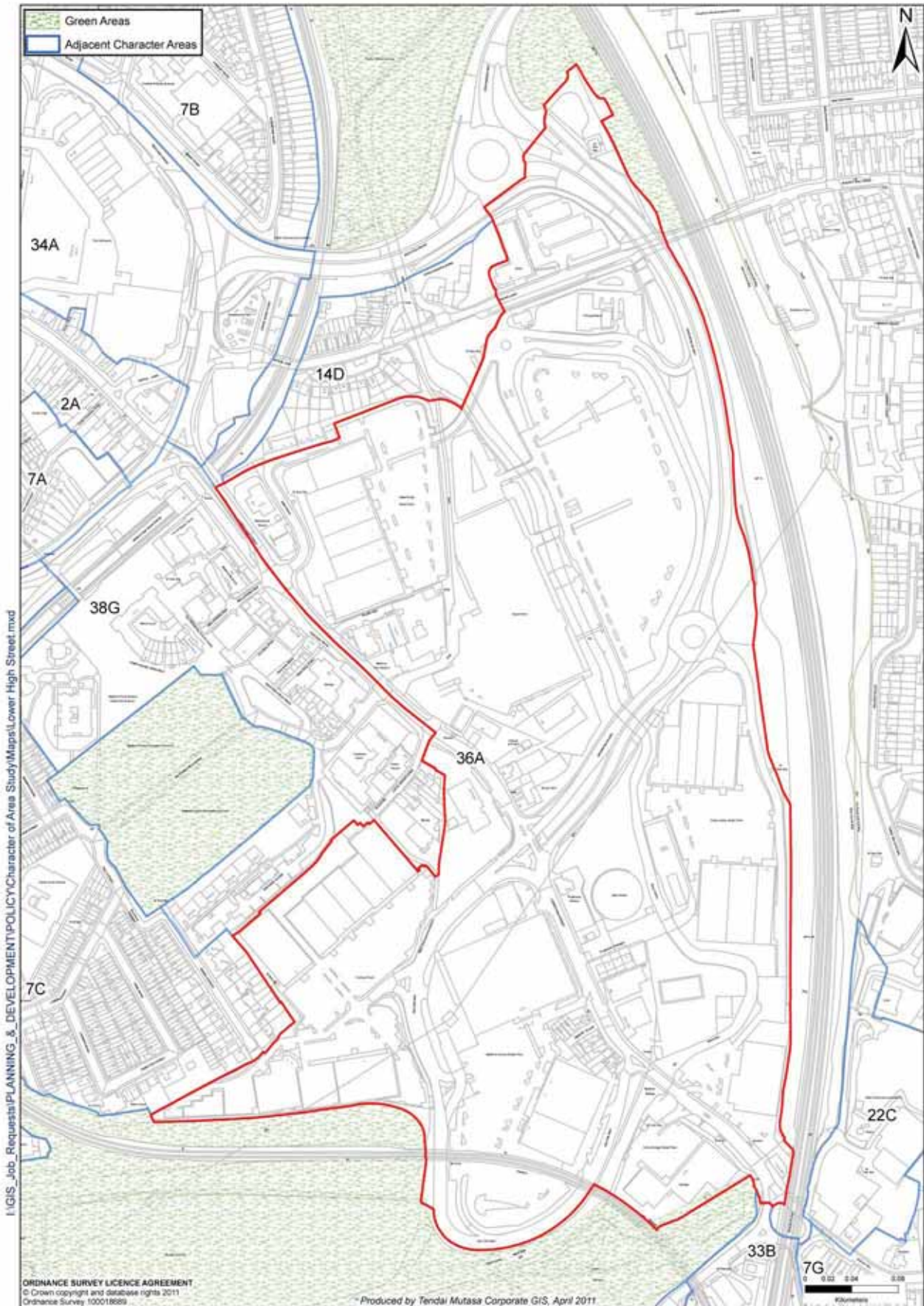


Jellicoe Road (left) Hodges Way (right)

Character Area 36

Period	Largely 1980s – 2000s.
Heights	Generally single storey, but of oversized type with ridge height of approximately 7m – 9m.
Urban grain	Loose urban grain.
Block size / structure	No uniform block structure. Large blocks typically 230m x 130m.
Plot sizes	Single large plots generally fill entire blocks, with limited subdivision. Buildings generally fill majority of area of plots and are positioned towards rear boundaries.
Streetscene	Generally wide road widths and pavements (dual carriageway widths typical) for peripheral highways network (primary roads). Limited street trees, but extensive signage. Tree/shrub beds in front of most plots. Internal road network around commercial sites (e.g. supermarkets) is relatively informal, but car dominated. Generally poor legibility.
Building lines	Varied building lines. Buildings are generally significantly set back from the carriageways behind large parking areas.
Front boundaries	Variety of treatments to front boundaries. Generally marked by strips of tree/shrub planting and/or fencing. Some open frontages (e.g. car show rooms).
Roof forms	Industrial premises generally feature flat roof forms. Also some pitched or curved roof forms.
Windows	Relatively limited fenestration on commercial buildings. Fenestration generally focused on front elevations around principal entrances – large sheet glass windows.
Materials	Buildings are generally of brick, concrete, render or metal panelling. Generally asphalt, composite materials or processed tiles for roofs.
Car parking	Large surface level car parks dominate the public realm. Some multi-storey and basement car parking. Limited on-street parking. Cycle parking stands close to main buildings.
Landscaping	Generally limited within the areas. Strips of tree/shrub planting to front boundaries are common, with some intermittent planting within car parks.

Character Area 36A



Area 36A Summary

This mixed use character area is located to the south of the town centre, close to the boundary with Hertsmere. It is bordered to the south by Oxhey Park and the embankment carrying the London Overground railway line, while to the east is the embankment carrying the West Coast Mainline. To the north-east is the group of two storey houses along Water Lane and the Waterfields Roundabout, while to the west is the higher density development along the Lower High Street and the Victorian terraced development beyond Watford Fields. This area was only subject to relatively minor urban development before the eighteenth century, with a number of properties scattered along the southern stretch of the High Street – including Watford Mill. However, over the course of the eighteenth and nineteenth centuries the area gradually became more urbanised with both smaller scale properties along the High Street and larger scale industrial premises stretching away from the High Street. Much of this industrial development related to the proximity of the River Colne, with breweries constructed at the northern end of the area and a brass and iron foundry constructed further south, beyond the mill. In addition to the smaller terraced properties along the High Street and the larger industrial works, some larger detached houses were built during this period – such as Frogmore House, which dates from 1716. Nevertheless, by the close of the nineteenth century the majority of the area remained as open land. The early twentieth century saw further piecemeal development within the area. The loop railway line was constructed between the stations at Watford High Street and Bushey, while a bus depot was built on the western side of Bridge Place. Existing industrial development, such as the gas works, also expanded during this period.

By the mid-twentieth century the majority of the land in the area had already been developed. During this period there were a number of piecemeal redevelopments of plots of land for light industry and other employment land uses. In the northern part of the area, George Stephenson College was built during the 1960s, while a number of the older buildings elsewhere were demolished. However, the most dramatic redevelopments were to occur in the latter decades of the twentieth century. Waterfields Way was constructed in the 1980s, along with a large new supermarket development on the eastern side of the Lower High Street. In the following two decades the majority of the remaining industrial sites were gradually redeveloped with large retail units. The bulk of the area is taken up by large surface level car parks, with various large shed buildings set back from the road network in amongst the parking. There are some modest areas of planting around the parking areas and some more substantial belts of trees along the river corridors and on the railway embankments. The public realm is dominated by vehicular traffic and car parking, with relatively poor legibility and pedestrian permeability. Some small pockets of the more intricately scaled older development remain along the Lower High Street, while the river is somewhat lost as a feature within the commercial development. This urban area consists of a series of primary roads, with more informally scaled cul-de-sacs coming off the major roads to access the various shed developments. There are high levels of vehicular activity along the primary roads. Pedestrian movements are relatively modest,

although there are more substantial levels of activity along the northern part of the Lower High Street.

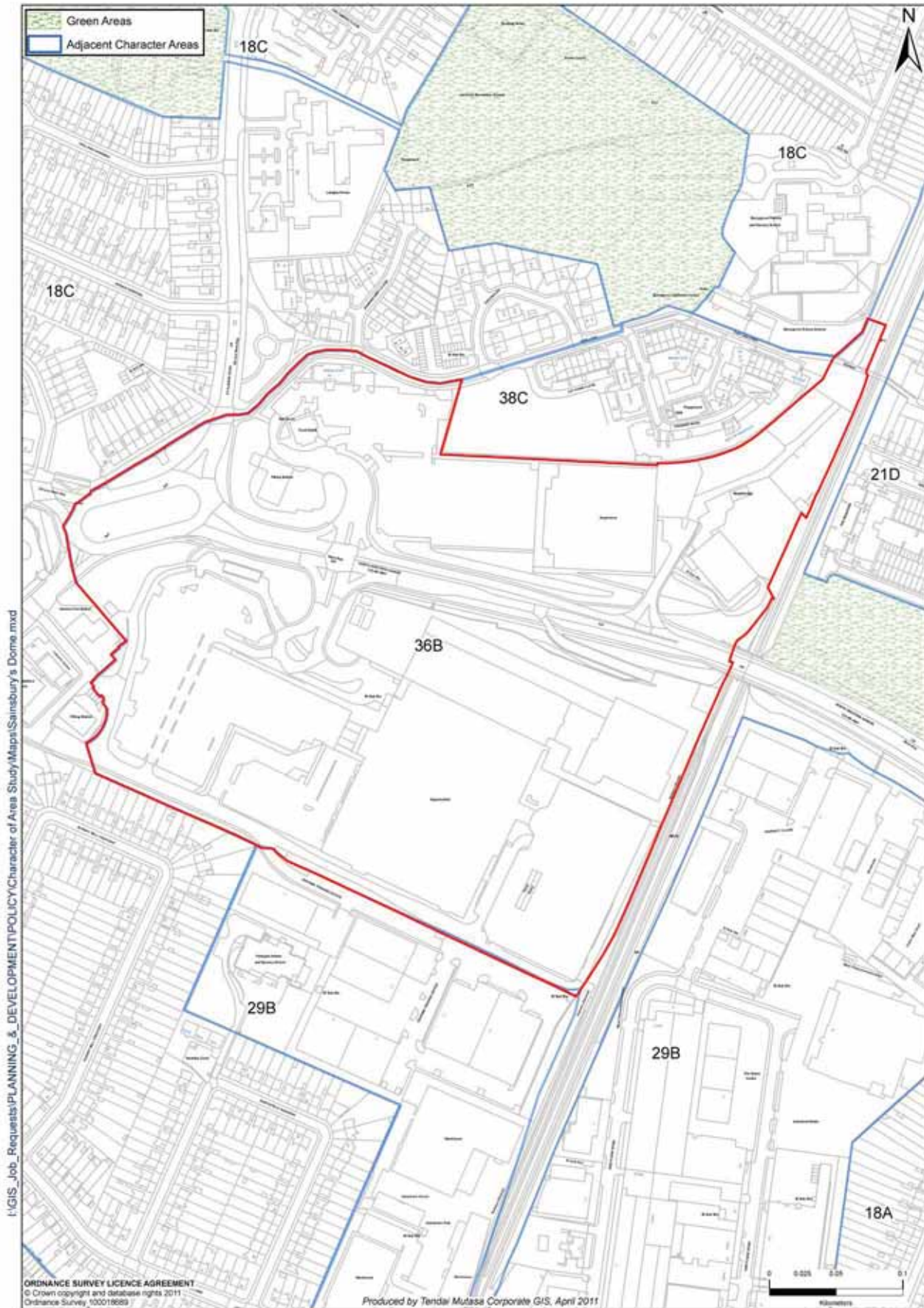
Other Features

- Frogmore House is a three storey brick property dating from 1716. It has a hipped tile roof and is set within a walled garden on the eastern side of the Lower High Street.
- Various groups and terraces of two storey brick buildings with pitched/hipped slate/tile roofs on Lower High Street and Bridge Place. Dating largely to nineteenth – early twentieth centuries. Generally on modestly sized plots with small rear gardens.
- Mixed use Fire Station complex on Lower High Street. Part one, part four storey dark brick and timber building with parking areas. Dates from 2010.
- Three storey block of flats between Lower High Street and New Road. Brick building with hipped roof dates to 2000s and features small communal green areas and a car park.
- Four storey hotel on the northern side of Water Lane dates from the 2000s. Brick and render structure with curved roof forms. Small area of communal green space and larger car park.
- Petrol station adjacent to Water Lane and Waterfields Way was built during the 1990s. Complex of single storey buildings, canopies and hard standing.
- Various pockets of remaining light industrial land use along Lower High Street. Industrial units with hard standing adjacent. Buildings generally predate the larger retail sheds. Variety of structures, including a gas holder.



Lower High Street (left) Dalton Way (right)

Character Area 36B



Area 36B Summary

This mixed use character area is located in the northern part of Watford, to the west of the St Albans Abbey Railway Line. It is bordered to the south-east by an industrial estate, while there is a high density residential development to the north-east. To the west are the Dome Roundabout and some associated commercial development, with inter-war semi-detached housing estates beyond. This area was occupied by farmland until the 'Watford By-pass' (A41) was completed in 1929. In the following decade a goods yard and timber yard were developed on the northern side of the new road, while a gas works and the first phase of the Odhams Printing Works were developed on the southern side. In the following decades the various industrial sites experienced some piecemeal expansion – most notably including the new wing on the northern side of the printing works during the 1950s. However, during the latter decades of the twentieth century the character of the area changed dramatically. During the 1980s the majority of the printing works was demolished and replaced with a new supermarket. The gas works went in the following decade to be replaced with further supermarket expansion, while a doctor's surgery and various commercial premises were built on redeveloped sites on the northern side of the A41. However, part of the printing works and a waste transfer station remain in operation – relating to the areas former industrial land use. The bulk of the area is taken up by large surface level car parks and large plan shed buildings. There are some modest areas of planting around the parking areas, with thicker landscape belts along the A41. This outer urban area is laid out around cul-de-sacs and has fairly informal internal route networks. There are large traffic volumes and moderate pedestrian movements.

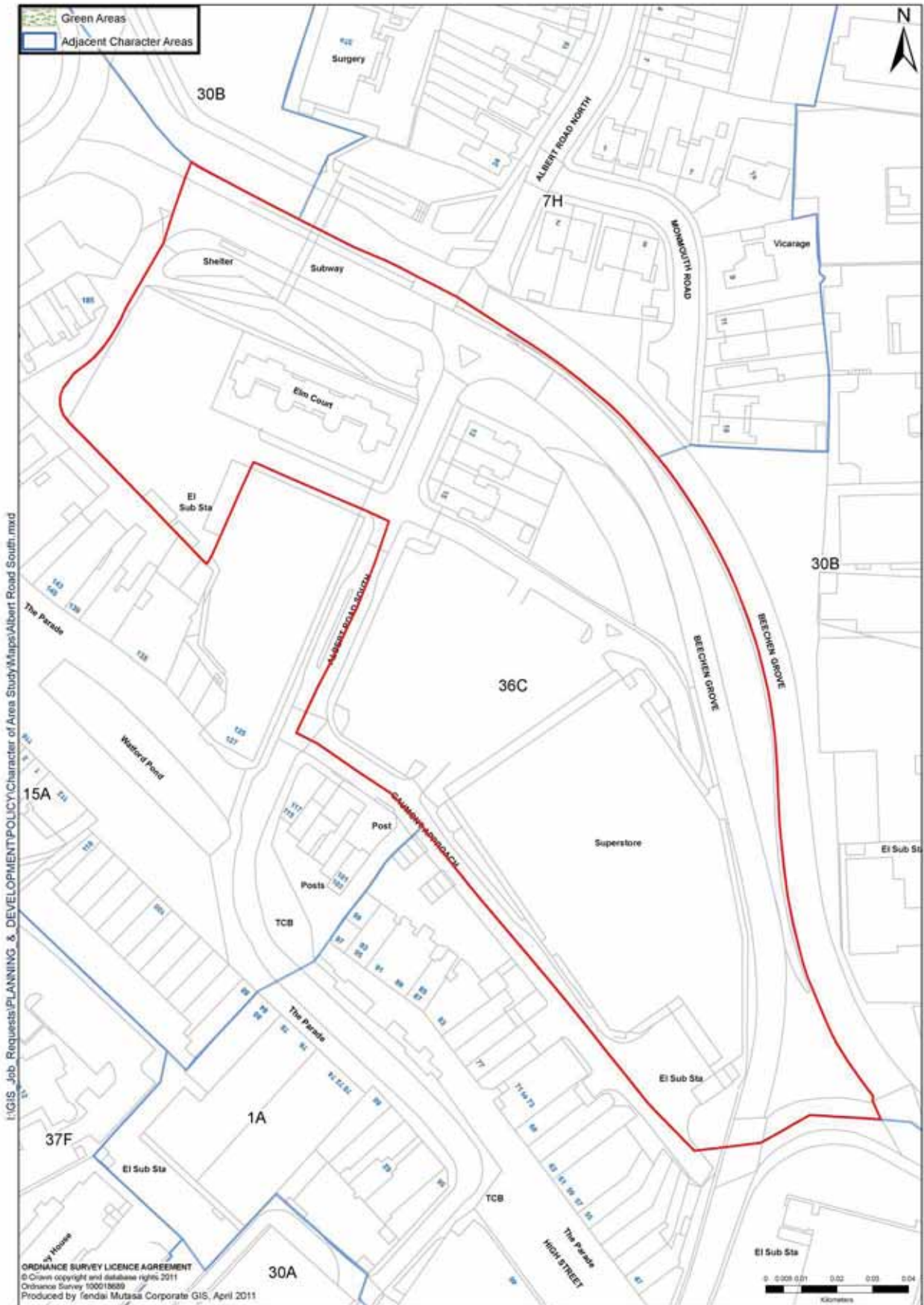
Other Features

- Petrol station on the northern side of the A41 was built during the 1990s. Complex of single storey buildings, canopies and hard standing.
- Doctor's surgery and restaurant to the south of Cow Lane date from 1997 and 2001. Smaller scale single storey buildings with car parking.
- Printing works to the south of the A41 is a landmark building with a clock tower.



Printing Works off Colne Way (left) Supermarket off Colne Way (right)

Character Area 36C



Area 36C Summary

This mixed use character area is located on the north-eastern side of the town centre, to the south-west of Beechen Grove (A411). It is bordered to the west by the commercial development along The Parade, while the inner urban ring road is to the east. Beyond the ring road is a mixture of the smaller scale residential development around Albert Road North and the larger scale office development along Clarendon Road. From the Early Modern Period this area was occupied by a mixture of farmland and the rear gardens of properties facing onto the High Street (now The Parade). Monmouth House (in the adjacent character area) dates to the 17th century and land in this area would have related to it. The area gradually started to be urbanised during the early twentieth century with an intensification of built form along the High Street and the development of new streets of houses to the east (Albert Road, Monmouth Road and Platts Avenue). The area changed dramatically during the 1960s with the construction of the new ring road, which resulted in the demolition of Platts Avenue and sections of Albert Road and Monmouth Road. During the 1980s the large parcel of land between the High Street and the ring road was developed with a new supermarket and associated car park. This public realm is dominated by car parking, with only limited landscaping. However, there are more significant groups of trees around the boundary with Beechen Grove. There are significant level changes relating to the ring road, with access provided to a basement car park. This urban area includes a cul-de-sac (Gaumont Approach), limited access road (Albert Road south) and the heavily trafficked ring road. There are significant pedestrian movements through the central axis of the area.

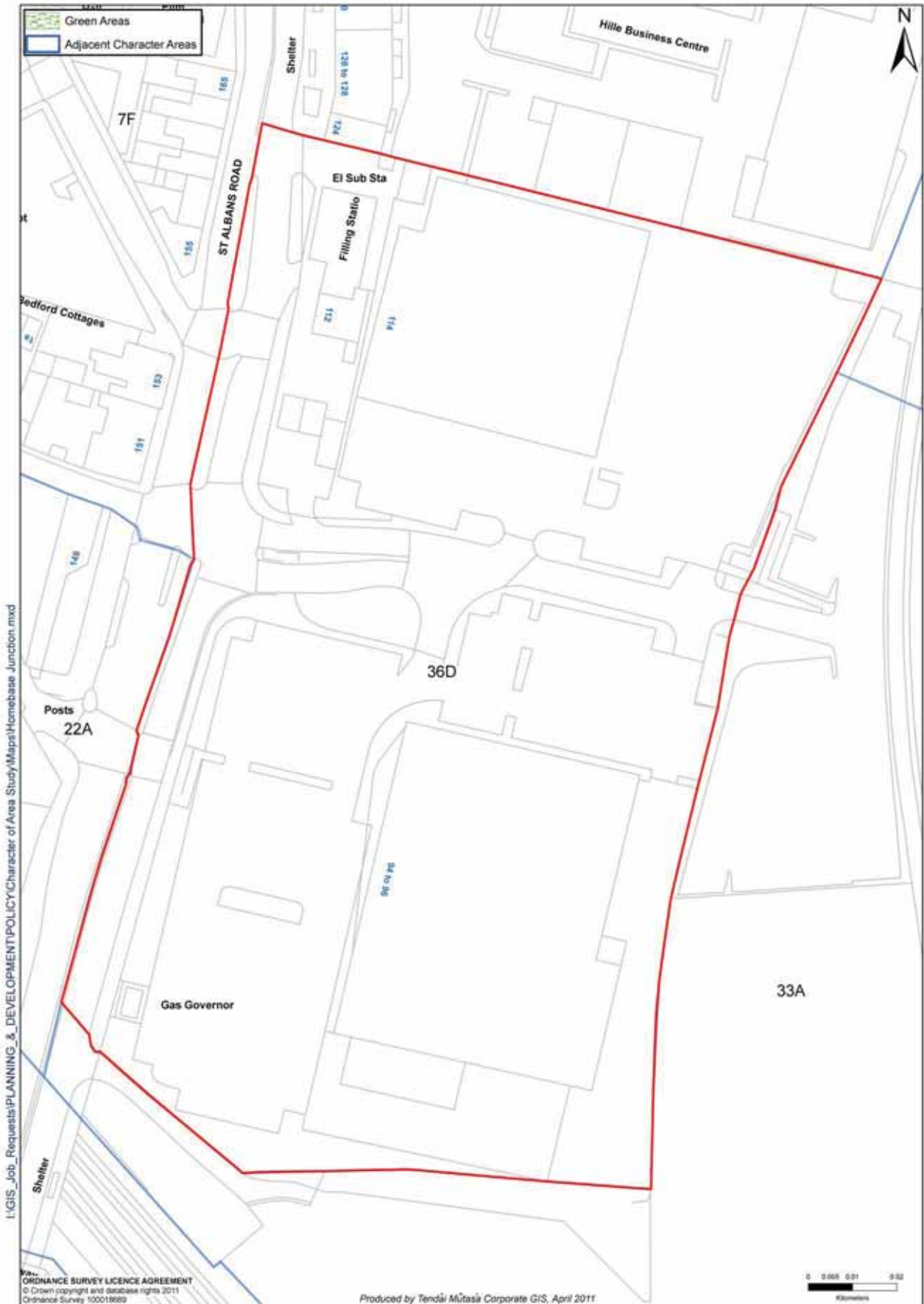
Other Features

- Elm Court is a two storey residential terrace dating from 1935. Of rustic Fletton bricks, the roof is of slates and part pitched/part hipped.
- Numbers 12-15 Albert Road South are two pairs of semi-detached properties dating to the 1900s. Of brick and render, they have hipped tiled roofs and small private gardens.



Albert Road South (left) Gaumont Approach (right)

Character Area 36D



Area 36D Summary

This commercial character area is located to the north-west of Watford Junction, with the St Albans Abbey Railway Line to the east. It is bordered to the south and east by car parks for Watford Junction Station, while to the north is a mixture of different commercial buildings from the later nineteenth century to the mid-twentieth century. To the north-west is largely Victorian mixed-use development, while to the south-west are various smaller scale commercial buildings on land adjoining the railway line. This area was occupied by farmland until a small group of buildings, including the Queens Arms Public House, were built off St Albans Road following the opening of the first Watford Station in 1837. Further public houses followed and in the latter decades of the nineteenth century the bulk of the area was developed with industrial works, including the Paget Plate Works and Cassiobury Saw Mills. In addition to the industrial works, various buildings, including a police station, were built onto the St Albans Road frontage. However, during the 1960s St Albans Road was widened through this area and the various older buildings on its eastern side were demolished. During the 1990s, the various industrial works were demolished and the two large retail stores were built. The bulk of the area is taken up by large surface level car parks, with the two large shed buildings in amongst the parking. There are some modest areas of planting around the parking areas and on the southern boundaries, but the public realm is dominated by parking. This outer urban area is laid out around a cul-de-sac and has a fairly informal internal route network. The car park generates significant vehicular movements. There are large traffic volumes and moderate pedestrian movements along the neighbouring St Albans Road.

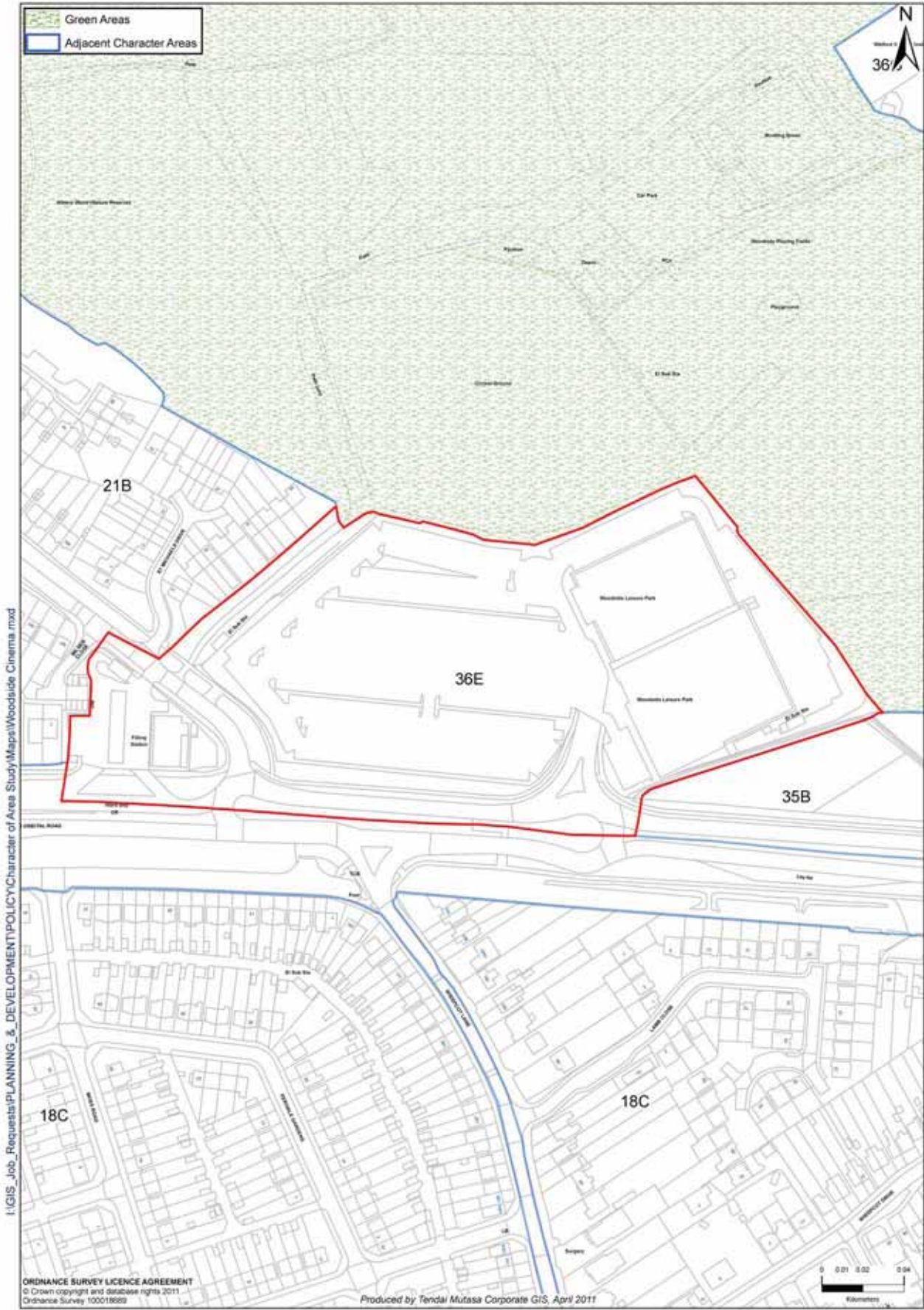
Other Features

- Petrol station on St Albans Road was first developed during the 1960s, but has since been rebuilt. Complex of single storey buildings, canopies and hard standing.



Retail units to the east of St Albans Road (left) and (right)

Character Area 36E



Area 36E Summary

This commercial character area is located in the northern part of the Borough, immediately to the north of the North Orbital Road (A405). It is bordered to the north by playing fields, while to the east is a tree belt with housing from the 2010s beyond. To the west is a mixture of suburban housing from different periods, including the 1930s, 1950s and 1980s. This area was acquired by Watford Borough Council in 1935 for use as playing fields (although it was initially used as a dumping ground for household waste). It was redeveloped during the 1960s for use as a golf driving range. However, the site was more substantially redeveloped during the 1990s with the development of the Woodside Leisure Park – a large shed complex comprising a cinema, bowling alley and related eating/drinking establishments. The bulk of the area is taken up by a large surface level car park, with the single large building on the eastern side. There are substantial tree belts around the periphery of the area, while the car park is landscaped with a number of trees. The public realm is dominated by parking and the access arrangements off the A405 prejudice in favour of car travel to the site. However, there are footpaths at the edge of the area linking to the parkland beyond. This outer urban area is laid out around a cul-de-sac and has a fairly informal internal route network. The car park generates significant vehicular movements – particularly in evenings and at weekends. There are large traffic volumes along the neighbouring North Orbital Road.

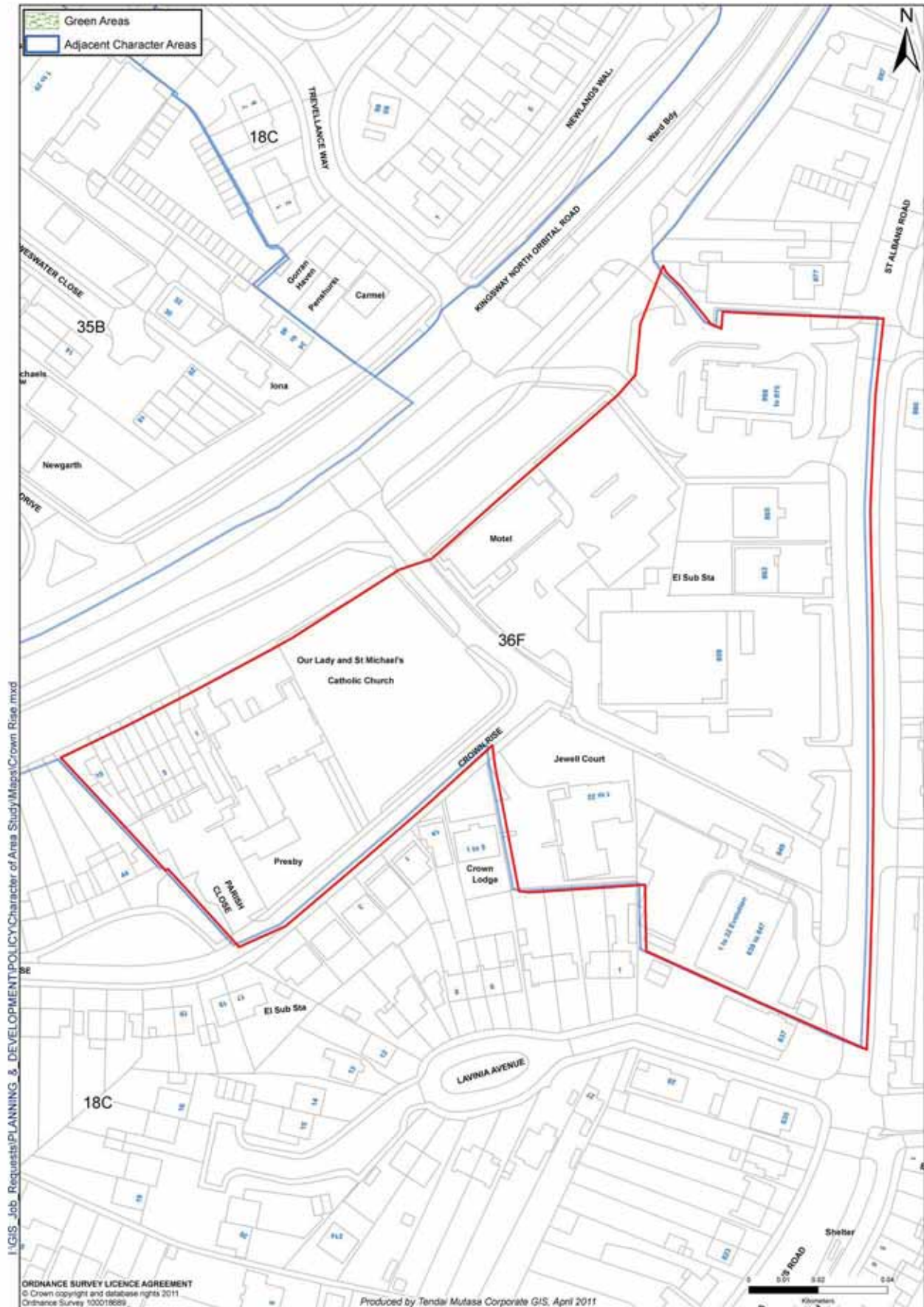
Other Features

- Petrol station at the junction of Sheepcot Lane and North Orbital Road was rebuilt during the 2000s. Site was originally developed as a garage during the 1930s.



Leisure complex to the north of North Orbital Road (left) and (right)

Character Area 36F



Area 36F Summary

This mixed use character area is located in the north-eastern part of the Borough, immediately to the south-east of the North Orbital Road (A405). It is bordered to the south and north by inter-war suburban housing, while to the east there is further inter-war housing, some flatted later infill development and the Garston Bus Garage – which dates to the 1950s. This area was largely occupied by farmland until the 1920s-1930s, when Watford's northern expansion reached it. However, a small group of buildings, including The Crown Public House, had existed since the eighteenth century along the edge of St Albans Road. During the inter-war period additional houses were built alongside the older group, with gardens stretching back to the newly built North Orbital Road. The area changed again gradually over the course of the latter half of the twentieth century. An orchard site was developed during the 1950s with Our Lady and St Michael's Catholic Church. The older public house was demolished during the 1980s and replaced with a new restaurant, while in the same decade two other sites were redeveloped with another new restaurant and two blocks of flats. A series of further blocks of flats, a motel and a new church hall followed in the following decades to complete the transition. This character area is a hybrid between commercial buildings with large footprints and blocks of flats. However, the public realm is unified by the dominance of surface level car parks and the weaker structure of urban form. Blocks of flats have some modest lawn areas, but the bulk of the landscaping is restricted to belts of tree planting along the peripheries of plots. The two main roads (St Albans Road and the North Orbital Road) are heavily trafficked and there are generally low levels of pedestrian movements. Crown Rise and Parish Close are more suburban in character and are generally less busy.

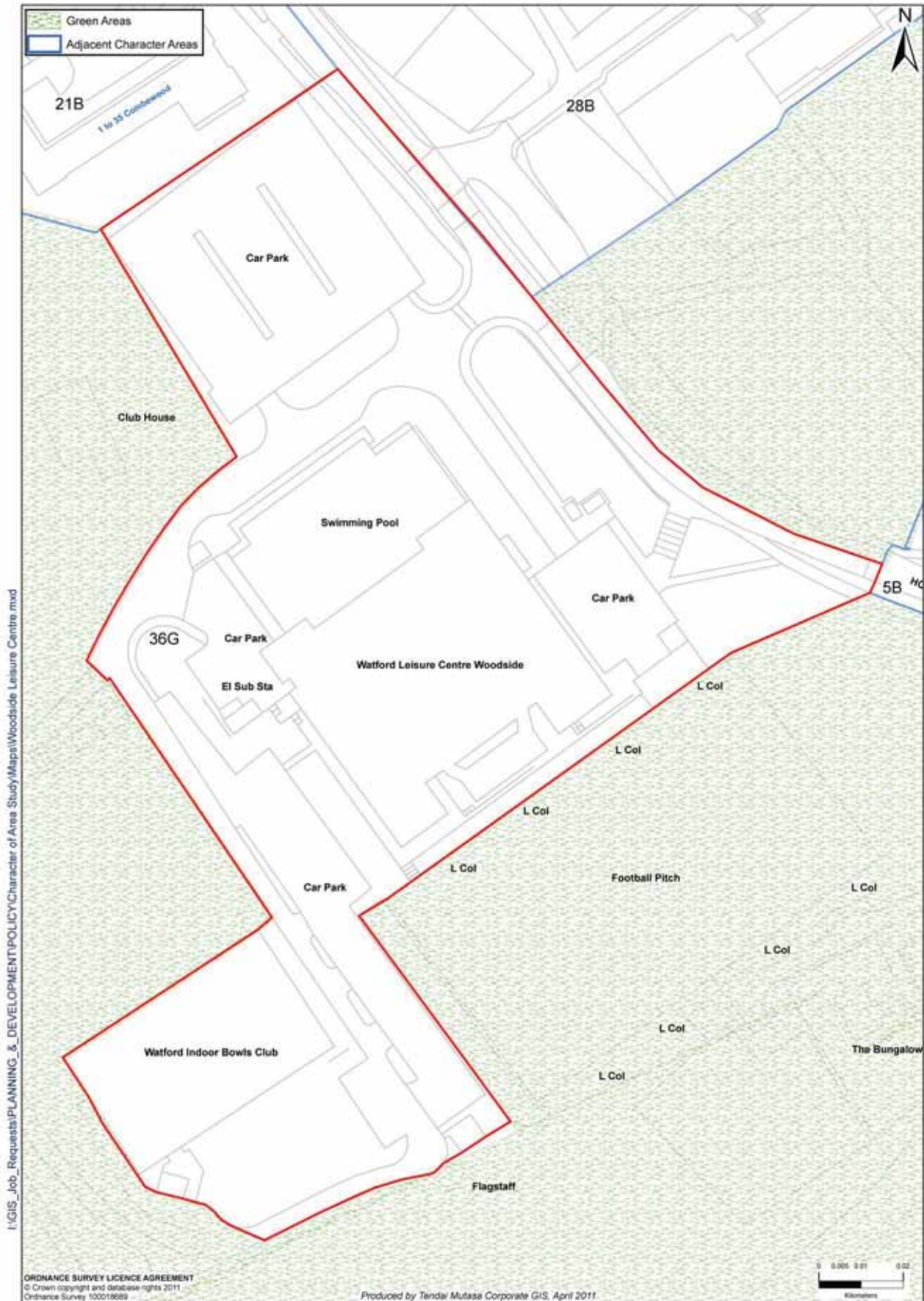
Other Features

- One inter-war detached house remains between the redeveloped plots along St Albans Road. The house has two storeys and is of rendered brick, with a hipped tile roof.
- Our Lady and St Michael's Catholic Church is a local landmark building on Crown Rise. The complex of brick buildings are part one/part two storeys, with a variety of roof forms.



Commercial units on the western side of St Albans Road (left) and (right)

Character Area 36G



Area 36G Summary

This leisure related character area is located in the northern part of the Borough, close to the boundary with Three Rivers. It is bordered to the west and south by parkland, which includes the Woodside Athletics Stadium, various sports pitches and low level buildings relating to sports facilities and a council depot. To the north-west is suburban housing from the 1950s, while to the north-east are two schools. To the south-east is the more historic character area along Horseshoe Lane. This area was largely occupied by farmland until it was acquired by Watford Borough Council in 1935 for use as playing fields. A small group of buildings had been located off Horseshoe Lane since at least the eighteenth century, but these were demolished to make way for Watford Leisure Centre – a purpose built sports complex which opened in 1976. This building was further extended in 2008 with the addition of a new swimming pool, while an indoor bowls centre had been built to the west during the early 1990s. The area consists of two large plan buildings set within a public realm consisting of landscaped car parks. Various sports pitches, both natural and artificial in terms of surfacing, are located next to the buildings and car parks. The development is set back off Horseshoe Lane behind a well treed landscape strip. This outer urban area is laid out around a cul-de-sac, with no through routes to other parts of the highways network. The car park generates significant vehicular movements – particularly in evenings and at weekends, while the land uses generate significant pedestrian movements around the area. There are relatively large traffic volumes along the neighbouring Horseshoe Road - although this route only has single carriageways.



Watford Leisure Centre (left) Indoor Bowls Centre (right)

Character Type 37

Period	Generally 1980s. Some 1960s – 2000s.
Heights	Two – three storeys. Generally three storeys.
Urban grain	Relatively loose urban grain.
Block size / structure	Varied block structure reflecting varied land parcels of redeveloped sites. Irregular structure of cul-de-sac streets on larger sites. Block size average of 200m x 60m.
Plot sizes	Varied plot sizes with weakly defined boundaries between different plots of land containing blocks of flats. Plot size average of 70m x 40m.
Streetscene	Hard landscaped streets with limited street clutter. Street trees are not a common feature. Bin stores around parking courts. Limited sense of enclosure due to building set backs and modest peripheral landscaping. Relatively informal road network within areas.
Building lines	Buildings are generally set back from the street behind lawns (generally 5m – 10m). Varied building lines and relationships between individual flat blocks.
Front boundaries	Generally weak definition between public and private spaces. Generally open, but some examples of low brick walls, shrub beds and trees/hedging.
Roof forms	Fairly consistent rooflines and profiles within individual developments. Majority of properties have pitched roofs, but there are also examples of flat and hipped roof forms.
Windows	Varied window treatment and proportions. Generally uPVC.
Materials	Various types of light coloured buff brick – brown and light red are common. Limited detailing in other materials but some examples of render, timber boarding or tile hanging. Varied roof materials – typically large format or profiled concrete tiles.
Car parking	Off-street parking largely provided through courtyard parking, with some rows of parking bays in front of buildings. Limited on-street parking. Limited landscaping of car parks.
Landscaping	Modest landscaping to streets is supplemented by communal landscaped spaces – much of this is compromised by excessive parking provision. Communal lawns have some tree/shrub planting. Some small rear private gardens to smaller properties.

Character Area 37A



Area 37A Summary

This residential character area is located in the northern part of the Borough, adjacent to the St Albans Abbey Railway Line. It is bordered to the west and south by Victorian terraced housing, while there is a compact industrial estate dating originally to the 1900s to the north. To the east, beyond the railway line, is an estate of inter-war semi-detached houses. This area was occupied by farmland until the 1900s, when Sandown Road was laid out and a cocoa factory was built on land immediately to the north. During the 1930s a new factory for the Chiswell Wire Company was built on the site. The area remained in industrial use until 1991 when the site was redeveloped and a number of new residential blocks were constructed. The residential estate was a comprehensive form of development, dominated by a series of three storey blocks of flats laid out around a cul-de-sac. The blocks are adjoined by a mixture of modestly sized communal green spaces and car parks. Internal landscaping is limited, but there are more substantial tree belts at the border with the industrial estate and railway line. There are some notable level changes across the site. This outer urban area has limited through routes and experiences low levels of pedestrian/vehicular activity. However, there are larger traffic volumes along the neighbouring Balmoral Road. The adjacent railway line has a relatively infrequent level of rail services along it.



Chiswell Court (left) and (right)

Character Area 37B



Area 37B Summary

This residential character area is located in the northern part of the Borough, close to Watford North Station. It is bordered to the west and south by terraced housing from the early twentieth century and Parkgate Junior School, while there is a compact industrial estate dating originally to the 1900s to the east. To the north is an estate of inter-war semi-detached houses. This area was occupied by farmland until the 1900s, when the surrounding road network was laid out. However, the site itself was not developed until the inter-war period, when a Government Training Centre was built. In the latter half of the twentieth century the site was used for warehousing, before being redeveloped in 1991 with the construction of a number of new residential blocks. The residential estate was development in one phase and is dominated by a series of three storey blocks of flats laid out around modestly sized communal green spaces and car parks. Internal landscaping consists of a series of formal hedges and specimen trees, while there is a central playground enclosed by hedging. This outer urban area has limited through routes and experiences low levels of pedestrian/vehicular activity. However, there are larger traffic volumes along the neighbouring Bushey Mill Lane.



Eastern side of Southwold Road (left) and (right)

Character Area 37C



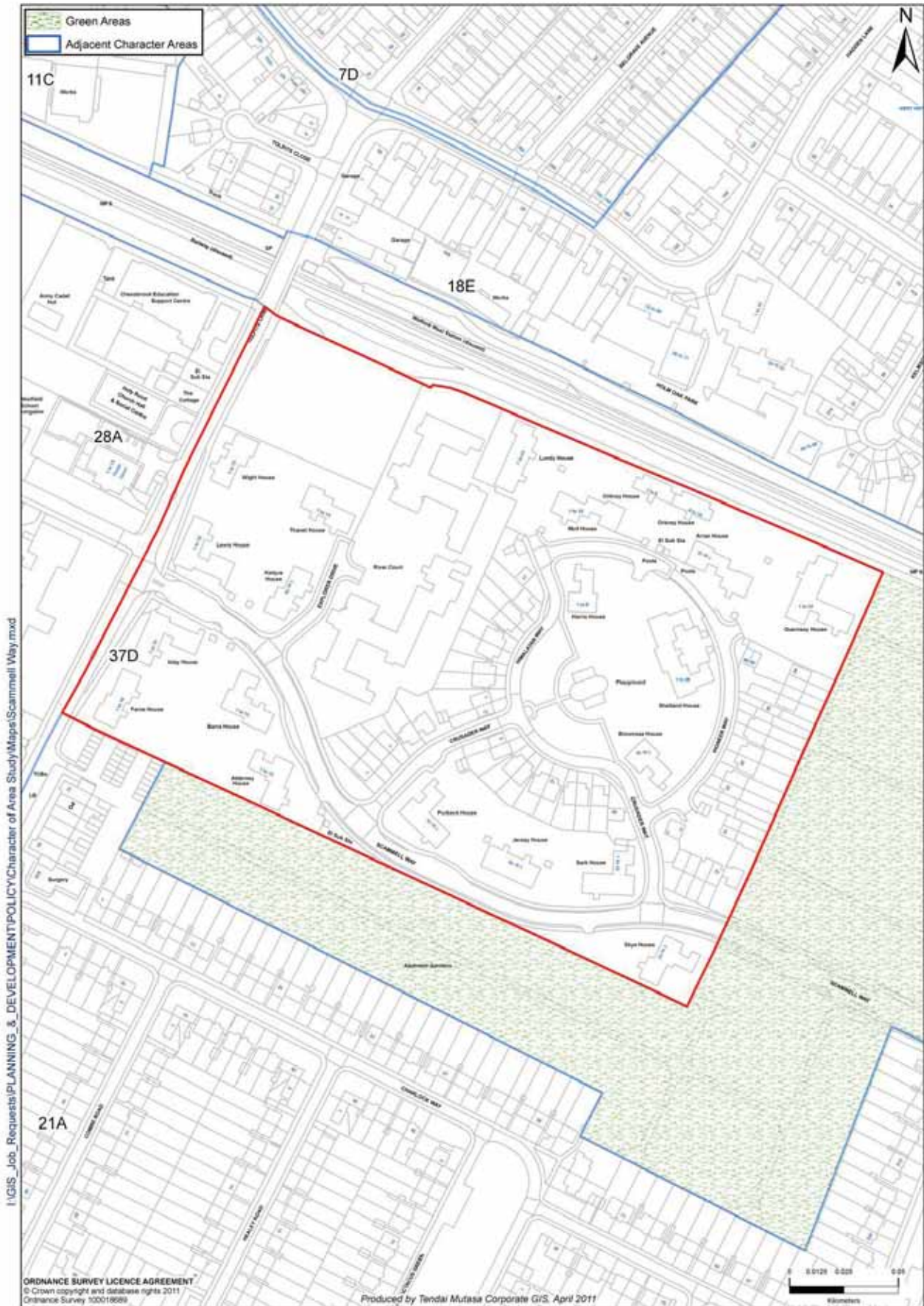
Area 37C Summary

This residential character area is located in the south-western part of the Borough, close to the boundary with Three Rivers. It is bordered to the west by public open space, while to the south there are playing fields and a traveller site. To the north is a 1960s municipally developed housing estate, while there is further public open space to the east. This area was occupied by farmland until the 1890s, when the Watford and District Isolation Hospital was constructed. It remained in similar uses until 1948 when the Isolation Hospital became part of the newly created NHS – under the new name of Holywell Hospital. The medical uses were transferred away from the site during the 1980s and the area was redeveloped for residential use. The original buildings were demolished and replaced with a series of blocks of flats and terraced houses, set around a linked network of cul-de-sacs. While the site was developed during the same period, there is some variety in terms of the architectural form across the area. The western section was built as social housing and a number of lengthy two storey terraces, while the private housing to the east is a mixture of three storey blocks of flats and short terraces of houses. Landscaping consists of a number of small private gardens and various communal green spaces. The latter include a mixture of plant beds and specimen trees designed around lawns. There is an older tree belt along the southern boundary of the area – dating from the previous land use. Another surviving feature from the previous land use is a brick wall along much of the northern boundary of the area. This outer urban area is laid out around a series of cul-de-sacs - with limited through routes and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Tolpits Lane (A4145).



Kimble Close (left) Latimer Close (right)

Character Area 37D



Area 37D Summary

This residential character area is located in the south-western part of the Borough, to the south-east of the disused Watford West Station. It is bordered to the north by the former railway line between Croxley Green and Watford Junction, while to the east and south are allotments. To the west is a complex of school buildings dating to the later half of the twentieth century. This area was occupied by farmland until the 1920s, when it was developed as a new production site for Scammell Lorries Ltd. The factory expanded gradually until it was closed in the 1980s - when vehicular production was moved elsewhere. The majority of the factory site was redeveloped for a mixture of residential units and a nursing home. The original buildings were demolished and replaced with a series of blocks of flats and a small number of detached/semi-detached houses, set around a linked network of cul-de-sacs. Landscaping consists of a number of small private gardens and various communal green spaces. The latter include a number of specimen trees and a central playground. There is a more substantial tree belt along the disused railway line at the northern boundary of the area. This outer urban area is laid out around a series of cul-de-sacs with limited through routes and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring Tolpits Lane (A4145), with the neighbouring school buildings generating significant pedestrian movements.

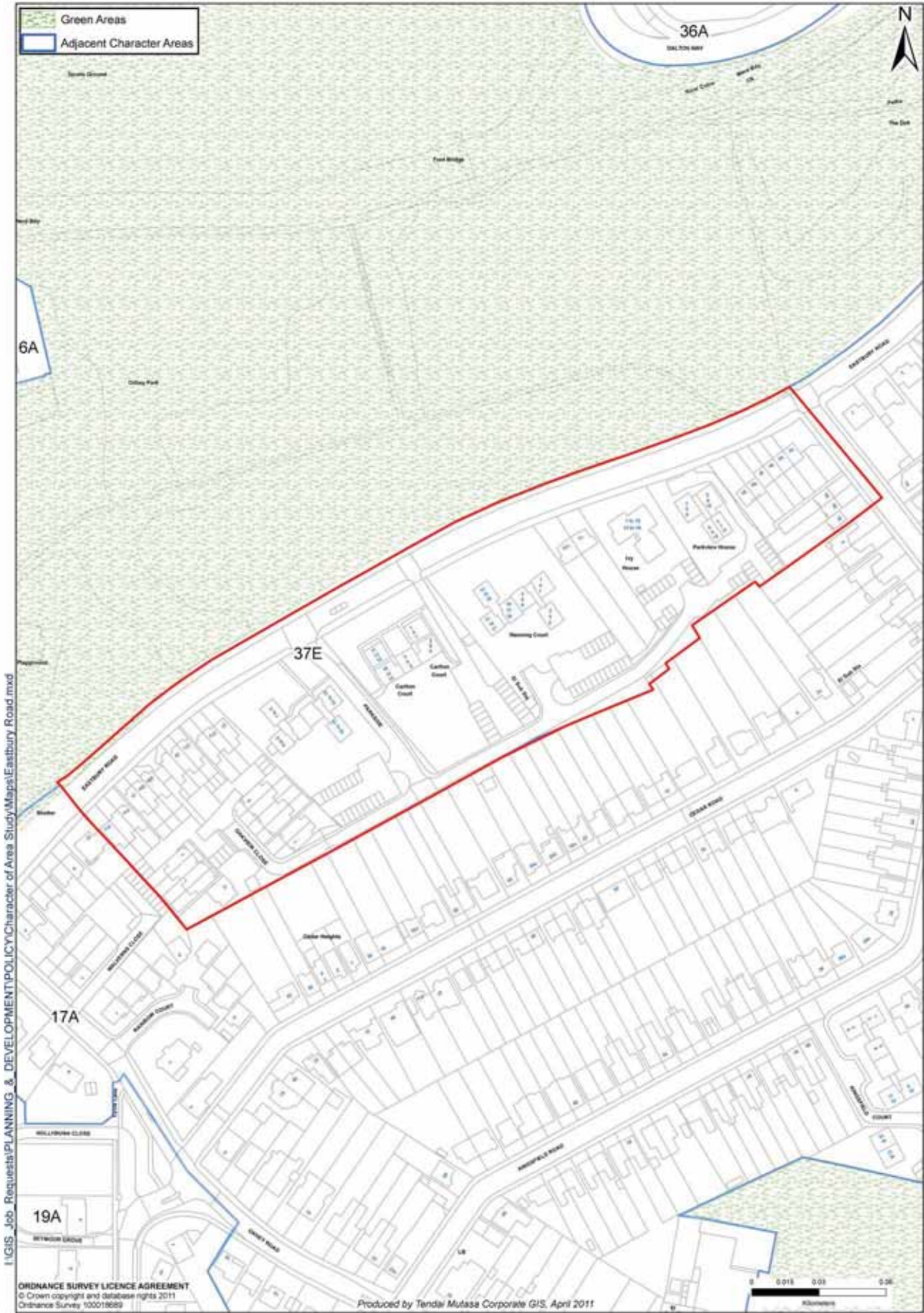
Other Features

- River Court Residential and Nursing Home is located on Explorer Drive. This two storey building is set around a central parking court, with some modestly sized communal gardens at its margins. The floor plan of the building is much larger than the neighbouring flatted development.



Himalayan Way (left) Pioneer Way (right)

Character Area 37E



Area 37E Summary

This residential character area is located in the south-eastern part of the Borough, to the south of Oxhey Park. It is bordered to the east by a variety of housing from the late nineteenth and early twentieth centuries, while to the south and west is inter-war residential development. This area was entirely occupied by farmland until the late nineteenth century, when a large house called Kingsfield was built on the southern side of Eastbury Road. In the early twentieth century the neighbouring land was developed in a piecemeal fashion with the construction of a number of detached and semi-detached houses, while Kingsfield became a school. During the latter half of the twentieth century the majority of the plots of land were redeveloped with blocks of flats. The blocks of flats generally sit in the centre of their plots and are surrounded by communal green spaces, with parking accommodated in garage blocks to the rear (Parkside). There is fairly strong structural planting around the boundaries of individual plots – including the front boundary with Eastbury Road. Parkside is not a through route and has low levels of pedestrian / vehicular activity. However, there are relatively large traffic volumes along Eastbury Road (A4125).

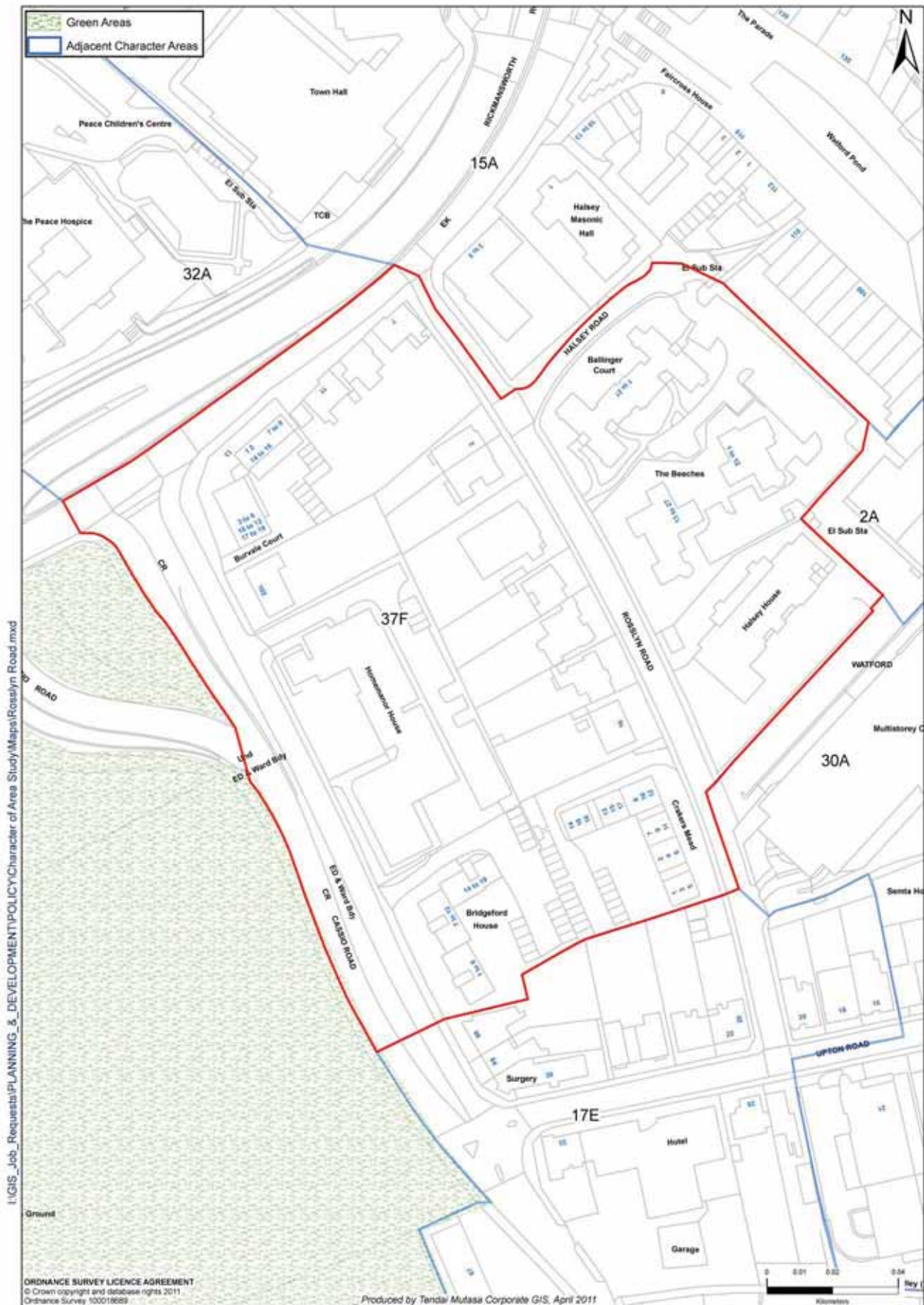
Other Features

- Oakview Close dates from the early 2000s and consists of terraces of three storey town houses arranged around a cul-de-sac. The development forms a more regimented layout, with a prominent terrace of houses fronting onto Eastbury Road



Eastbury Road (left) and (right)

Character Area 37F



Area 37F Summary

This largely residential character area is located at the north-western edge of the town centre. It is bordered to the west by Cassio Road (A4178) – with the West Herts Sports Ground beyond. To the north is Rickmansworth Road (A412) – with the civic core area of the town beyond. To the south is a mixture of late nineteenth century semi-detached properties and the Gade Car Park, while to the east are commercial buildings on The Parade. This area was occupied by farmland and parts of the rear gardens relating to buildings on what was then known as the High Street (now The Parade) until the late nineteenth century. During this period Cassio Road and Rosslyn Road were laid out and the first houses were built along them. By 1914 the majority of the land west of Rosslyn Road had been built on, with land to the east being gradually developed for parking or sports provision. Part of the land to the east was built on in 1958 with the construction of a new social club, while the sports grounds were sold off and redeveloped with flatted accommodation during the 1980s and 1990s. On the western side of the area a number of the plots were redeveloped during the later twentieth century with new blocks of flats. The blocks of flats generally sit in the centre of their plots and are surrounded by communal green spaces, with parking accommodated to the rear. There is fairly strong structural planting around the boundaries of individual plots. There are large traffic volumes along Rickmansworth Road and moderate traffic flows along Cassio Road, with lower volumes elsewhere. In general there is moderate pedestrian activity.

Other Features

- A number of detached and semi-detached two storey houses/offices dating from the late nineteenth/early twentieth centuries are located along Rickmansworth Road and Rosslyn Road.



Cassio Road (left) Halsey Road (right)

Character Area 37G



I:\GIS_Job_Requests\PLANNING & DEVELOPMENT\POLICY\Map\Map\Courtlands Close.mxd

Area 37G Summary

This residential character area is located in the north-western part of the Borough, close to the boundary with Three Rivers. It is bordered to the north by the Gade Side (A41) dual carriageway, while there is inter-war semi-detached housing to the west. To the south there is further inter-war housing and a shopping parade, while to the east there is a mixture of inter-war semi-detached housing and mid twentieth century short residential terraces. This area was occupied by farmland until the mid twentieth century, when it came into use as a playing field. It was developed during the 1990s with a series of blocks of flats and a small number of detached houses set around a linked network of cul-de-sacs. Landscaping consists of a number of small private gardens and various communal green spaces. The latter include a number of specimen trees and a playground. There is a more substantial tree belt along the northern boundary of the area with the A41. This outer urban area does not have any through routes and has low levels of pedestrian/vehicular activity. However, there are large traffic volumes along the neighbouring A41.

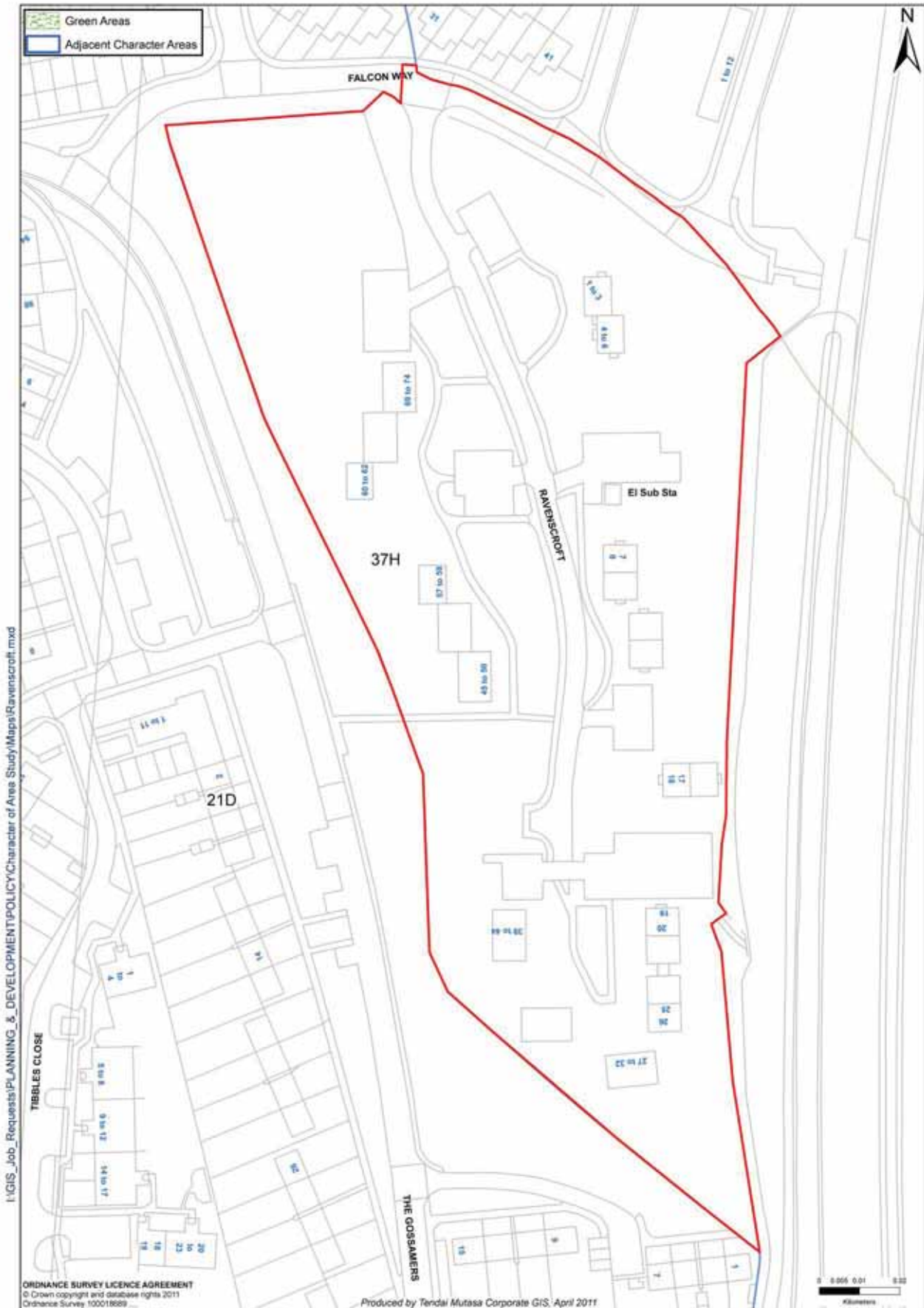
Other Features

- Courtlands Lodge Care Home is a two storey building set around communal gardens, with a parking court on its western side. The floor plan of the building is much larger than the neighbouring flatted development.
- There is a row of five detached houses on the western side of the development. These two storey houses have private gardens.



Courtlands Close (left) and (right)

Character Area 37H



Area 37H Summary

This residential character area is located in the north-eastern part of the Borough, at the boundary with Hertsmere. It is bordered to the east by the M1 Motorway, while there is 1950s terraced housing to the south and west. To the north are further short terraces of residential development in the neighbouring Borough, which date to the 1960s. This area was occupied by woodland until the 1980s when it was developed with a new residential street. The development consists of a cul-de-sac off the primary highway network, with a series of two and three storey blocks of flats set back from the carriageway behind parking courts and communal green spaces. The site is bordered by an established tree belt and there are further mature trees set around the interior of the site. This arboreal component is a major part of the character of the area. This outer urban area does not have any through routes and has low levels of pedestrian/vehicular activity. However, there are very large traffic volumes along the neighbouring M1 Motorway.

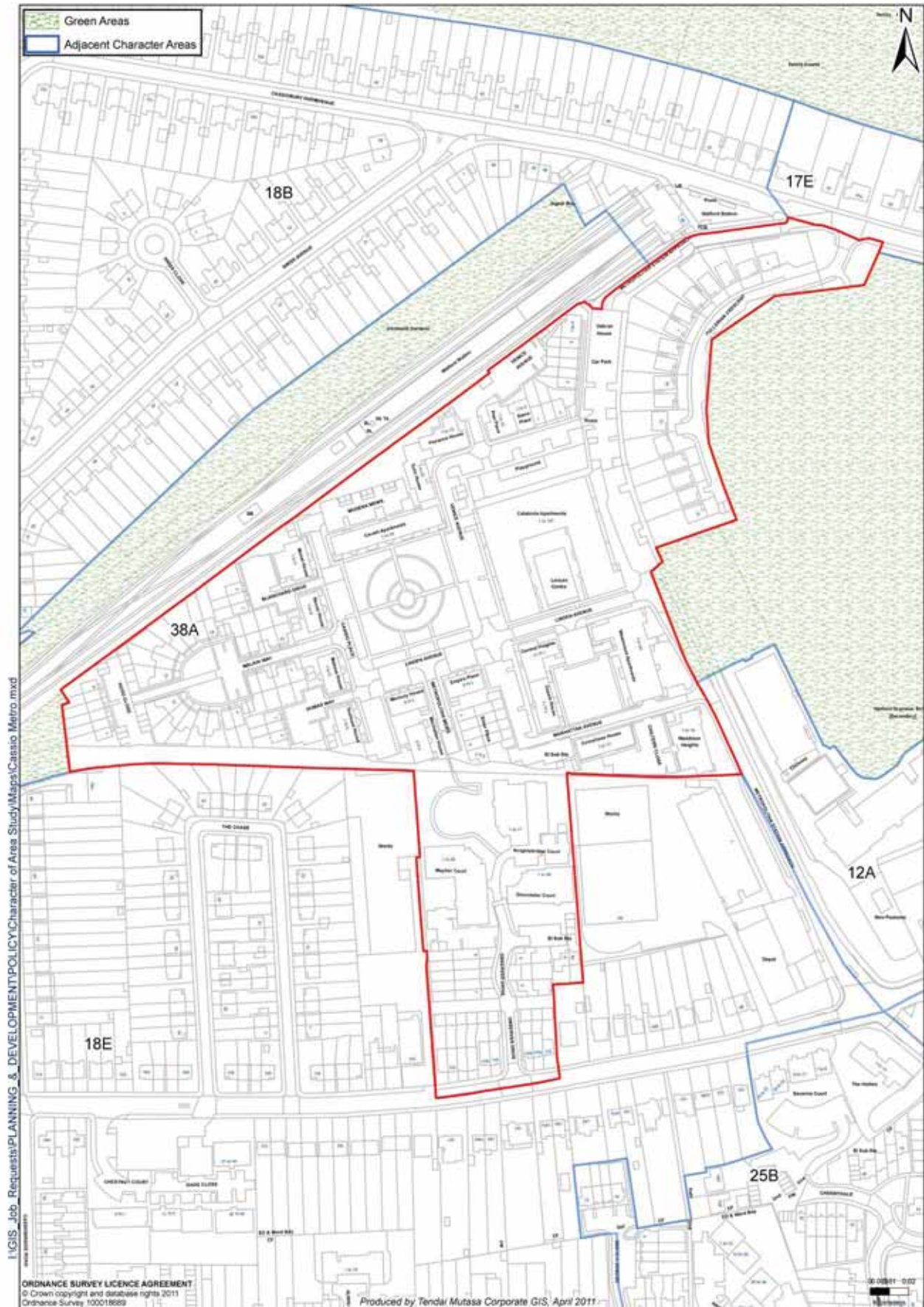


Ravenscroft (left) and (right)

Character Type 38

Period	2000s – 2010s
Heights	Varied between 2 and 6 storeys. Generally 3 – 4 storeys.
Urban grain	Intermediate form.
Block size / structure	Street blocks forming grid pattern. Varied block sizes.
Plot sizes	Varied plots sizes. Plots containing flats are generally 20m x 60m. Plots containing houses are generally 5m x 20m.
Streetscene	Hard landscaped streets with limited street clutter. Carriageways are typically 5-6m in width for total, with pavements of 2-3m widths. Street trees are generally a feature. Modern paving and street furniture – such as cycle parking. Stand-alone single storey bin and cycle storage units are also a feature.
Building lines	Strong and consistent building lines. Generally set back behind row of car parking.
Front boundaries	Generally well-defined public and private spaces.
Roof forms	Varied rooflines and profiles. Majority of blocks of flats are flat, while houses are generally pitched.
Windows	Varied window treatment and proportions. Generally uPVC and metal. French windows behind balconies are common.
Materials	Red and buff brick combined with light coloured render is ubiquitous. Limited detailing in other materials. Varied roof materials – artificial types.
Car parking	Off-street parking provided through courtyard parking, rows of parking bays in front of buildings and underground / undercroft parking.
Landscaping	Modest landscaping to streets is supplemented by communal landscaped spaces – much of this is compromised by excessive parking provision. Principal green spaces are tree lined and feature play equipment and seating. Some small rear private gardens to smaller properties.

Character Area 38A



Area 38A Summary

This residential character area is located to the south-west of Watford Metropolitan Station. It is bordered to the north by the railway line and associated tree belts and to the east by the grounds of Watford Boys Grammar School, while the southern boundary is marked by the transition to lower density housing and warehousing/light industry. Prior to development in the early twentieth century for railway sidings and light industry, this area was part of the landscaped parkland of the Cassiobury Estate. It was redeveloped for the current use during the 2000s after the previous uses were moved elsewhere. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. The development has a strong urban structure, with buildings generally arranged around formal open spaces or car parking courts. With no through routes and a lack of building uses other than residential, the development has limited traffic or pedestrian footfall and is suburban in terms of activity levels. As the three principal areas were developed separately, there is a degree of variability in terms of architectural execution and the quality of the public realm. Despite using similar materials and being of a similar scale, Fullerian Crescent and Observer Drive have a markedly different feel because of the variability in the openness of neighbouring sites.

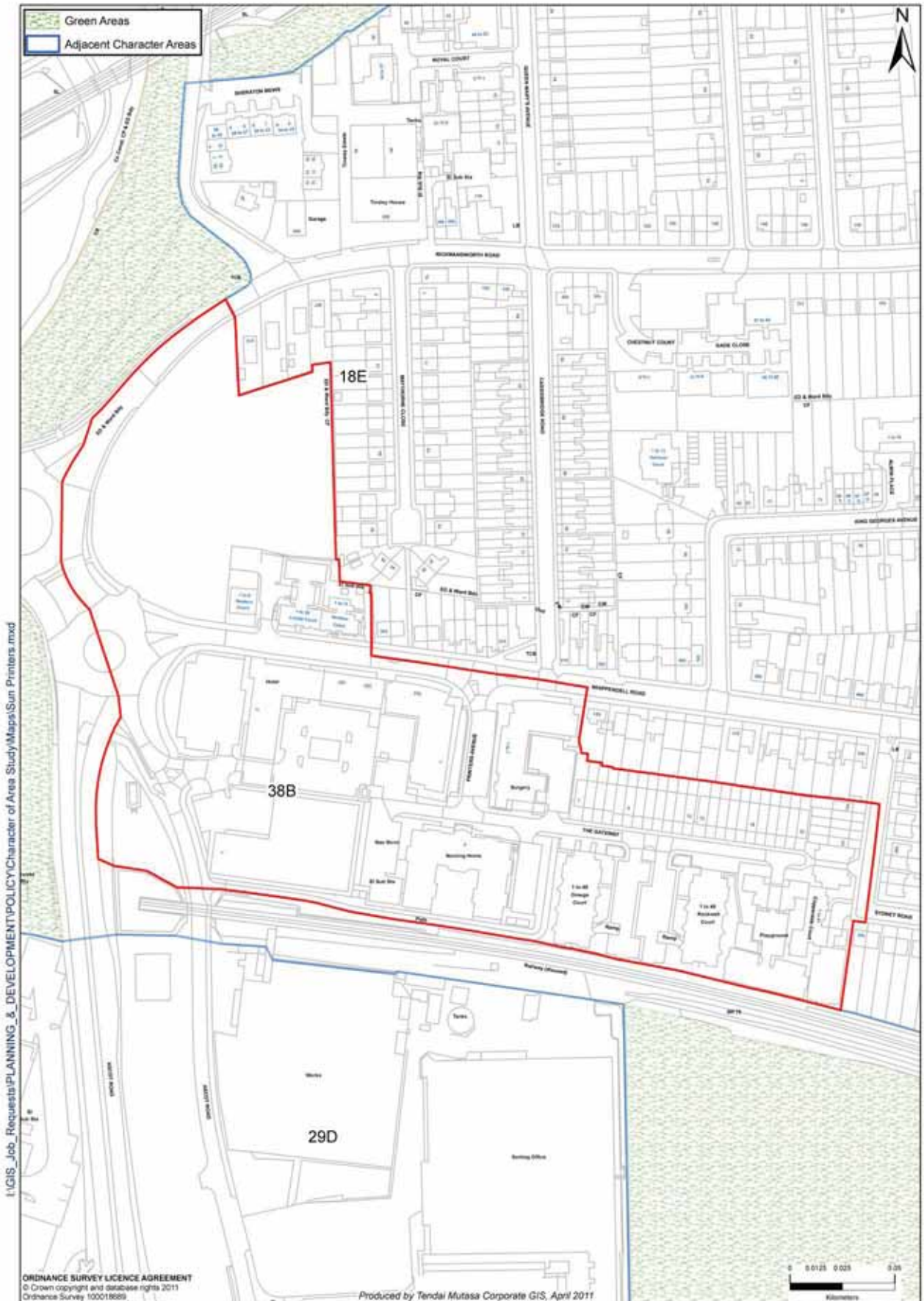
Other Features

- The southern part of Observer Drive and Malkin Way features smaller scale development, including detached houses with small front/rear private gardens.



Fullerian Crescent (left) Venice Avenue (right)

Character Area 38B



Area 38B Summary

This largely residential character area is located on the western side of Watford, close to the boundary with Three Rivers. It is bordered to the west by main roads and tree belts and to the south by a disused railway line (Croxley to Watford Junction branch line), while the northern and eastern boundaries are marked by the transition to lower density housing. Prior to development in the twentieth century, this area was occupied by Cassiobridge Farm, which was part of the Cassiobury Estate. The northern site was occupied by the original farm house until the 1960s, when the site was redeveloped for a new Fire Station. The southern site was occupied for much of the twentieth century by the Sun Printing and Engraving Company. These works closed down in the late 1980s and the site remained derelict until it was redeveloped for mixed uses in the 2000s. The Fire Station moved to a new site on the Lower High Street in 2010 and was then redeveloped for housing. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. The developments have a strong urban structure in relation to the pre-existing roads, but are less well defined internally. Where there is a mixture of different uses, the area has heightened levels of pedestrian/vehicular activity. In addition, the significant traffic volumes on the adjacent roads impact on the character of the area. Dominated by car parking and with limited landscaping, the quality of the spaces to the south of Whippendell Road are generally quite poor.

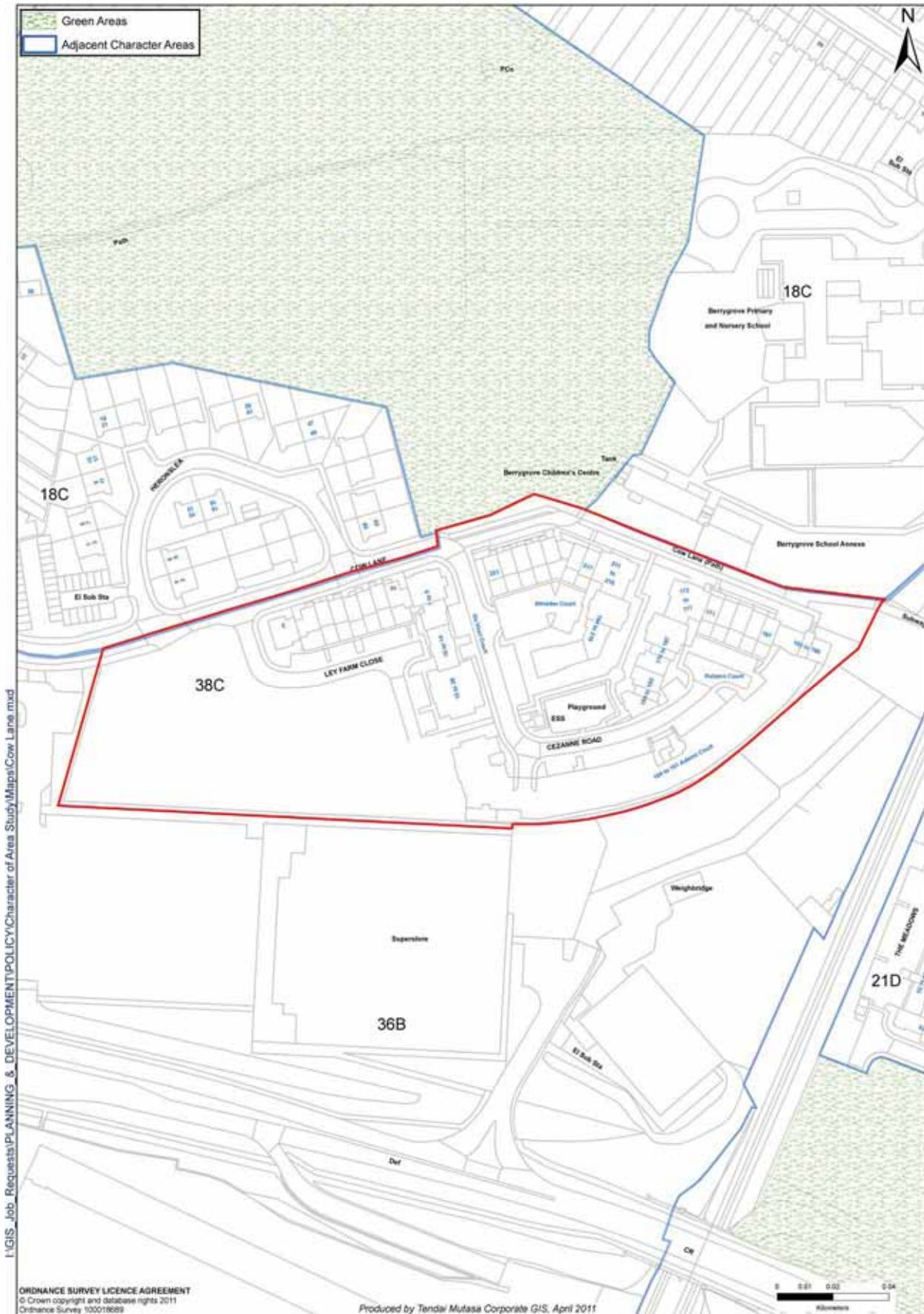
Other Features

- A large commercial unit providing storage facilities dominates the south-west corner of the area and has limited relationships to adjacent mixed use buildings.



The Gateway (left) Printers Avenue (right)

Character Area 38C



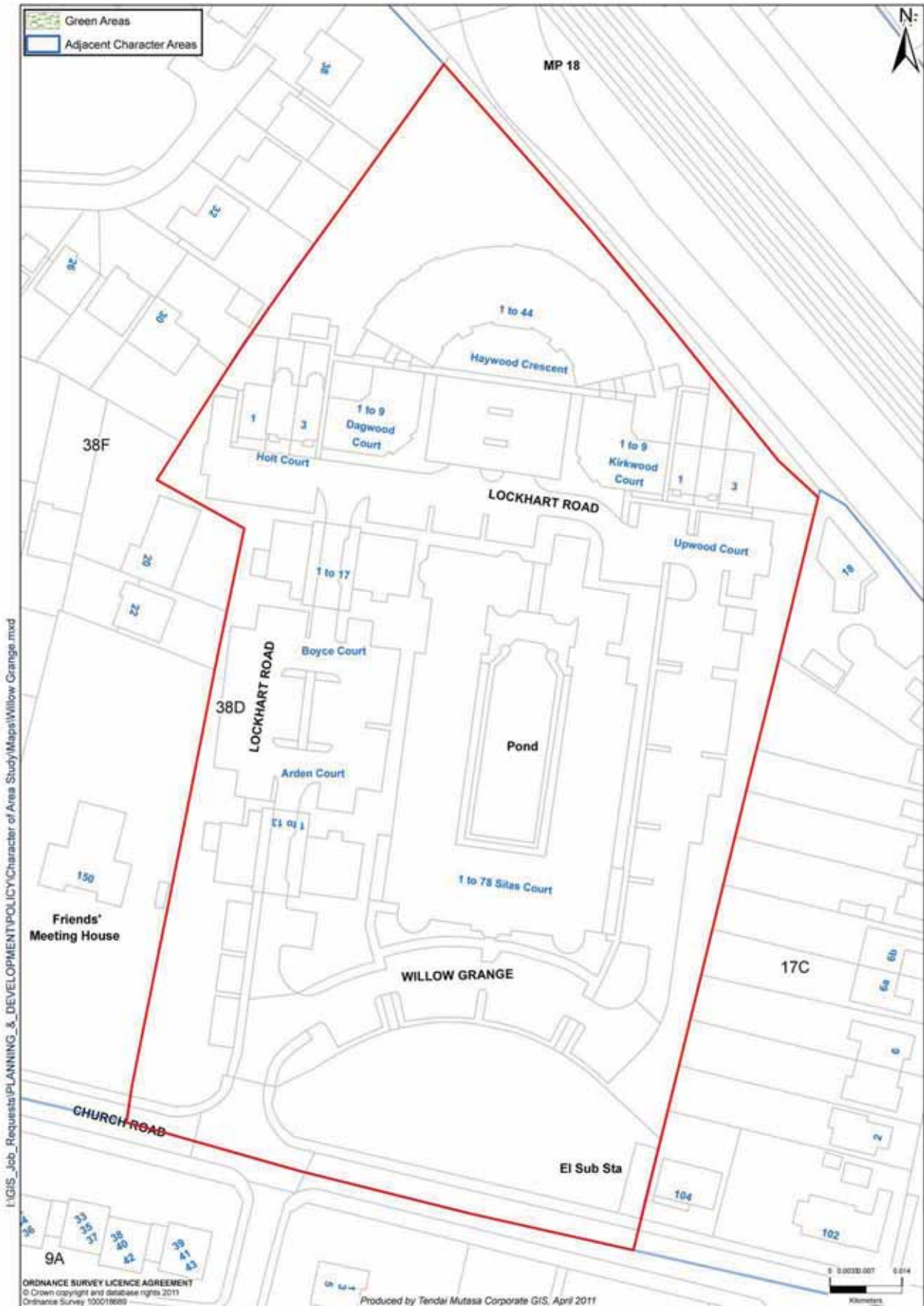
Area 38C Summary

This residential character area is located in the northern part of Watford, between Cow Lane and North Western Avenue (A41). It is bordered to the east, south and west by retail and light industrial development, while the northern boundary is marked by the transition to lower density housing and school playing fields. Prior to development in the twentieth century, this area was occupied by farmland belonging to Lea Farm. In the early twentieth century the land was converted to use as a sports ground, before it was developed for industrial use during the mid twentieth century. The site was redeveloped for housing during the 2010s. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. The development has a strong urban structure but is poorly structured in terms of internal landscaping. There is a central playground and some other modestly sized swathes of landscaping, but the overall massing of the built form gives the area quite a crowded character. Consisting solely of residential units and with no through routes (other than a pedestrian subway adjoining the north-eastern corner of the site), the levels of pedestrian/vehicular activity within the area are low.



Cow Lane (left) and (right)

Character Area 38D



Area 38D Summary

This residential character area is located in the centre of the Borough, to the north-west of Watford Junction. It is bordered to the north by the railway cutting for the West Coast Mainline and to the south by the transition to 1960s blocks of flats, while the eastern and western boundaries are marked by the transition to lower density residential areas. The site was occupied by farmland until the late nineteenth century, when a detached house with extensive grounds was constructed. In the 1990s the existing property was significantly extended by British Waterways with the addition of a large rectangular office block around a central water feature. After British Waterways moved their operation elsewhere, the site was redeveloped for housing during the 2010s. The existing building was renovated and new rows of buildings were constructed. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. The retention of existing buildings from both the nineteenth and twentieth centuries, as well as a number of mature trees, gives the development a more unique character than much of the other contemporary development from this period. Consisting solely of residential units and located around a cul-de-sac, with no through routes, the levels of pedestrian/vehicular activity within the area are low.

Other Features

- Railway cutting for the West Coast Mainline to the north.
- Modest sized public open space, dominated by a belt of established trees to the south.
- Large central rectangular water feature within the central group of buildings.



Silas Court (left) Harwood Crescent (right)

Character Area 38E



Area 38E Summary

This largely residential character area is located on the north-western side of the Borough. It is bordered to the north by North Western Avenue (A41) and to the west by the transition to lower density residential areas, while the eastern and southern boundaries are marked by the transition to public open space and woodland. The nature of its surroundings gives this character area a weak relationship with the other built up areas in this locale. The site was occupied by Leggatts Wood until the 1930s, when the site was developed for a new school. In the latter half of the twentieth century further development occurred with the construction of the Bill Everett Leisure Centre and various buildings relating to the Leggatts Campus of West Herts College. Following the closure of the educational and leisure facilities on this site, the area was redeveloped for residential use during the 2010s. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. Of the larger scale residential developments from this period, the character of the area is more suburban than some of the more central developments – with a high proportion of two/three storey properties and houses with private gardens. Consisting predominantly of residential units and with limited through routes, the levels of pedestrian/vehicular activity within the area are low. Significant parts of the area are dominated by weakly landscaped car parks.

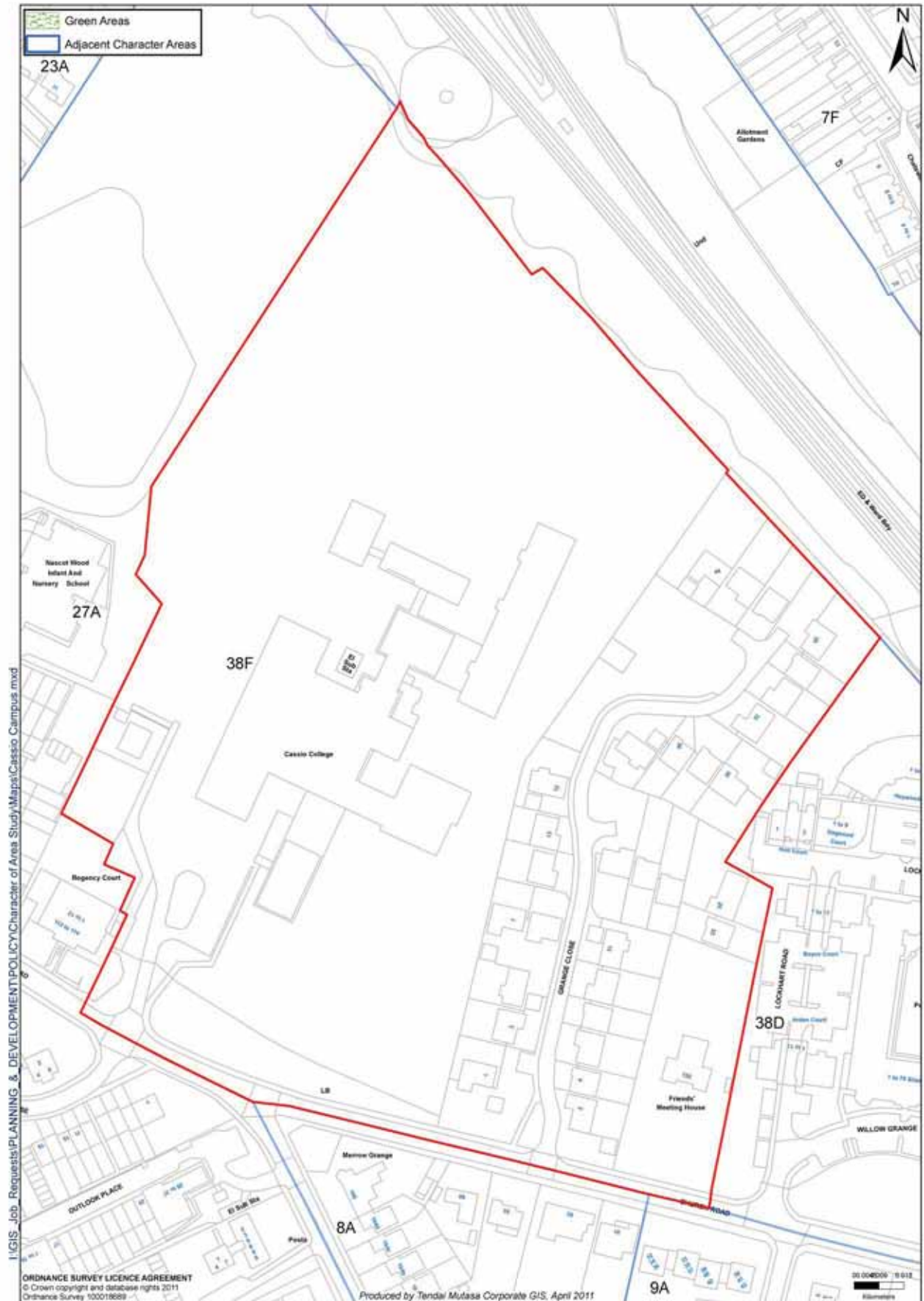
Other Features

- Mixed use neighbourhood centre in southern part of area.
- Landscaped open space featuring a play area in the northern part of the area.



New development (left) and (right)

Character Area 38F



Area 38F Summary

This largely residential character area is located in the centre of the Borough, to the north-west of Watford Junction. It is bordered to the north by the railway cutting for the West Coast Mainline and to the south by the transition to 1960s housing and blocks of flats, while the eastern and western boundaries are marked by belts of trees. To the east is a 1990s housing estate; while to the west is a primary school with associated open space and woodland, as well as a small, high density 1990s residential development of town houses. The site was occupied by farmland until the late nineteenth century, when a detached house with extensive grounds called Colnhurst was constructed. In the early twentieth century the house was extended and changed use to become a school called Shirley House. In the 1960s the site was redeveloped as a further educational establishment. After West Herts College moved their operations to their Hempstead Road site, the Cassio Campus was redeveloped for housing during the 2010s. Within Watford the development is relatively high density, with building heights and footprints that are relatively large. Of the larger scale residential developments from this period, the character of the area is more suburban than developments further south – with a high proportion of two/three storey houses with private gardens. The area is a hybrid of blocks of flats with parking courts and streets of terraced/semi-detached houses with integral garages and front car parking spaces. Consisting predominantly of residential units and with no through routes, the levels of pedestrian/vehicular activity within the area are low.

Other Features

- Railway cutting for the West Coast Mainline to the north.
- Modest sized public open space, dominated by a belt of established trees to the south.
- Mixed use neighbourhood centre in southern part of area.



Grange Close (left) and (right)

Area 38G Summary

This largely residential character area is located along the southern part of the town's historic High Street. It is bordered to the north by the A411, which forms part of the inner-urban ring road, and the railway cutting for London Overground services. The western boundary is marked by the transition to Victorian residential development and the Watford Fields public open space, whilst to the north, east and south the character changes to areas of retail parks dominated by large scale commercial 'sheds'. While it is unclear when this area first experienced extensive urban development, the area along the High Street had been substantially developed by the eighteenth century. The northern part of the area was dominated by the Cannon Brewery between the mid-eighteenth century and the mid twentieth century, before the site was largely redeveloped with the construction of a new school in the 1970s and a new swimming baths and block of flats, called Dyson Court, in the 1980s. The aforementioned Watford Springs was demolished in 2001 and the site was redeveloped in the 2010s with residential land uses. Further south, groups of eighteenth-nineteenth century properties are interspersed with blocks of flats and commercial buildings from the late twentieth century. Although dominated by residential blocks of flats, the area is very diverse in terms of building ages and scales, with a more commercial character to the east of the area. Despite its proximity to the town centre, the area has relatively limited vehicular activity, although pedestrian movements are more significant.

Other Features

- Groups of one/two storey houses/offices from the eighteenth/nineteenth century on Lower High Street, Local Board Road and Watford Field Road.
- The Pump House Theatre, with surface level car park on Local Board Road. A former pump house building dating to the nineteenth century.
- Watford Museum on the Lower High Street. A former brewery building dating to the eighteenth century with formal garden to the front.
- Wellspring Church Centre, an ecclesiastical building to the west of the Watford Museum which opened in 2011.



Farthing Close (left) Lower High Street (right)

Appendix 1

Character Area	Capacity for change
Character Area 1	Limited
Character Area 2	Moderate
Character Area 3a	Limited
Character Area 3b	Moderate
Character Area 4	Limited
Character Area 5a	Limited
Character Area 5b	Limited
Character Area 6	Moderate
Character Area 7a	Limited
Character Area 7b	Limited
Character Area 7c	Limited
Character Area 7d	Limited
Character Area 7e	Limited
Character Area 7f	Limited
Character Area 7g	Limited
Character Area 7h	Limited
Character Area 8	Limited
Character Area 9	Moderate
Character Area 10	Limited
Character Area 11a	Moderate
Character Area 11b	Moderate
Character Area 11c	Moderate
Character Area 12a	Moderate
Character Area 12b	Moderate
Character Area 13	Limited
Character Area 14a	Moderate
Character Area 14b	Limited
Character Area 14c	Limited
Character Area 14d	Moderate
Character Area 15	Moderate
Character Area 16	Limited
Character Area 17a	Limited
Character Area 17b	Limited
Character Area 17c	Limited
Character Area 17d	Moderate
Character Area 17e	Limited
Character Area 18a	Limited
Character Area 18b	Limited
Character Area 18c	Moderate
Character Area 18d	Limited
Character Area 18e	Limited
Character Area 18f	Limited

Character Area 19	Limited
Character Area 20	Moderate
Character Area 21a	Moderate
Character Area 21b	Moderate
Character Area 21c	Limited
Character Area 21d	Moderate
Character Area 21e	Limited
Character Area 22a	Significant
Character Area 22b	Significant
Character Area 22c	Significant
Character Area 23	Moderate
Character Area 24a	Limited
Character Area 24b	Limited
Character Area 24c	Limited
Character Area 24d	Limited
Character Area 24e	Moderate
Character Area 25a	Moderate
Character Area 25b	Limited
Character Area 25c	Moderate
Character Area 25d	Moderate
Character Area 25e	Moderate
Character Area 26	Moderate
Character Area 27	Moderate
Character Area 28a	Moderate
Character Area 28b	Moderate
Character Area 29a	Moderate
Character Area 29b	Moderate
Character Area 29c	Significant
Character Area 29d	Moderate
Character Area 30a	Significant
Character Area 30b	Moderate
Character Area 31	Moderate
Character Area 32a	Moderate
Character Area 32b	Significant
Character Area 33a	Significant
Character Area 33b	Moderate
Character Area 34	Moderate
Character Area 35a	Moderate
Character Area 35b	Moderate
Character Area 35c	Moderate
Character Area 35d	Moderate
Character Area 35e	Significant
Character Area 35f	Significant
Character Area 36a	Significant
Character Area 36b	Significant
Character Area 36c	Significant

Character Area 36d	Significant
Character Area 36e	Significant
Character Area 36f	Moderate
Character Area 36g	Moderate
Character Area 37a	Moderate
Character Area 37b	Moderate
Character Area 37c	Moderate
Character Area 37d	Moderate
Character Area 37e	Moderate
Character Area 37f	Moderate
Character Area 38a	Limited
Character Area 38b	Limited
Character Area 38c	Limited
Character Area 38d	Limited
Character Area 38e	Limited
Character Area 38f	Limited
Character Area 38g	Moderate

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Watford Tithe Map 1842.

Board of Health Map 1849.

Watford Central Drainage Map Circa. 1850.

Ordnance Survey 1871.

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Glossary of Terms

Caseament window – a window hinged vertically to open like a door.

CLG – Department for Communities and Local Government.

Conservation area character appraisal – a published document defining the special architectural or historic interest which warranted the area being designated.

Context – the setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

Crittall windows – type of steel window frames that are hot tipped galvanized to prevent corrosion.

DETR – Department of the Environment, Transport and the Regions.

DFT – Department for Transport.

Dormer – a projecting window placed vertically in a sloping roof with a roof of its own.

DTLR – Department for Transport, Local Government and the Regions.

Early Modern Period – a historical period following the Middle Ages. Circa 1500 – 1800.

Fenestration – the arrangement of windows in a building.

Gable – the triangular upper part of a wall found at the end of a ridged roof.

Gothic architecture – a European architectural style of circa 1150 to circa 1500.

Landmark – a building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Layout – the way buildings, routes and open spaces are placed in relation to each other.

Legibility – the degree to which a place can be easily understood and traversed.

Lych gate – a gateway covered with a roof found at the entrance to a traditional churchyard.

Massing – the combined effect of the height, bulk and silhouette of a building or group of buildings.

Nonconformist church – an English church which is not controlled by the Church of England (e.g. Methodists, Baptists, Quakers).

Outrigger – subservient building element that sits in the centre of the rear elevation of a pair of terraced houses.

Permeability – the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Pest house – a hospital or hostel used for persons afflicted with communicable diseases, such as tuberculosis, cholera, or smallpox.

Public realm – the parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Render – plaster or stucco applied to a wall.

Riparian – relating to the banks of a natural course of water.

Sash window – a window that is hung with wooden frames (sashes) that slide up and down with pulleys.

Sensory garden – a garden which provides individual and combined sensory opportunities for the user such that they may not normally experience.

Street furniture – structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

Tudorbethan – domestic scale architecture that revives the Tudor style. Principally of the late nineteenth and early twentieth centuries and also known as ‘Tudor revival architecture’.

Urban grain – the pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area’s pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.



Tight urban grain



Loose urban grain

INDEX

Street Name	Page Number(s)
Abbey View	174
Acme Road	43
Acorn Place	71
Addiscombe Road	39
Albans View	132
Albanwood	132
Albert Road North	47
Albert Road South	229
Aldbury Close	137
Aldenham Road	45
Alder Walk	215
Alexandra Mews	98
Alexandra Road	98
All Saints Crescent	154
Alma Place	137
Alwin Place	118
Amberley Terrace	45
Amwell Close	137
Anglian Close	56
Appletree Walk	110 & 215
Armand Close	149
Ascot Road	191 & 259
Ash Close	215
Ash Tree Road	112
Ashby Road	43
Ashfields	110
Ashwell Place	109
Aspen Park Drive	215
Aston Close	56
Avenue Terrace	45
Avon Close	111
Aynho Street	39
Balmoral Road	43, 104, 185 & 240
Banbury Street	39
Barclay Close	221
Bay Tree Walk	149
Bedford Street	43 & 142
Beech Road	71
Beechen Grove	14, 196, 212 & 229
Beechpark Way	152
Beechwood Rise	112
Belgrave Avenue	39
Bellamy Close	177
Bellmount Wood Avenue	87
Bembridge Place	169

Benskin Road	39
Berceau Walk	87
Bermer Road	185
Berry Avenue	112
Biddenham Turn	111
Birch Tree Walk	149
Birchmead	149
Biskra	177
Blackley Close	149
Blackmoor Lane	191
Blackthorn Close	132
Blackwell Drive	91
Blanchard Drive	257
Blenheim Close	91
Boundary Way	199
Bovingdon Crescent	139
Bowmans Green	137
Bradshaw Road	43
Bramble Close	110
Bramfield	139
Bramleas	165
Bramley Court	132
Breakspeare Close	71
Brett Place	71
Briar Road	110
Bridge Place	224
Bridle Path	196
Brighton Road	43
Brightwell Road	39
Brixton Road	43
Brocklesbury Close	219
Bromet Close	149
Broom Grove	149
Bruce Grove	43
Brush Rise	171
Buckingham Road	43
Bucks Avenue	94
Burton Avenue	39
Bushey Mill Crescent	112
Bushey Mill Lane	59, 104, 112, 187 & 242
Buttermere Place	169
Butterwick	137
Byron Avenue	104
Callowland Place	43
Cambridge Road	68
Campion Close	132
Cannon Road	37
Canterbury Road	47 & 196

Capel Road	45
Capelvere Walk	87
Caractacus Cottage View	130
Caractacus Green	130
Cardiff Road	39 & 144
Carisbrooke Avenue	104
Caroline Place	45
Cart Path	27
Cassio Place	257
Cassio Road	100 & 250
Cassiobridge Road	118
Cassiobury Drive	87
Cassiobury Park Avenue	100 & 107
Caxton Way	191
Cecil Street	43
Cedar Road	91
Cedar Wood Drive	215
Cezanne Road	261
Chaffinch Lane	244
Chalk Hill	45 & 146
Chapel Close	169
Charlock Way	130
Charlotte Close	124
Chatsworth Mews	43
Chenies Way	244
Cherry Tree Road	112
Cherrydale	171
Chesham Way	163
Chester Road	39
Chestnut Walk	71
Chilcott Road	109
Chiltern Close	257
Chiswell Court	240
Church Road	41, 50, 53, 96, 263 & 267
Church Street	11
Churchfields Road	109
Clarendon Road	196
Clarke Green	110
Clarke Way	110
Clifton Road	39
Clive Way	185
Clyston Road	130
Coates Dell	135
Coates Way	135
Cobb Green	132
Codicote Drive	139
Cole Road	41
Colne Avenue	77

Colne Way	104, 116, 187 & 227
Colonial Way	185
Combe Road	130
Comet Close	160
Comyne Road	109
Coningesby Drive	87
Copsewood Road	43
Cottage Close	87
Courtlands Close	252
Courtlands Drive	109 & 252
Cow Lane	112 & 261
Cowper Court	71
Cromer Road	43
Cross Road	45
Cross Street	35
Crossmead	77
Crown Rise	111 & 235
Croxley View	163
Crusader Way	246
Cuffley Avenue	139
Cypress Walk	215
Dalton Way	224
De Vere Walk	87
Deacons Hill	91
Deakin Close	244
Dell Road	71
Dell Side	71
Dellfield Close	98
Denewood Close	109
Denmark Street	41
Derby Road	35
Derwent Close	217
Desmond Road	109
Devereux Drive	87
Devon Road	104
Diamond Road	43
Douglas Avenue	104
Dowry Walk	149
Duke Street	35
Dumas Way	257
Durban Road East	39
Durban Road West	39 & 100
Earl Street	35
East Drive	112
Eastbury Court	167
Eastbury Road	79, 91, 167 & 248
Eastfield Avenue	104
Eastlea Avenue	116

Ebury Road	35
Edward Amey Close	112
Elderberry Way	215
Elfrida Road	37
Elizabeth Court	177
Ellenbrook Close	43
Ellwood Gardens	110
Elm Avenue	94
Elm Grove	71
Elton Park	50
Ennerdale Drive	217
Essex Road	41
Estcourt Road	35
Euston Avenue	39
Evans Avenue	110
Exchange Road	14, 39, 68, 100 & 194
Exeter Close	56
Explorer Drive	246
Fairfolds	137
Fairlawns	177
Fairview Drive	109
Falcon Way	137
Faraday Close	191
Farm Field	87
Farmers Close	132
Farraline Road	39
Farthing Close	270
Fearnley Street	39
Federal Way	104
Felden Close	139
Fern Way	110
Field End Close	121
Field End Mews	121
Field Road	45
Fifth Avenue	111
Firbank Drive	45
First Avenue	111
Florence Close	110
Forest Road	169
Fourth Avenue	111
Foxhill	171
Foxlands Close	25 & 160
Francis Road	39
Franklin Avenue	221
Franklin Road	47
Fuller Gardens	71
Fuller Road	71
Fullerian Crescent	257

Gaddesden Crescent	139
Gade Avenue	107 & 118
Gade Close	118
Gadswell Close	137
Gammons Farm Close	109
Gammons Lane	43, 71 & 109
Ganders Ash	132
Garden Close	87
Garfield Street	43
Garnett Close	187
Garsmouth Way	137
Garston Crescent	111
Garston Drive	111
Garston Lane	111 & 139
Garston Park Parade	111
Gartlet Road	35 & 196
Gaumont Approach	229
George Street	11
George V Close	118
Gisburne Way	109
Gladstone Road	35
Glen Way	152
Goodrich Close	110
Goodwood Avenue	109
Gorle Close	110
Grandfield Avenue	177
Grange Close	267
Granville Road	33
Grasmere Close	132
Green Lane	124
Greenbank Road	156
Greenhill Crescent	191
Greenwood Drive	110
Greycaine Road	187
Grosvenor Road	35
Grove Mill Lane	17
Grover Road	45
Gullet Wood Road	110
Gwent Close	111
Hagden Lane	39, 61, 100, 118 & 165
Haines Way	169
Hallam Close	56
Halsey Place	71
Halsey Road	250
Hamilton Street	37
Hampden Way	156
Harding Close	27
Hare Crescent	132

Harford Drive	87
Harmonia Court	177
Harris Road	110
Harvest End	137
Harwoods Road	39 & 100
Hatfield Road	43
Hatters Lane	191
Haweswater Drive	217
Hawthorn Close	149
Haydon Road	45
Hazel Grove	215
Hazel Tree Road	112
Healey Road	130
Heath Farm Court	17
Heath Road	45 & 94
Heathfield Close	124
Hemingford Road	156
Hemming Way	110
Hempstead Road	19, 84, 87, 98, 109, 149, 152, 177 & 202
Hensby Mews	45
Herga Court	98
Héronslea	111
Hibbert Avenue	104
High Road	25, 132, 160 & 169
High Street	14
High View	130
Hill Farm Avenue	132
Hill Farm Close	132
Hillingdon Road	110
Hillrise Avenue	104
Hillside Crescent	45
Himalayan Way	246
Hodges Way	221
Holland Gardens	111
Hollybush Close	124
Holm Oak Park	118
Holme Lea	111
Holtsmere Close	111
Holywell Road	39
Hope Green	132
Hopwood Close	156
Horseshoe Lane	27, 132, 182 & 237
Howard Close	109
Hudson Close	109
Hugo Close	257
Hunters Lane	169
Hyde Road	98
Imperial Way	185

Ivinghoe Close	137
Jellicoe Road	221
Jordan Close	110
Jubilee Road	43
Judge Street	43
Juniper Grove	149
Keele Close	56
Kelmscott Close	118
Kelmscott Crescent	118
Kelshall	116
Kenford Close	132
Kenilworth Court	177
Kensington Avenue	39
Keston Mews	50
Kilby Close	111
Kildonan Close	177
Kimble Close	244
Kimpton Place	139
King Edward Road	45
King Georges Avenue	118
King Street	14 & 68
Kings Avenue	39
Kings Close	68
Kingsfield Court	91
Kingsfield Road	91
Kingswood Road	110
Knutsford Avenue	104
Kytes Drive	127
Ladys Close	68
Lamb Close	111
Lammas Road	37
Langley Road	41, 50, 98 & 177
Langley Way	87
Langwood Gardens	177
Lansdowne Close	111
Latimer Close	244
Laurel Close	91
Lavinia Avenue	111
Lea Bushes	137
Lea Road	71
Leadbetter Drive	156
Leaford Court	109
Leaford Crescent	109
Leander Gardens	116
Leavesden Road	43
Lebanon Close	156
Leggatts Close	109
Leggatts Rise	110

Leggatts Way	71, 109 & 265
Leggatts Wood Avenue	112
Leveret Close	160
Ley Farm Close	261
Lime Close	94
Linden Avenue	257
Linden Lea	169
Lingfield Way	149
Lingmoor Drive	217
Liverpool Road	39
Loates Lane	35
Local Board Road	269
Lockhart Road	263
Long Barn Close	132
Longcroft	167
Longspring	71 & 112
Lorane Court	98
Lord Street	35 & 212
Louvain Way	132
Lower Derby Road	212
Lower High Street	224 & 269
Lower Paddock Road	45
Lowestoft Road	43
Loweswater Close	217
Lowson Grove	94
Lych Gate	154
Macdonnell Gardens	110
Malden Road	41
Malkin Way	257
Mallard Way	116
Mandeville Close	149
Manhattan Avenue	257
Manor Road	96
Maple Grove	98
Marian Gardens	169
Market Street	14 & 39
Marlborough Road	39 & 100
Marsworth Close	244
Maude Crescent	71
Maxwell Rise	121
Maythorne Close	118
Maytree Crescent	109
Meadow Road	110
Meadowbank	158
Medway Close	111
Meeting Alley	14 & 212
Melia Close	111
Melrose Place	149

Meriden Way	116 & 137
Merton Road	39
Metropolitan Mews	257
Metropolitan Station Approach	66, 118 & 257
Middle Ope	71
Middle Way	71
Mildred Avenue	39 & 100
Milner Close	132
Milton Street	43
Minerva Drive	109
Modena Mews	257
Molteno Road	177
Monica Close	219
Monmouth Road	47
Moor View	130
Moss Road	110
Mulberry Close	156
Munden Grove	104
Munden View	174
Muriel Avenue	37
Nascot Place	41
Nascot Road	50
Nascot Street	41
Nascot Wood Road	149 & 177
Neal Street	37
Neston Road	43
Nevill Grove	43
New Road	81 & 224
New Street	14
Newhouse Crescent	132
Newlands Walk	217
Nicholas Close	71
Norbury Avenue	56
Norfolk Avenue	104
North Approach	110
North Orbital Road	110 & 111
North Western Avenue	109, 110, 111 & 112
Northfield Gardens	112
Nottingham Close	169
Oakdene Road	112
Oakhurst Place	165
Oaklands Court	177
Oakview Close	248
Observer Drive	257
Occupation Road	39 & 144
Octavia Court	219
Old Forge Close	132
Orbital Crescent	110

Orchard Avenue	132
Orchard Close	87
Orchard Drive	87
Orphanage Road	56 & 189
Osborne Road	43
Ottoman Terrace	35
Oxford Street	39
Oxhey Avenue	45 & 94
Oxhey Road	91
Paddock Close	45
Pankhurst Place	219
Parish Close	235
Park Avenue	100
Park Road	41, 50 & 53
Park Terrace	135
Parker Street	43
Parkgate Road	43
Parkside	248
Parkside Drive	87
Peace Drive	202
Peace Prospect	202
Percy Road	39
Peregrine Close	137
Perivale Gardens	110
Phillipers	137
Pilgrim Close	127
Pinewood Close	98
Pinner Road	45 & 94
Pioneer Way	246
Pomeroy Crescent	112
Popes Lane	71
Poplars Close	132
Poundfield	110
Pretoria Road	39
Prince Street	35
Princes Avenue	39
Printers Avenue	259
Priory Fields	177
Pumphouse Crescent	269
Purbrock Avenue	111
Queen Marys Avenue	118
Queens Avenue	39
Queens Place	35
Queens Road	35 & 212
Queenswood Crescent	132
Radlett Road	104, 185 & 219
Rainbow Court	91
Ransom Close	43

Raphael Drive	219
Ravenscroft	254
Redheath Close	160
Reeds Crescent	56
Regal Way	185
Regent Street	43
Rhodes Way	185
Richmond Drive	87
Rickmansworth Road	66, 84, 100, 118, 250 & 257
Ridge Lane	109 & 149
Ridge Street	43
Ridgefield	149
Ridgehurst Avenue	160
Riverside Road	77
Roberts Road	37
Rochester Drive	111
Rose Gardens	75
Roseberry Court	177
Rosebriar Walk	109
Rosecroft Drive	109
Ross Crescent	110
Rosslyn Road	194 & 250
Rother Close	111
Roughwood Close	152
Roundway	130
Rowley Close	45
Rufford Close	149
Rushton Avenue	110
Russell Crescent	110
Ryan Way	185
Salisbury Road	43
Salters Gardens	53
Sandown Road	43, 59, 240 & 242
Sandringham Road	43
Savanna Court	165
Saxton Mews	98
Scammell Way	246
Second Avenue	111
Severn Way	111
Seymour Grove	124
Shady Lane	196
Shaftesbury Road	35
Shakespeare Street	43
Sheepcot Drive	111
Sheepcot Lane	132, 169 & 233
Shepherds Road	100
Sheraton Mews	118
Sheridan Road	91

Sheriff Way	169
Sherwoods Road	94
Silver Dell	109
Sixth Avenue	111
Smith Street	33
Sonia Close	124
Sotheron Road	35
Souldern Street	39
Southfield Avenue	104
Southsea Avenue	39
Southwold Road	43 & 242
Sparrow Walk	110
Spring Gardens	111
Springfield Road	169
St Albans Road	41, 43, 71, 111, 112, 142, 196, 227, 231, & 235
St Georges Road	71
St James Road	39
St Johns Road	47 & 196
St Marys Close	11
St Marys Road	39
St Marys View	11
St Matthews Close	91
St Michaels Drive	132
St Pauls Way	219
Stadium Way	204
Stamford Road	41
Stanbury Avenue	152
Stanley Road	35
Stanmore Road	43
Station Road	196
Strangeways	109
Stratford Road	50, 53 & 98
Stratford Way	87
Stripling Way	221
Stud Green	132
Summerfield Road	110
Sussex Road	43
Sutton Road	35
Swiss Avenue	107
Swiss Close	107
Sycamore Close	110
Sydney Road	63 & 118
Talbot Avenue	121
Tavistock Road	104
Telford Close	111
Temple Close	87
Terrace Gardens	41
The Avenue	98

The Boulevard	191
The Broadway	35
The Brow	132
The Chase	118
The Conifers	215
The Coppice	91
The Crescent	33
The Drive	109
The Gables	91
The Gardens	87
The Gateway	259
The Glebe	154
The Gossamers	137
The Harebreaks	71
The Hornets	39
The Larches	45
The Meadows	137
The Mews	33
The Orchard	109
The Parade	14 & 84
The Pastures	158
The Pelhams	137
The Pippins	111
The Ridgeway	109
The Spinney	53
The Square	71
The Thrums	71
The Turnstones	116 & 137
Third Avenue	111
Thorpe Crescent	79
Thrums	71
Tibbles Close	137
Tolpits Close	118
Tolpits Lane	130, 163, 180, 244 & 246
Trefusis Walk	87
Trevellance Way	111
Trident Road	160
Trinity Hall Close	219
Tucker Street	37
Tudor Avenue	104
Tudor Drive	104
Tudor Walk	104
Tunnel Wood Close	149
Tunnel Wood Road	149
Upper Paddock Road	45
Upton Road	100 & 194
Valley Rise	132
Venice Avenue	257

Vera Court	22
Verulam Passage	196
Vicarage Road	39, 68 & 204
Victoria Passage	39
Victoria Road	43
Villiers Road	45
Walverns Close	91
Warneford Place	45
Water Lane	81 & 224
Waterfields Way	224
Waterman Close	77
Watford Field Road	269
Watford Heath	22
Watford House Lane	14
Weall Green	132
Wellington Road	47
Wellspring Way	269
Wellstones	14 & 194
Wentworth Close	149
West Drive	111
West Street	196
Westbury Road	39
Westfield Avenue	104
Westland Road	47
Westlea Avenue	116
Westwick Place	111
Wheatley Drive	111
Whippendell Road	39, 61, 63, 118 & 259
Whitwell Road	137
Widgeon Way	116
Wiggenhall Road	30, 39 & 144
Wilcon Way	111
Wilcot Avenue	121
Wilcot Close	121
Willow Lane	75 & 204
Wilmington Close	194
Wimborne Grove	109
Windsor Road	43
Woodford Road	35 & 196
Woodgate	132
Woodgate Mews	177
Woodhurst Avenue	111
Woodland Drive	87
Woodmere Avenue	104
Woodshots Meadow	191
Woodside	71
Woodville Court	98
Woodville Court Mews	98

Woodwaye	91
Yarmouth Road	43
Ye Corner	45
York Road	37
York Way	116 & 137
Yorke Gate	98

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